MEETING OF THE PORT PHILLIP CITY COUNCIL

AGENDA

20 AUGUST 2025



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Welcome

Welcome to this Meeting of the Port Phillip City Council.

Council Meetings are an important way to ensure that your democratically elected representatives are working for you in a fair and transparent way. They also allow the public to be involved in the decision-making process of Council.

About this meeting

There are a few things to know about tonight's meeting. The first page of tonight's Agenda itemises all the different parts to the meeting. Some of the items are administrative and are required by law. In the agenda you will also find a list of all the items to be discussed this evening.

Each report is written by a Council officer outlining the purpose of the report, all relevant information and a recommendation. Council will consider the report and either accept the recommendation or make amendments to it. All decisions of Council are adopted if they receive a majority vote from the Councillors present at the meeting.

Public Question Time and Submissions

Provision is made at the beginning of the meeting for general question time from members of the public.

All contributions from the public will be heard at the start of the meeting during the agenda item 'Public Questions and Submissions.' Members of the public have the option to either participate in person or join the meeting virtually via Teams to ask their questions live during the meeting.

If you would like to address the Council and /or ask a question on any of the items being discussed, please submit a 'Request to Speak form' by 4pm on the day of the meeting via Council's website:

Request to speak at a Council meeting - City of Port Phillip

MEETING OF THE PORT PHILLIP CITY COUNCIL

To Councillors

Notice is hereby given that a **Meeting of the Port Phillip City Council** will be held in **St Kilda Town Hall and Virtually via Teams** on **Wednesday, 20 August 2025 at 6:30pm.** At their discretion, Councillors may suspend the meeting for short breaks as required.

AGENDA

1 APOLOGIES

2 MINUTES OF PREVIOUS MEETINGS

Minutes of the Meeting of the Port Phillip City Council 6 August 2025.

3 DECLARATIONS OF CONFLICTS OF INTEREST

4 PUBLIC QUESTION TIME AND SUBMISSIONS

5 COUNCILLOR QUESTION TIME

6 SEALING SCHEDULE

Nil

7 PETITIONS AND JOINT LETTERS

Nil

8 PRESENTATION OF CEO REPORT

Nil

9 A HEALTHY AND CONNECTED COMMUNITY

Nil

10 AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT CITY

Nil

11 A SAFE AND LIVEABLE CITY *5*

11.1 Dog Off-Leash Area Changes *6*

11.2 Balaclava & East St Kilda Urban Forest Precinct Plan *24*

11.3 PDMR/00002/2024 - Ministerial Referral for Planning Scheme Amendment C218port *188*

11.4 Planning Scheme Amendment C224port - Anomaly Correction *328*

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Nil

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14 A TRUSTED AND HIGH PERFORMING ORGANISATION

Nil

15 NOTICES OF MOTION

Nil

16 REPORTS BY COUNCILLOR DELEGATES

17 URGENT BUSINESS

18 CONFIDENTIAL MATTERS

Nil

1. APOLOGIES

2. MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the minutes of the Meeting of the Port Phillip City Council held on 6 August 2025 be confirmed.

3. DECLARATIONS OF CONFLICTS OF INTEREST

4. PUBLIC QUESTION TIME AND SUBMISSIONS

5. COUNCILLOR QUESTION TIME

6. SEALING SCHEDULE

Nil

7. PETITIONS AND JOINT LETTERS

Nil

8. PRESENTATION OF CEO REPORT

Nil

9. A HEALTHY AND CONNECTED COMMUNITY

Nil

10. AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT CITY

Nil

11. A SAFE AND LIVEABLE CITY

11.1 Dog Off-Leash Area Changes 6

11.2 Balaclava & East St Kilda Urban Forest Precinct Plan..... 24

11.3 PDMR/00002/2024 - Ministerial Referral for Planning Scheme Amendment C218port 188

11.4 Planning Scheme Amendment C224port - Anomaly Correction..... 328

11.1 DOG OFF-LEASH AREA CHANGES

EXECUTIVE MEMBER: KYLIE BENNETTS, GENERAL MANAGER, COMMUNITY WELLBEING AND INCLUSION

PREPARED BY: CLAIRE ULCOQ, COORDINATOR OPEN SPACE

DIRK CUMMINS, COORDINATOR LOCAL LAWS & ANIMAL MANAGEMENT

DANA PRITCHARD, MANAGER OPEN SPACE RECREATION AND COMMUNITY RESILIENCE

1. PURPOSE

1.1 To seek Council's approval of amendments to Council Order No. 5 to give effect to changes to dog on and off-leash areas (designated areas and prohibited areas).

2. EXECUTIVE SUMMARY

2.1 The City of Port Phillip has a statutory obligation to administer and enforce the *Domestic Animals Act 1994* (the Act). Pursuant to section 26 of the Act Council may make an Order in respect to specified places in which dogs are to be managed.

2.2 At the 21 August 2024 Ordinary Meeting of Council, Council endorsed and adopted the Dog Off-Leash Guideline (the Guideline). The Guideline outlines Council's position on the provision, distribution, design and management of dog facilities in public open spaces.

2.3 In endorsing the Guideline, Council approved Council officers to undertake community engagement on several proposed changes to dog on and off-leash restrictions across the municipality.

2.4 Community engagement was held from 8 March until 11 April 2025, where Council heard from over 370 people through the Have Your Say survey, email submissions and face to face discussions at four pop-up sessions.

2.5 The feedback has been reviewed and sites re-assessed against the Guideline.

2.6 The recommendation is for no changes to the current conditions at SS Anderson (Pitch 1) at JL Murphy Reserve, North Port Oval, Robinson Reserve and Howe Crescent Reserve West.

2.7 The following changes are recommended:

- Fennell Reserve in Port Melbourne to be designated as a dog off-leash area.
- The section of Port Melbourne beach between Station Pier and Bay Street to be designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).
- The section of Elwood Beach between Point Ormond to the rock groyne in front of Elwood Angling Club to be designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).
- The Community Synthetic Ground (Pitch 3) at JL Murphy Reserve to be changed to a dog prohibited area.

2.8 To bring these changes into effect, an updated Council Order is required. The updated Council Order (**Attachment 1**) includes amendments to Schedule 1 Designated Areas and Schedule 2 Prohibited Areas to reflect these recommendations.

2.9 Further work and community engagement is required to investigate future dog off-leash areas across the municipality, particularly in Elwood and South Melbourne.

2.10 Since 1 September 2024, the gates have been locked open at Eastern Reserve North between 7:30 PM and 7:00 AM. These times are in line with when the Reserve becomes an on-leash area and was put in place to mitigate concerns from nearby residents around noise, user behaviour and the condition of the Reserve.

2.11 The trial is now complete, and it is recommended that this arrangement becomes permanent at Eastern Reserve North.

2.12 Separate to this report, at its Ordinary Council Meeting on 6 August 2025, Council approved a new Domestic Animal Management Plan (the DAMP) that outlines Council's programs and policies for the management of dogs and cats over a four-year period.

2.13 In approving the DAMP, Council committed to changing several restrictions relating to dogs and cats. To bring these into effect, updates to the Council Order are also required. The relevant DAMP actions to be included in the Order are a change of cat curfew times to 'sunset to sunrise' and reduce the number of dogs that can be walked without a permit from six to four, with a permit up to eight dogs can be walked.

3. RECOMMENDATION

That Council:

3.1 Adopts Council Order No. 5 (**Attachment 1**) under section 26 of the *Domestic Animals Act 1994* and authorises the Chief Executive Officer (or delegate) to make any minor editorial amendments to finalise Council Order No. 5 for gazettal.

3.2 Notes the gazettal will make the following updates to dog off leash areas:

3.2.1 Fennell Reserve in Port Melbourne to be designated as a dog off-leash area.

3.2.2 The section of Port Melbourne beach between Station Pier and Bay Street to be designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).

3.2.3 The section of Elwood Beach between Point Ormond to the rock groyne in front of Elwood Angling Club to be designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).

3.2.4 The Community Synthetic Ground (Pitch 3) at JL Murphy Reserve to be changed to a dog prohibited area.

3.3 Notes the gazettal will also include approved amendments to the 'cat curfew' and 'commercial dog walking' restrictions approved by Council's Domestic Animal Management Plan at Council's Ordinary Council Meeting on 6 August 2025.

3.4 Notes that Order No. 5 will be published in the Government Gazette and in a newspaper circulating in the municipal district of Council.

3.5 Notes that Council Order No. 5 will take effect, once published in the Government Gazette, and Council Order No. 4 will subsequently cease at that time.

3.6 Notes that no changes will be made to the current conditions at SS Anderson (Pitch 1) at JL Murphy Reserve, North Port Oval, Robinson Reserve and Howe Crescent Reserve West.

3.7 Requests Council officers investigate changing Anzac Gardens in South Melbourne, Point Ormond Reserve and the section of beach north of the Point Ormond rock groyne in Elwood to a dog off-leash area, subject to heritage advice and community engagement.

3.8 Resolves to make the current gate opening arrangement (7:30 PM to 7:00 AM) a permanent operational measure at Eastern Reserve North.

3.9 Notes that when the *Places for People: Public Space Strategy 2022-32* is next reviewed it will include an updated action to continue to undertake further planning work to identify appropriate sites for dog off-leash areas across the municipality.

4. KEY POINTS/ISSUES

Dog Off-Leash Guidelines

4.1 At the 21 August 2024 Ordinary Meeting of Council, Council endorsed and adopted the Dog Off-Leash Guideline (the Guideline). The purpose of the Guideline is to provide clear principles that guide how Council will make provision for dogs to be off leash in public open spaces.

4.2 These principles help guide Council officer's assessment when identifying sites for new dog off-leash areas and ensure dog off-leash areas are safe, inclusive and well-integrated into the broader public space network. The principles include:

- Diverse – a range of experiences will be provided for our dog community through our network of diverse public spaces.
- Impact and suitability – dog off-leash areas should be at sites which are suitable for expected use and consider dog needs, potential benefits and potential impacts to the site, other users and surrounds.
- Safe – the safety of people and dogs will be prioritised when planning and designing dog off-leash areas.
- Environment and heritage – dog off-leash areas should not impact on areas of historical value and environmental significance.
- Quality – dog off-leash areas will consider all users of the space, providing spaces for dogs which are well designed and fit for purpose and ensuring grounds with other primary uses are not impacted by dog usage.
- Shared responsibility – education communication programs and enforcement will be used to promote accountability and respect between all users of dog off-leash areas.
- Well managed – dog off-leash areas will be well managed and will enhance usage.

Proposed changes

4.3 During community engagement on the Guideline, Council officers heard that there is demand for both more and less dog off-leash areas across the municipality including on our beaches, requests for more fenced dog off-leash areas, concerns about dog

owner control/compliance and impacts of dogs on sports grounds and residential amenity.

4.4 There are also conflicts between the shared use of specialised sports fields that have a premier playing level surface (meaning they host elite sport) as dog off-leash spaces. It is difficult to maintain these sports fields to the high standard they need to be kept at when dogs are also using the space.

4.5 To address these challenges, at the 21 August 2024 Ordinary Meeting, Council requested that community engagement be undertaken on the following proposed changes to dog on and off-leash restrictions across the municipality:

Table 1 – Changes which were consulted on:

Site	Current status	Proposed change
SS Anderson (Pitch 1) at JL Murphy Reserve, Port Melbourne	Off-leash (outside of sport times)	Dogs prohibited at all times
Community Synthetic Ground (Pitch 3) at JL Murphy Reserve, Port Melbourne	Off-leash (outside of sport times)	Dogs prohibited at all times
North Port Oval, Port Melbourne	On-leash (outside of sport times)	Dogs prohibited at all times
Robinson Reserve, Elwood	On-leash	Fenced dog off-leash area
Fennell Reserve, Port Melbourne	On-leash	Fenced dog off-leash area
Howe Crescent Reserve West, South Melbourne	On-leash	Fenced dog off-leash area
Port Melbourne Beach between Station Pier and Bay Street	Dogs prohibited at all times in summer; off-leash all other times	Dogs permitted off-leash in summer from 7.30pm – 10am, no changes to other restrictions
Elwood Beach between Point Ormond to the rock groyne in front of Elwood Angling Club	Dogs prohibited at all times in summer; off-leash all other times	Dogs permitted off-leash in summer from 7.30pm – 10am, no changes to other restrictions

4.6 Community engagement was held from 8 March until 11 April 2025 with over 370 participants providing feedback. The findings of this process are presented in **section 5** of this report.

Recommendations

4.7 Based on the community engagement feedback and assessment against the Guideline the following is recommended:

SS Anderson (Pitch 1) at JL Murphy Reserve, Port Melbourne

4.8 It is recommended that no changes are made to the current dog off-leash status of SS Anderson (Pitch 1) at JL Murphy Reserve.

4.9 Pitch 1 is a specialised soccer field that hosts elite sport, used for National Premier League competition games and training by Port Melbourne Sharks Soccer Club. The change was proposed to reduce maintenance on the ground and to ensure it was fit-for-purpose.

4.10 28% of participants during community engagement supported the proposal.

4.11 We heard that dogs damage the sports field surface and leave waste. We also heard that the site should remain a dog off-leash area when it is not being used for sport to cater for growing demand in Fishermans Bend.

4.12 This option has been reassessed against the Guideline and the recommendation to not make change is based on ensuring there is no net loss of green spaces for off leash dogs in the community.

4.13 Retaining the current designation of Pitch 1 as a dog off-leash area will help balance the loss of dog off-leash area from Pitch 3.

4.14 It is recommended that this designation is reassessed once new public space, including dog off-leash areas, comes online as part of the Fishermans Bend Masterplan.

Community Synthetic Ground (Pitch 3) at JL Murphy Reserve, Port Melbourne

4.15 It is recommended that the Community Synthetic Ground (Pitch 3) at JL Murphy Reserve be changed to a dog prohibited area.

4.16 Pitch 3 is a fully synthetic multi-purpose field that is used for soccer.

4.17 27% of participants during community engagement supported the proposal. We heard that Pitch 3 should no longer be a dog off-leash area due to the recent investment by Council. We also heard that the synthetic surface provides a safe place for people to walk their dogs on-leash.

4.18 This option has been reassessed against the Guideline, and the recommendation is based on:

- The site not aligning with the impact and suitability principle as its primary use as a synthetic sports field is not compatible with dogs off-leash.
- The synthetic turf surface means it is not compatible for dogs due to safety and hygiene concerns.
- The surface can become very hot, is harder than natural grass and offers less traction, increasing the risk of injury.
- The surface does not absorb waste, making it harder to clean and maintain sanitary conditions which would impact on its primary use as a community sports ground.

4.19 Designating Pitch 3 as a dog prohibited area would result in a loss of approximately 6,800m^2 of dog off-leash area from JL Murphy Reserve.

North Port Oval, Port Melbourne

4.20 It is recommended that no changes are made to the current dog on-leash only status of North Port Oval.

4.21 North Port Oval is home to Port Melbourne Football Club in winter and Port Melbourne Cricket Club in summer. It is used for elite sport, hosting VFL and VFLW matches in

winter. The change was proposed to reduce maintenance on the ground and to ensure it was fit-for-purpose. It was also proposed as owners are not adhering to the on-leash status of the oval.

4.22 23% of participants during community engagement supported the proposal. We heard that there is a lack of public knowledge that North Port Oval is available for general community use outside of sports training and match times.

4.23 Retaining the current designation of North Port Oval as a dog on-leash area will help balance the loss of dog off-leash area from Pitch 3 at JL Murphy Reserve.

4.24 Council officers are undertaking planning to inform the future use of public open spaces in Fishermans Bend which will include identifying opportunities for dog off-leash areas.

4.25 It is recommended that this designation is reassessed once new public space, including dog off-leash areas, comes online as part of the Fishermans Bend Masterplan.

Robinson Reserve, Elwood

4.26 It is recommended that no changes are made to the current dog on-leash status of Robinson Reserve in Elwood. It is proposed that Council officers undertake further planning work to identify future opportunities for dog off-leash areas in Elwood, including Point Ormond Reserve and the section of beach north of the Point Ormond rock groyne.

4.27 80% of participants during community engagement supported the proposal. However, almost one-third of these responses came from people who said they travel past the Reserve, used to visit the Reserve or do not have a connection to the Reserve.

4.28 This option has been reassessed against the Guideline and the recommendation is based on:

- Safety concerns for dogs being adjacent to Marine Parade and Glen Huntly Road.
- Poor pedestrian accessibility.
- Traffic noise may impede a dog's recall.
- Location to existing residential dwellings (approximately 16 metres).

4.29 The community also shared that there are not enough dog off-leash areas in Elwood, particularly in the area between Brighton Road, Barkly Street and Glen Huntly Road. To address this, Council officers will continue to look for opportunities for dog off-leash areas in Elwood. Initial investigations will focus on Point Ormond Reserve and the section of beach north of the Point Ormond rock groyne, subject to expert advice and community engagement.

Fennell Reserve, Port Melbourne

4.30 It is recommended that Fennell Reserve in Port Melbourne is changed to a fenced dog off-leash area.

4.31 86% of participants during community engagement supported the proposal.

4.32 This option has been reassessed against the Guideline and the recommendation is based on:

- Location to existing residential dwellings (approximately 40 metres).

- Easy access with good connections to existing pedestrian paths.
- Good visibility from surrounding areas.
- Established vegetation and trees to provide shade and areas of interest for dogs.
- Room for dogs to run.
- Existing park infrastructure (seating, tables, bins).
- Does not impact on areas of historical value or environmental significance.

4.33 Designating Fennell Reserve as a dog off-leash area will transform approximately 5,100m^2 of dog on-leash area into dog off-leash area. This will help offset the loss of dog off-leash area from Pitch 3.

4.34 If endorsed, work will commence on a separate project to deliver a fenced dog park at Fennell Reserve. Funding for this project is committed in *Plan for Port Phillip 2025 – 35* under a five-year rolling program to deliver new fenced dog parks. $60K is committed for design in 25/26, with $450K committed for construction in 26/27. Until the fencing project is completed, as with a range of other locations in the municipality, dog owners will need to exercise their own discretion as to whether being off leash is appropriate for their dog(s).

4.35 Constructing a fenced dog park in Fennell Reserve may help relieve the pressure on Eastern Reserve North in South Melbourne, which is one of only two existing fenced dog parks in the municipality.

Howe Crescent Reserve West, South Melbourne

4.36 It is recommended that no changes are made to the current dog on-leash status of Howe Crescent Reserve West in South Melbourne. It is proposed that Council officers undertake further planning work to identify future opportunities for dog off-leash areas in South Melbourne, including Anzac Gardens.

4.37 62% of participants during community engagement supported the proposal. However, over one-third of these responses came from people who said they used to visit the Reserve or do not have a connection to the Reserve. We heard that the local community have concerns about the amenity impacts of the Reserve becoming a fenced dog off-leash area.

4.38 This option has been reassessed against the Guideline and the recommendation is based on:

- Location to existing residential dwellings (approximately 17 metres).
- Located within a heritage overlay.
- Safety concerns for dogs as the Reserve is adjacent to the tram line.
- Size (0.28ha) does not allow the space to be shared or provide sufficient room for dogs to run.

4.39 Council officers will continue to look for opportunities for dog off-leash areas in South Melbourne. Initial investigations will focus on Anzac Gardens, subject to heritage advice and community engagement.

Port Melbourne Beach

4.40 It is recommended that the section of Port Melbourne beach between Station Pier and Bay Street is designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).

4.41 76% of participants during community engagement supported the proposal.

4.42 This option has been reassessed against the Guideline and the recommendation is based on:

- Increases the total area in Port Melbourne where dogs are permitted to be off-leash in summer.
- Site is suitable for the expected use (accessible, good visibility, room for dogs to run, sufficient buffers from residential properties, does not impact on areas of historical value or environmental significance).

Elwood Beach

4.43 It is recommended that the section of Elwood Beach between Point Ormond to the rock groyne in front of Elwood Angling Club is designated as a dog off-leash area between 7:30 PM and 10:00 AM the next day during summer (1 November to 31 March).

4.44 78% of participants during community engagement supported the proposal.

4.45 This option has been reassessed against the Guideline, and the recommendation is based on:

- Provides a physical barrier to delineate where dogs are permitted to be off leash on Elwood Beach during summer, meaning enforcement will be clearer for all users.
- Increases the total area in Elwood where dogs are permitted to be off leash in summer.
- Site is suitable for the expected use (accessible, good visibility, room for dogs to run, sufficient buffers from residential properties, does not impact on areas of historical value or environmental significance).

4.46 This recommendation also responds to a petition tabled at the 20 August 2024 Ordinary Meeting of Council requesting that Council extend the dog off-leash area on Elwood Beach during the summer period.

Proposed amendments to the Council Order

4.47 Council has a statutory obligation to administer and enforce the Act. Pursuant to section 26 of the Act Council may make an Order in respect to specified places in which dogs are to be managed.

4.48 Council Order No. 5 will include amendments to Schedule 1 Designated Areas and Schedule 2 Prohibited Areas to reflect the Council officer recommendations.

4.49 These amendments would:

- Transform approximately 5,100m^2 of dog on-leash area into dog off-leash area.
- Change approximately 6,800m^2 of dog off-leash area to dog prohibited area.

Eastern Reserve North

4.50 At the 21 August 2024 Ordinary Meeting of Council, Council agreed to trial locking the gates open at Eastern Reserve between 7:30 PM and 7:00 AM from 1 September 2024 to 31 March 2025.

4.51 These times are in line with when the Reserve becomes an on-leash area and was put in place to mitigate concerns from nearby residents around noise, user behaviour and the condition of the Reserve.

4.52 The trial is now complete, and Council officers have received positive feedback from the community in relation to the trial.

4.53 It is recommended that this arrangement becomes permanent at Eastern Reserve North. This recommendation has been made because locking the gates open when the Reserve is dog on-leash only is effective in reducing noise and amenity concerns.

Next steps

4.54 Prior to summer, signage will be updated at each of these sites and at high use dog-off leash areas across the municipality.

4.55 Planning and concept designs will begin for the upgrade of Fennell Reserve to a fenced dog off-leash area, with construction due to begin in the 26/27 financial year.

4.56 Council officers will investigate changing Anzac Gardens in South Melbourne, Point Ormond Reserve and the section of beach north of the Point Ormond rock groyne in Elwood to a dog off-leash area, subject to heritage advice and community engagement.

4.57 When the *Places for People: Public Space Strategy 2022-32* is reviewed it will include an updated action to continue to undertake further planning work to identify appropriate sites for dog off-leash areas across the municipality. This work will include consideration of off leash options in Elwood, South Melbourne and Fishermans Bend.

Additional amendments to the Order approved by the DAMP

4.58 Council's existing Council Order No. 4 requires cat owners to securely confine cats to their owner's premises between the hours of 9pm and 6am the following day. Objective 2.3 of the DAMP amends the new Council Order No. 5 to require a curfew from sunset to sunrise to further reduce predation.

4.59 An existing Local Law 23 – Commercial Dog Walkers requires a Permit to walk 7 or more dogs at one time. Objective 12.1 of the DAMP will amend Council Order No. 5 to reduce the number of dogs that can be walked without a permit from six to four, with a permit up to eight dogs can be walked, - to support dog walkers being able to have effective control of their animals in public places and improve community safety outcomes.

5. CONSULTATION AND STAKEHOLDERS

5.1 Over 2,856 people were engaged over three phases of community engagement during the development of the Guideline.

5.2 Community engagement on the proposed changes to dog on and off-leash restrictions was held from 8 March until 11 April 2025.

5.3 During this process we heard from over 370 people through the Have Your Say survey, email submissions, on-site meetings with community members, and face to face

discussions at four pop-up sessions held through Council's Neighbourhood Engagement Program.

5.4 An engagement summary report has been published on Council's Have Your Say page.

5.5 Council officers have also met with representatives from the CoPP Dog Network, post the publishing of the engagement results. The CoPP Dog Network would like to see:

- No net loss of dog off-leash area across the municipality.
- Changes be made in line with the community engagement feedback.

5.6 Feedback has also been received from residents adjoining Howe Crescent Park, who object to this park being changed into a fenced dog area, stating that it is unsuitable for this use due to - Loss of open community space; noise and disturbance; environmental impact; traffic and safety concerns; and more suitable alternative locations.

6. LEGAL AND RISK IMPLICATIONS

6.1 Council has made a commitment in the *Places for People: Public Space Strategy 2022 – 2032* to design and manage our public spaces for all people and their needs in mind.

6.2 The amendments to the Council Order reflect a balance between the needs of dog owners and non-dog owners and the broader community, environment and other user groups.

6.3 To amend the Council Order, the process includes:

- Identify what the amendment is to be made *(identified at the 21 August 2024 Ordinary Meeting of Council).*
- Identify who is affected by the amendment *(identified through the community engagement process).*
- Consult with the persons who are affected by using Council's Community Engagement Policy *(undertaken from 8 March to 11 April 2025).*
- Compile the responses, prepare the report and recommendation and attach an amended version of the Order and draft the resolution(s) *(**Attachment 1**).*
- Ensure that when the decision is made, the interests of those who are directly affected by the decision are considered and taken into account.

7. FINANCIAL IMPACT

7.1 The *Plan for Port Phillip 2025 – 35* includes:

- $1.51 million over the next five years to deliver a program of new fenced dog parks across the City to cater for growing demand.
- $200K to implement actions from the Dog Off-Leash Guideline, including engagement, signage and changes to off-leash areas.

8. ENVIRONMENTAL IMPACT

8.1 The Guideline includes an environment and heritage principle which states 'dog off-leash areas should not impact on areas of historical value and environmental significance'. This is supported by assessment criteria to ensure that dog off-leash

areas do not impact on areas of flora and fauna habitat or heritage value. These has been considered during the assessment process.

8.2 The design of a fenced dog off-leash area at Fennell Reserve will be fit for purpose and include trees and greenery to ensure dogs, and their owners, are comfortable when visiting these spaces.

9. COMMUNITY IMPACT

9.1 The City of Port Phillip has the highest density of dogs out of all greater Melbourne local government areas. There are significant social and health benefits associated with owning dogs, with dog owners meeting more people and having increased exercise because of their dog.

9.2 Providing a mix of spaces for dogs across a mix of spaces in the municipality, including on-leash areas, off-leash areas and some areas where dogs are not permitted at all, ensures that Council is supporting the social and health benefits of dogs and their owners.

9.3 The principles and supporting assessment criteria in the Guideline have been considered during the assessment process to ensure community impact is minimised, including distance from residential properties, exclusion zones or high-risk areas; accessibility; and visibility.

10. GENDER IMPACT ASSESSMENT

10.1 Council officers prepared a Gender Impact Assessment (GIA) to inform the preparation of the Guideline. These considerations have informed the proposed changes to dog on and off-leash restrictions.

10.2 A GIA will be included in the assessment and design of the Fennell Reserve fenced dog off-leash area.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 This report aligns with Strategic Direction 3 of the *Plan for Port Phillip 2025 – 35:* A safe and liveable city. The *Plan for Port Phillip 2025 – 35* includes the following priorities for the next four years:

- Continue to provide spaces for dogs to be off-leash through the implementation of Council's Dog Off-Leash Guideline.
- Deliver a program of new fenced dog parks across the City to cater for growing demand.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 The new Council Order No. 5 will come into effect once published in the Government Gazette, and Council Order No. 4 will subsequently cease at that time.

12.2 COMMUNICATION

12.2.1 Order No. 5 will be advertised on Council's website and in local newspapers and will be printed in the State Government Gazette following Council's consideration of the matter.

12.2.2 The requirements of the new Order will be published on Council's website.

12.2.3 Signage on Port Melbourne and Elwood beaches will be updated and/or installed prior to the start of summer.

12.2.4 Signage in JL Murphy Reserve and Fennell Reserve will be updated as soon as possible following the gazettal of the new Order.

12.2.5 Signage in other parts of the municipality will be progressively implemented in 2025/26. Councillors will be provided with an image of the signage to provide feedback prior to production and installation of signage across the municipality.

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS **1. Order No. 5 of Port Phillip City Council**

ORDER NO. 5 OF PORT PHILLIP CITY COUNCIL

Domestic Animals Act 1994

Section 10A(2), 25(2) and 26(2)

1. **Revocation**
   (1) All previous Orders made by Council under section 26 of the *Domestic Animals Act* 1994 are revoked.
2. **Cats to be desexed**
   (1) After 14 April 2022 Port Phillip City Council will not register a cat unless the cat is desexed.
   (2) Sub-clause (1) does not apply if the cat is exempt from desexing under section 10B of the *Domestic Animals Act* 1994 or the cat was previously registered with Port Phillip City Council.
3. **Cat Curfew**
   (1) All cats within the municipal district of Port Phillip City Council must be securely confined to their owner's premises between the hours of sunset and sunrise the following day.
4. **Dogs must be under effective control**
   (1) The Owner of any dog must keep the dog under effective control by means of a chain, cord or leash held by the Owner and attached to the dog while the dog is in a Public Place except where that Public Place is a Designated Area.
   (2) Sub-clause (1) does not apply where a chain, cord or leash attached to the dog is securely fastened to a post or other fixture.
   (3) The Owner of a dog must not, without a local law permit, walk, exercise or be in charge of four or more dogs at any time.
5. **Prohibited Areas**
   (1) A dog must not enter or remain in any Prohibited Area.
   (2) The prohibition under sub-clause (1) applies in a Prohibited Area regardless of whether or not the dog is under effective control by means of a chain, cord or leash held by the Owner and attached to the dog or otherwise controlled or not controlled.
6. **Owner's obligations in a Designated Area**
   (1) A dog may be exercised in a Designated Area, without being under effective control by a chain, cord or leash held by the Owner and attached to the dog, if:

(a) the Owner carries a chain, cord or leash sufficient to bring the dog under effective control by placing the dog on a chain, cord or leash if the dog behaves in a manner which threatens any person or animal;

(b) the Owner remains in effective voice control and or hand control of the dog within constant sight of the dog so as to be able to promptly bring the dog under control by placing the dog on a chain, cord or leash if that becomes necessary or desirable to avoid any wandering out of effective control or to avoid any threatening behaviour or any attack;

(c) the dog does not worry or otherwise threaten any person or animal, or attack or bite any person or animal; and

(d) the dog does not come within 20 metres of any organised sporting event or training taking place on a ground/playing surface/training space whilst the organised sporting event or training is taking place.

(2) The Owner of a dog must not, without a local law permit, exercise off leash four or more dogs at any time.

7. Non-application to specified dogs or greyhounds

(1) Clause 4 of this Order does not apply to any dog which is a dangerous dog, menacing dog or restricted breed dog under the *Domestic Animals Act* 1994 or to a greyhound which must meet the restraint requirements in section 27 of the Act.

8. Meaning of words

In this Order:

Designated Area	means an area (including an area on or between specified times and on or between specified dates) described in Schedule 1 but does not include any area within 20 metres of any organised sporting event or training taking place on a ground/playing surface/training space whilst the organised sporting event or training is taking place.
Plan	means, when used in the Schedule, a plan appended to the Schedule.
Owner	has the same meaning as in the *Domestic Animals Act* 1994.
Prohibited Area	means an area (including an area on or between specified times and on or between specified dates) described in Schedule 2.
Public Place	has the meaning given to it in the *Summary Offences Act* 1966.
Schedule	means a Schedule to this Order.

Schedule 1

Designated Areas

Area of Land	Time	Melway Ref.
Beach A being the area of land west of Pier Road extending to the low water mark between St Kilda Pier and the drainage channel at the north-western end of Pier Road.	Always	57 / J8-9
Beach B being the area of land and/or sand south-west of Beaconsfield Parade between an imaginary line (extending in a south-westerly direction from the north-western boundary of Langridge Street to the high water mark) and another imaginary line (extending in a south-westerly direction from the north-western edge of the West Beach Pavilion to the high water mark).	Always	57 / H8
Beach C being the area of land south-west of Beach Street between an imaginary line (extending in a north-easterly direction from the low water mark at Lagoon Pier to Beach Street) and another imaginary line (extending in a south-westerly direction from the north-west boundary of Bay Street to the low water mark) adjacent to Port Melbourne Yacht Club.	Always	57 / B4
Beach D being the area of land south of The Boulevard between an imaginary line (extending in a northerly direction from the rock groyne opposite Barak Road between the low water mark and The Boulevard) and another imaginary line (extending in a northerly direction from the rock groyne opposite Cumberland Road between the low water mark and The Boulevard).	Always	56 / H3
Beach E being the area of land south-west of Beaconsfield Parade extending to the low water mark between Kerferd Road Pier and an imaginary line (extending in a south-westerly direction from the north-west boundary of Langridge Street to the low water mark).	Between 7.30pm and 10.00am the following day between 1 November - 31 March; full off leash access 1 April – 31 October	57 / E6-H7

Beach F being the area of land commencing at Point Ormond reserve extending to the rock groyne in front of the Elwood Angling club and from the sea wall to the low water mark.	Between 7.30pm and 10.00am the following day.	67 / A3
Beach G being the area of land west of Marine Parade extending from the sea wall to the low water mark between Brooks Jetty and the northern end of the car park toward St Kilda Marina.	Always	57 / K11-12
Beach J being the area of land between Station Pier and the Port Melbourne Yacht Club, and the low water mark to the sea wall.	Between 7.30pm and 10am the following day between 1 November and 31 March each year; full off leash access between 1 April and 31 October.	
All beaches in the municipal district (other than Beach A, Beach B, Beach C, Beach D and Beach E, Beach F and Beach G).	Only between 1 April and 31 October each year.	
The following areas, as indicated by signage indicating off-leash Designated Areas:		
Head Street Reserve, Elwood	Always	67 / D5
Clarke Reserve, Elwood	Always	67 / C1
M. O. Moran Reserve, Elwood	Always	67 / A1
Marina Point Reserve, St Kilda	Always	67 / A1-2
Peanut Farm Reserve, St Kilda	Always	58 / A11
Alma Park East, St Kilda East (north of oval – south of Dandenong Road)	Always	58 / E8
Alma Park West, St Kilda	Always	58 / E8
Gasworks Park, Albert Park	Always	57 / D4
Lagoon Reserve, Port Melbourne	Always	57 / C3
Howe Reserve, Port Melbourne	Always	57 / D1
Page Reserve, Port Melbourne	Always	57 / D1
Smith Reserve, Port Melbourne	Always	57 / C2
Hester Reserve, Port Melbourne	Always	57 / B2
J. L. Murphy Reserve, Port Melbourne, other than Community Synthetic Ground (Pitch 3).	Always	56 / K1

Garden City Reserve, Port Melbourne	Always	56 / K2
Julier Reserve, Port Melbourne	Always	56 / H2
Eastern North Reserve, South Melbourne	Between 7.00am to 7.30pm.	
Fennell Reserve, Port Melbourne.	Always	2J G1

Schedule 2

Prohibited Areas

Area of Land	Time	Melway Ref.
Beach H, being a section of Sandridge Beach being the area of land and sand from an imaginary line (being an extension to the low water mark of the easterly boundary of Todd Road) and extending between the north-western boundary of the municipal district and the low water mark to the south-western boundary of the municipal district beyond the Perce White Reserve. Excluding the sealed road reserve including the car park and adjacent footpath from Todd Road towards the south western boundary of the municipal district and the footpath between the end of the road reserve and that boundary.	Always	56 / G3
Beach I, being a section of West Beach, St Kilda being the area of land and sand south-west of Pier Road and Beaconsfield Parade from the drainage channel at the south-western boundary of Pier Road to the high water mark to another imaginary line (extending in a south-westerly direction from the north-western edge of the West Beach Pavilion to the high water mark).	Always	57 / J8
Frank and Mary Crean Reserve (Richardson Street, Middle Park – being a fenced children's playground reserve).	Always	57 / G5
J.L Murphy Reserve, Port Melbourne being Community Synthetic Ground (Pitch 3).	Always	56 K1
Within five (5) metres of any children's playground or public barbecue or exercise equipment areas.	Always	

That part of any ground/playing surface/training space, whilst an organised sporting event or training is taking place.	Always	
All beaches in the municipal district other than Beach A, Beach B, Beach C, Beach D, Beach G and during the hours when Beach E, F and J is a Designated Area.	Between 1 November and 31 March each year	

11.2 BALACLAVA & EAST ST KILDA URBAN FOREST PRECINCT PLAN

EXECUTIVE MEMBER: **KYLIE BENNETTS, GENERAL MANAGER, COMMUNITY WELLBEING AND INCLUSION**

PREPARED BY: **JENNIFER WITHERIDGE, COORDINATOR URBAN FOREST**

DANA PRITCHARD, MANAGER OPEN SPACE RECREATION AND COMMUNITY RESILIENCE

1. PURPOSE

1.1 To present the new Balaclava and East St Kilda Urban Forest Precinct Plan for Council adoption (refer to **Attachment 1** and **Attachment 2**).

2. EXECUTIVE SUMMARY

2.1 The Urban Forest Strategy (UFS) was adopted by Council in 2024 - Urban Forest Strategy 2024-2040.

2.2 One of the key actions in the strategy is:

Action 3: Develop urban forest precinct plans (UFPP) for all neighbourhoods within the municipality to increase canopy and biodiversity (2-3 per annum).

2.3 The purpose of the UFPPs is to guide tree planting and biodiversity projects to help achieve the targets set out in the UFS.

2.4 All neighbourhoods will eventually have a UFPP. Balaclava/East St Kilda was selected as the first neighbourhood to develop a plan, which will serve as a prototype for future precincts.

2.5 This neighbourhood was chosen due to its diverse streetscape typologies and varying widths including narrow and constrained spaces for tree planting. Its complexity provided an opportunity to test and refine an approach that can be applied across neighbourhoods.

2.6 While the original goal was to deliver 2-3 UFPPs in the first year of the UFS, only one draft plan was completed in 2024/25. The first plan took more time to develop than original anticipated to ensure it was fit for purpose. With a template and agreed framework in place, future plans will be easier to produce, tailored to each neighbourhood.

2.7 In the 2025/26 Council Plan and Budget Council supported fast-tracking the UFPPs for the remaining eight (8) neighbourhoods, over the next two years.

2.8 Community engagement on the draft Balaclava and East St Kilda UFPP was conducted in April 2025. Feedback received during this process has been incorporated into the final plan presented for Council consideration through this report.

2.9 Implementation of the Balaclava and East St Kilda UFPP will be funded through three main sources – Greening Port Phillip Capital Program, Individual Capital Projects and the Parks Services Budget.

2.10 To ensure equitable delivery across all nine precincts, each precinct plan will initially prioritise primary streets - those with the greatest need and potential impact.

2.11 Once all precinct plans are completed, a municipality-wide review will support Council to identify opportunities for improvements to secondary streetscapes. These Council

decisions will be aligned with UFS goals of increasing canopy cover, biodiversity, and urban cooling, subject to available funding.

2.12 Any additional funding for UFPP implementation will be considered through Council's annual budget process, alongside other Council priorities. Opportunities for external funding will also be sought.

2.13 A petition was tabled at the Council Meeting on 18 June 2025 requesting that the area bounded by St Kilda Road-Inkerman Street - Chapel Street- Dandenong Road be included within the current planning phase of the UFPP. Council resolved the following:-

That Council:

1. Receives and notes the Petition and provides a response as part of the Balaclava & East St Kilda Urban Forest Precinct Plan report being considered at a future Council meeting.

This report provides a formal response to petitioners for Council consideration.

3. RECOMMENDATION

That Council:

3.1 Adopts the Balaclava and East St Kilda Urban Forest Precinct Plan as outlined in **Attachments 1 and 2** and delegates authority to the CEO to make minor editorial changes that do not materially alter the content, to finalise the document for publication.

3.2 Notes that the Plan includes initial funding for primary projects identified in the action plan, and that a municipality wide review of secondary projects will be undertaken once all nine Urban Forest Precinct Plans are complete. Projects not currently funded will be considered for external grant opportunities and future Council budget processes to ensure fair and equitable delivery across the municipality.

3.3 Notes that one Urban Forest Precinct Plan has been delivered in the first 12 months of the Urban Forest Strategy allowing for the development of a template to guide future plans.

3.4 Notes the remaining eight Urban Forest Precinct Plans will be delivered by the end of the 2026/27 financial year and that the Urban Forest Strategy will be updated to reflect this revised timeline.

3.5 Thanks residents and community members who submitted a petition noted by Council on 18 June 2025, which requested the inclusion of the area bounded by St Kilda Road Inkerman Street – Chapel Street – Dandenong Road within the current planning phase of the Urban Forest Precinct Plan.

3.6 Notes and requests that officers advise the lead petitioner that:

3.6.1 As part of the Urban Forest Strategy development, the municipality was divided into neighbourhoods to enable a more targeted and place-based approach to managing the urban forest. These neighbourhood boundaries align with those established in the Places for People: Public Space Strategy 2022–2032.

3.6.2 The area highlighted in the petition will be included in the St Kilda and St Kilda West Urban Forest Precinct Plan, which is scheduled for delivery within the next two financial years.

3.6.3 To ensure consistency across all precincts each plan will be developed in alignment with the principles and objectives outlined in the Urban Forest Strategy. This ensures a unified approach to achieving targets and measurable outcomes including increasing urban canopy cover, enhancing species diversity, improving vegetation health, and boosting biodiversity.

3.6.4 In developing the Balaclava & East St Kilda Urban Forest Precinct Plan, walkability analysis extended beyond neighbourhood boundaries to include nearby activity centres such as Windsor, Orrong Road, and Glen Eira Avenue. This broader approach will be applied to future precinct plans to ensure broader connectivity and integration across adjacent areas.

4. KEY POINTS/ISSUES

Context

4.1 Port Phillip's urban forest includes all trees, shrubs, and groundcovers on both public and private land. This includes gardens, parks, green roofs, and even industrial areas.

4.2 Greener cities are generally healthier, more liveable, and more resilient. Trees and plants improve air quality, reduce heat and flood risks, lower stormwater management costs, and increase property values. It also supports biodiversity, creates local jobs, and enhances community wellbeing.

4.3 The *Urban Forest Strategy 2024 to 2040* (UFS) Urban Forest Strategy 2024-2040 outlines how Council will plan, protect, and grow the urban forest across the City of Port Phillip. Developed with community input, the strategy responds to challenges such as climate change, population growth, and limited space. It includes actions to expand canopy cover, enhance biodiversity, and promote greening on both public and private land.

4.4 The UFS is supported by the UFS Background and Benchmarking Report June 2024, which provides the evidence base for the strategy.

4.5 Council has set the following targets for 2040 - 30% canopy cover on streets, a minimum of 40% canopy cover on public space (excluding sports fields) by 2040 and increased biodiverse planting across the municipality.

4.6 The UFS includes 42 actions with one of the first being:

Action 3: Develop urban forest precinct plans (UFPP) for all neighbourhoods within the municipality to increase canopy and biodiversity (2-3 per annum).

Urban Forest Precinct Plans – Background

4.7 The purpose of the UFPPs is to guide tree planting and biodiversity projects in each neighbourhood helping to meet UFS targets and build a healthy, biodiverse and connected urban forest.

4.8 Each UFPP will set out a work plan for developing the urban forest in its neighbourhood.

4.9 The UFPPs will:

- Provide guidance for tree and vegetation planting that reflects neighbourhood character, urban forest principles and local challenges.

- Identify planting opportunities that improve equity, such as increasing shade in heat vulnerable areas, along key walking and cycling routes, near public transport stops and around activity centres.
- Recommend suitable tree species for different streets and locations.
- Identifying greening opportunities including street tree planting and other options, initiatives such as biodiversity planting, green infrastructure and water sensitive urban design (WSUD), de-paving to create more permeable surfaces and nature strip creation. These actions will be progressed subject to resource allocation and future Council budget decisions.
- Provide a prioritised and staged implementation plan to guide delivery over time.

4.10 Balaclava/East St Kilda was selected as the first neighbourhood for the UFPP development. This plan will serve as a template for future precinct plans.

4.11 The area was chosen due to its diverse streetscape typologies and varying widths, including narrow and constrained spaces for tree planting. This complexity made it an ideal location to test and refine the planning approach.

4.12 In the 2025/26 Council Plan and Budget, Council committed to developing UFPPs for the remaining eight neighbourhoods over the next two years. The rollout will be staged as follows:

- 2025/26 – Albert Park and Middle Park; St Kilda and St Kilda West; St Kilda Road; and Wirraway and Sandridge.
- 2026/27 - South Melbourne; Port Melbourne; Elwood and Ripponlea; and Montague.

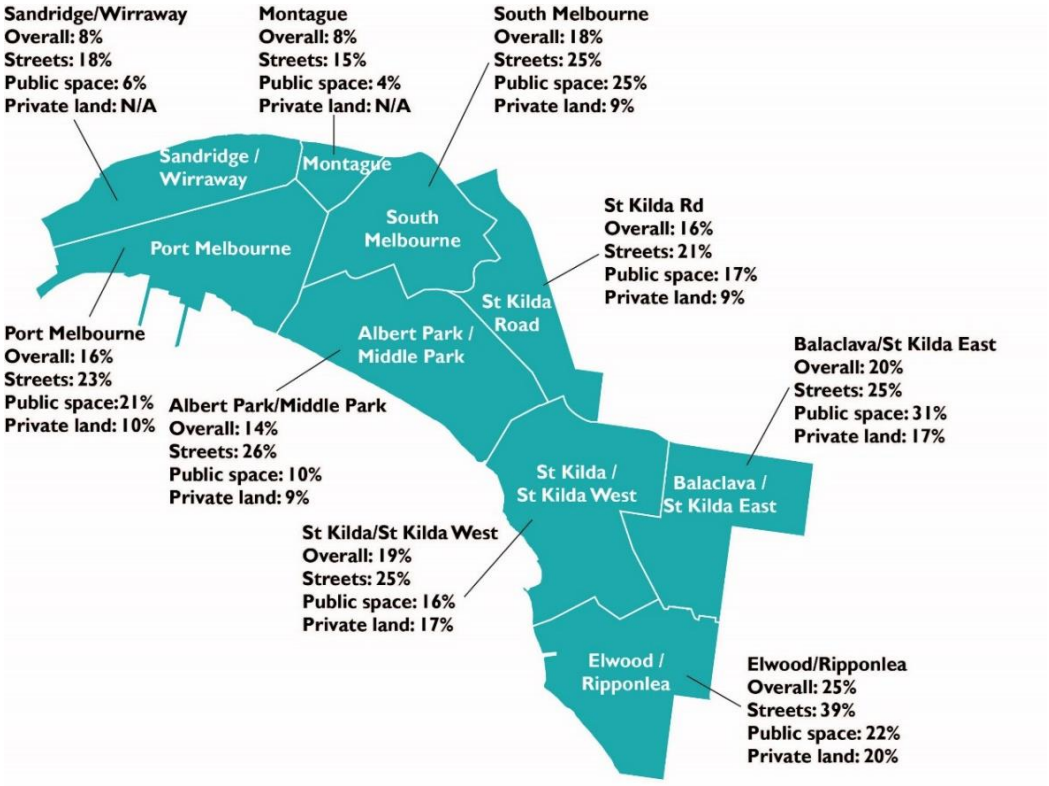


Image: Map of Neighbourhoods. Neighbourhoods align with neighbourhoods in the Public Space Strategy.

4.13 To ensure fair and effective delivery across all precincts, each plan will initially focus on primary streets – those with the greatest need and potential impact. This is included in the action plan of each UFFP.

4.14 Once all nine precinct plans are complete, a municipality-wide view will identify opportunities for secondary streetscape improvements, subject to available funding. This secondary opportunities will be documented in the appendixes of each UFFP.

4.15 This staged approach ensures that all plans are deliverable within current resources and funding envelopes.

Plan Development

4.16 The following steps were undertaken to develop the Balaclava and East St Kilda UFPP:

- Consultant engagement - Lat Studios were appointed and partnered with the Walk Quality Project (Swinburne University of Technology and Melbourne University) to develop this UFPP.
- Background investigations – this included policy analysis, methodology development, mapping, creation of a street hierarchy, integration of Walk Quality research, equity mapping and identification of vacant tree plots.
- Community engagement – feedback from previous engagement was reviewed and incorporated and engagement was conducted on the draft UFPP.
- Workshops – were held to identify opportunities and constraints and to develop a suite of interventions.

Updates to the Balaclava and East St Kilda UFPP Post Community Engagement

4.17 Following community engagement, the draft Balaclava and East St Kilda UFPP was reviewed and updated. The following has been incorporated as a direct result of community feedback:

- A dedicated section on private land, supported by demographic insights. This outlines Council's responsibilities, the roles of other stakeholders, and relevant UFS actions related to private land.
- Inclusion of demographic data and projected housing growth to provide context for discussions around greening initiatives on private land.
- A section detailing implementation constraints and considerations, including a proposed process for further investigation of underground services.
- References to maintenance and accessibility considerations to support improvements to street usability.
- An updated statistics page including an explanation of the methodology used to measure tree canopy coverage.

4.18 The draft Balaclava and East St Kilda UFPP was also reviewed for deliverability and readability with the following changes made as a result:

<u>Key Actions</u>

4.19 The key actions have been revised from 12 down to four (4) actions, to make them clearer, simpler and replicable across the remaining UFPPs. The key actions are now:

1) Designing new streets for greening and shade.
2) Enhancing and maintaining existing streetscapes.
3) Increasing canopy and biodiversity in parks and open spaces.

4) Greening beyond Council land through partnerships and advocacy.

Action Plan

4.20 The Action Plan has been updated to clearly distinguish actions that are currently funded and committed for delivery. Previously all projects – regardless of funding status were listed in the body of the Balaclava and East St Kilda UFPP.

4.21 The updated Action Plan includes actions which are directly aligned to the key actions and scheduled for delivery over the next 10 years.

4.22 All streets in the precinct have been mapped to make it easier to review the next round of projects (once all UFPPs are complete). This information is captured in the appendices and provides a ranking for each street (primary, secondary or future focus) and identification of activities that will be delivered through business as usual (BAU) operations.

4.23 The terminology used in the plan has been updated from high, medium and low priority to primary, secondary and future focus. This change reflects a more equitable approach recognising that while improvements are needed across many areas, delivery must be fair and balanced as other precinct plans are developed.

4.24 Additional updates and improvements to the UFPP include:

- A simplified presentation of the plan with clearer explanation of methodology and a concise executive summary to outline key actions.
- *Walk* Quality analysis was improved, adding Alma Park as a destination. This revision captured Raglan St as a priority street.
- Maps, legends and actions have been streamlined for consistency and ease of interpretation.
- All streets were reviewed to ensure appropriate actions are proposed including transition species or infill planting.
- Revisions to the strategic context section, incorporating data on population density and private developments.

Delivery

4.25 The UFPP identifies streets where interventions could be considered to improve shade, pedestrian amenity and biodiversity. The intervention toolkit provides a range of options to consider when planning the feasibility and concept design on streets.

4.26 Streetscape projects have been categorised into primary, secondary, and future focus areas. Primary focus streets will be delivered first as outlined in the action plan contained within the body of UFPP.

4.27 Primary focus streets were selected based on factors such as heat index, key pedestrian/bike route and opportunities to meet UFS goals (particularly canopy and biodiversity).

4.28 Tree planting through the infill tree program is continuing, and vacant plots in Balaclava and St Kilda East are currently being scheduled for planting in the 2025/26 and 2026/27 planting seasons.

4.29 Advocacy will continue with Yarra Trams and DTP (Department of Transport) with the aim to initiate greening and additional shade provision at tram stops.

4.30 Discussions continue with VicRoads to increase canopy cover along the Brighton Road median.

4.31 VicTrack discussions have also begun regarding planting improvements on their land along the rail line.

Petition Response

4.32 On 18 June Council received a petition requesting:

We, the undersigned residents and community members, formally request that the City of Port Phillip urgently include the area bounded by St Kilda Road-Inkerman Street - Chapel Street- Dandenong Road within the current planning phase of the Urban Forest Precinct Plan. This area is a vital civic, transport, residential and mixed-use corridor that has been excluded from the current draft, despite its strategic importance and alignment with Council's stated objectives. If required, the construction and implementation can be delivered in stages - however, we urge Council to ensure the planning phase fully incorporates this precinct now, to avoid inefficiencies and lost opportunities.

4.33 At the Council Meeting on 18 June, Council resolved the following:

That Council:

1. *Receives and notes the Petition and provides a response as part of the Balaclava & East St Kilda Urban Forest Precinct Plan report being considered at a future Council meeting.*

4.34 As the petition relates to the Balaclava & East St Kilda UFPP, it is being considered in conjunction with this agenda item.

4.35 As part of the UFS development, the municipality was divided into neighbourhoods to enable a more targeted and place-based approach to managing the urban forest. These neighbourhood boundaries align with those established in the Places for People: Public Space Strategy 2022–2032.

4.35 The area highlighted in the petition will be included in the St Kilda / St Kilda West UFPP, which is scheduled for delivery within the next two financial years.

4.37 To ensure consistency across all precincts each plan will be developed in alignment with the principles and objectives outlined in the UFS. This ensures a unified approach to achieving targets and measurable outcomes including increasing urban canopy cover, enhancing species diversity, improving vegetation health, and boosting biodiversity.

4.38 In developing the Balaclava & East St Kilda UFFP, walkability analysis extended beyond neighbourhood boundaries to include nearby activity centres such as Windsor, Orrong Road, and Glen Eira Avenue. This broader approach will be applied to future precinct plans to ensure broader connectivity and integration across adjacent areas.

5. CONSULTATION AND STAKEHOLDERS

5.1 The development of the Balaclava and East St Kilda UFFP was informed by feedback from a range of community engagement activities including engagement on the following key Council strategies: UFS, *Act and Adapt Sustainable Environment Strategy 2023-28* and the *Housing Strategy 2024-2039*.

5.2 The formal community engagement period for the draft Balaclava and East St Kilda UFPP occurred between 10 April – 14 May 2025.

5.3 A broad range of engagement activities were undertaken including:

- An online survey via the Have Your Say platform.
- Direct emails to subscribers of the UFS Have Your Say Page.
- Promotion at St Kilda Library.
- A meeting with the Older Person's Advisory Committee.
- Targeted Social Media posts on Instagram and Facebook.
- One on one meetings with the project team by appointment.
- A community event: Shaping the Balaclava Area Together on 29 May 2025.

5.4 Targeted engagement was also conducted with community members who had shown interest during the development of the UFS. They were offered one-on-one meetings to provide feedback.

5.5 Engagement reach and participation included: - social media posts reached 2,862 people; the Have Your Say page received 1,810 views, with 75% of traffic coming from social media and 1,319 unique visitors accessed the Have Your Say website page, but only 34 made at least one contribution.

5.6 In total, approximately 65 community members participated, including 37 survey respondents with others contributing through meetings and email feedback.

5.7 Key themes from community feedback included:

- Generally positive reception with many residents satisfied or extremely satisfied with key actions such as prioritising tree planting along pedestrian routes, investigating new street designs to improve canopy cover, planting vacant tree plots, and promoting community gardening and biodiversity opportunities.
- Several contributors emphasised the importance of supporting community-led nature strip planting, providing education including workshops and online resources, and offering access to native seedlings and plants to encourage greater local involvement. Specific suggestions included expanding planting in neglected streets, improving maintenance like watering newly planted natives, and enhancing understorey and biodiversity with a variety of indigenous species beyond just trees.
- Concerns were raised about the removal of large established trees without adequate replacement, the need for better budget allocation to key actions, and incorporating additional precinct areas for more integrated planning.
- Accessibility priorities highlighted the desire for an environment that encourages walking over car use, with better canopy cover to create inviting streetscapes. Respondents noted the importance of maintenance and accessibility, particularly concerning footpath obstructions and trees.
- The car parking needs of older, car-reliant residents was raised, alongside a question about implementing car parking quotas or stricter decision-making to ensure trees can have adequate space and not be sacrificed for car parking.

- Some dissatisfaction stemmed from perceived insufficient budget support and the need to de-prioritise car parking in favour of greening efforts.
- Raglan St, Alexandra St, Alma Rd and Inkerman St were specifically mentioned as streets needing additional canopy and opportunities for biodiversity.
- The railway line and working with VicTrack to achieve better accessibility, canopy cover and biodiversity was highlighted by several respondents.
- There was a suggestion that the plan should include more information on population density, socio-economic and future growth data.
- Several respondents highlighted the need for a bolder, more comprehensive long-term vision for the precinct, with stronger integration across related planning domains such as transport and development.
- Community gardening opportunities in parks was supported by several respondents.
- A proposal was made for investigating the feasibility of a demonstration powerline undergrounding trial.

5.8 The UFPP works alongside other Council strategies and plans. Some community feedback received focused on reducing car use, protecting trees, planting on nature strips, undergrounding powerlines, planning and developments on private land. These will be responded to through the delivery of other strategies and plans.

5.9 The full engagement program and report can be found at **Attachment 3**.

5.10 Engagement was also undertaken with key partners including:

- Yarra Trams and City of Melbourne to discuss green arbour trials at tram stops and future feasibility.
- DTP to advocate for tree planting and maintenance on State roads.

6. LEGAL AND RISK IMPLICATIONS

6.1 No significant legal implications have been identified.

6.2 The UFPP will include measurable outcomes to monitor the progress of the delivery of the plan.

6.3 All projects will consider potential risks and mitigations as they progress.

7. FINANCIAL IMPACT

Urban Forest Precinct Plans Development

7.1 The development of the Balaclava and East St Kilda UFPP was funded through the Greening Port Phillip Capital Program

7.2 A total of $300k has been allocated in the Council Plan and Budget to develop the remaining eight UFPPs over the next two financial years.

UFPP Delivery

7.3 Actions in the Balaclava & East St Kilda UFPP will be delivered through multiple funding streams:

- Greening Port Phillip Capital Program – this program will fund all priority street tree planting projects over the next 10 years including Brighton Road, Fulton, Nelson, Raglan and Camden Streets.
- Capital Works Program – several individual projects included in the Council Plan contribute directly to the UFPP delivery including Alexandra Street, Glen Eira Avenue and the Small Parks Program.
- Parks Services Budgets – operational budgets and existing parks contracts will support infill planting, replacement planting and succession tree planting programs.

7.4 The UFPP includes a streetscape implementation budget of $5m over 10 years. These projects will be funded through the annual Greening Port Phillip Program capital budget, which has $1.5m allocation (for municipal wide projects) in the Council Plan and Budget 2025/26.

7.5 Additional funding will come from the Capital Works Program, where a portion of each project's budget will be directed toward greening outcomes. The exact amount will vary by project.

7.6 There may be other opportunities for co-funding through State and Federal grants. Council will apply for suitable grants as they become available.

ENVIRONMENTAL IMPACT

7.7 Port Phillip's urban forest - made up of all trees and plants on public land - is essential for creating a comfortable and liveable environment for people and wildlife. The Balaclava and East St Kilda UFPP will help ensure the area benefits from increased shade and cooling, helping to mitigate the Urban Heat Island effect; enhanced biodiversity supporting local ecosystems and wildlife, and cleaner air and waterways.

8. COMMUNITY IMPACT

8.1 The UFPP is Action 3 in Council's *Urban Forest Strategy 2024*.

8.2 The UFPP aims to create benefits across the community including:

- Reduction in Urban Heat Island Effect (cooling communities).
- Improvement in biodiversity and ecosystems.
- Achievement of greening outcomes to mitigate against flooding.
- Improvement of amenity, sense of place and opportunities for community connections.
- Improvement of health and wellbeing outcomes.
- Additional opportunities for community-led greening.

8.3 Green cities promote greater happiness, health, physical activity, and community connectedness among their residents. Water is used as a valuable resource, and stormwater management costs and flood risks are reduced. Air quality is improved, urban heat is reduced, and there are more comfortable microclimates. Soil becomes more productive, and locally sourced food is produced. House prices increase, local businesses thrive, and jobs are created. Biodiversity is supported through the provision of habitat. Carbon is sequestered, emissions are reduced, and climate change risks are mitigated.

8.4 Social, health and wellbeing benefits from an urban forest can include:

- A sense of place and creation of local identity.
- Community cohesion.
- Further outdoor activity.
- Opportunities for children to connect with nature.
- Reduction in sun exposure.
- Reduction in heat-related illness and mortality.
- Improvement of mental wellbeing.

8.5 There are many economic benefits for improving Port Phillip's urban forest these include:

- Reduction in energy costs.
- Increase in property values.
- Avoidance of infrastructure damage and renewal costs.
- Reduction in health costs.

8.6 Further information can be found in the UFS Background and Benchmarking Report June 2024

9. GENDER IMPACT ASSESSMENT

9.1 A GIA assessment was conducted at the commencement of the plan development. In addition, gender is being considered as a part of all engagement activities and gender was recorded and reported on as appropriate during community engagements.

9.2 All related capital projects will undertake a gender impact assessment prior to design.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 The strategic context for the project is:

Council Plan 2025/26

Strategic Alignment:

An Environmentally Sustainable and Resilient City

- Deliver the Urban Forest Strategy 2024-2040 to create a biodiverse urban forest with diverse species and habitat that improves ecosystems and creates a cooler, greener city.
- Develop and deliver Urban Forest Precinct Plans which will guide tree planting and biodiversity projects in each neighbourhood to develop a healthy, biodiverse and connected urban forest
- Support community greening projects to support planting, biodiversity and permeability to provide better urban forest outcomes on public and private land.

Urban Forest Strategy 2024-2040

- Action 3: Develop urban forest precinct plans for all neighbourhoods within the municipality to increase canopy and biodiversity (2-3 per annum)

10.2 The project also relates to actions within Council's Places for People: Public Space Strategy 2022, *Act and Adapt: Sustainable Environment Strategy 2023-28, Move, Connect, Live: Integrated Transport Strategy 2018-28.*

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

11.1.1 Implementation of the Balaclava and East St Kilda UFPP will begin immediately, with funding allocated to various projects in the 2025/26 Council Budget.

11.1.2 Development of the next UFPPs in 2025/26, with eight plans due to be adopted by June 2027.

11.1.3 Greening work will continue in line with the Council Plan and Budget and the UFS across the municipality while the next plans are being developed.

11.2 COMMUNICATION

11.2.1 The adopted Balaclava and East St Kilda UFPP will be placed on the Urban Forest Strategy page on Council's website.

12. OFFICER MATERIAL OR GENERAL INTEREST

12.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

1. **Greening Balaclava and East St Kilda Urban Forest Precicnt Plan**
2. **Greening Balaclava and East St Kilda Urban Forest Precicnt Plan Appendices**
3. **Community Engagement Report Greening Balaclava and East St Kilda**


GREENING BALACLAVA & ST KILDA EAST
URBAN FOREST PRECINCT PLAN
AUGUST, 2025

DOCUMENT REGISTER

Project	Greening Balaclava & St Kilda East
Report Title	Urban Forest Precinct Plan
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Author	LatStudios

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Acknowledgement of Country:

The City of Port Phillip respectfully acknowledges the Traditional Owners of this land.

We pay our respect to their Elders, past and present. We acknowledge and uphold their continuing relationship to this land.



Eucalyptus leucoxylon

Endemic Species of Bunurong and Wurundjeri Country.

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EXECUTIVE SUMMARY

The purpose of this Urban Forest Precinct Plan (UFPP) is to guide tree planting and biodiversity projects to achieve the targets and outcomes of the Urban Forest Strategy, creating a healthy, biodiverse and connected urban forest. This UFPP focuses on the Balaclava and St Kilda East neighbourhood, one of nine neighbourhoods in the City of Port Phillip (CoPP).

This UFPP is developed by LatStudios and the City of Port Phillip, and incorporates analysis by Swinburne Institute of Technology Walk Quality research project. The Walk Quality project analyses current streetscape conditions and ways to improve pedestrian accessibility, safety and comfort. The research identifies streets that are used frequently and lacking in shade, making them high priority for urban forest canopy increase.

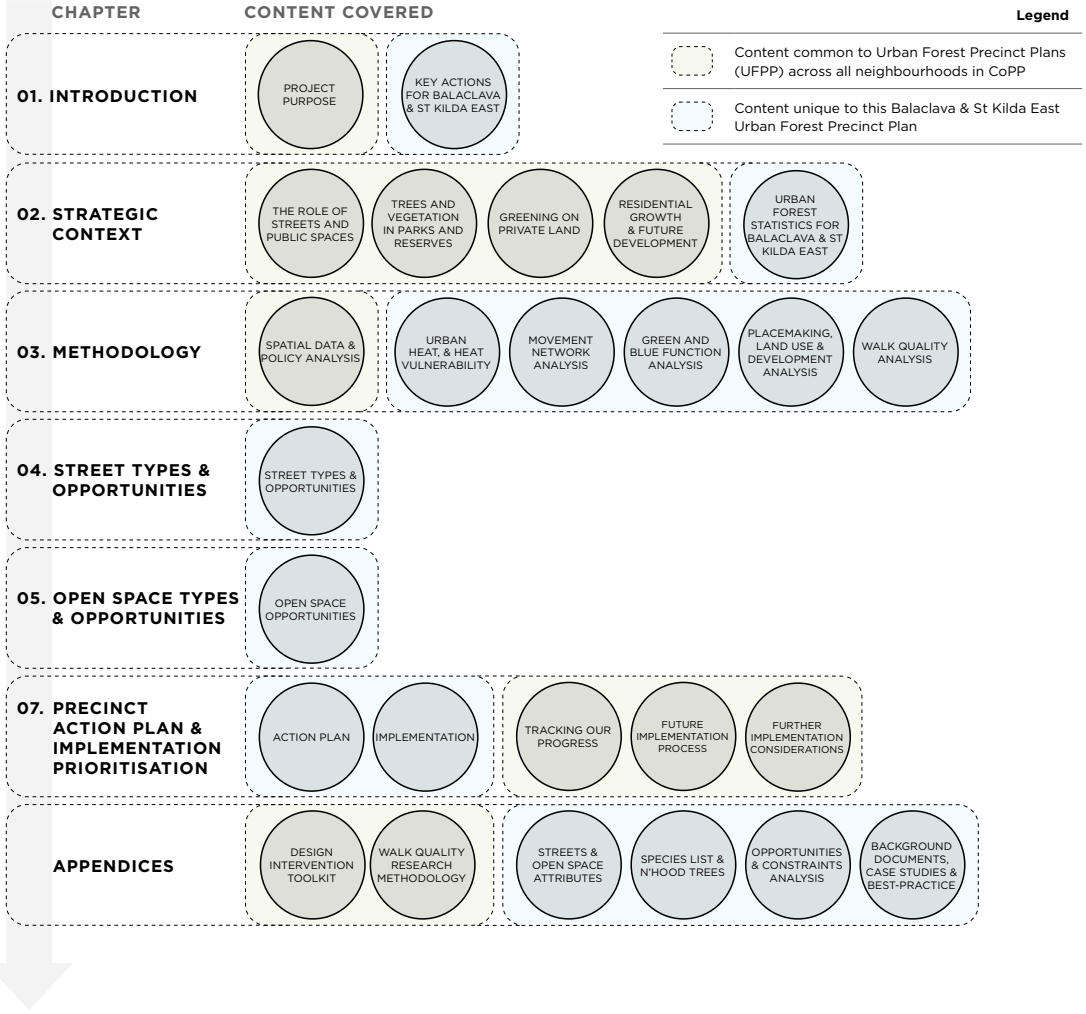
This UFPP for Balaclava and St Kilda East provides guidance for greening interventions, responding to the neighbourhood's unique existing and future character, the objectives of the Urban Forest Strategy, and addresses other neighbourhood-specific urban forest challenges.

The Urban Forest Strategy Objectives are:

1. Objective 1: Increased canopy cover on public and private land for a liveable, sustainable, equitable and vibrant city.
2. Objective 2: Cooler and greener city which is resilient to more extreme weather and changes in rainfall.
3. Objective 3: Our community is engaged, trees and plants are valued, and we build partnerships to green our urban environment across all land types.
4. Objective 4: A well-managed forest, including tree health and quality, pest and disease management, and succession planning for iconic species and locations.
5. Objective 5: A biodiverse urban forest with diverse species, healthy ecosystems and habitat.

This UFPP for Balaclava & St Kilda East:

- Identifies tree planting opportunities to improve equity, including shade in areas with higher heat vulnerability along key walking and cycling routes, public transport stops and around activity centres.
- Identifies opportunities for biodiverse planting in streets and parks.
- Captures delivery options aligning with water sensitive urban design, traffic safety and footpath renewal programs and partnering with other land holders.
- Identifies where minor uplifts can occur to existing streetscapes by infill planting filling in gaps or gradually transitioning trees to a different species to improve canopy cover and biodiversity.
- Provides a summary of how Council can work with other land holders for a greener neighbourhood.
- Provides a priority implementation plan for the next 10 years.





01 INTRODUCTION

01.1

FOCUS AREA

The suburbs of Balaclava and St Kilda East form one of nine neighbourhoods within the City of Port Phillip (CoPP). It is an established, predominantly residential neighbourhood with a range of street typologies, from major movement corridors down to access laneways.

In 2023, the CoPP assessed tree canopy cover on both public and private land between 2012 and 2022. The study examined canopy cover on roads, public spaces, and private properties. Over the ten-year period, the analysis revealed a slight overall decline in tree canopy cover of 0.69%. Roads had a canopy cover of approximately 26%, significantly higher than the average for inner-city Melbourne. Most canopy growth came from the growth of existing street trees, while canopy levels in parks remained largely unchanged. However, tree removals on private land reduced overall canopy cover by 1.09%. Notably, more than half of the private land canopy resulted from new plantings during this period.

From this study, it was revealed that the Balaclava and St Kilda East neighbourhood has an overall canopy cover of 20% - the second highest in the municipality after Elwood and Ripponlea.

Neighbourhood	Current Canopy Cover (2022)*
1 Elwood & Ripponlea	25%
2 **Balaclava & St Kilda East**	**20%**
3 St Kilda & St Kilda West	19%
4 St Kilda Road	16%
5 Albert Park & Middle Park	14%
6 South Melbourne	18%
7 Port Melbourne	16%
8 Montague	8%
9 Sandridge & Wirraway	8%

*Note that canopy cover excludes tree canopy within Albert Park. The canopy cover of Albert Park is 16%. For more information on canopy cover, see the City of Port Phillip's Tree Ledger Report (2012-2022).



Figure 01: The nine neighbourhoods of the City of Port Phillip (CoPP).



01.2
PROJECT PURPOSE

URBAN FOREST STRATEGY (2024-2040)

In 2019, the hottest and driest year in Australia's recorded history, the City of Port Phillip (CoPP) declared a climate emergency. The most effective way to mitigate urban heat islands is through greening, that is planting trees and diverse vegetation. Greening provides additional benefits including improved biodiversity, health and well-being, reduced air and noise pollution and enhanced commercial areas all of which contribute to liveable, sustainable, equitable and vibrant neighbourhoods.

To improve urban greening across the municipality, the City of Port Phillip (CoPP) released its second Urban Forest Strategy in 2024 (2024–2040), setting the following vision: *In the City of Port Phillip, urban greening is healthy and abundant, biodiversity is valued and supported, and nature connects the community.*

The Urban Forest Strategy contains five objectives:

1. Objective 1: Increased canopy cover on public and private land for a liveable, sustainable, equitable and vibrant city.
2. Objective 2: Cooler and greener city which is resilient to more extreme weather and changes in rainfall.
3. Objective 3: Our community is engaged, trees and plants are valued, and we build partnerships to green our urban environment across all land types.
4. Objective 4: A well-managed forest, including tree health and quality, pest and disease management, and succession planning for iconic species and locations.
5. Objective 5: A biodiverse urban forest with diverse species, healthy ecosystems and habitat.

As part of the Urban Forest Strategy, CoPP has set a target to achieve 30% canopy cover on streets and a minimum of 40% canopy cover in public spaces (excluding sports field areas) by 2040, along with an increase in biodiverse planting and permeable surfaces.

GREENING BALACLAVA & ST KILDA EAST, URBAN FOREST PRECINCT PLAN

The purpose of this Urban Forest Precinct Plan (UFPP) is to guide tree planting and biodiversity projects to achieve the Urban Forest Strategy's targets and to develop a healthy, biodiverse and connected urban forest. This UFPP focusses on Balaclava and St Kilda East, providing a template for the future UFPP's in the remaining eight neighbourhoods of the municipality.

Four key actions to achieve the Urban Forest Strategy's objectives and targets for Balaclava and St Kilda East, which can be applied to other neighbourhoods within CoPP, are identified in the adjacent table and next page.

To ensure we are planting trees and greening where it is needed most, we have applied an equity lens to prioritise actions. In 2018 the Victorian Government undertook heat mapping across the wider Melbourne region. This mapping identified nine areas in Port Phillip that fall within the two highest categories of the 'heat vulnerability index'.

We applied a Walk Quality analysis to enhance equity by focusing on key pedestrian areas to make walking, cycling and public transport more comfortable while ensuring our parks are cool and shady.

This precinct plan focuses on actions achievable in public spaces, streets, and parks, and where we can improve equity by:

- Prioritising tree canopy in key pedestrian areas to enhance comfort, particularly for those relying on public or community transport and for children along key school walking routes.
- Ensuring our neighbourhoods have cool, shady areas in parks and reserves. With good management, including tree and vegetation planting and access to drinking water, these areas can become cool refuges during hot weather, providing pockets of high canopy cover that help cool surrounding areas.
- Implementing targeted interventions in areas with high heat vulnerability. These interventions should be tailored to specific locations and could include additional street trees, rain gardens, or the introduction of more permeable surfaces and planting.

Some streets will require greater interventions to achieve optimal canopy and biodiversity outcomes. The Design Toolkit in Appendix B outlines various strategies that can be implemented in existing and new streets. Streets are prioritised based on where shade will most improve neighbourhood equity, as detailed in Chapter 6: Precinct Action Plan & Implementation Prioritisation.

Following the adoption of this UFPP, the next phase will involve detailed designs for priority streets, applying appropriate greening interventions from the Toolkit. Further community engagement will take place at this stage.

We will continue tree planting programs to fill in any gaps and work with residents on streets where we can slowly transition the species to improve canopy cover and resilience. We will continue to partner with other agencies to increase shade and promote biodiverse planting.

01.3
KEY ACTIONS

The following four overarching Key Actions are intended to guide and categorise specific neighbourhood opportunities to enhance the urban forest in Balaclava and St Kilda East, while also being relevant to other future neighbourhood precinct plans. These four Key Actions are explained in more detail on the following page, accompanied by a map illustrating ways in which they may be implemented within the neighbourhood.

1	**Designing New Streets for Greening and Shade**
2	**Enhancing and Maintaining Existing Streetscapes**
3	**Increasing Canopy and Biodiversity in Parks and Open Space**
4	**Greening Beyond Council Land through Partnerships and Advocacy**

01.4
KEY ACTIONS - EXPLAINED

1 Designing New Streets for Greening and Shade

Integrate tree planting and biodiversity into new or redesigned streetscapes to maximise canopy cover, pedestrian comfort, and climate resilience, prioritising key pedestrian areas and areas with high heat vulnerability.



- Street tree design projects can improve tree canopy and biodiversity by changing the layout—like adjusting parking and planting trees in the road, adding central medians or kerb outstands. See the Intervention Toolkit in Appendix B for design options to maximise planting opportunities in constrained streets.
- Streetscape integration projects can align tree planting with transport, safety and urban design upgrades. For example, Inkerman and Carlisle Streets are busy local roads with shops. In 2024, Council approved a new design for Inkerman Street. A masterplan for Carlisle Street, including the St Kilda Library and Town Hall areas, is also being developed incorporating greening and canopy cover.
- Alexandra Street, between Dandenong and Balaclava Roads, is a wide street with space to remove some parking and add greenery near St Kilda Cemetery, turning it into a green corridor.

2 Enhancing and Maintaining Existing Streetscapes

Improve the health, diversity, and canopy cover of existing street trees through proactive maintenance, infill planting, and species transition.



- Infill planting of new street trees in vacant street spaces is none of the most readily accessible ways to boost canopy cover.
- Some tree species are not providing enough shade or visual consistency along the street, and several are not suited to future climate conditions. Gradually replacing these trees with more suitable species, as they reach the end of their life, will help create a more resilient and climate-ready urban forest while maintaining canopy cover.
- Improvements to early tree establishment will help trees flourish, but some trees planted over the past decade have failed to thrive and will be identified for gradual replacement with ongoing tree audits and infill planting efforts.
- Council has 'business as usual' programs to uplift park and streetscape planting, implement water sensitive urban design to improve storm water quality, and install street modifications, such as speed bumps, to improve safety. These programs create opportunities for planting, improving canopy and biodiversity throughout the neighbourhood. Combining programs will result in multiple benefits and cost savings.

3 Increasing Canopy and Biodiversity in Parks and Open Space

Achieve 40% canopy cover in public open spaces and enhance biodiversity through targeted planting and community partnerships.



- Properties for new open space have been purchased and will be developed with canopy and biodiversity targets.
- Community gardening support will develop and expand community gardening opportunities, including plots in open spaces such as Hewison Reserve, Te Arai Reserve, Pakington St Reserve, continuing to support the long-standing St Kilda Community Gardens, and biodiversity planting with local community groups.
- Succession planting and biodiversity improvements to garden beds in parks and streetscapes will be delivered. For example, Alma Park is the neighbourhood's most significant open space. The historic park has 55% canopy cover with diverse tree species and remnant vegetation. Some trees are starting to decline and require succession planning. The Friends of Alma Park support biodiverse planting, with indigenous plants along the northern boundary.

4 Greening Beyond Council Land through Partnerships and Advocacy

Expand the urban forest by working with other landholders and agencies to green non-Council land and improve shade at public transport stops.



- Comfortable public transport stops with shelter from sun and wind improves public transport access for everyone. Targeted tree planting near public transport stops will improve shade and shelter. Where trees cannot be planted, we will partner to trial alternative solutions, such as Yarra Tram's urban arbours.
- Canopy and biodiversity improvements throughout the neighbourhood will require collaborative working with State Government, neighbouring Councils, VicTrack along the rail line, with schools, and with the Southeast Metropolitan Cemeteries Trust. Council will continue to seek partnerships with landholders to improve greening outcomes across the precinct.


KEY ACTIONS
DANDENONG ROAD
ALEXANDRA STREET
ALMA ROAD
ST KILDA ROAD
CHAPEL STREET
RAGLAN STREET
WESTBURY STREET
HOTHAM STREET
INKERMAN STREET
ORRONG ROAD
NELSON STREET
CARLISLE STREET
BRIGHTON ROAD
BALACLAVA STATION
BOTHWELL STREET
DICKENS STREET
GROSVENOR STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train route
Existing public open space
Key Actions
1 Designing New Streets for Greening and Shade
Investigate and implement new street designs to improve canopy cover.
Develop a green corridor on Alexandra Street to improve canopy cover and biodiversity.
Carlisle St and Inkerman St are covered by streetscape plans, both currently in development.
2 Enhancing and Maintaining Existing Streetscapes
Plant trees in the vacant spaces where there are currently gaps in provision.
Transition to new street tree species to improve canopy cover, biodiversity and tree resilience.
High-priority Walk Quality streets - prioritise larger tree species planting for shade provision along key pedestrian routes.
3 Increasing Canopy and Biodiversity in Parks and Open Space
Develop new open spaces with 40% canopy cover.
Enhance biodiversity habitat areas and community gardening opportunities.
4 Greening Beyond Council Land through Partnerships and Advocacy
Work with Southern Metropolitan Cemeteries Trust to improve canopy cover at St Kilda Cemetery
Work with State Government, neighbouring Councils and other agencies to improve urban forest.
Work with VicTrack to improve urban forest.



02
STRATEGIC CONTEXT

02.1
MULTI-FUNCTIONAL ROLE OF STREETS & PUBLIC SPACES

Streets and public spaces serve a variety of interconnected roles that extend far beyond just facilitating movement. They contribute to the overall character and sense of place, hosting a wide range of activities, from commerce to leisure.

Streets are essential for providing infrastructure such as power lines, stormwater and waste removal. In addition to human-centric infrastructure, streets play a crucial role in supporting biodiversity, green infrastructure and sustainable water management.

Public spaces are publicly owned lands that are primarily set aside for the purposes of outdoor recreation, nature conservation, passive outdoor enjoyment and public gatherings. Public spaces contribute to quality of life and are essential to the urban environment. Alongside greening and urban cooling, open spaces are valued as places to socialise, relax and unwind, to be outdoors and connect with nature, to play sport and exercise. They are spaces for hosting festivals and events and are spaces that protect and interpret contemporary and historical cultural values, diversity and identity and give a sense of place. Open spaces are places to enjoy the natural environment and be in contact with nature, and they offer opportunities to protect and enhance biodiversity and habitat values.

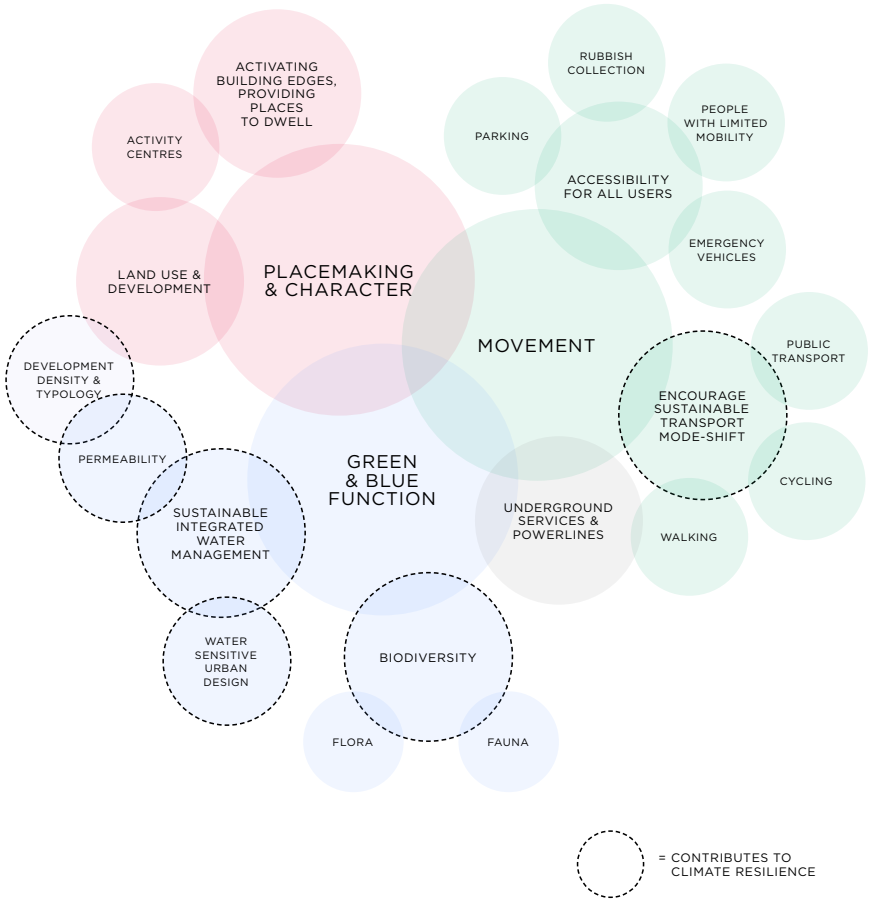
In order to deliver increased trees and vegetation, a mindful balance of the competing demands of streets and public spaces, including on street parking, with the numerous benefits of trees and biodiverse landscapes is essential.

Like other established neighbourhoods in Melbourne, streets and footpaths in Balaclava and St Kilda East can be narrow, and sometimes trees and power poles can restrict accessibility along footpaths. We can improve accessibility by considering tree placement during the design process and when undertaking tree replacement programs.

Trees can help to:

- Reduce stormwater run-off and improve water quality.
- Contribute to cooler urban environments by reducing surface temperatures.
- Improve local air and soil quality.
- Reduce atmospheric carbon dioxide.
- Provide wildlife habitats and pollination opportunities.
- Increase property values.
- Extend the life of street surfaces.
- Enhance or define the character of an area.
- Promote human well-being by strengthening the community's connection with nature.

These strategic roles and physical conditions help to inform increased canopy and biodiversity opportunities. See the appendices for the full suite of opportunities and constraints analysis maps.



02.2 ACCOMMODATING TREES AND VEGETATION ON STREETS

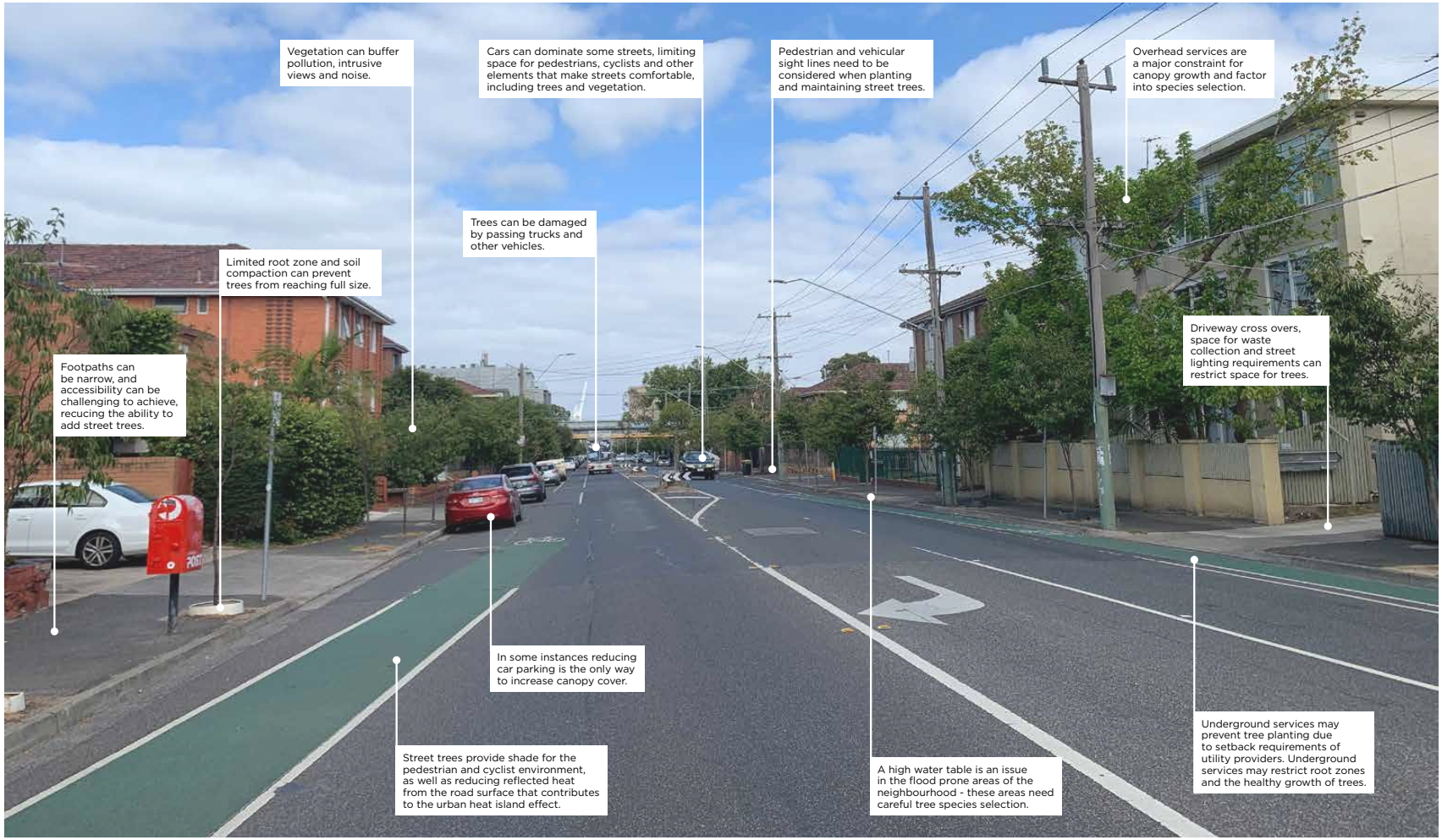


Figure 02: Inkerman Street highlights some of the key streetscape elements that influence a street's function and ability to accommodate urban forest

02.3 ENHANCING TREES AND VEGETATION IN PARKS AND RESERVES

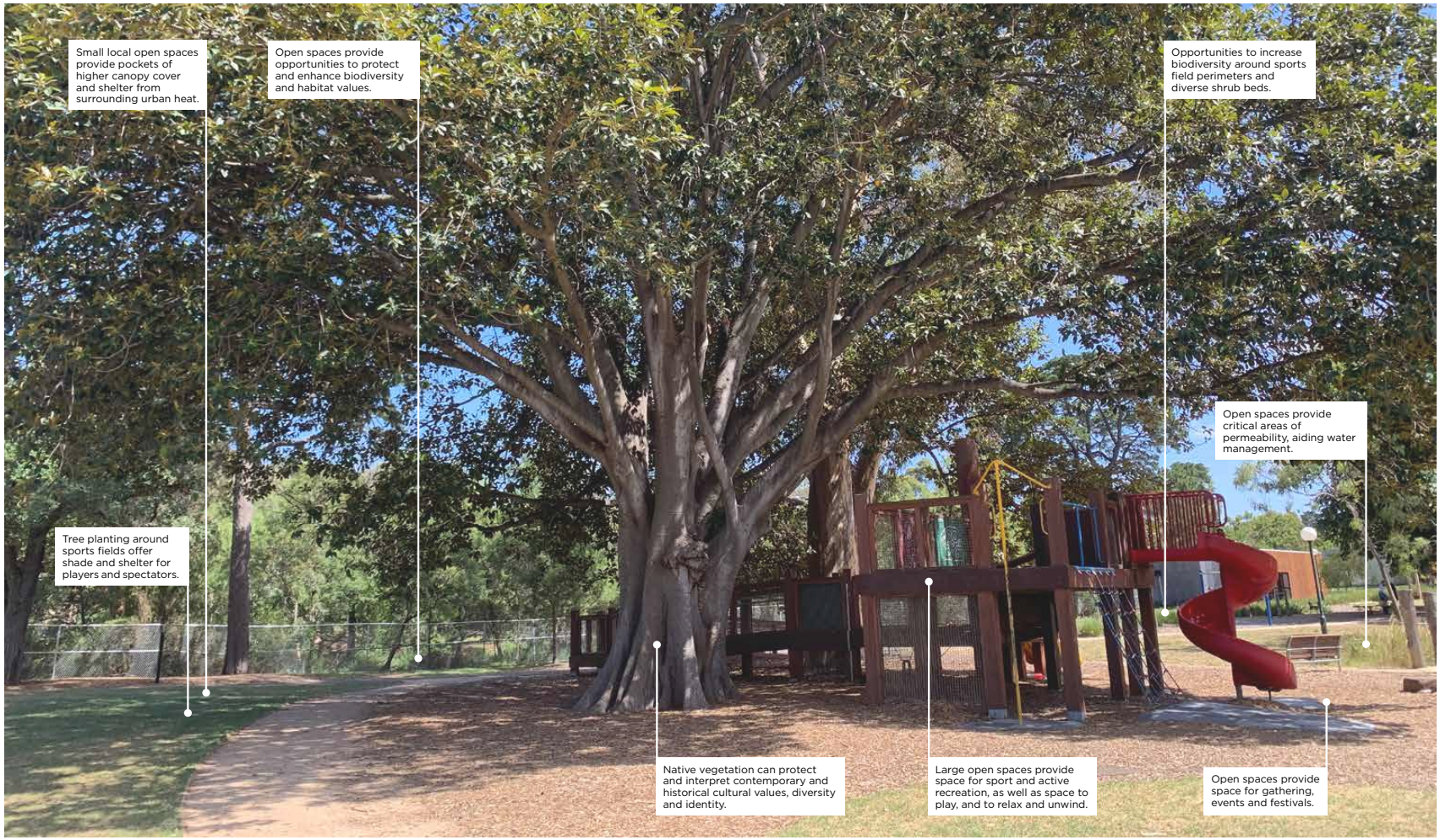


Figure 03: Alma Park highlights some of the key functions and considerations for healthy trees and vegetation in open spaces

02.4
GREENING ON PRIVATE LAND

The Urban Forest Strategy (2024-2040) recognises that everyone has a part to play in urban greening, including the objective that: *Our community is engaged, trees and plants are valued, and we build partnerships to green our urban environment across all land types.*

Private land accounts for 49% of the total land area in Port Phillip, making it a vital part of the city's urban green space network. Residential gardens, balconies, and street-adjacent nature strips provide critical habitat, cooling, and ecological benefits. Together, these spaces help to connect the broader network of public parks and reserves, creating a more resilient and liveable urban environment. Residents and private landholders play an important role in planting, maintaining, and caring for urban vegetation. Whether in private gardens, balconies, nature strips, or through community gardening projects, private greening is a fundamental component of urban biodiversity and the urban forest. Collaboration with local volunteers, community groups, and other organisations is key to creating and sustaining greener, healthier neighbourhoods.

As development and densification in our neighbourhoods continue, it will be important to work with developers and other stakeholders to embed greening, habitat connectivity and permeability into the urban form, ensuring a healthy future urban forest.

Education, advocacy, policy, guidance, engagement initiatives and partnerships are ways we can improve greening on private land. Areas of Victorian Government-managed land include many of the key transport routes in CoPP, where high-quality canopy cover is essential for promoting active travel and comfortable streets. The Sandringham train line, schools and the St Kilda Cemetery additionally offer opportunities to improve biodiversity and canopy cover by advocating to and collaborating with these private landowners.

The Urban Forest Strategy actions for private land include:

- For Victorian Government-Managed Land:
  - Action 6: Advocate to the Victorian Government to ensure appropriate consideration of canopy cover in Electrical Line Clearance Regulations and for funding to support engineered solutions that address safety while reducing negative impacts on canopy coverage.
  - Action 8: Advocate to Victorian Government, including the Department of Transport, Parks Victoria, VicTrack, Southern Metropolitan Cemeteries Trust, and other agencies to increase maintenance, canopy coverage and biodiversity on state-managed land in the municipality.
- For new developments:
  - Action 14: Facilitate increase of canopy trees, and other type of innovative and resilient urban greenery in private developments via planning tools.
  - Action 15: Protect significant trees and vegetation in private realm that are valued by communities, including large canopy trees and indigenous vegetation via suitable planning tools and develop clear guidelines for Significant Tree Removal applications under the Local Law.
  - Action 25: Partner with developers to support greening, permeability, biodiversity and stormwater detention in public and private spaces in line with Act and Adapt and the Public Space Strategy.
- For supporting home gardeners:
  - Action 22: Support the community to implement the Nature Strip Guidelines (2022) and Community Gardens Assessment Guidelines (2021) and continue to provide community gardening support to promote sustainable gardening and biodiversity in public spaces.
  - Action 23: Deliver annual community activities to educate, incentivise and build greening capacity to improve the urban forest including resources for home gardeners and investigate ways to support home and community gardening.
  - Action 24: Provide resources to educate residents and provide guidance to developers on planting, biodiversity, and sustainable gardens to enhance the urban forest on private property.



Figure 04: An example of a new development in CoPP that has allowed space for biodiverse habitat creation.



Figure 05: An example of an apartment in CoPP that has not contributed to the health of the urban forest.

02.5
RESIDENTIAL GROWTH & FUTURE DEVELOPMENT

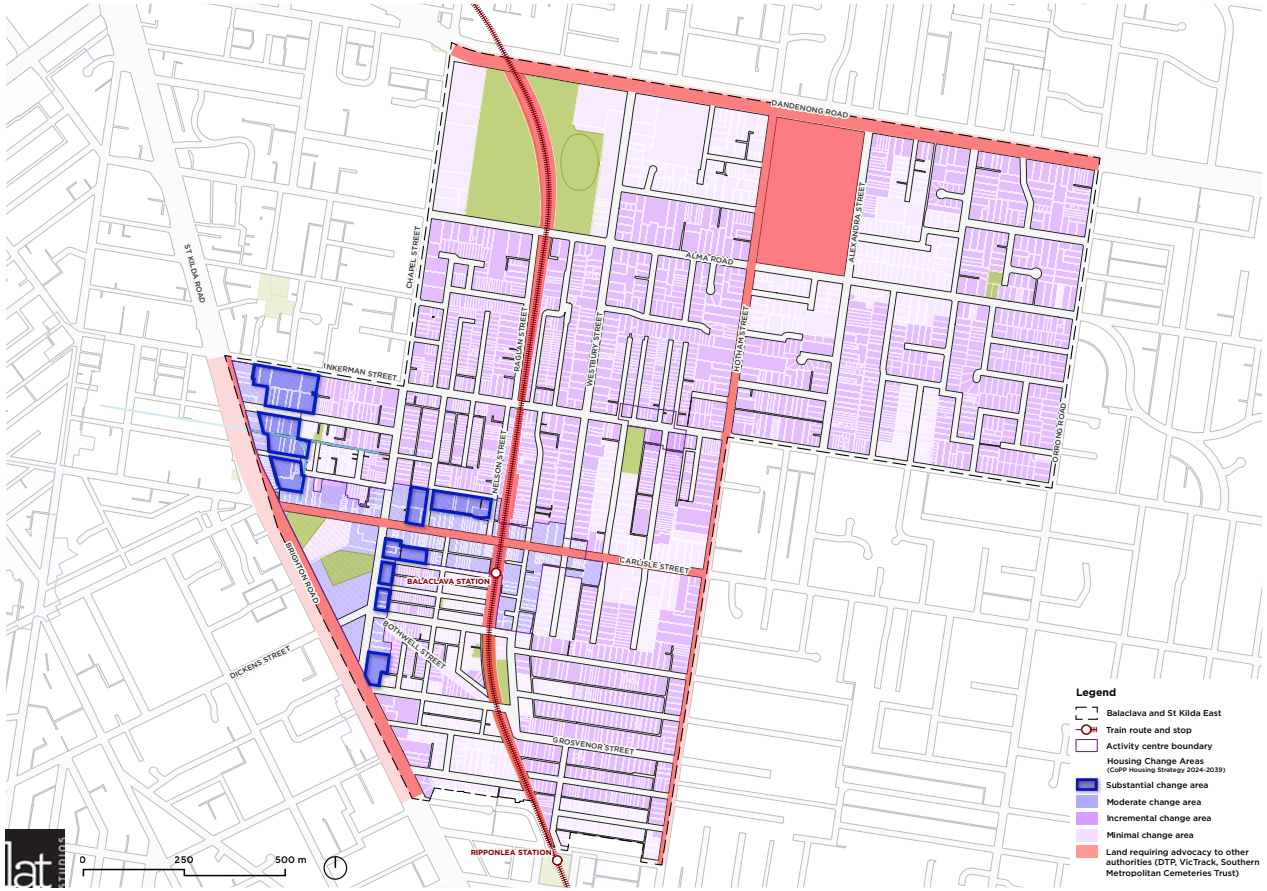
The population of the Balaclava and St Kilda East neighbourhood is approximately 17,000, with a population density of 7,240 persons per square kilometre. There are 9,430 dwellings in the neighbourhood, with an average household size of 1.88 persons per dwelling. Of these, 11.9% are separate houses, 36.9% are medium-density dwellings, and 50.1% are high-density dwellings (Profile ID, 2025).

The Residential Development Framework Plan in the City of Port Phillip Housing Strategy 2024–2039 identifies areas where varying levels of housing growth and change are anticipated and encouraged. Most of the Balaclava and St Kilda East neighbourhood is expected to undergo incremental change, with pockets of minimal change in areas with heritage and/or valued neighbourhood character. Moderate to substantial change is anticipated around Carlisle Street, the southern end of Chapel Street, and along St Kilda Road.

Although change is expected, residential and precinct land capacity in the neighbourhood is somewhat constrained. A combination of factors - such as smaller lot sizes, fragmented ownership, and heritage and character restrictions - has informed a land capacity assessment. This assessment forecasts that 5% of the city's future net additional dwellings will be located between the Carlisle Street Major Activity Centre, Balaclava, and St Kilda East (Urban Enterprise, 2024). Across Port Phillip, nearly all (99%) of new dwellings approved in 2021 were apartments (Housing Strategy 2024–2039).

On private land, elements such as building envelopes, built form, lot size, driveways, and car parking affect the availability of space for tree planting. The prevalence of small lots and low-rise apartment buildings in the neighbourhood often limits opportunities for substantial tree planting on residential land.

It is important to note that while the Residential Development Framework Plan provides high-level guidance on the extent of housing change and growth envisaged in different areas, this does not mean that every lot within the identified change areas will experience the same level of growth (City of Port Phillip Housing Strategy 2024–2039). The full capacity for additional dwellings is unlikely to be realised over the 20-year period assessed (Urban Enterprise, 2024).



02.6

URBAN FOREST STATISTICS IN BALACLAVA & ST KILDA EAST

TREE DIVERSITY

A key management priority for the City of Port Phillip is maintaining a diverse range of tree species across the city and within neighbourhoods. Species diversity is essential for creating a resilient urban forest that can withstand pests, diseases and climate change. To achieve this, the Council aims to maintain a healthy mix of tree species, genera and families, ensuring that no single species exceeds 5-10% of the urban forest, no genus exceeds 10-20%, and no family exceeds 15-30%.

St Kilda East and Balaclava have a well-balanced tree population:

- Species diversity is good with only two tree species above 5% of the total neighbourhood tree population - the London Plane (6.9%) and Kanooka (6.1%), while all other species are below 5%.
- Genera distribution in St Kilda East and Balaclava is below 10% with the highest concentrations in the Platanus (Plane trees) and Ulmus (Elms) genera.
- Distribution in this area shows that the Myrtaceae family, which includes many native Australian trees, comprises 42.95% of the population, exceeding the upper level 30% target. However, all other tree families are below the lower 15% benchmark.

Managing the Myrtaceae family can be particularly challenging in Australian cities due to the large number of native species in this family and the community's preference for planting native trees resulting in overuse of this family. The Myrtaceae family includes over 70 genera and more than 1,500 species, encompassing iconic trees such as all Gums, Bottlebrushes, Paperbarks, and Lilly-pillies.

Overall, St Kilda East and Balaclava have a well-distributed mix of species, genera and families, with the Myrtaceae family being the exception as it accounts for a disproportionately large percentage of trees in the neighbourhood.

Trees in some streets are not performing well. In consultation with community, streets can be slowly transitioned to a new species when trees are at the end of their useful life expectancy.

TREE AGE

Maintaining a balanced range of tree ages is a crucial aspect of urban forest management, supporting the health, resilience and long-term sustainability of ecosystem services. A diverse age range ensures that the Council can effectively manage both young and old trees, which are often the most costly periods of the tree life cycle (site preparation, planting and formative pruning for young and removal for older trees).

Council currently has a young urban forest across St Kilda East and Balaclava with approximately half (47%) of all trees being 20 years old or younger. The young St Kilda East and Balaclava urban forest is predominantly due to the increased efforts by council to increase the number of trees planted annually over the past two decades, and the high level of maintenance pruning of urban trees lowering the expected lifetimes of most species.

A mix of young, mature, and old trees provides several benefits:

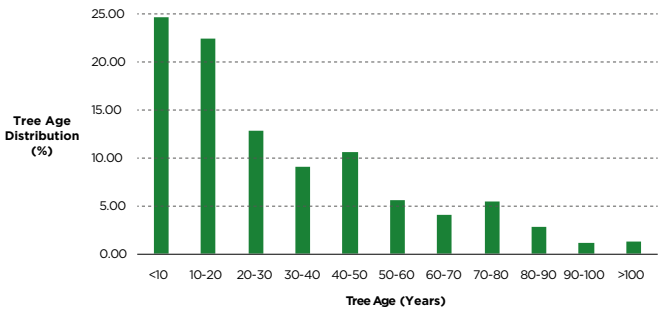
- Continuous canopy cover: helps mitigate sun and heat exposure across the city.
- Reduced risk of widespread tree loss: ensures that tree losses occur gradually over time rather than all at once.
- Enhanced carbon sequestration: older trees store more carbon and provide more shade, contributing to the environment and habitat.
- Urban forest succession: young trees play a key role in regenerating the urban forest over the long term.
- Cost-effective management: a balanced tree age profile spreads out maintenance costs and helps prevent large expenses in short time-frames.

When an urban forest is dominated by trees of similar ages, it becomes more vulnerable to disease and pest outbreaks, particularly if there is an over representation of mature or old trees. By staggering tree ages the Council can ensure more manageable maintenance schedules and reduce the risk of rapid, widespread tree loss.

Older trees tend to be more resilient to climate extremes, but younger trees are vital for adapting to future environmental conditions. By planning for a range of tree ages the Council can foster a stable, sustainable urban forest that will thrive for future generations.

The adjacent info graphics break down some of the key metrics regarding the existing urban forest in Balaclava and St Kilda East.

TREE AGE DIVERSITY IN BALACLAVA & ST KILDA EAST

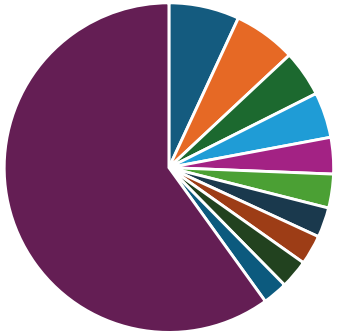


TREE SIZE DIVERSITY IN BALACLAVA & ST KILDA EAST

Note that this is the tree species' projected mature size in ideal growing conditions, which may not be achieved in street planting.

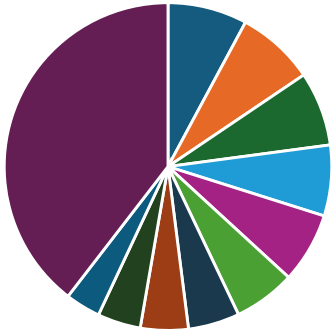
Graph ID	Tree Size in Ideal Conditions	Tree Size Distribution (%)
	Small	42.49%
	Medium	37.25%
	Large	13.86%
	Very Large	6.40%





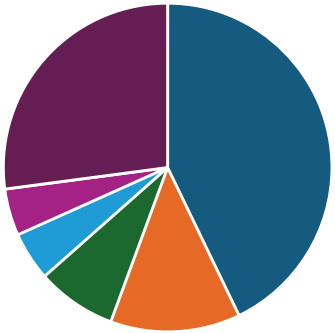
TREE SPECIES DIVERSITY IN BALACLAVA & ST KILDA EAST

Graph ID	Tree Species Botanical Name	Tree Species Common Name	Tree Species Distribution (%)
	Platanus X acerifolia	London Plane	6.92%
	Tristaniopsis laurina	Kanooka	6.13%
	Ulmus parvifolia	Chinese Elm	4.54%
	Zelkova serrata 'Green Vase'	Green Vase Japanese Elm	4.46%
	Corymbia maculata	Spotted Gum	3.58%
	Melaleuca linariifolia	Narrowleaf paperbark	3.32%
	Callistemon salignus	Willow Bottlebrush	2.93%
	Pyrus calleryana	Callery Pear	2.92%
	Lophostemon confertus	Brush Box	2.82%
	Syzygium smithii	Lilly Pilly	2.44%
	Other		59.94%



TREE GENUS DIVERSITY IN BALACLAVA & ST KILDA EAST

Graph ID	Tree Genus	Tree Genus Distribution (%)
	Platanus	7.85%
	Ulmus	7.70%
	Eucalyptus	7.33%
	Corymbia	6.99%
	Melaleuca	6.95%
	Tristaniopsis	6.10%
	Zelkova	5.07%
	Callistemon	4.72%
	Pyrus	4.26%
	Fraxinus	3.47%
	Other	39.54%



TREE FAMILY DIVERSITY IN BALACLAVA & ST KILDA EAST

Graph ID	Tree Family	Tree Family Distribution (%)
	Myrtaceae	42.95%
	Ulmaceae	12.82%
	Platanaceae	7.88%
	Oleaceae	4.82%
	Rosaceae	4.63%
	Other	27.17%



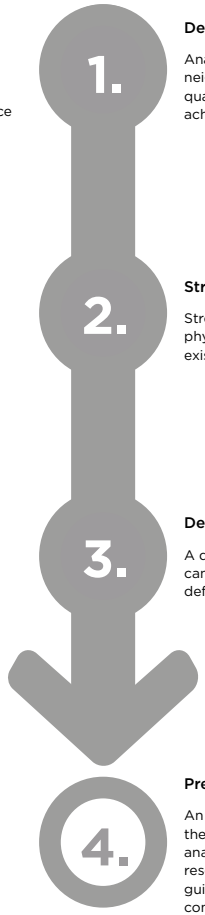
03
METHODOLOGY

03.1
PROJECT METHODOLOGY OVERVIEW

This chapter outlines the methodology used to develop an urban forest precinct plan for Balaclava and St Kilda East, leading from high-level spatial data analysis to an implementable action plan.

The first step is a comprehensive analysis of all neighbourhood streets to assess their strategic importance and feasibility for increased canopy cover. Streets are then classified into typologies based on physical characteristics, forming the basis for a tailored design toolkit of streetscape canopy improvement interventions - see Appendix B. Streets and their requisite urban forest interventions are then prioritised through an action plan informed by spatial analysis, Council insight, and Walk Quality research findings.

This chapter highlights the spatial data analysis that took place as part of the first step in this project methodology, leading into the development of street types, a design toolkit and precinct action plan.



Desktop Analysis

Analysis and assessment of all neighbourhood streets to understand and quantify their strategic importance and acheivability for new canopy planting.

Street Types

Streets are grouped into types based on physical features such as width, land use, existing canopy, and infrastructure.

Design Toolkit

A design toolkit is created, linking specific canopy interventions to the street types defined in Step 2.

Precinct Action Plan

An action plan presents key moves for the neighbourhood, informed by strategic analysis, Council insight, and Walk Quality research. It also outlines key open space guidance, and long-term implementation considerations.



03.2

SPATIAL DATA & POLICY ANALYSIS

A detailed spatial analysis in GIS was undertaken to systematically map and assess key streetscape features and inform the recommended actions of the Urban Forest Precinct Plan.

The analysis utilised QGIS and Google Earth to assess data such as existing tree canopy coverage, footpath and verge width, road reserve dimensions, overhead utilities, land use zoning, planning overlays, street alignment, parking configurations, parking controls and topographic conditions.

By overlaying these datasets, the complexity of urban forest interventions was evaluated, identifying both constraints and opportunities for implementation of urban forest increases.

To further refine this assessment, a matrix classification was developed to categorise data into three key groups:

- Prioritisation: a combined dataset to indicate which streets have the greatest need for increased canopy, combining measurables such as areas with high urban heat exposure and low existing tree cover.
- Achievability: a combined dataset to highlight streets with more favourable conditions for planting, combining attributes such as wider verges and unrestricted parking controls.
- Ongoing Review and Unknowns: a data list of attributes which are either unknown, beyond the current project scope, or requiring further investigation in detailed design phases, such as soil quality and long-term maintenance feasibility. On the ground inspections identified streets with vacant tree plots and where species changes could occur.

This structured approach ensures that tree canopy expansion is prioritised strategically, aligning with the broader goals of the UFPP and Council policy.

Alignment with Objectives

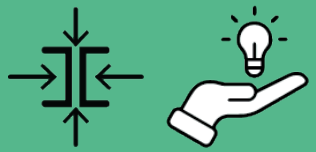
Some data is used to help determine which streets should be prioritised to meet equity and Urban Forest Strategy objectives.





Achievability

Some data can be used to help determine which streets may have more favourable conditions for planting trees.





Ongoing Review

Some data can be used to help improve ongoing maintenance, biodiversity and planning strategy.





Unknowns

Some data is unknown at this stage, or not feasible to be considered within the scope of this project.

Some data may be relevant to determining ability to increase canopy coverage, however the data may be complicated to measure, or difficult to abstract for the purpose of making decisions.

This data may need to be considered during more detailed design phases.



WHAT HAS BEEN CONSIDERED?

DATA MAPPING

The accumulated opportunities and constraints data was reviewed to determine a short-list of key attributes which have a clear link towards delivering increased tree canopy.

Each street was assessed against this list to help determine an overall priority to guide Council's future actions.

For a full list of considered spatial data, refer to the opportunities & constraints mapping in the appendices.

DOCUMENT REVIEW

A review of existing Council strategies and reports and similar projects in other locations was undertaken to inform the UFPP. These documents helped identify Council aspirations for the functionality and hierarchy of streets and their various attributes.

For example, whether streets were identified as active travel corridors or potential biolinks, where the most substantial changes in residential density are forecast, and which streets have already been identified as being a priority for additional street tree planting. Some of the key implications from these documents have been summarised in the strategic analysis maps in the following pages.

Alignment with Objectives

Some data is used to determine which streets should be prioritised to meet equity and Urban Forest Strategy objectives.

INFORMS

- Ownership and responsibility – whether a street is Council-owned or other agency-managed to determine Council's role in delivery, partnership or advocacy.
- If there is an existing planning process underway to master plan a street, and if the UFPP can defer to this.
- Surrounding heat vulnerability index level
- If the street falls (or partially falls) within 400m walking catchment of an activity centre, and people are more likely to walk in any given street.
- Whether a street is a designated cycling route, to improve cyclist comfort and experience.
- Whether a street has public transport stops, for the purpose of shading passengers whilst waiting.
- Swinburne Walk Quality research recommendations for improving shade to sections of the pedestrian network.
- Potential to improve biodiversity.

Achievability

Some data can be used to help determine which streets may have more favourable conditions for planting trees.

INFORMS

- Existing canopy coverage and uplift potential.
- Larger area of road reserve (width x length) which provides a general indication of impact potential.
- Favourable street and powerline orientation to maximise tree growing size and urban heat island benefits.
- Whether the street has existing street driveway crossovers, which may reduce areas for planting.
- Potential surplus trafficable width within carriageways.
- If there are wider existing verges that provide more flexibility in choosing interventions.
- Appetite for altering existing street parking allowances.

Ongoing Review

Some data can be used to help improve ongoing maintenance, biodiversity and planning strategy.

INFORMS

- Age and health – trees that aren't thriving and are at the end of their useful life expectancy could be proactively replaced to increase canopy quicker.
- Abutting building heights and setbacks from road reserve may reduce available canopy spreading space.
- Consider future redevelopment sites, and potential to contribute towards urban forest.
- Whether street is prone to flooding or high water table. This can impact species selection and intervention choices.
- Consider existing street species diversity, and whether succession planting is recommended to improve resilience and fauna habitats.
- Whether a tree species has a contribution to neighbourhood character.

Unknowns

Some data is unknown at this stage, or unfeasible to be considered within the scope of this project.

TO BE CONFIRMED

- On-the-ground knowledge of existing trees (GIS data is a few years out of date and needs review).
- Underground utilities locations.
- Detailed costing of chosen interventions for each street.
- Community and stakeholder support.
- Cultural sensitivity and potential for heritage significance in underground locations.
- Geotechnical information and soil conditions.

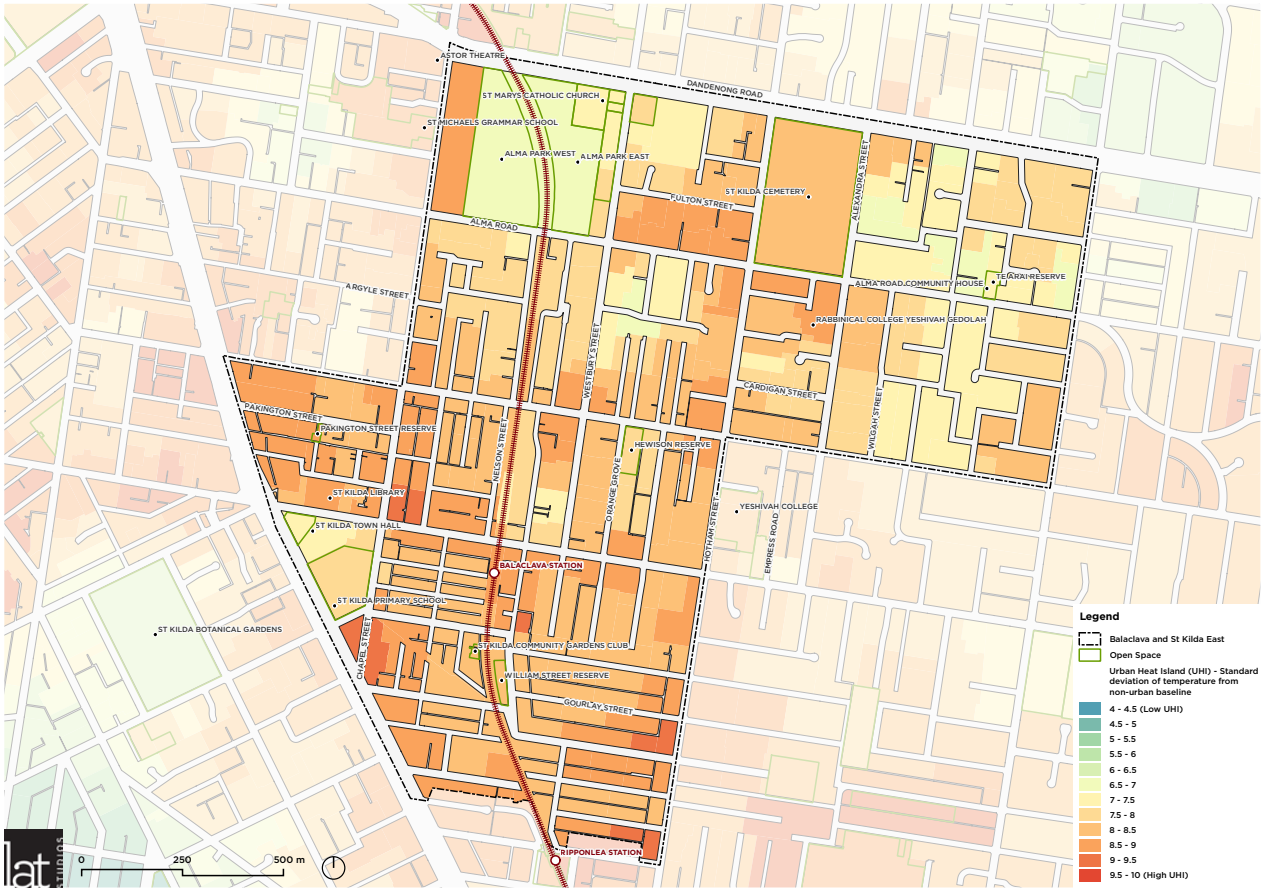
03.3

URBAN HEAT ISLAND

The urban heat island (UHI) effect refers to the phenomenon where urban areas experience significantly higher temperatures than surrounding rural areas due to human activities and built environments.

This occurs because materials like concrete, asphalt and buildings absorb and retain heat, while a lack of vegetation reduces natural cooling through shade and evapotranspiration. UHI is measured by comparing temperature differences between urban and rural areas, analysing land surface temperatures, and assessing contributing factors such as building density, impervious surfaces and vegetation cover.

The effect is more pronounced at night when heat stored in urban infrastructure is released, keeping temperatures elevated for longer periods. Mapping UHI hotspots allows planners to prioritise areas most in need of cooling interventions, ensuring that urban greening efforts effectively lower temperatures, enhance biodiversity, and improve overall liveability, particularly for vulnerable communities.



03.4

HEAT VULNERABILITY

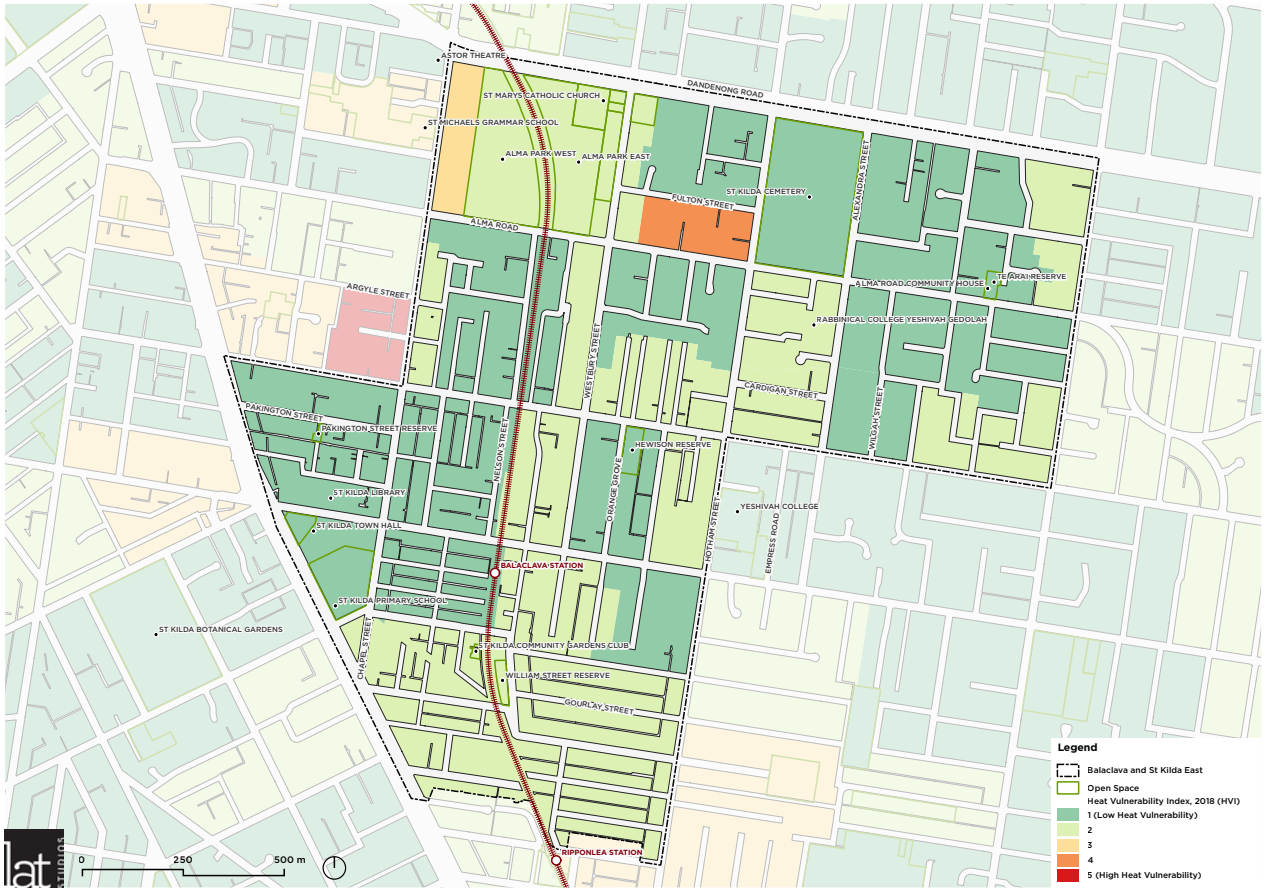
In 2018 the Victorian Government developed a heat vulnerability index (HVI) for Melbourne. Heat vulnerability refers to the extent to which individuals and communities are at risk of adverse health impacts due to extreme heat events. It is assessed based on three key factors:

- Exposure, which considers environmental conditions like urban heat islands and lack of shade;
- Sensitivity, which includes demographic and health-related factors such as age, pre-existing medical conditions and socio-economic status;
- Adaptive capacity, which reflects the ability of individuals and communities to cope with heat, including access to cooling infrastructure, green spaces and financial resources.

The HVI rating of each area is on a scale of 0 (low vulnerability) to 5 (high vulnerability).

Areas with high heat vulnerability often experience increased health risks, including heat stress, dehydration and heat-related illnesses, particularly among vulnerable populations like the elderly, children and low-income groups.

Understanding heat vulnerability is essential for prioritising interventions that enhance urban resilience. Tree planting, green roofs and shaded public spaces can significantly lower surface and air temperatures reducing the intensity of urban heat islands. High-risk areas can be prioritised for actions to maximise cooling benefits, improve public health outcomes and create more liveable, climate-adaptive neighbourhoods.



03.5
MOVEMENT NETWORK

The movement and placemaking functions of streets is an important factor in determining where and how increased tree planting can occur. Trees add shade and shelter that make streets more comfortable for walking, cycling and catching public transport.

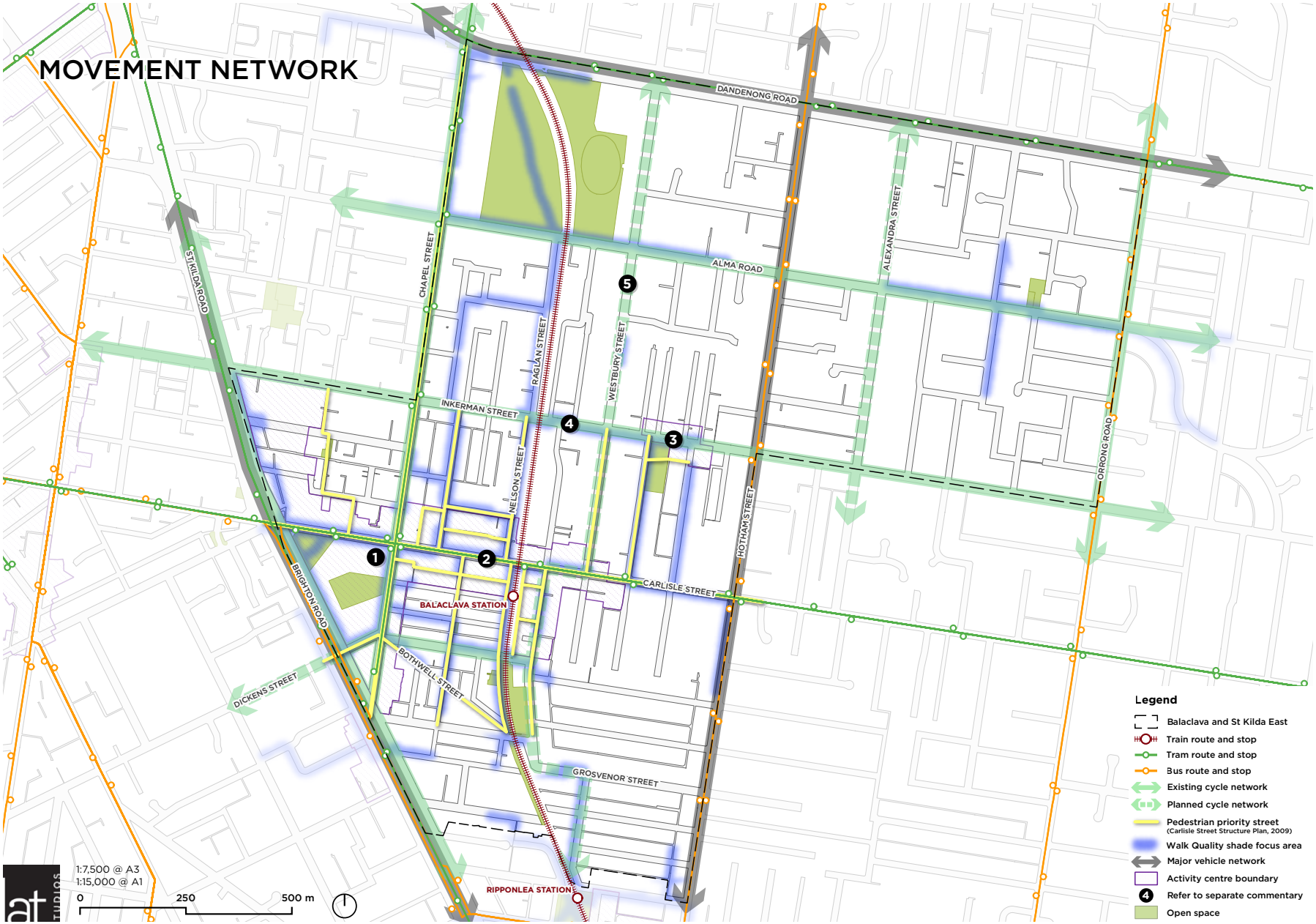
Several projects within the precinct are improving movement corridors, including Westbury Street, where pop-up bike lanes are being trialled; Carlisle Street, which currently has a streetscape plan under development to guide future upgrades to the street and public realm (consultation occurring later in 2025); and Inkerman Street, where designs for the Inkerman Safe Travel Corridor project between St Kilda Road and Orrong Road, Glen Eira Road, were released for community feedback in 2024.

To assess pedestrian movement through the neighbourhood, the Walk Quality project created detailed models of the neighbourhood to evaluate shading and overshadowing effects from buildings and trees. The analysis integrated shade maps with pedestrian catchments to evaluate walking routes factoring in urban design elements such as pedestrian accessibility, slope, thermal comfort, risk and pollution.

The tool developed by the Walk Quality project calculates walking access catchments while factoring in shade quality within a comfortable ten minute walk. By simulating pedestrian routes to key destinations under defined sun-exposure limits, the tool identifies priority streets for shade improvements, such as tree planting or infrastructure upgrades. Key destinations modelled include activity centres at Carlisle Street, Orrong Road, Inkerman Street, Chapel Street Windsor, Ripponlea Shopping Strip, and Windsor, Balaclava and Ripponlea train stations, as well as Alma Park and Alma Road Community Centre. This innovative approach not only quantifies shade coverage but also visualises its impact on pedestrian behaviour, enabling targeted interventions to enhance urban walkability.

The streets identified as priorities for closing gaps in the shade network through the Walk Quality analysis were: Alma Road, Nelson Street, Camden Street, Glen Eira Avenue, Oak Grove, William Street, Inkerman Street and Carlisle Street as a high priority, with Lansdowne Road, Westbury Street, Marlborough Street, Rosamond Street and Nightingale Street as medium priority streets to improve walkability.

Map ID	Plan Feature	Urban Forest Precinct Plan Implications	Source
	Public Transport Network	Streets will need to maintain adequate space for functionality of trams and buses. No network route changes are planned for the study area. The property parcels which contain train infrastructure generally are designated Transport 1 Zone, and are owned by VicTrack. For the purposes of the UFPP, this may mean Council will need to play more of an advocacy role to increase canopy in these locations (instead of an implementation role).	CoPP Integrated Transport Strategy (pg 49) VicPlan Zoning – Transport Zone 1
	Existing Bicycle Network	Many existing streets already have clearly marked bicycle lanes or bicycle priority. These existing routes are also reflected in CoPP's Integrated Transport Strategy (Page 43).	Nearmap Aerial Imagery 2024 Integrated Transport Strategy (Page 43)
	Planned Bicycle Network	CoPP's Integrated Transport Strategy also identifies additional cycle route formalisation and expansions in several streets. The numbered notations identify implementation processes underway to improve the cycle network.	CoPP Integrated Transport Strategy (Page 43)
	Pedestrian Priority Streets	Priority Accessible Walking Routes have been identified within the Carlisle Street Activity Centre Plan. The guidance for these streets is general in nature, but broadly encourages these streets to enable safe, comfortable and seamless movement for pedestrians and mobility limited users. It is important to note that the study area for the Activity Centre Plan does not capture the whole of the study area for the UFPP, so aspiring for higher pedestrian experience should not necessarily be limited to the streets marked on this map.	Carlisle Street Activity Centre Structure Plan (page 46)
	Major Vehicle Network	There are several major roads which are managed by the Department of Transport and Planning (DTP) within the study area. This requires Council to play more of an advocacy role to increase street canopy (instead of an implementation role).	VicPlan Zoning – Transport Zone 2
1	Carlisle Street Major Activity Centre (MAC)	The Carlisle Street Major Activity Centre has a focus on the local community, with a diverse mix of retail, commercial, civic and community services (west of Chapel Street) and leisure and living opportunities. Notably in Clause 11 of the Planning Scheme is the goal of "designing development to be self-sufficient in on-site car parking and providing on-site car parking" to reduce parking pressure on streets and encourage waking. Any future guidance within the UFPP report should consider the increased walking, outdoor dining and retail needs of this area.	Clause 11.03-1L-03 - Carlisle Street Major Activity Centre
2	Carlisle Street	A new streetscape plan for Carlisle Street is under development to guide future upgrades to the street and the public realm. This plan will provide more detailed analysis and direction of Carlisle St including increasing canopy cover and biodiversity.	Advice from CoPP
3	Inkerman Street Local Activity Centre (LAC)	The Inkerman Street Local Activity Centre is smaller in scale and does not have the same level of access to public transport when compared to the Carlisle Street MAC. This centre is encouraged to "support convenience retailing, and personal / business services roles" for the area. Like Carlisle Street, Inkerman Street LAC guidance should be cognisant of the increased pedestrian activities in this area.	Clause 11.03-1L-04 - Inkerman Street Local Activity Centre, St Kilda East.
4	Inkerman Street	Concept designs for Inkerman Safe Travel Corridor between St Kilda Road and Orrong Road were made public for community feedback. Subsequently Design Option B was chosen. This street configuration creates opportunities for additional kerb build-outs for tree and understory planting. Given this project will consider implementation to a greater detail than the UFPP, consideration of canopy coverage of Inkerman Street could defer (or collaborate) towards the outcomes this project.	https://haveyoursay.portphillip.vic.gov.au/help-improve-road-safety-inkerman-street
5	Westbury Street	Pop-up bikes lanes have been installed along Westbury Street as part of the DTP Pop-up Bike Lanes Program to support more people to ride bikes across Melbourne. DTP have now confirmed that original road configurations will be reinstated due to community feedback. Whilst the implementation of bike priority in Westbury Street is unresolved, it remains a focus of the Integrated Transport Strategy and therefore the UFPP should still consider appropriate urban forest interventions that enable a pleasant cycling experience.	CoPP: https://www.portphillip.vic.gov.au/about-the-council/projects-and-works/department-of-transport-s-pop-up-bike-lane-program Department of Transport and Planning
	Walk Quality Shade Priority Streets	The Walk Quality analysis by Swinburne University ties into the movement network by illustrating where there are gaps in the provision of shade for walking catchments from key activity nodes, thus identifying the priority streets for shade improvements. Some of the main streets identified as high priority through the Walk Quality research include: Alma Rd, Nelson St, Raglan St, Camden St, Glen Eira Ave, Oak Grove, Godfrey Ave, William St, Inkerman St and Carlisle St, with Landsdowne Rd, Westbury St, Marlborough St, Rosamond St and Nightingale St as medium priority streets to improve walkability.	Swinburne University Walk Quality Assessment


MOVEMENT NETWORK
DANDENONG ROAD
ALMA ROAD
INKERMAN STREET
CARLISLE STREET
ST KILDA ROAD
CHAPEL STREET
RAGLAN STREET
NELSON STREET
WESTBURY STREET
ALEXANDRA STREET
HOTHAM STREET
ORRONG ROAD
BRIGHTON ROAD
DICKENS STREET
BOTHWELL STREET
GROSVENOR STREET
BALACLAVA STATION
RIPPONLEA STATION
1
2
3
4
5
1:7,500 @ A3
1:15,000 @ A1
0
250
500 m
Legend
Balaclava and St Kilda East
Train route and stop
Tram route and stop
Bus route and stop
Existing cycle network
Planned cycle network
Pedestrian priority street
(Carlisle Street Structure Plan, 2009)
Walk Quality shade focus area
Major vehicle network
Activity centre boundary
Refer to separate commentary
Open space

03.6
GREEN & BLUE FUNCTION

The background document review revealed several key strategic considerations for the ecological and hydrological functions of streets and open spaces in Balaclava and St Kilda East. Alma Park is the most ecologically significant open space in the neighbourhood, featuring areas of remnant Plains Grassy Woodland and significant remnant eucalypts and other mature trees. It is important to consider the location and role of both existing and future open spaces and how the urban forest can integrate into this open space network to create shaded, walkable streets and enhance habitat connectivity.

The Bothwell Street Biolink project is another significant consideration with understorey planting and a Woody Meadows project currently underway. Several lots of land have been purchased in areas of need for future open spaces across the neighbourhood, and a green corridor project is planned for the wide stretch of Alexandra Street running alongside the St Kilda Cemetery.

See Chapter 05 for a more detailed analysis of all existing and planned open spaces in the neighbourhood.

Map ID	Plan Feature	Urban Forest Precinct Plan Implications	Source
	Existing Trees	Based on Council-provided data, this layer identifies locations and 'crown size' of existing trees as recorded in 2022. This dataset provides insight towards areas of higher or lower canopy coverage and assists in determining canopy intervention priorities across the study area.	GIS shapefile layer 'all_council_ trees' (2022) provided by CoPP.
	Green Link	The 'Greenline' is a community-proposed idea of a heavily landscaped shade and habitat corridor running north-south along the rail. This concept is well supported by the community, however its implementation is complex with varied land ownerships, soil contamination and other constraints. The UFPP can support the vision by delivering elements in part. As suggested in the Public Space Strategy, advocate to, and partner with, VicTrack to beautify a small portion of the Green Line from Balaclava Station down to the rail bridge, including planter boxes and public artwork to test and trial future use and inform future investment over time.	'Greening Port Phillip - Urban Forest Strategy Stage 1B Engagement Findings Report' and Green Line Proposal (Greenline Alliance) community-initiated report. https://pecan.org.au/projects/
	Street Tree Focus	Within the Carlisle Street Activity Centre Structure Plan there are several streets that have been identified for 'proposed or potential / new street planting / greening' which potentiality supports a higher prioritisation within the UFPP.	Carlisle Street Activity Centre Structure Plan (page 40)
	Improve Avenue-Style Street Tree Planting	Streets in the area bound by Alma Road, Inkerman Street, Chapel Street and Hotham Street are identified for additional street trees where feasible to increase canopy cover and improve pedestrian amenity. Many local streets south of Carlisle Street have also been identified for additional street trees where feasible to increase urban greening and shading to improve the pedestrian experience and connections from Balaclava Walk.	Public Space Strategy, 2022-2032 (page 18)
	Bothwell Street Biolink	The Biolink is a part of the Greening Port Phillip Strategy that envisions CoPP as having a "healthy and diverse urban forest that uses innovative greening solutions to enhance the community's daily experience, ensuring environmental, economic, cultural and social sustainability for future generations." The improvements for Bothwell Street are under construction. The endemic EVC of Bothwell Street is the endangered Grassy Woodland (EVC 175). This is a variable open eucalypt (or occasionally sheoak) woodland over a diverse ground layer of grasses and herbs. The shrub component is usually sparse. It occurs on sites with moderate fertility on plains or undulating hills on a range of geology. Larger landscaping interventions within the study area could also consider replicating this EVC species mix.	https://www.portphillip.vic.gov.au/about-the-council/projects-and-works/bothwell-st-biolink Draft Foreshore and Hinterland Vegetation Management Plan 2023 (Practical Ecology)
	Alexandra Street Green Corridor	A wide street running between Dandenong and Balaclava Roads, Alexandra Street is a great opportunity to de-pave areas currently used for parking adjacent to the St Kilda Cemetery, and transform the street into a green corridor.	Council advice.
	Existing Public Open Space	There are opportunities to review the existing canopy, design, function of these open spaces to identify potential canopy uplift. The UFPP should support the Public Space Strategy's suggested open space planting actions (listed on pages 250-251) where possible.	Public Space Strategy - Technical Report (pages 231-251).
	Restricted Open Space	Semi-public areas such as the Cemetery and parking areas play a role in delivering urban forest. The UFPP can advocate for consideration of these spaces.	
	Newly Acquired Land for Public Space	There are current initiatives being considered by the CoPP to improve the quality or coverage of open spaces across the study area offering opportunities to deliver more tree canopy.	Places for People - Public Space Strategy vol. 3 (page 18) and email advice from CoPP.
	Dickens Street Trial Public Space	Temporary partial street closure of Dickens Street to trial additional public space, including potential road closure and removal of carparks and some beautification (e.g. parklet, planter pots and paint treatments). Engagement was carried out in early 2025. Engagement will inform how to move forward with this park and future budget bids.	
	Elevation / Topography Hillshade	Elevation data has been shown because it is relevant to consider in parallel with overland water flow and flood prone areas. This provides high-level guidance on slope across the site and how individual streets can contribute towards the overall integrated water management (IWM) of the study area.	GIS shapefile layer '50cm Contours Reprojected' (date unknown) provided by CoPP.
	Flood Prone Areas (Special Building Overlay)	Flood-prone areas have been mapped to show which streets may experience stormwater accumulation, or experience stormwater flows. This information may hold implications for tree species selection or design intervention choices in UFPP. Water Sensitive Urban Design (WSUD) interventions in flood-prone streets (such as permeable pavements, rain gardens, and bio-retention systems) could help absorb and manage stormwater locally, easing pressure on stormwater infrastructure. The UFPP could also consider tree species which are more resilient when experiencing flooding or extended dry conditions.	VicPlan Overlays – Special Building Overlay (SBO)

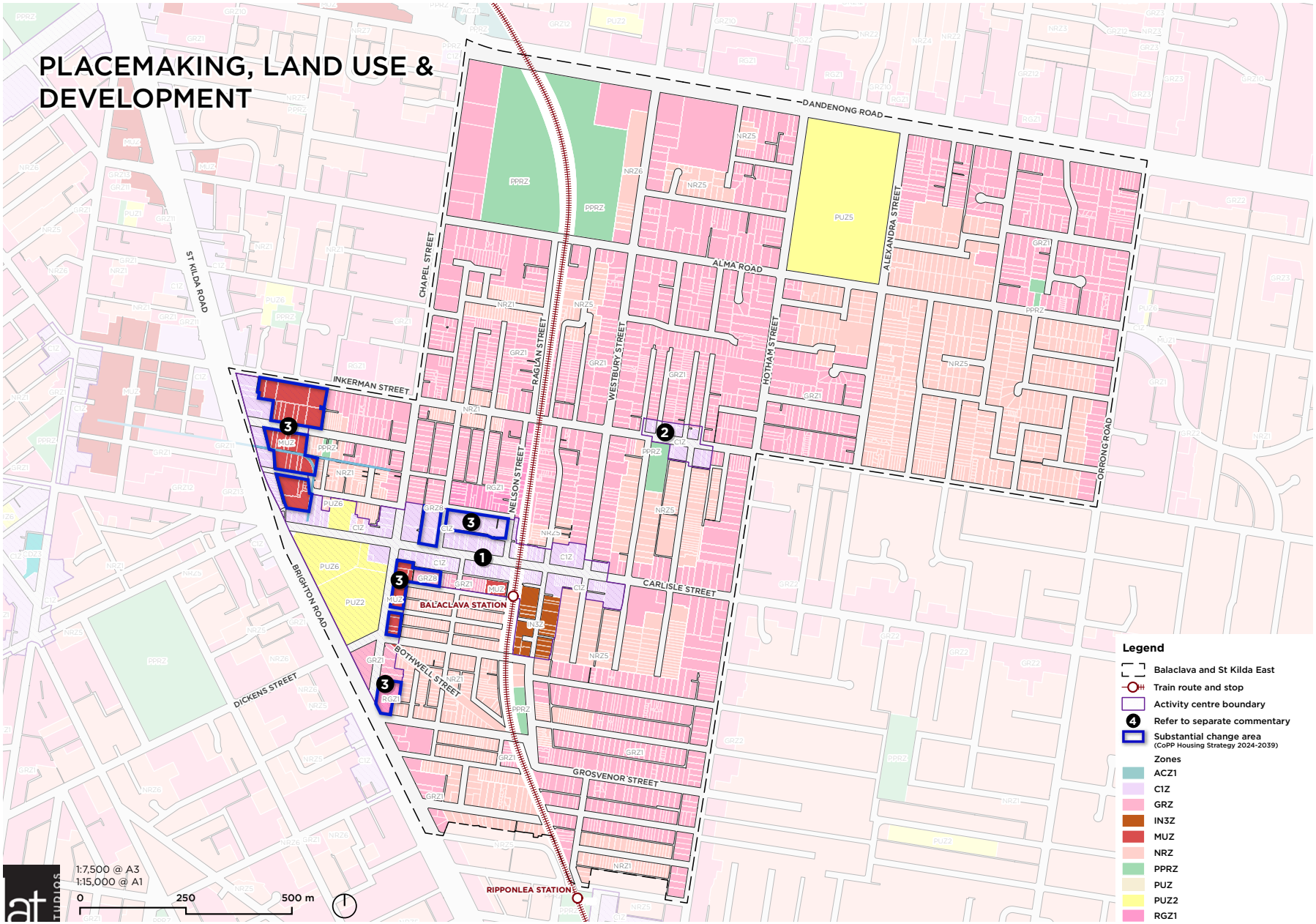

GREEN & BLUE FUNCTION
DANDENONG ROAD
ST KILDA ROAD
CHAPEL STREET
ALMA ROAD
ALEXANDRA STREET
INKERMAN STREET
RAGLAN STREET
WESTBURY STREET
HOTHAM STREET
ORRONG ROAD
NELSON STREET
BRIGHTON ROAD
CARLISLE STREET
BALACLAVA STATION
BOTHWELL STREET
DICKENS STREET
GROSVENOR STREET
RIPPONLEA STATION
1:7,500 @ A3
1:15,000 @ A1
0
250
500 m
Legend
Balaclava and St Kilda East
Train route and stop
Existing tree (based on 2022 data)
47m
3m
Elevation (above sea level)
Flood-Prone Area (SBO Overlay)
Public open space
Restricted open space
Newly Aquired Land for Public Space
Dickens Street Trial Public Space
Future Alexandra Street Linear Green Space Project
Green Line (community proposal)
Street Tree Focus (Carlisle Street Structure Plan, 2009)
Improve Avenue-Style Street Tree Planting (Public Space Strategy, 2022-20
Bothwell Street Biolink

03.7
PLACEMAKING, LAND USE & DEVELOPMENT

The Balaclava and St Kilda East neighbourhood is an established, predominantly residential area located at the eastern edge of the City of Port Phillip. The most notable non-residential variations in land use are within the Carlisle Street Major Activity Centre, a traditional Melbourne strip shopping area centred around Balaclava Train Station, running from St Kilda Road in the west to Orange Grove in the east. The Carlisle Street Major Activity Centre includes pockets of public use zones for key facilities such as the St Kilda Town Hall and Library, mixed-use zones to the south and north-west of Carlisle Street, and one of the few remaining industrial zones along William Street.

There is also a smaller Local Activity Centre located on Inkerman Street. Several areas, including blocks on Chapel Street, those surrounding the Inkerman Street Aldi Shopping Centre, and the Balaclava Woolworths and Coles, have been earmarked for substantial change under the City of Port Phillip's Housing Strategy (2024–2039).

Map ID	Plan Feature	Urban Forest Precinct Plan Implications	Source
1	Carlisle Street Major Activity Centre (MAC)	• The Carlisle Street Major Activity Centre is a traditional Melbourne strip shopping centre. • The existing Carlisle Street strip is zoned Commercial Zone 1 and extends from St Kilda Road in the west to Orange Grove in the east. • To the south-west of the strip is an area zoned for Public Use (either PUZ2 or PUZ6), which accommodates the St Kilda Town Hall and the St Kilda Primary School, with the St Kilda Library also zoned PUZ6. • South of Carlisle Street is a mixed-use zone along Chapel Street, predominantly featuring a multi-unit residential development alongside older factory buildings. This area is also designated for substantial change in the City of Port Phillip's recent Housing Strategy, 2024-2039. • An Industrial 3 zone (IN3Z) is located to the south of Carlisle Street along William Street, which is the only remaining area of industrially zoned land in St Kilda. • To the north-west of Carlisle Street, the commercial zone (C1Z) continues up the eastern edge of St Kilda Road. This area includes office uses as well as highway-based retail establishments. • Behind this commercial frontage on St Kilda Road, encompassing Inkerman, Pakington, and Martin Streets, is a mixed-use zone featuring new commercial/residential developments, such as the Aldi development, alongside some remaining factory buildings. This area is also designated for substantial change in the City of Port Phillip's recent Housing Strategy, 2024-2039. • There is a small pocket of residential growth zone (RGZ1) at the southern end of Chapel Street – currently an Australia Post warehouse and car park - that has been designated for substantial change in CoPP's Housing Strategy. • The Woolworths and Coles buildings and car parks at the centre of the MAC have also been designated as areas for substantial change.	City of Port Phillip Housing Strategy, 2024-2039 Carlisle Street Urban Design Framework (2009) VicPlan / VicData
2	Inkerman Street Local Activity Centre (LAC)	• There is a local commercial area or Local Activity Centre (LAC) on Inkerman Street between Sebastopol Street to the west and Chusan Street to the east. This pocket is commercial one zoned (C1Z), and includes a collection of restaurants, retail shops, mechanics, and the Inkerman Hotel – all in older single to two storey buildings and warehouses. • Hewison Reserve interfaces the strip to the south-west.	VicPlan / VicData
3	Substantial Change Areas	• CoPP is currently finalising updated zoning which will guide levels of change in different areas of the UFPP study area. This spatial layer will highlight streets that may experience substantial or minimal population change. There are a range of corresponding implementation opportunities and constraints arising from this, for example: encouraging consolidation of properties may unlock opportunity to plant trees on adjacent streets, streets experiencing minimal change may provide certainty around parking needs and therefore canopy interventions. • It is worth noting that the Housing Strategy, 2024-2039 identifies areas of substantial, moderate, incremental, and minimal change, however the report does not detail what this change may look like. • As designated in the City of Port Phillip's Housing Strategy, 2024-2039, there are several areas marked for substantial change. Mid- and high-rise apartment buildings, as well as mixed-use developments (as outlined in the relevant adopted structure plan), are generally suitable for these areas. • These areas all fall within the boundary of the Carlisle Street Major Activity Centre. They include: – Three blocks of mixed use zone (MUZ) South of Carlisle Street along Chapel Street, predominantly featuring a multi-unit residential development alongside older factory buildings. – Three blocks behind St Kilda Road, encompassing Inkerman, Pakington, and Martin Streets, featuring new commercial/residential developments, such as the Aldi development, alongside some remaining factory buildings. – A small pocket of residential growth zone (RGZ1) at the southern end of Chapel Street – currently an Australia Post warehouse and car park. – The Woolworths and Coles buildings and car parks at the centre of the Carlisle Street MAC. • The rest of the Carlisle Street MAC that can be considered residential land is marked for moderate change. The rest of the Balaclava and St Kilda East neighbourhood is marked for either incremental or minimal change.	City of Port Phillip Housing Strategy, 2024-2039


PLACEMAKING, LAND USE & DEVELOPMENT
DANDENONG ROAD
ALMA ROAD
INKERMAN STREET
CARLISLE STREET
GROSVENOR STREET
BOTHWELL STREET
DICKENS STREET
ST KILDA ROAD
BRIGHTON ROAD
CHAPEL STREET
RAGLAN STREET
NELSON STREET
WESTBURY STREET
HOTHAM STREET
ALEXANDRA STREET
ORRONG ROAD
BALACLAVA STATION
RIPPONLEA STATION
1:7,500 @ A3
1:15,000 @ A1
0
250
500 m
Legend
Balaclava and St Kilda East
Train route and stop
Activity centre boundary
Refer to separate commentary
Substantial change area
(CoPP Housing Strategy 2024-2039)
Zones
ACZ1
C1Z
GRZ
IN3Z
MUZ
NRZ
PPRZ
PUZ
PUZ2
RGZ1

03.8

WALK QUALITY - PRIORITY STREETS FOR SHADE INCREASE

Port Phillip has partnered with the Walk Quality research project, a collaboration between Swinburne University of Technology and the University of Melbourne, aiming to enhance urban walkability by developing a design platform that evaluates and tests improvements to pedestrian experiences.

Funded by the Australian Research Council (ARC) Linkage Grant and industry partners, the project focuses on key urban design elements that affect pedestrian comfort, such as accessibility, slope, thermal comfort, conflicts with motor vehicles and cyclists, and pollution. A significant component of the research - and one that aligns closely with this UFPP - is the analysis of the impact of shade on walkability.

Using advanced 3D modelling techniques, the project team has developed detailed representations of municipal areas to assess where pedestrian paths are and aren't shaded. Walking catchments have been generated for key destinations and heat refuge locations across the municipality - including Balaclava and Ripponlea train stations, the Carlisle Street, Inkerman Street and Orrong Road activity centres, Alma Park, and several community facilities throughout the neighbourhood.

These walking catchments simulate the distance a pedestrian could walk under defined sun exposure time limits (2-, 4-, 6-, 8-, and 10-minute catchments). From this, street segments consistently affected by insufficient shading across multiple pedestrian catchments are identified as high priority for increased canopy cover, as shown in the adjacent map. This approach quantifies existing shade coverage and visualises its impact on pedestrian behaviour, supporting targeted interventions to enhance urban walkability.



03.9

WALK QUALITY - TEST CASE STUDY: NELSON STREET

To demonstrate the potential application of the Walk Quality research methodology and to illustrate the impact of increasing tree canopy cover, a test case study was carried out on Nelson Street, Balaclava — a street identified as a high priority for increased shade in the Walk Quality research project.

The aim of the test case study was to model additional tree planting opportunities along Nelson Street and then re-run the Walk Quality shade analysis to show how increased canopy cover in this one high-priority streetscape could expand shaded walking catchments for pedestrians in the neighbourhood.

As shown in Figure 06, potential new tree locations were proposed for footpath cutouts, as well as buildouts or road cut-outs where they were deemed possible (green dots), noting that a full feasibility assessment of tree planting opportunities has not been conducted. Several existing trees were also plotted to be remodelled, as their size had significantly increased since the conditions used in the initial shade model (yellow dots). All proposed and existing trees were categorised by type and size, based on their location and site constraints. The tree size categories were:

Size	Height (m)	Width (m)	Projected canopy at maturity (m²)
Small	6	4	12.57
Medium	10	8	50.27
Large	15	12	113.10
Very Large	30	16	201.06

Figure 07 illustrates how this hypothetical increase in canopy cover would enhance pedestrian access to shaded routes. It compares the existing four-minute shaded walking catchment with the extended catchment following the modelling of additional canopy cover.

This test case study not only demonstrates the effectiveness of the Walk Quality research in identifying priority streets for increased tree canopy - maximising shade benefits for the pedestrian environment - but also highlights the tangible benefits of the canopy interventions proposed in this Urban Forest Precinct Plan (UFPP).

Note that all shade modelling is based on peak summer conditions (December at 3:30pm).



Figure 06: Illustrating the potential for increased shade from additional canopy interventions on Nelson Street, Balaclava.

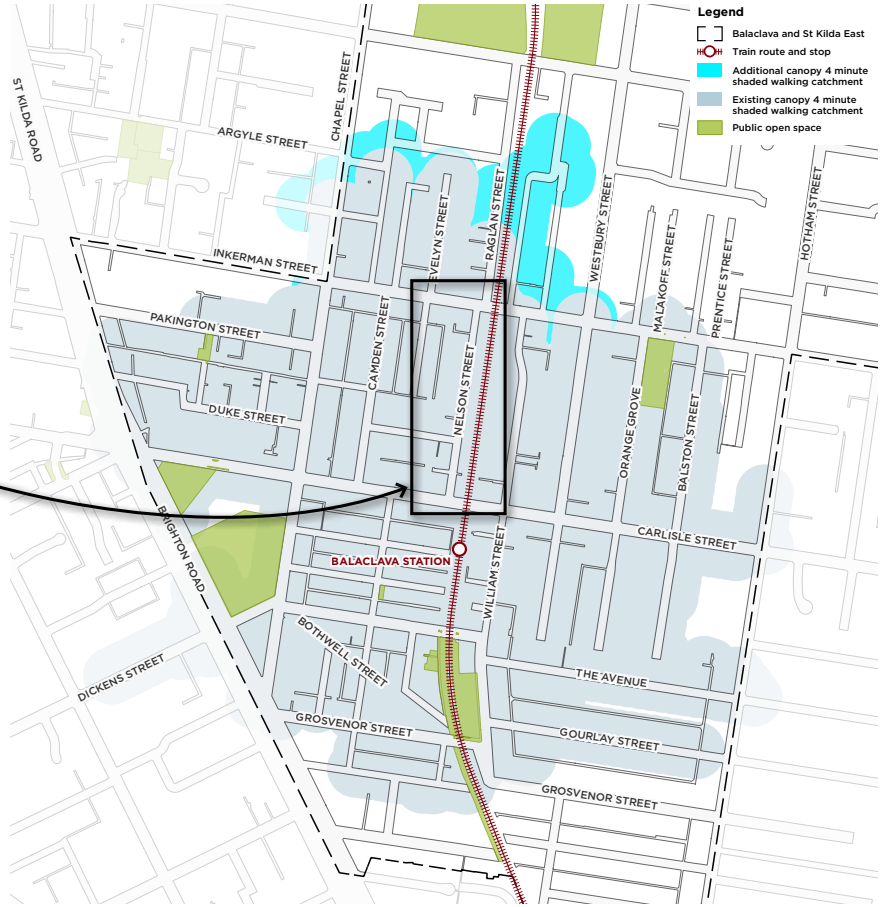


Figure 07: The map above shows the potential for increased pedestrian shade resulting from the Nelson Street test case study interventions. It compares the existing four-minute shaded walking catchment with the extended catchment following the modelling of additional canopy cover.

03.10
HIGH-PRIORITY STREETS

The findings from the strategic context review and spatial data and policy analysis, including the Walk Quality Research prioritisation, have determined which streets should be considered high priority.

This prioritisation has also considered which streets have a higher degree of achievability to increase tree canopy, meaning there are less physical or strategic constraints. 28 of the neighbourhood's key streets have been selected and ranked by priority, shown on the adjacent map.

Refer to Appendix A for the full table of assessed streets and features across the neighbourhood.

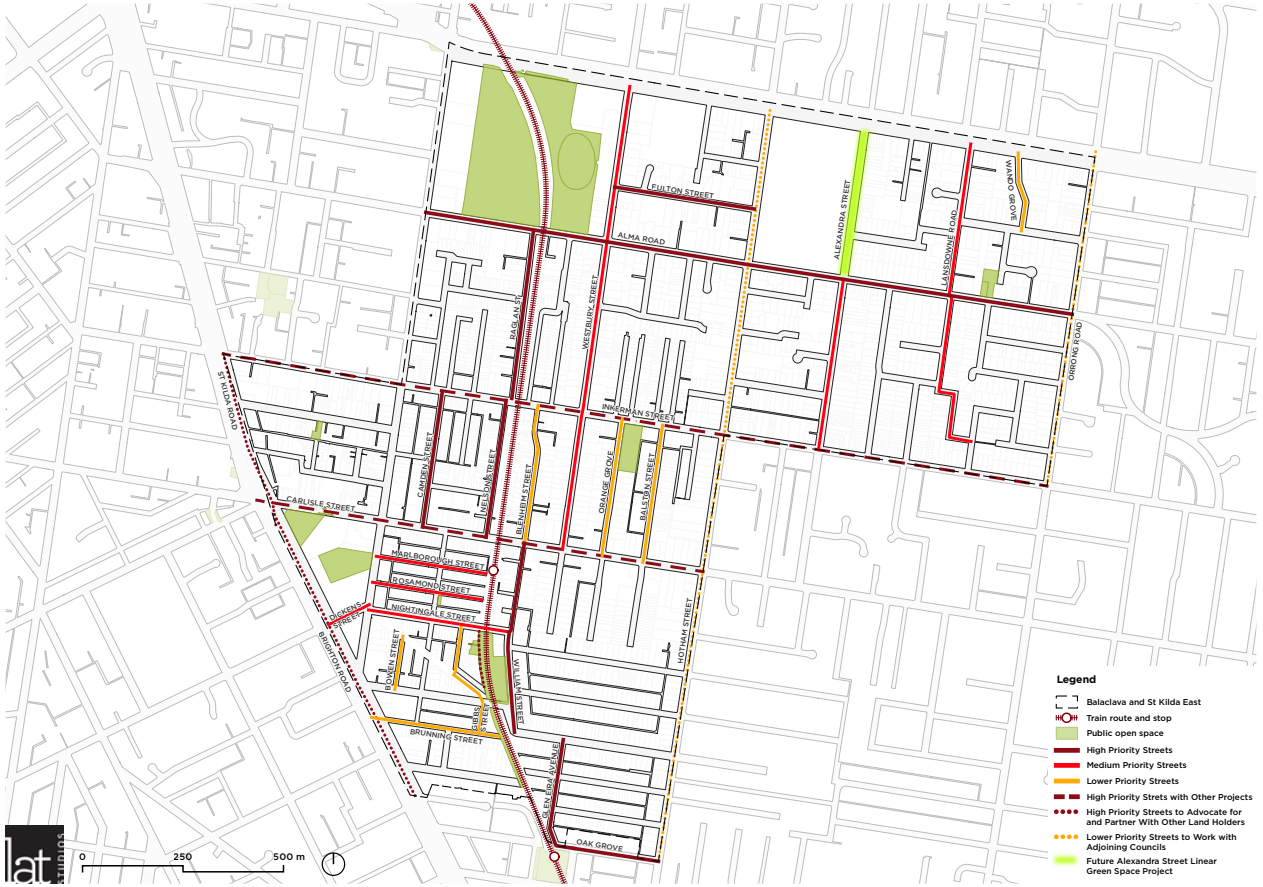




Figure 08: New trees are planted along the rail corridor at Alma Park, the neighbourhood's largest open space (photo by City of Port Phillip).



04
STREET TYPES & OPPORTUNITIES

04.1
STREET TYPES & OPPORTUNITIES

The streets of Balaclava and St Kilda East are arranged around a grid of boulevards and high streets with local streets and lanes connecting between. Through analysis, they have been grouped into 10 typologies based on their physical attributes and movement functions.

These include:

- overall width (property boundary to property boundary)
- footpath width
- number of vehicle lanes
- verges and verge planting
- bicycle infrastructure
- car parking
- infrastructure (powerlines, public transport modes)
- existing canopy coverage
- street function (through street, one-way, commercial strips, local streets).

Narrow Streets, Typical Streets and Green Streets are the most common street types across the study area, accounting for around 65% of all streets.

This typological approach to the streets within the study area enables the development of a system of potential streetscape interventions - presented in the Design Toolkit in Appendix B - that can be scaled up or down to apply to multiple street types without requiring an individual design for each street.



ACCESS LANEWAYS (3.0 - 5.0m Wide)

There are approximately 10 Access Laneways in the study area. They generally only serve as access to residential buildings, with most back fences and buildings directly interfacing the edge of the laneway. Some apartments are set back from the laneway with open car parking. There are no street trees in these laneways, the only canopy cover comes from large trees in back gardens.

Footpaths	None
Bike Lanes	None
Traffic Lanes	1 traffic lane the width of the laneway
Parking Arrangement	None
Verges	None
Existing Trees	None - only trees in the private realm
Powerlines	None
Lighting	None
Building Interfaces	Typically fences and buildings built to the boundary, directly interfacing the laneway



Figure 10: All of the Access Laneways in the neighbourhood, shown in dark grey.



Figure 09: An example of an access laneway in Balaclava.



Figure 11: An example of an access laneway in St Kilda East.

MICRO STREET (10.0m Wide)

There are nine Micro Streets which typically cater to slow-moving local traffic moving in both directions, with a central shared lane that requires one of the passing vehicles to pull into the parking area. Existing canopy cover is generally low (less than 10%) with some streets (such as Stuart and Young Streets) not having any street trees.

Footpaths	Typically 1.3-1.5m wide on both sides, often impeded by signs and poles
Bike Lanes	None
Traffic Lanes	1 lane (~3.1m)
Parking Arrangement	Parallel parking both sides of street (2m each side)
Verges	None
Existing Trees	Occasional, sometimes located in parking zones or on footpath Some streets without street trees.
Powerlines	One side
Lighting	One side (same poles as powerlines)
Building Interfaces	Buildings setbacks typically range from 2-4m



Figure 14: All of the Micro Streets in the neighbourhood, shown in red.



Figure 12: Jervois Street in St Kilda East is an example of a Micro Street.

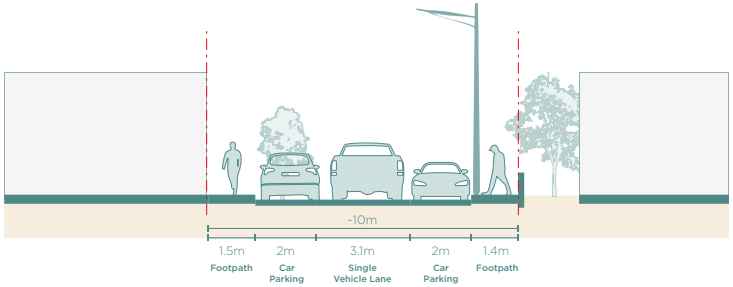


Figure 13: A typical cross section of a Micro Street.

NARROW STREET (12.0 - 12.5m Wide)

There are 27 Narrow Streets within the study area. They generally accommodate local traffic in both directions, however there is often the need for one vehicle to pull into the parking area to allow another vehicle to pass if cars have parked on either side of the road. The existing canopy cover is generally low at less than 10%.

Footpaths	Typically between 1.4m-1.7m wide on both sides
Bike Lanes	None
Traffic Lanes	1 wide lane (approx 3.9m+)
Parking Arrangement	Parallel parking both sides of street (2.1m each side)
Verges	None
Existing Trees	Most streets with semi-regular trees, sometimes located in road or footpath
Powerlines	One side
Lighting	One side (same poles as powerlines)
Building Interfaces	Buildings setbacks typically range from 2-4m



Figure 17: All of the Narrow Streets in the neighbourhood, shown in orange.



Figure 15: King Street in St Kilda East is an example of a Narrow Street.

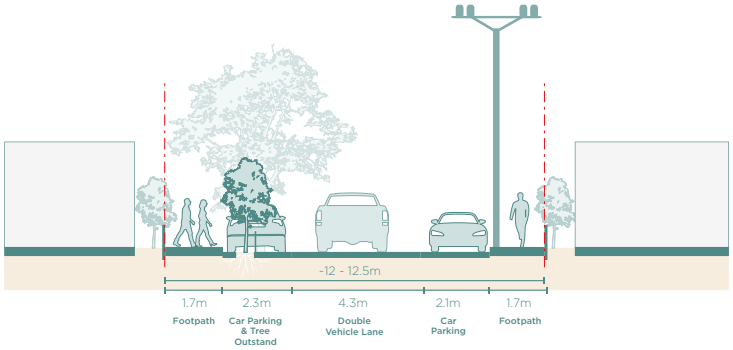


Figure 16: A typical cross section of a Narrow Street.

TYPICAL STREET (14.5 - 16.0m Wide)

There are 26 Typical Streets within the study area. They generally accommodate local residential traffic but may also cater to through-traffic in combination with higher-order roads. Their existing canopy cover varies, with some low (5-10%), some medium (10-20%) and some with high canopy coverage, such as Graylings and Glenmark Avenues.

Footpaths	Typically 2.4-2.5m on both sides, with tree cutouts or planted 1m verges further reducing this width in some streets.
Bike Lanes	None
Traffic Lanes	2 lanes (approx 5.8m - 6.5m trafficable width)
Parking Arrangement	Parallel parking both sides of street (Approx 2.3m each side)
Verges	Mixed (some inconsistent narrow 1m grass verges)
Existing Trees	Generally regular trees located within cutouts on footpath
Powerlines	One side
Lighting	One side (same poles as powerlines)
Building Interfaces	Setbacks typically range from 3-7m with mature, medium-scale landscaping (including trees) in front gardens.



Figure 20: All of the Typical Streets in the neighbourhood, shown in purple.



Figure 18: Gourlay Street in Balaclava is an example of a Typical Street.

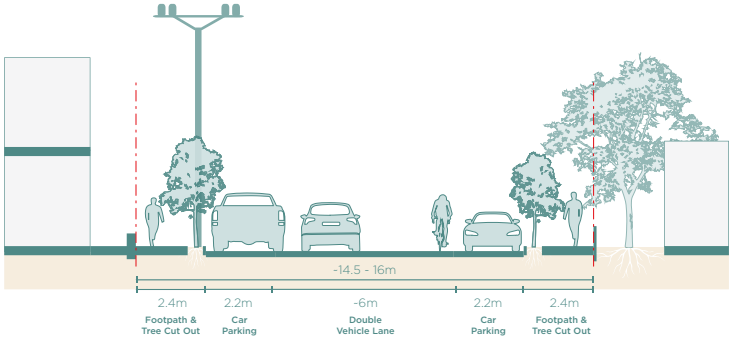


Figure 19: A typical cross section of a Typical Street.

GREEN STREET (15.0 - 15.5m Wide)

There are 24 Green Streets within the study area. They generally accommodate local residential traffic, with unmarked roads that provide enough width for parking on both sides and two directions of traffic movement in one central shared lane. Existing canopy cover is generally high, with many of the Green Streets having an existing canopy of over 40% coverage.

Footpaths	Typically between 1.6-1.7m wide on both sides
Bike Lanes	None
Traffic Lanes	1 wide lane (-3.5-3.8m)
Parking Arrangement	Parallel parking both sides of street (2.1m each side)
Verges	Planted verges on both sides, typically 2.0-2.1m
Existing Trees	Very consistent trees, many are very well established
Powerlines	One side
Lighting	One side (same poles as powerlines)
Building Interfaces	Setbacks typically range from 3-7m with mature, lower scale landscaping in front gardens. This is potentially due to the shade provided by street trees.



Figure 23: All of the Green Streets in the neighbourhood, shown in light green.



Figure 21: Holroyd Avenue in St Kilda East is an example of a Green Street.

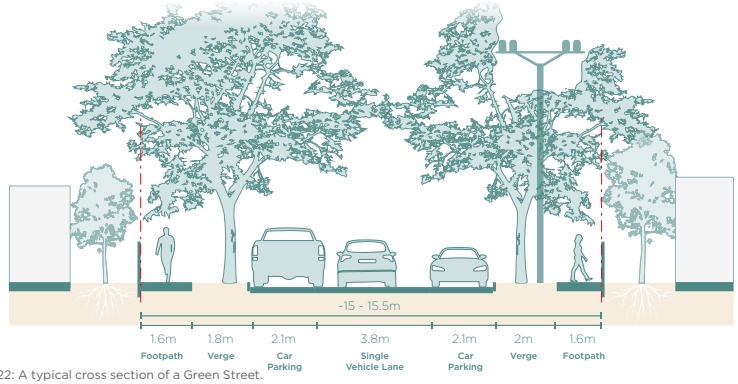


Figure 22: A typical cross section of a Green Street.

CONNECTOR BOULEVARD (18.5 - 21.0m Wide)

There are eleven Connector Boulevards. These streets accommodate local traffic and through traffic and the majority of dedicated bicycle movements. These streets generally have low to medium canopy cover, although some streets (such as Alma Road, Grosvenor and Nightingale Streets) have higher canopy and well-established mature trees.

Footpaths	Typically between 1.3-1.7m wide on both sides
Bike Lanes	~1.6m each side
Traffic Lanes	2 marked lanes (approx 6.2m trafficable width)
Parking Arrangement	Marked parallel parking both sides of street (2.3m each side)
Verges	Planted verges consistent on both sides, width varies from street to street, either 1m or 2m wide.
Existing Trees	Regular trees on both sides located in verge.
Powerlines	Typically 1 side, with some poles on opposite for distribution.
Lighting	Alternating sides
Building Interfaces	Building setbacks vary (2.5m-12m) with good levels of landscaping. One some street corners buildings have no setbacks. More frequent low-rise apartment buildings.



Figure 26: All of the Connector Boulevards in the neighbourhood, shown in dark green.



Figure 24: Alma Road is an example of a Connector Boulevard.

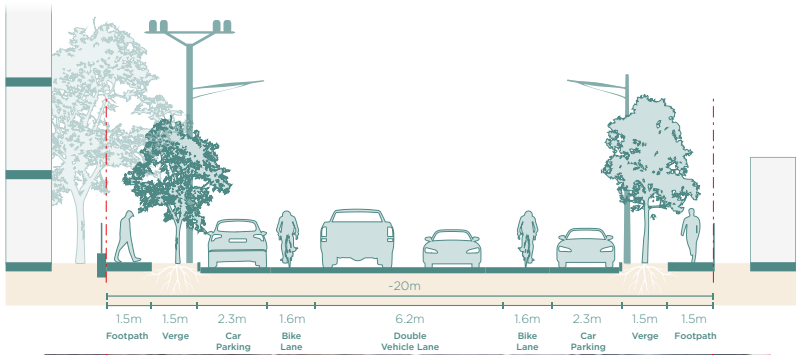


Figure 25: A typical cross section of a Connector Boulevard.

HIGH STREET (19.5 - 21.0m Wide)

There are two High Streets in the study area, Carlisle Street and Chapel Street. They are similar in scale to the Connector Boulevards; however, they are destination streets connecting the major activity centres of the area. This means they are busy with all modes of transport – including trams. They have low canopy cover (6-8%) and are managed by the State Government.

Footpaths	Typically 2.4-2.7m on both sides, with tree cutouts or planted 1m verges further reducing this width in some streets.
Bike Lanes	Varies, ~1.6m each side
Traffic Lanes	2 marked lanes (approx 6.5m trafficable width), shared with trams
Parking Arrangement	Marked parallel parking both sides of street (2.3m each side)
Verges	Carlisle Street generally features no verges, Chapel Street has an inconsistent 1m planted verge.
Existing Trees	Generally regular trees on both sides located in footpath zone
Powerlines	Power and lighting typically both sides of the street, which help with tram overhead infrastructure
Lighting	Alternating sides or both sides
Building Interfaces	Buildings in several areas have minimal or zero setbacks, particularly in activity areas. Elsewhere setbacks can be as large as 12m with well-sized front gardens. More frequent low-rise apartment buildings.



Figure 29: The two High Streets in the neighbourhood, shown in yellow, are Carlisle Street and Chapel Street.



Figure 27: Carlisle Street in Balaclava is an example of a High Street.

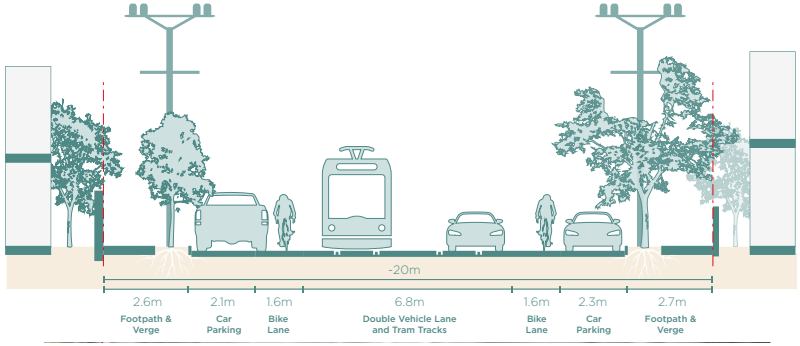


Figure 28: A typical cross section of a High Street.

MOVEMENT CORRIDORS

There are three Movement Corridors in the study area: Hotham Street, Dandenong Road and Nepean Highway. The difference is to do with the scale of movement and scale of the streets. Hotham Street carries heavy traffic within four lanes which reduces to 2 lanes when parallel parking is allowed outside of clearway times. The two highways accommodate eight lanes of traffic, as well as a tram line. Hotham Street has very low existing canopy cover, whereas Dandenong Road and Nepean Highway – particularly the former – have low-moderate existing canopy cover, with regular mature trees in the verges at the sides of the roads and in central medians either side of the tram lines.

	Moderate Movement Corridor (20.5 Wide)	**Major Movement Corridors** (60m Wide)
	Hotham Street	**Dandenong Road and Nepean Highway**
Footpaths	Typically ~3m	Typically ~1.5-1.8m
Bike Lanes	None	Nepean Hwy - Yes, Dandenong Rd - No.
Traffic Lanes	4 lanes (2 of which are clearways at specified times of the day, and parking otherwise) (~14.4m total carriageway)	3-4 lanes each direction
Parking Arrangement	Yes, during specified times of the day.	Dandenong Rd has no parking, Neapean Hwy parallel parking on its service road.
Verges	Some verges adjacent to Cemetery. Generally not elsewhere.	Generally large verges (varies significantly)
Existing Trees	Generally regular trees on both sides located in footpath zone	Consistent trees in both verges on the side of streets and in the central medians, many are very well established
Powerlines	Power typically 1 side of the street, lighting alternates sides sharing power poles and free-standing poles on the other side	Power and lighting typically both sides of the street
Lighting	Alternating sides	Both sides
Building Interfaces	Setbacks generally are moderate ranging between 3-7m with good landscaping in front gardens	Setbacks generally are moderate ranging between 3-7m with good landscaping in front gardens.



Figure 32: Hotham Street is a moderate Movement Corridor.



Figure 31: Dandenong Road is a major Movement Corridor.



Figure 30: Nepean Highway is a major Movement Corridor.

UNIQUE STREETS

There are seven Unique Streets in the study area that do not fit into the typologies. These are: Bothwell Street, Dickens Street, Cardigan Street, William Street, Grosvenor Street, Pakington Street and the northern stretch of Alexandra Street that runs alongside the St Kilda Cemetery.

Bothwell Street, a back street in Balaclava, is classified as a Unique Street as it is currently being transformed into a 'Biolink' project. It has a wide central median strip with mature eucalypts, beneath which a biodiverse understorey is being developed, along with a gravel walking trail, rock seating nodes, bird baths, and other elements to enhance its ecological function. At the Chapel Street end of Bothwell Street, there is also a pilot Woody Meadows project featuring a diverse range of woody mid-storey shrubs. Similarly, Dickens Street is a Unique Street because it is temporarily functioning as a pop-up park next to St Kilda Primary School. The former cul-de-sac car park now includes bike lanes connecting to Nepean Highway, seating and play equipment, a basketball hoop, and raised planters.

Cardigan Street, William Street, Grosvenor Street, and Pakington Street are also considered Unique Streets for similar reasons. Each is a wide street—approximately 20 metres—with angled parking on one side. They also feature traffic-calming measures such as chicanes and corner buildouts, which allow trees to be planted closer to the centre of the road.

Finally, the northern stretch of Alexandra Street within the study area, where it runs alongside St Kilda Cemetery, is considered a Unique Street. It is a wide street with angled parking, and presents an opportunity for increased planting. A project to develop a linear green corridor is commencing in 2025-26.



Figure 36: All of the Unique Streets in the neighbourhood, shown in pink.



Figure 34: Bothwell Street Biolink central median strip.



Figure 35: Woody meadows pilot project at the end of the Bothwell Street Biolink.



Figure 33: Cardigan Street (shown above), William Street, Grosvenor Street, and Pakington Street are Unique Streets with angled parking.



Figure 37: The Dickens Street pop-up park is a unique, temporary open spac.e



Figure 38: A playgroud and a significant Fig Tree at Alma Park (photo by City of Port Phillip).



05
OPEN SPACE TYPES & OPPORTUNITIES

05.1

OPEN SPACE OPPORTUNITIES - EXISTING & PLANNED

Public space contributes to the liveability of our City and defines our unique sense of identity and place. It is open and accessible to people. It is essential to our physical and mental well-being and provides significant urban cooling, environmental and hydrological benefits, and enables the growth of biodiversity. Public space is an essential part of creating sustainable urban communities, particularly as urban density increases.

Public space canopy cover in Balaclava and St Kilda East is 31%, including sports field areas. Not including areas which cannot be planted with trees, most open spaces have above 40% canopy cover.

Balaclava/St Kilda East has the lowest amount of open space of all neighbourhoods in Port Phillip. Currently, Balaclava and St Kilda East have eight open spaces, making up only 5% of the total neighbourhood area. This is significantly lower than the City of Port Phillip average of 17%.

Alma Park is the largest open space and contains significant remnant vegetation and habitat corridors. Local open spaces in the neighbourhood include Te Arai, Hewison, Pakington Street, William Street Reserves, St Kilda Community Gardens and civic spaces at the Town Hall and St Kilda Library. These reserves have strong local communities where people meet, exercise, play sport, relax, walk dogs and care for nature in 'Friends of' groups and communal gardening projects.

A future green corridor project is planned for the northern stretch of Alexandra Street adjacent to the St Kilda Cemetery. This will replace the car parking with green space, whilst retaining the vehicular function of the street. Council has also acquired several properties within St Kilda East for the creation of much-needed open space:

- 49, 49A & 51 Pakington Street, St Kilda (abutting Pakington Street Reserve)
- 30 Kalymna Grove, St Kilda East
- 14 Lansdowne Road, St Kilda East.

This delivers on priority actions in our Places for People: Public Space Strategy 2022 – 2032. Council has acquired these properties in line with our new Public Space Land Acquisition Strategy. These new parks will deliver:

- Increased usable open space and passive recreation.
- Safer and clearer connections for walking and cycling.
- Accessibility for all, including people with disabilities
- Increased tree canopy cover and shade.
- Increased biodiversity and greening.
- Increased site permeability and improved drainage.



OPEN SPACE OPPORTUNITIES - EXISTING & PLANNED

The following open spaces and their map ID numbers relate to the Open Spaces map on the previous page.

Open Space #	Open Space Name	Project Type	Existing or Proposed Space	Existing Canopy Coverage	Focus Area	Project Program	Description of Key Move (Scope)
1	ST KILDA TOWN HALL RESERVE	Public Space	Existing	Open space area: 3,500m2 Canopy cover: 41%	Primary focus	Green Parks Program	Aligning with Carlisle Street Streetscape Plan, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes.
2	TE ARAI RESERVE	Public Space	Existing	Open space area: 1,709m2 Canopy cover: 56%	Primary focus	Green Parks Program	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes. Continue to support community garden beds in this park.
3	WILLIAM STREET RESERVE	Public Space	Existing	Open space area: 5,345m2 Canopy cover: 63%	Primary focus	Green Parks Program	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes.
4	BURNETT GRAY RESERVE	Open Space	Existing	Open space area: 4,000m2 Canopy cover: 32%	Primary focus	Public Space Upgrade Program	Develop the Ripponlea Master Plan and playground upgrade. Improve biodiverse planting and tree canopy. Include trees and biodiverse planting in the designs for this open space upgrade. Aiming to reach 40% canopy cover and improve biodiversity outcomes.
5	GLEN EIRA AVENUE RESERVE	Open Space & Street Trees	Existing	Open space area: 1,183m2 Canopy cover: 57%	Primary focus	Public Space Upgrade Program	Develop the Ripponlea Master Plan and deliver the upgrade of the Glen Eira Road Precinct including Burnett Gray Gardens, Glen Eira Avenue and surrounds. Maintain existing or further canopy cover and improve biodiversity outcomes.
6	ALEXANDRA STREET	Public Space	Proposed	NA	Primary focus	Small Parks Program	Develop a green corridor on Alexandra Street alongside the St Kilda Cemetery, including new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
7	KALYMNA ROAD	Public Space	Proposed	NA	Primary focus	Small Parks Program	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
8	LANDSDOWNE ROAD	Public Space	Proposed	NA	Primary focus	Small Parks Program	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
9	PAKINGTON STREET PARK	Public Space	Proposed	NA	Primary focus	Small Parks Program - Park Extension	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
10	PAKINGTON STREET PARK	Public Space	Existing	Open space area: 766m2 Canopy cover: 62%	Primary focus	Communal Garden Beds	Look for opportunities to upgrade the Community Garden Beds in Pakington Reserve alongside the scheduled park upgrade.
11	WOODSTOCK STREET RESERVE	Public Space	Existing	Open space area: 193m2 Canopy cover: 80%	Primary focus	Small Parks Program	In line with the Public Space Strategy. Delivery of new public open spaces with new vegetation and trees, maintain existing or further canopy cover and improve biodiversity outcomes.
12	HEWISON RESERVE	Public Space	Existing	Open space area: 5,254m2 Canopy cover: 55%	Primary focus	Communal Garden Beds	Design and deliver raised community garden beds in Hewison Reserve.
13	ALMA PARK	Public Space	Existing	Open space area: 92,937m2 Canopy cover: 55%	Operational	Green Parks Program	Maintain canopy cover and species diversity with tree succession planning in Alma Park. Develop and deliver a tree succession plan. Enhance biodiverse planting, working with Friends of Alma Park.
14	RAILWAY PLACE COMMUNITY GARDENS	Public Space	Existing	Open space area: 662m2 Canopy cover: 18%	Operational	Community Gardens	Continue to support Railway Place Community Gardens.
15	ST KILDA CEMETERY	Advocacy	Existing	Open space area: 79,645m2	Primary focus	Advocacy with other landholders	Continue to advocate with the Southern Metropolitan Cemeteries Trust to improve usability and accessibility, and to increase maintenance, canopy coverage and biodiversity.



Figure 39: Alma Park, St Kilda East.



Figure 40: Wiliam Street Reserve, Balaclava.



Figure 41: St Kilda Town Hall Reserve, Balaclava.



Figure 42: Railway Place Community Gardens, Balaclava.



06

PRECINCT ACTION PLAN & IMPLEMENTATION PRIORITISATION

06.1
ACTION PLAN & IMPLEMENTATION PRIORITISATION

This chapter of the UFPP provides guidance on implementation. It sets out the key actions and specific neighbourhood opportunities that are fundable and deliverable over the next 10 years. This chapter also sets out the deliverability assessment process for other projects with secondary priority and future consideration status.

WHAT IS THE ACTION PLAN?

The Action Plan - contained on the following page - has been prepared for the Balaclava and East St Kilda neighbourhood to guide investment in the urban forest.

The Action Plan is categorised into the four Key Actions identified at the start of this document (Pages 6 & 7). These four key actions are:

1	Designing New Streets for Greening and Shade
2	Enhancing and Maintaining Existing Streetscapes
3	Increasing Canopy and Biodiversity in Parks and Open Space
4	Greening Beyond Council Land through Partnerships and Advocacy

For each of the four key Actions, specific neighbourhood opportunities have been identified and mapped to demonstrate the ways in which the Key Actions can be achieved in Balaclava & St Kilda East, shown on the following pages.

HOW HAVE THE NEIGHBOURHOOD OPPORTUNITIES BEEN CHOSEN?

Some neighbourhood opportunities identified are location-specific - for example, streets selected for redesigns adapted from the Design Toolkit (Appendix B), those suited to tree species transition programs, or streets where infill planting should be prioritised. There are also several targeted open space opportunities across the neighbourhood aligned with the Green Parks Program, Small Parks Program, Public Space Upgrade Projects, and Community Gardening Support.

Precinct-wide neighbourhood opportunities have also been identified, highlighting the potential for uplift through business-as-usual operations and ongoing capital programs - for instance, the development of raingardens through WSUD initiatives.

The full table of street assessment attributes, including suggested urban forest interventions, is provided in Appendix A. For higher-cost streetscape design projects, streets have been categorised as either a primary focus, secondary focus, or for future consideration. Streets identified as a primary focus will be incorporated into the capital works programme for delivery over the next 10 years. Projects deemed a secondary focus or for future consideration will be assessed according to the capacity for future delivery. Project delivery will be balanced according to need to ensure projects address equity where required across nine neighbourhoods in Port Phillip.

FUNDING

The Action Plan has a streetscape implementation budget of $5 million over 10 years, with further funding allocated from various other projects and budget streams. The funding sources for this plan are as follows:

- Greening Port Phillip Capital Program – this programme will deliver all priority street tree planting projects over the next 10 years. This includes Brighton Road, and Fulton, Nelson, Raglan and Camden Streets.
- Capital Works Programme – these are individual projects included in the current Council Plan which directly contribute to the delivery of this UFPP. This includes Alexandra Street, Glen Eira Avenue and the Small Parks Programme.
- Parks Services Budgets – uplift projects in the plan will use operational budgets and parks contracts for delivery. This includes infill, replacement and succession tree planting programmes.

This is the first of nine Urban Forest Precinct Plans, each of which will outline clear neighbourhood actions to improve tree canopy and biodiversity, and set the direction for future greening initiatives.

To ensure fair delivery across all nine precincts, each precinct will initially focus on primary streets with the highest need and potential impact.

Once all nine precinct plans are complete, a municipality-wide approach will be applied to identify opportunities for secondary streetscape improvements, subject to available funding. This approach has been adopted to ensure all plans are deliverable within current resources and funding envelopes, with all projects focusing on meeting the goals of the Urban Forest Strategy: enhancing canopy cover, biodiversity and urban cooling.

Available funding sources will be assessed annually, and options for alternative funding from State and Federal Governments will be actively sought, along with ways to improve planting practices for greater impact and value. The strategic alignment, funding and deliverability assessment process is illustrated in the adjacent diagram.

IMPLEMENTATION

The neighbourhood opportunities - identified in the Action Plan on the following page - have been developed to be both fundable and deliverable within available resources over the next ten (10) years, subject to Council planning and budgeting. The Action Plan outlines the opportunities and proposed time-frames for implementation. Each opportunity has been costed and assessed as achievable within the 10-year delivery period of this plan. The targets of 30% canopy cover for streets and a minimum of 40% for open spaces have been incorporated into the assessment and costing process.

Delivery of the neighbourhood opportunities will be led by teams across Council, aiming to maximise co-benefits by aligning urban greening with transport safety, water sensitive urban design, and civic amenity programmes. These efforts will complement dedicated initiatives focused on enhancing tree canopy and increasing biodiversity through strategic planting.

STRATEGIC ALIGNMENT, FUNDING AND DELIVERABILITY ASSESSMENT PROCESS

1 Strategic alignment assessment

- Equity – adding canopy cover where we need it most.
- Achieving one or more objectives identified in the Urban Forest Strategy.
- Multiple uses or benefits.

2 Funding assessment

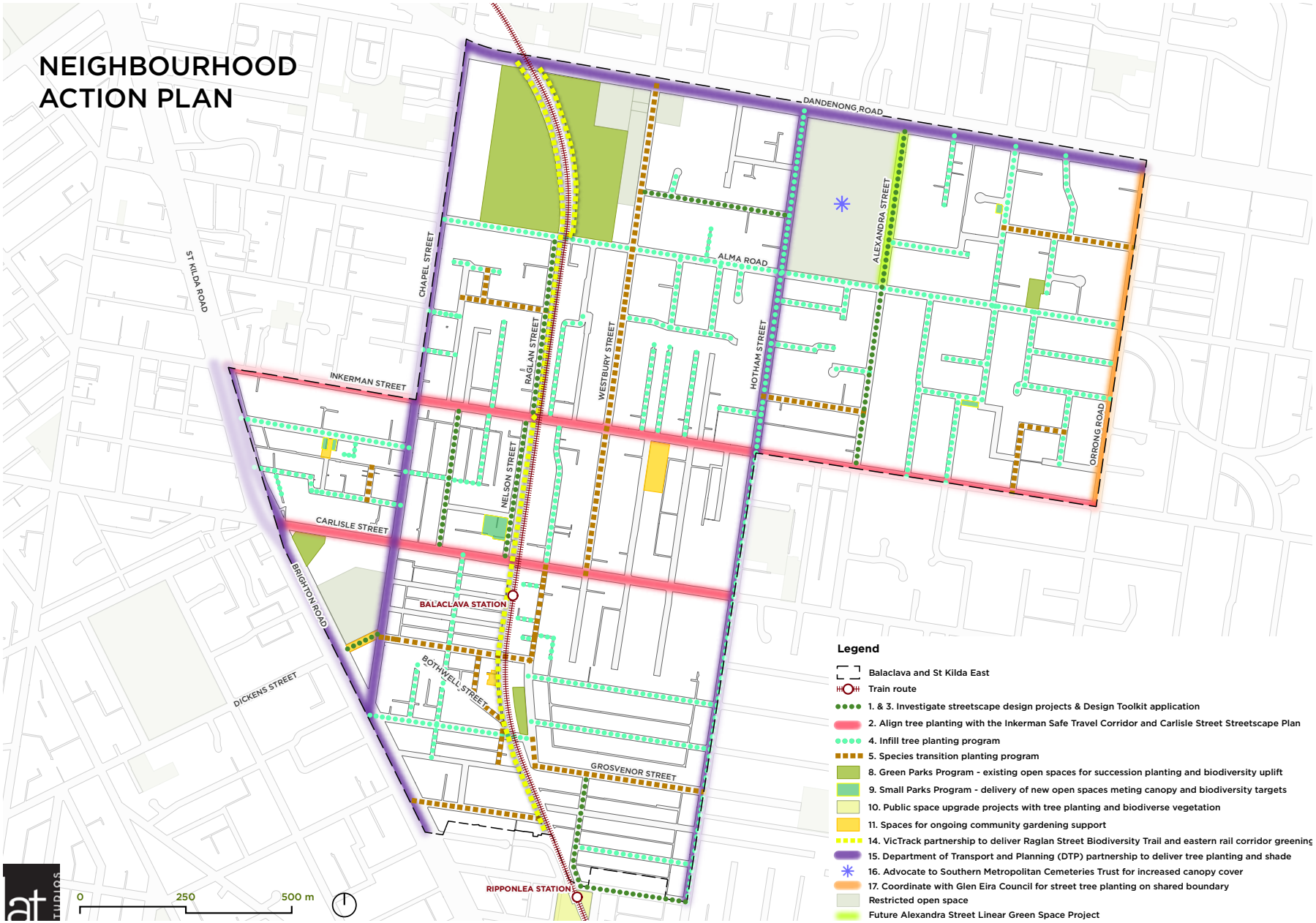
- Partnership opportunities.
- Council budget position.
- Cost/cost benefit analysis of projects.
- Equity across neighbourhoods.

3 Deliverability assessment

- Portfolio capacity and capability.

06.2
ACTION PLAN

Key Actions (refer Pages 6 & 7)		Neighbourhood Opportunities	Map ID
1	**Designing New Streets for Greening and Shade** Integrate tree planting and biodiversity into new or redesigned streetscapes to maximise canopy cover, pedestrian comfort, and climate resilience, prioritising key pedestrian areas and areas with high heat vulnerability.	1 Street Tree Design Projects: Implement new street designs in Alexandra Street, Nelson St, Camden Street, Dickens St, Fulton St, Raglan St, Glen Eira Avenue, and Oak Grove to improve canopy cover and growing conditions.	
		2 Streetscape Integration: Align tree planting with the Inkerman Safe Travel Corridor and Carlisle Street Streetscape Plan to embed greening into transport and safety upgrades.	
		3 Design Toolkit Application: Apply UFPP's Design Toolkit interventions from Appendix B (e.g. kerb outstands, footpath widening, central medians) to maximise planting opportunities in constrained streets.	
2	**Enhancing and Maintaining Existing Streetscapes** Improve the health, diversity, and canopy cover of existing street trees through proactive maintenance, infill planting, and species transition.	4 Infill Tree Planting Program: Fill vacant tree plots across the precinct and replace under performing trees.	
		5 Species Transition Program: Gradually transition to more climate-resilient and biodiverse tree species.	
		6 Tree Replacement Program: Continue systematic removal and replacement of declining trees.	Precinct-Wide
		7 Integrated Renewal Programs: Coordinate with the Roads, Laneways, and Footpath Renewal Programs to embed tree planting into asset upgrades.	Precinct-Wide
3	**Increasing Canopy and Biodiversity in Parks and Open Space** Achieve 40% canopy cover in public open spaces and enhance biodiversity through targeted planting and community partnerships.	8 Green Parks Program: Deliver succession planting and biodiversity uplift in Alma Park, William Street Reserve, Te Arai Reserve, and St Kilda Town Hall Reserve.	
		9 Small Parks Program: Deliver new open spaces with canopy and biodiversity targets in Kalymna Grove, Lansdowne Road, Pakington Street, Alexandra Street, and Woodstock Street.	
		10 Public Space Upgrade Projects: Integrate tree planting and biodiversity into upgrades at Burnett Gray Reserve and Glen Eira Avenue Reserve.	
		11 Community Gardening Support: Deliver new community garden beds at Hewison and Pakington Street Reserves, while continuing to support the long-standing Railway Place Community Gardens through ongoing engagement and maintenance support.	
		12 Planting Uplift Program: Enhance garden beds in parks and streetscapes with biodiverse planting.	Precinct-Wide
		13 WSUD Integration: Identify and deliver water-sensitive urban design (WSUD) opportunities to support tree health and stormwater management	Precinct-Wide
4	**Greening Beyond Council Land through Partnerships and Advocacy** Expand the urban forest by working with other landholders and agencies to green non-Council land and improve shade at public transport stops.	14 VicTrack Partnership: Collaborate on the Raglan Street Biodiversity Trail and eastern rail corridor greening.	
		15 Department of Transport and Planning (DTP): Partner with DTP to deliver tree planting on Brighton Road, Dandenong Road, Hotham Street and other DTP managed roads, including improved shade at public transport stops.	
		16 Southern Metropolitan Cemeteries Trust: Advocate for increased canopy and biodiversity in St Kilda Cemetery.	
		17 Glen Eira Council: Coordinate street tree planting along shared municipal boundaries.	
		18 Public Transport Greening Program: Deliver tree planting or alternative vegetated shade at priority stops, aiming for one project per year from 2028.	Precinct-Wide
		19 Ongoing Advocacy: Continue to seek partnerships with landholders to improve greening outcomes across the precinct.	


NEIGHBOURHOOD ACTION PLAN
DANDENONG ROAD
ALEXANDRA STREET
ALMA ROAD
ST KILDA ROAD
CHAPEL STREET
RAGLAN STREET
WESTBURY STREET
HOTHAM STREET
ORRONG ROAD
INKERMAN STREET
NELSON STREET
CARLISLE STREET
BRIGHTON ROAD
BALACLAVA STATION
BOTHWELL STREET
DICKENS STREET
GROSVENOR STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train route
1. & 3. Investigate streetscape design projects & Design Toolkit application
2. Align tree planting with the Inkerman Safe Travel Corridor and Carlisle Street Streetscape Plan
4. Infill tree planting program
5. Species transition planting program
8. Green Parks Program - existing open spaces for succession planting and biodiversity uplift
9. Small Parks Program - delivery of new open spaces meting canopy and biodiversity targets
10. Public space upgrade projects with tree planting and biodiverse vegetation
11. Spaces for ongoing community gardening support
14. VicTrack partnership to deliver Raglan Street Biodiversity Trail and eastern rail corridor greening
15. Department of Transport and Planning (DTP) partnership to deliver tree planting and shade
16. Advocate to Southern Metropolitan Cemeteries Trust for increased canopy cover
17. Coordinate with Glen Eira Council for street tree planting on shared boundary
Restricted open space
Future Alexandra Street Linear Green Space Project

06.3
IMPLEMENTATION

Project Location	Project Name	Description of Key Move (Scope)	Implementation Phase		
			1-2 Years	3-5 Years	6-10 Years
1 DESIGNING NEW STREETS FOR GREENING AND SHADE					
Location Based	Street Tree Program - Alexandra Street	Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees.			
Location Based	Street Tree Program - Camden Street	Investigate and implement new street designs to improve canopy cover. Align with the masterplan for Ripponlea to increase tree numbers and canopy cover.			
Location Based	Street Tree Program - Dickens Street	Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees.			
Location Based	Street Tree Program - Fulton Street	Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees.			
Location Based	Street Tree Program - Glen Eira Avenue	Investigate and implement new street designs to improve canopy cover. Improve growing conditions for in road tree plots. Align with the masterplan for Ripponlea to increase tree numbers and canopy cover.			
Location Based	Street Tree Program - Inkerman Street	Improve biodiverse planting and tree canopy, through the delivery of the Inkerman Street Safety Improvement Project.			
Location Based	Street Tree Program - Nelson Street	Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees.			
Location Based	Street Tree Program - Oak Grove	Investigate and implement new street designs to improve canopy cover. Improve growing conditions for in road tree plots. Align with the masterplan for Ripponlea to increase tree numbers and canopy cover.			
Location Based	Street Tree Program - Carlisle Street	Improve biodiverse planting and tree canopy by aligning with Carlisle Street Streetscape Plan.			
Location Based	Street Tree Program - Raglan Street	Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees. • Years 1-2 - Focus on infill planting in spaces where trees have been removed. • Years 3-4 - Additional street trees and succession planting.			
Precinct Wide	Roads, Laneways and Footpath Renewals	Link with the Road Renewal Program; Laneway Renewal Program and the Footpath Renewal and Upgrade Program to increase opportunities for planting in streets.			
2 ENHANCING AND MAINTAINING EXISTING STREETSCAPES					
Precinct Wide	Infill Tree Planting - Streets	Plant trees in the vacant spaces (tree plots) where there are gaps in street tree provision.			
Precinct Wide	Infill Tree Planting - Streets	Identify poor performing trees and develop replacement program.			
Precinct Wide	Infill Tree Planting - Streets	Continue tree removal and replacement program, replacing trees when tree removals occur.			
Precinct Wide	Tree Replacement Program	Develop tree replacement programs where trees are failing to thrive to improve canopy cover.			
Precinct Wide	Species Transition Program	Where identified, gradually transition to new street tree species to improve canopy cover as well as biodiversity.			
3 INCREASING CANOPY AND BIODIVERSITY IN PARKS AND OPEN SPACE					
Location Based	Green Parks Program - St Kilda Town Hall Reserve	Aligning with Carlisle Street Streetscape Plan, increase vegetation and trees in the park and consider succession planting. Aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Green Parks Program - Te Arai Reseve	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Aiming to reach 40% canopy cover and improve biodiversity outcomes. Continue to support community garden beds in this park.			
Location Based	Green Parks Program - William Street Reserve	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Public Space Upgrade Program - Burnett Gray Reserve and Playground Upgrade	Aligning with the Ripponlea Masterplan and playground upgrade. Improve biodiverse planting and tree canopy. Include trees and biodiverse planting in the designs for this open space upgrade. Aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Public Space Upgrade Program - Glen Eira Avenue Reserve Upgrade	Develop a masterplan for Ripponlea and deliver the upgrade of the Glen Eira Road Precinct including Burnett Gray Gardens, Glen Eira Avenue and surrounds. Aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Precinct Wide	Planting Uplift Program - Parks	Planting uplift of garden beds in public open space.			
Precinct Wide	Planting Uplift Program - Streetscapes	Planting uplift of garden beds in Council managed streetscapes.			

Project Location	Project Name	Description of Key Move (Scope)	Implementation Phase		
			1-2 Years	3-5 Years	6-10 Years
Precinct Wide	Water Sensitive Urban Design and Renewal Program	Identify WSUD opportunities, including uplift of current WSUD garden beds; identification of new sites; and delivery of annual capital program.			
Location Based	Inkerman Safe Travel Corridor	Include greening in the design for Inkerman Safe Travel Corridor.			
Location Based	Small Parks Program - Alexandra Street	Develop a green corridor on Alexandra Street alongside the St Kilda Cemetery, including new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Small Parks Program - Kalymna Road	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Small Parks Program - Landsdowne Road	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Small Parks Program - Pakington Street Park Extension	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Small Parks Program - Woodstock Street	In line with the Public Space Strategy. Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Community Garden - Railway Place Community Gardens	Continue to support Railway Place Community Gardens.			
Location Based	Community Garden Beds - Hewison Reserve	Design and deliver raised community garden beds in Hewison Reserve.			
Location Based	Community Garden Beds - Pakington Street	Look for opportunities to upgrade the Community Garden Beds in Pakington Reserve alongside the scheduled park upgrade.			
Precinct Wide	Nature Strips and Community Gardening	Continue to support community led greening initiatives in public space.			
Precinct Wide	Succession planting	Identify areas/trees for succession planting.			
Location Based	Green Parks Program - Alma Park	Maintain canopy cover and species diversity with tree succession planning in Alma Park. Develop and deliver a tree succession plan. Enhance biodiverse planting, working with Friends of Alma Park.			
Location Based	Green Parks Program - Alma Park	Continue tree planting according to succession plan			
4 GREENING BEYOND COUNCIL LAND THROUGH PARTNERSHIPS AND ADVOCACY					
Location Based	Street Tree Program - Brighton Road	Work with Department Transport and Planning (DTP) to deliver tree planting on the Brighton Rd centre median. Increase street tree planting along street to improve canopy cover. Project to include feasibility, design and delivery of additional street trees.			
Location Based	Street Tree Program -Raglan Street Biodiversity Trail	Work with VicTrack for biodiversity outcomes and improved pathways on eastern side of street.			
Location Based	Street tree planting - Glen Eira Council	Work with Glen Eira City Council on street tree planting along shared border. Aiming to reach 40% canopy cover and improve biodiversity outcomes.			
Location Based	Advocacy with other land holders - St Kilda Cemetery	Continue to advocate with the Southern Metropolitan Cemeteries Trust to improve usability and accessibility, and to increase maintenance, canopy coverage and biodiversity.			
Precinct Wide	Greener Public Transport Stops	Increase tree planting and other greening solutions at public transport stops where summer shade provision is low, partnering with other agencies. Plant trees adjacent to public transport stops where possible. Engage with public transport companies and Dept Transport and Planning to initiate alternative vegetated shade opportunities where tree planting is not feasible.			
Precinct Wide	Advocacy with other land holders	Continue to advocate for, and seek partnerships with other land holders to improve greening and biodiversity outcomes.			

06.4
TRACKING OUR PROGRESS

The Urban Forest Strategy (2024) set baseline measures and targets to track progress of improving Port Phillip's urban forest outcomes. Some of these measures will be tracked at a neighbourhood scale, the table below shows the current baseline for Balaclava and St Kilda East, the overall municipality-wide baseline, and the short-term target to be achieved by 2029, as well as a longer-term target to be achieved by 2039.

For each of these measures, the table indicates which of the four Key Actions from the Action Plan will directly address them and help to achieve both the short- and long-term targets.

Measure	Balaclava & St Kilda East Baseline (2024)	Municipality-Wide Baseline (2024)	Short-Term Target (2029)	Long-Term Target (2038)	Which Key Actions will help to acheive the short- and long-term targets			
					Key Action 1	Key Action 2	Key Action 3	Key Action 4
Percentage canopy cover - overall	20%	17.17%	18%	TBC				
Percentage canopy cover - streets (27% of all land)	26%	25.53%	26%	30%				
Percentage canopy cover - public space (17% of all land)	31%	29.00%	30%	40% canopy cover, no net loss of canopy at any individual park or reserve				
Number of street tree plots that are vacant (annual measure)	180	Less than 5% vacancy	Decreased from baseline	Decreased from 2033				
Percentage of high heat vulnerability SA1 areas with cooling and greening interventions	1	CoPP has 9 high heat vulnerability (level 4 and 5) SA1 areas	100% of high heat vulnerability areas have an intervention	Re-baseline in 2029				
Deliver permeable surfaces through Council's capital/ footpath program (report annually)	623m²	Record meters squared for future target development	De-pave 19,000sqm of non-permeable surfaces	To be set in line with Act & Adapt Strategy				
Number and type of community greening activities supported by Council	6	6 types of activities, with 16 events	Continue to report	Continue to report				
Public tree species diversity rating	Good	Good to Fair	Good to Fair	Good				
Percentage of Council trees assessed as healthy	85%	To be established	Minimum 85%	90% healthy				
Percentage survival rate of new Council tree plantings at two years old	85%	85%	Minimum 85% survival rate	90% survival rate				
Average number of plantings per annum that support biodiversity (annual)	4,000	32,000	50,000	TBC				

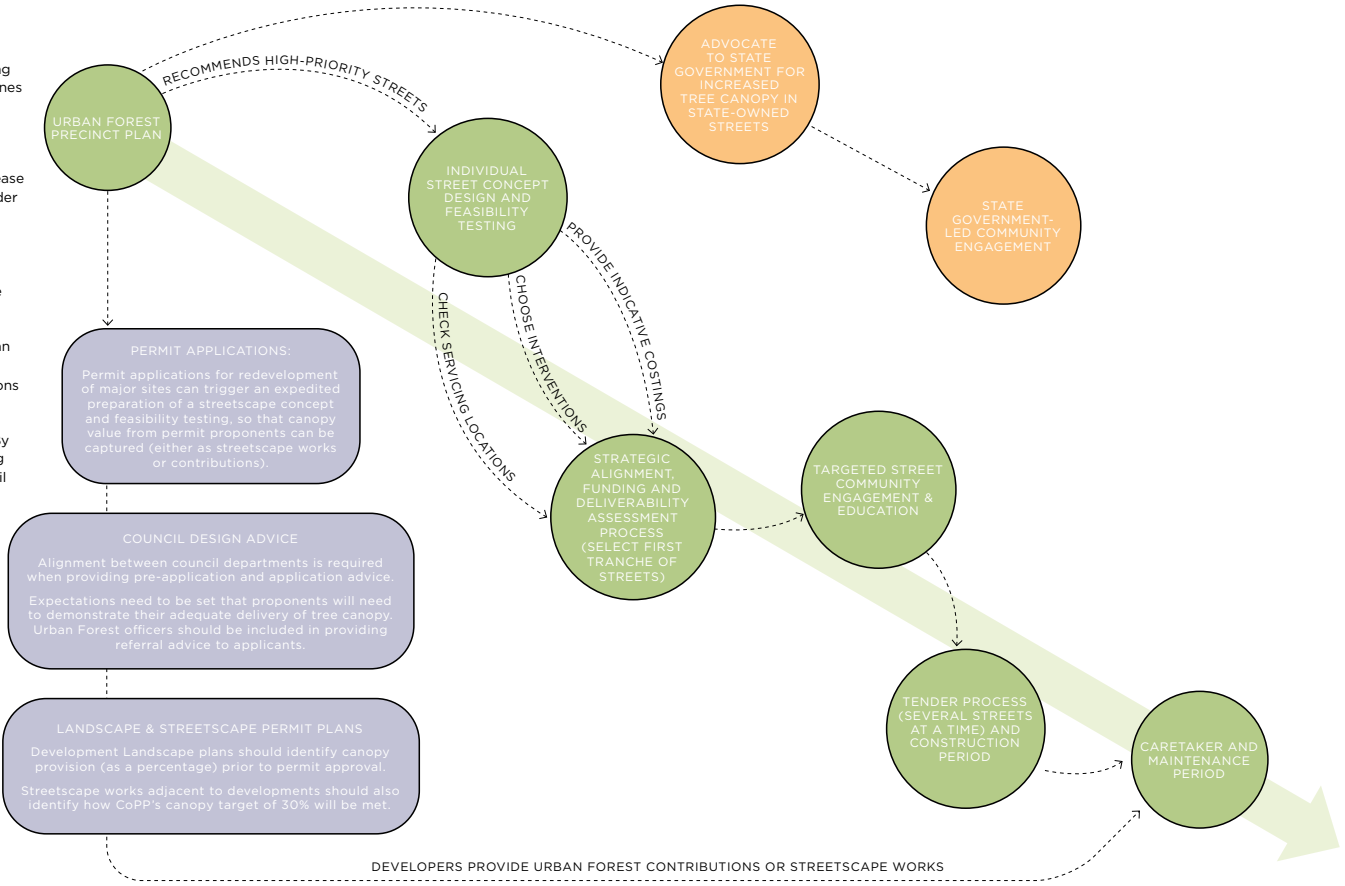
06.5
FUTURE IMPLEMENTATION PROCESS

The City of Port Phillip can enhance its urban forest through a coordinated approach across departments, ensuring alignment towards the shared goal of increasing tree canopy. The process map (shown to the right) outlines how CoPP can leverage internal synergies and external partnerships to achieve this objective.

There are three primary processes for implementation:

- Direct Action by CoPP – The council can actively increase tree canopy within streets, parks and open spaces under its jurisdiction. This may involve planting new trees, maintaining existing vegetation and integrating urban greening initiatives into infrastructure projects.
- Advocacy to the State Government – Many key roads and public spaces are owned or managed by the state government. CoPP can advocate for increased tree planting and improved greenery in these areas by collaborating with state agencies and influencing urban planning policies at a higher level.
- Advocacy and Enforcement through Permit Applications – CoPP can encourage and mandate tree planting in private developments and public realm projects through its planning and permit approval processes. By setting clear canopy targets, enforcing urban greening requirements and working with developers, the council can drive increased tree cover across the municipality.

This integrated approach will help CoPP create a more resilient, green, and sustainable urban environment, benefiting both residents and biodiversity.



06.6
FURTHER IMPLEMENTATION CONSIDERATIONS

SPECIES MIXES BEST-PRACTICE

Selecting an appropriate mix of tree species is essential to building a resilient urban forest that provides lasting canopy cover while adapting to climate change, pests, and diseases.

A commonly used guideline is the 10-20-30 rule (Santamour, 1990), which recommends that no more than 10% of trees belong to a single species, 20% to a single genus, and 30% to a single family. This aims to reduce vulnerability to threats such as Dutch Elm Disease and Myrtle Rust.

However, this rule is often criticised for oversimplifying urban forestry needs. It may not suit all climates, especially where fewer species can tolerate urban conditions. Emphasising diversity can limit the use of native species that support local biodiversity. Other challenges include nursery supply, increased maintenance complexity, and inconsistent streetscapes. Moreover, the rule lacks strong scientific evidence, and a more functional approach—selecting species based on resilience, ecological services, and site-specific factors—may offer better long-term outcomes.

The Tree Species Selection Guidelines for the City of Melbourne acknowledges these limitations and proposes an adapted benchmark to reduce vulnerability. Given the City of Melbourne's proximity to the City of Port Phillip, its species recommendations are considered transferable.

It is proposed that the Urban Forest Precinct Plan adopts similar species diversity targets for neighbourhood planting. It is recommended that species diversity of the neighbourhood should be composed of:

- No more than 5% of any one Species.
- No more than 10% of any one Genus.
- No more than 20% of any one Family.

Supporting best practice guidance:

- Diversity Ratios & Climate Resilience: selecting species that tolerate increasing urban heat, drought, and extreme weather. This includes species from similar climate zones globally (e.g., Mediterranean and arid-climate trees) and native species adapted to local conditions.
- Site-Specific Selection: accounting for soil type, available root space, moisture levels, and potential conflicts with infrastructure. Use of structured soils, root barriers, and engineered planting pits ensures species thrive in urban settings.
- Ecological Functionality: selecting species that support biodiversity by providing habitat and food for birds, pollinators, and urban wildlife.
- Human Amenity and Cooling: prioritising broad-canopied trees that provide shade, reduce the urban heat island effect, and enhance public space usability. Fast-growing but structurally stable species are preferred for quicker benefits (McPherson et al., 2018).

CONSTRAINED URBAN SPACES

The constrained spaces within the streets of Balaclava and St Kilda East are challenging to retrofit. Trees, nature strips, accessible footpaths, adequate road space, car parking and bike lanes cannot always be accommodated. Smart streetscape design and prioritisation will be required. Planting trees in streets presents a variety of challenges. Given the varied development patterns, a site-specific approach is needed to ensure successful planting. Specific infrastructure restrictions include:

- Powerlines and tram lines: More than half of Port Phillip's street trees are pruned around above-ground power and communication cables. Council must meet legislative clearance requirements for trees near powerlines, in accordance with the Electricity Safety (Electric Line Clearance) Regulations 2005 (Energy Safe Victoria). This requires regular clearance pruning to maintain the required distances.
- Underground utilities: Services located beneath roads, footpaths and parks include electricity, water and gas lines, communications cabling, drains, and electric vehicle charging stations. Trees can interfere with these services, and regulations require offset distances between new tree plantings and infrastructure such as lines and service pits.
- Council can continue to advocate for regulation and funding to support engineered solutions that improve safety while reducing negative impacts on canopy cover and planting areas.

SAFETY AND ACCESS

- Car parking and narrow streets: In many urban streets, increasing planting opportunities is not possible without removing car parking. In some cases, on-road planting between parking bays is feasible by placing trees in no-standing zones or next to crossovers. Any planting must take into account road safety and the need to protect trees from vehicle damage.
- Accessible footpaths: Under the Disability Discrimination Act 1992, all public spaces must be accessible. Street trees can impact accessibility due to fruit drop, narrow footpaths, or invasive roots affecting path surfaces.
- Street safety: Street trees are managed to ensure safe movement for pedestrians, drivers and cyclists. Trees are pruned to preserve access and visibility. Under the Local Law, residents are responsible for ensuring vegetation on private property does not block footpath access or traffic sight lines.

TREATING ROOT ZONES LIKE A 'UTILITY'

Tree roots compete for space with underground utilities such as water pipes, stormwater drains, and electrical conduits. Best practice treats root zones as critical infrastructure, ensuring sufficient soil volume, aeration, and water availability through:

- Engineered Soil Systems: structural soils and soil cells (e.g., Silva Cells) allow tree roots to grow under pavements without damaging surfaces, supporting root expansion while maintaining infrastructure integrity.
- Shared Utility Corridors: designing streets to allocate protected space for tree roots alongside other utilities, reducing conflict and ensuring long-term growth.
- Compacted Zone Avoidance: implementing deep soil zones or tree trenches with uncompacted soil allows roots to establish more effectively.
- Root Management Techniques: use of root directors and barriers to prevent invasive root growth while maximising available soil for root development.

TREE PLANTING CONDITIONS

- Compacted, contaminated and poor soils: Urban soil conditions in Port Phillip are often compacted and of poor quality, largely due to historic use of imported fill. This severely restricts tree growth. A range of treatments can improve soil quality, manage contamination, and protect against future compaction.
- Treating root zones like a utility: Tree roots often conflict with underground services and building foundations in urban settings. A suite of strategies is needed—including appropriate species selection and site-specific assessment—to ensure adequate growing space and soil volume.

WATER SENSITIVE URBAN DESIGN

Integrating tree planting with Water Sensitive Urban Design (WSUD) improves tree health, reduces stormwater runoff, and enhances urban cooling. Best practice includes: Passive Irrigation:

- Passive Irrigation: directing stormwater runoff into tree pits or bioretention areas increases soil moisture availability, reducing reliance on potable water.
- Permeable Pavements: allowing water infiltration into subsoil layers provides sustained moisture for tree roots while reducing urban flooding.
- Raingardens and Bioswales: integrating tree plantings with bioswales improves stormwater quality while supporting tree growth.
- Subsurface Irrigation: systems such as deep pipe irrigation ensure trees receive adequate water at root level, reducing evaporation losses.
- Combining these strategies ensures a resilient urban tree canopy that thrives despite urban constraints, maximising environmental, social, and economic benefits.

ALIGNING WITH PROGRAMS ACROSS COUNCIL

Council has 'business as usual' programs for road pavement and footpath asset renewal, traffic safety improvements, water sensitive urban design and parks improvements. Identifying opportunities to co-schedule and integrate works can result in multiple benefits and savings.

SELECT DOCUMENT REFERENCES:

- City of Port Phillip Urban Forest Strategy 2024-2040 (https://www.portphillip.vic.gov.au/council-services/trees-parks-and-nature-strips/urban-forest-strategy-2024-to-2040/)
- City of Port Phillip Tree Ledger Report 2012-2022 (Player Piano Data Analytics 2023) (https://hdp-au-prod-app-pp-haveyoursay-files.s3.ap-southeast-2.amazonaws.com/3216/8889/7887/Tree_Ledger_Report_2012-2022.pdf)
- Port Phillip Housing Strategy 2024-2023 (https://haveyoursay.portphillip.vic.gov.au/draft-housing-strategy)
- Port Phillip Housing Market and Capacity Assessment (Urban Enterprise, 2024). (https://hdp-au-prod-app-pp-haveyoursay-files.s3.ap-southeast-2.amazonaws.com/9817/0917/7779/CoPP_Housing_Capacity_Report_November_2022.pdf)
- Profile ID (2025) East St Kilda – Balaclava Profile Area (https://profile.id.com.au/port-phillip/about?WebID=220)



Figure 43: A Melaleuca in flower (photo by City of Port Phillip).



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APPENDIX A
STREETS & OPEN SPACE ATTRIBUTES

STREET ATTRIBUTES: OPPORTUNITIES & CONSTRAINTS

Attribute	How might the attribute impact ability to deliver tree canopy?
Council owned road	Whether CoPP can take a responsibility role or play an advocacy role in delivery.
Extent of existing canopy	Helps identify streets which lack canopy cover, which can be used inform action priorities in combination with the other measured attributes.
Whether there is an existing process underway to masterplan street	Whether the UFPP defers to a separate planning or implementation process to deliver canopy. For example, a streetscape plan is being developed for Carlisle Street, this plan will consider planting to a more detailed level than the UFPP.
Within 400m walking distance of activity centre (round to 1 decimal)	People are more likely to choose walking in these streets, therefore it is more important to ensure a comfortable pedestrian environment with ample shading.
Larger area (and impact) of road reserve (width x length)	This is a relatively crude calculation to helps identify streets which may offer more canopy uplift due to their spatial magnitude.
Whether street is designated cycling route	People are more likely to cycle in these streets due to the improve cycle amenity, therefore it is more important to ensure a comfortable cycling environment with ample shading.
Street orientation & Overhead powerline location	To be considered in combination with overhead powerlines locations. Overhead powerlines impede canopy growth due to the need to maintain clearance and remove tree branches. If large unimpeded trees can be planted to the north or west of the road carriageway then more road surface can be shaded, which may consequently reduce urban heat island effects.
Street has public transport stops (tram or bus)	Waiting areas and transport shelters located along the kerbside reduces space for planting trees.
Whether street has driveway crossovers	Vehicle crossovers limited the unencumbered space along footpaths for trees.
The number of traffic lanes and surplus trafficable width (carriageway width minus parking lanes)	Provides a baseline for how traffic currently utilises the carriageway space. Reducing trafficable lanes may require additional technical transport advice and be unpopular with the community. If the trafficable space/width for vehicles is more than 1 lane, but less than 2 lanes, then there is potentially surplus road surface available for reconfiguration of the street (widths ranging 3.3m-6m). There is a similar opportunity for trafficable widths greater than 2 lanes (widths greater than 6m)
Width of existing kerb	A wider kerb offers more potential for tree planting without disrupting pedestrian movement.
Whether street contains flood overlay	If a street is prone to flooding, then flood resilient tree species and WSUD could be considered depending on the context.
Street parking	This will consider whether on-street parking is unrestricted, time-restricted, permitted, restricted or non-existent. If the community has an expectation for on-street parking it may be more difficult to consider radical changes to the street functionality. CoPP provided LatStudios with a GIS dataset mapping parking locations and types of parking. We used this to rank parking locations from easiest to intervene to hardest.
Walk Quality Scores	The Walk Quality analysis by Swinburne University ties into the movement network by illustrating where there are gaps in the provision of shade for walking catchments from key activity nodes, thus identifying the priority streets for shade improvements. These priority Walk Quality streets were identified as: Alma Rd, Nelson St, Camden St, Glen Eira Ave, Oak Grove, William St, Inkerman St and Carlisle St as a high priority, with Landsdowne Rd, Westbury St, Marlborough St, Rosamond St and Nightingale St as medium priority streets to improve walkability.
Abutting building heights	Similar to Building setbacks, lower adjacent building heights may offer more growing room for any road reserve trees overhanging private property and vis-versa for trees in private property.
Heat vulnerability	The heat vulnerability assessment is to identify areas where we might expect high vulnerability to heat waves. The map shows areas with higher UHI relative to baseline; in combination with selected land cover attributes and demographic characteristics.
Permeability	Dataset appears to contain inaccuracies. Highlights which streets may have better existing growing conditions. Impacts the amount of rainfall which permeates into the ground versus stormwater. If more rainfall is able to reach the tree root zones, then growing conditions may be improved.
Underground utilities locations	Underground services are vital to consider for design of tree root zones and any potential reconfiguration of road cross-sections.
Age & Health (old - more reason to replace...)	Trees that are reaching the end of their lifespan need to have a succession plan. Trees which are low health and are struggling to meet canopy expectations (based on the species and growing conditions) could be replaced to attempt to increase canopy faster.
Building setbacks from road reserve	Larger setbacks may offer more growing room for any road reserve trees overhanging private property and vis-versa for trees in private property.
Redevelopment sites and likely magnitude of redevelopment	Larger sites or consolidation of smaller sites may unlock opportunities for planting in adjacent streetscapes. Proponents of developments may be able to contribute to or deliver street trees. If developments provide off-street parking, then on street parking could be reduced in favour of more trees.
Heritage overlays on street or abutting building	The planning requirements of areas covered by Heritage Overlays may influence detailed design for streetscape interventions.
Area of Cultural Sensitivity	All detailed design projects should involve engagement with Traditional Owners, particularly to better understand areas of cultural sensitivity. Plant species are also intrinsically linked to cultural sensitivity and the selection of species should be cognisant of cultural needs and designated Areas of Cultural Sensitivity.

STREET ATTRIBUTES TABLE

Road Name	Street Type as identified in Chapter 4	Whether Council deems the street is a primary focus, secondary focus, operational focus or for future consideration.	The appropriate type of neighbourhood opportunity - identified in the Action Table in Chapter 6 - to implement in the given street.	Whether the road is identified as a priority through the Walk Quality Research Project (see page 30)	Whether road is owned by CoPP	Whether there is an existing process underway to reconfigure the street	Percentage of street within 400m walking distance of an activity centre	Whether the street forms part of the existing or planned cycle network	Whether the street contains public transport stops	Existing canopy coverage (measured from GIS data)	Existing canopy cover (0-15% = low, 15-30% = medium, >30% = high)	Which side of the street existing powerlines are generally located (N = North, E = East, W = West, S = South, * = powerlines change sides).	Number of traffic lanes	Potential that there is surplus width in the road for interventions based off number of traffic lanes and street carriageway width	Whether there are regular vehicle driveways/crossovers
EZI_RDNAME	St Type	Implementation Focus	Urban Forest Opportunities	Walk Quality Priority Street	Council Rd	Dvlpmnt Pl	Rd % in 400m AC	Bike Route	PTV Stops	CANOPY %	CANOPY CVR	Pwrln Lctn	No. Lanes	Srpls Wdth	XOvers
ALEXANDRA STREET	5-Boulevard	Secondary focus	New street designs	Moderate	Y	N	7.47	Y	N	8.96	Low	E	2		Y

Parking1	Parking2	Parking3	Parking4	Parking5
0%	99%	1%	0%	0%

Council-provided GIS street parking data which was sorted into categories. For each category parking provision was calculated as a % of total street parking spaces.

	Parking1	Parking2	Parking3	Parking4	Parking5
General Categories	Unrestricted	high time limit	low time limit	permit only	no parking
GIS parking types sorted under categories	Unrestricted Parking	10hour, 4hour, 2hour	5min, 10min, 15min, 30min, 60min, 90min	Permit Zone	No stopping No stopping with times Clearway with times Bus Zone Loading Zone Mail Zone Taxi Zone

EZI_RDNAME	St Type	Implementation Focus	Urban Forest Opportunities	Walk Quality Priority Street	Council Rd	Dvlpmnt Pl	Rd % in 400m AC	Bike Route	PTV Stops	CANOPY %	CANOPY CVR	Pwrln Lctn	No. Lanes	Srpls Wdth	XOvers	Parking1	Parking2	Parking3	Parking4	Parking5
ALBION STREET	5-Boulevard	Operational	Transition	Moderate	Y	N	19.54	N	N	17.79	Medium	N	2		Y	100%	0%	0%	0%	0%
ALEXANDRA STREET	5-Boulevard	Secondary focus	New street designs	Moderate	Y	N	7.47	Y	N	8.96	Low	E	2		Y	0%	99%	1%	0%	0%
ALFRED STREET	2-Narrow Street	Operational	New street designs, larger tree planting	High	Y	N	100	N	N	20.37	Medium	N	1	Y	N	0%	0%	67%	24%	9%
ALMA ROAD	5-Boulevard	Primary focus	New street designs	High	Y	N	23.96	Y	N	17.54	Medium	S	2		Y	73%	0%	0%	4%	23%
ARGYLE STREET	3-Typical Street	Operational	New street designs, larger tree planting		Y	N	0	N	N	5.59	Low	N	1	Y	Y	58%	0%	26%	16%	0%
BALSTON STREET	3-Typical Street	Future consideration	New street designs, larger tree planting	Moderate	Y	N	99.91	N	N	14.32	Low	E	1	Y	Y	53%	44%	2%	0%	0%
BLENHEIM STREET	3-Typical Street	Future consideration	Vacant space, new street designs, larger street planting	Moderate	Y	N	100	N	N	11.75	Low	W	2		Y	49%	0%	11%	41%	0%
BOONDARA GROVE	4-Green Street	Operational	Vacant space		Y	N	0	N	N	24.84	Medium	E	1	Y	Y	100%	0%	0%	0%	0%
BOTHWELL STREET	7-Unique	Operational	New street designs, larger tree planting and vegetation	Moderate	Y	Y	99.97	N	N	30	High	S	2		Y	98%	0%	0%	2%	0%
BOWEN STREET	2-Narrow Street	Future consideration	Vacant space, larger tree planting	Moderate	Y	N	100	N	N	16.21	Medium	E	1	Y	N	62%	38%	0%	0%	0%
BRIGHTON ROAD	9-Major Movement	Primary focus	New street designs, partner	High	N	N	100	Y	Y	12.87	Low	E, W	8		Y	68%	9%	16%	4%	3%
BRUNNING STREET	2-Narrow Street	Future consideration	Transition	Moderate	Y	N	100	N	N	18.02	Medium	S	1	Y	Y	100%	0%	0%	0%	0%
BRUNNING STREET	2-Narrow Street	Future consideration	Transition, larger tree planting	Moderate	Y	N	100	N	N	18.02	Medium	S	1	Y	Y	100%	0%	0%	0%	0%
CAMDEN STREET	3-Typical Street	Primary focus	Vacant spaces, larger tree planting	High	Y	N	100	N	N	15.31	Medium	E	2		Y	4%	64%	31%	1%	1%
CARDIGAN STREET	7-Unique	Operational	Transition		Y	N	68.32	N	N	7.81	Low	N	1		Y	100%	0%	0%	0%	0%
CARLISLE AVENUE	4-Green Street	Operational	New street designs		Y	N	100	N	N	24.96	Medium	E	1		Y	10%	6%	58%	8%	18%
CARLISLE STREET	6-High Street	Primary focus	New street designs, broader project	High	N	Y	100	Y	Y	7.39	Low	N, S	2		N	10%	6%	58%	8%	18%
CELESTE COURT	3-Typical Street	Operational	New street designs		Y	N	27.4	N	N	17.5	Medium	N	1	Y	Y	100%	0%	0%	0%	0%
CHAPEL STREET	6-High Street	Operational	New street design, partner, vacant spaces	High	Y	N	82.48	Y	Y	6.75	Low	E, W	2		Y	45%	7%	29%	3%	16%
CHARLES STREET	1-Micro Street	Operational			Y	N	100	N	N	0	Low	N/A	1		Y	17%	67%	17%	0%	0%
CHUSAN STREET	2-Narrow Street	Operational	New street designs		Y	N	100	N	N	13.42	Low	E	1		Y	43%	53%	0%	0%	5%
CREWS STREET	2-Narrow Street	Operational	Vacant space		Y	N	100	N	N	0	Low	S	1	Y	Y	0%	0%	56%	44%	0%
DANDENONG ROAD	9-Major Movement	Operational	New street designs		N	N	35.28	N	Y	30	High	N	8		Y	76%	5%	12%	0%	7%
DEAN AVENUE	4-Green Street	Operational	Vacant space		Y	N	100	N	N	56.45	High	N	1		Y	100%	0%	0%	0%	0%
DIANELLA LANE	0-Access Lane	Operational	Vacant space, larger tree planting		Y	N	100	N	N	0.47	Low	N/A	1		Y					
DIANELLA LANE	0-Access Lane	Operational	Vacant space, larger tree planting		Y	N	100	N	N	5.77	Low	N/A	1		Y					
DICKENS ROAD	7-Unique	Operational	No legend attributed		Y	N	99.33	Y	N	24.83	Medium	N	0		N	38%	9%	47%	0%	6%
DICKENS STREET	7-Unique	Secondary focus	No legend attributed	High	Y	N	100	Y	N	24.83	Medium	N	2		N	38%	9%	47%	0%	6%
DUKE STREET	3-Typical Street	Operational	Vacant space		Y	N	100	N	N	8.98	Low	N	2		N	0%	0%	96%	0%	4%
EDWARD STREET	2-Narrow Street	Operational	Vacant space, larger tree planting	Moderate	Y	N	100	N	N	6.69	Low	N	1		Y	17%	56%	27%	0%	0%
ELM GROVE	3-Typical Street	Operational	Vacant space		Y	N	100	N	N	6.59	Low	N	2		N	8%	92%	0%	0%	0%
EVELYN STREET	2-Narrow Street	Operational	Vacant space		Y	N	39.87	N	N	6.94	Low	E	1	Y	Y	100%	0%	0%	0%	0%
FULTON STREET	3-Typical Street	Primary focus	New street designs	Moderate	Y	N	0	N	N	9.9	Low	S	2		Y	83%	0%	0%	0%	17%
GIBBS STREET	1-Micro Street	Future consideration	Transition		Y	Y	100	N	N	30	High	N	2		N	86%	0%	0%	14%	0%
GIBBS STREET	1-Micro Street	Future consideration	Transition		Y	N	100	N	N	18.97	Medium	E	1	Y	N	86%	0%	0%	14%	0%
GIBBS STREET	1-Micro Street	Future consideration	Transition		Y	N	100	N	N	4.82	Low	E	1		Y	86%	0%	0%	14%	0%
GLEN EIRA AVENUE	3-Typical Street	Primary focus	Vacant space, larger tree planting	High	Y	N	100	Y	N	11.05	Low	E	2		N	69%	31%	0%	0%	0%
GLENMARK AVENUE	3-Typical Street	Operational	Transition		Y	N	100	N	N	32.13	High	W	1	Y	N	0%	0%	68%	32%	0%
GODFREY AVENUE	3-Typical Street	Operational	Transition, larger tree planting	Moderate	Y	N	0	N	N	24.63	Medium	N	1	Y	Y	100%	0%	0%	0%	0%
GOODENIA LANE	0-Access Lane	Operational	Vacant space		Y	N	100	N	N	0	Low	N/A	1		N					
GOURLAY STREET	3-Typical Street	Operational	Vacant space	Moderate	Y	N	57.83	N	N	7.51	Low	S	2		Y	100%	0%	0%	0%	0%
GRAYLINGS AVENUE	3-Typical Street	Operational	Vacant space, transition		Y	N	0	N	N	46.51	High	W	1	Y	Y	100%	0%	0%	0%	0%
GRAYLINGS GROVE	3-Typical Street	Operational	New street designs		Y	N	0	N	N	19.23	Medium	N	1		Y	100%	0%	0%	0%	0%
GROSVENOR STREET	5-Boulevard	Operational	Transition, larger tree planting	Moderate	Y	N	77.08	N	N	11.61	Low	S*, N*	2		Y	92%	0%	0%	8%	0%
HAMMERDALE AVENUE	4-Green Street	Operational	New street designs	Moderate	Y	N	0	N	N	9.92	Low	W	1		Y	100%	0%	0%	0%	0%
HAWSLEIGH AVENUE	4-Green Street	Operational	New street designs		Y	N	100	N	N	21.41	Medium	E	1	Y	Y	49%	0%	51%	0%	0%
HERTFORD STREET	4-Green Street	Operational	Vacant space		Y	N	0	N	N	13.15	Low	S	1		Y	100%	0%	0%	0%	0%
HOLROYD AVENUE	4-Green Street	Operational	Vacant space	Moderate	Y	N	100	N	N	39.18	High	E	1		Y	100%	0%	0%	0%	0%

EZI_RDNAME	St Type	Implementation Focus	Urban Forest Opportunities	Walk Quality Priority Street	Council Rd	Dvlpmnt Pl	Rd % in 400m AC	Bike Route	PTV Stops	CANOPY %	CANOPY CVR	Pwrln Lctn	No. Lanes	Srpls Wdth	XOvers	Parking1	Parking2	Parking3	Parking4	Parking5
HOLROYD AVENUE	4-Green Street	Operational	Vacant space	Moderate	Y	N	100	N	N	45.52	High	N	1		Y	100%	0%	0%	0%	0%
HOLROYD COURT	4-Green Street	Operational	Vacant space		Y	N	99.41	N	N	45.52	High	E	2		Y	100%	0%	0%	0%	0%
HOTHAM STREET	8-Moderate Movement	Future consideration	New street designs, Transition	Moderate	N	N	53.99	N	Y	5.17	Low	E, W*	4		Y	44%	4%	0%	0%	52%
HUGHENDEN ROAD	5-Boulevard	Operational	Transition		Y	N	98.57	N	N	26.6	Medium	N	2		Y	100%	0%	0%	0%	0%
INKERMAN STREET	5-Boulevard	Primary focus	New street designs, broader project	High	Y	Y	76.23	Y	N	5.36	Low	N	2		Y	42%	12%	28%	0%	18%
JERVOIS STREET	1-Micro Street	Operational	New street designs	Moderate	Y	N	89.38	N	N	7.95	Low	E	1		Y	100%	0%	0%	0%	0%
JOHNSON STREET	2-Narrow Street*	Operational	New street designs		Y	N	0	N	N	14.31	Low	S	1	Y	Y	11%	50%	0%	0%	39%
KALYMNA GROVE	3-Typical Street	Operational	Vacant space	Moderate	Y	N	0	N	N	19.93	Medium	E	2		Y	100%	0%	0%	0%	0%
KELLY LANE	0-Access Lane	Operational	Vacant space		Y	N	100	N	N	0	Low	N/A	1		Y					
KING STREET	2-Narrow Street	Operational	New street designs		Y	N	67.05	N	N	3.09	Low	E	1	Y	Y	89%	11%	0%	0%	0%
KURRAJONG AVENUE	3-Typical Street	Operational	Vacant space		Y	N	0	N	N	12.41	Low	N	2		Y	100%	0%	0%	0%	0%
LAMBERT GROVE	3-Typical Street	Operational	Vacant space		Y	N	100	N	N	10.01	Low	N	1	Y	Y	81%	0%	0%	0%	19%
LANSDOWNE ROAD	3-Typical Street	Secondary focus	Vacant space	High	Y	N	19.84	N	N	25.16	Medium	W	1	Y	Y	100%	0%	0%	0%	0%
LEO FINK COURT	0-Access Lane	Operational	Vacant space		Y	N	0	N	N	0	Low	N/A	1	Y	Y					
LESLIE STREET	2-Narrow Street	Operational	Vacant space		Y	N	100	N	N	5.93	Low	E	1	Y	Y	73%	0%	7%	16%	4%
LINTON STREET	2-Narrow Street	Operational	Vacant space	Moderate	Y	N	100	N	N	24.86	Medium	E	1		Y	43%	58%	0%	0%	0%
LYNOTT STREET	1-Micro Street	Operational	New street designs		Y	N	100	N	N	11.17	Low	E	1		N	0%	0%	100%	0%	0%
MALAKOFF STREET	2-Narrow Street	Operational	Vacant space		Y	N	100	N	N	3.62	Low	E	1	Y	N	2%	0%	55%	43%	0%
MARLBOROUGH STREET	2-Narrow Street	Secondary focus	New street designs	Moderate	Y	N	100	N	N	16.99	Medium	N	1	Y	N	20%	25%	10%	41%	3%
MARLBOROUGH STREET	2-Narrow Street	Secondary focus	New street designs	Moderate	Y	N	100	N	N	11.71	Low	N	1	Y	Y	20%	25%	10%	41%	3%
MARNE STREET	4-Green Street	Operational	Transition		Y	N	0	N	N	46.88	High	E	1		Y	100%	0%	0%	0%	0%
MARTIN PLACE	0-Access Lane	Operational	Vacant space		Y	N	100	N	N	0	Low	N/A	1		Y	0%	35%	59%	0%	6%
MARTIN STREET	2-Narrow Street	Operational	Vacant space, larger tree planting		Y	N	100	N	N	8.98	Low	S	1	Y	Y	0%	35%	59%	0%	6%
MONTAGUE AVENUE	4-Green Street	Operational	Vacant space	Moderate	Y	N	100	N	N	23.95	Medium	E	1		Y	100%	0%	0%	0%	0%
MOOLTAN AVENUE	3-Typical Street	Operational	Vacant space		Y	N	24.21	N	N	21.54	Medium	N	1		Y	100%	0%	0%	0%	0%
MURCHISON STREET	4-Green Street	Operational	Vacant space	Moderate	Y	N	0	N	N	41.69	High	N	1	Y	Y	100%	0%	0%	0%	0%
NELSON STREET	2-Narrow Street*	Primary focus	Vacant space, larger tree planting	High	Y	N	100	N	N	12.45	Low	W	1	Y	Y	0%	37%	24%	37%	2%
NIGHTINGALE STREET	5-Boulevard	Secondary focus	Transition, larger tree planting	Moderate	Y	N	100	Y	N	12.53	Low	S	2		N	27%	27%	23%	23%	0%
NOTTAGE STREET	4-Green Street	Operational	Transition		Y	N	82.04	N	N	46.88	High	S	1		Y	100%	0%	0%	0%	0%
OAK GROVE	7-Unique	Primary focus	Vacant space	High	Y	N	100	N	N	6.05	Low	S	2		Y	43%	57%	0%	0%	0%
ORANGE GROVE	3-Typical Street	Future consideration	New street designs, larger tree planting and vegetation	Moderate	Y	N	100	N	N	13.13	Low	E	2		N	50%	49%	1%	0%	0%
ORRONG ROAD	5-Boulevard	Future consideration	New street designs, transition	Moderate	Y	N	100	Y	Y	8.84	Low	E	2		Y	37%	0%	29%	0%	34%
PAKINGTON STREET	7-Unique	Operational	Vacant space	Moderate	Y	N	100	N	N	12.8	Low	N	2		Y	33%	26%	16%	25%	0%
PALM COURT	4-Green Street	Operational	Vacant space		Y	N	0	N	N	19.54	Medium	W	1		Y	100%	0%	0%	0%	0%
PENLEIGH COURT	4-Green Street	Operational	Vacant space		Y	N	0	N	N	32.4	High	N	1		Y	100%	0%	0%	0%	0%
PENNY LANE	0-Access Lane	Operational	Vacant space		Y	N	100	N	N	0	Low	N/A	1		Y	0%	0%	0%	0%	100%
PHILLIPS STREET	2-Narrow Street	Operational	Transition		Y	N	0	N	N	3.78	Low	W	1	Y	Y	27%	0%	73%	0%	0%
PILLEY STREET	2-Narrow Street	Operational	New street designs		Y	N	0	N	N	21.4	Medium	E	1	Y	Y	61%	39%	0%	0%	0%
PILLEY STREET	2-Narrow Street	Operational	New street designs		Y	N	0	N	N	21.4	Medium	E	1	Y	Y	61%	39%	0%	0%	0%
PRENTICE STREET	2-Narrow Street	Operational	New street designs		Y	N	100	N	N	6.48	Low	W	1	Y	Y	100%	0%	0%	0%	0%
QUEEN STREET	1-Micro Street	Operational	New tree designs, larger tree planting	Moderate	Y	N	62.7	N	N	3.78	Low	E	1		Y	38%	0%	57%	0%	6%
RAGLAN STREET	4-Green Street	Primary focus	Partner, new street designs, larger tree planting	High	Y	N	34.25	N	N	26.05	Medium	W	1	Y	Y	86%	0%	0%	14%	0%
RAILWAY PLACE	0-Access Lane	Primary focus		High	Y	N	100	N	N	0	Low	N/A	1		N					
RAITH COURT	4-Green Street	Operational	Vacant space		Y	N	0	N	N	16.86	Medium	E	1		Y	100%	0%	0%	0%	0%
RAVENS GROVE	4-Green Street	Operational	Vacant space		Y	N	0	N	N	41.03	High	E	1		Y	100%	0%	0%	0%	0%
ROSAMOND STREET	2-Narrow Street	Secondary focus	New street designs, larger tree planting	Moderate	Y	N	100	N	N	3.83	Low	N	1	Y	N	3%	46%	0%	48%	3%
ROSAMOND STREET	2-Narrow Street	Secondary focus	New street designs, larger tree planting		Y	N	100	N	N	9.32	Low	N	1	Y	N	3%	46%	0%	48%	3%
SEBASTOPOL STREET	2-Narrow Street	Operational	New street designs, broader project		Y	N	100	N	N	14.4	Low	E	1	Y	Y	97%	0%	0%	0%	3%

EZI_RDNAME	St Type	Implementation Focus	Urban Forest Opportunities	Walk Quality Priority Street	Council Rd	Dvlpmnt Pl	Rd % in 400m AC	Bike Route	PTV Stops	CANOPY %	CANOPY CVR	Pwrln Lctn	No. Lanes	Srpls Wdth	XOvers	Parking1	Parking2	Parking3	Parking4	Parking5
SHIRLEY GROVE	2-Narrow Street	Operational	Vacant space		Y	N	0	N	N	16.79	Medium	W	1	Y	Y	100%	0%	0%	0%	0%
SOMERS STREET	4-Green Street	Operational	Off the map - no legend	Moderate	Y	N	100	N	N	25.59	Medium	W	1		Y	100%	0%	0%	0%	0%
ST KILDA ROAD	9-Major Movement	Primary focus	Vacant space, partner	High	N	N	100	Y	Y	20.42	Medium	E	8		Y	12%	57%	19%	2%	10%
STUART STREET	1-Micro Street	Operational	New street designs		Y	N	100	N	N	0	Low	S	1	Y	Y	0%	0%	71%	0%	29%
SUNHILL COURT	4-Green Street	Operational	Vacant space		Y	N	0	N	N	16.62	Medium	S	1		Y	100%	0%	0%	0%	0%
SYCAMORE GROVE	3-Typical Street	Operational	New street designs, larger tree planting		Y	N	100	N	N	9.88	Low	N	2		Y	43%	57%	0%	0%	0%
SYCAMORE GROVE	3-Typical Street	Operational	New street designs, larger tree planting		Y	N	100	N	N	16.64	Medium	N	2		Y	43%	57%	0%	0%	0%
TE-ARAI AVENUE	3-Typical Street	Operational	Vacant space		Y	N	85.77	N	N	15.02	Medium	W	1		Y	100%	0%	0%	0%	0%
THE AVENUE	3-Typical Street	Operational	Vacant space	Moderate	Y	N	78.74	N	N	8.06	Low	N	2		Y	98%	0%	2%	0%	0%
WANDO GROVE	3-Typical Street	Future consideration	Vacant space		Y	N	76.22	N	N	14.43	Low	E	1	Y	Y	100%	0%	0%	0%	0%
WAVENHOE AVENUE	4-Green Street	Operational	Vacant space		Y	N	0	N	N	21.67	Medium	S	1	Y	Y	100%	0%	0%	0%	0%
WENDEN GROVE	4-Green Street	Operational	New street designs, vacant space		Y	N	76.95	N	N	14.63	Low	S	1		Y	100%	0%	0%	0%	0%
WESTBURY CLOSE	4-Green Street	Operational	New street design		Y	N	100.03	N	N	25.62	Medium	E	1		Y	74%	0%	24%	0%	2%
WESTBURY GROVE	4-Green Street	Operational	Vacant space		Y	N	24.99	N	N	26.55	Medium	S	1	Y	Y	74%	0%	24%	0%	2%
WESTBURY GROVE	4-Green Street	Operational	Vacant space		Y	N	24.99	N	N	26.55	Medium	S	1	Y	Y	74%	0%	24%	0%	2%
WESTBURY STREET	5-Boulevard	Secondary focus	Transition, larger tree planting, new street designs	Moderate	Y	N	57.13	Y	N	9.44	Low	E*, W*	2		Y	74%	0%	24%	0%	2%
WILGAH STREET	3-Typical Street	Operational	Vacant space		Y	N	0	N	N	12.03	Low	E	1	Y	Y	100%	0%	0%	0%	0%
WILLIAM PLACE	2-Narrow Street	Operational	Vacant space		Y	N	100	N	N	0	Low	N/A	2		Y	57%	22%	13%	3%	5%
WILLIAM STREET	5-Boulevard	Primary focus	New street design, vegetation	High	Y	N	100	Y	N	11.61	Low	E*, W*	2		Y	57%	22%	13%	3%	5%
WOODSTOCK STREET	2-Narrow Street	Operational	Vacant space	Moderate	Y	N	100	N	N	8.26	Low	E	1	Y	N	43%	23%	32%	0%	2%
YOUNG STREET	1-Micro Street	Operational	Vacant space		Y	N	78.82	N	N	9.92	Low	W	1		Y	96%	0%	4%	0%	0%

OPEN SPACE ATTRIBUTES TABLE

Open Space Name	Project Type	Existing or Proposed Space	Open Space Size (m²)	Existing Canopy Coverage (%)	Focus Area	Project Program	Description of Key Move (Scope)
ST KILDA TOWN HALL RESERVE	Public Space	Existing	3,500m2	41%	Primary focus	Green Parks Program	Aligning with Carlisle Street Streetscape Plan, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes.
TE ARAI RESERVE	Public Space	Existing	1,709m2	56%	Primary focus	Green Parks Program	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes. Continue to support community garden beds in this park.
WILLIAM STREET RESERVE	Public Space	Existing	5,345m2	63%	Primary focus	Green Parks Program	Where opportunities arise, increase vegetation and trees in the park and consider succession planting. Maintain existing or further canopy cover and improve biodiversity outcomes.
BURNETT GRAY RESERVE	Open Space	Existing	4,000m2	32%	Primary focus	Public Space Upgrade Program	Develop the Ripponlea Master Plan and playground upgrade. Improve biodiverse planting and tree canopy. Include trees and biodiverse planting in the designs for this open space upgrade. Aiming to reach 40% canopy cover and improve biodiversity outcomes.
GLEN EIRA AVENUE RESERVE	Open Space & Street Trees	Existing	1,183m2	57%	Primary focus	Public Space Upgrade Program	Develop the Ripponlea Master Plan and deliver the upgrade of the Glen Eira Road Precinct including Burnett Gray Gardens, Glen Eira Avenue and surrounds. Aiming to reach 40% canopy cover and improve biodiversity outcomes.
ALEXANDRA STREET	Public Space	Proposed	NA	NA	Primary focus	Small Parks Program	Develop a green corridor on Alexandra Street alongside the St Kilda Cemetery, including new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
KALYMNA ROAD	Public Space	Proposed	NA	NA	Primary focus	Small Parks Program	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
LANDSDOWNE ROAD	Public Space	Proposed	NA	NA	Primary focus	Small Parks Program	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
PAKINGTON STREET PARK	Public Space	Proposed	NA	NA	Primary focus	Small Parks Program - Park Extension	Delivery of new public open spaces with new vegetation and trees, aiming to reach 40% canopy cover and improve biodiversity outcomes.
PAKINGTON STREET PARK	Public Space	Existing	766m2	62%	Primary focus	Communal Garden Beds	Look for opportunities to upgrade the Community Garden Beds in Pakington Reserve alongside the scheduled park upgrade.
WOODSTOCK STREET RESERVE	Public Space	Existing	193m2	80%	Primary focus	Small Parks Program	In line with the Public Space Strategy. Delivery of new public open spaces with new vegetation and trees, maintain existing or further canopy cover and improve biodiversity outcomes.
HEWISON RESERVE	Public Space	Existing	5,254m2	55%	Primary focus	Communal Garden Beds	Design and deliver raised community garden beds in Hewison Reserve.
ALMA PARK	Public Space	Existing	92,937m2	55%	Operational	Green Parks Program	Maintain canopy cover and species diversity with tree succession planning in Alma Park. Develop and deliver a tree succession plan. Enhance biodiverse planting, working with Friends of Alma Park.
RAILWAY PLACE COMMUNITY GARDENS	Public Space	Existing	662m2	18%	Operational	Community Gardens	Continue to support Railway Place Community Gardens.
ST KILDA CEMETERY	Advocacy	Existing	79,645m2	No data	Primary focus	Advocacy with other landholders	Continue to advocate with the Southern Metropolitan Cemeteries Trust to improve usability and accessibility, and to increase maintenance, canopy coverage and biodiversity.

APPENDIX B
DESIGN TOOLKIT

TOOLKIT OVERVIEW

WHY CHOOSE A TOOLKIT APPROACH?

A toolkit of planting opportunities can be applied in various ways across the neighbourhood. The toolkit forms the base for further detailed design for each case dealing with site-specific conditions.

The toolkit provides:

- Streamlined approach for detailed design.
- Pre-approved approaches which have already undergone internal feedback and refinement.
- Standardised engineering specification drawings can be subsequently prepared.
- Flexibility to check multiple intervention options for feasibility.
- Ability for CoPP to expand the Toolkit with extra interventions as UFPPs are prepared for other neighbourhoods.
- A design framework so that any canopy opportunities from redevelopment of major sites can easily be identified by CoPP and capitalised upon by expediting the abutting streetscape detailed designs.

WHAT IS CONTAINED IN THIS TOOLKIT?

A table listing the different street types within the Balaclava and St Kilda East Neighbourhood cross referenced with which Toolkit interventions may be considered based on typical existing conditions.

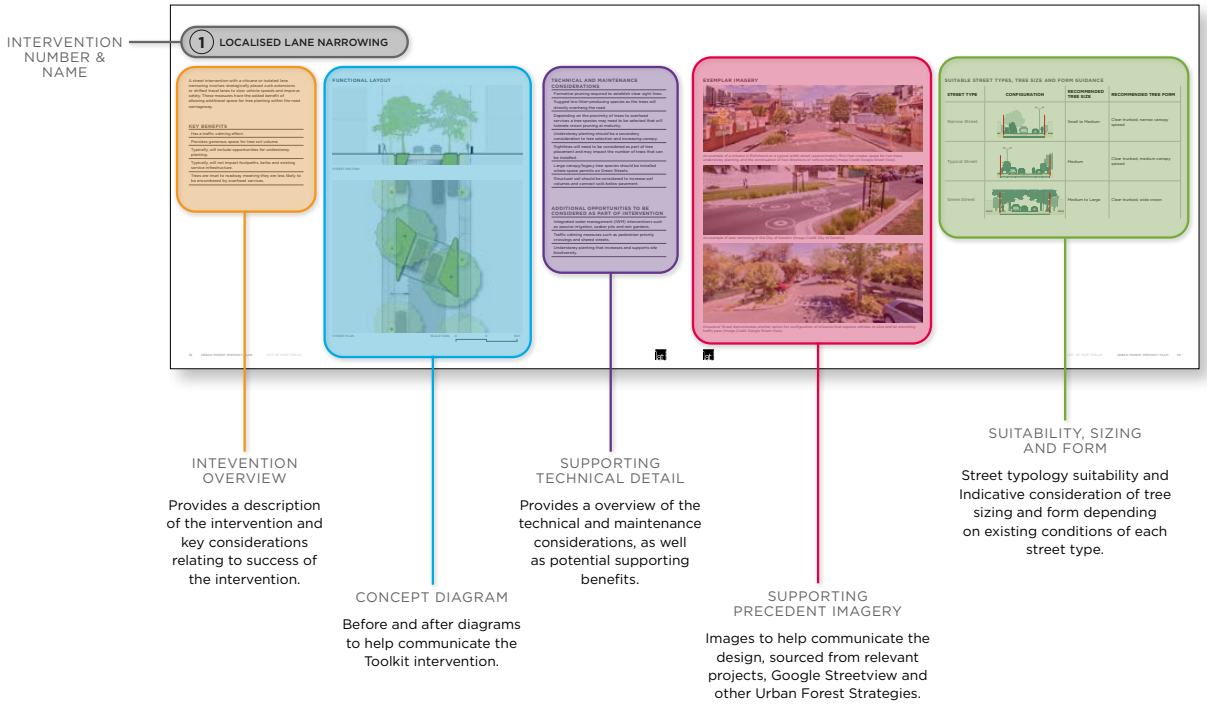
An explanation of the 8 Toolkit options including:

- A general overview of the intervention.
- Concept diagrams to help communicate the design intent.
- Consideration of the key concerns and advantages for each approach.
- General guidance of how tree form and sizing may be adjusted for each relevant street type.
- Supporting imagery where relevant.

Note: The UFPP outlines high level planting approaches. Each project will require detailed design to ensure site specific conditions are addressed.

Some streets will be specifically targeted for design interventions taken from this Toolkit, while others may be considered as part of other Council programs, such as water sensitive urban design, traffic safety initiatives, or when the arborist team decides upon a species change that might enable larger tree planting areas.

Figure 44: Example Toolkit intervention layout



DESIGN TOOLKIT

A Toolkit of planting opportunities can be applied in various ways across the neighbourhood, the table below outlines which street typologies these design interventions may be suitable for. The following pages provide more detail on each specific intervention.

CHOOSING A SUITABLE INTERVENTION BASED ON STREET TYPOLOGY

	1 **Localised Lane Narrowing**	2 **Corner Build-outs**	3 **Tree Containers & Temporary Greening**	4 **Protected Pedestrian Crossings**	5 **Kerb Outstands** (within road)	6 **Footpath Widening**	7 **Tree Cut Outs** (within footpath)	8 **Central Medians**
Micro Street	☑	☑	☑	⊘	☑	⊘	⊘	⊘
Narrow Street	☑	☑	☑	⊘	☑	☑	☑	⊘
Typical Street	☑	☑	☑	☑	☑	☑	☑	⊘
Green Street	☑	☑	⊘	⊘	⊘	⊘	⊘	⊘
Connector Boulevard	⊘	☑	⊘*	☑	☑	⊘	⊘	☑
High Street	⊘	☑	☑	⊘	☑	⊘	⊘	⊘
Movement Corridors	Interventions for Movement Corridors will require advocacy with the Department of Transport and Planning.							
Unique Streets	Refer to implementation in Chapter 06 for guidance on these streets where relevant.							

* Westbury Street is a Connector Boulevard Street Type, however it has been identified by CoPP as being suitable for Tree Containers & Parklets as a temporary measure while bike lane designs are being finalised for the street.

1 LOCALISED LANE NARROWING

A street intervention with a chicane or isolated lane narrowing involves strategically placed curb extensions or shifted travel lanes to slow vehicle speeds and improve safety. These measures have the added benefit of allowing additional space for tree planting within the road carriageway.

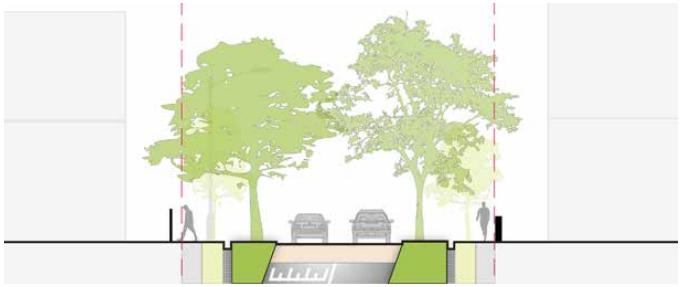
KEY BENEFITS

- Has a traffic calming effect.
- Provides generous space for tree soil volume.
- Typically, will include opportunities for understorey planting.
- Typically, will not impact footpaths, kerbs and existing service infrastructure.
- Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

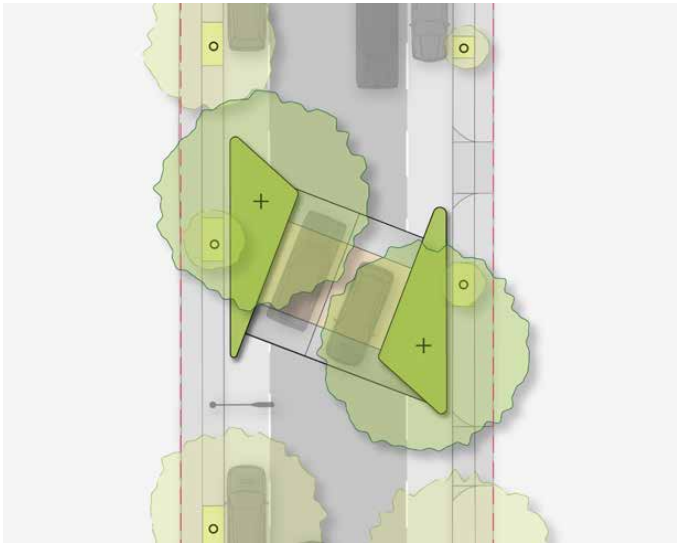


Figure 45: Highlighting all of the streets that are suitable for localised lane narrowing.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Formative pruning required to establish clear sight lines.
- Suggest low litter-producing species as the trees will directly overhang the road.
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Large canopy/legacy tree species should be installed where space permits on Green Streets.
- Structural soil should be considered to increase soil volumes and connect soils below pavement.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.
- Traffic calming measures such as pedestrian priority crossings and shared streets.
- Understorey planting that increases and supports site biodiversity.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	> $1m

EXEMPLAR IMAGERY



An example of a chicane in Richmond on a typical width street (approximately 15m) that creates space for two trees, understorey planting, and the continuation of two directions of vehicle traffic (Image Credit Google Street View).

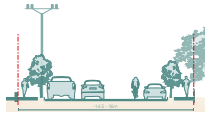


An example of lane narrowing in the City of Darebin (Image Credit City of Darebin).



Grosvenor Street demonstrates another option for configuration of chicanes that requires vehicles to slow and let oncoming traffic pass (Image Credit Google Street View).

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street		Small to Medium	Clear trunked, narrow canopy spread
Typical Street		Medium	Clear trunked, medium canopy spread
Green Street		Medium to Large	Clear trunked, wide crown

2 CORNER BUILD-OUTS

Corner build-outs effectively repurpose unused space at intersections where parking is not permitted—typically 10 metres in each direction from a corner—into planting areas. Whilst it is important to maintain clear sightlines for turning vehicles, these build-outs typically allow space to plant medium or large trees on most street types, with the added benefit of understorey planting.

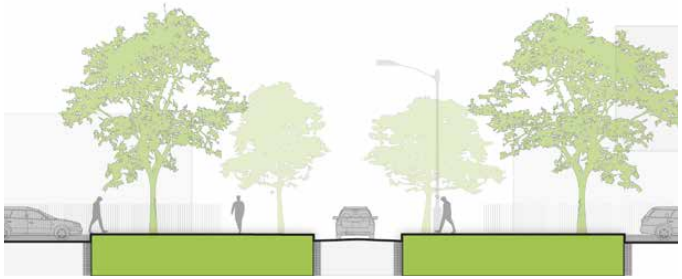
KEY BENEFITS

- Has a traffic calming effect.
- Provides generous space for tree soil volume.
- Typically, will include opportunities for understorey planting.
- Typically, will not impact footpaths, kerbs and existing service infrastructure.
- Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.
- Promotes safe, legible pedestrian connectivity.

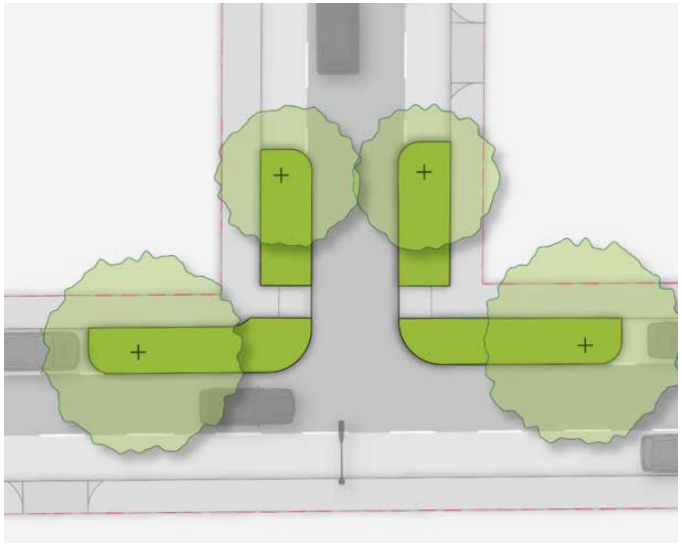


Figure 46: Highlighting all of the streets that are suitable for corner build-outs.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Formative pruning required to establish clear sight lines.
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Large canopy/legacy tree species should be installed where space permits on Green Streets.
- Best-suited to low speed roads where vehicle sightlines can be shorter, allowing more trees to be installed.
- Consideration of vehicle turning radius and road widths will need to be made to determine extent of build-outs.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.
- Traffic calming measures such as pedestrian priority crossings and shared streets.
- Understorey planting that increases and supports site biodiversity.
- Place making initiatives such as outdoor dining and seating.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	**$50 - $250k**	**$250k - $600k**	$600k - $1m	> $1m

EXEMPLAR IMAGERY

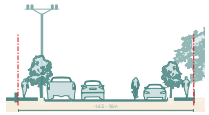
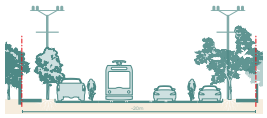


Example of existing corner build-outs on Acland Street, St Kilda (Image Credit Google Street View).



Example of existing corner build-outs with passive irrigation in the City of Sydney (image credit City of Sydney)

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	TREE SIZE	TREE FORM
Micro Street		Small to Medium	Clear trunked, narrow canopy spread
Narrow Street		Small to Medium	Clear trunked, narrow or medium canopy spread
Typical Street		Medium	Clear trunked, medium canopy spread
Green Street		Medium to Large	Clear trunked, wide crown
Connector Boulevard		Large	Clear trunked, wide crown
High Street		Large (dependant on overhead services)	Clear trunked, wide crown

3 TREE CONTAINERS & TEMPORARY GREENING

While the installation of permanent in-ground trees is strongly preferred, there may be situations where tree containers are appropriate as a temporary initiative or as a more permanent solution when in-ground tree installation is not viable. Tree containers and parklets can also be a viable option as a temporary greening measure while more long-term streetscape re-design projects are being completed; for example on Westbury Street.

KEY BENEFITS

- Can be used by COPP to trial street tree canopy interventions.
- Can be used as a temporary intervention to boost canopy.
- Can be used to introduce canopy where service or cost constraints may be prohibitive to installing permanent tree installations.
- The selected container can contribute to place making and neighbourhood character identity.

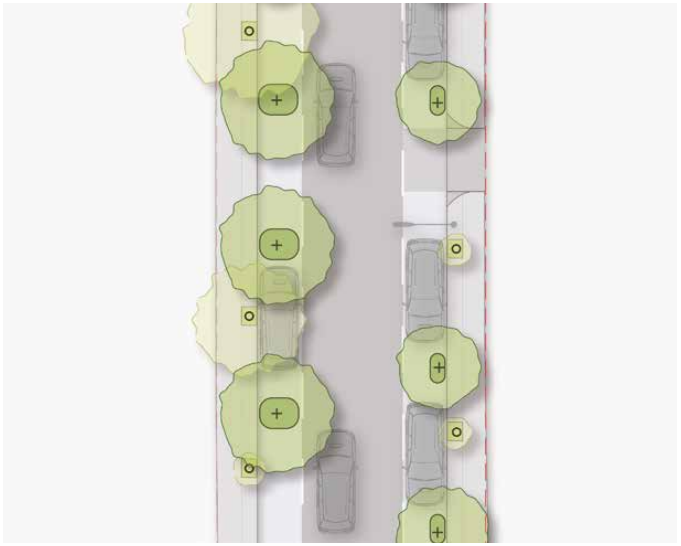


Figure 47: Highlighting all of the streets that are suitable for tree containers and temporary greening.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Tree planters should be as large as practicable in order to increase soil volume, water retention and reduce heat vulnerability.
- Planters should be designed to be moveable via a forklift or similar.
- Irrigation or hand watering required year-round, particularly during hot dry periods.
- Suggest low litter-producing species as the trees will directly overhang the road.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- May form part of a temporary pop-up park design, as shown on Dickens Street in Balaclava.
- Consider planting food-producing species for additional community benefits.
- Container design can be commissioned to local artists.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	> $1m

EXEMPLAR IMAGERY



An example of a planting container with sufficient soil volume for a tree by Street Furniture Australia (Image Credit Street Furniture Australia).

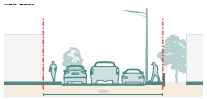
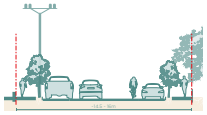
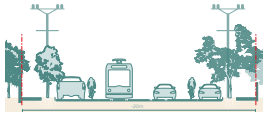


Planting containers on Olympic Boulevard, Richmond (Image Credit Google Street View).



Temporary tree container planters in the City of Melbourne (Image Credit City of Melbourne).

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Micro Street		Depenmdant on container size (likely Small to Medium)	Narrow canopy spread
Narrow Street		Depenmdant on container size (likely Small to Medium)	Narrow to medium canopy spread
Typical Street		Depenmdant on container size (likely Small to Medium)	Medium canopy spread
High Street		Depenmdant on container size (likely Small to Medium)	Medium to large canopy spread
Connector Boulevard	Westbury Street is a Connector Boulevard Street Type, however it has been identified by CoPP as being suitable for Tree Containers & Parklets as a temporary measure while bike lane designs are being finalised for the street.		

4 PROTECTED PEDESTRIAN CROSSINGS

Pedestrian crossings not only enhance pedestrian connectivity by providing a safe, legible crossing point, but the build-outs on either side of the crossing also create planting spaces for trees and understorey vegetation. This allows trees to be planted away from the footpath constraints of powerlines and underground services, increasing shade over a larger portion of the road surface.

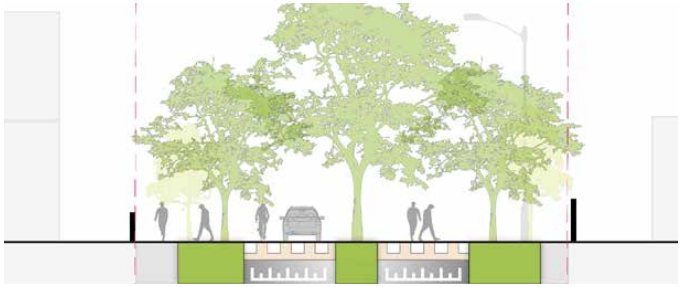
KEY BENEFITS

- Has a traffic calming effect.
- Promotes pedestrian connectivity.
- Provides generous space for tree soil volume.
- Typically, will include opportunities for understorey planting.
- Typically, will not impact footpaths, kerbs and existing service infrastructure.
- Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.
- Promotes safe, legible pedestrian connectivity.

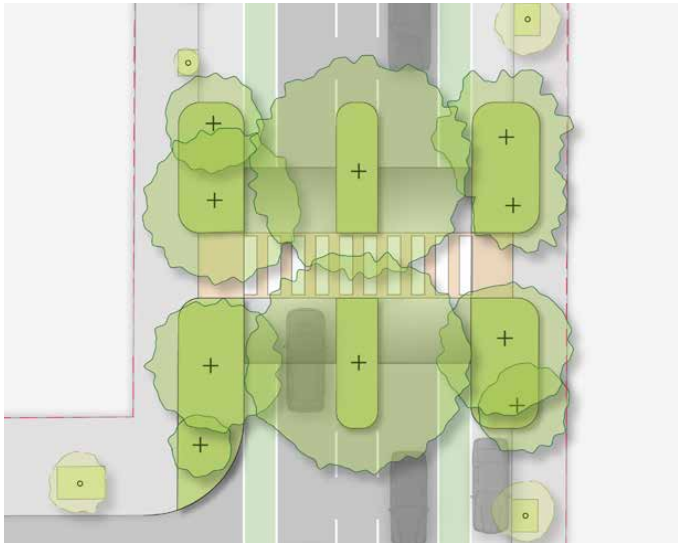


Figure 48: Highlighting all of the streets that are suitable for protected pedestrian crossings.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Crossings should be located on pedestrian desire routes, or spaced along emerging retail and activity areas.
- Formative pruning required to establish clear sight lines.
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Consideration of vehicle turning radius and road widths will need to be made to determine extent of build-outs.
- Irrigation or hand watering required during hot dry periods.
- Suggest low litter-producing species as the trees will directly overhang the road and crossing.
- Large canopy/legacy tree species should be installed where space permits on Connector Boulevards.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.
- Understorey planting that increases and supports site biodiversity.
- Place making initiatives such as outdoor dining and seating.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	$50 - $250k	**$250k - $600k**	$600k - $1m	> $1m

EXEMPLAR IMAGERY



Beenleigh Town Square by LatStudios incorporates pedestrian crossings that produce high-quality landscaping outcomes with place making benefits (Image Credit LatStudios).



A raised crossing with planting areas created in the adjacent build-outs in Sydney (Image Credit NSW Government)

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Typical Street		Medium to Large	Clear trunked, medium canopy spread
Connector Boulevard		Large	Clear trunked, medium to large canopy spread

5 KERB OUTSTANDS (WITHIN ROAD)

This intervention involves an audit of parking areas to identify surplus space for tree planting in additional outstands in-between driveway crossovers. This is a low-cost intervention that does not reduce car park numbers. Depending on budget, re-paving car parks with permeable material can allow for connected soil between tree outstands and for better-integrated stormwater management.

KEY BENEFITS

- Can provide generous space for tree soil volume.
- Typically, will not impact footpaths, kerbs and existing service infrastructure.
- Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.
- The increased permeable surface area can aid stormwater runoff management.

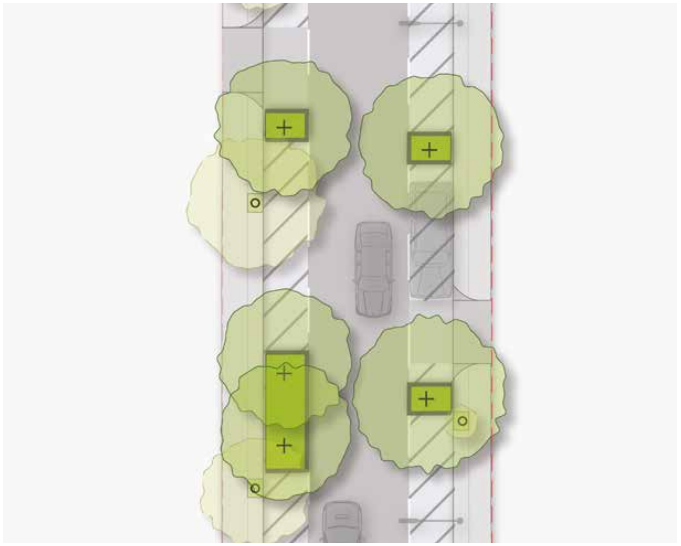


Figure 49: Highlighting all of the streets that are suitable for kerb outstands.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Formative pruning required to establish clear sight lines.
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Structural soil should be considered to increase soil volumes and connect soils below pavement.
- Irrigation or hand watering required during hot dry periods.
- Suggest low litter-producing species as the trees will directly overhang the road.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- More frequent and larger outstands are possible if car parking numbers can be reduced.
- Repaving parking spaces with permeable paving will further increase stormwater directed to tree root zones.
- Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.
- Understorey planting that increases and supports site biodiversity.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	> $1m
Per cut-out		For a whole street		

EXEMPLAR IMAGERY



This example shows how a spoon drain between driving lanes and parking bays can direct stormwater to the outstand (Image Credit City of Melbourne)

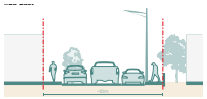
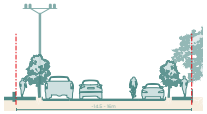


An example of a tree outstand with a flush bluestone kerb, rather than a raised kerb. Installed in Woodstock Street, Balaclava.



An example of a tree outstand in Octavia Street, St Kilda that is wide enough to plant two trees, providing benefits of connected soil and canopy (Image Credit Jaag St Kilda)

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Micro Street		Small	Clear trunked, narrow canopy spread
Narrow Street		Small to Medium	Clear trunked, narrow to medium canopy spread
Typical Street		Medium	Clear trunked, medium canopy spread
Connector Boulevard		Medium to Large	Clear trunked, large canopy spread
High Street		Medium to Large	Clear trunked, large canopy spread

6 FOOTPATH WIDENING

In this intervention the central trafficable lane is reduced to a minimum width, with the surplus space being attributed to one side of the street for a larger verge zone to be planted with trees and understorey vegetation.

The removal of impermeable surfaces between the trees will allow for connected soil volumes. This concept can also apply to streets identified for conversion to one-way.

KEY BENEFITS

- Lower speed limits (30km/hr) and traffic calming can be implemented for the reduced lane width.
- Provides generous space for tree soil volume.
- Typically, will include opportunities for understorey planting.
- Provides a wider footpath and more comfortable pedestrian environment.

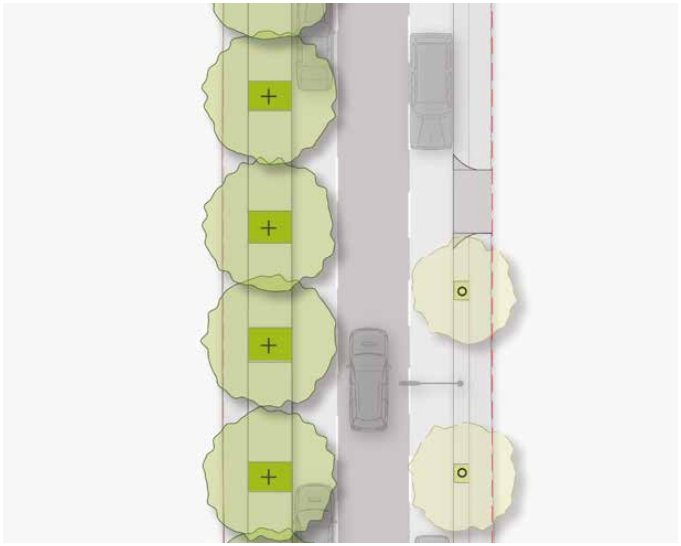


Figure 50: Highlighting all of the streets that are suitable for footpath widening.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- It is reccommended that the surplus width be added to the western or northern kerb (depending on street orientation).
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Structural soil should be considered to increase soil volumes and connect soils below pavement.
- Irrigation or hand watering required during hot dry periods.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- IWM interventions such as passive irrigation, soaker pits and rain gardens.
- Traffic calming measures such as pedestrian priority crossings and shared streets.
- Understorey planting that increases and supports site biodiversity.
- Place making initiatives such as outdoor dining and seating.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	**$$$$$**
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	**> $1m**

EXEMPLAR IMAGERY

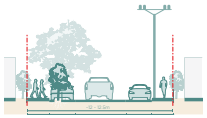


A widened footpath in Clowes Street, Melbourne, has generated a new strip of biodiverse planting along the building boundary (Image Credit University of Melbourne).



An example of a street that was narrowed, with the additional space being used to widen the footpath and create space for planting in Geelong (Image Credit Revitalising Central Geelong).

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street		Small to Medium	Clear trunked, narrow to medium canopy spread
Typical Street		Medium to Large	Clear trunked, medium to large canopy spread

7 TREE CUT OUTS (WITHIN FOOTPATH)

In this intervention designated planting spaces for street trees are created by cut outs in the footpath, in locations where underground and overhead services are not constraints, and footpath widths can be maintained. These cut outs are the lowest-cost initiative and do not require net loss of car parks. On busy streets, tree guards should be incorporated into the cut out to protect the tree.

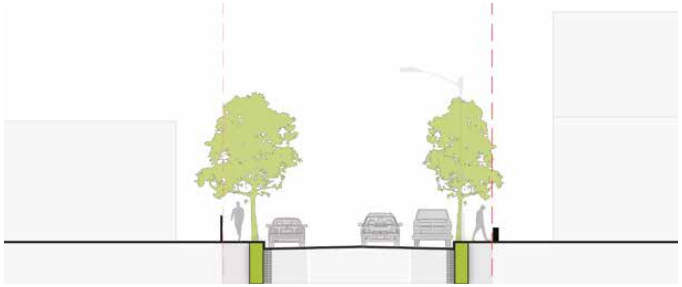
KEY BENEFITS

No net loss of car parking.
Low-cost and adaptable initiative.

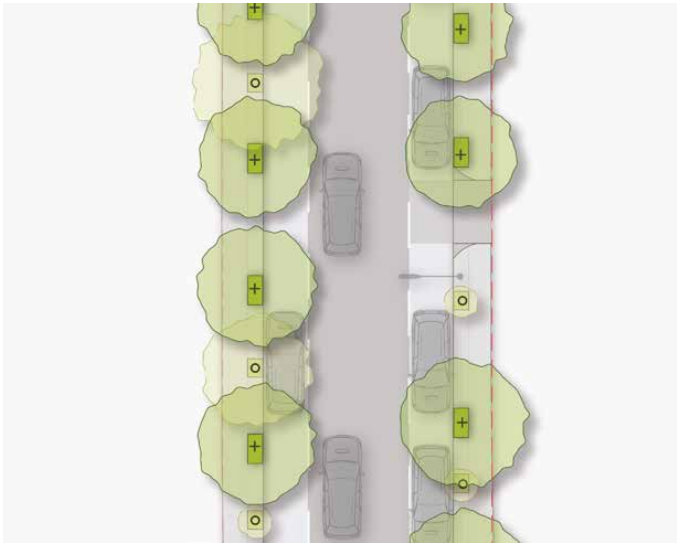


Figure 51: Highlighting all of the streets that are suitable for tree cut outs.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.
Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
Structural soil should be considered to increase soil volumes and connect soils below pavement.
Irrigation or hand watering required during hot dry periods.
Suggest low litter-producing species as the trees will directly overhang the road and footpath.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

IWM interventions such as passive irrigation, soaker pits and rain gardens.
Understorey planting that increases and supports site biodiversity.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	$$$$$
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	> $1m

EXEMPLAR IMAGERY



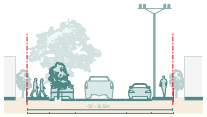
An example of tree cut outs on Carlisle Street with trees planted into pits large enough for connected soil between pairings.





Further examples of trees planted into cut outs within the footpath in the City of Port Phillip.

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street		Small to Medium	Clear trunked, narrow canopy spread
Typical Street		Medium to Large	Clear trunked, medium canopy spread

8 CENTRAL MEDIAN

This intervention involves using the excess width of a street to create a central median strip for tree planting. Centrally planted street trees are generally unencumbered by underground and overhead service constraints, allowing for the largest, widest-spreading tree species. The central median enables extended strips of connected soil and canopy, and can be used to capture road runoff.

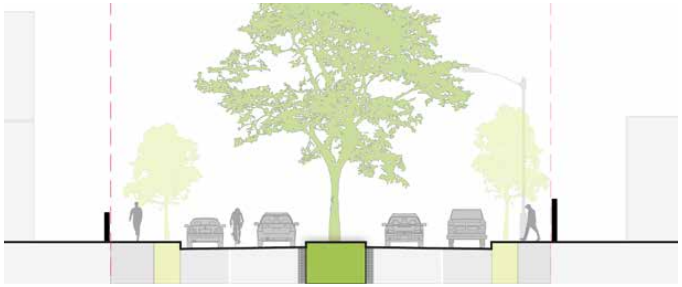
KEY BENEFITS

- Has a traffic calming effect.
- Provides generous space for tree soil volume and connected soil.
- Typically, will include opportunities for understorey planting.
- Typically, will not impact footpaths, kerbs and existing service infrastructure.
- Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

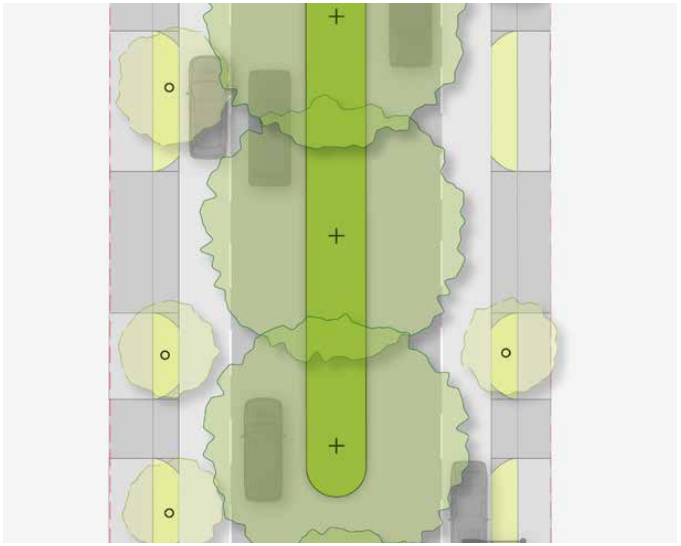


Figure 52: Highlighting all of the streets that are suitable for a central median.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- Formative pruning required to establish clear sight lines.
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Large canopy/legacy tree species should be installed where space permits on Connector Boulevards.
- Structural soil should be considered to increase soil volumes and connect soils below pavement.
- Irrigation or hand watering required during hot dry periods.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.
- Traffic calming measures such as pedestrian priority crossings and shared streets.
- Understorey planting that increases and supports site biodiversity. Particularly wide medians can become bio-links, as seen on Bothwell Street, Balaclava.
- Place making initiatives such as outdoor dining and seating.

INDICATIVE IMPLEMENTATION COST

$	$$	$$$	$$$$	**$$$$$**
< $50k	$50 - $250k	$250k - $600k	$600k - $1m	**> $1m**

EXEMPLAR IMAGERY



Bothwell Street in Balaclava has a particularly wide central median strip that is currently being converted into a walking trail and 'bio-link'.



Below: A central median strip on Bridge Road, Port Melbourne (Image Credit Google Street View)



A vegetated swale in a central median strip in Bungarribee, including breaks in the kerb for passive irrigation (Image Credit Blacktown City Council)

SUITABLE STREET TYPES, TREE SIZE AND FORM GUIDANCE

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Connector Boulevard		Large (the largest specieis considered)	Clear trunked, largest canopy spread

APPENDIX C
SPECIES LIST & NEIGHBOURHOOD TREES

TREES & LARGE SHRUBS

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Drought Tolerant	Climatic Suitability 2070	Hardiness	CoPP Urban Forest Officer Comments
Acacia brownii	Heath Wattle	shrub	3-8	3-6	Small-Medium	Native to Australia	Yes	Very good	suitable	High	Unsure of flood tolerance, average with waterlogging. Expect 1.5m x 1-2m size. 100% a shrub and not a tree, low growing and prostrate irregular form
Acacia dealbata	Silver Wattle	shrub, tree	10-15	5-10	Medium	Native to Australia	Yes	Average	suitable	High	Expect 5-7m spread, will end up a tree unless pruned not to be or of bad form. Hardy but best with sufficient water and prone to borer attack and gall wasp
Acer buergerianum	Trident Maple	tree	6-10	5-8	Medium	Exotic (Asia)	No	Average	suitable	High	Expect 10m x 6m, Very good waterlogging tolerance so may be reasonable with flood. Average tolerances and requires reasonable moisture to perform well to mature establishment.
Agonis flexuosa	West Australian Weeping Peppermint	shrub, tree	6-15	4-8	Medium	Native to Australia	No	Very good	marginal	Medium	Expect 10m x 6m, will end up a tree unless pruned not to be or of bad form.
Allocasuarina verticillata	Drooping She Oak	tree	6-15	4-10	Medium	Native to Australia	No	Very good	marginal	Medium	Expect 5-10m x 3-7m, moderately good with waterlogging so flood tolerance may be reasonable, moderately good with compaction, ability to nodulate with soil actinomycetes for N-fixation and can exist in poor soils
Angophora costata	Sydney Red Gum	tree	20-30	15-25	Large	Native to Australia	No	Very good	unsuitable	Low	Expect 20m x 12-15m, reasonable hardy low maintenance species other than with prolonged wet
Banksia integrifolia	Coast Banksia	shrub, tree	5-25	3-8	Medium-Large	Native to Australia	No	Very good	suitable	High	Expect 10-15m x 6m unless maintained not to be a tree or in a hostile site
Banksia marginata	Silver Banksia	shrub, tree	2-12	2-8	Small-Medium	Native to Australia	No	Very good	suitable	High	Expect 4-6m x 3-5m, less hardy than B. integrifolia
Brachychiton populneus	Kurrajong	tree	10-20	6-12	Medium-Large	Native to Australia	No	Very good	suitable	High	Expect 10m x 8m, hardy in dry but not tolerant of poorly draining soils
Callistemon citrinus	Lemon Scented Bottlebrush	shrub, tree	3-7	3-5	Small-Medium	Native to Australia	No	Very good	marginal	Medium	Expect 3-4m x 3-4m, more shrub less tree. Very good waterlogging, drought and compaction tolerance thus reaonably hardy and may be reasonable with flood
Callistemon viminalis	Weeping Bottlebrush	shrub, tree	4-8	3-6	Small-Medium	Native to Australia	No	Moderately good	suitable	High	Reliable, however slow to form a tree in Victoria, poor performance in very hot sites. Many cultivars exist, 'Prolific' cultivar flowers insanely
Corymbia eximia	Yellow Bloodwood	tree	10-20	5-12	Medium-Large	Native to Australia	Yes	Very good	marginal	Medium	Expect 8-14m x 4-8m. Better with dry than wet, tolerant of flooding if soil is fast draining. Considered robust and low maintenance
Corymbia ficifolia	Flowering Gum	shrub, tree	8-15	5-10	Medium	Native to Australia	Yes	Very good	suitable	High	A tree, not a shrub. Poor with waterlogging, only flood tolerant if on fast draining soils
Corymbia maculata	Spotted Gum	tree	20-40	10-20	Large	Native to Australia	Yes	Moderately good	suitable	High	Expect ~10m width. Shade can be very dappled, index should be lower when in comparison to a broad leaf spreading species
Cupaniopsis anacardioides	Tuckeroo	tree	8-15	4-10	Medium	Native to Australia	No	Very good	suitable	High	Good stock selection for branch structure is important for future shape and form
Eucalyptus leucoxylon	Yellow Gum	tree	10-30	6-15	Medium-Large	Native to Australia	No	Very good	marginal	Medium	One of the most widely used Eucalypts for street trees across melbourne. 'Connata' a widely used cultivar, ~20m tall. Dwarf cultivar 'Euky dwarf' ~6.5m tall. 6 subspecies
Eucalyptus macrorhyncha	Red Stringybark	tree	10-30	6-20	Medium-Large	Native to Australia	No	Very good	marginal	Medium	Shade can be very dappled, index should be lower when in comparison to a broad leaf spreading species

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Drought Tolerant	Climatic Suitability 2070	Hardiness	CoPP Urban Forest Officer Comments
Eucalyptus melliodora	Yellow Box	tree	10-30	6-20	Medium-Large	Native to Australia	No	Very good	suitable	High	Expect 15m spread. Shade can be very dappled, index should be lower when in comparison to a broad leaf spreading species
Eucalyptus microcarpa	Grey Box	tree	10-25	10-15	Medium-Large	Native to Australia	No	Very good	suitable	High	Uncommonly used in urban areas, large deep roots can be problematic
Eucalyptus obliqua	Messmate Stringybark	tree	20-50	15-30	Large	Native to Australia	Yes	Average	marginal	Medium	Unsure of flood tolerance, expected to be fairly average for waterlogging tolerance however with size will consume a lot of water which may lend partly to a percieved better flooding tolerance. Can grow very large (90m), too large for use in urban areas other than big parks. Can also develop a mallee form and a significant ligonotuber
Eucalyptus ovata subsp. ovata	Swamp Gum	tree	8-20	6-12	Medium-Large	Native to Australia	Yes	Average	unavailable	Medium	Tolerant of compacted and wet soils, not super large, may be an ideal native candidate for high watertable balaclava
Eucalyptus pauciflora	Snow Gum	shrub, tree	8-20	6-15	Medium-Large	Native to Australia	Yes	Average	unsuitable	Low	Subspecies Pauciflora has been used as a street tree successfully
Eucalyptus radiata	Narrow Leaved Peppermint	tree	15-30	10-20	Large	Native to Australia	No	Very good	marginal	Medium	Can reach 40m, considered a low water user, suits a wide range of soil and climates
Eucalyptus sideroxylon	Red Ironbark	tree	15-25	10-15	Large	Native to Australia	No	Very good	suitable	High	Resilient and drought tolerant. Moderately alkaline tolerant. Monitor with age for safety. Underused across CoPP
Eucalyptus viminalis	Manna Gum	tree	15-50	10-30	Large	Native to Australia	Yes	Average to poor	unsuitable	Medium	Common riparian revegetation species. Best with deep soils and reasonable drainage. Subspecies pryoriana is smaller, spreading and grows from gipsland toward Melbourne and has a low water use rating however not better than average with waterlogging
Fraxinus ornus	Flowering Ash	tree	10-15	8-10	Medium	Exotic (Europe)	No	Moderately good	marginal	Medium	Can seed prolifically and be weedy. Suited to S.Aus conditions but generally requires good formative pruning
Fraxinus pennsylvanica Cimmzam Cimmaron	Cimmaron Green Ash	tree	12-15	10-12	Medium	Exotic (North America)	No	Average to good	unavailable	Medium	Used as replacement for F. oxycarpa around albert park. Reportedly robust with very good branch structure. Low maintenance other than required powerline related pruning and training.
Jacaranda mimosifolia	Jacaranda	tree	10-15	8-12	Medium	Exotic (South America)	No	Average	suitable	High	Not similar in appearance, but considered a good plane tree alternative by some in the industry.
Lagerstroemia indica	Crepe Myrtle	shrub, tree	3-8	3-5	Small-Medium	Exotic (Asia)	No	Moderately good	suitable	High	Over 700 in use across CoPP, lovely when able to grow to its larger size and when in flower
Leptospermum laevigatum	Coast Tea Tree	shrub, tree	3-8	3-6	Small-Medium	Native to Australia	No	Very good	suitable	High	Most likely not a great tree for street use due to its common gnarled form, maybe useable in wide NS streets.
Livistona australis	Cabbage Palm	palm	15-25	6-10	Large	Native to Australia	Yes	Average	marginal	Medium	Very good with waterlogging, may be a viable alternative to Phoenix canariensis where palms are an important aesthetic but fusarium is a problem, however a waste of space for a location that can house a shade providing tree
Lophostemon confertus	Queensland Box	tree	10-25	6-15	Medium-Large	Native to Australia	No	Moderately good	suitable	High	Expect 15m x 10m, can appear poorly in dry sites, best with summer irrigation
Malus ioensis Plena	Pink Flowering Crab Apple	tree	5-8	4-6	Medium	Exotic (Asia)	No	Average	unavailable	Medium	Best in full sun on good quality soil. Formative prune when young. Will require summer irrigation. Seeds are poisonous in large quantities, but infrequently produced by the 'Plena' cultivar that is in use across CoPP.
Melaleuca lanceolata	Moonah	shrub, tree	3-10	2-8	Small-Medium	Native to Australia	Yes	Very good	unsuitable	Low	Average waterlogging tolerance. Very tolerant of salt spray and saline soil. Should persist without extra irrigation
Melaleuca linariifolia	Narrowleaf Paperbark	shrub, tree	6-10	4-6	Medium	Native to Australia	Yes	Very good	suitable	High	Very good with wet and dry, has been widely used as a street tree, but considered to not spread enough for shade provisions. Not reccomended due to tendency to break apart and its vigorous roots
Melia azedarach Elite	White Cedar	tree	10-15	8-10	Medium	Exotic (Asia)	No	Very good	unavailable	Medium	Low fruiting cultivar. Wood can be brittle, splitting can occur. Schedule 2, Regulation 24.3 Sewerage Act and may be planted in any street or road in any drainage area provided they are not planted closer than 3.5 metres to any sewer main or connection
Morus alba	Silkworm Mulberry	shrub, tree	10-15	10-15	Medium	Exotic (Asia)	No	Moderately good	suitable	High	Cultivar 'Chaparral' for dwarf, weeping and non fruiting, 'Pendula' for weeping form seen in many shopping strips like clarendon st

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Drought Tolerant	Climatic Suitability 2070	Hardiness	CoPP Urban Forest Officer Comments
Olea europaea Tolley's Upright	Tolley's Upright Olive	tree	6-12	3-6	Medium	Exotic (Mediterranean)	No	Very good	unavailable	Medium	Wide use of olives in CoPP streets, Tolley's Upright is low fruiting, some areas of CoPP have residents who harvest the olives
Phoenix canariensis	Canary Island Palm	palm	15-20	10-15	Large	Exotic (Canary Islands)	No	Very good	suitable	High	Fusarium, no longer an option to plant outside of strong heritage locations, however mature palm transplant is the preference over planting small which creates stock and price issues
Pistacia chinensis	Chinese Pistachio	tree	8-15	6-10	Medium	Exotic (Asia)	No	Very good	suitable	High	Requires formative pruning. Dioecious, preference to male plants to avoid fruit litter.
Platanus orientalis Insularis Autumn Glory	Autumn Glory Plane	tree	20-30	15-25	Large	Exotic (Europe)	Yes (not prolonged)	Moderately good	unavailable	Low	Cultivar 'Digitata' used in CoPP, higher resistance to Anthracnose than other platanus
Platanus x acerifolia	London Plane Tree	tree	20-30	15-25	Large	Exotic (North America)	Yes (not prolonged)	Moderately good	unavailable	Medium	Considered to have reasonable future proofing, will tolerate some poor situations once established. Will cause significant infrastructure damage if planting site is not well prepared or of sufficient size. Roots will spread far.
Pyrus calleryana	Ornamental Pear	tree	8-15	6-10	Medium	Exotic (Asia)	No	Moderately good	suitable	High	Many cultivars, newer varieties preffered due to increased tolerances and better structural strength. Decent overall tolerances. Many cultivars of varying form to suit different street typologies
Quercus acutissima	Sawtooth Oak	tree	15-25	15-20	Large	Exotic (Asia)	No	Average	unavailable	Low	Expect 20m x 15m at most, unless in a very good spot. Very bad with coastal exposure. Best in cooler climates
Quercus palustris	Pin Oak	tree	15-25	10-15	Large	Exotic (North America)	Yes	Average	suitable	High	A large tree used in streets in southern Australia. Some trees retain dead leaves well into winter. Good with waterlogging
Syzygium floribundum	Weeping Lilly Pilly	tree	10-25	5-12	Medium-Large	Native to Australia	Yes	Moderately good	unsuitable	Low	Can reach 20m in its habitat, but not expected in urban areas. Best with sufficient water on good soils. Common street and park tree. Hard prune to rejuvinate.
Tristaniopsis laurina	Water Gum	tree	7-20	4-8	Medium-Large	Native to Australia	Yes	Moderately good	suitable	High	Formative prune and train to single stem for street use, can be slow to mature.
Ulmus parvifolia	Chinese Elm	tree	10-15	10-15	Medium	Exotic (Asia)	Yes	Moderately good	suitable	High	Resistant to Elm Leaf Beetle. Older trees appear inclined to lose large limbs, require formative pruning
Ulmus procera	English Elm	tree	30-35	20-30	Large	Exotic (Europe)	Yes	Average	unsuitable	Medium	Not expected to be a continued species for use, more prone to pest issues and not considered climate proof. Prone to suckering prolifically, tendency to die back drought, vulnerable to threat of Dutch Elm Disease, Elm leaf beetle need to be managed. If pushing an elm like tree use Ulmus davidiana var. japonica x pumila 'Sapporo Autumn Gold', Ulmus parvifolia, Ulmus minor x parvifolia 'Frontier', Celtis sp., Zelkova sp. as alternatives.
Washingtonia robusta	Cotton Palm Washington Palm, Mexican fan palm	palm	15-30	3-5	Large	Exotic (USA)	No	Very good	suitable	High	Not good waterlogging tolerance, there may be the possibility for fusarium oxysporum f.sp. canariensis to infect in which would rule this species out as a Phoenix canariensis replacement species
Acacia melanoxylon	Blackwood	Tree	12-25	6-10	Medium	VIC, QLD, NSW, SA, TAS. Widespread coastal to inland distribution	Yes	Moderately good	suitable	High	Reported as underutilised. Long lived, not as fast as other Acacia. No irrigation needed once established
Acacia binervia	Coast Myall	Tree, shrub	5-16	5-16	Small-Medium	VIC - Eastern, upper Snowy River. NSW - Central tablelands, Central western slopes.	No	Moderately good	unavailable	Medium	Better ULE than most Acacia, up to 50 years. Reasonable plant for dry sites. Good stock selection needed as with good formative pruning to maintain a good shape for street use.
Casuarina cunninghamiana	River Sheoak	Tree	20-30	8-12	Large	QLD, NSW, ACT - Northern QLD to southern NSW coastal to inland (for subsp. Cunninghamiana)	Yes	Moderately good	suitable	High	Best with sufficient water, high water table Balaclava contender. Grow best with sufficient water, fixates atmospheric nitrogen.
Corymbia citiriodora	Lemon-scented Gum	Tree	20-35	12-18	Large	QLD, NSW - North central coastal QLD to northeast NSW. Naturalised in VIC, inland QLD, WA, NSW	No	Moderately good	suitable	High	Very attractive when given large sites to fully develop, can show fast growth when young. Can hybridise with C.maculata. Smaller cultivars exist. Sensitive to poorly drained soils and shows foliar chlorosis in alkaline soils that is exacerbated by cold weather.

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Drought Tolerant	Climatic Suitability 2070	Hardiness	CoPP Urban Forest Officer Comments
Eucalyptus cephalocarpa	Mealy Stringybark, Silver Stringybark	Tree	8-20	8-15	Medium-Large	VIC - Dividing range foothills east of Melb to NSW border	Yes	Very good	unavailable	Low	Viable trial species. Difficulty sourcing has prevented its use in CoPP. High water table balaclava contender
Eucalyptus macrandra	Long-flowered Marlock	Tree	3-8	4-10	Small-Medium	WA origin	Yes	Very good	unsuitable	Medium	Performs well in Melbourne streets in both sandy and clay soils. ULE in vic may be somewhat low. Monitor with age. Has been planted in Woodstock street in 2023
Eucalyptus michaeliana	Hillgrove Gum	Tree	10-20	8-12	Medium-Large	NSW endemic, QLD, From St albans and Wollomombi into SE QLD	No	Very good	unavailable	Low	Can grow in a range of soils, sand to clay. Used as a street tree in ACT and Hawkesbury, should tolerate Melbourne winters. Drought tolerant. Reportedly develops hollows well, unknown branch attachment strength.
Eucalyptus ovata	Swamp Gum	Tree	10-20	5-10	Medium	VIC and NSW	Yes	Average	suitable	High	Tolerant of wet and compacted soils, also occur on higher slopes and can be drought resistant. High water table Balaclava contender
Eucalyptus platypus	Round-leaved Moort	Tree	9	5-10	Medium	Coastal WA, Albany to Esperance on clay soils	No	Very good	unsuitable	Medium	Performs well in East Aus for a WA species. Size control with pruning.
Hakea laurina	Pin-cushion Hakea, Kodjet	Tree, shrub	3.5-5	3	Small	WA - Southern sandplains	No	Moderately good	suitable	High	Reportedly long lived, used successfully in Melbourne streetscapes.
Hakea salicifolia	Willow-leaved Hakea	Tree	6	3-4	Small	NSW and QLD	Yes	Average	marginal	Medium	Widely planted in urban situations. Sensitive to high soil phosphorus levels. Successful for a time, older specimens have been dying in large numbers (May be related to prolonged drought or Low ULE)
Acer x freemanii	Autumn Blaze Maple, Jeffers Red Maple, Freeman's Maple	Tree	13 m	10	Medium	Exotic	Yes	Average	unsuitable	Medium	Plane Tree alternative. Hybrid between A. rubrum and A. saccharinum. Well structured medium sized tree. Rich and dominant red autumn colour.
Acer truncatum x platanoides	Pacific Sunset Maple, Warren Red Maple	Tree	10-15	6-10	Medium-Large	Exotic	No	Average	marginal	Medium	Plane Tree alternative. Cultivar 'Taggerty Sunset' more upright and predictable form. Has performed well in some difficult situations, will need support to establishment in poor sites. Stunning autumn colours.
Celtis occidentalis	American Hackberry	Tree	10-15	5-7	Medium-Large	Exotic	No	Moderately good	suitable	High	Reasonably tolerant of dry and warm conditions. Weakly naturalised near the Yarra river in Heidelberg, Melbourne. Potential weed risk
Ginkgo biloba	Maidenhair tree, Ginkgo	Tree	15-25	8-10	Medium	Exotic	No	Moderately good	unsuitable	Medium	Reported to be very pollution tolerant, dioecious species, never use female plants in public landscapes or for aesthetic purposes as the false fruit (gymnosperm) creates an awful smell
Gleditsia triacanthos	Honey Locust	Tree	10-15	6-10	Medium	Exotic	No	Moderately good	unavailable	High	Ideal if not planted near open space with reveg or green corridor intentions, can be invasive. Tough and useful fast growing urban tree, although can have brittle wood and thorns, many cultivars (including thornless), 'Inermis' and 'Sunburst' has been used in CoPP
Liquidambar styraciflua	Liquidambar, Sweet Gum	Tree	20-25	10-15	Average	Exotic	Yes	Average	suitable	High	Many cultivars. 'Worplesdon' has been used in CoPP
Quercus lobata	Valley Oak	Tree	10-30	10-25	Medium-Large	Exotic	Yes	Average to poor	unavailable	Low	Infrequetly grown in Aus, tolerances are still somewhat unknown for Vic conditions. Tolerates hot summers and seasonal flooding. May prove as a more future proof Oak for use in warming climates in areas with high water tables, but good draining soil. In its habitat taps into ground water, and will need a reliable water supply if in drier areas.
Quercus macrocarpa	Burr Oak	Tree	20-25	20-25	Large	Exotic	No	Moderately good	unavailable	Medium	Successfully used in Canberra streets, suspected the used range were sources from drier habitats in their native range. Large amounts of acorn production can be normal, and may pose tripping and slipping hazards on hard surfaces.
Zelkova serrata	Zelkova	Tree	20	15	Large	Exotic	No	Average	unsuitable	Medium	Good public space tree, however has had variable performance in Melbourne streets worth investigating. 'Green Vase' is a popular cultivar in southern Australia for public plantings that has reasonable performance.

GRASSES, FORBS AND GROUNDCOVERS

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Climatic Suitability 2070	Hardiness
Atriplex cinerea	Coast Saltbush	shrub	0.5-3.0 m	1-3 m	Small	Native to Australia	Yes	suitable	High
Chenopodium nutans	Nodding Saltbush	shrub	0.5-2.0 m	0.5-1.5 m	Small	Native to Australia	Yes	unavailable	High
Chrysocephalum apiculatum	Common Everlasting	herbaceous	0.2-0.5 m	0.3-1.0 m	Small	Native to Australia	No	suitable	High
Xerochrysum viscosum	Sticky Everlasting	herbaceous	0.3-0.5 m	0.3-0.5 m	Small	Native to Australia	No	suitable	High
Carpobrotus rossii	Pigface	herbaceous	0.1-0.3 m	1-2 m	Small	Exotic (South Africa)	Yes	suitable	High
Wahlenbergia communis	Tufted Bluebell	herbaceous	0.2-0.5 m	0.2-0.5 m	Small	Native to Australia	No	unavailable	Medium
Linum marginale	Native Flax	herbaceous	0.3-1.0 m	0.3-0.5 m	Small	Native to Australia	No	unavailable	Low
Brachyscome parvula	Coast Daisy	herbaceous	0.2-0.5 m	0.2-0.5 m	Small	Native to Australia	No	unavailable	Low
Arthropodium strictum	Chocolate Lily	herbaceous	0.3-1.0 m	0.3-1.0 m	Small	Native to Australia	No	unavailable	Low
Dichondra repens	Kidney Weed	groundcover	0.05-0.1 m	0.5-2.0 m	Small	Native to Australia	No	suitable	High
Spinifex sericeus	Rolling Spinifex	groundcover	0.2-0.6 m	0.5-1.5 m	Small	Native to Australia	Yes	suitable	High
Myoporum parvifolium	Creeping Boobialla	groundcover	0.05-0.3 m	1-3 m	Small	Native to Australia	No	suitable	High
Pelargonium australe	Austral Storks Bill	groundcover	0.3-1.0 m	0.3-1.0 m	Small	Exotic (South Africa)	No	suitable	High
Kennedia prostrata	Running Postman	groundcover	0.05-0.3 m	1-3 m	Small	Native to Australia	No	suitable	High
Austrostipa flavescens	Coast Spear Grass	grass	0.5-1.0 m	0.5-1.0 m	Small	Native to Australia	No	marginal	Medium
Dianella longifolia	Flax Lily	grass	0.5-1.0 m	0.5-1.0 m	Small	Native to Australia	No	suitable	High
Dianella revoluta	Blue Flax Lily	grass	0.3-0.7 m	0.3-0.7 m	Small	Native to Australia	No	suitable	High
Lomandra longifolia	Mat Rush	grass	0.5-1.0 m	0.5-1.0 m	Small	Native to Australia	Yes	suitable	High
Lomandra filiformis	Wattle Mat Rush	grass	0.3-0.6 m	0.3-0.6 m	Small	Native to Australia	Yes	suitable	High

Plant name	Common names	Form	Height (m)	Spread (m)	Size	Native or Exotic	Flood Tolerant	Climatic Suitability 2070	Hardiness
Themeda triandra	Kangaroo Grass	grass	0.5-1.0 m	0.5-1.0 m	Small	Native to Australia	No	suitable	High
Poa labillardieri	Common Tussock Grass	grass	0.3-1.2 m	0.3-0.8 m	Small	Native to Australia	No	suitable	High
Poa morrisii	Velvet Tussock Grass	grass	0.3-0.8 m	0.3-0.8 m	Small	Native to Australia	No	suitable	High
Rytidosperma caespitosum	Common Wallaby Grass	grass	0.3-0.6 m	0.3-0.5 m	Small	Native to Australia	No	unsuitable	Medium
Austrodanthonia geniculata	Kneed Wallaby Grass	grass	0.2-0.6 m	0.2-0.6 m	Small	Native to Australia	No	unavailable	Medium
Distichlis distichophylla	Australian Salt Grass	grass	0.2-0.5 m	0.3-1.0 m	Small	Native to Australia	Yes	unavailable	High
Microlaena stipoides	Weeping Grass	grass	0.2-0.6 m	0.3-0.8 m	Small	Native to Australia	No	unavailable	Medium

SUPPORTING SPECIES SELECTION NOTES

Species Name

Some species can have a range of cultivars and grafted options that can influence tolerances, size and form. This can make some non-viable species suitable for sites that the normal species would generally not be considered suitable. It is worth investigating when a certain character or avenue planting is dominant through an area or street and is wishing to be maintained

Height

*Note that listed sizes are most likely not the final outcome in urban sites unless a very formidable species. Urban constraints often causing a bonsai like effect, as well with urban tree maintenance often limiting size

Flooding tolerance

*Flooding tolerance can be vague, duration of flooding tolerance is important. Waterlogging tolerance better describes ability to exist in soils at and above field capacity. For the purpose of Balaclava high water tables, consider carefully.

Drought tolerance

*In the context of 500-700mm annual rainfall. Drought defined as a shortfall of rainfall for an extended period. Tolerance mechanisms vary and are worth investigating, don't assume a listed good tolerance means a plant will just exist and hold on, often paired with a survival mechanism such as shedding of limbs in some tree species or defoliation. Often hard to fully conceptualise in urban scenarios, nearby irrigated gardens, high water tables and leaking water mains and/or stormwater networks will provide irrigation that is unknown, which is unreliable and difficult to be planned for. The same species 10m apart can perform completely differently due to these unknown variables.

Shade index

*Shade index can be misleading, the quality of shade is important for the benefits it provides, many natives may have large canopies however provide dappled shade, which is much less effective compared to the solid shade provided by broadleaf species.

EXISTING NEIGHBOURHOOD TREES

The following table summarises the tree species present on each street within the neighbourhood, providing a total count and average age for each species per street.

Species	Average Age (years)	No. of Trees
Public Open Space / Other		
Acacia baileyana	5	1
Acacia boormanii	19	2
Acacia floribunda	29.71	7
Acacia implexa	31.78	9
Acacia mearnsii	25	1
Acacia melanoxylon	26.4	5
Acacia paradoxa	25	3
Acacia prominens	75	1
Acacia sp.	55	2
Acer Buergeranum	45	1
Acer buergerianum	25	2
Acer negundo	30	1
Acer palmatum	8	2
Acmena smithii	27.4	15
Agathis robusta	18	1
Agonis flexuosa	65	5
Ailanthus altissima	15	1
Allocasuarina cunninghamiana	19.67	3
Allocasuarina littoralis	9	1
Allocasuarina torulosa	29	5
Allocasuarina verticillata	12.36	11
Angophora costata	14	3
Araucaria bidwillii	14.81	21
Araucaria cunninghamii	15.15	26
Araucaria heterophylla	45.5	2
Arbutus unedo	43.33	3
Arbutus x andrachnoides	65	1
Banksia ericifolia	50	2
Banksia integrifolia	19.5	2
Brachychiton acerifolius	12.5	4
Brachychiton populneus	46.2	5
Brachychiton rupestre	18.33	6
Bursaria spinosa	25.67	3
Callistemon citrinus	23	2
Callistemon phoeniceus	30	1
Callistemon sp.	10.33	6
Callistemon viminalis	12.2	5
Callistemon viminalis 'KPS'	16	1
Calodendron capense	42.1	10
Calothamnus sp.	31.67	3
Camellia japonica	55	1
Camellia sasangua	15	1

Species	Average Age (years)	No. of Trees
Casuarina cunninghamiana	28	6
Catalpa bignonoides	35	2
Cedrus deodara	85	6
Ceratonia siliqua	85	1
Cercis siliquastrum	18.5	4
Cinnamomum camphora	55	1
Citrus limon	14.43	7
Coprosma repens	20	1
Cordyline australis	25	1
Corymbia citriodora	22.55	31
Corymbia ficifolia	22.91	22
Corymbia maculata	34.84	122
Cotoneaster glaucophyllus	25	2
Cotoneaster salicifolius	21	2
Crataegus sp.	35	1
Cupressus arizonica	37.5	2
Cupressus glauca	25	1
Cupressus sempervirens	25	1
Cupressus sp.	65	6
Cussonia spicata	29	3
Elaeocarpus reticulatus	13.29	7
Erythrina indica	4	1
Eucalyptus botryoides	69.77	13
Eucalyptus caesia	13	5
Eucalyptus camaldulensis	83.19	21
Eucalyptus cladocalyx	83.33	6
Eucalyptus elata	35	1
Eucalyptus globulus	65	4
Eucalyptus leucoxylon	23.47	19
Eucalyptus leucoxylon 'Conata'	25	1
Eucalyptus macrorhyncha	55	2
Eucalyptus melliodora	27.6	15
Eucalyptus nicholii	45	1
Eucalyptus ovata	20	1
Eucalyptus pauciflora subsp paucif	13	1
Eucalyptus saligna	75	2
Eucalyptus sideroxylon	34.55	11
Eucalyptus sp.	28.08	13
Eucalyptus torquata	10	2
Eucalyptus viminalis	75	1
Fagus sylvatica	23	1
Ficus carica	25	2
Ficus macrophylla	50.63	8

Species	Average Age (years)	No. of Trees
Fraxinus angustifolia	28.5	2
Fraxinus excelsior	40	2
Fraxinus oxycarpa	43	5
Grevillea robusta	63.68	22
Hakea sp.	7	5
Hibiscus syriascus	4.67	3
Hymenosporum flavum	20.8	5
Ilex aquifolium cv	47.5	4
Jacaranda mimosaefolia	13.5	2
Lagerstroemia indica	14.95	20
Lagunaria patersonii	55	1
Laurus nobilis	5	3
Leptospermum laevigatum	35.83	6
Ligustrum lucidum	30	5
Ligustrum ovalifolium Aurea	27	1
Liquidambar styraciflua	30.25	4
Livistonia australia	15	1
Lophostemon confertus	30	2
Luma apiculata	45	1
Macadamia tetraphylla	37.5	2
Magnolia grandiflora	35.67	6
Magnolia sp.	4	4
Malus ioensis	25	1
Melaleuca armillaris	41	5
Melaleuca linariifolia	40.5	4
Melaleuca styphelioides	44.81	31
Melia azedarach	17.90	31
Metrosideros excelsa	28.33	3
Michelia doltsopa	23.5	2
Morus alba Pendula	13	2
Nerium oleander	26.67	3
Olea europaea subsp europaea	40.98	47
Phoenix canariensis	60.38	8
Photinia serrulata	30	1
Pinus	13	2
Pinus canariensis	20.43	7
Pinus halepensis	31	10
Pinus patula	95	2
Pinus radiata	115.12	33
Pittosporum eugenioides	30	1
Pittosporum James Stirling	15	1
Pittosporum sp.	30	1
Pittosporum undulatum	21	2

Species	Average Age (years)	No. of Trees
Platanus insularis	24.5	2
Platanus occidentalis	38.33	3
Platanus orientalis Digitata	34.62	13
Platanus X acerifolia	43.09	34
Podocarpus elatus	34	2
Populus nigra Italica	45	1
Populus x canadensis Aurea	37.5	4
Prunus cerasifera	16	1
Prunus laurocerasus	35	1
Prunus sp.	16	2
Pyrus calleryana	23.4	5
Pyrus Calleryanna Capital	11	1
Pyrus communis	25	2
Pyrus nivalis	20	1
Pyrus ussuriensis	20	1
Quercus bicolor	75	1
Quercus canariensis	59	4
Quercus palustris	8.88	8
Quercus robur	36.83	6
Quercus suber	54.33	3
Robinia pseudoacacia	7.4	5
Schinus molle	55.54	104
Sequoia sempervirens	5.5	2
Solanum aviculare	10.5	2
Sophora microphylla	20	2
Stenocarpus sinuatus	5	1
Syzygium paniculatum	40.4	5
Taxodium distichum	5.95	22
Tilia cordata	32.5	2
To Define	16.1	10
Tristaniopsis laurina	15	1
Ulmus glabra	46.5	2
Ulmus glabra Lutescens	8	1
Ulmus parvifolia	24.5	6
Ulmus procera	59.30	57
Ulmus Sapporo Autumn Gold	6	1
Ulmus x hollandica	58.11	37
Vibernum odorotissimum	11	1
Viburnum Tinus	22.5	2
Virgillia Capensis	35	1
Virgillia oroboides	12.5	2
Washingtonia filifera	37.5	2
Washingtonia robusta	90	2
Zelkova serrata 'Green Vase'	9	3

Species	Average Age (years)	No. of Trees
ALBION STREET		
Acer negundo	45	2
Acmena smithii	46.92	13
Callistemon citrinus	6	1
Corymbia ficifolia	12.7	10
Corymbia maculata	16	1
Eucalyptus ficifolia	15.33	3
Jacaranda mimosaefolia	30	1
Lagunaria patersonii	65	3
Melia azedarach	14.22	9
Metrosideros excelsa	55.5	4
Waterhousea floribunda	25	1
ALEXANDRA STREET		
Acer buergerianum	33.5	2
Gleditsia triacanthos	13	2
Hakea saveolens	26	1
Lophostemon confertus	36.44	39
Nerium oleander	35	1
Phoenix canariensis	8	1
Pistacia chinensis	17.12	43
Platanus X acerifolia	85	7
ALFRED STREET		
Eucalyptus conferruminata	55	1
Eucalyptus globulus	53	5
Eucalyptus leucoxylon	40	2
Eucalyptus melliodora	10.5	2
Lagerstroemia indica	19.29	14
Lagerstroemia indica â€˜Tuscaroraâ€™	8.89	9
ALMA ROAD		
Agonis flexuosa	25	1
Cordyline australis	35	1
Cupressus sempervirens	15.55	38
Eucalyptus leucoxylon	31	3
Eucalyptus leucoxylon 'Conata'	45	1
Eucalyptus sp.	35	1
Gleditsia triacanthos	15.12	51
Gleditsia triacanthos 'Sunburst'	17	1
Lagunaria patersonii	35	5
Ligustrum lucidum	29	1
Magnolia grandiflora	15.32	84
Melia azedarach	4	1
Melia azedarach 'Elite'	4	1
Olea europaea subsp europaea	19	1
Pistacia chinensis	7	1
Platanus X acerifolia	82.78	9

Species	Average Age (years)	No. of Trees
ARGYLE STREET		
Lagerstroemia indica	11.5	4
Pyrus calleryana	5	2
BALSTON STREET		
Angophora hispida	8.17	6
Callistemon citrinus	15	1
Callistemon salignus	15.12	26
Callistemon viminalis 'KPS'	15	1
Cassia sp.	30	1
Ginkgo biloba	10	1
Jacaranda mimosaefolia	7	1
Malus ioensis	21	2
Melaleuca armillaris	40.6	5
Melaleuca linariifolia	45	8
Melaleuca quinquenervia	51.67	3
Ulmus parvifolia	7	1
BLENHEIM STREET		
Lagerstroemia indica	9	4
Leptospermum petersonii	5	1
Melaleuca armillaris	30	1
Melaleuca linariifolia	50	2
Melaleuca quinquenervia	47.5	4
Pyrus calleryana	9	25
Tristaniopsis laurina	18.5	20
Ulmus parvifolia	30	2
BOONDARA GROVE		
Melaleuca linariifolia	47	5
Melaleuca styphelioides	45	1
Platanus occidentalis	37.5	8
Platanus X acerifolia	71.57	7
Prunus Elvins	27	1
BOTHWELL STREET		
Eucalyptus caesia	20	1
Eucalyptus camaldulensis	28.79	14
Eucalyptus leucoxylon	11	2
Eucalyptus melliodora	7	1
Fraxinus oxycarpa	57.5	16
Ginkgo biloba	20	2
Lagerstroemia indica	11	1
BOWEN STREET		
Lagerstroemia indica	31	1
Melaleuca linariifolia	46	10
BRIGHTON ROAD		
Brachychiton acerifolius	8	1
Corymbia ficifolia	21.88	8
Ficus rubiginosa	105	1
Jacaranda mimosaefolia	8	1

Species	Average Age (years)	No. of Trees
Melia azedarach	8	1
Pinus canariensis	85	1
Pinus halepensis	6	1
Platanus X acerifolia	55.26	58
Pyrus calleryana	17.38	13
Ulmus glabra Lutescens	54.29	14
Ulmus procera	50.88	34
Ulmus x hollandica	85	1
BRUNNING STREET		
Cercis siliquastrum	4	1
Jacaranda mimosaefolia	30	1
Melaleuca styphelioides	45	1
Pyrus calleryana	23.72	18
Pyrus Calleryanna Capital	14	1
Pyrus calleryanna Chaunticleer	14	1
Pyrus ussuriensis	29.21	14
CAMDEN STREET		
Allocasuarina torulosa	35	1
Callistemon salignus	35	1
Casuarina cunninghamiana	45	2
Corymbia maculata	45	1
Eucalyptus scoparia	45	3
Eucalyptus sp.	45	1
Gleditsia triacanthos	5	3
Melaleuca linariifolia	44.78	18
Melaleuca quinquenervia	55	1
Melaleuca styphelioides	41.25	4
Robinia pseudoacacia	9	2
Tristaniopsis laurina	31.67	3
Ulmus parvifolia	9	7
CARDIGAN STREET		
Angophora costata	9.5	10
Callistemon salignus	8	1
Corymbia ficifolia	13	2
Corymbia maculata	12	1
Eucalyptus eximia	12.12	17
Eucalyptus leucoxylon	10.5	8
Eucalyptus leucoxylon 'Conata'	15	1
Eucalyptus torquata	5	3
Pistacia chinensis	52.5	2
CARLISLE AVENUE		
Olea europaea subsp europaea	22	1
Platanus X acerifolia	76.54	13
Prunus persica	22	2
CARLISLE STREET		
Araucaria bidwillii	85	1
Cupressus macrocarpa	85	2

Species	Average Age (years)	No. of Trees
Lagerstroemia indica	14.15	20
Lagerstroemia indica â€˜Tuscaroraâ€™	9	3
Ligustrum ovalifolium Aurea	85	1
Melaleuca linariifolia	45	1
Pittosporum eugenioides 'Variegatum'	55	1
Robinia pseudoacacia	18.94	34
CELESTE COURT		
Acacia floribunda	27	1
Acer campestre	9.5	2
Acmena smithii	45	2
Celtis australis	27	1
Lagunaria patersonii	38.75	4
Liquidambar styraciflua	75	1
Nerium oleander	31	1
CHAPEL STREET		
Corymbia ficifolia	36	3
Eucalyptus leucoxylon	30.67	12
Fraxinus ornus	20.67	6
Ulmus parvifolia	7.73	202
Zelkova serrata	6	1
CHUSAN STREET		
Lagerstroemia indica	14.82	22
Melaleuca linariifolia	65	2
Syagrus romanzoffiana	15	1
Tristaniopsis laurina	14.31	13
CREWS STREET		
Pyrus calleryana	9	3
DANDENONG ROAD		
Acacia floribunda	21.63	8
Acacia implexa	14.75	4
Acacia iteaphylla	35	1
Acacia mearnsii	26.5	8
Acacia melanoxylon	7	1
Acacia paradoxa	30	2
Allocasuarina littoralis	7	1
Allocasuarina torulosa	8	1
Allocasuarina verticillata	30	2
Banksia integrifolia	8	2
Brachychiton acerifolius	4	16
Bursaria spinosa	26.44	9
Callistemon sp.	7	1
Corymbia citriodora	25	1
Corymbia maculata	20	1
Cupressus macrocarpa	75	3
Eucalyptus camaldulensis	65	3
Eucalyptus leucoxylon	7	1
Eucalyptus sp.	6	2

Species	Average Age (years)	No. of Trees
Ficus macrophylla	9.5	2
Fraxinus oxycarpa	45	1
Hakea nodosa	25	1
Hakea salicifolia	10	1
Jacaranda mimosaefolia	4	7
Leptospermum laevigatum	30	1
Melaleuca armillaris	34	2
Melaleuca quinquenervia	65	1
Melaleuca styphelioides	25.67	3
Pinus halepensis	10	1
Pistacia chinensis	19	2
Platanus X acerifolia	73.83	72
Pyrus betulaefolia 'Southward Dancer'	7	1
Pyrus calleryana	22	2
Ulmus procera	51.73	22
Ulmus Sapporo Autumn Gold	6	2
DEAN AVENUE		
Fraxinus excelsior	30	1
Fraxinus excelsior Aurea	33	1
Lagerstroemia indica	11	1
Liquidambar styraciflua	84	20
Platanus X acerifolia	11	1
DICKENS ROAD		
Platanus X acerifolia	63.57	7
DICKENS STREET		
Allocasuarina littoralis	25	2
DUKE STREET		
Agonis flexuosa	12	1
Callistemon salignus	8	8
Corymbia ficifolia	35	1
Eucalyptus leucoxylon	55	1
Eucalyptus leucoxylon 'Conata'	12	1
Melaleuca linariifolia	55	12
Melaleuca styphelioides	55	1
EDWARD STREET		
Agonis flexuosa	8.5	6
Tristaniopsis laurina	10.75	4
ELM GROVE		
Callistemon phoeniceus	35	1
Corymbia ficifolia	13.22	18
Eucalyptus ficifolia	16	2
Eucalyptus torquata	5	2
Lophostemon confertus	22.67	9
Melaleuca quinquenervia	45	2
Tristaniopsis laurina	24.38	8
EVELYN STREET		
Pyrus calleryana	17.91	11
Pyrus calleryanna Chauntcleer	8	16

Species	Average Age (years)	No. of Trees
FULTON STREET		
Eucalyptus leucoxylon	26.5	2
Eucalyptus robusta	7	1
Fraxinus oxycarpa	45	1
Lophostemon confertus	24.27	30
Melaleuca quinquenervia	45	1
Tristaniopsis laurina	18.82	11
Waterhousea floribunda	4	1
GIBBS STREET		
Banksia marginata	4.5	4
Callistemon citrinus	6	2
Callistemon salignus	25	1
Callistemon viminalis 'Kings Park Special'	4	5
Cordyline australis	45	1
Eucalyptus caesia	20	2
Eucalyptus camaldulensis	29.71	7
Eucalyptus leucoxylon	18.78	9
Eucalyptus polyanthemos	4.89	9
Eucalyptus scoparia	11.5	2
Fraxinus oxycarpa	58.33	3
Jacaranda mimosaefolia	45	1
Melaleuca nesophila	65	1
Nerium oleander	45	4
Pittosporum eugenioides 'Variegatum'	45	1
Pittosporum undulatum	15	1
Ulmus parvifolia	25.33	3
GLEN EIRA AVENUE		
Callistemon salignus	7.73	11
Fraxinus americana var. appldell autumn applause	8	2
Phoenix canariensis	10	1
Quercus canariensis	14.67	3
Quercus coccinea	8	1
Stenocarpus sinuatus	8	4
Tristaniopsis laurina	10	1
Waterhousea floribunda	37.26	19
GLENMARK AVENUE		
Platanus insularis	21	3
Platanus X acerifolia	39.5	8
GODFREY AVENUE		
Brachychiton acerifolius	21	1
Lagerstroemia indica	15.75	4
Lagerstroemia indica â€˜Tuscaroraâ€™	5	3
Platanus insularis	23	1
Platanus occidentalis	29	1
Platanus orientalis Digitata	30	1
Platanus X acerifolia	63.9	10
Pyrus calleryana	16	1

Species	Average Age (years)	No. of Trees
GOURLAY STREET		
Acacia longifolia	13	1
Acacia sp.	11	1
Agonis flexuosa	15.09	22
Callistemon citrinus	12.67	3
Callistemon salignus	12.42	57
Callistemon viminalis	25	2
Callistemon viminalis 'KPS'	10	1
Fraxinus oxycarpa	7	1
Ginkgo biloba	28.5	2
Lophostemon confertus	32.5	2
GRAYLINGS AVENUE		
Olea europaea subsp europaea	13	1
Platanus X acerifolia	75	5
GRAYLINGS GROVE		
Acmena smithii	41.75	8
Callistemon salignus	12	1
Corymbia ficifolia	5	1
Grevillea robusta	65	1
Jacaranda mimosaefolia	35	1
Lagunaria patersonii	41.67	3
Melaleuca styphelioides	47	5
Olea europaea subsp europaea	18.5	2
Quercus palustris	6	1
GROSVENOR STREET		
Acacia implexa	45	1
Acer negundo	11	3
Acer palmatum	30	2
Acer platanoides	30	1
Acer pseudoplatanus	30	6
Angophora costata	11	1
Banksia integrifolia	11	1
Callistemon salignus	15.11	18
Callistemon viminalis	27.8	5
Callistemon viminalis 'KPS'	10	2
Casuarina cunninghamiana	35	1
Corymbia maculata	31	3
Eucalyptus gunnii	55	1
Eucalyptus leucoxylon	31.57	7
Eucalyptus maculata	11	2
Eucalyptus mannifera	55	1
Eucalyptus polyanthemos	4	1
Eucalyptus scoparia	11	1
Eucalyptus sp.	15	4
Lagerstroemia indica	10.92	12
Lagerstroemia indica â€˜Tuscaroraâ€™	8.33	3
Melaleuca armillaris	49.44	9

Species	Average Age (years)	No. of Trees
Melaleuca linariifolia	53.89	9
Melaleuca styphelioides	42.61	18
Melia azedarach	31.64	14
Pyrus calleryana	11	1
Quercus palustris	27	2
Quercus robur	27	1
HAMMERDALE AVENUE		
Callistemon viminalis 'KPS'	13	2
Melaleuca armillaris	30	3
Melaleuca linariifolia	56.54	13
Melaleuca styphelioides	45	1
Melia azedarach 'Elite'	7	1
Ulmus procera	35	2
HAWSLEIGH AVENUE		
Callistemon salignus	9	1
Melaleuca linariifolia	75	19
Melaleuca styphelioides	55	1
HERTFORD STREET		
Acmena smithii	45.5	12
Waterhousea floribunda	45	1
HOLROYD AVENUE		
Acer campestre 'Queen Elizabeth'	4	1
Acmena smithii	48.63	19
Corymbia ficifolia	12	1
Liquidambar styraciflua	70.63	19
Quercus palustris	61.4	5
Quercus robur	65	1
HOLROYD COURT		
Cinnamomum camphora	78.33	3
Lagunaria patersonii	30	1
Liquidambar styraciflua	13	1
HOTHAM STREET		
Cupressus sempervirens	23.65	77
Cupressus sp.	6	2
Eucalyptus conferruminata	45	1
Eucalyptus eximia	6.15	55
Eucalyptus leucoxylon	15.13	16
Eucalyptus leucoxylon 'Conata'	19.57	47
Eucalyptus leucoxylon 'Eukie Dwarf'	7	1
Eucalyptus sp.	25	1
Eucalyptus torquata	6	2
Melaleuca linariifolia	35	1
Pyrus calleryana	23	2
Pyrus calleryana Chauntcleer	20.2	5
Pyrus Calleryanna Capital	23	1
Pyrus calleryanna Chauntcleer	7	1

Species	Average Age (years)	No. of Trees
HUGHENDEN ROAD		
Liquidambar styraciflua	62.87	23
Metrosideros excelsa	45	1
INKERMAN STREET		
Angophora hispida	7	5
Callistemon viminalis 'Kings Park Special'	8	2
Callistemon viminalis 'KPS'	16.67	18
Corymbia citriodora	9	2
Corymbia maculata	6.8	5
Eucalyptus sideroxylon	65	1
Eucalyptus viminalis	45	1
Lophostemon confertus	38.33	3
Platanus X acerifolia	85	1
Pyrus calleryana	10	1
Pyrus calleryanna Chaunticleer	8	1
Zelkova serrata	4.97	32
Zelkova serrata 'Green Vase'	7.66	235
JERVOIS STREET		
Melaleuca linariifolia	55	3
Melia azedarach	4	1
Melia azedarach 'Elite'	7	15
JOHNSON STREET		
Betula pendula	30	1
Lophostemon confertus	39.07	14
KALYMNA GROVE		
Acer negundo	35	1
Callistemon viminalis	30	1
Fraxinus oxycarpa	47.22	9
Lophostemon confertus	37	12
Melaleuca styphelioides	45	1
Tristaniopsis laurina	21.83	6
Banksia integrifolia	14	1
Corymbia ficifolia	30	1
Eucalyptus cladocalyx	55	1
Eucalyptus leucoxylon	9	2
Eucalyptus sp.	15	1
Grevillea robusta	55	1
Melaleuca armillaris	65	1
Quercus agrifolia	6	7
KURRAJONG AVENUE		
Acmena smithii	43.78	9
Brachychiton acerifolius	21	3
Brachychiton populneus	25.13	8
LAMBERT GROVE		
Acer Buergeranum	6	7
Acer buergerianum	22.38	16
Olea europaea subsp europaea	21	2

Species	Average Age (years)	No. of Trees
LANSDOWNE ROAD		
Acmena smithii	55.67	15
Corymbia ficifolia	35	1
Fraxinus excelsior	45	1
Fraxinus ornus	21	1
Fraxinus oxycarpa	65	2
Fraxinus raywoodii	45	1
Lophostemon confertus	51	5
Melaleuca styphelioides	42.69	13
Olea europaea subsp europaea	25	1
Pyrus calleryana	24.9	20
Quercus ilex	68.33	3
Quercus palustris	62.09	22
Tristaniopsis laurina	13	1
Ulmus parvifolia	9.6	10
Waterhousea floribunda	34.2	5
LESLIE STREET		
Eucalyptus leucoxylon	12	1
Eucalyptus mannifera	5	2
Eucalyptus mannifera 'Little Spotty'	10	2
Eucalyptus scoparia	33.2	5
Olea europaea subsp europaea	20.5	2
LINTON STREET		
Melaleuca linariifolia	61.67	24
LYNOTT STREET		
Robinia pseudoacacia	8	1
MALAKOFF STREET		
Eucalyptus leucoxylon	45	1
Lophostemon confertus	26.38	8
Melaleuca linariifolia	55	1
MARLBOROUGH STREET		
Bursaria spinosa	9	1
Callistemon sp.	9	1
Eucalyptus leucoxylon	22	4
Eucalyptus maculata	8	1
Eucalyptus melliodora	35	1
Eucalyptus polyanthemos	9	1
Eucalyptus scoparia	27	1
Eucalyptus sideroxylon	45	1
Grevillea robusta	35	1
Jacaranda mimosaefolia	21.67	3
Melaleuca armillaris	45	1
Tristaniopsis laurina	7.94	34
Ulmus parvifolia	25	8
Viburnum Tinus	15	1
MARNE STREET		
Acmena smithii	33	1
Fraxinus oxycarpa	54	20
Zelkova serrata 'Green Vase'	6	1

Species	Average Age (years)	No. of Trees
MARTIN STREET		
Callistemon salignus	8	16
Melaleuca linariifolia	55	2
MONTAGUE AVENUE		
Acmena smithii	43.67	9
Fraxinus excelsior Aurea	50	2
Fraxinus oxycarpa	36	2
Quercus palustris	19.14	7
MOOLTAN AVENUE		
Betula pendula	34.6	5
Liquidambar styraciflua	51.91	11
Ulmus parvifolia	45	1
Yucca elephantipes	10	1
MURCHISON STREET		
Brachychiton populneus	6	1
Ficus macrophylla	12	2
Platanus insularis	20	1
Platanus occidentalis	25	1
Platanus X acerifolia	78.24	21
NELSON STREET		
Corymbia citriodora	45	1
Corymbia maculata	25	1
Eucalyptus camaldulensis	55	1
Eucalyptus globulus	65	2
Eucalyptus scoparia	25.67	3
Eucalyptus viminalis	25	1
Lagerstroemia indica	18.5	12
Lagerstroemia indica Tuscarora	9.43	14
NIGHTINGALE STREET		
Callistemon salignus	25	1
Callistemon viminalis	19	1
Eucalyptus leucoxylon	19	1
Eucalyptus pauciflora subsp paucif	23	1
Ligustrum lucidum	9	1
Lophostemon confertus	30	2
Melaleuca linariifolia	65	1
Melia azedarach	32	5
Melia azedarach 'Elite'	6	1
Platanus X acerifolia	65	2
Pyrus calleryana	20.83	23
Ulmus parvifolia	8	2
NOTTAGE STREET		
Acmena smithii	40	2
Fraxinus excelsior	12	1
Quercus palustris	53.43	7
Quercus sp.	85	2

Species	Average Age (years)	No. of Trees
OAK GROVE		
Quercus acutissima	5	11
Quercus canariensis	30.56	9
Quercus coccinea	8	2
ORANGE GROVE		
Corymbia maculata	55	3
Fraxinus oxycarpa	44.75	20
Fraxinus raywoodii	4	1
Platanus X acerifolia	55	1
Pyrus calleryana	22.11	9
Pyrus calleryana Chaunticleer	18	2
Pyrus calleryanna Chaunticleer	9	1
Quercus robur	19	7
Quercus sp.	6	1
ORRONG ROAD		
Fraxinus griffithii	7	1
Fraxinus oxycarpa	44.13	16
Fraxinus raywoodii	45	3
Platanus orientalis Digitata	17	1
Platanus X acerifolia	58.5	12
PAKINGTON STREET		
Acer negundo	55	1
Acer palmatum	23	1
Alnus jorullensis	45	1
Angophora costata	6	1
Angophora hispida	8.25	4
Callistemon viminalis 'KPS'	14	3
Corymbia maculata	9	9
Eucalyptus eximia	13	1
Eucalyptus leucoxylon	33	2
Lophostemon confertus	31.67	3
Lophostemon confertus 'Variegatus'	30	1
Melaleuca armillaris	56.25	8
Melaleuca linariifolia	55	1
Melaleuca sp.	45	1
Melaleuca styphelioides	55.83	12
Michelia doltsopa	21	1
Tristaniopsis laurina	12	9
PALM COURT		
Acer platanoides	6.67	3
Alnus jorullensis	65	3
Eucalyptus leucoxylon	10	3
Eucalyptus torquata	10	3
PENLEIGH COURT		
Acer negundo	45	1
Cassia sp.	8	1
Cotoneaster salicifolius	45	1

Species	Average Age (years)	No. of Trees
Cupressus sp.	9	1
Jacaranda mimosaefolia	50	2
Lagerstroemia indica	14	3
Ligustrum lucidum	15	1
Liquidambar styraciflua	75	1
Malus sp.	17	1
Olea europaea subsp europaea	19	1
Pittosporum eugenioides 'Variegatum'	35	1
Prunus serrulata Shirotae	45	3
Prunus sp.	8	1
To Define	27	1
PHILLIPS STREET		
Lagerstroemia indica	15.67	3
Lagerstroemia indica Tuscarora	7	1
PILLEY STREET		
Acmena smithii	45	4
Eucalyptus pauciflora subsp paucif	55	1
Lophostemon confertus	35	1
Melaleuca linariifolia	65	2
Robinia pseudoacacia	15	1
Tristaniopsis laurina	29.92	13
PRENTICE STREET		
Callistemon salignus	14	1
Lophostemon confertus	27	1
Melaleuca linariifolia	45	1
Melaleuca quinquenervia	45	1
Pistacia chinensis	10.33	3
Prunus cerasifera	13	1
Pyrus Calleryanna Capital	10.83	6
Tristaniopsis laurina	14.43	7
Waterhousea floribunda	23	1
QUEEN STREET		
Fraxinus oxycarpa	35	1
Pyrus calleryana	9	1
Pyrus Calleryanna Capital	7	1
RAGLAN STREET		
Callistemon viminalis	15	11
Casuarina cunninghamiana	6	4
Grevillea robusta	45	1
Platanus X acerifolia	64.47	36
Ulmus parvifolia	4	2
RAITH COURT		
Acmena smithii	85	1
Agonis flexuosa	19.13	8
Callistemon salignus	8	1
Eucalyptus caesia	6	1
Eucalyptus globulus	55	1

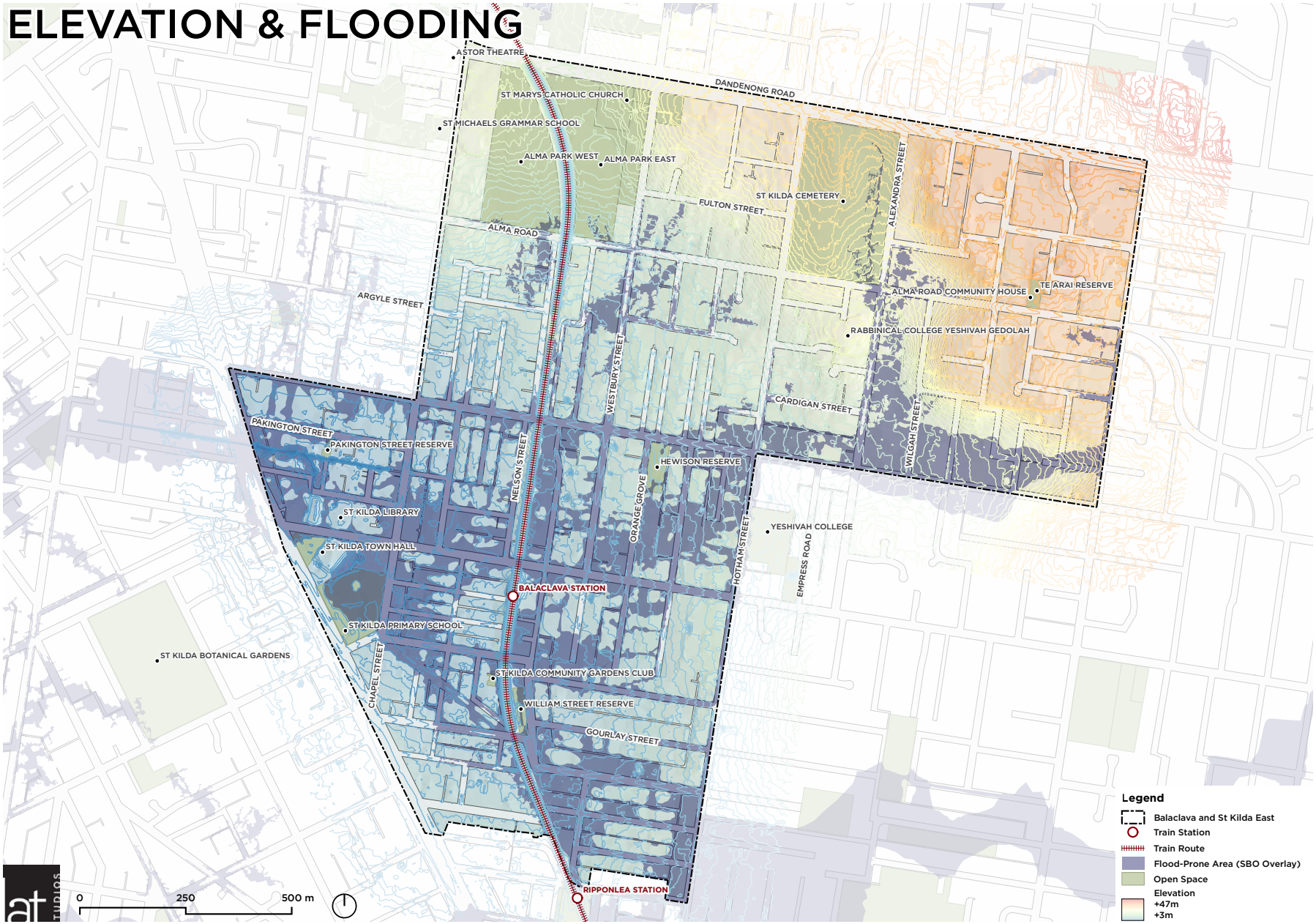
Species	Average Age (years)	No. of Trees
RAVENS GROVE		
Platanus X acerifolia	59.53	15
ROSAMOND STREET		
Callistemon salignus	9.4	10
Eucalyptus leucoxylon	8	1
Eucalyptus scoparia	22.5	4
Eucalyptus sp.	18.5	2
Grevillea sp.	25	1
Hakea sp.	4	1
SEBASTOPOL STREET		
Agonis flexuosa	23	1
Cupressus sp.	20.5	2
Eucalyptus mannifera	45	1
Eucalyptus mannifera 'Little Spotty'	10	2
Eucalyptus nicholii	45	1
Eucalyptus polyanthemos	7	1
Eucalyptus scoparia	26.8	5
Ligustrum lucidum	8	1
Lophostemon confertus	40	2
Melaleuca armillaris	16	1
Melaleuca linariifolia	40.75	4
Olea europaea subsp europaea	8	3
To Define	15	1
Ulmus parvifolia	4	2
SHIRLEY GROVE		
Pyrus betulaefolia 'Southward Dancer'	7	18
Pyrus calleryana	21.06	18
SOMERS STREET		
Celtis australis	49.08	12
ST KILDA ROAD		
Callistemon viminalis	15	3
Corymbia citriodora	16	1
Corymbia maculata	44.16	44
Melaleuca styphelioides	52.92	24
Phoenix canariensis	5	1
Platanus insularis	38	2
Platanus occidentalis	35	2
Platanus orientalis Digitata	42.4	5
Platanus X acerifolia	31.62	13
Zelkova serrata	6	1
Zelkova serrata 'Green Vase'	8	2
SUNHILL COURT		
Acmena smithii	41.43	7
Callistemon viminalis	12	1
Lagunaria patersonii	40.25	8
Lophostemon confertus	45	2

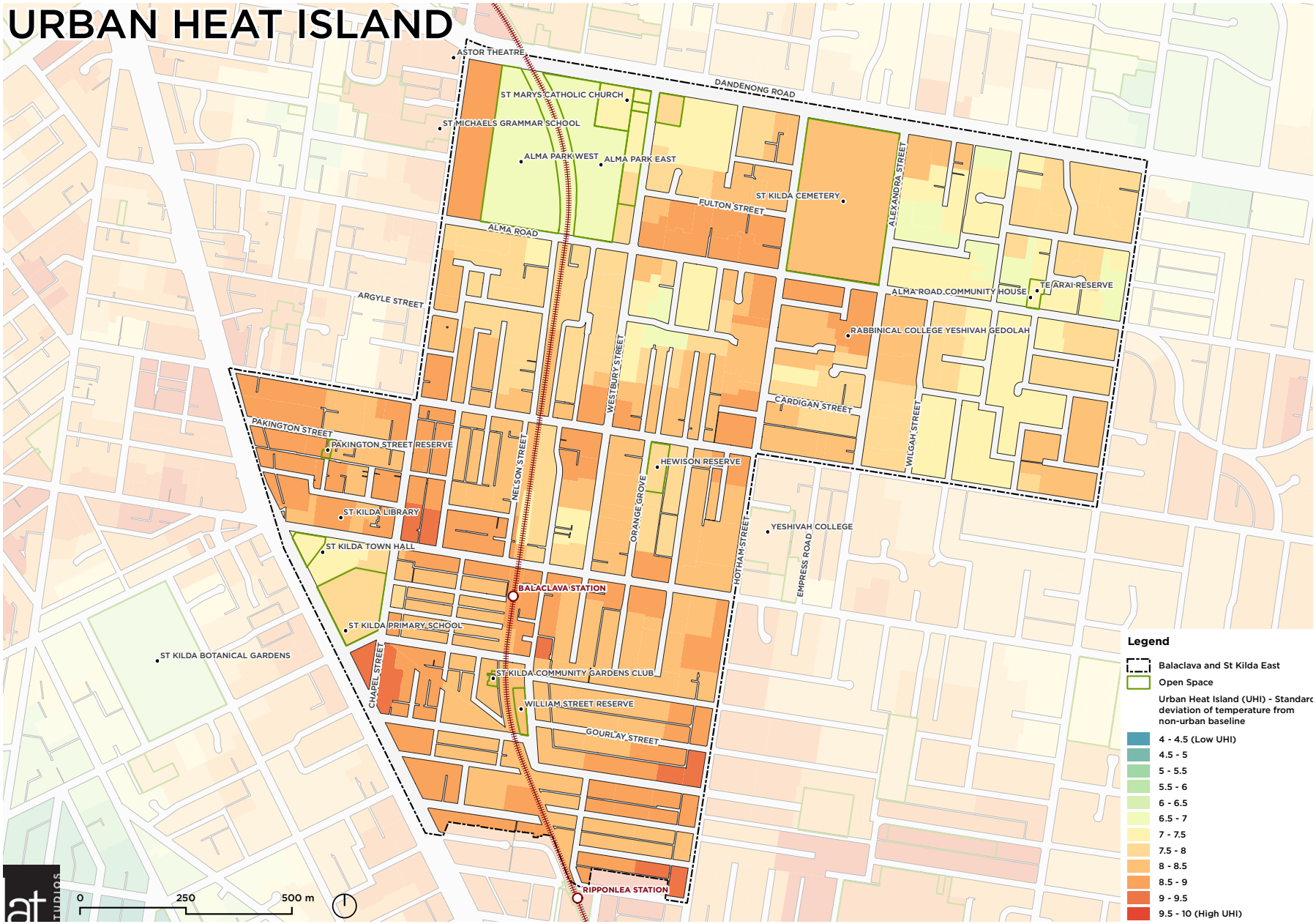
Species	Average Age (years)	No. of Trees
SYCAMORE GROVE		
Acer campestre	11	2
Acer pseudoplatanus	20.8	5
Melaleuca linariifolia	59.58	31
Melaleuca styphelioides	45	1
TE-ARAI AVENUE		
Lagunaria patersonii	36.25	4
Liquidambar styraciflua	44.71	7
THE AVENUE		
Grevillea robusta	35	1
Lophostemon confertus	32	3
Malus domestica	45	1
Nerium oleander	29	1
Tristaniopsis laurina	14.92	92
WANDO GROVE		
Fraxinus oxycarpa	42.18	11
Fraxinus raywoodii	45	1
Liquidambar styraciflua	19	1
WAVENHOE AVENUE		
Liquidambar styraciflua	38.96	24
Salix sp.	12	2
WENDEN GROVE		
Acmena smithii	46.33	15
Citrus limon	45	1
Waterhousea floribunda	18	1
WESTBURY CLOSE		
Platanus orientalis Digitata	14	2
Platanus X acerifolia	66.95	19
WESTBURY GROVE		
Acer platanoides	23	1
Callistemon salignus	10	1
Lagunaria patersonii	45	1
Liquidambar styraciflua	45	1
Liquidamber formosana	45	1
Lophostemon confertus	24	2
Melaleuca quinquenervia	45	1
Nerium oleander	45	1
Platanus orientalis Digitata	12	1
Platanus X acerifolia	69.14	21
WESTBURY STREET		
Agonis flexuosa	45	4
Angophora costata	27	2
Callistemon salignus	45	2
Eucalyptus cinerea	45	1
Gleditsia triacanthos	7.5	2
Liquidambar styraciflua	27	1
Lophostemon confertus	35.78	9

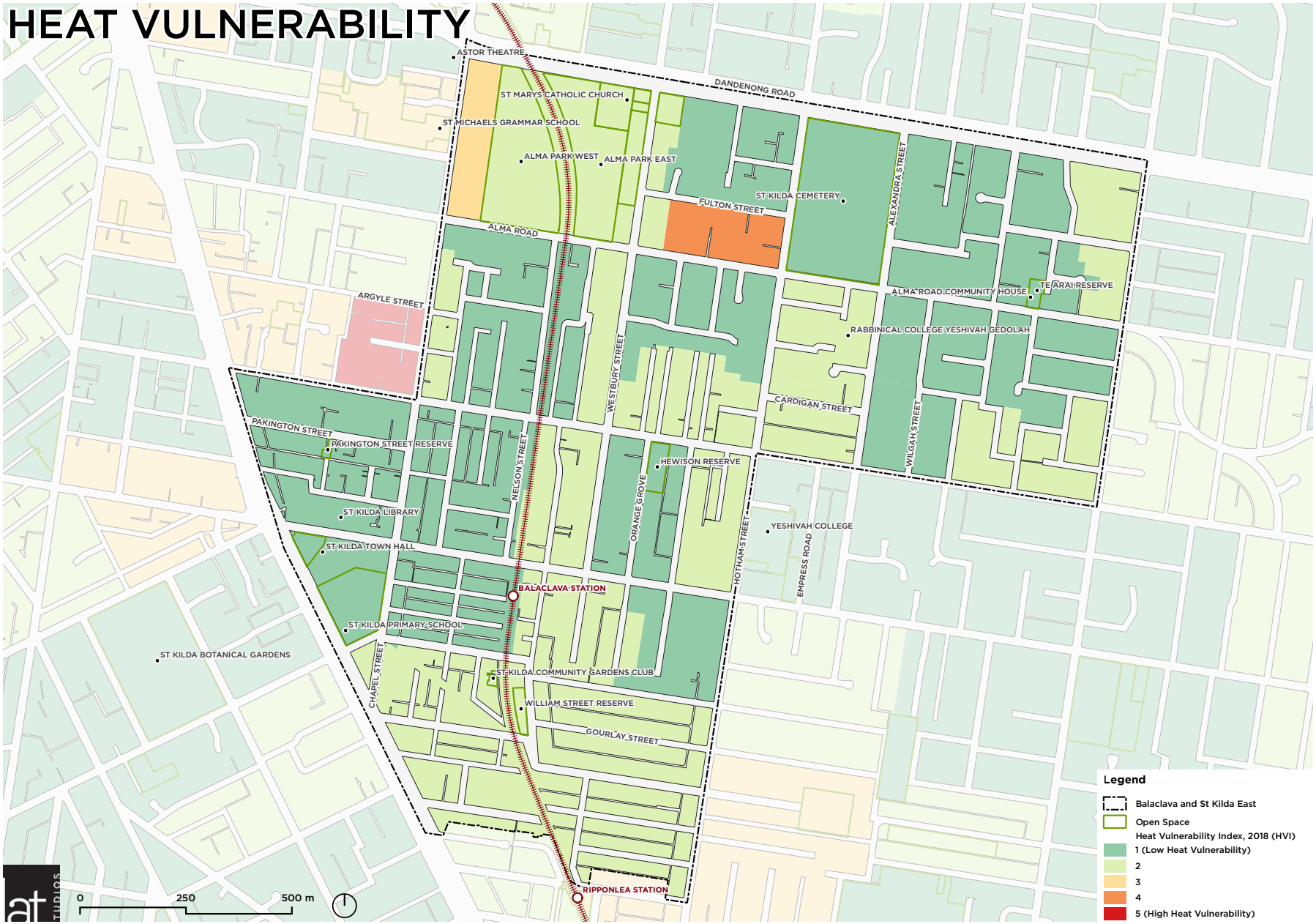
Species	Average Age (years)	No. of Trees
Melaleuca armillaris	58.33	3
Melaleuca linariifolia	59	5
Melaleuca quinquenervia	51.14	22
Platanus orientalis Digitata	29.2	5
Platanus X acerifolia	19.33	3
Pyrus calleryana	13.67	3
Robinia pseudoacacia	30	1
Tristaniopsis laurina	17.07	108
Washingtonia robusta	8	1
WILGAH STREET		
Corymbia ficifolia	49.5	2
Fraxinus angustifolia	13.33	3
Fraxinus griffithii	7	3
Fraxinus ornus	25.57	30
Fraxinus oxycarpa	44.67	12
Fraxinus raywoodii	12.29	7
Jacaranda mimosaefolia	23	1
Melaleuca linariifolia	45	1
Melaleuca styphelioides	36.67	3
Melia azedarach 'Elite'	7	1
Tristaniopsis laurina	13	1
Zelkova serrata 'Green Vase'	4	1
WILLIAM STREET		
Callistemon salignus	7	2
Callistemon viminalis	26	11
Callistemon viminalis 'KPS'	10.25	4
Corymbia citriodora	27	2
Corymbia maculata	28	2
Eucalyptus camaldulensis	38.75	4
Eucalyptus leucoxylon	46.17	6
Eucalyptus sp.	29	1
Lophostemon confertus	33.25	4
Melaleuca armillaris	55	1
WOODSTOCK STREET		
Corymbia maculata	55	1
Eucalyptus leucoxylon	13.38	8
Eucalyptus nicholii	30	1
Eucalyptus pauciflora subsp paucif	18.4	5
Eucalyptus sideroxylon	30	1
Eucalyptus sp.	25	1
Eucalyptus tricarpa (sideroxylon)	65	1
Lagerstroemia indica	10.38	8
TOTAL	**30.75 average age (years)**	**5420 total trees**

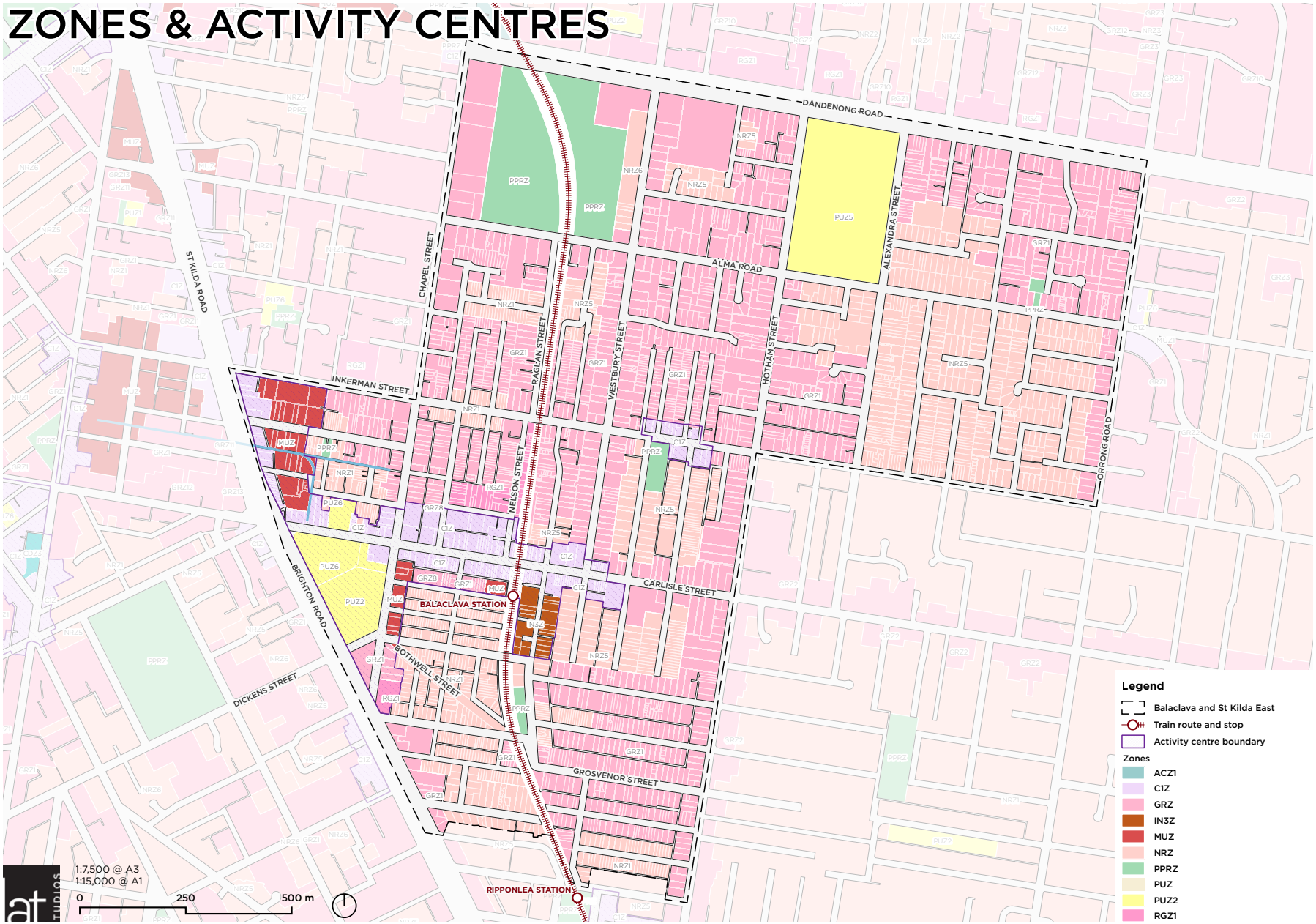
APPENDIX D
OPPORTUNITIES & CONSTRAINTS MAPS

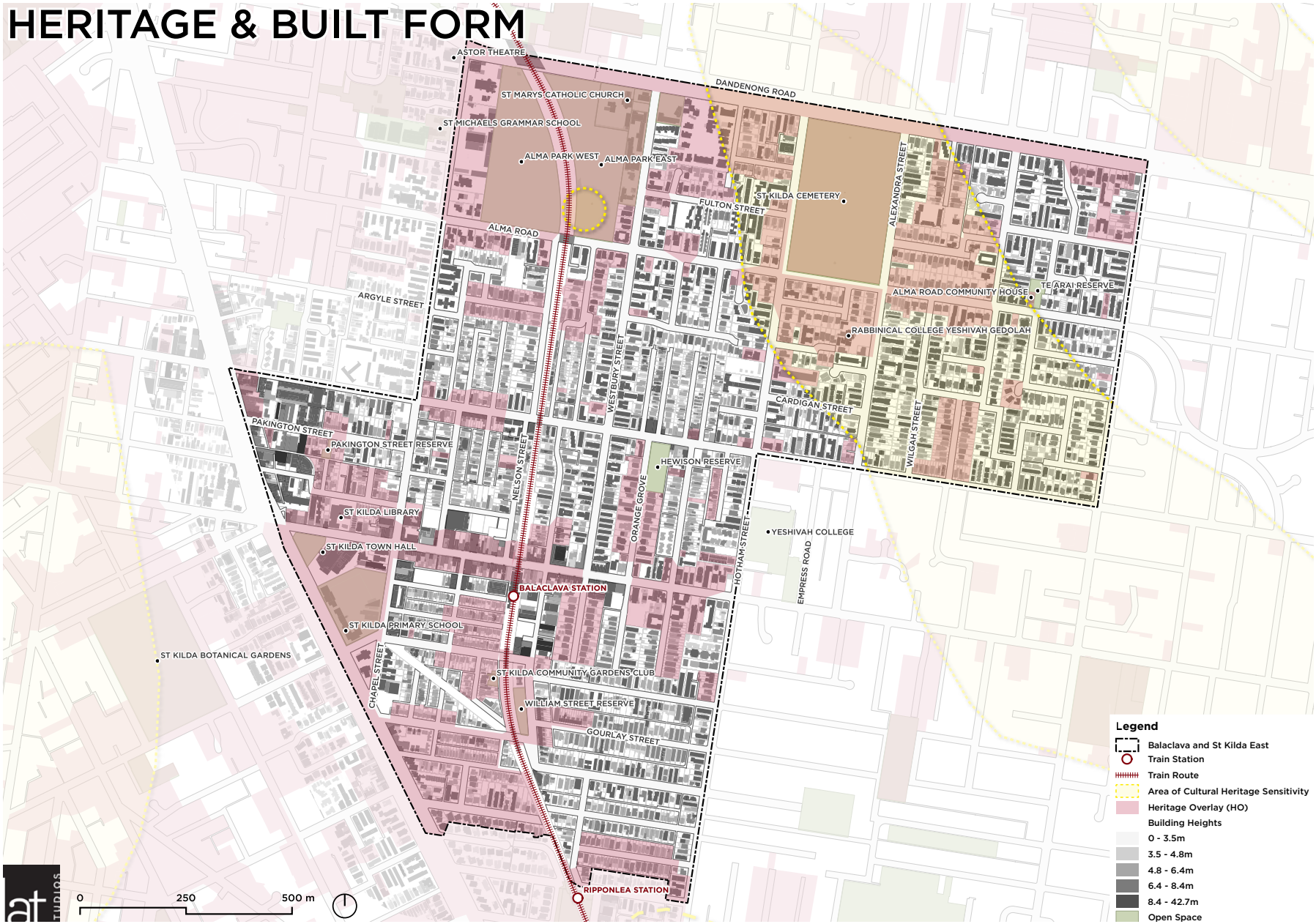

CANOPY COVERAGE
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train Station
Train Route
Existing Tree
Open Space


ELEVATION & FLOODING
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
ST KILDA TOWN HALL
EMPRESS ROAD
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train Station
Train Route
Flood-Prone Area (SBO Overlay)
Open Space
Elevation
+47m
+3m

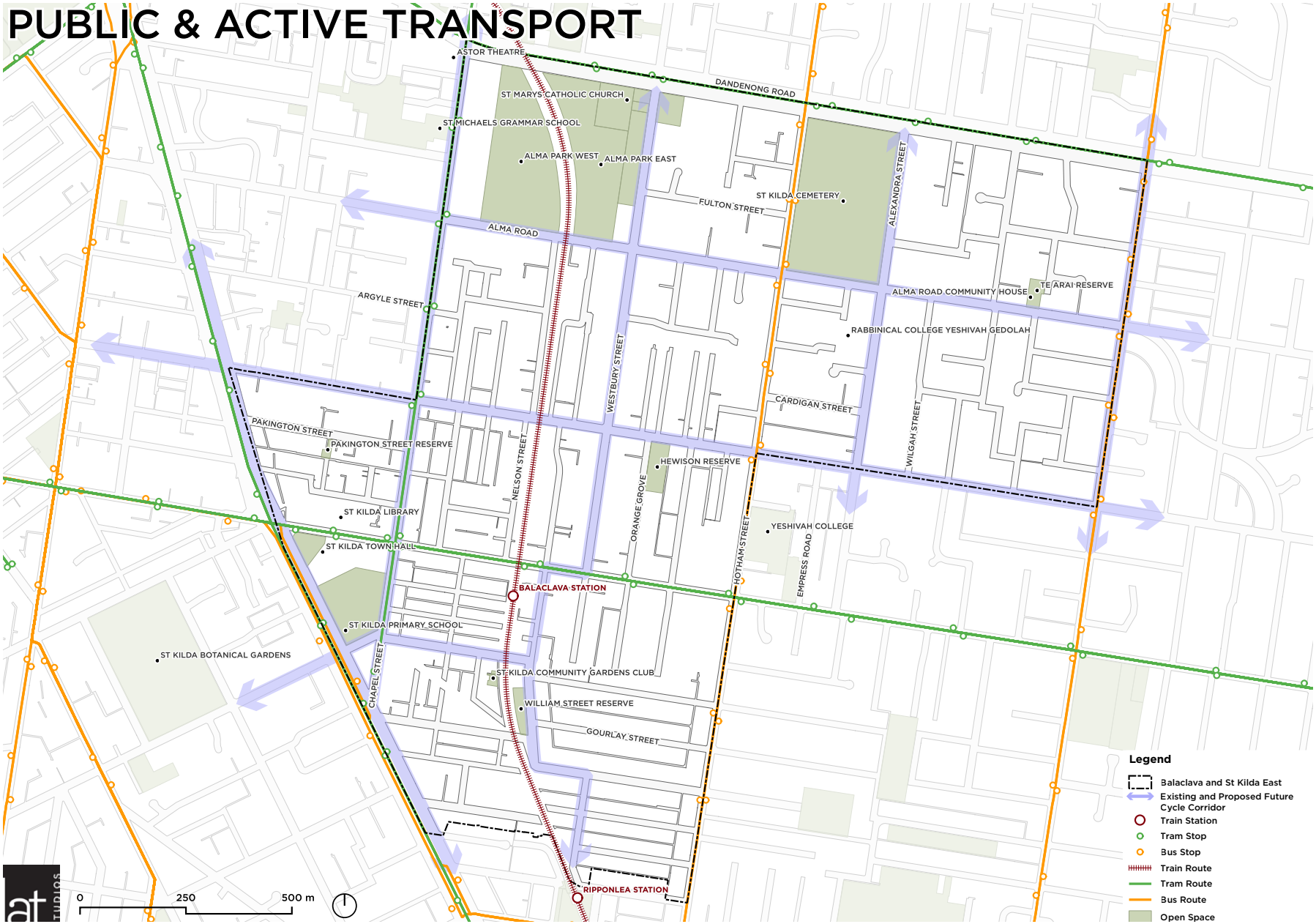

URBAN HEAT ISLAND
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Open Space
Urban Heat Island (UHI) - Standard deviation of temperature from non-urban baseline
4 - 4.5 (Low UHI)
4.5 - 5
5 - 5.5
5.5 - 6
6 - 6.5
6.5 - 7
7 - 7.5
7.5 - 8
8 - 8.5
8.5 - 9
9 - 9.5
9.5 - 10 (High UHI)


HEAT VULNERABILITY
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Open Space
Heat Vulnerability Index, 2018 (HVI)
1 (Low Heat Vulnerability)
2
3
4
5 (High Heat Vulnerability)

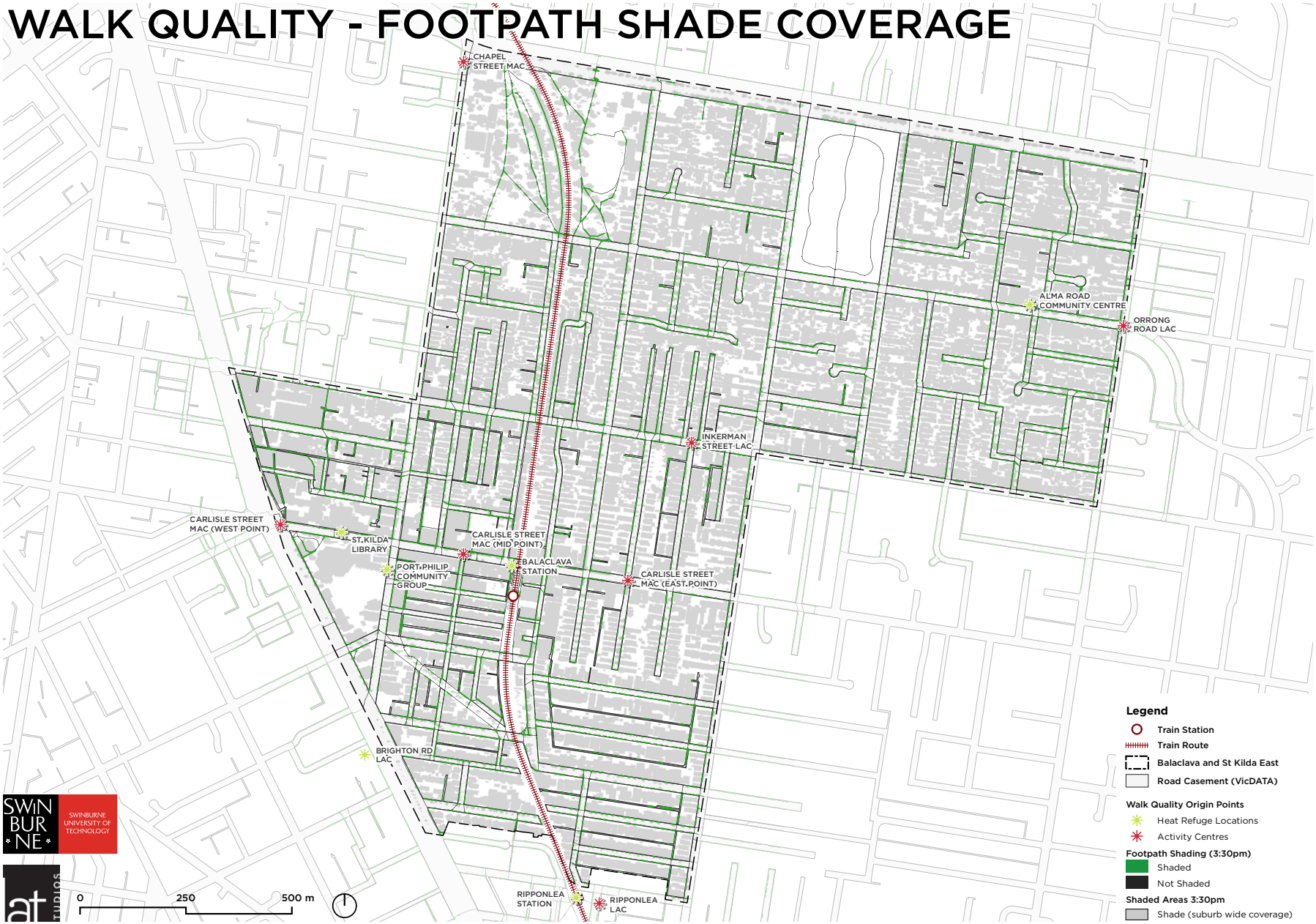

ZONES & ACTIVITY CENTRES
DANDENONG ROAD
ST KILDA ROAD
CHAPEL STREET
ALMA ROAD
ALEXANDRA STREET
INKERMAN STREET
RAGLAN STREET
WESTBURY STREET
HOTHAM STREET
ORRONG ROAD
NELSON STREET
BRIGHTON ROAD
CARLISLE STREET
BALACLAVA STATION
BOTHWELL STREET
DICKENS STREET
GROSVENOR STREET
RIPPONLEA STATION
1:7,500 @ A3
1:15,000 @ A1
0
250
500 m
Legend
Balaclava and St Kilda East
Train route and stop
Activity centre boundary
Zones
ACZ1
C1Z
GRZ
IN3Z
MUZ
NRZ
PPRZ
PUZ
PUZ2
RGZ1


HERITAGE & BUILT FORM
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
TE ARAI RESERVE
ALMA ROAD COMMUNITY HOUSE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
ST KILDA TOWN HALL
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train Station
Train Route
Area of Cultural Heritage Sensitivity
Heritage Overlay (HO)
Building Heights
0 - 3.5m
3.5 - 4.8m
4.8 - 6.4m
6.4 - 8.4m
8.4 - 42.7m
Open Space


LOT SIZE
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Train Station
Train Route
Open Space
Lots by Size
1 - 260m²
260 - 470m²
470 - 560m²
560 - 690m²
690 - 915m²
915 - 1,150m²
1,150 - 1,780m²
1,780 - 100,000m²


PUBLIC & ACTIVE TRANSPORT
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Balaclava and St Kilda East
Existing and Proposed Future Cycle Corridor
Train Station
Tram Stop
Bus Stop
Train Route
Tram Route
Bus Route
Open Space


ROAD HIERARCHY
ASTOR THEATRE
DANDENONG ROAD
ST MARYS CATHOLIC CHURCH
ST MICHAELS GRAMMAR SCHOOL
ALMA PARK WEST
ALMA PARK EAST
ST KILDA CEMETERY
FULTON STREET
ALEXANDRA STREET
ALMA ROAD
ARGYLE STREET
ALMA ROAD COMMUNITY HOUSE
TE ARAI RESERVE
RABBINICAL COLLEGE YESHIVAH GEDOLAH
WESTBURY STREET
CARDIGAN STREET
WILGAH STREET
PAKINGTON STREET
PAKINGTON STREET RESERVE
NELSON STREET
HEWISON RESERVE
ORANGE GROVE
ST KILDA LIBRARY
YESHIVAH COLLEGE
HOTHAM STREET
EMPRESS ROAD
ST KILDA TOWN HALL
BALACLAVA STATION
ST KILDA PRIMARY SCHOOL
ST KILDA BOTANICAL GARDENS
CHAPEL STREET
ST KILDA COMMUNITY GARDENS CLUB
WILLIAM STREET RESERVE
GOURLAY STREET
RIPPONLEA STATION
0
250
500 m
Legend
Property Within Balaclava and St Kilda Eas
Train Station
Train Route
Road Network Class Code Hierarchy
1
2
3
4
5
6
9
Open Space


WALK QUALITY - FOOTPATH SHADE COVERAGE
CHAPEL STREET MAC
ALMA ROAD COMMUNITY CENTRE
ORRONG ROAD LAC
INKERMAN STREET LAC
CARLISLE STREET MAC (WEST POINT)
ST.KILDA LIBRARY
CARLISLE STREET MAC (MID POINT)
PORT PHILIP COMMUNITY GROUP
BALACLAVA STATION
CARLISLE STREET MAC (EAST POINT)
BRIGHTON RD LAC
RIPPONLEA STATION
RIPPONLEA LAC
SWINBURNE UNIVERSITY OF TECHNOLOGY
0
250
500 m
Legend
Train Station
Train Route
Balaclava and St Kilda East
Road Casement (VicDATA)
Walk Quality Origin Points
Heat Refuge Locations
Activity Centres
Footpath Shading (3:30pm)
Shaded
Not Shaded
Shaded Areas 3:30pm
Shade (suburb wide coverage)


WALK QUALITY - PRIORITY STREETS
CHAPEL STREET MAC
WILLIAMS ROAD
DANDENONG ROAD
ALMA PARK
ALMA ROAD
ST KILDA ROAD
CHAPEL STREET
WESTBURY STREET
ALMA ROAD COMMUNITY CENTRE
ORRONG ROAD LAC
INKERMAN STREET LAC
INKERMAN STREET
ORRONG ROAD
INKERMAN ROAD
CARLISLE STREET MAC (WEST POINT)
CARLISLE STREET
ST KILDA LIBRARY
CARLISLE STREET MAC (MID POINT)
BALACLAVA STATION
PORT PHILIP COMMUNITY GROUP
BALACLAVA STATION
CARLISLE STREET MAC (EAST POINT)
HOTHAM STREET
BALACLAVA ROAD
BRIGHTON ROAD
MITFORD STREET
BRIGHTON RD LAC
RIPPONLEA STATION
RIPPONLEA STATION
RIPPONLEA LAC
0
250
500 m
Legend
Train Station
Train Route
Balaclava and St Kilda East
Low
Moderate
High
Walk Quality research priority areas for increased shade provision
Walk Quality Origin Points
Heat Refuge Locations
Activity Centres

APPENDIX E
WALK QUALITY RESEARCH METHODOLOGY

WALK QUALITY RESEARCH METHODOLOGY

BUILDING THE DIGITAL TWIN AND INTEGRATING WALK-QUALITY

This work is linked to 'Walk-Quality' project. This initiative is led by Prof. Marcus White, Tianyi Yang, and Dave O'Reily from Swinburne University of Technology, and Dr Nano Langenheim, Prof. Mark Stevens, Dr Robyn Scofield, Associate Prof. Steven Livesly and Dr Sachith Seneviratne from the University of Melbourne.

The project aims to enhance the 'walk-quality' of urban areas by developing a design platform that evaluates various factors influencing pedestrian experiences.

The project is funded by the Australian Research Council (ARC) Linkage Grant (LP190100089) and industry partners. The platform considers key urban design elements such as pedestrian accessibility, slope, thermal comfort, pedestrian risk, and pollution. By analysing these factors, the tool aims to improve urban environments for pedestrians, making walking safer, more convenient, and comfortable for everyone.

This cross-disciplinary study involves collaboration with partners from the University of Melbourne, the Transport Accident Commission (TAC), Glen Eira Council, engineering consultancy, Maribyrnong Council, and VicRoads. The research is conducted at Swinburne's iHUB facility, which supports smarter urban planning, design, and management. For more detailed information, you can visit the project's official website: Walk-Quality.com

We have built a 3D context model of entire municipal areas of suitable accuracy for assessing shading and over-shadowing impacts for different times of the year. Footpath and crossing data have been generated partially through use of machine learning and partially through manual GIS/CAD generation covering 17000 segments of footpaths and 6300 crossings (Figure 3).

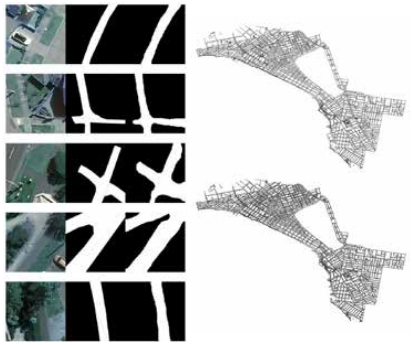


Figure 1: above, examples of the mask output from the best performing fine-tuning model. The model is pre-trained as the backbone of DINO-MCina self-supervised manner and then fine-tuned on footpath segmentation task training set with 1000 remote sensing images. Right, visualisation of the whole generated network with top right image of the ground truth footpath network, and bottom right showing the generated footpathetwork using our pipeline (Wanyan et al. 2023).

3D BUILT FORM MODEL FOR SHADOWS

The 3D built form model were generated from building extraction is done in three stages. Firstly, with Semantic Segmentation – recognising building pixels on an aerial image using deep neural networks (DNNs). Secondly, polygonization, by converting building pixel detections into polygons derived from Bing Maps imagery between 2014 and 2024 including Maxar, Airbus, and IGN imagery (available for download Bing Maps Global Building Footprints and use under ODbL).

The third stage of model development involved were estimating building heights by combining Open Street Map building height data, LiDAR data, and Bing Global Building height data derived from trained neural network to estimate height above ground using imagery paired with height measurements, with the average height of an overall building stored as a height attribute within a building polygon. We wrote a simple script to take the building height attribute and extrude the building outline polygon by that height attribute value to create a simple 3D building volume. Note that this model does not account for complex roof types or include the canopy of the building, so it should be used as a guide only. These 3D modelled buildings were used for shadow casting.

3D TREES MODELS FOR SHADOWS:

The process involved processed nearly 200,000 trees categorising species grouping and scaling for 3D model generation. Tree-shade shade maps were generated using 3D models with accurate height and canopy extent from geolocated trees (3D tree-form models) independently to the building shade. The trees-model was developed using the council (CoPP) GIS public tree point data, augmented with the Vicmap Vegetation imagery derived urban tree point data for location, height and canopy sizes. Newly planted small trees, which were not included in the CPP data or captured by Vicmap Vegetation imagery, are excluded from the model. The inclusion of trees within the private realm ensures a more comprehensive representation of those contributing to street shading.

The trees-model was processed in four stages. Firstly, to simplify, the GIS records of the 400 unique tree species planted across the municipality were categorised into six groups using a visual similarity approach. Each species was categorised as 'conifer', 'deciduous', 'eucalypt', 'evergreen exotic', 'evergreen native' or 'palm'. Where no species data was available, trees were categorised as 'undefined'. As no species data is available for the private realm trees, these trees were also categorised as 'undefined' (Figure 2).



Figure 2: Categorisation of species as either 'conifer', 'deciduous', 'eucalypt', 'evergreen exotic', 'evergreen native' or 'palm'.

Secondly the categorisation was then used to assign which '3D tree-form model' would pass to each of the 46,500 tree points as they were exported from the GIS environment to the 3D modelling environment. We used Autodesk Civil 3D™ Map import process and the query builder to generate blocks representing each tree point from the GIS data with the attribute for canopy width controlling x,y scale and the attribute for height controlling the block elevation (Figure 5).

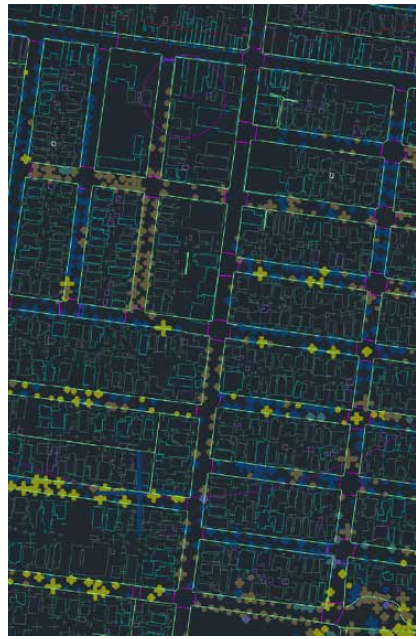


Figure 3: Screengrab of tree categorisation of nearly 200,00 trees, and 17000 segments of footpaths and 6300 crossings.

Thirdly, the 3D tree-form models were assigned to the point locations and coded to inherit the scaling properties of the AutoCAD blocks, while maintaining an average urban tree trunk height of 2.5m (scaling parameters are applied to the canopy section of the tree-form model). Scaled tree-point data was import as point from CIVIL3D with points coming in with block scale (X and Y) with height representing Z=canopy top height. Run script – read the Z value of the object and store as a Z height as a Z scale 'multiplier'. Points for all trees (except palms) should be moved down in the Z direction by 2.5 metres with canopy scaled to fit into 1x1x1m box. Scale should be adjusted (trunk height of 2.5m) (assuming the canopy begins at 2.5m) (Figure 4).

The tree-form models were built with moderately high polygon-density to allow enough realism to produce both traditional design imagery for qualitative visual decision-making support and simultaneously shade quantification for different street configurations, different times of day, and at different times of year (Figure 5).

Fourthly, from this model, shade maps of tree planting scenarios at children's head height (1.2 m) are 'rendered out', using a texture baking technique which captures shadows of objects in isolation, on a surface. The shade maps were rendered out at 1.6km by 1.6km at 8000x8000 pixels (each pixel =200mm) as 'geo-tiles' (geo-referenced to MGA2020/55).

The high-resolution tiles can be used for detailed analysis and also down-sized for merging with vector base footpaths for percentage shaded footpath calculations and visualisation (Figures 7, 8 and 9).

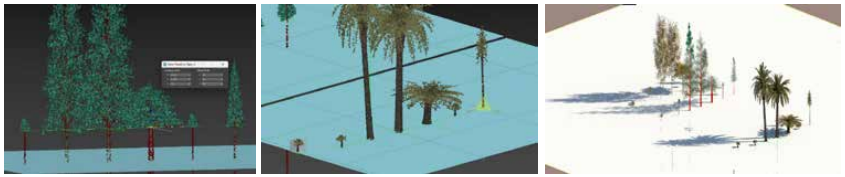


Figure 4: Tree models with canopy extents fit to 1x1x1 box upscaled based on canopy width and elevation data.

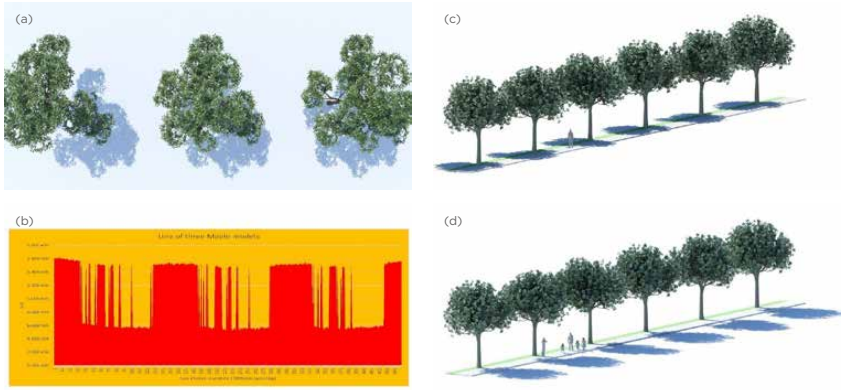


Figure 5: 3D Tree models (a) used to calculate time-based shadows measuring lux along footpaths (b). Shade can be assessed for different times of day, for example a north-south running street casting shadows on the footpath shading people at 12pm (c), or casting shade that misses the footpath and people walking at 3.30pm (d).



Figure 6 (above): Aerial perspective view of 3D building, tree and shade model.

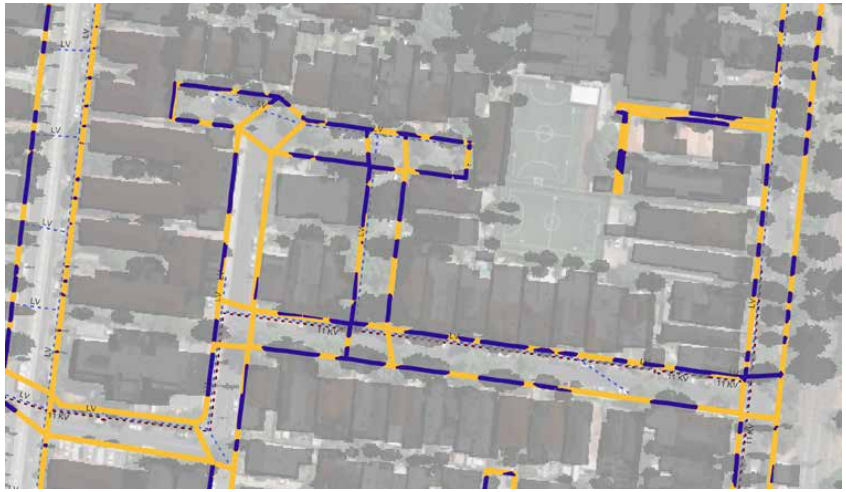
Figure 7 (below): Down-scaled shadow map calculated for 3.30pm December 22.





Figure 8 (above): Down-scaled shadow map calculated for 3.30pm December 22 intersected with footpath vector data. Yellow footpath areas show footpath that is fully in shade, blue shows footpaths in shadow.

Figure 9 (below): Detailed plan view showing 3.30pm December 22 intersected with footpath vector data with yellow footpath areas show footpath that is fully in shade, blue shows footpaths in shadow, with dotted lines showing overhead powerline dataset.



INTEGRATING SHADE MAP WITH PEDESTRIAN CATCHMENTS

We've developed a tool (expanding upon our PedestrianCatch.com tool) that calculates walking access catchments, or 'ped-sheds,' while factoring in shade quality. This tool helps determine whether key destinations, such as air-conditioned buildings or well-vegetated community areas, are within a comfortable and safe ten-minute walk. Using a model that samples the shade maps produced in the earlier steps along footpaths, the tool evaluates tree shade coverage and sets a threshold for maximum direct sun exposure. This ensures that walking routes are not only accessible but also shaded enough to protect pedestrians, especially children, from excessive heat and UV radiation.

Walking catchments that integrate shading and pedestrian crossing wait times were generated for key destinations, measuring maximum direct sun exposure limits of 2, 4, 6, 8, and 10 minutes, as illustrated in Figure 10. Here, direct sunlight exposure acts as a limiting factor, influencing pedestrians to prioritise shaded pathways to minimise exposure to harsh sunlight. The resulting 10-minute walking catchment, which illustrates how far pedestrians can comfortably walk without significant sun exposure, is constrained primarily by the connectivity of the pedestrian network and street crossing points.

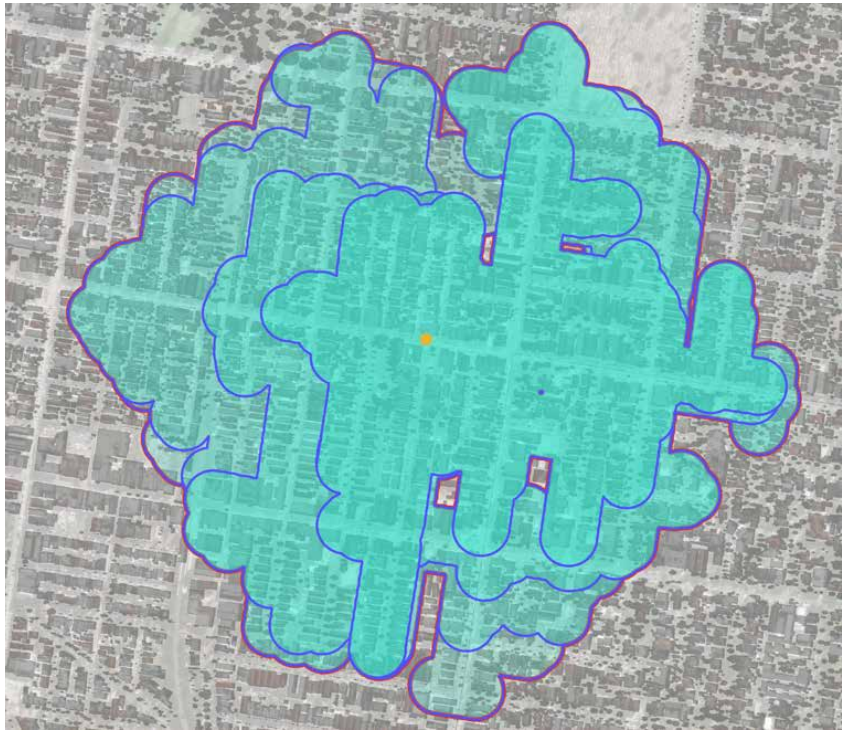


Figure 10: Pedestrian catchments for Inkerman Street on December 22nd at 3:30 pm. The shaded areas in light blue represent walking catchments with direct sun exposure limits of 2, 4, 6, and 8 minutes, while the red boundary outlines the full 10-minute exposure limit catchment (as though the entire walk is within shade).

TRAFFICKED ROUTES AND PRIORITY ROUTES

By simulating all possible pedestrian routes from key destinations under defined sun-exposure limits, we produced datasets indicating pedestrian route utilisation for each scenario. This analysis identifies street segments most frequently traversed by pedestrians, represented visually through colour-gradient mapping (Figure 11 and Figure 12). Routes with higher pedestrian density are represented by colours at the red and orange end of the spectrum, indicating priority streets that require shade improvements or infrastructure enhancements. Conversely, less-utilised street segments are shown in colours at the blue end of the spectrum. Analysing these patterns helps highlight routes significantly influenced by shading conditions, thereby informing targeted interventions such as tree planting, shade infrastructure, and other improvements to pedestrian amenities.

VISUALISING SHADE IMPACT – 'DIFFERENCES' LAYER

To clearly visualise the impact of shading on pedestrian route selection, we generated a comparative analysis between the 4-minute and 10-minute direct sun exposure scenarios for each destination. The differences between these scenarios were visualised using a gradient colour scale.

To clarify how these differences were calculated, explanatory diagrams (Figure 13, Figure 14 and Figure 15) demonstrate the method applied.

Figure 13 illustrates the resulting 10-minute walking catchment, representing how far pedestrians can comfortably walk without significant sun exposure. In this diagram, pedestrian route usage density is indicated by colour: the most frequently utilised pedestrian routes appear in red and orange, gradually transitioning through yellow, green, and blue along routes extending outward, reflecting progressively lower pedestrian density.

In contrast, Figure 14 illustrates the 4-minute direct sun exposure scenario. Here, pedestrians limit their direct sunlight exposure to a maximum of four minutes, prioritising shaded routes. Due to the limited availability of adequately shaded paths, pedestrian accessibility is notably reduced compared to the 10-minute scenario, impacting connecting pathways between both shaded and less-shaded areas.

Figure 15 shows a simplified example of the difference calculation method, highlighting hypothetical variations in pedestrian route usage between the 4-minute and 10-minute direct sun exposure scenarios. Route segments shown in red represent the greatest differences in pedestrian usage between scenarios, indicating street segments are strongly influenced by shading availability. Such differences can help target areas for strategic tree planting and urban shading improvements.



Figure 11 (above): Pedestrian route usage density for Inkerman Street with a maximum direct sun exposure limit of 4 minutes, simulated for December 22nd at 3:30 pm. The colour spectrum ranges from red, represent streets with higher pedestrian traffic density, through to dark blue, indicate routes with lower usage.

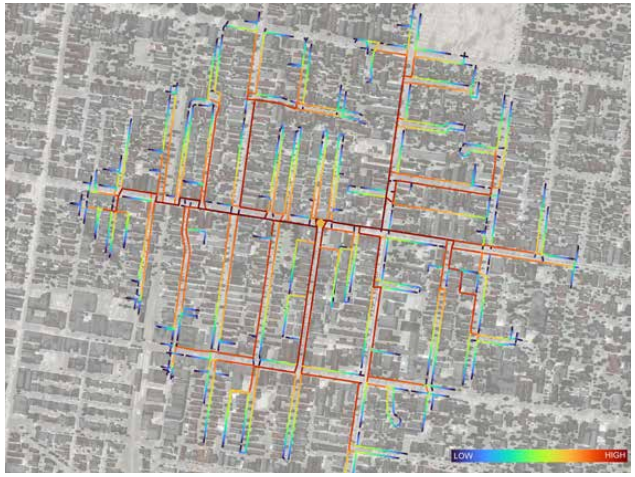


Figure 12 (above): Pedestrian route usage density for Inkerman Street with a maximum direct sun exposure limit of 10 minutes, simulated for December 22nd at 3:30 pm. The colour spectrum ranges from red, represent streets with higher pedestrian traffic density, through to dark blue, indicate routes with lower usage.

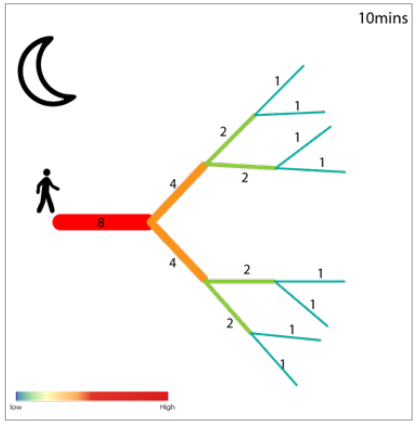


Figure 13 (above): Diagram illustrating the pedestrian route usage calculation for the 10-minute walking catchment scenario. Route segments are colour-coded by pedestrian density, with red and orange indicating the highest frequency of use, progressively transitioning to blue as pedestrian usage decreases along branching paths.

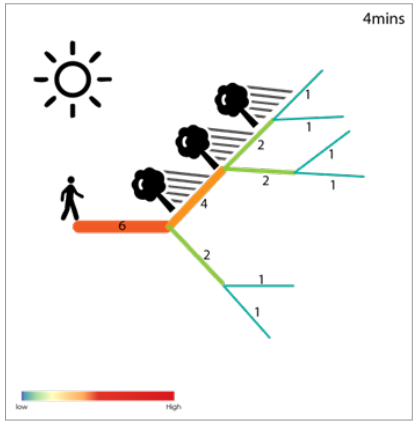


Figure 14 (above): Diagram illustrating pedestrian route usage calculation for the 4-minute direct sun exposure scenario. Route segments lacking sufficient shade (indicated by sun exposure symbols) become less accessible, leading pedestrians to prioritise shaded routes. This reduces the accessible pedestrian catchment area, impacting route density compared to the 10-minute scenario.

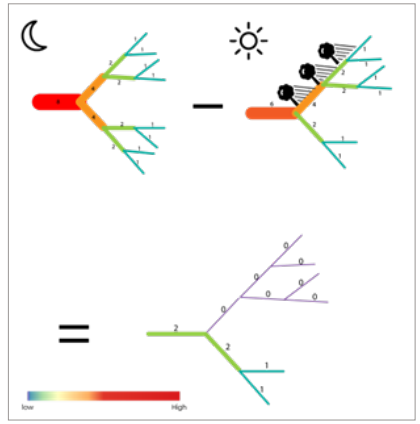


Figure 15 (above): Diagram illustrating the calculation of differences between pedestrian route usage under the 10-minute and 4-minute direct sun exposure scenarios. The upper diagrams show the route density for each scenario, and the lower diagram visualises the resulting differences.

Figure 16 illustrates an applied example of this calculation for Inkerman Street on December 22nd at 3:30 pm, specifically highlighting differences between the 4-minute and 10-minute scenarios. Finally, to provide a comprehensive view, differences calculated for all key destinations were combined into an overall visualisation, as shown in Figure 17. This visualisation identifies street segments consistently impacted by insufficient shading across multiple pedestrian catchments, guiding targeted urban interventions such as strategic tree planting and shade infrastructure enhancement.



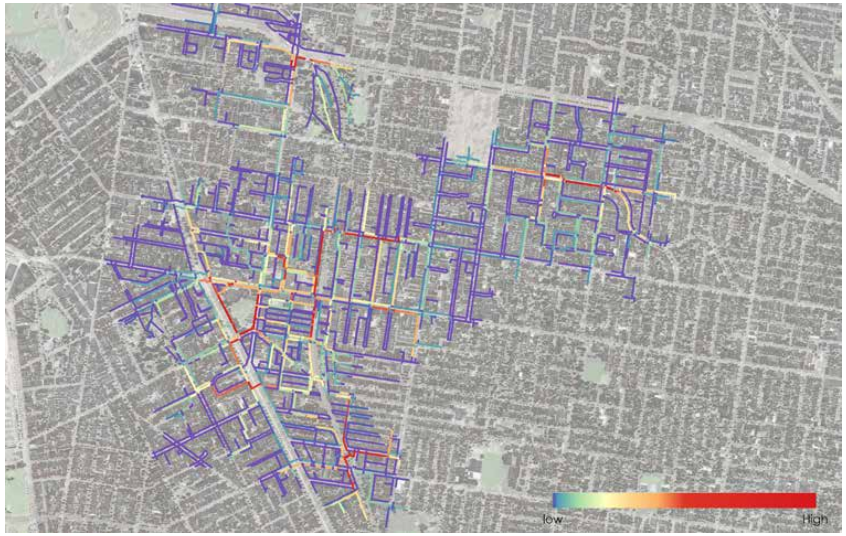


Figure 16 (top): Visualisation of pedestrian route usage differences for Inkerman Street on December 22nd at 3:30 pm, comparing the 4-minute and 10-minute direct sun exposure scenarios. Route segments in red indicate areas with the highest difference in pedestrian activity between the scenarios, highlighting streets significantly impacted by insufficient shading and therefore prioritised for additional tree planting or shade infrastructure.

Figure 17 (bottom): Combined visualisation of pedestrian route usage differences across all key destinations, highlighting overall street segments most affected by insufficient shading between the 4-minute and 10-minute direct sun exposure scenarios.

APPENDIX F

BACKGROUND DOCUMENT SUMMARIES, CASE STUDIES & BEST PRACTICE

KEY STRATEGIC DOCUMENTS

DOCUMENT REVIEW

A review of existing Council strategies and reports and similar projects in other locations was undertaken to inform the UFPP. These documents helped identify Councils aspirations for the functionality and hierarchy of streets and their various attributes.

For example, whether streets were identified as active travel corridors or potential bio-links, where the most substantial changes in residential density are forecast, and which streets have already been identified as being a priority for additional street tree planting. Some of the key implications from these documents have been summarised over the following pages.

Key documents that were reviewed in detail:

- Urban Forest Strategy, 2024 - 2040
- City of Port Phillip Housing Strategy, 2024 - 2039
- Places for People - Public Space Strategy, 2022 – 2032
- Public Space Strategy - Technical Report
- Integrated Transport Strategy, 2018-28
- Carlisle Street Activity Centre Structure Plan, 2009
- Council Plan & Budget, 2021 – 2031
- Parking Management Policy, 2020
- Nature Strip and Street Gardening Guidelines, 2022
- Urban Forest Strategy Background and Benchmarking Report
- Greening Port Phillip Street Tree Planting Program (2017-2022)

The following supporting documents were also considered:

- Greening Port Phillip - Various Documents
  - › An Urban Forest Approach, 2010
  - › Developing our new Urban Forest Strategy Testing the Draft Vision and Principles - Summary of Stage 1B Engagement (Draft 1, 26 September)
  - › Urban Forest Strategy Developing Evidence Based Targets. Information from Community Workshops
  - › Urban Forest Mid-Term Review and Report
  - › Urban Forest Strategy Stages 1, 1B, 2, & 2A Engagement Findings Report
  - › Urban Forest Strategy Strategic Directions: Inclusion of Community engagement feedback on the Vision and Principles
- Nature Strip Guidelines (2022). Analysis of phase one community engagement results
- Draft Public Space Strategy - Summary Engagement Report (2020)
- City of Port Phillip Housing Strategy Phase 3 - Feedback on the Draft Strategy Engagement Report
- Street Tree Planting Program (2017-2022)
- Permeability Baseline Assessment and Tool Development
- Permeability in the Private Realm
- Draft Public Space Strategy Summary Engagement Report
- South Melbourne Street Tree Planting
- City of Port Phillip Tree Ledger
- Protecting Vegetation in the Private Realm- Discussion Paper
- Cooling South Melbourne.
- Bothwell Street Biolink Plan, 2022
- Green Line Proposal (Green Line Alliance), 2022
- Inkerman Street Crash Statistics, 2023
- Inkerman Street Road Safety Audit, 2021
- Inkerman Street Project Impact Assessment, 2023
- Inkerman Street Safe Travel Corridor Report
- Inkerman Street Safety Improvement Project
- Elwood Foreshore Biodiversity Constraints Assessment, 2020
- Biodiversity Study and Action Plan - Background Research Discussion Paper, 2020
- Biodiversity Study and Action Plan - Implementation Plan, 2020

STRATEGIC CONTEXT MAPS

The strategic and policy aspiration for the study area have been summarised under three themes:

- placemaking, land use and development
- movement networks
- green and blue functions.

The UFPP examines how each category contributes to the broader goals of the project, considering factors such as density, sustainable transport, public realm activation, and the integration of green spaces. Through this integrated approach, the design solutions within the UFPP will be contextually appropriate and achievable.



URBAN FOREST STRATEGY, 2024-2040

The City of Port Phillip's Urban Forest Strategy (2024 to 2040) provides a comprehensive framework for the development and management of Port Phillip's urban forest. The urban forest encompasses all trees, shrubs, and groundcovers on both public and private land, including gardens, parks, green roofs, and industrial areas. The Urban Forest Strategy highlights the importance of greenery in enhancing quality of life, boosting biodiversity and habitat, reducing air pollution, mitigating heat and flood risks, reducing stormwater costs, and increasing property values. Urban vegetation also creates employment opportunities and can be an important way of reflecting the indigenous landscape of the place.

Developed with community input, the Urban Forest Strategy outlines a vision where vegetation and green spaces are healthy and abundant, biodiversity is valued and supported, and nature connects people.

The Strategy is structured around five guiding principles:

1. Prioritising tree retention and introducing resilient plant species to address climate vulnerabilities.
2. Fostering collaboration among Council, community, and industry partners to care for urban greenery.
3. Emphasising biodiversity and habitat creation.
4. Investing in integrated urban greening across various landscape types.
5. Valuing the urban forest as a long-term asset critical to community well-being and neighbourhood character.

The Strategy also identifies key challenges to a healthy urban forest, such as climate change, urban heat, invasive weeds and plant diseases, human population growth pressures, spatial constraints, and biodiversity loss.

The Strategy offers a comprehensive body of research that supports canopy targets, and details approaches to vegetation diversity, water management and sustainable use of maintenance resources.

This provides the framework within which the Urban Forest Precinct Plans will operate, by honing in to a more detailed, streetscape-scale proposal for improving the urban forest.

The core objectives of the Urban Forest Strategy are:

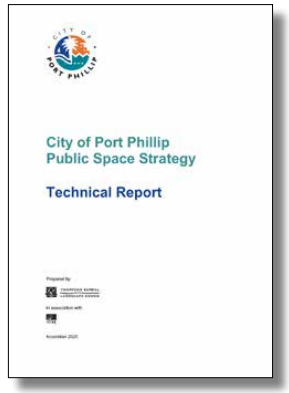
- Increased canopy cover on public and private land for a liveable, sustainable, equitable and vibrant city.
- A cooler and greener city, which is resilient to more severe weather and changes in rainfall.
- Our community is engaged, trees and plants are valued, and we build partnerships to green our urban environment across all land types.
- A well-managed forest, including healthy trees and tree quality, pest and disease management and succession planning for iconic species and locations.
- A biodiverse urban forest with diverse species, healthy ecosystems, and habitat.

The UFPP supports these objectives by providing details on how to implement increased trees and biodiversity outcomes.









CITY OF PORT PHILLIP HOUSING STRATEGY (2024-2039)

The City of Port Phillip Housing Strategy sets out a 15-year plan to guide housing growth while strengthening resilience, quality of life, and community diversity. It designates areas for substantial, moderate, incremental, and minimal change, aligning with broader Council strategies on transport, economic growth, and sustainability.

UFPP Considerations:

- Areas marked for substantial change, such as the Carlisle Street Major Activity Centre (MAC), present opportunities to integrate street tree planting and urban greening as part of the gradual changes.
- Property consolidation in areas of growth may allow for increased canopy cover through coordinated landscaping and open space initiatives.
- Streets experiencing minimal change provide stability for long-term tree planting and maintenance strategies.

INTEGRATED TRANSPORT STRATEGY (2018-2028)

The Integrated Transport Strategy outlines a 10-year plan to improve transport connections within the City of Port Phillip. It prioritises sustainable and active transport, improves public transport access, and optimises infrastructure to accommodate population growth while preserving quality of life.

UFPP Considerations:

- Streets must balance canopy expansion with maintaining space for trams, buses, active transport and private vehicles.
- Opportunities exist to explore increased tree planting along transport routes identified in the Strategy to encourage cycling, walking and public transport usage across CoPP.
- Where land is not managed by Council such as state roads and rail, the UFPP will identify advocacy opportunities.
- The UFPP informs integrated transport planning by identifying streetscape interventions that enhance safety, shade, cooling, and overall user experience.

PLACES FOR PEOPLE - PUBLIC SPACE STRATEGY (2022–2032)

The Places for People – Public Space Strategy provides a vision for enhancing public spaces in Port Phillip. It establishes principles ensuring public spaces are equitable, abundant, versatile, and innovative.

UFPP Considerations

- Several streets, including those in the Alma Road and Chapel Street area, are identified for additional street trees to improve canopy cover and pedestrian experience.
- The strategy supports the integration of more tree planting within new public spaces, such as those being acquired by CoPP (e.g., 43 & 49 Pakington Street).
- Opportunities exist to partner with the Southern Metropolitan Cemeteries Trust for additional tree planting and biodiversity improvements.
- Initiatives like temporary street closures (e.g., Dickens Street) and carpark repurposing can provide space for tree canopy enhancements and urban greening.

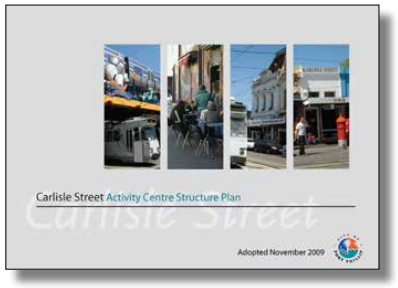
PUBLIC SPACE STRATEGY - TECHNICAL REPORT (2020)

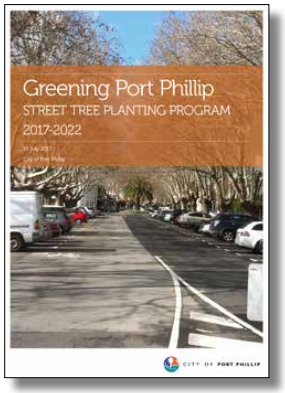
The Public Space Strategy – Technical Report informed the Public Space Strategy. It assessed current public space provision, identifies future needs, and details guidelines for the equitable and strategic management of open spaces.

UFPP Considerations

- The technical report assists with understanding the broader network of open spaces and how people use and move between them.
- Opportunities exist to uplift the canopy in existing open spaces, as identified in the Report, through targeted tree planting and design interventions.

OTHER RESOURCES





CARLISLE STREET ACTIVITY CENTRE STRUCTURE PLAN, (2009)

The Carlisle Street Activity Centre Structure Plan provides a framework for managing growth in response to economic and lifestyle trends. It aligns with the superceded Melbourne 2030 (now replaced by Plan Melbourne), focusing on increased residential density, a broader mix of activities, and improved public transport and walkability within the activity centre.

UFPP Considerations

- The Structure Plan proposes specific streets for new planting/greening, the UFPP should further support these recommendations.
- Areas that are identified for a greater pedestrian activity may need additional focus on providing shade.

GREENING PORT PHILLIP STREET TREE PLANTING PROGRAM (2017-2022)

The Greening Port Phillip Street Tree Planting Programme outlined a five-year plan to improve the City's urban forest through strategic tree planting. It supports the broader Greening Port Phillip vision by increasing canopy cover, reducing the Urban Heat Island effect, improving biodiversity, and enhancing public amenity.

UFPP Considerations

- The UFPP can support the Programme's goal of increasing canopy cover by integrating tree planting and green infrastructure into developments.
- This strategy provided a detailed tree species list which was used as the starting point for the UFPP species lists.

CASE STUDIES

- City of Melbourne & The University of Melbourne. (2020) 'Streetscape biodiversity case study'. Available at: https://cpb-ap-se2.wpmucdn.com/blogs.unimelb.edu.au/dist/c/359/files/2020/06/Streetscape-Biodiversity-Case-Study.pdf (Accessed: 12 February 2025)

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Balaclava and St Kilda East - Urban Forest Precinct Plan

Engagement Report

May 2025



City of Port Phillip **Urban Forest Precinct Plan Balaclava and St Kilda East**

Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respects to Elders past and present.
We acknowledge and uphold their continuing relationship to this land.

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Before reading this report

The following should be considered in reading this report:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- Participants attending the community events were self-selecting. As such, the key themes of conversations at these events reflect only a limited proportion of the local community.
- City of Port Phillip strives to include diverse voices in our engagement activities. We acknowledge, however, that some people are likely to have experienced barriers to participation in the activities that are outlined in this report – including people with disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people and others.
- The word '**participants'** is used to describe the total group of community members and stakeholders who contributed to this engagement process. The terms '**respondents'** is used to talk about the sub-group of total participants who responded to a specific question or engagement activity.
- The information and views presented in this report are a summary of the opinions, perceptions and feedback heard from the online survey and face-to-face meetings with the Urban Forest Coordinator.
- This report summarises key feedback from participants and does not preclude the project team from considering community feedback in its original format.
- The report summarises the feedback from engagement activities. While every effort is made to include the full breadth of feedback provided, not all comments, views or advice are shown in the findings of this report. Where appropriate, a mix of quotes, themes and metrics are used to convey community feedback.

City of Port Phillip **Urban Forest Precinct Plan Balaclava and St Kilda East**

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Introduction

Project background

The Urban Forest Strategy, adopted in August 2024 has a target to achieve 30% canopy cover on streets and a minimum of 40% canopy cover on public space (non-sports field areas) by 2040 and to increase biodiverse planting.

The purpose of the Urban Forest Precinct Plan is to guide tree planting and biodiversity projects to achieve these targets and a healthy, biodiverse, and connected urban forest. In Balaclava/East St Kilda canopy cover on streets is currently 25% and public spaces 31%.

As an older municipality, a lot of streets in Port Phillip are narrow, have narrow footpaths, have no nature strip or narrow nature strips. The constrained space in some Port Phillip streets, particularly in St Kilda, East St Kilda, and Balaclava are challenging to retrofit, with above and below ground services, contaminated or poor soils, accessibility, car parking, footpath crossovers varying between streets.

Planting trees in streets need to respond to these challenges and sound planning taking opportunities and constraints is critical to ensure trees are planted where they are needed to increase canopy cover.

Engagement included an online feedback form, and the ability to book one on one appointments with the project team.

About this report

This consultation was designed to provide residents of Balaclava and St Kilda East, as well as the broader community, with a meaningful opportunity to provide feedback on the draft Precinct Plan. These key stakeholders' perspectives are vital to ensuring the plan reflects community aspirations for greening Balaclava and St Kilda East.

Through online and face-to-face methods, we sought feedback on participants satisfaction with the plan and other key actions and outcomes, we also gathered suggestions for potential planting sites that we missed in the plan. Community input is crucial for identifying areas for improvement and will directly inform the finalisation of the Balaclava St Kilda East Precinct Plan.

Through this engagement, we aimed to:

- **Inform and educate**
  Provide a clear understanding of the draft plan's objectives, specifically regarding increasing tree canopy, improving biodiversity, and managing plane trees.
- **Collect feedback**
  Obtain valuable input and diverse perspectives from residents, businesses, and other stakeholders to refine and strengthen the final plan.
- **Address concerns**
  Proactively identify and respond to any questions or worries about the plan.
- **Build agreement**
  Foster a shared understanding and consensus within the community on the most effective strategies for managing the urban forest in Balaclava and St Kilda East.
- **Promote collaboration**

  Encourage a sense of community ownership and shared responsibility for the present and future of the local urban forest.

What we did

Between **12 April and 14 May 2025,** we delivered a range of communications activities to let the community know about the draft Urban Forest Precinct Plan Balaclava and St Kilda East and collected feedback through engagement activities.

Communications activities

To increase awareness of the engagement process, we did the following:

Emails	On **15 April 2025** an email was sent to people who follow the Urban Forest Strategy Have Your Say Page (69 people) were sent an email inviting them for feedback on the precinct plan. **70 % of the recipients** opened the email.
Social media posts	Social media posts were included on Facebook and Instagram to promote the engagement process. **Facebook** Reach: 1408 | Reactions: 17 | Comments: 8 | Shares: 2 | Link Clicks: 15 **Instagram** Reach: 1454 | Reactions: 55 | Comments: 1 | Shares: 1 | Saves: 4 | Link click via Linktree: 16
'Have your say' website	Council's dedicated engagement website, 'Have your say' included a page for this project, with information on the process, a timeline, contact details, and opportunities to engage. The page had **1,314 Visitors**

Engagement activities

To collect feedback from the community we did the following activities:



Survey (Available online and printed, translated into any language on request)

This survey collected demographic details about participants, and asked for community feedback on:

- Satisfaction rating with the key actions in the precinct plan.
- Specific feedback or suggestions regarding the key actions outlined in the plan.
- Identification of any key action's participants were dissatisfied with.
- Suggestions for additional planting sites or potential green spaces that might have been missed in the draft plan.
- Support or resources that residents would find helpful from the Council to green their garden, balconies, or nature strips.
- Views on accessibility in the context of the precinct and priorities for improvement.

The survey was available in English, on our Have Your Say platform.



Meetings with the project team.

This project delivered meetings online and in person at St Kilda Town Hall. The meetings could be booked at the following times:

- Tuesday, 6 May 2025 (11 am to 2 pm)
- Wednesday, 7 May 2025 (9 am to 5 pm)
- Friday, 9 May 2025 (1 pm to 3 pm)

Participants were invited to discuss the Urban Forest Precinct Plan with the Urban Forest Coordinator and

	provide feedback or ask questions. Staff notes from these discussions have been integrated into the findings.
Groups	The Urban Forest Coordinator spent time with local groups and individuals to discuss the precinct plan and collected feedback. Staff notes from these discussions have been integrated into the findings.
Advisory committee meeting	A meeting was held with Council's Older Persons Advisory Committee on Monday 5 May. The meeting included time to cover the key features of the Precinct Plan and to hear concerns and ideas from committee members. Staff notes from these discussions have been integrated into the findings.

Reach and participation

Reach through communications activities

Activity	Reach	Insights
Social media posts	**2862**	• The Instagram post reached slightly more people than Facebook (1454 versus 1408 respectively), however interaction was even between the two posts. However, there were more comments on the Facebook post (8) than the Instagram post (1).
'Have your say' website	**1,810 views**	• Most visitors came to the website either via a social media campaign (75.8%), directly to Have Your Say Port Phillip (14.5%) or from search engines (5.2%) or other websites (4.5%). • We had a high number of visitors to the page (1,319), however only of 34 visitors made at least one contribution.

Who we heard from

Demographics

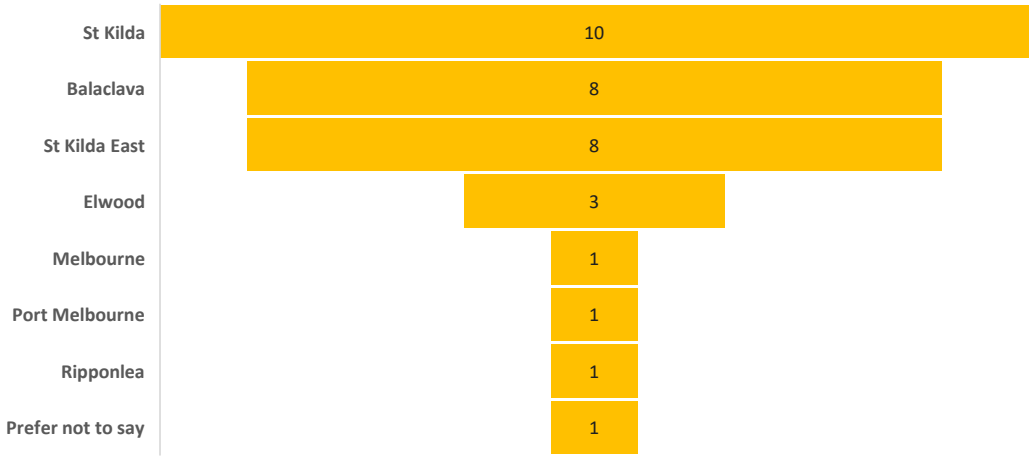
Through our surveys, as well as the meeting with the Urban Forest Coordinator, we asked questions about participants' demographic details.

Of the total participants, 34 shared some demographic information with us. The following explores those demographics.

Participant Profile

Residential Suburb

Participants resided across several suburbs within the city, with notable representation from Balaclava (8 responses), St Kilda East (8 responses), St Kilda (10 responses), Elwood (3 responses), Ripponlea (1 response), Melbourne (1 response), and Port Melbourne (1 response).



Gender Identity

The 33 participants answered this question, 15 males, 14 females, 1 non-binary individual, and 3 who preferred not to disclose their gender.

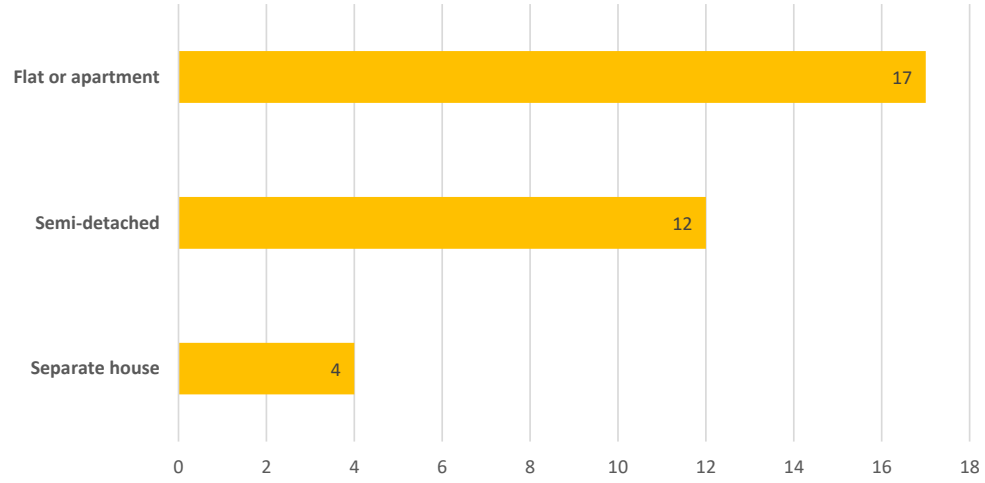
Diversity and Inclusion

We asked people if they identified with any of the following statements. The statements included (in order of number of responses):

- **None of these apply to me (18 respondents).**
- I identify as LGBTIQA+' (5 respondents).
- I am a person with disability' (1 respondent).
- I speak a language other than English at home' (4 respondents).
- I consider myself financially disadvantaged' (No responses).
- I am from an Aboriginal and/or Torres Strait Islander background' (No responses)

Housing Type

Most participants lived in flats or apartments (17 responses), followed by semi-detached housing (12 responses), and separate houses (4 responses).

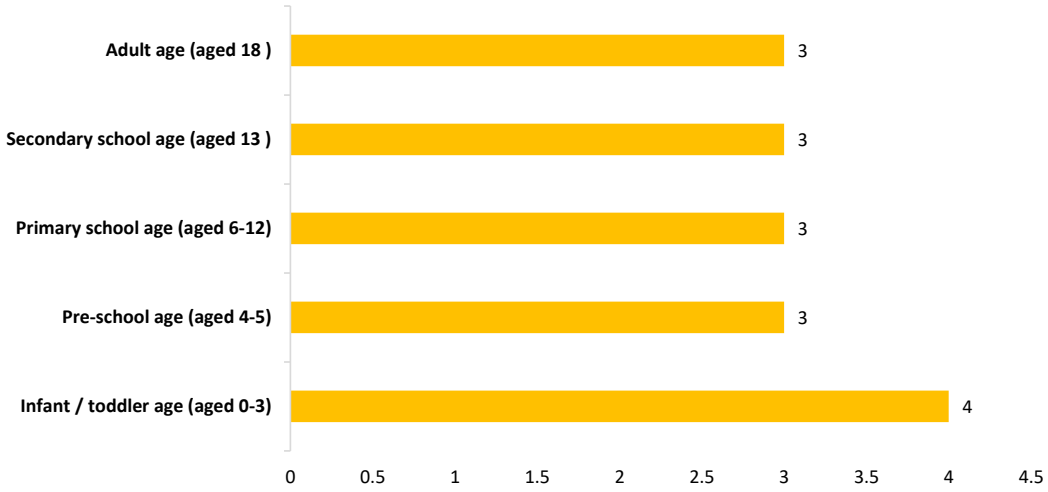


Home Ownership

The majority **of respondents 73% owned their homes** (24 respondents), while the remaining **27% rented** (9 respondents).

Household Composition

Most participants (21 respondents) reported no children in the household, while 12 respondents had children. Among those, children were represented across a range of ages including infants/toddlers (4), pre-school (3), primary school (3), secondary school (3), and adult age (3)



To help us understand if we were engaging with people for the first time, we asked participants if they had provided feedback on any other Council projects in the past 12 months.

Responses indicated a mix of both new and recurring contributors, with 20 respondents having provided feedback previously, 11 not, and 2 unsure.

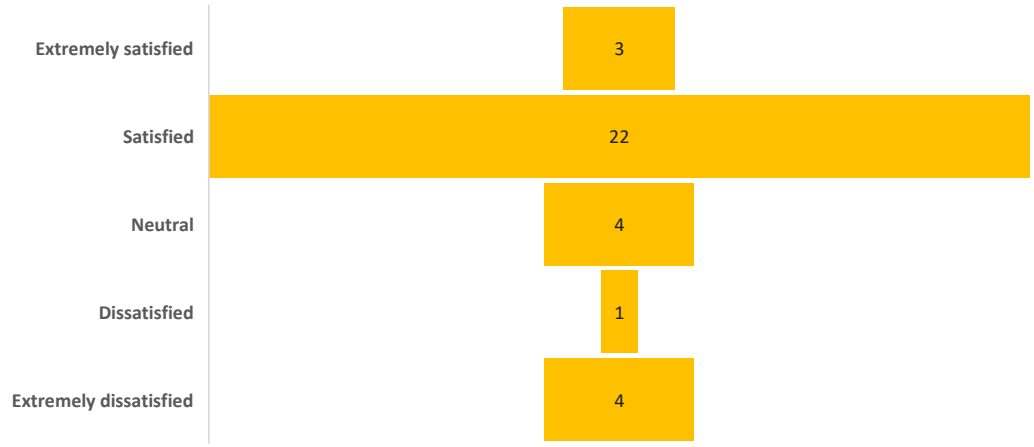
What we heard

Survey

Satisfaction with key actions in the Balaclava/St Kilda East Precinct Plan

Multi Choice | Answered: 34 (100%)

Most respondents are satisfied (64.71%, 22 respondents) or extremely satisfied (8.82%, 3 respondents) with the key actions. Neutral responses were 11.76% (4 respondents), while dissatisfaction and extreme dissatisfaction combined were about 14.7% (5 respondents).

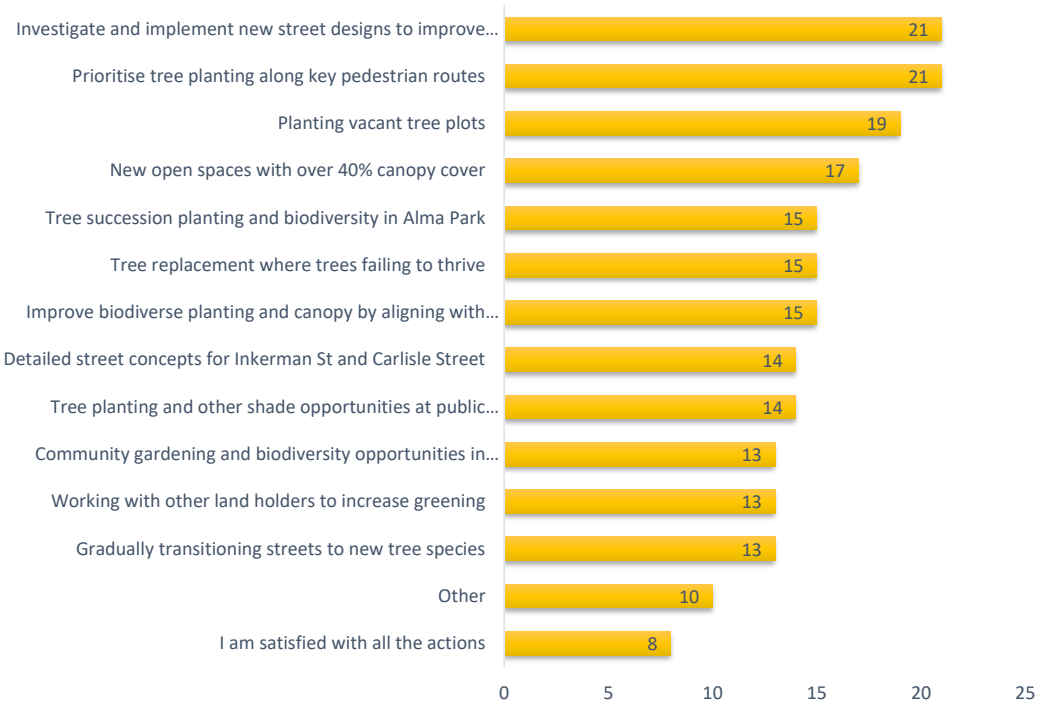


Which key actions are you satisfied with?

Multi Choice | Answered: 25 (73.53%)

Highest satisfaction was for prioritising tree planting along key pedestrian routes and investigating new street designs to improve canopy cover (both 84%, 21 respondents each). Other well-received actions include planting vacant tree plots (76%, 19 respondents) and new open spaces with over 40% canopy cover (68%, 17 respondents). Only 32% (8 respondents) were satisfied with all actions.

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16

Which key actions are you dissatisfied with?

Multi Choice | Answered: 5 (14.71%)

New open spaces with over 40% canopy cover and tree succession planting in Alma Park had the highest dissatisfaction (60%, 3 respondents each). Other actions like prioritising tree planting along pedestrian routes had 40% dissatisfaction (2 respondents), detailed street concepts had 40% (2 respondents), and other actions had lower dissatisfaction levels. No respondents were dissatisfied with all actions.

Action	count
Prioritise tree planting along key pedestrian routes	2
Investigate and implement new street designs to improve canopy cover	1
Improve biodiverse planting and canopy by aligning with multiple Council works programs	1
Planting vacant tree plots	0
Gradually transitioning streets to new tree species	1
Tree replacement where trees failing to thrive	1
Working with other land holders to increase greening	0
New open spaces with over 40% canopy cover	3
Community gardening and biodiversity opportunities in new open spaces and local parks	0
Tree succession planting and biodiversity in Alma Park	3
Tree planting and other shade opportunities at public transport stops	2
Detailed street concepts for Inkerman St and Carlisle Street	2
I am dissatisfied with all the actions	0
Other (suggestion in the map)	4

Do you have any other suggestions or potential planting sites we might have missed in the draft plan?

Map | Answered: 18 (52.94%)

18 respondents suggested 20 additional planting sites.

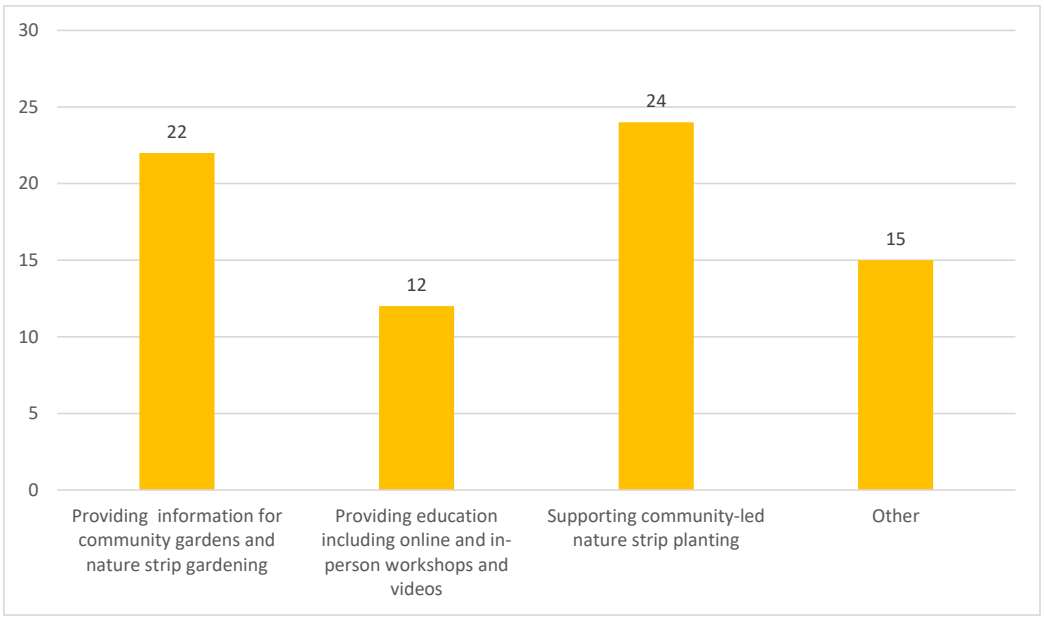
77 Westbury Street, St Kilda East Victoria 3183	Utilise the existing asphalt median space on Westbury Street (north of Inkerman Street) for a vegetated median
102 Westbury Street, Balaclava Victoria 3183	Opportunity for tree outstands between 98-102 Westbury Street where there is no street parking as an alternative to several trees struggling in path cutouts.
112a Westbury Street, Balaclava Victoria 3183	Infill planting of empty tree plot.
82 Westbury Street, Balaclava Victoria 3183	Infill planting for empty tree plots between 84-90 Westbury Street, at least one of which appears to have been filled in with asphalt. Explore opportunity for understorey planting given the generous pavement width.
121 Carlisle Street, St Kilda Victoria 3183,	Addition of large free open green space within commercial zone
29-31 William Street, Balaclava Victoria 3183	Extension of existing open space along train line
93 Westbury Street, Balaclava Victoria 3183	Inkerman needs a lot of planting down the length as well as work on the footpaths. It's a shame the old plans were not voted in, but could parts of them be adapted so there are more plants
351 Inkerman Street, Balaclava Victoria 3183	It would be nice if there was more under story planting in this park. There are beautiful tall trees and barren earth beneath them. You could use shallow growing natives like Dichondra or Native Violets
47 Hotham Street, St Kilda East Victoria 3183	Very baron along Hotham currently
38 Westbury Street, St Kilda East Victoria 3183	All along Westbury there should be more

5 Raglan Street, St Kilda East Victoria 3183	so much opportunity around here
166 Acland Street, St Kilda Victoria 3182	Desperately needs trees and planting, no shade and a big heat sink
322 Inkerman Street, St Kilda East Victoria 3183	Build out Inkerman section of corner to provide additional planting opportunities.
338-340 Inkerman Street, St Kilda East Victoria 3183	Build out corner to provide additional green planting and to prevent illegal parking.
10 Gourlay Street, Balaclava Victoria 3183	The trees on Gourlay street are failing to thrive and have been diagnosed with sooty mould by Council arborist. Despite a picture of these trees featuring in the strategy Gourlay st has not been prioritised for replacement. This should be amended and replanting with more suitable specifies funded in the 2025-26 budget. Gourlay st is one of several streets in balaclava that council has neglected for many years. There are many high-density apartments and resident don't have equitable access to green spaces so if the tree canopy also dies in next few years we are more vulnerable to heat and impacts of climate change than our neighbours in leafy middle park, where council fund continue to be directed I.e upgrading at Vincent's gardens?!
78 Hotham Street, St Kilda East Victoria 3183	Glenfern property on corner of Hotham and Inkerman Streets Owned by the National Trust Vic Large...
Point Ormond Avenue, Elwood Victoria 3184	See previous comment about foreshore habitat chopping
100 Argyle Street, St Kilda Victoria 3182, Australia	Must Include: St Kilda Rd – Inkerman – Chapel – Dandenong Rd Area" → Integrate now to align planning, streamline delivery & avoid duplicated costs. Key Council-Driven Reasons for Inclusion Planning Efficiency: Combining areas now avoids running separate design/planning phases later. Cost Savings: Prevents double-up of ramp-up/ramp-

	down costs for consultants, contractors, and internal teams. Budget Certainty: Enables better forecasting and allocation in upcoming budgets. Delivery Speed: Reduces delays from fragmented staging and lets Council hit implementation milestones faster. Ratepayer Value: Saves money long-term by avoiding rework and duplicated engagement processes.
31 Crimea Street, St Kilda Victoria 3182, Australia	Must Include: St Kilda Rd – Inkerman – Chapel – Dandenong Rd Area" → Integrate now to align planning, streamline delivery & avoid duplicated costs. Key Council-Driven Reasons for Inclusion 1. Planning Efficiency: Combining areas now avoids running separate design/planning phases later. 2. Cost Savings: Prevents double-up of ramp-up/ramp-down costs for consultants, contractors, and internal teams. 3. Budget Certainty: Enables better forecasting and allocation in upcoming budgets. 4. Delivery Speed: Reduces delays from fragmented staging and lets Council hit implementation milestones faster. 5. Ratepayer Value: Saves money long-term by avoiding rework and duplicated engagement processes.
49 Hotham Street, St Kilda East Victoria 3183	Footpaths with lack of shade

What support or resources would you find helpful from the Council to green your garden, balconies, or nature strip?

Multi Choice | Answered: 31 (91.18%)



Comments:

1. Grants and financial support, more support for local indigenous plant nurseries and access to plants from these places
2. Better manage week spraying on Gourlay st and support access to plant for community nature strip planting
3. There are a lot of renters in Balaclava, so support for renters who want to plant nature strips etc could be useful. EG providing a letter endorsing the concept that could be shared with agents/landlords that might alleviate concerns re property value or ongoing maintenance. Any support for accessing locally indigenous cost-effective plants would also be helpful, especially if one resident can purchase a bunch and share them with neighbours who might not be as proactive or engaged.
4. Maybe give free passes to Ripponlea estate or vouchers to Bili nursery as incentives to increasing tree cover using natives.
5. Providing budget and tree species for private biodiverse planting
6. Providing access to native seedlings, cuttings etc - City of Moonee Valley do this at all Citizenship Ceremonies. It would be great to do a planting drive.
7. In the past large trees have been removed supposedly due to danger but in fact just to plan for extensions that don't actually happen, (Balston street a few years ago where the owner then bragged about the remove to improve property value when selling), can we not blindly approve removal of significant trees on properties? Arborists seem to think every tree is dying if someone pays them to say it. Also, some properties really neglect their nature strips as it is and I doubt will improve. How do we incentivise others to help or fine them when they neglect it? Hashy hall comes to mind.

8 Council could provide advice (and even free seedlings?) on biodiverse planting, principles of garden design, discounts for water saving hoses/tanks, etc. It would also be good to see council encourage residents to preserve existing trees on their land - the last large gum in Balaclava was ripped out a couple of years ago (on Balston St) for a renovation project that never went ahead. The house is now disappointingly up for sale again, so the tree was felled for nothing.

9 Planning & building departments need to implement adhering to landscaping of private properties within port Phillip. How often do new homes follow the guidelines or follow through with plans after council has passed the concepts? So many builds from ground up are Denise of anything over knee high.

10 you need to change the building regulations to require private owners to green their land

11 Provide gardening workshops and supplies

12 Expanding minimum member requirement of community gardens (some plots are huge and could be split to accommodate another person)

13 Ensure developers provide a green streetscape rather than concert to the border

14 Council could encourage more walkability and less dependence on cars. One way to do this is by pulling up concrete footpaths (which add to the heat island effect) and tree planting and nature strip gardens. It's not good enough to just do street planting where it's easy; there are many 'tough' streets to plant out.

15 Argyle Street Precinct and incorporate the critical area highlighted into the Urban Forest Strategy Plan

Targeted groups

Multifaith Network

In April, the Multifaith Network received an email seeking their feedback on the proposed precinct plan for St Kilda East and Balaclava. These suburbs are recognised as a significant hub for Melbourne's Jewish community, particularly the Orthodox and Hasidic Jewish populations in St Kilda East, and there're numerous kosher restaurants and shops in Balaclava that serve the wider Haredi (ultra-Orthodox) community.

Insights by engagement activity

Approximately 64 community members participated in this engagement process. This was spread across the engagement activities below:

Activity	Insights
Survey **37 participants**	• The community feedback on the Balaclava/St Kilda East Precinct Plan shows a generally positive reception with many residents satisfied or extremely satisfied with key actions such as prioritising tree planting along pedestrian routes, investigating new street designs to improve canopy cover, planting vacant tree plots, and promoting community gardening and biodiversity opportunities. • Several contributors emphasised the importance of supporting community-led nature strip planting, providing education including workshops and online resources, and offering access to native seedlings and plants to encourage greater local involvement. Specific suggestions included expanding planting in neglected streets, improving maintenance like watering newly planted natives, and enhancing understorey and biodiversity with a variety of indigenous species beyond just trees. • Concerns were raised about the removal of large established trees without adequate replacement, the need for better budget allocation to key actions, and incorporating additional precinct areas for more integrated planning.

	• Accessibility priorities highlighted the desire for an environment that encourages walking over car use, with better canopy cover to create inviting streetscapes. • Some dissatisfaction stemmed from perceived insufficient budget support and the need to de-prioritise car parking in favour of greening efforts. • Overall, the feedback underscores a strong community commitment to increasing urban greenery and biodiversity while calling for more robust support and strategic planning from the Council
In person meeting **1 participant**	• Feedback specifically regarding Raglan Street highlighted its high pedestrian traffic and the anticipation of further increases, suggesting it should be recognised as a key pedestrian thoroughfare. • Concerns were raised about the degraded plane trees on the residential side due to powerline pruning, with a noted potential community openness to removal and replacement with different species, while the preference for trees on Raglan Street itself emphasised shade, amenity, aesthetics, and support for the heritage character, maintaining the important tree avenue. • The participant suggested exploring planting opportunities in traffic calming areas and including Alma Park as a destination in the Walk Quality analysis. On the train line side, they questioned the feasibility of larger trees and noted the lost potential of the land, suggesting a possible reduction in parking at the northern end (primarily sports-related) to allow for more tree planting and vegetation.
In person meeting **1 participant**	• The participant highlighted the potential benefits of converting the angle parking at the northern end of Alexandra Street into a green space, suggesting it could function comparably to a public open space for residents. • This participant emphasised the desire to see a master plan developed for the street, envisioning the inclusion of an outdoor gym to promote physical activity, enhanced lighting for improved safety and usability, and the integration of trees and vegetation

	to create an attractive and welcoming environment for the community. • The participant believes that such a transformation, guided by a comprehensive master plan, could significantly enhance the neighbourhood's amenity and provide valuable public space.
Older Persons Advisory Committee (OPAC) meeting **5 May 2025** **12 participants**	• Feedback received indicated a need for a simpler presentation of the methodology. Several comments focused on enhancing equity and providing shading for public transport. There was support for new open spaces, exemplified by the Marriot St greening initiative, and the importance of seating and drinking fountains was highlighted for city design. The community expressed interest in addressing private land greening and emphasised the need for better engagement of the local community in design and maintenance. Concerns were raised regarding allergies related to tree species selection and the car parking needs of older, car-reliant residents, alongside a question about implementing car parking quotas or stricter decision-making. Finally, the importance of maintenance and accessibility, particularly concerning footpath obstructions and trees, was noted, as was support for shared raised garden beds in public open spaces.
Submission **1 participant**	• One submission received concerning the draft precinct plan articulated several key areas for consideration. The respondent identified a potential source of confusion in the difference between the proposed precinct boundaries and existing Council Ward boundaries, suggesting a need for clearer justification. Concerns were also raised regarding the interpretation of reported tree canopy cover, with a recommendation for greater transparency in definitions and clarification. To enhance the plan's implementation potential, the submission advocated for the inclusion of more specific timelines and funding strategies, alongside the exploration of more ambitious, transformative projects. The respondent further emphasised the importance of addressing tree canopy considerations on private property. Strategically, the submission called for a shift towards a bolder, more comprehensive long-term vision for the precinct, with

	stronger integration across related planning domains such as transport and development. Finally, the submission underscored the necessity of robust and meaningful community engagement throughout the plan's development and execution to foster community ownership and ensure successful outcomes.
Email **1 participant**	A submission received via email following the release of the precinct plan documents noted a significant omission regarding the inclusion of population density and socio-economic data. The respondent asserted that this data is a crucial determinant in effectively prioritising canopy cover initiatives, particularly in areas identified as preferred walking destinations. Furthermore, the submission highlighted a structural concern relating to areas exhibiting a noticeable 'bleeding' effect between defined zones, providing the examples of the Maryville Street/Burnett Grey Reserve area in relation to Balaclava, and the Argyle Street precinct as a central resource for residents in both Alma Ward and Balaclava.
PEACAN environment group in person meeting **5 participants**	PEACAN support investigating the feasibility of a demonstration powerline undergrounding trial, emphasising a comprehensive study comparing long-term environmental and community benefits against costs, considering future growth, and urging engagement with energy asset owners. Strongly advocate for prioritising the enhancement of Raglan Street, focusing on a green link to Alma Park, improved pedestrian connections, and safe crossings integrated with green infrastructure in a master plan. Enhanced engagement with VicTrack is crucial to explore greening projects along railway corridors and station precincts, leveraging existing programs. Addressing the lack of greening on private land requires Council initiatives to encourage residents through education, incentives, and potentially planning policies. While acknowledging the actions to improve public transport shading generally, PEACAN highlighted the assessment and improvement of shading infrastructure along Dandenong Road to enhance commuter comfort.

PEACAN environment group Submission	**Green Zones and public realm enhancements** • **St Kilda cemetery green zone** • Pecan advocates for establishing a green zone around the St Kilda Cemetery, particularly on the Alexandra Street side and stretching from Alma Road to Hotham Street. This zone would create a shady, walkable environment by limiting parking predominantly used by caravans, trucks, and work vehicles. Activation of the cemetery should follow the model of Melbourne Project Cultivate, which encourages community engagement and greening efforts. • **Coles Site redevelopment** Any redevelopment around the Coles site must include public realm improvements for surrounding streets and enhanced open space, in line with community expectations and the Better Balaclava initiative. • **Alma Park West** Urgent succession planting is required here to reinforce the park's historical values and ensure its sustainability for future generations. • **The Pecan greenlink proposal** Extension of walking tracks The Greenlink proposes extending walking tracks along the western side of the railway line from Balaclava to Ripponlea Station. An additional pathway on the eastern side is supported, connecting Grosvenor Street/Williams Street to Glen Eira Avenue. This includes activation and safety improvements around Railway Place and Balaclava Station. These projects integrate multiple precinct plans, highlighting their importance in regional connectivity. • **Raglan Street walkability pathway** Extending a walkability pathway along Raglan Street from Inkerman Street to Alma Road and Alma Park is under budget

consideration and recommended for inclusion in the current plan.

Walkability and streetscape improvements

- **Alexandra Street**
  Extending a shady pathway along Alexandra Street from Inkerman to Dandenong Road is supported and part of the current budget bid.
- **Westbury Street**
  A priority is set to create a continuous median for planting to develop a shady streetscape along Westbury Street.
- **Lansdowne Road**
  Tree planting improvements are proposed along Lansdowne Road from Inkerman Street to Dandenong Road to better link new parks in the area.
- **Carlisle Street to Argyle Street Walkway**
  Proposals include extending a shady walkway from Carlisle Street to Argyle Street to connect existing and expanding parks and community facilities. Argyle Street itself is currently undergoing street improvement consultations.
- **Maryville Street and Burnett Grey Reserve**
  The plan includes upgrading Maryville Street to support shady, walkable streets and expanding road space for the Burnett Grey Reserve.
- **Town Hall Forecourt Activation**
  Activation and beautification of the Town Hall forecourt — the second-largest open space — are recommended. Proposed improvements include adding a central water feature and linking this space with the rear library open area and Carlisle Street. The current yucca bed is considered inadequate, and this enhancement aligns with the Carlisle Streetscape proposal.

- **Integration with major highways**
  Pecan supports the integration of these green and walkability initiatives with streetscape improvements along major highways, such as Brighton Road, to create cohesive urban environments.
- **The group provided additional notes and context**
  The document included maps and references to heritage walking routes and socio-economic indices of the City of Port Phillip, emphasising the strategic importance of these proposals in a broader urban and community context. The visual and textual data underscore opportunities to 'green' sections along main transport corridors, address underground creek daylighting limitations, and remediate utility clutter to improve the streetscape aesthetics and functionality.

Feedback from the Balaclava Event – 29 May 2025

Feedback from the event highlighted a strong community desire for increased greening and biodiversity within Balaclava, coupled with practical considerations regarding safety, maintenance, and the impact on existing infrastructure and parking.

Tree canopy and species selection

Desire for more and larger trees: Residents requested more tree planting, particularly larger canopy trees (e.g., Inkerman Street). There was a desire to fill gaps in existing canopies (Carlisle Street) and extend green lines where possible (Greenline to Ripponlea, acknowledging challenges).

Tree health and maintenance: Concerns were raised about tree health, watering regimes, and soil volumes (Inkerman Street). Requests for improved tree pruning (Grosvenor Street) indicate a desire for better ongoing maintenance.

Strategic tree placement: Feedback emphasised the need for thoughtful tree placement, considering turning circles and car turning spots (Marlborough Street). There was also a specific question about male and female trees and 'Algerians' (likely referring to specific tree species or characteristics).

Retention of large trees: A clear preference was expressed to keep large trees whenever possible (Tree removal feedback).

Green space expansion and diversification

Utilising underutilised spaces: Strong support for temporary/permanent raised garden beds in streets (like Carlisle Street) and urban planting. The idea of 'Hewison Reserve plots in open space' was also well-received.

Activating railway corridors and embankments: Significant feedback focused on the Victrack land around Balaclava Station and railway embankments. Residents noted the 'hot concrete' and hot embankments, advocating for more planting for both aesthetic reasons and to combat heat. Stronger advocacy with Victrack for maintenance and planting was requested (Gibbs Street residents)

Community gardens and engagement: Interest in community gardens was expressed, with a specific request to connect Steve Kearney (Railway Place community garden) with Jade Bell.

Laneway greening: Residents are willing to invest in greening laneways if there's assurance that the planting won't be removed, suggesting a need for clear guidelines and resources on what can and cannot be planted.

St Kilda Cemetery: Foster more greening and biodiversity within the cemetery.

Safety, accessibility, and infrastructure integration

Intersection Safety: Specific concerns about safety at crossings and turning spots, particularly at Holroyd Ave and Alma Road,

where vegetation and parking close to the intersection make it feel unsafe.

Footpath widening and seating: A proposal for the Coles development to provide car parking for Nelson Street residents, freeing up space to widen footpaths for trees. Seating and accessibility were highlighted as important in Nelson Street, with a note about Mohammad Saffin's footpath renewal application.

A proposal for the Coles development: to provide car parking for Nelson Street residents, freeing up space to widen footpaths for trees. Seating and accessibility were highlighted as important in Nelson Street, with a note about Mohammad Saffin's footpath renewal application.

Development impact on nature: Concerns about the impact of development on existing trees and tree succession (Holroyd Ave).

Temporary telegraph poles: Issue with temporary telegraph poles falling on Gibbs Street, requiring stronger advocacy with Vic track.

Median strips/wider nature strips: Suggestion for a median strip or wider nature strips on Hughenden Road

Alma Park concerns: Syringes and safety concerns in Alma Park, with a request for cleanup and a new playground (like Ormond Road). This highlights a perceived disparity in infrastructure provision between Balaclava/St Kilda East and Elwood.

Parking and development concerns

Parking loss concerns

A significant concern was expressed about losing parking, with residents stating they are ‘already at capacity.’ The feedback notes that hybrid work has increased parking demand and that "staking parking in new development isn’t being utilised as they’re

inconvenient and therefore people park on the street." Key Action 4 was a major concern related to parking.

Cole's development carpark

Specific request for the Coles development to provide car parking for all Nelson Street residents to allow for footpath widening.

Communication and engagement

Resources for planting

A need for more resources on what residents can and cannot plant in laneways, to encourage community-led greening efforts.

Specific issues and disparities

Acland Street

A strong negative reaction to the tram stops, describing it as a 'tragedy' that has ruined the area and is a trip hazard. The loss of 'Great Artwork tours' was also mentioned.

Disparity in services

Explicit feedback regarding a 'disparity between the provision of infrastructure/service between Balaclava/St Kilda East and Elwood.'

End of Gibbs Street

Cited as a positive example of desired greening.

The Avenue:

Happy with existing canopy cover.

Next steps

How this report will be used

Engagement findings will be used to refine the urban forest precinct plan.

This report is a summary of findings from engagement undertaken on this project.

11.3	PDMR/00002/2024 - MINISTERIAL REFERRAL FOR PLANNING SCHEME AMENDMENT C218PORT
LOCATION/ADDRESS:	**264-270 NORMANBY ROAD, SOUTH MELBOURNE**
EXECUTIVE MEMBER:	**BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**
PREPARED BY:	**PATRICIA STEWART, PLANNING LEAD - FISHERMANS BEND** **PAUL WOOD, MANAGER CITY DEVELOPMENT**

1. PURPOSE

1.1 To provide a Council position for a request to the Minister for Planning to prepare, adopt and approve Amendment C218port into the Port Phillip Planning Scheme for 264-270 Normanby Road, South Melbourne.

2. EXECUTIVE SUMMARY

WARD:	Montague
TRIGGER FOR DETERMINATION BY COMMITTEE:	Accommodation (dwellings) and development exceeding four storeys in the Fishermans Bend Urban Renewal Area
APPLICATION NO:	PDMR/00002/2024
APPLICANT:	Normanby RMN Pty Ltd C/O Tract Consultants Pty Ltd
EXISTING USE:	Commercial
ABUTTING USES:	Residential / Retail / Commercial / Industrial / Warehouse
ZONING:	Capital City Zone (CCZ1) Abuts Transport Zone (TRZ2) (Normanby Road)
OVERLAYS:	Design and Development Overlay (DDO30) Environmental Audit Overlay (EAO) Parking Overlay (PO1) Infrastructure Contributions Plan Overlay (ICO1)
STATUTORY TIME REMAINING FOR DECISION AS AT DAY OF COUNCIL	Within time

2.1 An application has been made to the Minister for Planning c/o the Department of Transport and Planning (DTP) to exercise powers under Section 20(4) of the *Planning and Environment Act 1987*, to prepare, adopt and approve draft planning scheme amendment C218port (Amendment).

2.2 Planning Scheme Amendment C218port proposes to apply the Specific Control Overlay (SCO) and introduce an Incorporated Document that would facilitate the

demolition of the existing building on the land and construction of a 25-level mixed-use building over one basement level.

2.3 The application site is in the Montague Precinct of the Fishermans Bend Urban Renewal Area (FBURA). Under the existing provisions of the Port Phillip Planning Scheme (Scheme), a planning permit cannot be granted for buildings and works due to the restrictions imposed by the Infrastructure Contributions Overlay (ICO). The ICO requires an Infrastructure Contributions Plan (ICP) be approved or an alternative infrastructure contributions mechanism gazetted in the Planning Scheme before a Planning Permit can issue. Draft Amendment GC224 seeks to introduce a Development Contributions Plan (and Open Space Uplift mechanism) which is currently progressing through a separate Planning Scheme Amendment process but not yet implemented.

2.4 To facilitate development within the Fishermans Bend, the Minister has considered many site-specific Planning Scheme Amendments such as this, where a proposal demonstrates that it responds to local policy, meets the requirements of the Capital City Zone, Design and Development Overlay, Parking Overlay, Environment Audit Overlay and makes appropriate development contributions.

2.5 The Minister is yet to decide whether the proposed amendment will be referred to the Fishermans Bend Standing Advisory Committee ('the Committee') for independent advice. The Committee advises the Minister for Planning on any unresolved issues between the various parties. A copy of the Committee's terms of reference are included at Attachment 1. The Minister has also sought the views of Council pursuant to Section 20(5) of the *Planning and Environment Act 1987*. The Minister will also seek the views of other Statutory Authorities about the appropriateness of this proposed Amendment to assist with identifying key issues for consideration.

2.6 If approved, the Amendment would facilitate the demolition of the existing building, the use and development of the land for a mixed-use development comprising dwellings, offices and retail premises and alteration to access to a road in Transport Zone (Schedule 2). This would be facilitated by applying the Specific Controls Overlay and introducing an Incorporated Document in the Port Phillip Planning Scheme relating to this site. Any amendment would:

- Apply a Specific Controls Overlay to the land;
- Amend the Schedule to Clause 45.12 to include a Specific Controls Overlay to reference an Incorporated Document for the subject site; and
- Amend the Schedule to Clause 72.04 to include reference to the Incorporated Document for the subject site.

2.7 This report considers the proposed development outlined in plans and reports that were referred to Council on 12 June 2025.

Application Overview

2.8 The subject site is in the core area of the Montague Precinct, specifically:

- Building Typology Precinct M1 (Hybrid - predominantly mid-rise) of the Design and Development Overlay (DDO30) which has a preferred precinct character of, *'Mid to high-rise developments. On larger sites, a hybrid of perimeter blocks with slender towers that create fast moving shadows and minimise the perception of visual bulk when viewed from streets.'*

- An area with a preferred maximum building height of 68m (20 levels).

2.9 The five and six level street walls (podium) would comply with the DDO30 preferred and maximum height and setback requirements.

2.10 The proposed staggered tower height of 15 and 25 levels exceeds the preferred maximum of 20 levels. This variation is considered acceptable given the surrounding approvals and emerging built form, including nearby towers of up to 40 levels. The proposed massing of a 15 and 25 level tower element helps break up the overall bulk and reinforces the mid-rise character along Munro Street. The 25 level element is massed closer to the Normanby Road frontage, where it is read in context of existing high rise buildings.

2.11 The proposed tower includes variations to the mandatory minimum setback requirements. While a 10 metre setback above the podium is required, the development proposes part 5 metre setbacks to Normanby Road, Munro Street, and the laneway. Some of these variations may respond to the context of adjoining developments, such as the neighbouring tower at 272–280 Normanby Road. However, the reduced setback to Normanby Road is not supported. Given the 25 level height of the tower element fronting Normanby Road, a minimum 10 metre setback is considered necessary to mitigate the visual bulk presented to the streetscape. Subject to conditions, the slender tower form and façade articulation would otherwise contribute positively to the public realm.

2.12 Design changes are required to secure a high standard of architectural and environmental performance including a façade strategy to confirm materiality and articulation at the podium level where Council's Urban Designer has raised concerns about the proposed quality of materials.

2.13 Further refinements are also required to address Environmentally Sustainable Design (ESD), water-sensitive urban design (WSUD), and waste management. The current Sustainability Management Plan (SMP) does not demonstrate compliance with Green Star requirements or the 20% improvement on NCC energy efficiency standards. The stormwater management strategy must be revised to include appropriately sized rainwater tanks, third-pipe connections, and MUSIC modelling. These matters should be resolved prior to finalising the Incorporated Document.

2.14 It is recommended that Council resolve to advise the Minister for Planning via the Department of Transport and Planning that the Council:

- Request additional information on design changes arising from a minimum 10 metre tower setback from Normanby Road, additional detail on how the façade design, landscaping, public realm outcomes, and Environmentally Sustainable Design (ESD) before progressing the amendment.
- Recommends changes including a minimum 10 metre setback to Normanby Road, improved material quality, universal access, integrated wind mitigation, enhanced landscape and sustainability plans, and compliant water-sensitive design, should the proposal be supported in its current form.
- Authorises the Manager City Development to instruct planners or advocates in any future advisory committee proceedings.

3. RECOMMENDATION

Recommendation – Part A

3.1 That Council advise the Minister of Planning via the Department of Transport and Planning, that the following information is required prior to progressing to a decision:

a) Design changes arising from a minimum 10 metre tower setback from Normanby Road.

b) Further detail regarding the proposed façade strategy, landscaping and public realm outcomes.

c) Further details addressing Environment Sustainable Design (ESD) considerations, specifically.

Recommendation – Part B

3.2 In the event that the application for a Planning Scheme Amendment is supported in its current form, Council recommends the Incorporated Document include the following amendments:

a) Increase the tower setback from Normanby Road to a minimum of 10 metres.

b) Replacement of podium-level finishes with higher quality materials, such as brick or other durable and visually appropriate alternatives.

c) Improvements to the ground floor layout and access arrangements to ensure universal accessibility to the building.

d) Wind amelioration treatments that create a comfortable pedestrian environment within the public realm, with such treatments appropriately integrated into the building's architectural design.

e) A revised Landscape Plan and Public Realm Plan.

f) A Sustainability Management Plan (SMP) and Water Sensitive Urban Design Response (WSUDR) demonstrating how the proposed development will achieve a minimum 5 Star Green Star Buildings rating, including relevant credits.

g) A Water Sensitive Urban Design Response (WSUDR) utilising MUSIC modelling and incorporating a rainwater tank with a minimum effective volume of 0.5 cubic metres per 10 square metres of catchment area.

Recommendation – Part C

3.3 That Council authorise the Manager City Development to instruct Council's Statutory Planners and / or Council's advocate on any future Standing Advisory Committee hearing /or any independent advisory committee appointed by the Minister for Planning to consider the applications.

4. RELEVANT BACKGROUND

4.1 On 17 May 2016, Council considered its position on a planning permit application submitted to the Minister for Planning for this site (and five others), proposing a 40-storey tower, the maximum height permitted under the 2015 planning controls. Council resolved to advise the Minister that it did not support the application, citing concerns regarding:

- the lack of variation in building heights along Normanby Road,
- insufficient tower setbacks,
- excessive building mass and bulk,
- cumulative density impacts,
- traffic and wind effects,
- limited provision of affordable housing,
- absence of community infrastructure, and
- issues related to detailed design, operational functionality and overall amenity.

4.2 The Minister did not determine the application and on 12 November 2017, an application for review was submitted at the Victorian Civil and Administrative Tribunal (VCAT) for failure to decide the application in the statutory timeframe.

4.3 On 21 February 2018, this application and others were “called-in” by the Minister. The permit applicant subsequently elected to revise their designs and apply to the Minister to prepare a Planning Scheme Amendment application C165port and have their proposals assessed by the Standing Advisory Committee.

4.4 The amended proposal sought a 20-level tower (71.8m) and 5 metre setbacks above the podium. On 25 September 2019 Council considered its position on the proposal and determined to not support it as it did not comply with the *preferred* height and setbacks. Council adopted the view that this proposal, in addition to other adjacent proposals which adopted the same profile, would cumulatively result in a poor built form outcome, would not achieve the slender tower ambition for the precinct and variation in height between the tallest and lowest of the towers would be minor and insufficient to overcome concerns about a variation in heights.

4.5 Council sought that the height should be reduced to between 7 and 15 levels to accord with the preferred mid-rise character of the area to provide greater variation to the building heights.

4.6 This application was withdrawn before proceeding to a hearing before the Standing Advisory Committee.

5. SUBJECT SITE AND SURROUNDS

5.1 The subject site, 264-270 Normanby Road, South Melbourne, comprises the land contained in Certificate of Titles Volume 09665 Folio 771 and more particularly described as Land in Plan of Consolidation 161637C.

5.2 The site is a rectangular allotment with frontages of approximately 40.24 metres to Normanby Road (south) and Munro Street (north), and side boundaries of approximately 50.29 metres adjoining 256–262 Normanby Road (east) and 272–280 Normanby Road (west), resulting in a total site area of approximately 2,024 square metres.

5.3 There are no caveats or Section 173 Agreements affecting the site. The property is subject to a drainage and carriageway easement, ranging in width from 2.25 to 3.20 metres along its western boundary, which benefits 272–280 Normanby Road. Likewise, a drainage and carriageway easement of the same dimensions is located along the eastern boundary of 272–280 Normanby Road, providing benefit to the subject site.

5.4 A party wall easement, measuring 0.1 metres in width, extends along the eastern boundary but for 4.5 metres to the south-east corner.

5.5 The site is currently developed with a two-storey commercial building/warehouse. The building is constructed with a narrow landscape setback to Normanby Road and built to the title boundaries along Munro Street and the eastern boundary. Along the western boundary, adjoining 272–280 Normanby Road, the building is set back between 3.2 and 8 metres. The land is generally flat with no discernible slope in any direction.

5.6 There is one existing vehicle crossing to the land off Normanby Road, and three crossings off Munro Street (one of which aligns with Easements E-2 and A-2). There are two mature street trees along the Normanby Road nature strip with parallel parking along the street frontage.

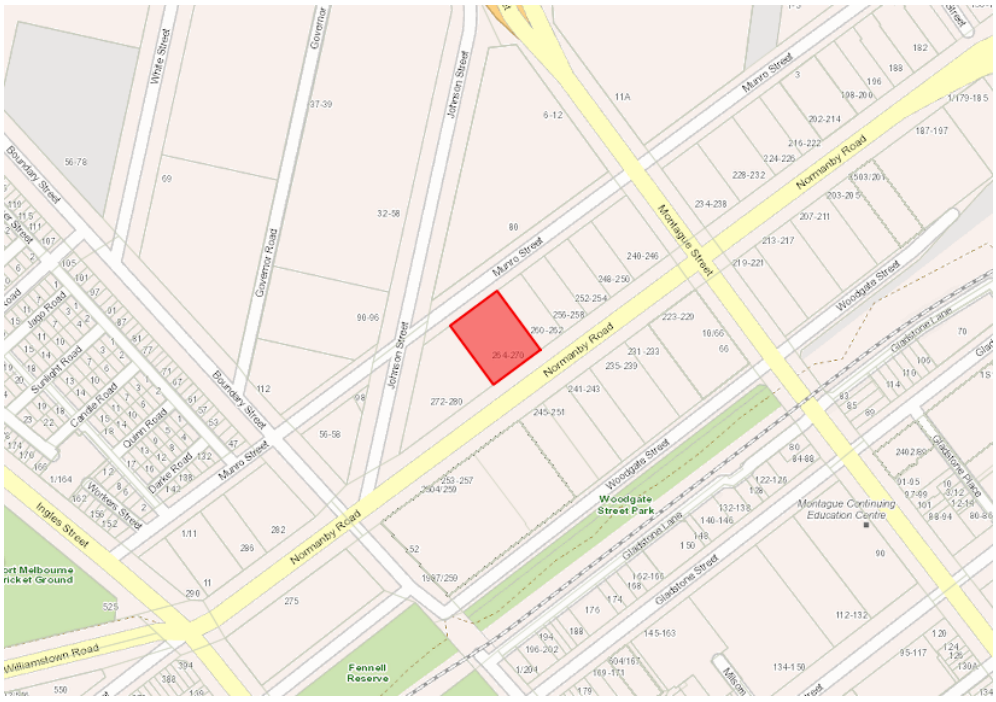


Figure 1: Site location

5.7 The site is situated within the Montague Precinct of the Fishermans Bend Urban Renewal Area, characterised by a mix of existing industrial uses and emerging high-density redevelopment.

5.8 In accordance with the Fishermans Bend Framework and Planning Scheme provisions, the following applies to the subject site:

- Montague Core Area.
- An active frontage with at least 80 per cent clear glazing along the ground level frontage to Normanby Road.
- A new 9 metre wide laneway along the south-western boundary extending between Normanby Road and Munro Street. This laneway is to be delivered via a 4.5 metre contribution from the subject site and a corresponding amount from the adjoining property at 272–280 Normanby Road.

- While the new laneway is not mandated to include active frontages, a degree of activation is encouraged.
- No vehicular access is permitted from Normanby Road.

5.9 The surrounding land is developed as follows:

- **North (Munro Street frontage):**
  The site abuts Munro Street, a 20 metre wide road reserve accommodating two-way traffic, street trees, pedestrian footpaths, and on-street parking. Opposite the site at 80 Munro Street is a single-storey warehouse constructed to the site boundaries. This property has planning approval for a mixed-use development comprising three towers of 15, 24, and 38 levels, including two five-level podiums and two basement levels (Planning Scheme Amendment C176port). Further north, across Johnson Street at 60–82 Johnson Street, a vacant site has approval for four towers ranging from 21 to 46 levels.
- **South (Normanby Road frontage):**
  Normanby Road is a 30 metre wide road reserve featuring two-way traffic, mature street trees, pedestrian footpaths, parallel on-street parking, and a bus stop. Opposite the site, 253–273 Normanby Road is under development for two towers of up to 40 levels, while 245–251 Normanby Road has approval for a 40 level tower which is currently under construction.
- **East (Side):**
  The adjoining property at 256–262 Normanby Road comprises contemporary single-storey office and warehouse buildings with glass façades and tilt-slab concrete construction. At-grade car parking is provided along the frontage and side, accessed via vehicle crossings from Normanby Road and/or Munro Street. This site has approval for a 20 level mixed-use tower (Planning Scheme Amendment C166port). Further east, 240–246 Normanby Road also has approval for a 20 level tower (Planning Scheme Amendment C195port).
- **West (Side):**
  The adjoining site at 272–280 Normanby Road is currently under construction for a 20-storey mixed-use development. This development will deliver a 4.5-metre-wide portion of a new 9 metre wide laneway along its eastern boundary. Beyond this, Johnson Street, a 30 metre wide road reserve with two-way traffic is proposed to be discontinued between Normanby Road and Munro Street to facilitate the creation of new public open space.

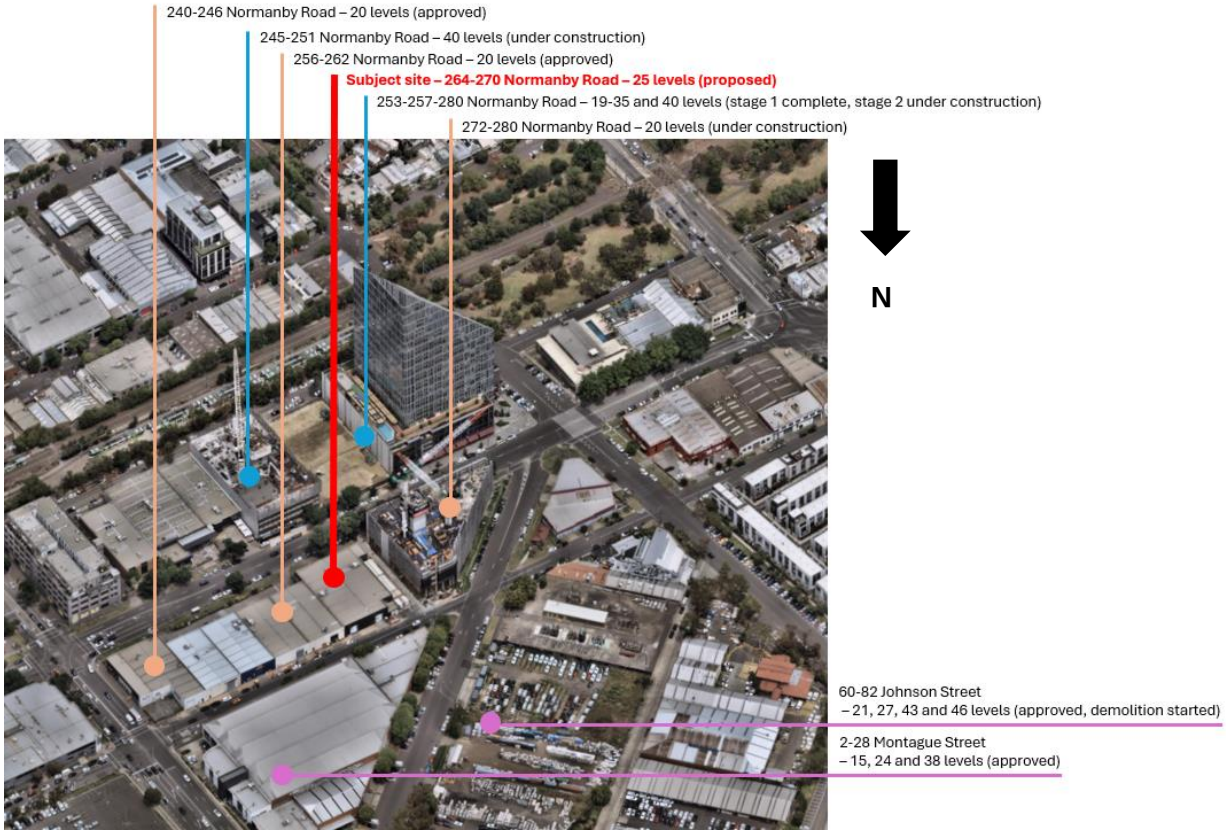


Figure 2: Subject land and proximate development activity

6. PROPOSAL

6.1 Approval is sought for the demolition of the existing buildings and the use of the land for a mixed use building including retail premises, offices and dwellings, development of a 25 level building and alteration of access to a Transport Zone 2.

6.2 Details of the plans considered are included at **Attachment 2** of this report

Architectural plans	Plus Architecture Project No 13182 Dwgs No's **Demolition plans:** TP98 Rev 1 **Floor plans:** TP99 Rev 3, TP100 Rev 2, TP101 Rev 2, TP102 Rev 2, TP103 Rev 2, TP104 Rev 2, TP105 Rev 2, TP106 Rev 2, TP107 Rev 1, TP115 Rev 2, TP116 Rev 1, TP123 Rev 1, P125 Rev 2, TP126 Rev 1, TP12 Rev 1 all dated 12/07/2023 **Elevations & Sections:** TP200 Rev 2, TP201 Rev 2, TP220 Rev 2, TP221 Rev 2, all dated 12/07/2023 **Material Schedule** 7.01 **BADS Compliance Summary** 8.0, 8.01 Rev 2, 8.02 Rev 2, 8.03 Rev 2, 8.04 Rev 2, 8.05 Rev 2, 8.06 Rev 2, 8.07 Rev 2, TP8.08 Rev 2, TP8.09 Rev 2, 8.10 Rev 1, 9.11 Rev 1, 8.12 Rev 1, 8.13 Rev 1, 8.14 Rev 1, 8.15 Rev 1, 8.16 Rev 1, 8.17 Rev 1, 8.18 Rev 1, 8.19 Rev 1, 8.20 Rev 1, **Dwelling Diversity** 8.10 Rev 2

	all dated 01/04/2025
Supporting plans / reports	Plans • Veris Australia Boundary re-establishment feature and level survey Job no: 30554, Sheet 1 of 1 dated 24/07/23. • Site Analysis - Chapter 1 of Town Planning Application, April 2025 prepared by Plus Architecture. • Design Response - Chapter 2 of Town Planning Application, April 2025 prepared by Plus Architecture. • Architectural Renders – Chapter 3 of Town Planning Application, April 2025 prepared by Plus Architecture. • Shadow Analysis - Chapter 4 of Town Planning Application, April 2025 prepared by Plus Architecture. • Development Schedule - Chapter 6 of Town Planning Application, April 2025 prepared by Plus Architecture. • Landscape Plans prepared by Bush Projects Art and Landscape Architecture, Project No 23017, Dwg No's LA200, LA201, LA202, LA700 All Rev 4, dated 30/11/2023. Reports • RFI Cover Letter • Planning Report (RFI Revised) prepared by Tract, dated 1 May 2025. • Clause 58 – Better Apartment Design Standards prepared by Tract dated 1 May 2025. • Noise Impact Assessment prepared by RWDI, Project No 2306126 dated 16 May 2025. • Aboriginal Cultural Heritage Due Diligence Assessment, prepared by Ecological Australia, dated 9 August 2024. • Stormwater Management Plan, Project No VIC230242, Doc Rev B, prepared by Intrax Projects, dated 23 April 2025. • Sustainability Management Plan, Project No VIC230242, Doc Rev E, prepared by Intrax Projects, dated 23 April 2025. • Transport Impact Assessment Report, Project No N0500, prepared by ESR Transport Planning, dated 4 April 2025. • Waste Management Plan, prepared by Leigh Design, dated 17 April 2025. • Wind Tunnel Test, Project No 30N-23-0196-TRP-83358-2, Prepared by Vipac Engineers and Scientists Ltd, dated 23 April 2025.

6.3 Key aspects of the proposal include:

Building height	25 levels / 86.5m • part 25 levels (fronting Normanby Road) • part 15 levels (fronting Munro Street) + 1 basement level + plant
Podium height	6 levels / 25.7m • Part 5 levels / 22.1m (adjacent to 260-262) • Part 6 levels / 25.7m (adjacent to laneway)
Commercial land use mix	Retail at ground floor level - 678m^2 Office at podium levels 1-4 - 2,932m^2
Dwellings	190 dwellings • 1 bed x 73 • 2 bed x 91 • 3 bed x 26
Communal facilities	• Level 5 – external common area 266sqm • Level 15 – external common area 298sqm
Car parking	117 spaces • B1 – 44 residential – 2 EV charging space, 1 DDA • L1 – 7 retail, 11 commercial • L2 – 18 commercial • L3 – 18 residential • L4 – 19 residential
Bicycle parking	226 spaces • B1 – 2 commercial • GF – 20 residential visitor, 2 commercial visitor, 2 retail visitor • L1 – 74 residential + 12 commercial • L2 – 38 residential • L3 – 38 residential • L4 – 38 residential
Motorcycle parking	3 spaces • L1 - 1 • L2 – 1 • L3 – 1
Dwelling access	Ground floor residential lobby accessed from Normanby Road. Basement to Level 25 serviced by two lifts.
Retail/commercial access	Retail access off Normanby Road, side lane and Munro Street. Commercial lobby accessed from Normanby Road.

	Dedicated commercial lift from Basement to Level 4
Vehicular access	Via upgraded Munro Street crossover and shared laneway (opposite access to 272-280 Normanby Road currently under construction. Note access continues to partially rely on the adjoining carriageway easement which benefits the land at 272-280 Normanby Road. Internal ramps provide access to basement and podium level car parking. Two redundant crossovers on Munro Street would be removed and the vehicular access off Normanby Road would be reconfigured to allow for bicycle access only.
Laneway delivery	A 4.5 metre wide laneway is proposed along south-west (side) (50% of 9 metre laneway sought by the Framework Plan with the balance to be delivered by the adjoining site at 272-280 Normanby Road). The final design and staging of the laneway will be undertaken in consultation with the development at 272–280 Normanby Road.



Figure 3: Architectural impressions of the proposal from Normanby Road

6.4 Pursuant to the applicable planning controls, a planning permit would ordinarily be required under the following provisions. However, it is noted that the Infrastructure Contributions Overlay currently prohibits the granting of a planning permit, thereby overriding these triggers.

Clause	Trigger
Uses	
36.04-2	Construct a building or construct or carry out works for any use in Section 2 of Clause 36.04-1
37.04-1	Use the land for a retail premises: • within 450m of the South Melbourne to Brooklyn pipeline
37.04-1	Use the land for a dwelling: • in an Amenity buffer • in a core area • within 450m of the South Melbourne to Brooklyn pipeline
Works	
37.04-4	Demolish or remove a building or works
37.04-4	Construct a building or construct or carry out works
43.02-2	Construct a building or construct or carry out works
Other	
52.29-2	Create or alter access to a road in a Transport Zone 2

7. RELEVANT PLANNING POLICIES AND CONTROLS

Municipal Planning Strategy

7.1 The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

- Clause 02.01 - Context
- Clause 02.02 - Vision
- Clause 02.03 - Strategic Directions
- Clause 02.04 Strategic Framework Plans

Planning Policy Framework

7.2 The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

- Clause 11 – Settlement
  - Clause 11.01-1R – Settlement – Metropolitan Melbourne
  - Clause 11.03-6L-04 – Fishermans Bend Urban Renewal Area
  - Clause 11.03-6L-05 – Fishermans Bend Urban Renewal Area - Montague Precinct
- Clause 13 – Environmental Risks and Amenity
- Clause 15 – Built Environmental and Heritage
- Clause 16 – Housing
- Clause 17 – Economic Development
- Clause 18 – Transport
- Clause 19 – Infrastructure

Zones

7.3 The following zones are relevant to the proposal:

- Clause 37.04 Capital City Zone
  - Clause 37.04 – Schedule 1 to Capital City Zone
- Clause 36.04 Transport Zone (TRZ2)

Overlays

7.4 The following overlays are relevant to the proposal:

- Clause 43.02 – Design and Development Overlay
  - Clause 43.02 – Schedule 30 to Design and Development Overlay
- Clause 45.03 – Environmental Audit Overlay
- Clause 45.09 – Parking Overlay
  - Clause 45.09 – Schedule 1 to Parking Overlay
- Clause 45.11 – Infrastructure Contributions Overlay
  - Clause 45.11 – Schedule 1 to Infrastructure Contributions Overlay
- Clause 45.12– Specific Controls Overlay
  - Clause 45.12– Schedule to Specific Controls Overlay

Other relevant provisions

7.5 The following particular, general and operational provisions are relevant to the proposal:

- Clause 52.06 – Car Parking
- Clause 52.29 – Land Adjacent to a Transport Zone, Category 2, or a Public Acquisition Overlay for a Category 2 Zone
- Clause 52.34 – Bicycle Facilities

- Clause 53.10 – Use with Adverse Amenity Potential
- Clause 58–58.07 – Apartment Development
- Clause 65 – Decision Guidelines
- Clause 66.02–66.06 – Referrals and Notice
- Clause 72.01 – Responsible Authority for this Planning Scheme
- Clause 72.04 – Documents Incorporated in this Planning Scheme
    - Clause 72.04 – Schedule to Documents Incorporated in this Planning Scheme

8. REFERRALS

8.1 Internal referrals

8.1.1 The application was internally referred for comment.

8.1.2 Internal referral responses in full are at **Attachment 3** of this report.

8.2 External referrals

8.2.1 The Minister for Planning via the Department of Transport and Planning (the Department) is responsible for external referrals including to the Port Phillip City Council, noting Council would be a recommending referral authority if the proposal was a planning application made under Part 4, Division 1 of the Act.

9. PUBLIC NOTIFICATION/OBJECTIONS

9.1 The Department is responsible for notifying relevant parties of the proposal, including landowners, occupiers, and referral authorities.

9.2 The Minister may determine whether the notice requirements of the planning scheme amendment under sections 17, 18, and 19 of the Act are applicable.

9.3 If the proposal were for a planning permit application, the proposed uses and works would otherwise be exempt from the notice provisions of section 52(1)(a), (b), and (d), the decision-making requirements of section 64(1), (2), and (3), and the review rights under section 82(1) of the Act.

10. OFFICER'S ASSESSMENT

10.1 The merits of the proposal are assessed against key considerations, including

A. Response to the Planning Policy Framework

Assessment against all relevant clauses, including

- *11.03-6L-04 – Fishermans Bend Urban Renewal Area*
- *11.03-6L-05 – Fishermans Bend Urban Renewal Area – Montague Precinct*

B. Response to relevant planning controls

Assessment against the applicable statutory planning controls, including:

- *The Capital City Zone*
- *Design and Development Overlay – Schedule 30*

- *Transport-related provisions, including access, parking, and integration with the broader network*
- *Environmentally Sustainable Development (ESD) requirements*
- *Other relevant planning controls or policy considerations*

A. Response to the Planning Policy Framework

10.2 The proposal supports the strategic vision for the Montague Precinct by facilitating a mixed-use development. The building includes a 5 and 6 level podium providing a fine-grain, pedestrian-oriented environment with active frontages with a part high-rise (25 level) and mid-rise (15 level) tower which, subject to conditions, would respond to the emerging built form along Normanby Road. The design ensures good access to daylight, outlook, and privacy for future residents, while managing interfaces between public and private spaces to support safety and amenity. The proposal will contribute to housing diversity and affordability, through a mix of dwelling types and sizes and provision of social and affordable housing. Retail and commercial uses would support local employment and services in the Montague Precinct.

10.3 The proposal would support sustainable transport by improving pedestrian permeability via part delivery of the laneway connecting Normanby Road to Munro Street. Car parking is sleeved with active uses and designed to be adaptable for future alternative uses. Environmental sustainability and water-sensitive urban design measures can be delivered, subject to compliance with recommended conditions in the Incorporated Document. The development also includes appropriate design responses to manage environmental risks such as flooding, noise, contamination and managing amenity impacts from nearby industrial uses. A condition will be required to secure development contributions to support the delivery of infrastructure in the Montague Precinct.

10.4 A response to Clauses 11.03-6L-04 and 11.03-6L-05 which specifically deal with Fishermans Bend Urban Renewal Area and the Montague Precinct are considered in detail below:

Fishermans Bend Urban Renewal Area Policy	**Officer Assessment**
11.03-6L-04 Employment floor area Minimum plot ratio not used for dwelling (Core Areas): Montague: 1.6:1 *Plot ratio: The gross floor area of all buildings on a site, divided by the area of the site.* *Gross floor area: The total floor area of a building, measured from the outside of external walls or the centre of*	**Achieved** **Required**: Montague Core area ratio = 1.6:1 x 2,024m^2 = 3,238.4m^2 **Proposed**: Development Summary: • Commercial: 2,932m^2 (Commercial floorspaces provided at Levels 1-4) • Retail: 678m^2 (3 tenancies at ground floor level) = 3,610m^2 (+ 371.6 m^2)

<table>
<tr><td>party walls, and includes all roofed areas (i.e. includes the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts).</td><td></td></tr>
<tr><td>11.03-6L-04 Community and diversity
Proposals of > 100 dwellings should provide 3BR dwellings:
Montague: 25%</td><td>Not achieved - Can be addressed through conditions
Proposed no of dwellings: 190
• 1 bed x 73 (38.4%)
• 2 bed x 91 (47.9%)
• 3 bed x 26 (13.9%)
Required:
25% of 190 dwellings = 48 dwellings (47.5)
Proposed:
26 dwellings (13.9%) a shortfall of 22 dwellings (11.1%).
Comment: The proposal provides 14% of dwellings as three-bedroom apartments, falling short of the preferred 25 %.
The floorplates have been designed to be with the potential to increase the number of three-bedroom dwellings to 49 apartments (27%), meeting the preferred quantity.</td></tr>
<tr><td>11.03-6L-04 Providing for Affordable housing - Affordable Housing
Developments should provide at least 6% of dwellings permitted under the dwelling density requirements in CCZ (excluding any Social housing uplift dwellings) as Affordable housing, unless:
• The site makes it impractical to do so;
• It can be demonstrated the</td><td>Not achieved - Can be addressed through conditions
Dwelling density:<table><tr><th>Montague Core Area</th><th>Site area m²</th><th>Max. dwelling density</th><th>Proposed no of dwellings</th><th>Proposed dwelling density</th></tr><tr><td>450 dw/ha</td><td>2,024</td><td>91 (91.08)</td><td>190</td><td>938.73 dw/ha</td></tr></table>Required:
6% of dwelling density = 6% of 91 (91.08) = 5 dwellings (5.46)
Proposed:
6 dwellings</td></tr>
</table>

policy objectives can be met by a lesser provision; or • It can be demonstrated meeting the objective would render the proposal economically unviable Affordable housing should be mix of 1, 2 and 3 bedrooms, internally match other dwellings, be externally indistinguishable from other dwellings. *Dwelling density (dw/ha) means the number of dwellings on the site divided by the total site areas (hectares) including any proposed road, laneway and public open space.*	**Comment**: The proposal does not nominate which apartments would be delivered as Affordable Housing therefore a condition of any Incorporated Document should require a mix of one, two and three bedrooms that reflects the overall dwelling composition i.e. • 1 bed x 2 • 2 bed x 2 • 3 bed x 1
11.03-6L-04 Providing for Affordable housing – Social Housing Encourage Social housing in addition to 6% Affordable housing – Social housing uplift: allow 8 additional private dwellings of equivalent size for each Social housing unit provided.	**Not achieved - Can be addressed through conditions** **Required:** Proposed no of dwellings above the dwelling density = 190-91 = 99 dwellings 1:8 or 12.5% required for social housing uplift = 99 /8 = 12 dwellings (12.375) **Proposed:** No of social housing dwellings required = 9 dwellings **Comment:** The required number of dwellings must be conditioned as part of any Incorporated Document. This approach will be legally secured and managed by a registered provider on an ongoing basis which will deliver outcomes that align with the area's character and infrastructure capacity.
11.03-6L-04 Design Excellence Encourage varied built form that aligns with	**Not achieved - Can be addressed through conditions** **Comment**: The proposal is not yet fully resolved but can be appropriately addressed through conditions of any Incorporated Document.

precinct character areas in DDO.	The proposed building staggers its massing with a dual-height configuration, comprising 25 and 15 levels, which introduces variation in building height and assists in reducing any perceived bulk between the adjoining 20 level towers (one under construction and one approved). The massing has been shifted towards the 9 metre wide laneway which increases separation between taller built elements and contributes to a slender tower that would create fast moving shadows and allow sunlight to penetrate to streets and laneways to create a high quality public realm. As discussed in this report at 10.6.5, the proposal seeks a departure from the mandatory minimum setback controls to the tower which, are in part, not supported. The materials, colours and fenestration of the facades introduces a lighter material pallet at the tallest levels to minimise any perception of visual bulk. At street level, the building supports a fine grain, human scale environment with active uses. Opportunities for passive recreation are provided but can be improved. Council's Urban Designer is generally supportive of the proposal, subject to the refinement of detailed design elements including the façade strategy and quality of materials used at podium levels. Improvement are also recommended to ground floor programming to ensure compliance with DDA requirements and cyclist access. Further matters requiring resolution include the detailed treatment of plant screening, integration of ESD and wind mitigation measures within the architecture of the building. Noting these elements must be addressed holistically to avoid ad hoc additions that could undermine the architectural integrity of the building. Resolution of these matters can be managed through conditions requiring submission of revised plans, including a façade strategy.
11.03-6L-04 Achieving a climate adept, water sensitive, low carbon, low waste community Energy: Assess against: Should achieve a 20% improvement on current National Construction Code energy efficiency standards including for building envelopes,	**Not achieved – Further review required and should be addressed prior to a decision** **Comment**: The SMP does not include a commitment to achieve a minimum 20% improvement on the current NCC 2019 Section J requirements. The proposal fails to achieve a 7-star NatHERS rating. The SMP and plans notes a solar PV system size of 13kW peak on the tower rooftop. The SMP does not propose on-site energy storage or connections to a future

lighting and building services. Residential development should achieve an average 7-star NatHERS rating for each building. At least 70% of total site should comprise building or landscape elements that reduce impact of urban heat island effect including: • Vegetation, green roofs and water bodies; • Roof materials, shade structures, solar panels or hard scaping materials with high solar reflectivity index; • Non-glazed façade materials exposed to summer sun should have a low solar absorptance.	precinct wide or locally distributed low-carbon energy supply. The SMP does not provide details on whether 70% of the total site area includes elements that reduce urban heat island effects.
11.03-6L-04 Achieving a climate adept, water sensitive, low carbon, low waste community Assess proposals in flood prone areas against: • Design elements and materials should be resilient inc. waterproof doors and windows, elevated power outlets and the like. • Land uses at ground floor level that can easily recover from the impacts of temporary flooding.	**Not achieved - Can be addressed through conditions** **Comment:** The design raises the ground floor level including car parking access, lobby areas and retail floor levels above street level to meet Melbourne Water's flood protection requirements. The level changes between the street level, entry lobbies and the retail tenancies however have not been satisfactory resolved from a DDA and shared user perspective. Council's ESD Officer also notes the WSUD response requires revisions to: • Increase rainwater tank sizing to 0.5m3 per 10m2 of catchment. • Connect all non-potable outlets in the building, not just toilets for residential components to the rainwater tanks. • Provide MUSIC modelling that demonstrate conformance with Melbourne Water's MUSIC

• Any level changes required between street level and internal ground floor should be integrated into the building design to maintain good physical and visual connection between street and interior. • Essential services such as power connections, switchboards and other critical services should be located to address flooding impacts. • Developments and public realm layout and design should integrate best practice WSUD.	modelling guidelines and include MUSIC file to comply.
11.03-6L-04 Communal open spaces Encourage developments to landscape all public, communal and private open space. Landscape areas should: • Contribute to creation of sense of place and identity and preferred character for the precinct. • Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice WSUD.	**Not achieved - Can be addressed through conditions** **Comment:** The landscape plan does not accurately reflect the proposed architectural floorplans however landscaping is anticipated to be provided in the following areas: • At the ground floor level corner of Normanby Road and along the new lane. • The level 5 and 15 outdoor terrace areas. The subject site is identified as being susceptible to flooding. The building's design response is common practice - raising of floor levels including for protection of the basement level. This is satisfactory, but not innovative. As noted above, the WSUD response is not satisfactory and requires revision. There is no provision for community gardens or celebrating Aboriginal cultural heritage and this should be addressed as part of any amended landscape design response.

• Incorporate opportunities for community gardens. • For POS, interpret and celebrate heritage and culture inc. Aboriginal cultural heritage.	
11.03-6L-04 Communal open spaces Plant selection should: • Support complex and biodiverse habitat including native and indigenous flora and fauna. • Balance provision of native and indigenous plants with exotic climate resilient plants that provide opportunity for biodiversity. • Support creation of vegetation links within FB to surrounding areas of biodiversity, plant selection design.	**Not achieved - Can be addressed through conditions** **Comment:** The landscape plan is inconsistent with the architectural plans and insufficient detail has been provided to allow for assessment.
11.03-6L-04 Communal open spaces Buildings should: • Include deep soil zones of at least 1.5m or planter pits for canopy trees. • Incorporate green facades, rooftop, podium or terrace planting that is water efficient, located and designed to be sustainable, viable	**Not achieved - Can be addressed through conditions** **Comment:** As previously stated, the landscape plan is inconsistent with the architectural plans and insufficient detail has been provided to undertake this assessment.

and resilient and appropriate to micro-climate conditions.	
11.03-6L-04 New streets, laneways and pedestrian connections New streets, laneways and pedestrian connections should be spaced: • Core areas: not more than 50-70m apart in preferred direction and 100m apart in the other direction in a block. • Non-core areas: not more than 100m apart and orientated in the preferred direction. The preferred direction for new pedestrian connections and laneways is north-south.	**Achieved** **Comment:** The land is in the Core area and has a frontage of 40.24 metres to Normanby Road and Munro Street. The Framework Plan and Planning Scheme maps propose an indicative location for a 9m wide lane along the south-west side of the site. The laneway generally aligns with existing 2.25m to 3.2m wide easements along the south-west side of the subject site and when combined with the adjoining easement at 272-280 Normanby Road, creates a 4.5m to 6.4m wide shared carriageway easement. Similar to the approved development at 272-280 Normanby Road, the application proposes to set aside an additional 1.3m in width along the south-west side of the site to create and construct a 4.5 metre wide laneway to deliver an overall width of 9m.
11.03-6L-04 New streets, laneways and pedestrian connections New streets, laneways and pedestrian connections should: • Be aligned with and connected to existing and proposed streets as per relevant Maps in CCZ1. • Provide direct access to existing or proposed public transport stations and routes, and	**Achieved** **Comment:** The laneway along the south-west side of the site would be consistent with the recommended location of a through-block lane. The lane would provide direct access to the Route 235 bus route on Normanby Road and improved access to the Route 109 Light Rail line further to the east. The north-west/south-east alignment of the lane would not materially improve access to existing or proposed public open space because these areas are located to the north-east and south-west of the subject site.

existing or proposed public open space.	
11.03-6L-04 New streets, laneways and pedestrian connections New shared streets or lanes should prioritise pedestrian movement and safety	**Achieved** **Comment:** The lane design would be primarily for pedestrians and cyclists, with cars restricted to the northern most 24m of its length to provide access to the car parking area and loading bay entry from Munro Street.
11.03-6L-04 New streets, laneways and pedestrian connections New streets and lanes should be designed to: • Enable views through the street block; • Have active frontages in a core area; • Be open to the sky; • Allow for canopy tree planting.	**Not achieved - Can be addressed through conditions** **Comment:** The new lane would: • Enable views through the street block. • Be open to the sky. • Allow for canopy tree planting in its final form including development of 272-280 Normanby Road adjacent to the south-west side. • Activation at several locations along its length comprising the bicycle hoops. As discussed at Standard D5 of the Clause 58 Assessment, while the laneway contributes to permeability and access, the absence of a direct entry from the laneway to the corner retail tenancy fronting Normanby Road is considered a missed opportunity for further activation. It is recommended a condition of Incorporated Document include a requirement for direct pedestrian access from the laneway to the corner retail tenancy.
11.03-6L-04 Sustainable transport Ensure development does not compromise the delivery of future PT inc, new tram, train and bus routes. Reduce impacts of new vehicle access points on pedestrian, PT and bicycle priority routes. Provide high levels of and easy access to bicycle parking facilities,	**Not achieved - Can be addressed through conditions** **Comment:** The development would not compromise the delivery of any proposed new public transport. Normanby Road is identified as a proposed on-road cycling path in the Framework Plan. The number of vehicle crossings on Munro Street would be reduced from three to one. Along Normanby Road, the existing crossover is proposed to be retained but only serve cyclist access. This crossover should be reconfigured to reflect its limited function and ensure it integrates appropriately with the streetscape - refer to discussion at Standard D11 at the Clause 58 Assessment.

inc. change rooms, showers and lockers. Encourage developments to provide less than preferred maximum no. car spaces. Encourage developments to provide for future conversion of car parking to alternative uses.	The number of bicycle parking spaces would exceed requirements however the location and access to these facilities is a concern. Access to the building for cyclists is currently reliant on a single ramp, manoeuvring into residential and commercial lobbies and with unconfirmed dimensions. To ensure safe and convenient access for all users of the building, the bicycle parking layout and access arrangements should be reconfigured to minimise conflict with pedestrian movement and improve functionality. The proposal has a maximum parking provision under the Parking Overlay of 144 spaces. It is proposed to provide 117 off-street resident and employee spaces. The proposed parking provision would be within the maximum permitted. Refer to Section 10.7.4 for discussion of car share facilities.
11.03-6L-04 Land use transition Ensure new uses and expansion of existing uses with potential adverse amenity impacts do not prejudice the urban renewal of Fishermans Bend. Applications that may be affected by adverse amenity impacts, require the preparation of an Amenity Impact Plan that includes measure to mitigate adverse amenity impacts.	**Achieved** **Comment:** The proposal does not involve the expansion of an existing use that may result in adverse amenity impacts. It is noted that the north-western corner of the site falls within the 250-metre amenity buffer of Council's Resource Recovery Centre located on Boundary Street. To ensure potential amenity impacts are appropriately assessed and managed, a condition of any Incorporated Document should require the preparation and submission of an Amenity Impact Report.

B. Response to relevant planning controls

10.5 **Capital City Zone**

10.5.1 **Use of Land**

The proposed dwelling, office, retail premises, uses are satisfactory for the site and surrounds. Recommended conditions of the Incorporated Document will satisfactorily manage amenity impacts such as noise emissions and/or protection from nearby sources of noise etc.

10.5.2 **Buildings and Works Requirements**

Buildings and works must be generally in accordance with the Montague Urban Structure, Amenity Buffer, Pipeline Buffer and Transport and Infrastructure maps of the

Schedule to the CCZ. This does not apply to a new road or laneway marked as indicative. The Maps include:

Map 1: Montague Urban Structure The plans satisfactorily address matters including no crossovers from Normanby Road, primary (80% permeability) active frontage and delivery of a new laneway in conjunction with the adjoining site to the south-west for a total width of 9 metres.

Map 4: Amenity buffers. Part of the north-western corner of the land (where the laneway would be located) is within the 250m amenity buffer of Council's Resource Transfer Station. Notably the controls require consideration of measures to mitigate against adverse amenity impacts if the land is within an Amenity Buffer therefore recommended clauses of the Incorporated Document are required to ensure an acceptable amenity outcome for future residents of the building.

Map 5: Pipeline buffers. The land is within the 100m buffer of the Port Melbourne to Symex Holdings gas pipeline and the 450m buffer of the South Melbourne to Brooklyn pipeline. Clauses of the Incorporated Document are required to satisfactorily address the amenity impacts from this facility.

Map 6: Transport Infrastructure shows the site is:

- Approx. 200m from the nearest existing light rail line (Route 109) to the south-east.
- Approx. 1,400m from the Route 96 (City to St Kilda) light rail line to the east.

The proposal would complement these transport routes.

10.5.3 Conditions on Permits

Clause 4.3 of Schedule 1 to the Capital City Zone (CCZ) outlines mandatory conditions to be included on planning permits, where relevant. For this proposal, the applicable conditions relating to Green Star certification, third pipe and rainwater tank infrastructure, and the provision of roads and laneways have been identified. These requirements have been incorporated into the recommended conditions of the Incorporated Document

10.6 Design and Development Overlay – Schedule 30

10.6.1 Building Typologies

The subject site is located within the Core area of Montague North in Character Area M1 of DDO30. This precinct supports a hybrid built form with a focus on mid-rise development (7 to 15 levels) and some high-rise elements (16 levels and above). The site is subject to a discretionary maximum building height of 20 levels / 68 along with a preferred street wall height of 4 to 6 levels.

The proposal introduces a dual-height arrangement, comprising a tower of 15 and 25 levels. This staggered massing helps to break up the overall form and provides a transition between the neighbouring 20 level developments to the north-east and south-west. The taller element is positioned adjacent to the laneway, which increases separation between built forms and contributes to presentation of a slender profile when viewed from the public realm. This approach aligns with the preferred character for the precinct, where slender towers cast fast-moving shadows and reduce the perception of bulk from street level.

The design also responds to the emerging built form in the area. Opposite the site, developments under construction or approved include towers ranging from 15 to 46

levels (refer to Figure 2). These developments form part of the emerging character of the area, notwithstanding some were approved under a different planning regime. The proposed 25 level tower sits below the height of several nearby approvals, while the 15 level component fronting Munro Street is within the mid-rise range.

10.6.2 **Building Height**

The preferred maximum building height for the precinct is 20 levels / 68m

The proposed building height is 25 levels / 86.5m:

- Part 15 levels to Munro Street (56.7 AHD to parapet & 58 AHD to wind screen)
- Part 25 levels to Normanby Road (88.5 AHD to parapet & 90.2 AHD to lift overrun)

Council supports the applicant's view that the site can accommodate built form exceeding the preferred mid-rise scale of 15 levels and preferred maximum of 20 levels. The proposed 25 level element is comparable in scale to a previous approval at 272-280 Normanby Road which allowed a building height up to 24 levels with 10 metre tower setbacks under Amendment C177port. Notably, this building height was supported on a site adjacent open space where reducing bulk to exposed facades is inherently more challenging. In this context, the proposed massing of the 25 level element of the tower towards Normanby Road is considered an acceptable outcome subject to conditions to provide a 10 metre minimum setback to Normanby Road, consistent with the mandatory setback requirement should this proposal be considered via a planning permit process.

Council considers the proposed building height to be appropriate for an infill development on this site, creating a differentiation in height to both street frontages with the adjoining developments (5 levels higher to Normanby Road and 5 levels lower to Munro Street).

The proposal does not feature any non-habitable architectural features more than 3 metres in height. Building services are however located within 3 metres of the building façade. This aspect must be resolved as a condition of any Incorporated Document.

It is acknowledged that Council previously advocated for lower tower heights to strictly align with the upper limits of the mid-rise definition under DDO30. However, the built form context has since evolved. This proposal is now being considered adjacent to approved developments of up to 20 levels, rather than the 30–40 level towers previously pursued on adjoining sites. This shift, along with known built form outcomes nearby, supports a more nuanced design approach. It recognises that a varied and engaging skyline can also be achieved through a step-up in building height where it can be demonstrated that the proposal meets the design objectives of DDO30.

10.6.3 **Street Wall Height**

Normanby Road is approximately 30 metres wide and Munro Street is approximately 20 metres wide. The preferred street wall (i.e. podium) height for Normanby Road and Munro Street is 4 levels (except where a lower height is necessary to respond to an adjoining heritage place for Munro Street). The maximum street wall height is 6 levels. Non-habitable architectural features not more than 3 metres in height may exceed the specified height.

The preferred and maximum street wall height to the laneway (at 9 metres wide) is also 4 and 6 levels respectively.

The proposal includes 5 level (22.1m) podium to Munro Street and part 5 level (22.1m) / 6 levels (25.7m) podium to Normanby Road. Along the laneway, the podium steps from 5 to 6 levels between the Munro and Normanby frontages. The proposed podium heights are consistent with the preferred and maximum street wall height requirements of DDO30.

10.6.4 **Street wall setbacks**

Street walls should be built to or within 0.3 metres of an existing or proposed street, laneway or public open space.

The street walls facing the two street frontages and laneway would be predominantly built to the boundary except for minor rebates for access, open space / planters or articulation. Floorplans do however detail encroachments over the title boundary into the footpath / public realm for structural elements. This is not supported and conditions of any Incorporated Document must require all structural and architectural features (including planters, seating and services) to be contained within the title boundary. Changes required must not compromise the architectural quality of the building, including but not limited to the visual depth provided by the structural and architectural features.

At 9 metres wide, the laneway width would typically mandate a minimum street wall setback of 6 metre or preferred setback of 9 metres as set out at Table 5 of DDO30. As this is an application for a planning scheme amendment, a minor amendment to the width of the laneway to be marginally less than 9 metred wide (e.g. 8.99 metres), would result in the setback to the edge of the laneway being compliant (i.e. within 300mm of the proposed laneway). A recommended condition of permit to reduce the laneway width would achieve a compliant street wall to the laneway.

The street wall setbacks are considered satisfactory and are supported subject to resolution of matters noted above.

10.6.5 **(Tower) Setbacks Above the Street Wall**

The table below details the applicable setbacks above the street wall

Tower setback to:	Preferred Setback	Minimum Setback	Proposed Setback	Comments
Tower Setbacks (Above the Street Wall) – Table 4 of DDO30				
To Munro Street	10m	10m	5m up to Level 14; 15m to Level 15–24	Variation proposed
To Normanby Road	10m	10m	5m	Variation proposed
To the laneway setback adjacent to 272–280	10m	10m	5m to title boundary; 0.5m to laneway edge	Variation proposed

Normanby Road / laneway)				
Side Setback – Table 5 of DDO30				
Adjacent to 260–262 Normanby Road	10m	10m	5m to 15-level portion; 10m to 25-level portion	Variation proposed

A portion of the building comprises 15 levels, which in isolation would require a minimum 5 metre a setback. However, as the overall building height is 25 levels, a mandatory minimum 10 metre setback applies. As this proposal forms part of a planning scheme amendment, the proponent advances that variations to the built form standards may be considered.

The Terms of Reference for land subject to new proposals sets out at paragraph 18 that "*in assessing the appropriateness of a site specific planning control to facilitate a proposal, it must consider, (inter alia) … the compliance of the proposal with the requirements of the permanent planning controls set out in paragraphs 14-15, or 17, of these Terms of Reference, as applicable." (author emphasis)*

Paragraph 17 relates to Land subject to new proposals and states,

"The Advisory Committee is to consider a site-specific planning control to facilitate a proposal for land use and development within Fishermans Bend, subject to the proposal:

a. responding to local policy;

b. meeting the requirements of the Design and Development Overlay, the Parking Overlay and the Capital City Zone); and

c. making appropriate development contributions." (author emphasis)

The proposed setbacks adopted by this proposal are to the height of the nearest tower element presented to the street instead of the overall building height. Adopting the approach used by the proponent, the proposal would be compliant with setback requirements to Munro Street and to the adjacent site at 260-262 Normanby Road. Setbacks to the laneway and Normanby Road would remain non-compliant with a variation sought to provide a minimum 5 metre setback in lieu of 10 metres.

Setbacks to the two different heights of the tower are discussed in turn below.

Setbacks to the 15 level tower element: The proposed variation to the setback fails to meet the mandatory minimum setback that would otherwise apply if this application were to be considered under a planning permit process. From an urban design perspective, the proposed setbacks would be consistent with those adopted for the adjoining sites and therefore maintain the street rhythm and enable adequate daylight and views to the sky between buildings. Importantly, the non-compliant 5 metre setback adjacent to 256-262 Normanby Road is strategically positioned opposite the wider setback of the approved built form which benefits from more of an elliptical tower form, helping to balance the overall massing presented to the streetscape.

Setbacks to the 25 level tower element: The proposed variation to the setback fails to meet the mandatory minimum setback that would otherwise apply if this application were to be considered under a planning permit process. Notwithstanding, the proposed setbacks are more than those typically required for Munro Street with 15 metres rather than 10 metres proposed. This approach ensures that the taller element reads as recessive to the Munro streetscape and a mid-rise built form is truly achieved. The minimum 10 metre setback to the common boundary with 256-262 Normanby Road is achieved but owing to the elliptical shape of the approved development, being setback 15 metres to the common boundary (not 10.9 metres noted on the proposed floor plans), the real separation between towers presenting to Normanby Road would be 25 metres at its closest to the street.

To Normanby Road, the proposed 5 metre setback in lieu of 10 metres is not supported as this would be a continuation of 5 metre setbacks of towers to the adjoining sites but given the reduced setback would be to a taller tower along this side of Normanby Road, an increased setback to a minimum of 10 metres should be adopted to assist in mitigating any perception of visual bulk to the Normanby Road streetscape and be consistent with the setback requirements previously associated with Amendment C177port.

To the laneway, a setback of 5 metres from the centreline / title boundary is proposed in lieu of 10 metres. The setback would mirror that of the adjacent development at 272-280 Normanby Road. The proposed variation can be supported in this isolated instance as the built form takes the benefit of the separation provided by the laneway and laneway and, subject to a condition requiring an additional / compliant setback to Normanby Road would extend for approximately 25 metres and will not result in unreasonable amenity impacts to the laneway.

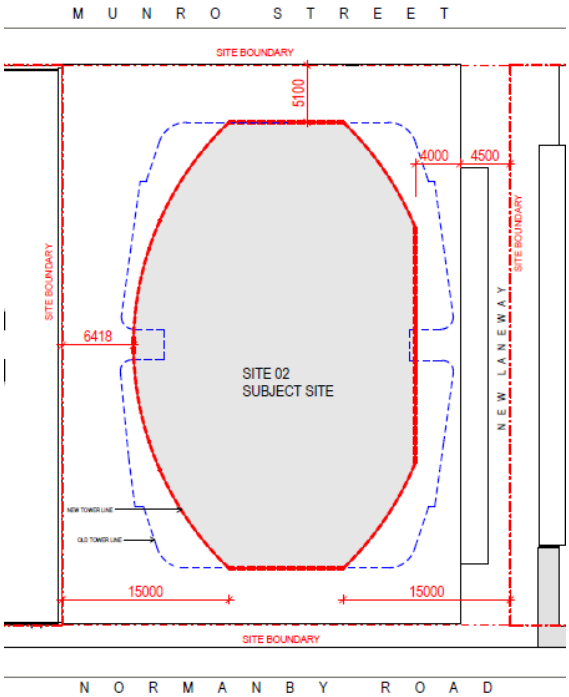


Figure 4: Floorplan of 256-262 Normanby Road – red outline indicates approved town for and setbacks.

While the proposed tower setbacks achieve some positive urban design outcomes to Munro Street, the laneway and adjacent to 256-262 Normanby Road, the variation to the mandatory setback along Normanby Road is not supported. The application does not demonstrate any site-specific constraints or public benefits that would justify this non-compliance. Supporting the variation risks undermining the strategic intent of DDO30 and setting an undesirable precedent. It is estimated the increased setback would result in a loss of 16-23 dwellings and subsequent loss of 2 or 3 social housing dwellings.

10.6.6 Overshadowing

Clause 2.6 of DDO30 states buildings must not cast any additional shadow above the shadows cast by hypothetical buildings built to the maximum street wall height and existing buildings over:

- The existing residential zoned land south of City Road and Montague Street between the hours of 11.00am and 2.00pm on 22 September.
- The existing or new public open spaces or streets shown in Map 4 of the schedule as follows:
- The new public open space park at the rear of 231-233 Normanby Road (facing Woodgate Street) between 11.00am and 2.00pm on 22 September.

  No overshadowing controls apply to the proposed new Johnson Street Public Open and linear parks opposite and along Johnson Street or the existing parks alongside the Route 109 light rail line.

The shadow plans confirm the proposal would not overshadow any of the listed areas of existing or proposed open space (including North Port Oval). The proposal would cast morning shadow over the proposed Public open space on Johnson Street, but this would clear the park by 11.00am at the September equinox. Shadow impacts are considered acceptable.

10.6.7 Wind Effects on the Public Realm

A review of the wind tunnel assessment confirmed that public realm areas meet the recommended safety criterion, except for the southeast corner adjacent to 256-262 Normanby Road which recorded gusts exceeding the threshold. Most footpath areas comply with the walking comfort criterion, with the southeast corner again exceeding limits can be managed through temporary measures such as a porous car park façade. The main building entrances meet the standing comfort criterion.

Overall, the modelling concluded the proposed development is not expected to cause significant adverse wind impacts on surrounding areas that many of the concerns would be addressed upon development of the approval at 256-262 Normanby Road but temporary mitigation measures could be adopted in the interim to provide for a comfortable pedestrian environment.

Refer to Standard D7 and 17 of Clause 58 for detailed discussion about wind impacts to communal areas within with the development.

10.6.8 Active Street frontages

Normanby Road is identified as a Primary Activated Frontage, requiring clear glazing to at least 80% of the ground level frontage, to a height of 2.5 metres, excluding any solid plinth or base. While exact dimensions have not been provided on the plans, it appears that this requirement can be readily achieved based on the extent of glazing shown.

More broadly, the development provides a high level of activation to Munro Street and the laneway, with access, loading, and services occupying less than 40% of the laneway frontage, consistent DDO objectives. Canopies are proposed to all frontages, except for a gap to the area in front of the lobby entry steps. This design response is considered acceptable due to the recessed nature of the entries which contributes to a defined sense of address for the primary entries. The lobby entry setbacks are more than one-third of the entrance width but continue to be provided with adequate weather protection from the upper podium levels.

As discussed under Standard D5 of Clause 58, Council maintains that a direct entry to the retail tenancy located at the corner of Normanby Road and the laneway should be provided to reinforce activation and accessibility at this prominent location.

10.6.9 **Adaptable Buildings**

The adaptability of the podium and tower levels would be satisfactory for the reasons outlined below:

Building element	Adaptability opportunity	Compliance
Lower levels up to the height of the street wall	At least 4.0m floor-to-floor height at ground level At least 3.8m floor-to-floor height for other lower levels	Achieved: Ground level: 4.0m floor-to-floor Podium Levels: 4m floor-to-floor
Car parking areas	In areas not in a basement: Level floors A floor-to-floor height at least 3.8m Mechanical parking systems to reduce the area required for car parking	Podium level car park floor-to-floor height: 4.0m No mechanical parking system proposed
Dwelling layout	The ability for one- and two-bedroom dwellings to be combined or adapted into three or more bedroom dwellings	Achieved: The proposal provides 14% of dwellings as three-bedroom apartments, falling short of the preferred 25 %. The floorplates have been designed to be with the potential to increase the number of three-bedroom dwellings to 49 apartments (27%), meeting the preferred quantity.

Internal layout	Minimal load bearing walls to maximise flexibility for retail or commercial refits.	Achieved: The principal load bearing elements in the podium would be service core, several rows of columns, and building floors & beams allowing internal spaces back to service core to be altered & adapted. The tower would rely on a similar mix of service core, column & load bearing floors & walls that would also allow adaptability

10.6.10 Building Finishes

A detailed façade strategy has not been provided with the application package which limits a comprehensive assessment of the architectural quality and materiality of the development. A detailed façade strategy must be submitted as part of an Incorporated Document to ensure that the design intent is clearly articulated.

Based the detail available, the podium is articulated with a mix of glass, render and metal panels with different coloured finishes to the podium which provides a fine grain presentation at street level. Council's Urban Designer has raised concerns about the materiality at podium levels, recommending an integrated finish using materials such as brick, stone, or precast concrete.

The tower adopts a more uniform approach with a framed grid which reinforces verticality and provides a consistent architectural language. The use of lighter colours and focus on glazing elements to the taller tower element further reinforcing different elements of the design which assist in building articulation and mitigating bulk.

Dark grey metal mesh and vertical landscaping are proposed for two grid widths between Levels 1–5 along Normanby Road to screen car parking and associated services behind. These elements are intended to soften the built form and enhance environmental performance. These features may be acceptable upon review of a more detailed façade strategy.

10.7 Transport Matters

10.7.1 Traffic Generation

The applicant's Transport Impact Assessment (TIA) estimates that the proposed development will generate approximately 493 vehicle movements per day, with peak hour expected to be around 50 movements. The report notes that projections are based on conservative trip generation rates to reflect the anticipated low reliance on private vehicles in Montague and Fishermans Bend more generally. The assessment aligns with the strategic transport objectives to target 80% of trips made via walking, cycling, or public transport.

The surrounding road network, including Normanby Road and Munro Street, is considered capable of absorbing the projected traffic volumes without significant impact on traffic flow or congestion. Normanby Road, a declared arterial road, accommodates approximately 16,000 vehicle movements daily and has sufficient capacity to manage

additional traffic generated by the development. The report notes that intersections, typically present capacity constraints but no specific concerns have been identified for the site. Council notes a referral to Head of Transport for Victoria are a referral body who may provide further commentary on this.

10.7.2 **Access and layout**

Vehicle access is proposed via a shared laneway between Normanby Road and Munro Street, which also serves the adjoining development at 272–280 Normanby Road. Access to and from Normanby Road is to be amended to only accommodate cyclists. The TIA does not provide a detailed assessment of cumulative traffic impacts arising from both developments using the same laneway or potential issues for queuing, turning movements and potential conflicts.

The absence of a coordinated traffic strategy raises concerns about the safety of the shared access arrangement. To ensure the laneway operates effectively and safely, further information is required.

The internal layout of the development, including accessways and ramps, appear acceptable but Council's Traffic Engineers have requested further detail confirming compliance. The report does not provide a swept-path analysis for critical car parking spaces, such as end of aisle spaces or where bollards and ramp positioning may restrict manoeuvrability.

The proposed loading bay and waste collection arrangements in the basement are supported by swept-path analysis for a 6.4m rigid vehicle, indicating that access and egress are feasible. However Council's Waste Management Officer has noted potential for conflicts, it is presumed this is owing to the limited clearance distances and outward opening doors from the residential bin room.

These matters can be addressed via conditions of an Incorporated Document

10.7.3 **Car Parking**

The provisions of Clause 45.09 (Parking Overlay) and Schedule 1 (PO1) are applicable to this development. Schedule 1 specifies maximum car parking rates for a dwelling, office and retail premises. The statutory maximum car parking requirement for the proposed development are:

Use	**Size / Quantity**	**Max rate**	**Max provision** **rounded down to nearest whole number*
Dwelling – 1 or 2 bedroom	1 bed x 73 2 bed x 91	0.5 space / dwelling	36 45
Dwelling – 3 bedroom	3 bed x 26	1 space / dwelling	26
Retail	678m^2	1 per / 100 m^2	29
Office	2,932m^2	1 per / 100 m^2	6
Total			144

The proposed development includes a total of 117 car parking spaces, distributed across basement and podium levels as follows:

- Basement Level: 44 residential spaces
- Level 1: 7 retail spaces and 11 commercial (office) spaces
- Level 2: 18 commercial (office) spaces
- Level 3: 18 residential spaces
- Level 4: 19 residential spaces

This results in a total allocation of 81 residential spaces, 29 commercial spaces, and 7 retail spaces, which is below the statutory maximum of 144 spaces permitted under PO1. The distribution of spaces is generally appropriate and reflects the functional requirements of each use, with residential parking located on secure upper and basement levels, and commercial/retail parking positioned for convenient access. As per detailed commentary at D12 of Clause 58, lift access is provided near parking areas across all levels; however, the number of lifts is insufficient for a development of this scale. An additional lift is recommended to improve accessibility for bicycles, prams, and mobility aids.

The proposal includes only two car parking spaces equipped with electric vehicle (EV) charging infrastructure. This is insufficient given the scale of the development. Planning policy strongly encourages the integration of sustainable transport infrastructure, including EV charging, to support the transition to low-emission mobility and future-proof new developments. A greater number of dedicated EV bays and infrastructure that enables future expansion across the car park. A condition is recommended to require at least 25% of car spaces to have access to an EV main.

10.7.4 Car Share

One car share parking space is proposed to be located within a newly created on-street bay along the Munro Street frontage. This provision is below the standard requirement of six spaces (based on the rate of two spaces plus one per 25 car spaces).

The TIA notes that on-street car share spaces are preferred over those located within private developments as they offer greater accessibility to the general public and are more consistent with the City of Port Phillip's Car Share Guidelines. The report also states that current rate of car share provision across the municipality is approximately one space per 300 dwellings, suggesting that a higher provision may not be viable for service providers.

Council does not support the use of public land to satisfy this requirement. Controlled access for the public to on-site car parking areas is often adopted in similar developments. The car share facility also plays a role in serving the need of future residents and commercial uses on the site. It is recommended that a minimum of one car space is provided on site initially with a requirement for an annual review to provide up to five spaces should a demand be identified. A condition of Incorporated Document should also require a minimum of five spaces be set aside for future allocation and remain in common property.

10.7.5 Bicycle Parking and End of Trip Facilities

Clause 52.34 of the Port Phillip Planning Scheme and Clause 4.2 of Schedule 1 to the Capital City Zone (CCZ1) both set out bicycle parking requirements; however, neither

clause provides guidance on whether one supersedes the other or if they should be applied cumulatively.

Under CCZ1, the development is required to provide 209 bicycle parking spaces (190 for residents and 19 for visitors). Clause 52.34 requires a total of 72 spaces (57 residential, 13 office, and 2 retail). The proposal includes 226 bicycle parking spaces, comprising 208 residential, 16 commercial, and 2 retail spaces, thereby satisfying the requirements of both provisions.

The proposed bicycle parking is distributed throughout the basement and podium levels (*2 commercial spaces in the basement; 20 residential visitor, 2 commercial visitor, and 2 retail visitor spaces at ground level; and residential and commercial spaces across Levels 1 to 4*).

Clause 52.34 requires one shower and one change room to support 12 employee bicycle spaces. The development exceeds this requirement by providing 12 showers across Levels 1 to 4, integrated within male, female, and unisex end-of-trip facilities.

As previously noted in this report, Cyclist access is currently reliant on a single ramp and a lift with unconfirmed suitability for bicycle use. To improve safety and functionality, the bicycle parking and access arrangements should be reviewed to reduce pedestrian conflict and ensure convenient access. Please refer to discussion at Standards D11 and D12 of Clause 58.

10.7.6 Motorcycle Parking

A total of three motorcycle spaces are required and proposed in the form of one space per levels 1, 2 and 3. Note the TIA identified four spaces are required and proposed but the plans only appear to show three.

10.7.7 Loading

One loading bay measuring 3.7m (w) x 9.13m (l) x 4.0m (approx.) (h) is provided with direct access to the Munro Street end of the laneway.

The swept-path diagram indicates potential conflict with on-street parking on the south-west side of the laneway. Council's Traffic Engineers have also raised concerns that the swept diagrams encroaching over the title boundary. The swept paths however indicate that manoeuvres can occur within the extent of carraway easement (3.2 metres back from the common title boundary).

Further detail is required to confirm that the laneway layout, including landscaping and street furniture, will not impede service vehicle access or compromise pedestrian safety.

10.7.8 Waste Collection

The Waste Management Plan (WMP)

- Waste shall be stored within the development. For the residential use, the waste room is located within the basement level, adjacent to the lift core. The commercial waste room is provided at ground floor level, adjacent to the loading bay.
- A private collection service will collect all waste streams from the property three times per week. Charity, hard and e-waste collections will be collected as required.
- The residential waste collection will occur in the basement car park and the commercial collection will occur from the ground floor loading area.

- Building Management is responsible for all aspects of waste management including access for the waste contractor to enter the site and bin store on the days of collection.
- The WMP refers to the follow collection summary:

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collection Frequency	Net Area m²
Apartments (shared bins)	Garbage	4	1,100	3/week	6.4
	Food Organics	9	240	3/week	4.5
	Recycling	4	1,100	3/week	6.4
	Future Glass	8	240	3/week	4.0
	Charity Bin	1	240	At call	0.5
	Hard / E-waste	-	-	At call	2.0
Commercial (shared bins)	Garbage	2	660	3/week	2.4
	Food Organics	2	240	3/week	1.0
	Recycling	2	660	3/week	2.4
	Future Glass	2	240	3/week	0.5
	Hard / E-waste	-	-	At call	2.0

While the above approach is generally acceptable, several operational and design concerns have been identified that require resolution to ensure the plan's feasibility and compliance.

- Swept Path Design: The ground level swept path may interfere with neighbouring property operations due to the high frequency of waste collections. Additionally, the internal swept path to the residential bin room at Basement Level 1 (B1) requires redesign to address potential safety issues and the impact on car parking provision.
- Bin Storage Room Design: The residential bin room layout does not adequately provide for disability access, particularly in relation to the FOGO and glass bins. The proposed 2m² area for hard waste storage may also be insufficient given the "at call" collection frequency. Furthermore, once revised generation rates are adopted, the commercial bin room layout will need to be updated to accommodate accessibility requirements and appropriate bin sizing.
- Bin Chute Configuration: The current design shows both waste streams discharging into general waste bins. This is incorrect and must be amended to ensure proper separation of waste streams.

- Waste Generation Rates: The proposed food organics (FOGO) and glass generation rates for the retail and commercial rates significantly higher than standard benchmarks and lack supporting evidence. These rates should be revised to reflect known and accepted generation data.
- Waste Streams: The WMP indicates that residential glass bins will be used for commingled recycling until glass collections commence. This is not acceptable, as private glass collection services are currently available and must be operational from the outset.

Any Incorporated Document for the Amendment should include a condition requiring detailed plans and an updated Waste Management Report to be prepared and approved by Council.

10.8 **Environmental Sustainable Design (ESD)**

The proposal does not meet the Environmentally Sustainable Design (ESD) expectations for a development of this scale within the Fishermans Bend Urban Renewal Area (FBURA). Both the SMP and Stormwater Management Plan fail to address the specific ESD and Integrated Water Management (IWM) requirements mandated under Schedule 1 to the Capital City Zone (CCZ1).

The SMP outlines some basic ESD initiatives and utilises the Built Environment Sustainability Scorecard (BESS) to assess environmental performance, achieving a score of 52%, which represents a marginal pass.

In accordance with the mandatory Green Star provisions in CCZ1, any approved development must obtain a certified Green Star rating from the Green Building Council of Australia. The applicable rating tool is the *Green Star Buildings* tool. Consequently, the SMP should be revised to demonstrate how the proposed development will meet the relevant credits under the Green Star Buildings framework. Achieving this rating will require a significantly enhanced approach, including consideration of embodied greenhouse gas emissions and improved energy and water efficiency measures.

Daylight modelling has been included in the SMP, based on existing site conditions. This modelling should be updated to reflect the approved tower developments on the adjacent lots, to ensure that adequate natural daylight can be achieved under future built conditions.

The Stormwater Management Plan indicates that the proposal does not currently comply with the mandatory rainwater harvesting and third pipe infrastructure requirements set out in CCZ1. To meet these requirements, the following amendments are necessary:

- Extend rainwater catchment to include all podium terraces, not solely the common areas.
- Increase the capacity of rainwater tanks to provide 0.5m³ per 10m² of roof area. The currently proposed 20kL and 7.5kL tanks are undersized.
- Either capture and treat stormwater runoff from the laneway/driveway along the western boundary of the site or apply a permeable surface treatment to allow infiltration.
- Ensure both the SMP and Stormwater Management Plan clearly detail the connection of rainwater tanks to a third pipe system servicing all non-potable water outlets within the building.

Given the extent of the deficiencies identified in both the Sustainability Management Plan and the Stormwater Management Plan, it is Council's preference these matters are addressed prior to the finalisation of any Incorporated Document. Proceeding without resolving this may may necessitate substantial design modifications. The consequences of such changes are unknown and may have unacceptable consequences for other policy and control requirements. Should the Department consider that these matters can be addressed through conditions then suggested conditions should be included as part of any Incorporated Document.

10.9 **Flooding**

The finished floor levels of the proposed development have been designed in accordance with flood risk requirements from Melbourne Water, the relevant flood authority. The proposed finished floor levels and vehicular access apex at 3.0 AHD will mitigate potential flood impacts while maintaining good physical connections to both the street and laneway interfaces. Conditions of an Incorporated Document will require pedestrian access ramps to be of sufficient width to accommodate shared users to ensure compliance with Disability Discrimination Act (DDA) requirements without compromising flood resilience measures.

Other Matters

10.9.1 **Clause 58 – Better Apartments Design Standards**

The proposal demonstrates technical non-compliance with the following standards of Clause 58.

- Standard D10: Landscaping objectives
- Standard D11: Access objective
- Standard D13: Integrated water and stormwater management objectives
- Standard D14: Building setback objectives
- Standard D17: Wind impacts objective
- Standard D18: Accessibility objective

A full assessment is contained in **Attachment 4** of this report.

Finalisation of apartment design can be resolved through the submission of revisions to the plans for final endorsement by the Department.

10.9.2 **Street Trees**

There are two street trees located immediately adjacent to the subject site Ulmus procera (ID: 1165020 and 1165019) and one Ulmus procera (ID: 1165018), situated within an area potentially affected by construction activity. To ensure appropriate protection and management of these trees, recommended conditions of the Incorporated Document should require the preparation of a Tree Protection Management Plan (TPMP) which considers the coordinated delivery of public realm upgrades along Normanby Road.

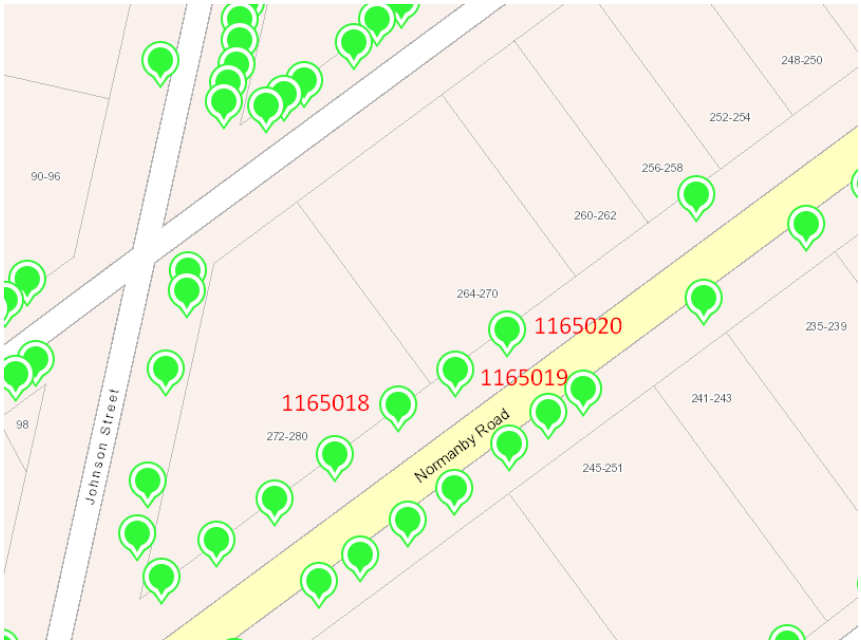


Figure 5: Street tree locations

10.9.3 Affordable and Social Housing

The proposal has been assessed against Clause 11.03-6L-04, which outlines requirements for the provision of Affordable and Social Housing within Fishermans Bend.

The development is required to deliver at least 6% of dwellings permitted dwelling density rate as Affordable Housing. A minimum of 5 Affordable Housing dwellings are required.

The proposal includes 6 dwellings, meeting the quantitative requirement. However, the specific apartments to be delivered as Affordable Housing have not been identified. To ensure compliance with policy objectives, a condition of any Incorporated Document should require a mix of one, two and three-bedroom dwellings that reflect the dwelling breakdown in the development.

The proposal seeks to utilise the Social Housing uplift provision, which allows additional private dwellings equivalent in size to each Social Housing unit provided. While the uplift mechanism is acknowledged, further detail is required to confirm the delivery, management, and tenure of the Social Housing component. These matters can be resolved through the preparation and execution of a Section 173 Agreement to ensure the Social Housing is secured in perpetuity and managed by a registered provider.

10.9.4 Development Contributions

Having regard to the scale and intensity of the proposed development, it is appropriate that a development contribution be required to address the associated demand on public infrastructure. The contribution amount, determined by the number of dwellings and the gross floor area of non-residential uses, should be secured through a Section 173 Agreement.

11. OFFICER MATERIAL OR GENERAL INTEREST

11.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

12. OPTIONS

12.1 Support the Planning Scheme Amendment as proposed.

12.2 Support the Planning Scheme Amendment subject to changes to the Incorporated Document.

12.3 Not support on key issues.

13. CONCLUSION

13.1 Officers consider that the request for a planning scheme amendment can be supported in principle. However, the application material currently lacks sufficient detail in relation to the façade strategy, landscaping and public realm outcomes and Environmentally Sustainable Design (ESD). It is recommended that these matters be addressed and resolved to Council's satisfaction prior to the preparation and approval of an Incorporated Document.

ATTACHMENTS

1. **Fishermans Bend Standing Advisory Committee - Terms of Reference**
2. **Architectual Plans**
3. **Referral Summary Table**
4. **Clause 58 (Apartment Developments) Assessment**
5. **Recommended Conditions**

Terms of Reference

Fishermans Bend Standing Advisory Committee

An advisory committee was appointed pursuant to section 151 of the *Planning and Environment Act 1987* to advise on outstanding issues relating to site-specific planning controls to facilitate proposals to redevelop land within Fishermans Bend prior to the introduction of an Infrastructure Contributions Plan. Site specific planning controls relate to :

- land subject to permit applications called in by the Minister before the approval of Amendment GC81; and
- land subject to a proposal for use and development in Fishermans Bend that responds to local policy set out in the relevant planning scheme, meets the requirements of the controls introduced by Amendment GC81 and makes appropriate development contributions.

Name and Membership

1. The Advisory Committee is to be known as the 'Fishermans Bend Standing Advisory Committee'.
2. The Advisory Committee is to have members with the following skills:
    a. Statutory and Strategic Land Use Planning
    b. Planning Law
    c. Urban Design and Architecture
3. The Advisory Committee will include an appointed Senior Panel Member as Chair, a Deputy Chair and members.
4. The Fishermans Bend Task Force and the Development Approvals and Design unit within the Department of Environment, Land Water and Planning (DELWP) will liaise with Planning Panels Victoria (PPV) to support the Advisory Committee process.

Purpose

5. The purpose of the Advisory Committee is to:
    a. Advise the Minister for Planning on only unresolved issues between the Proponent and other parties relating to site-specific planning controls pursuant to clause 45.12 to achieve appropriate land use and development outcomes for land within Fishermans Bend in advance of approval of an Infrastructure Contributions Plan.
    b. Provide a timely, transparent and consultative process for assessment of the suitability of site-specific planning controls for land within Fishermans Bend.

Background

6. Fishermans Bend is Australia's largest urban renewal project covering approximately 480 hectares of mainly industrial land. The area includes land in the City of Melbourne and the City of Port Phillip. Fishermans Bend is identified as a priority precinct in Plan Melbourne and will play a key role in accommodating significant population and employment growth.
7. In 2012, the former Minister for Planning declared Fishermans Bend a project of State significance and approved Melbourne Planning Scheme Amendment C170 and Port Phillip Planning Scheme Amendment C102.
8. On 3 October 2016 the Minister for Planning released the *Fishermans Bend Vision – The next chapter in Melbourne's growth story, September 2016*.

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9. In November 2016 the Minister introduced interim planning controls as part of Planning Scheme Amendment GC50 (updated by Amendment GC59).
10. In October 2017, the Minister released the draft *Fishermans Bend Framework*. Proposed permanent planning controls through draft Amendment GC81 were prepared to enable the realisation of the Vision and support implementation of the Framework.
11. On 19 December 2017 and 21 February 2018, the Minister called in twenty six applications for land use and development in Fishermans Bend from VCAT (pursuant to clause 58(2)(a) of Schedule 1 to the *Victorian Civil and Administrative Tribunal Act 1998*) and from himself (as the responsible authority under section 97B of the *Planning and Environment Act 1987)* (the Applications).
12. Consideration of the Applications was deferred until the permanent planning controls for Fishermans Bend were approved as it was considered that the cumulative impact of the applications raised major issues of policy.
13. Amendment GC81 was introduced into the Melbourne Planning Scheme and Port Phillip Planning Scheme under section 20(4) of the *Planning and Environment Act 1987*. It introduced permanent planning controls, and included the final *Fisherman's Bend Framework, September 2018* (the Framework) as a reference document. It included the Infrastructure Contributions Overlay, which prevents a permit from issuing until an Infrastructure Contributions Plan (ICP) is incorporated into the scheme.

Land subject to permit applications called in by the Minister before the approval of Amendment GC81

14. The Advisory Committee is to consider a site-specific planning control to facilitate a proposal for land use and development within Fishermans Bend, subject to the proposal:
    a. responding to local policy;
    b. meeting the requirements of the Design and Development Overlay, Parking Overlay and Capital City Zone other than:
        i. the dwelling density requirement;
        ii. the requirement to be generally in accordance with the Fishermans Bend Framework (September, 2018); and
        iii. the permit condition requirement to enter a section 173 agreement to provide a new road or laneway; and
    c. making appropriate development contributions.
15. In relation to the requirements to be generally in accordance with the Fishermans Bend Framework (September 2018) and to provide new roads and laneways, proponents will be encouraged but not required to meet these requirements.
16. Proponents who lodged a permit application prior to the approval of GC81, may prepare a site specific planning control to facilitate a proposal which responds to the permanent planning controls as set out in paragraphs 14 and 15.

Land subject to new proposals

17. The Advisory Committee is to consider a site-specific planning control to facilitate a proposal for land use and development within Fishermans Bend, subject to the proposal:
    a. responding to local policy;
    b. meeting the requirements of the Design and Development Overlay, the Parking Overlay and the Capital City Zone; and
    c. making appropriate development contributions.

Scope

18. The Advisory Committee may inform itself in anyway it sees fit.

19. In assessing the appropriateness of a site specific planning control to facilitate a proposal, it must consider:
    a. Relevant aspects of the *Planning and Environment Act 1987*, the Planning Policy Framework, and the Local Planning Policy.
    b. The content and purposes of the planning controls introduced under Amendment GC81.
    c. The compliance of the proposal with the requirements of the permanent planning controls set out in paragraphs 14-15, or 17, of these Terms of Reference, as applicable.
    d. Whether any departure from the Framework compromises the objectives of the Framework
    e. The cumulative effect on the preferred character of the relevant precinct or the ability to achieve the objectives of Fishermans Bend arising from any departures from the Framework or the requirements of the permanent planning controls.
    f. The provision of appropriate development contributions in the form of monetary contribution, land contribution, works in kind or a combination of these and the extent to which they are consistent with, and contribute to, the objectives of the Framework.
    g. All relevant submissions and evidence regarding the site-specific planning control to facilitate the proposal.
20. The Advisory Committee is directed not to consider submissions and evidence in relation to:
    a. The application or operation of the Infrastructure Contributions Overlay.
    b. The quantum of or need for public open space, roads and laneways.

Method

21. The Minister for Planning may refer a proposal for advice on unresolved issues associated with the site-specific planning control to facilitate the proposal in accordance with the scope outlined within these Terms of Reference.
22. The Advisory Committee may apply to the Minister for Planning to vary these Terms of Reference in any way it sees fit before submitting its report(s).
23. The Advisory Committee may meet and invite others to meet with it when there is a quorum of at least two Committee members including either the Chair or Deputy Chair.
24. The Advisory Committee may seek advice from experts, including legal counsel where it considers this is necessary.
25. Planning Panels Victoria is to provide administrative support as required.

Notice

26. DELWP will be responsible for notifying the City of Port Phillip and City of Melbourne (as appropriate) and relevant persons including land owners and occupiers who may be affected by the proposed request for site specific planning controls.
27. The Advisory Committee is not expected to carry out any additional public notification or referral but may do so if it considers it to be appropriate.
28. Submissions will be collected by DELWP. Copies of submissions will be made available to the City of Melbourne and the City of Port Phillip (as appropriate) and other submitters upon request.
29. Petitions and pro-forma letters will be treated as a single submission and only the first name to appear on the first page of the submission will receive correspondence in relation to the Advisory Committee.
30. DELWP will provide recommended conditions to be considered as part of any site specific planning control, should the Advisory Committee determine to recommend adoption of the site specific planning control.

Process

Pre-referral to Advisory Committee

31. Proponents, through DELWP, will submit their finalised proposals and relevant submissions to the Office of Victoria Government Architect (OVGA) for a Design Review. The OVGA will provide a design response within 5-10 business days that will be provided to all parties to each proceeding.
32. The Proponent will respond to any issues raised through the Design Review report and provide a final application to DELWP who will distribute to the parties.
33. The relevant Proponent, Council, DELWP, Fishermans Bend Taskforce, relevant agencies and the OVGA will meet to discuss the final application and prepare a short report that provides a statement of agreement and contentions, outlining the remaining issues in dispute.

Referral to Advisory Committee

34. The proposal, 'statement of agreement and issues in dispute' and submissions will be referred to the Advisory Committee by letter from the Minister for Planning or delegate of the Minister for Planning.
35. The Advisory Committee will convene a round table or virtual forum using video conferencing or similar technology to discuss the issues in dispute.
36. Further submissions or evidence can be provided by any party to address the issues in dispute.

Submissions are public documents

37. The Advisory Committee must retain a library of all documentation provided to it until a decision has been made on its report or five years has passed from the time of its appointment.
38. Any supporting documentation must be made available for public inspection until the submission of its report, unless the Advisory Committee specifically directs that the material is to remain in confidence.
39. All information may be made publicly available online where consent has been given.

Outcomes

40. The Advisory Committee must produce a short written report for the Minister for Planning on each request for a site-specific planning control to facilitate a proposal or, where a round table or other forum is conducted.
41. The report is to provide a brief summary of the following:
    a. The site-specific planning control and the proposal and submissions and evidence received.
    b. The recommendations and rationale regarding resolution of issues in dispute through the site-specific planning control and its consistency with the Framework.
    c. A copy of the site-specific planning control including recommended conditions to form part of the site specific planning control.
    d. A list of persons consulted or heard.
42. The report will be publicly released at the discretion of the Minister for Planning.

Timing

43. The Advisory Committee is required to commence its work within 10 business days after receipt of a referral for a proposal.
44. The Advisory Committee is required to submit its report in writing no later than 20 business days from the completion of the round table or other forum for each referred matter.

Fee

45. The fee for the Advisory Committee will be set at the current rate for a Panel appointed under Part 8 of the *Planning and Environment Act 1987*.

46. The costs of the Advisory Committee will be met by the Department of Environment, Land, Water and Planning, who may ask the Proponent of any matter to meet those costs.



Richard Wynne MP
Minister for Planning

Date: 29 / 04 / 2020

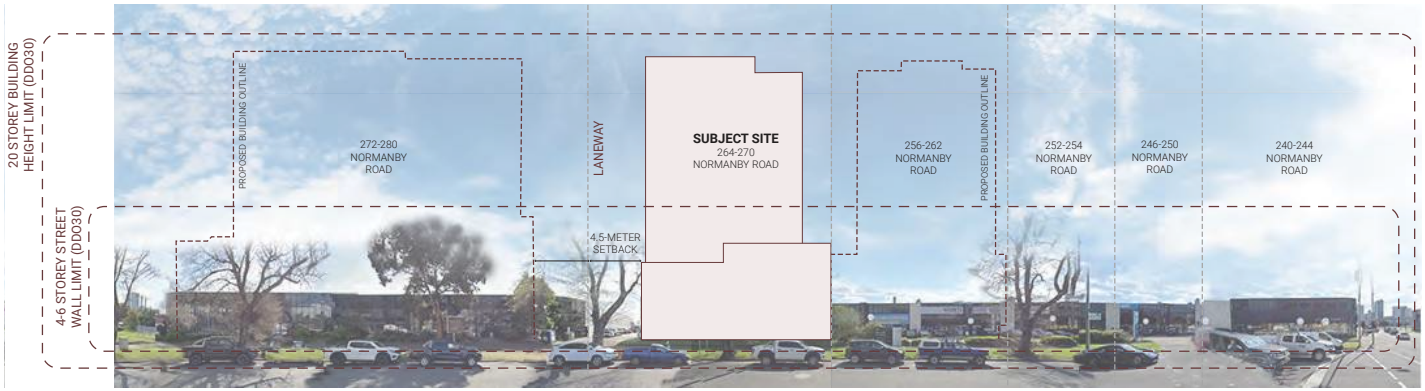
The following information does not form part the Terms of Reference.

Project Management

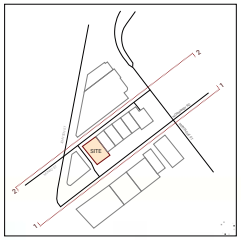
1 Administrative and operational support to for the Advisory Committee will be through Amy Selvaraj, Senior Project Officer, of Planning Panels Victoria on 8392 5120, planning.panels@delwp.vic.gov.au.

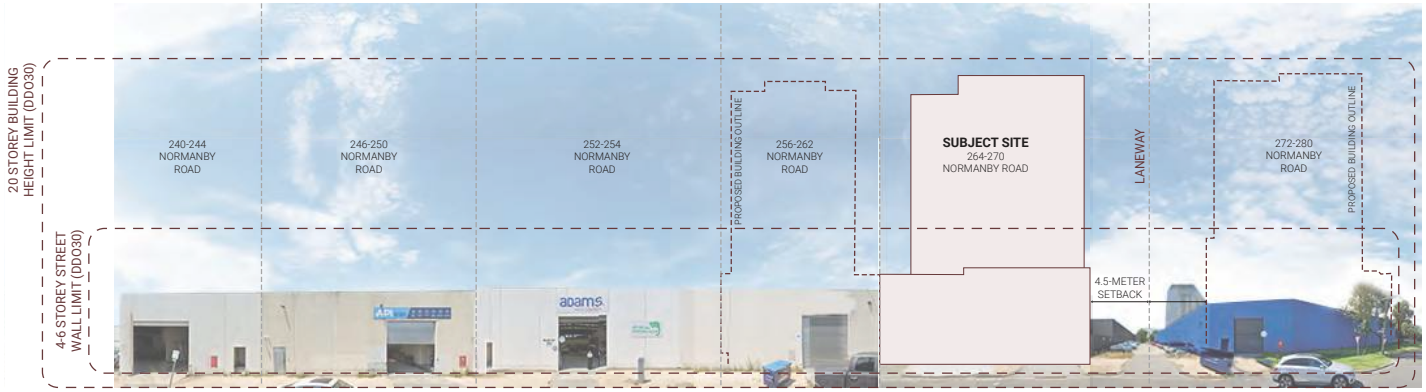
2 For matters regarding referral of proposals to the Advisory Committee and day to day liaison or questions on the proposed site specific controls, please contact Matt Cohen, Development Approvals and Design on 9637 9576, fb.sac@delwp.vic.gov.au.

1.03 STREETSCAPE & ENVELOPES



NORMANBY ROAD STREETSCAPE
ELEVATION 1





MUNRO STREET STREETSCAPE
ELEVATION 2

1.04 NEIGHBOURHOOD - PAST / PRESENT



1 Former J. Kitchen and Sons Pty Ltd
164 Ingles St



2 Former Dunlop Pneumatic Tyre Co
223-229 Normanby Road



3 Laycock Son and Co
179-185 Normanby Road



4 Wayside Inn Hotel
446 City Road



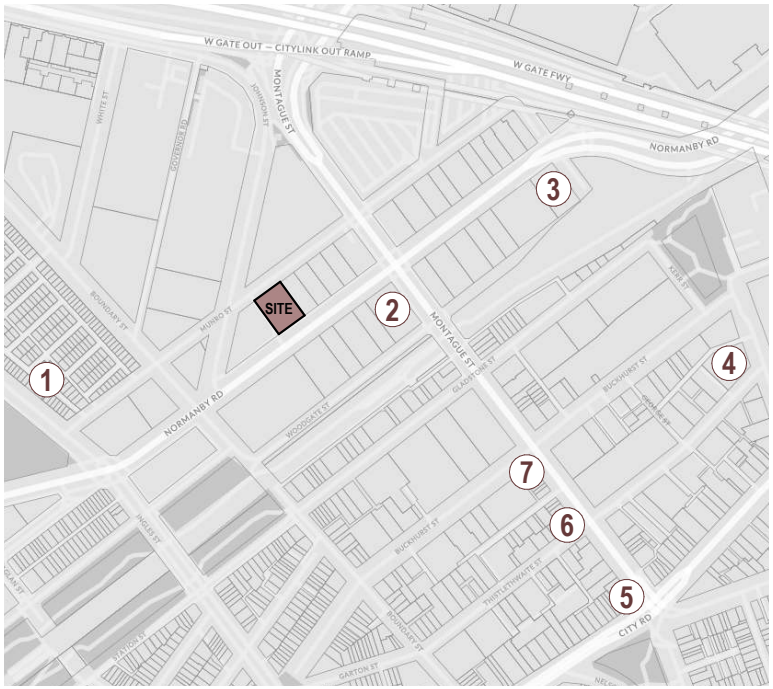
5 Hotel & Shops
524 City Road



6 Former Talbot Inn
144 Montague Street



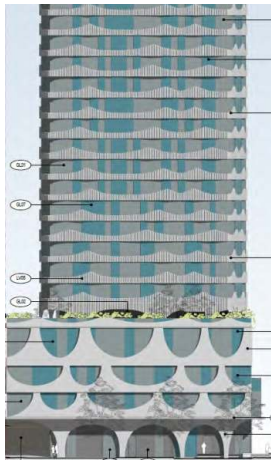
7 Golden Fleece Hotel
120 Montague Street



1.05 NEIGHBOURHOOD - PRESENT / FUTURE



1 The Canopy
272-280 Normanby Road



2 Normanby Road
256-262 Normanby Road



3 R.Iconic
253-273 Normanby Road



4 Gravity
91 Montague Street



5 Montague St
91-95 Montague Street



6 Oakwood Premier Melbourne
202 Normanby Road



7 Normanby Apartments
199-201 Normanby Road



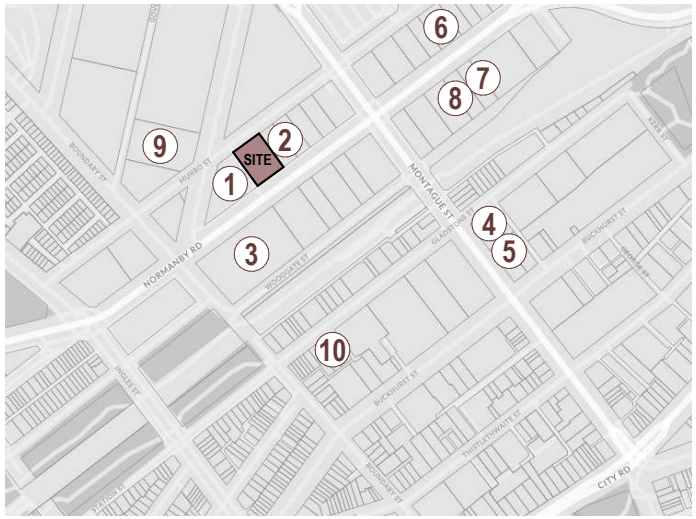
8 CDL Build-to-rent Project
203-205 Normanby Road



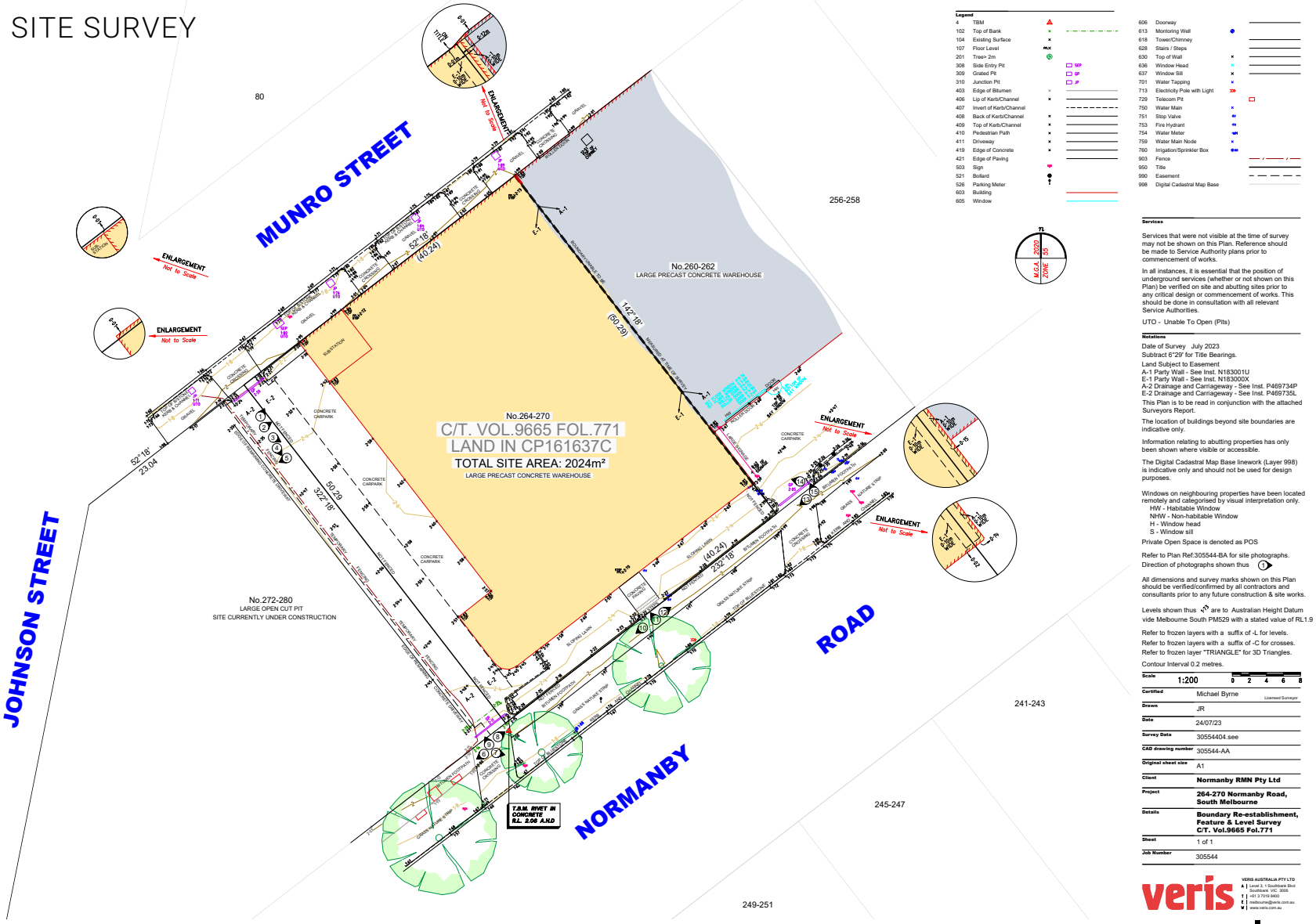
9 Johnson St
60-82 Johnson Street



10 Night Fall
165-167 Gladstone Street



1.06 SITE SURVEY



Legend

4	TBM	
102	Top of Bank	
104	Existing Surface	
107	Floor Level	
201	Tree> 2m	
308	Side Entry Pit	
309	Grated Pit	
310	Junction Pit	
403	Edge of Bitumen	
406	Lip of Kerb/Channel	
407	Invert of Kerb/Channel	
408	Back of Kerb/Channel	
409	Top of Kerb/Channel	
410	Pedestrian Path	
411	Driveway	
419	Edge of Concrete	
421	Edge of Paving	
503	Sign	
521	Bollard	
526	Parking Meter	
603	Building	
605	Window	
606	Doorway	
613	Monitoring Well	
618	Tower/Chimney	
628	Stairs / Steps	
630	Top of Wall	
636	Window Head	
637	Window Sill	
701	Water Tapping	
713	Electricity Pole with Light	
729	Telecom Pit	
750	Water Main	
751	Stop Valve	
753	Fire Hydrant	
754	Water Meter	
759	Water Main Node	
760	Irrigation/Sprinkler Box	
903	Fence	
950	Title	
990	Easement	
998	Digital Cadastral Map Base	

Services

Services that were not visible at the time of survey may not be shown on this Plan. Reference should be made to Service Authority plans prior to commencement of works.

In all instances, it is essential that the position of underground services (whether or not shown on this Plan) be verified on site and abutting sites prior to any critical design or commencement of works. This should be done in consultation with all relevant Service Authorities.

UTO - Unable To Open (Pits)

Notations

Date of Survey July 2023
Subtract 6°29' for Title Bearings.

Land Subject to Easement
A-1 Party Wall - See Inst. N183001U
E-1 Party Wall - See Inst. N183000X
A-2 Drainage and Carriageway - See Inst. P469734P
E-2 Drainage and Carriageway - See Inst. P469735L

This Plan is to be read in conjunction with the attached Surveyors Report.

The location of buildings beyond site boundaries are indicative only.

Information relating to abutting properties has only been shown where visible or accessible.

The Digital Cadastral Map Base linework (Layer 998) is indicative only and should not be used for design purposes.

Windows on neighbouring properties have been located remotely and categorised by visual interpretation only.
HW - Habitable Window
NHW - Non-habitable Window
H - Window head
S - Window sill

Private Open Space is denoted as POS

Refer to Plan Ref:305544-BA for site photographs.
Direction of photographs shown thus ③

All dimensions and survey marks shown on this Plan should be verified/confirmed by all contractors and consultants prior to any future construction & site works.

Levels shown thus ⁺⁵·⁰⁰ are to Australian Height Datum vide Melbourne South PM529 with a stated value of RL1.9

Refer to frozen layers with a suffix of -L for levels.
Refer to frozen layers with a suffix of -C for crosses.
Refer to frozen layer "TRIANGLE" for 3D Triangles.

Contour Interval 0.2 metres.

Scale	1:200 (0 2 4 6 8)
Certified	Michael Byrne, Licensed Surveyor
Drawn	JR
Date	24/07/23
Survey Data	30554404.see
CAD drawing number	305544-AA
Original sheet size	A1
Client	**Normanby RMN Pty Ltd**
Project	**264-270 Normanby Road, South Melbourne**
Details	**Boundary Re-establishment, Feature & Level Survey C/T. Vol.9665 Fol.771**
Sheet	1 of 1
Job Number	305544

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CHAPTER 03

ARCHITECTURAL RENDERS





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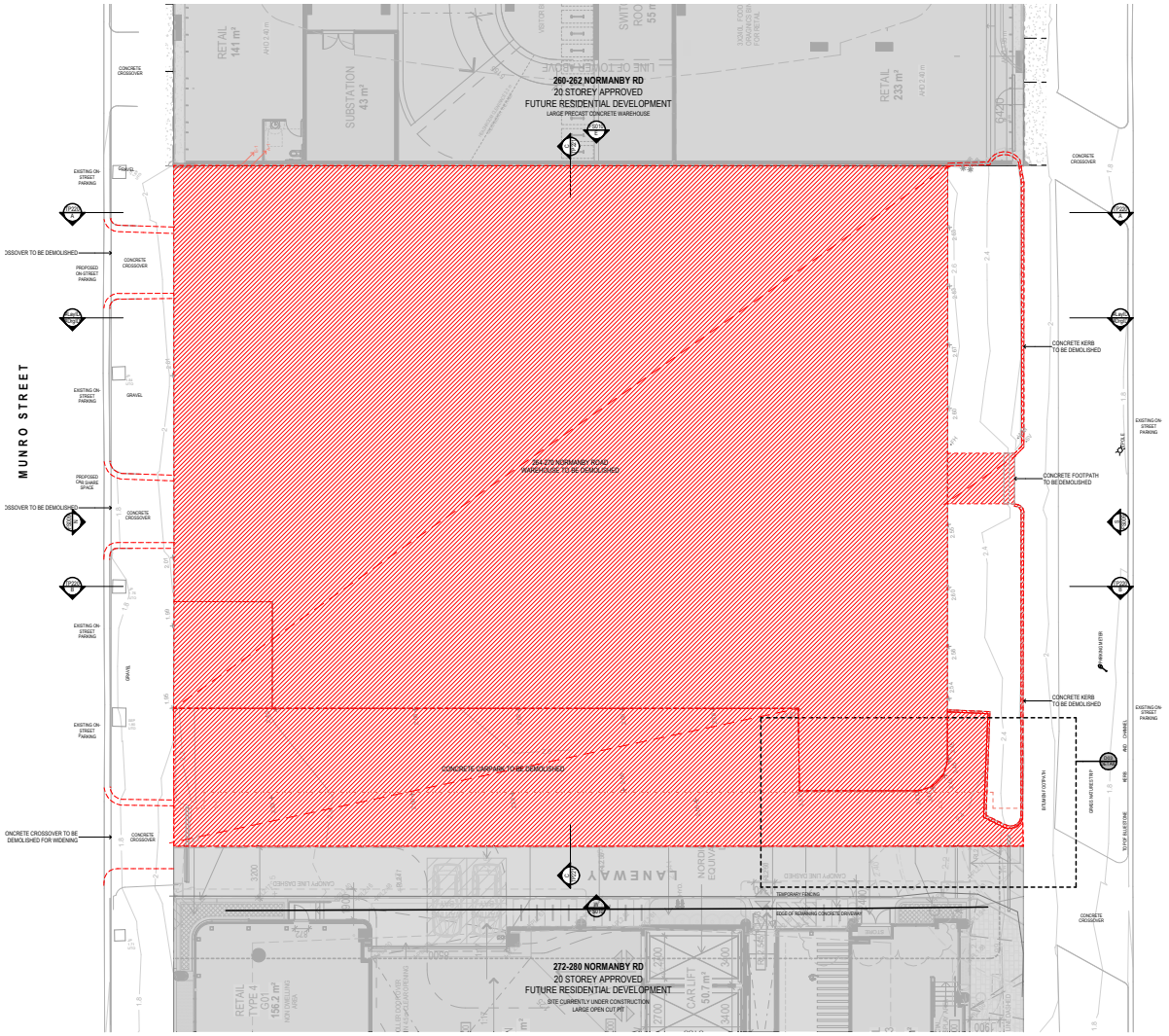
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CHAPTER 04

ARCHITECTURAL DRAWINGS



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/04/2025	TP RFI	SM	NA

CONSULTANTS

TOWN PLANNER	☐	TRACT PH: 03 8420 0643
TRAFFIC ENGINEER	☐	ESR TRAFFIC PLANNING PH: 0427 044 324
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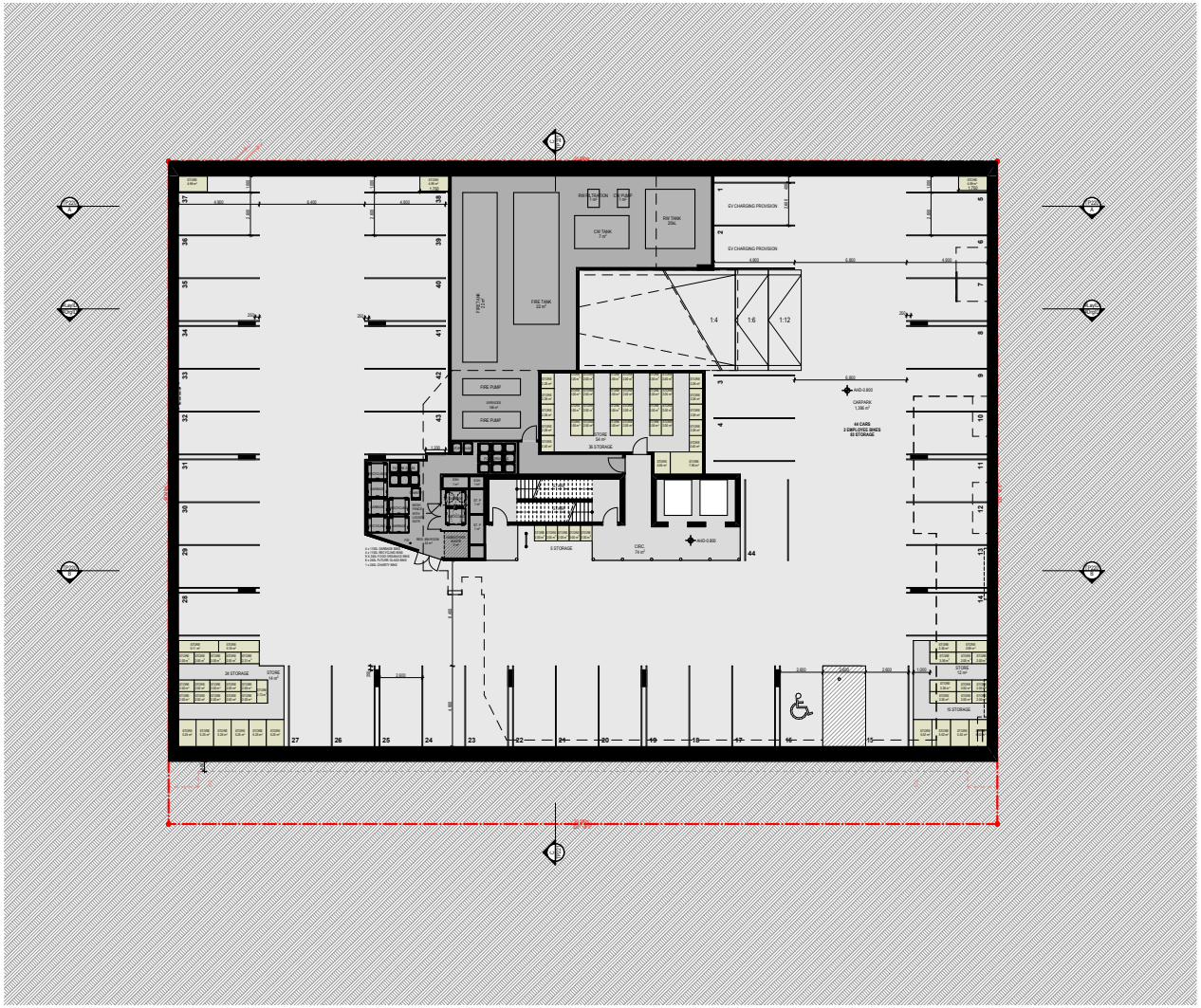
DRAWING TITLE
DEMOLATION PLAN

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
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CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP98
REVISION	01



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	18/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
03	01/04/2025	TP RFI	SM	NA

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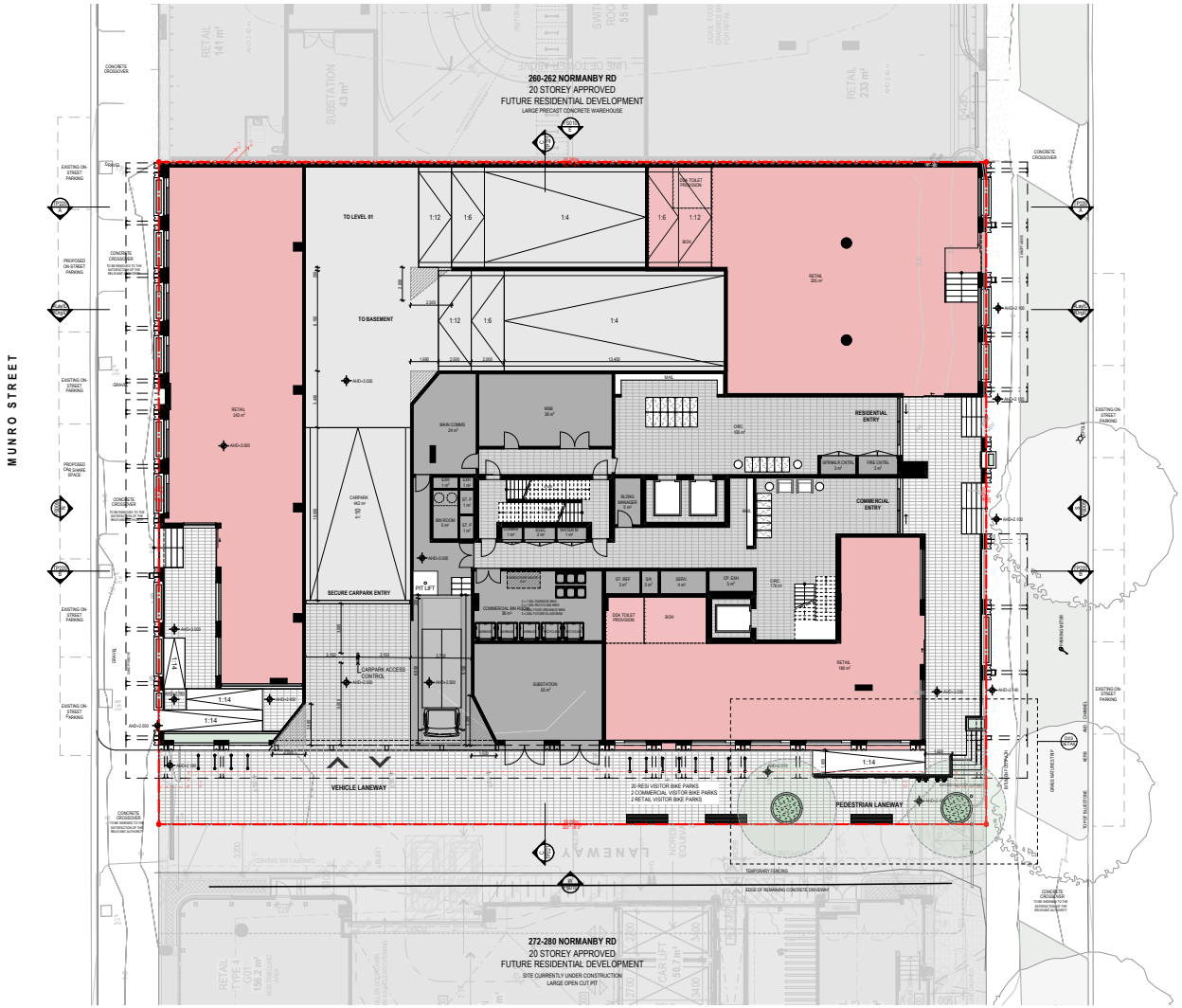
DRAWING TITLE
FLOOR PLAN - BASEMENT 01

PROJECT
NORMANBY ROAD
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DATE	12/07/2023
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CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP99
REVISION	03



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

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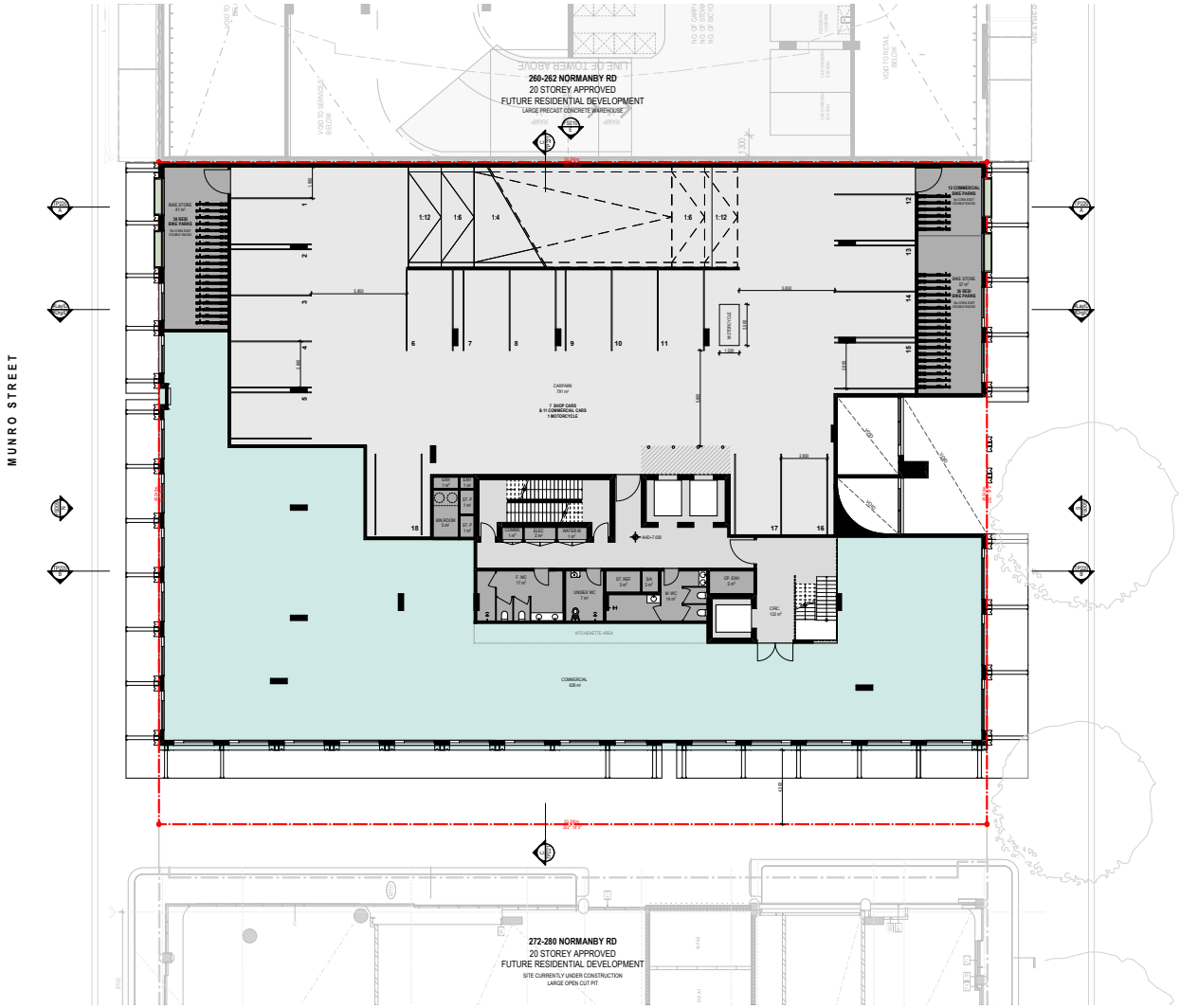
DRAWING TITLE
FLOOR PLAN - GROUND FLOOR

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
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CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP100
REVISION	02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

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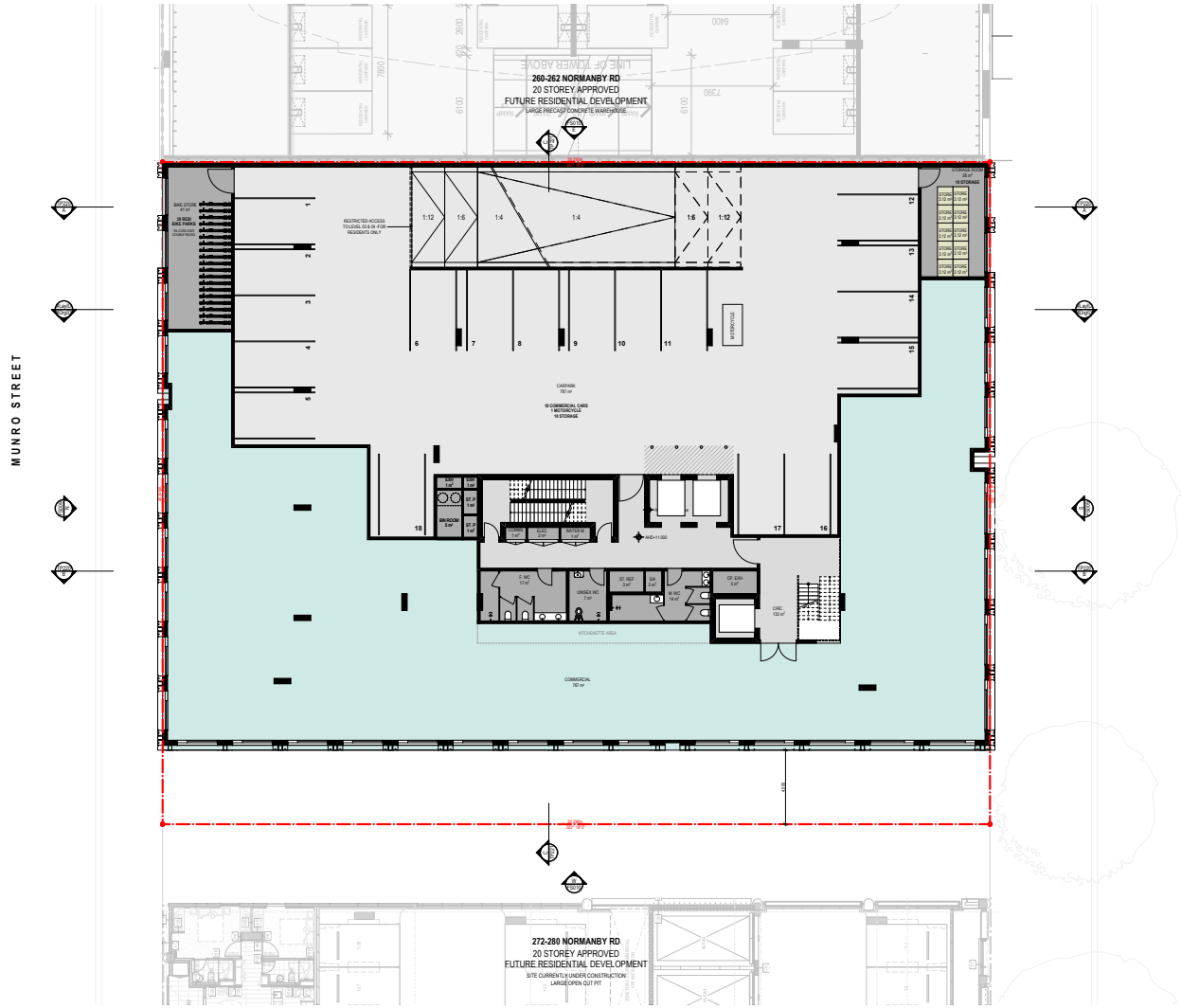
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FLOOR PLAN - LEVEL 01

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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DATE	12/07/2023
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CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP101
REVISION	02



TOWN PLANNING

TOWN PLANNING APPLICATION

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02	01/04/2025	TP RFI	SM	NA

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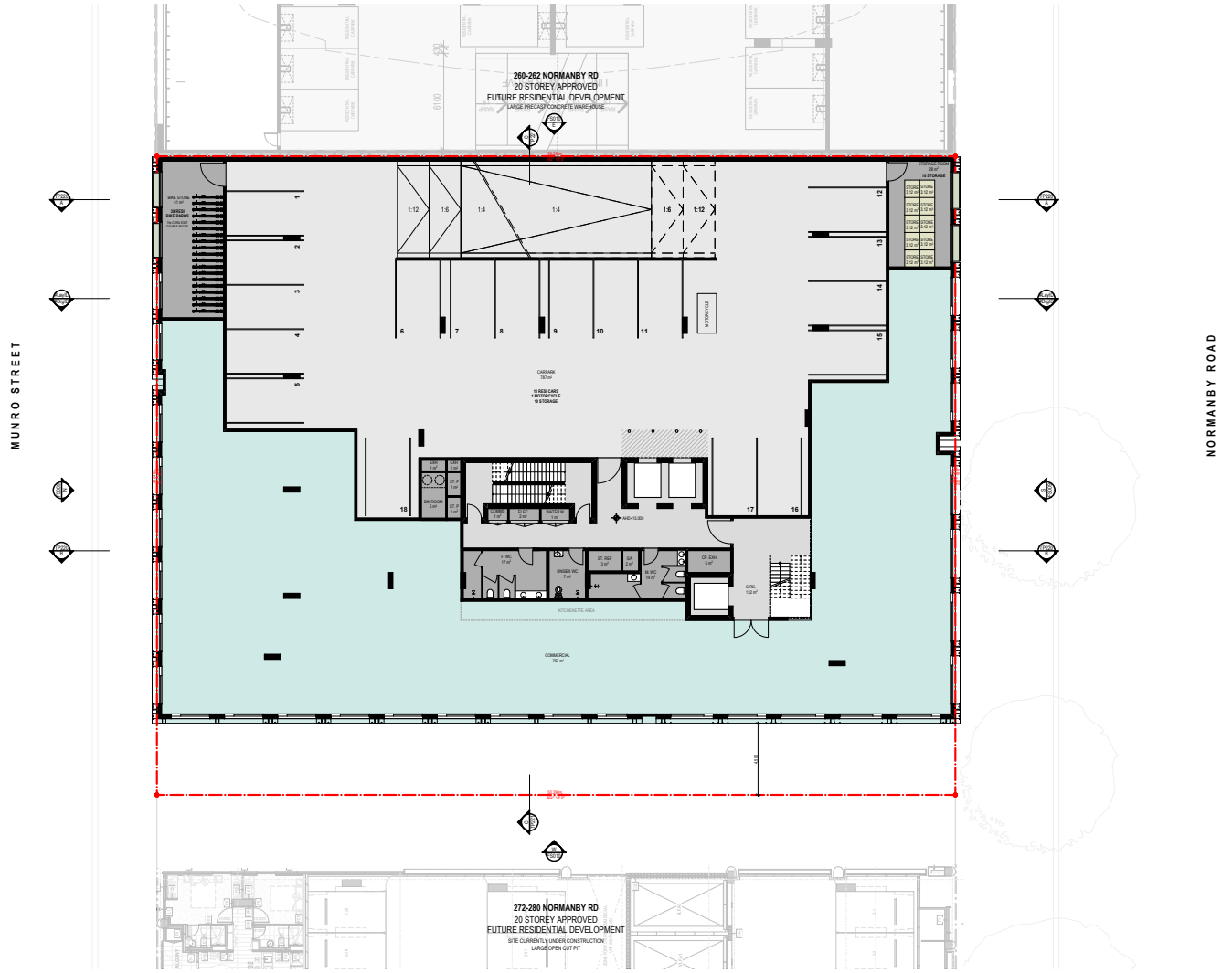
DRAWING TITLE
FLOOR PLAN - LEVEL 02

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP102
REVISION	02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

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DRAWING TITLE
FLOOR PLAN - LEVEL 03

PROJECT
NORMANBY ROAD
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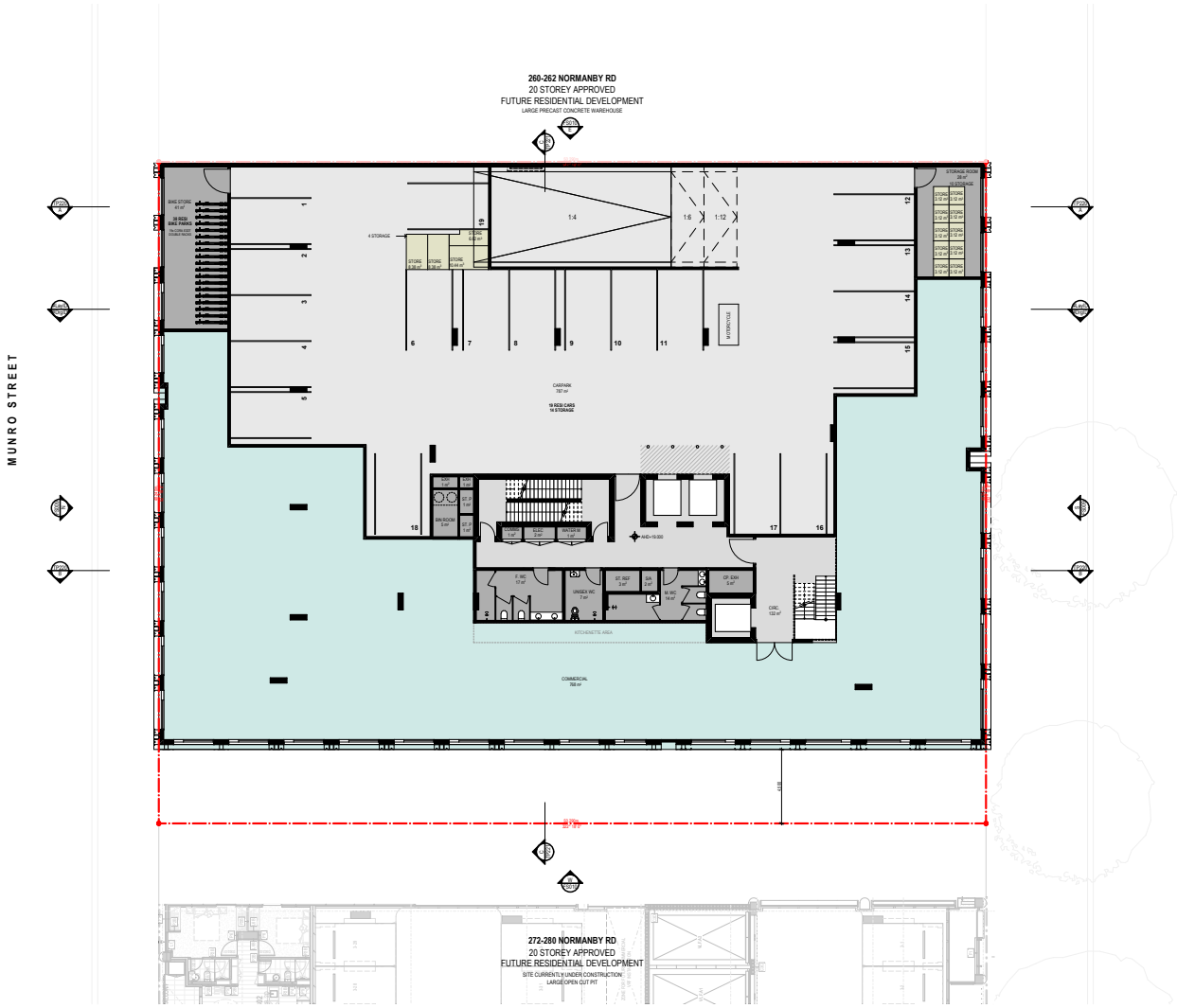
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CLIENT NAME
BROUGHAM STREET PROPERTY DEVELOPMENTS

SCALE	DATE
1:250 @ A3 SIZE	12/07/2023
DRAWN: SM	CHECKED: NA

PROJECT NO.	DRAWING NO.	REVISION
13182	TP103	02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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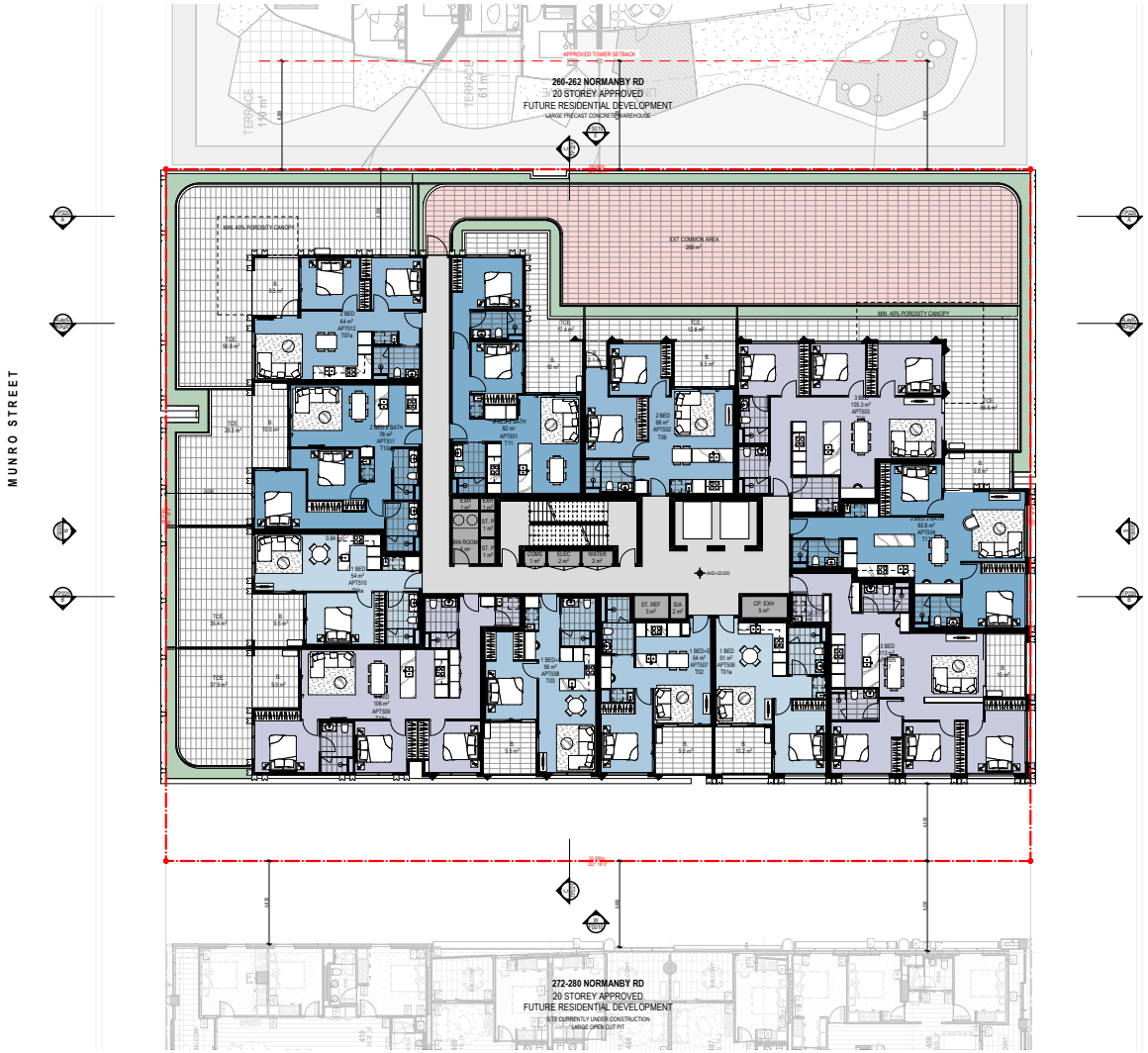
DRAWING TITLE
FLOOR PLAN - LEVEL 04

PROJECT
NORMANBY ROAD
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CLIENT NAME	BROUGHAM STREET PROPERTY DEVELOPMENTS
SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP104
REVISION	02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
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02	01/04/2025	TP RFI	SM	NA

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DRAWING TITLE
FLOOR PLAN - LEVEL 05

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NORMANBY ROAD
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SCALE 1:250 @ A3 SIZE	DATE 12/07/2023
DRAWN SM	CHECKED NA
PROJECT NO. **13182**	DRAWING NO. **TP105**

REVISION
02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
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02	01/04/2025	TP RFI	SM	NA

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melbourne@plusarchitecture.com.au www.plusarchitecture.com.au

DRAWING TITLE
FLOOR PLAN - LEVEL 06

PROJECT
NORMANBY ROAD
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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP106
REVISION	02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/04/2025	TP RFI	SM	NA

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TRAFFIC ENGINEER	ESR TRAFFIC PLANNING PH: 0427 044 324
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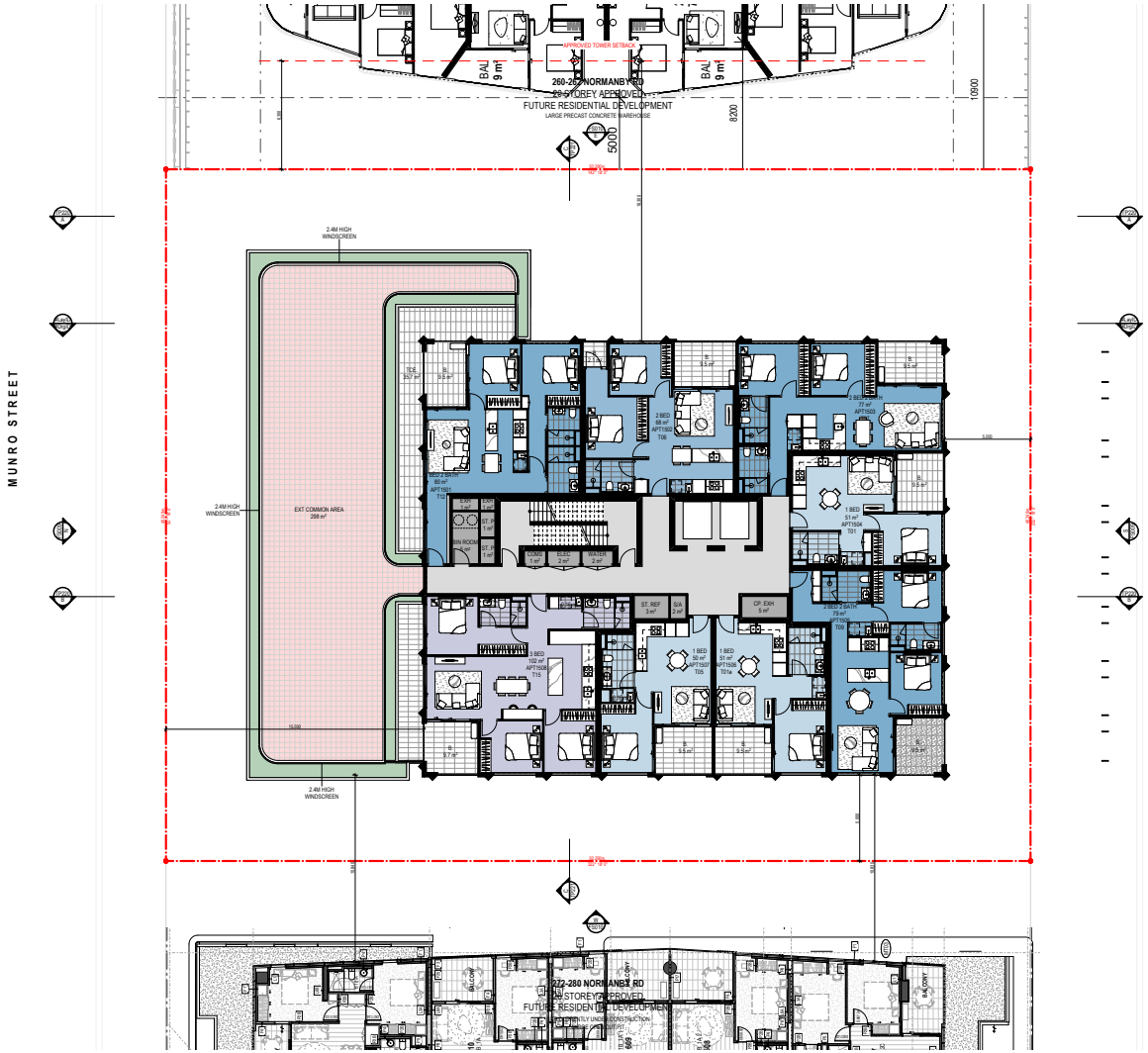
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FLOOR PLAN - LEVEL 07 - 14

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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CLIENT NAME	BROUGHAM STREET PROPERTY DEVELOPMENTS
SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP107
REVISION	01



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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DRAWING TITLE
FLOOR PLAN - LEVEL 15

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

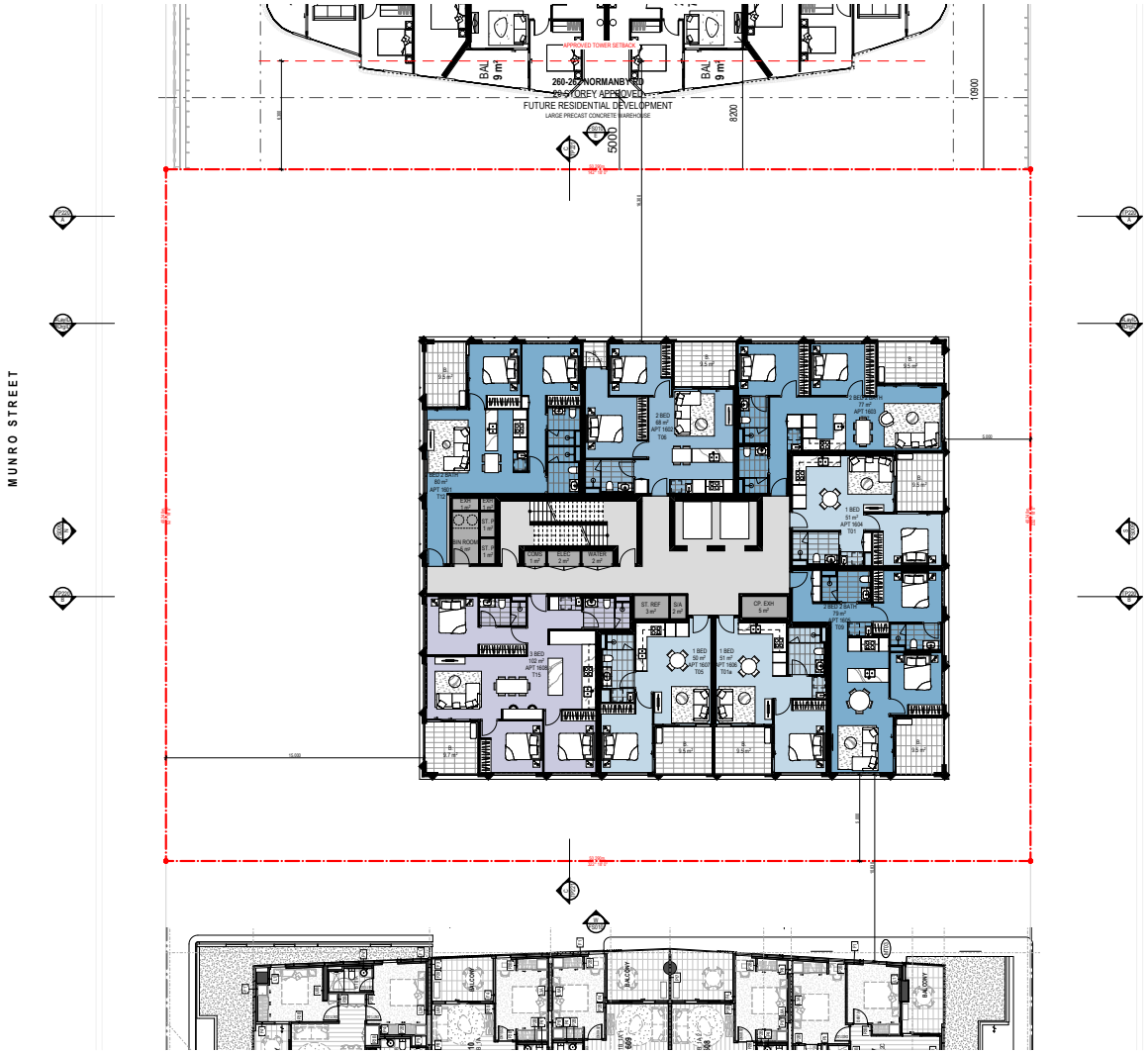
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CLIENT NAME
BROUGHAM STREET PROPERTY DEVELOPMENTS

SCALE	DATE
1:250 @ A3 SIZE	12/07/2023
DRAWN: SM	CHECKED: NA
PROJECT NO.: 13182	DRAWING NO.: TP115

REVISION: 02



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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WASTE MANAGEMENT CONSULTANT	☐	LEIGH DESIGN PH: 03 9958 0800
ESD CONSULTANT	☐	INTRAX PH: 03 8371 0100

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melbourne@plusarchitecture.com.au www.plusarchitecture.com.au

DRAWING TITLE
FLOOR PLAN - LEVEL 16 - 22

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP116
REVISION	01



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/04/2025	TP RFI	SM	NA

CONSULTANTS

TOWN PLANNER	☐	TRACT PH: 03 8420 0643
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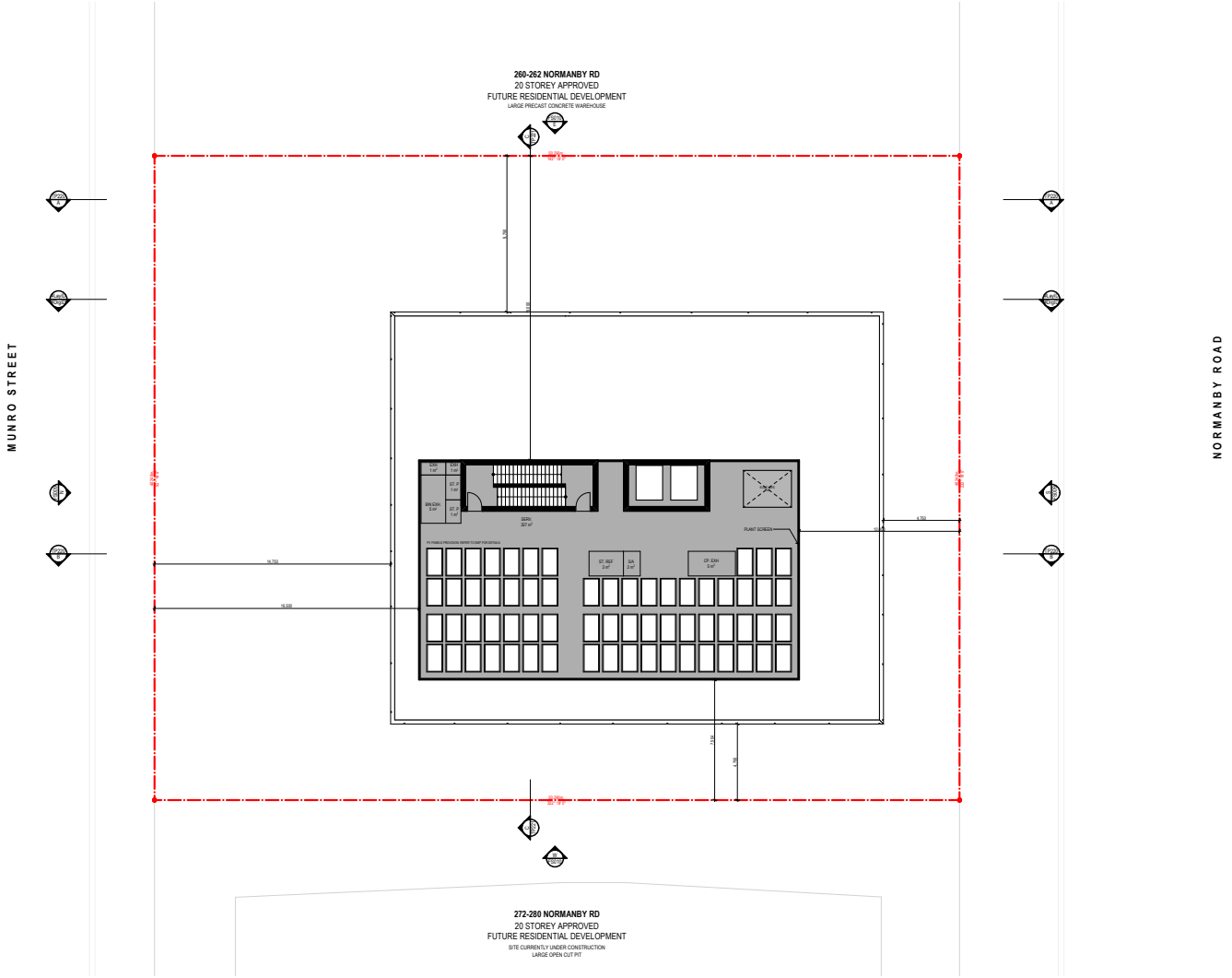
DRAWING TITLE
FLOOR PLAN - LEVEL 23 - 24

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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SCALE	1:250 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP123
REVISION	01



TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

TOWN PLANNER	☐	TRACT PH: 03 8420 0643
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DRAWING TITLE
FLOOR PLAN - ROOF

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

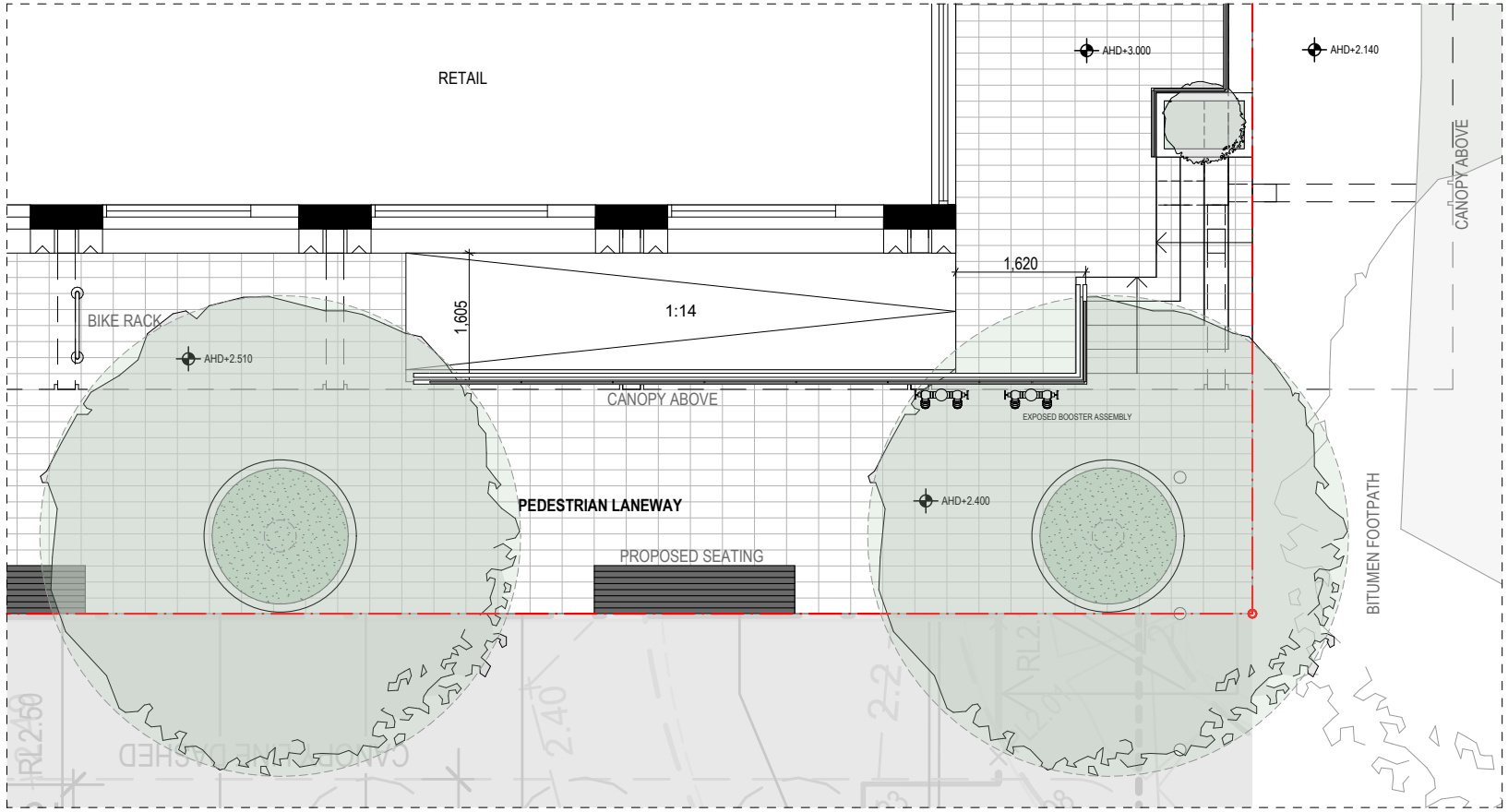
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CLIENT NAME
BROUGHAM STREET PROPERTY DEVELOPMENTS

SCALE	DATE
1:250 @ A3 SIZE	12/07/2023
DRAWN	CHECKED
SM	NA

PROJECT NO.	DRAWING NO.	REVISION
13182	TP125	02



D03 - LANEWAY INTERFACE DETAIL PLAN
SCALE: 1:50@A3

TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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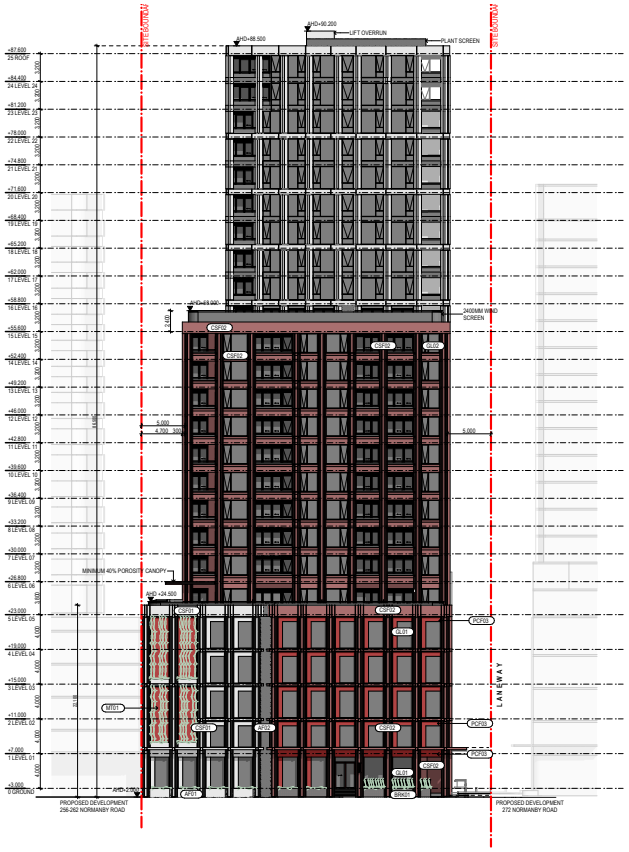
DRAWING TITLE
DETAIL PLAN

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

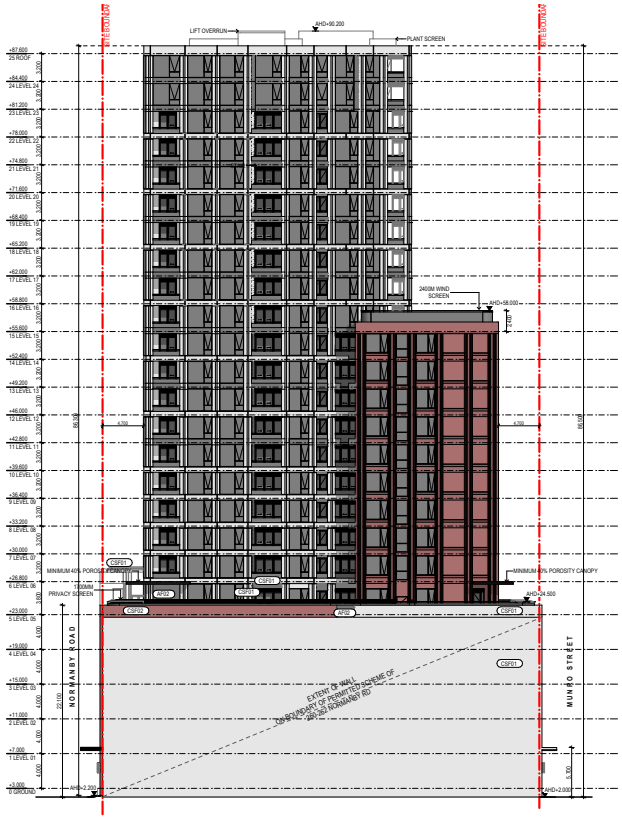
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SCALE	1:50 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP126
REVISION	01



N TP NORTH ELEVATION
SCALE: 1:500@A3



E TP EAST ELEVATION
SCALE: 1:500@A3

MATERIAL SCHEDULE

AF01	APPLIED RENDER FINISH 01 - LIGHT RENDER
AF02	APPLIED RENDER FINISH 02 - DARK RENDER
BRK01	STACK BOND BRICK 01 - EARTHY RED
CSF01	CONCRETE SURFACE FINISH - LIGHT
CSF02	CONCRETE SURFACE FINISH - EARTHY RED PIGMENT
GL01	VISION GLAZING - CLEAR
GL02	VISION GLAZING - GREY
PCF01	POWDER COATED METAL - LIGHT FINISH
PCF02	POWDER COATED METAL - DARK FINISH
PCF03	POWDER COATED METAL - RED FINISH
MT01	METAL MESH - DARK GREY

TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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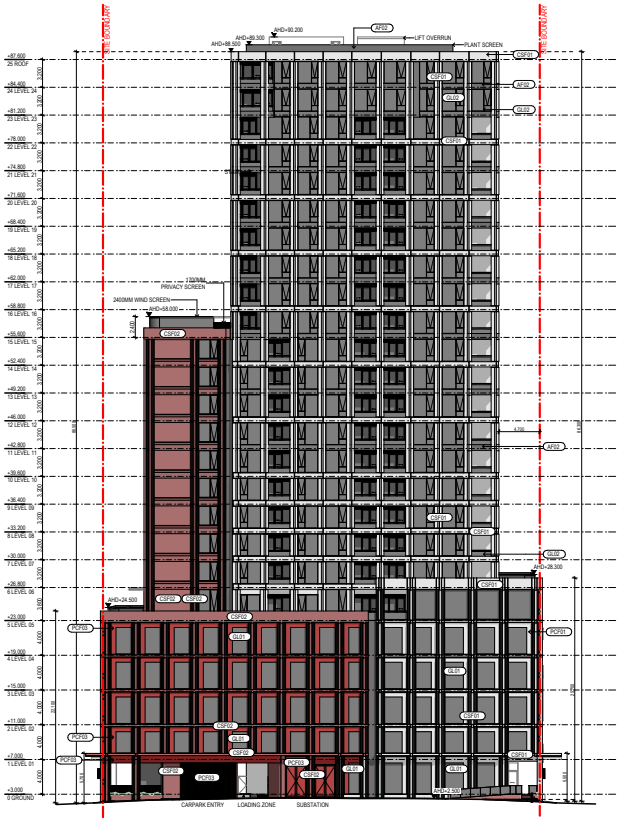
DRAWING TITLE
ELEVATIONS - SHEET 01

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

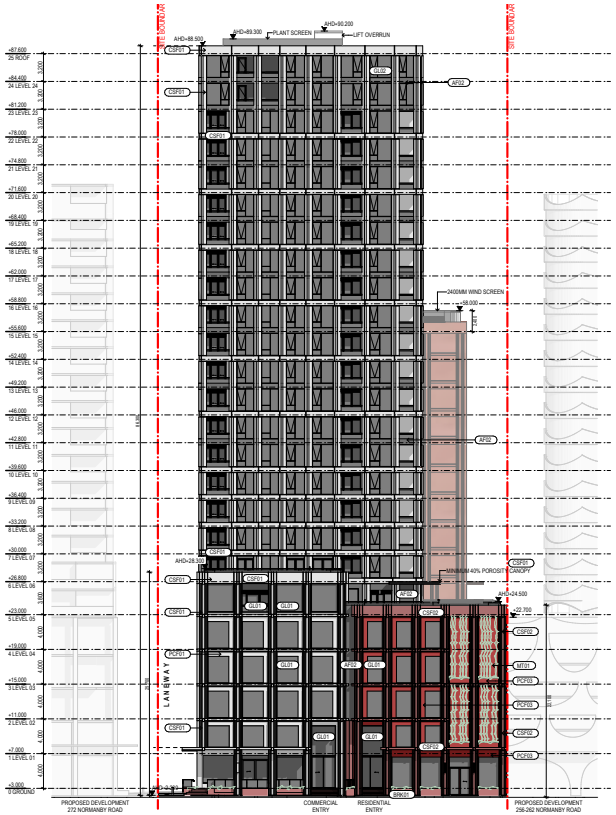
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SCALE	1:500 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP200
REVISION	02



W TP WEST ELEVATION
SCALE: 1:500@A3



S TP SOUTH ELEVATION
SCALE: 1:500@A3

MATERIAL SCHEDULE

AF01	APPLIED RENDER FINISH 01 - LIGHT RENDER
AF02	APPLIED RENDER FINISH 02 - DARK RENDER
BRK01	STACK BOND BRICK 01 - EARTHY RED
CSF01	CONCRETE SURFACE FINISH - LIGHT
CSF02	CONCRETE SURFACE FINISH - EARTHY RED PIGMENT
GL01	VISION GLAZING - CLEAR
GL02	VISION GLAZING - GREY
PCF01	POWDER COATED METAL - LIGHT FINISH
PCF02	POWDER COATED METAL - DARK FINISH
PCF03	POWDER COATED METAL - RED FINISH
MT01	METAL MESH - DARK GREY

TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

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WASTE MANAGEMENT CONSULTANT	☐	LEIGH DESIGN PH: 03 9958 0800
ESD CONSULTANT	☐	INTRAX PH: 03 8371 0100

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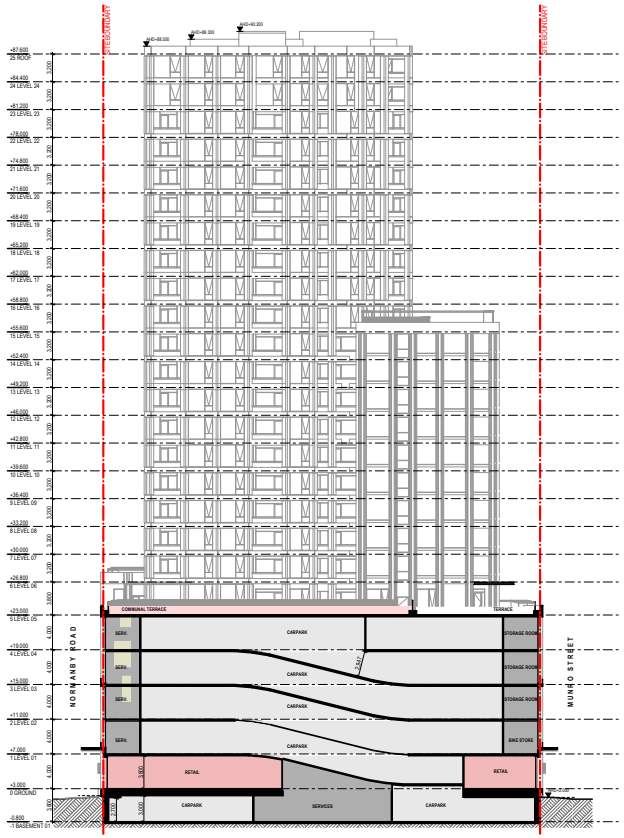
DRAWING TITLE
ELEVATIONS - SHEET 02

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

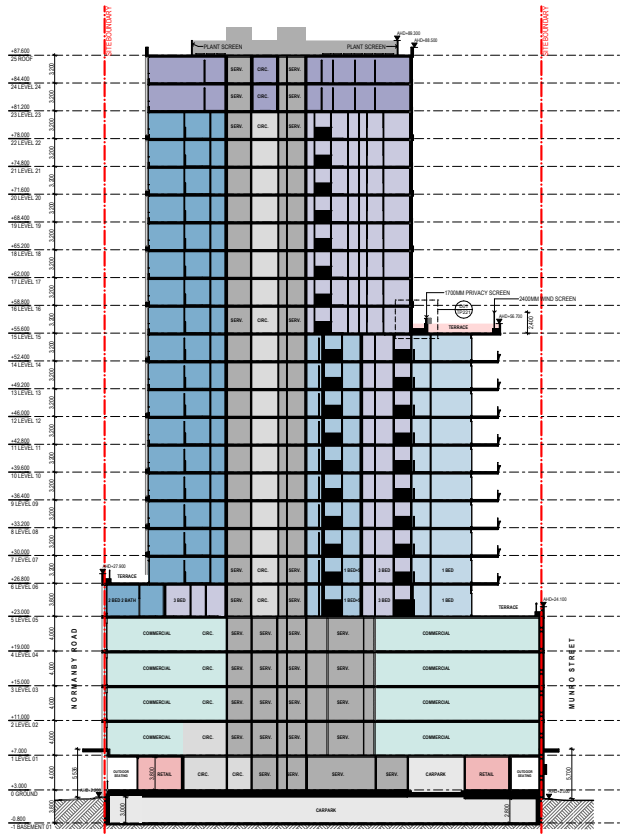
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CLIENT NAME	
BROUGHAM STREET PROPERTY DEVELOPMENTS	
SCALE 1:500 @ A3 SIZE	DATE 12/07/2023
DRAWN SM	CHECKED NA
PROJECT NO. **13182**	DRAWING NO. **TP201**
REVISION **02**	



A SECTION A
SCALE: 1:500@A3



B SECTION B
SCALE: 1:500@A3

TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

CONSULTANTS

TOWN PLANNER	☐	TRACT PH: 03 8420 0643
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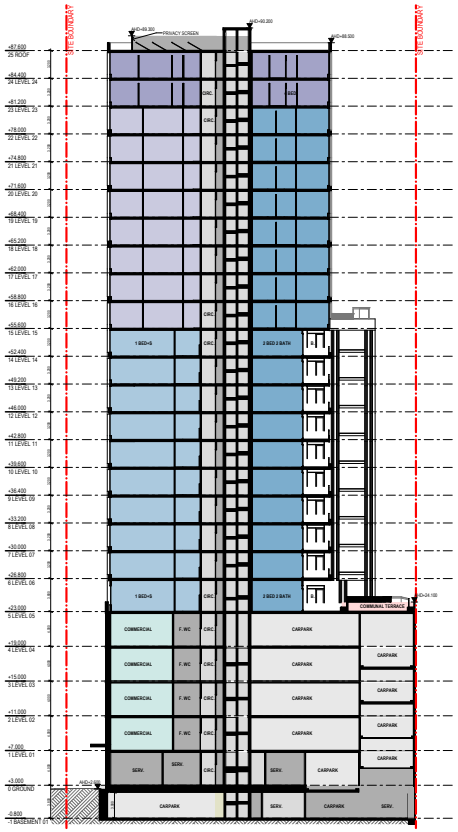
DRAWING TITLE
SECTIONS - SHEET 01

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

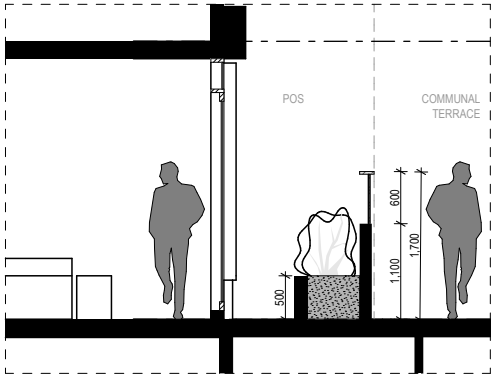
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SCALE	1:500 @ A3 SIZE
DATE	12/07/2023
DRAWN	SM
CHECKED	NA
PROJECT NO.	13182
DRAWING NO.	TP220
REVISION	02



C - SECTION C
SCALE: 1:500@A3



D01 - POS SCREENING TREATMENT
SCALE: 1:50@A3

TOWN PLANNING

TOWN PLANNING APPLICATION

REV	DATE	DESCRIPTION	BY	CHK
01	01/12/2023	TOWN PLANNING APPLICATION	XL/EM	NA
02	01/04/2025	TP RFI	SM	NA

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DRAWING TITLE
SECTIONS - SHEET 02

PROJECT
NORMANBY ROAD
264 - 270 NORMANBY ROAD SOUTH MELBOURNE VIC

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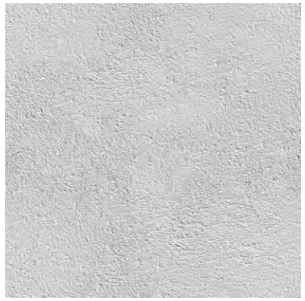
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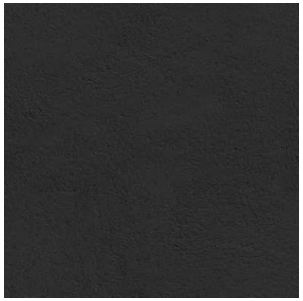
CLIENT NAME		
BROUGHAM STREET PROPERTY DEVELOPMENTS		
SCALE 1:500, 1:50 @ A3	DATE 12/07/2023	
DRAWN SM	CHECKED NA	
PROJECT NO. 13182	DRAWING NO. TP221	REVISION 02

CHAPTER 07

MATERIAL SCHEDULE

7.01 MATERIAL SCHEDULE


AF01


AF02


BRK01


CSF01


CSF02

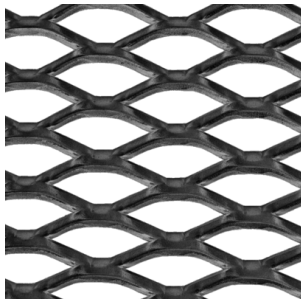
PCF01


PCF02


PCF03

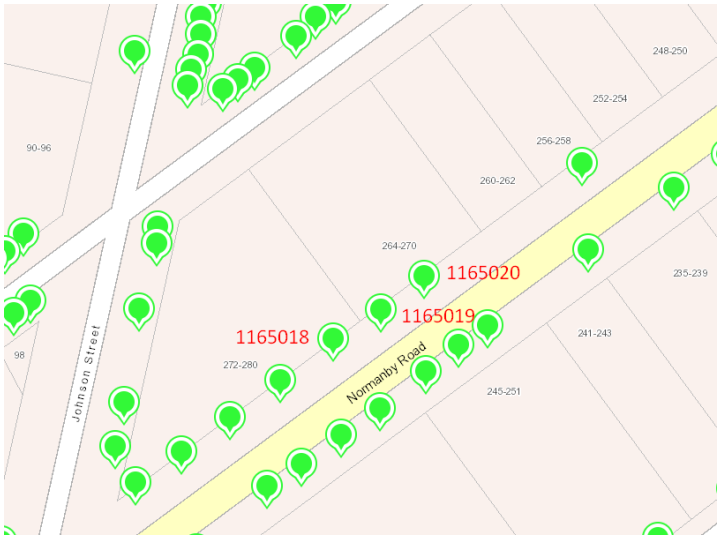

GL01


GL02


MT01

MATERIAL SCHEDULE	
AF01	APPLIED RENDER FINISH 01 - LIGHT RENDER
AF02	APPLIED RENDER FINISH 02 - DARK RENDER
BRK01	STACK BOND BRICK 01 - EARTHY RED
CSF01	CONCRETE SURFACE FINISH - LIGHT
CSF02	CONCRETE SURFACE FINISH - EARTHY RED PIGMENT
GL01	VISION GLAZING - CLEAR
GL02	VISION GLAZING - GREY
PCF01	POWDER COATED METAL - LIGHT FINISH
PCF02	POWDER COATED METAL - DARK FINISH
PCF03	POWDER COATED METAL - RED FINISH
MT01	METAL MESH - DARK GREY

Attachment 3- Referral comments

Arborist
Street trees There are two Open Space trees immediately adjacent the subject site and one located in a position that locates in an area of potential construction activity. Immediately adjacent • Ulmus procera 1165020 • Ulmus procera 1165019 In an area of potential construction activity. • Ulmus procera 1165018      **Planters and soil volumes** There is insufficient detail in the plans provided to determine whether the planters meet the specification **Proposed Trees** *Banksia integrifolia* Meets Tree Type B. Requires 28m3 with 4.5m minimum. Tristaniopsus laurina Luscious Meets Tree Type A Requires 12m3 with 2.5m minimum. Standard D10: An expected canopy width of six metres, for the Tristaniopsus is considered generous for the species, especially given the limited soil volume the trees are likely to experience.

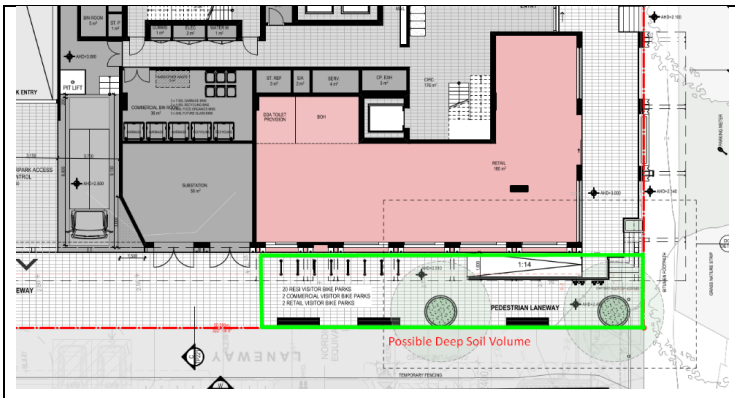
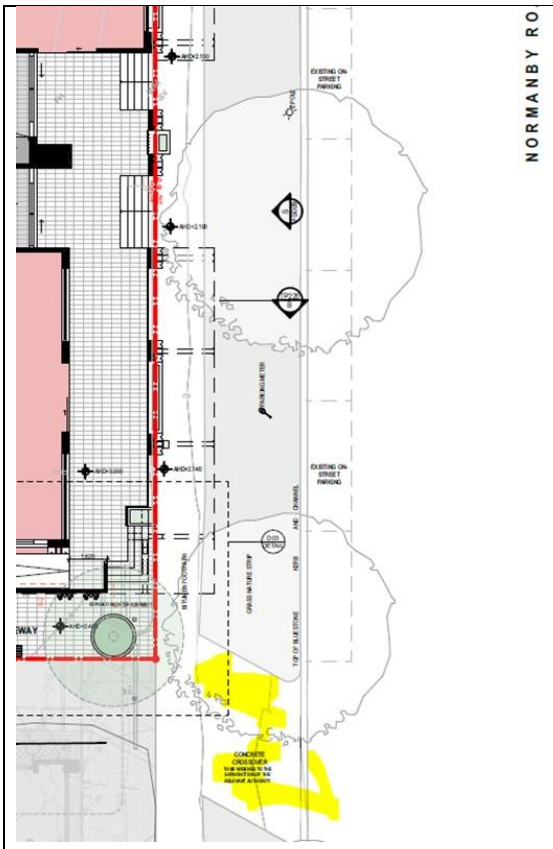


Figure 1: Minimum width required for Deep Soil Volume is 4.5m for Type B trees and 6.5m for Type C trees.

Asset Engineer

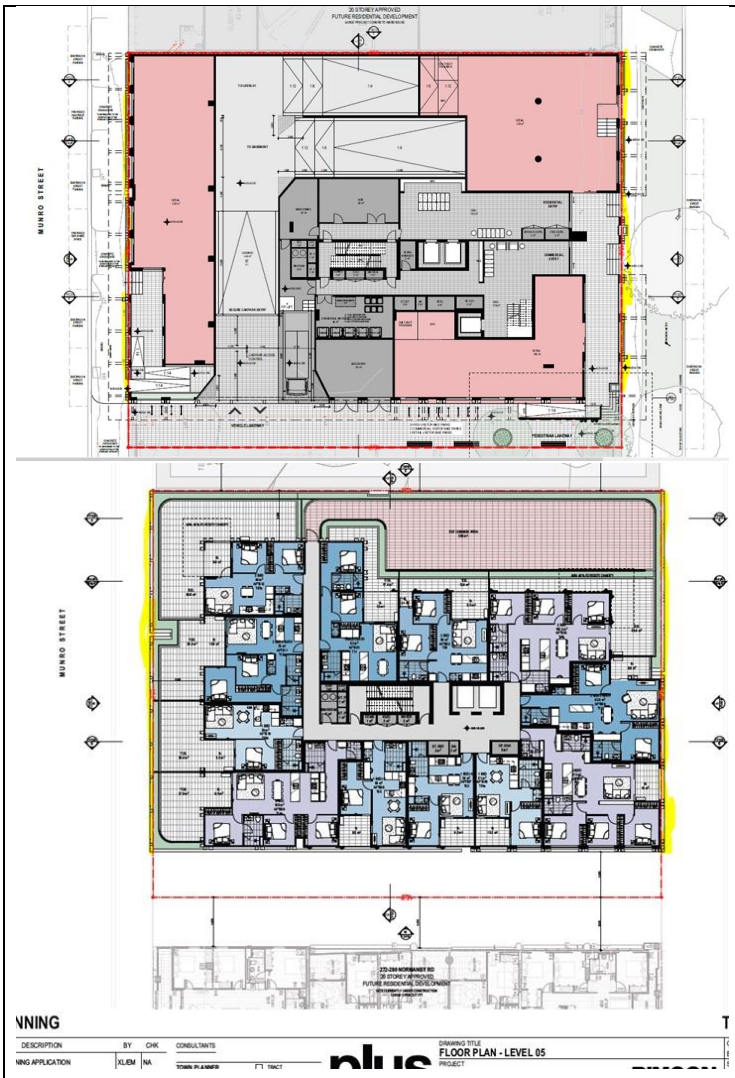
Privately owned laneways.

- Please include a note to the architectural plans indicating that the laneway is private.
- It is recommended that a condition be included similar to that in the Incorporated Document – Specific Controls for 272–280 Normanby Road, South Melbourne, titled: “Legal agreement for laneway construction and public access and landscape maintenance.”
- All stormwater runoff from the laneway must be contained within the site and directed to the Legal Point of Discharge.
- Could you please confirm whether the highlighted concrete crossover is intended to be widened, as currently shown?



Munro St and Normanby Rd

- The highlighted structures (ground floor to level 5) appear to encroach into the road reserve. These elements must be relocated or modified to remain entirely within the property boundary.



- All stormwater runoff from the proposed private raised garden beds and canopy along Munro Street and Normanby Road must be captured within the site prior to discharge to the Legal Point of Discharge.
- Please include a note on the plans indicating that encroachments of the proposed canopies into the road reserve along Munro Street and Normanby Road are subject to the Road Management Act.
- In relation to the lighting aspect, suggest a condition be included similar to the one in the Incorporated Document – Specific Controls for 272–280 Normanby Road, South Melbourne, titled “Public Lighting Plan.”
- As part of the development, can you confirm whether streetscape works are proposed along Munro Street and Normanby Road? It is noted that neither the landscape nor architectural plans currently show any such treatment.

Transport Engineer
Access The plans indicate potential access control elements such as gates or bollards at both ends of the laneway (i.e. at Munro Street and Normanby Road). However: o The traffic report does not include a queuing analysis to justify the proposed locations of these measures, which is unsatisfactory. o The impact of these measures on pedestrian movement along public footpaths also needs to be considered. o It is unclear how the applicant intends to implement and manage such measures unilaterally, given the laneway also serves the development at 272 Normanby Road. The plans show various assets within the laneway, including seating, bike hoops, trees and canopies etc. These appear to be similar to those approved as part of the 272–280 Normanby Road development. The swept-path diagram for the proposed loading bay indicates potential conflict with on-street parking directly opposite, affecting access and egress. The plans must also be referred to Council's Asset Management team for review and comment, especially in relation to proposed infrastructure within the laneway and clarify ongoing maintenance responsibilities. All assets that impact vehicle access or swept paths within laneway must be removed. Additionally, any above-ground structures that overhang into trafficable or pedestrian areas (e.g. canopies) must be designed and constructed in accordance with relevant building regulations and ensure adequate clearance for service vehicle access and pedestrians. Comments should be sought from Council's Building Team on these issues. While it is unclear whether any traffic management measures (e.g. shared zones) are proposed for the laneway, any such measures must be assessed, designed and implemented to the satisfaction of DTP. **Loading/Unloading and Waste Collection** The applicant proposes the use of a 6.4m vehicle for waste collection. However, it is unclear whether access and egress from the laneway would be impeded by existing assets on the opposite side, as no swept-path analysis has been provided for this movement. While the internal swept paths within the basement appear acceptable, the applicant must ensure that the required height clearance is provided at the waste collection point, in accordance with the Waste Management Plan (WMP). While the proposed height clearance for the onsite loading zone at ground level will need to meet relevant standards, it is also unclear whether all loading and unloading activities associated with the development can be accommodated using a 6.4m rigid vehicle. Given the scale of the development, this appears very doubtful. The applicant must confirm in writing whether all deliveries and servicing can be undertaken using a 6.4m vehicle. If a larger vehicle (e.g. 8.8m) is required, then onsite loading arrangements must be further modified to ensure appropriate access and egress is achieved. **Layout**

Based on the submitted plans, Levels 1 to 4 each provide 18 car spaces, and the basement provides 43 spaces. This results in a total of 115 car spaces, not 117 as stated in the traffic report. The applicant is requested to clarify this discrepancy.

Basement

A minimum headroom clearance of 2.2m must be provided throughout the entire car park. In addition, adequate height clearance must be provided at the waste collection point to accommodate the lifting and emptying of the relevant bins as per WMP.

Levels 1 – 4

Given the location of the ramp, the bollards near the lifts and the overall configuration of the car park, there are concerns regarding access and egress to and from each car space. Specifically, it is unclear whether these spaces can access or egress with no more than a three-point turn, as per AS 2890.1.

Therefore, the applicant should be requested to undertake a swept-path assessment for all car spaces on one of these levels to demonstrate compliance.

In addition;

- All column locations (within each level) must be clearly annotated in accordance with AS 2890.1.
- The width of each car space adjoining a wall (within each level) must also be clearly annotated in accordance with AS 2890.1.
- A minimum headroom clearance of 2.2m (within each level) must be provided throughout each car park level.
- It is noted that Levels 2 to 4 do not annotate car space widths, lengths, or aisle widths. These are to be annotated as per the relevant sections of Planning Scheme and/or AS2890.1.

Car Parking Management Plan

The applicant must submit a Car Parking Management Plan to the satisfaction of the Responsible Authority. The plan should detail the proposed parking allocations for each unit, as well as include provisions for signage, line marking and other measures such as convex mirrors at appropriate locations to improve visibility and safety within the car park.

Onsite disabled parking spaces must be line-marked in accordance with the Planning Scheme and/or AS 2890.1.

Ramp Design

Each ramp must clearly indicate all relevant grades, the length of each grade, intermediate levels, and a minimum headroom clearance of 2.2m in accordance with AS 2890.1.

The width of the ramp including any adjoining kerbs must also be shown and comply with the requirements of AS 2890.1.

AS 2890.1 requires a 6.1m clearance for ramps that accommodate two-way movements.

Other

Page 12 of the traffic report indicates that “12 shower end-of-trip facilities” have been provided. However, the submitted plans do not clearly show these shower facilities. The applicant is requested to clarify this.

It is also unclear whether the size of the relevant lifts would accommodate bicycle access, as the dimensions are not provided. The applicant should clarify this.

All proposed pedestrian paths within and around the building including widths, grades, and other relevant features must be designed and constructed in accordance with applicable standards, building requirements, and DDA standards.

ESD Officer

The proposed plans by Plus Architecture and associated Sustainability Management Plan (SMP) and Stormwater Management Plan, both by Intrax, have all been reviewed. Note that some details in the documentation were obscured by the “Draft” watermark.

The proposal falls significantly short of ESD expectations for a project of this scale in the Fishermans Bend Urban Renewal Area (FBURA). The SMP and Stormwater Management Plan both fail to take account of the FBURA-specific ESD and integrated water management (IWM) requirements that are set out in mandatory permit conditions in Schedule 1 to the Capital City Zone (CCZ1).

The SMP details basic ESD features and uses the Built Environment Sustainability Scorecard (BESS) to evaluate its environmental impact, achieving a score of 52%, which is just above a basic pass. However, as per the mandatory Green Star conditions in the CCZ1, if this application is approved, the development will be required to achieve a Green Star rating certified by the Green Building Council of Australia. The current (and the only applicable) Green Star rating tool is the Buildings rating tool. Therefore, the SMP should address how the proposed development will address the credits of the Green Star Buildings rating tool, rather than BESS. Note that significantly greater effort will be required to achieve a Green Star rating including addressing embodied greenhouse gas emissions and enhancing the proposed energy and water efficiency.

The SMP includes daylight modelling, which, according to the report details, has modelled natural daylight to the interior based on existing conditions at the adjacent sites. The daylight modelling should be updated to demonstrate that adequate natural daylight would be achieved based on conditions that include the approved tower buildings either side on the two directly adjacent lots.

The Stormwater Management Plan demonstrates that the proposal currently doesn’t meet the mandatory rainwater tank and third pipe requirements of the conditions in the CCZ1. The following needs to be done to meet those requirements:

- Increase rainwater catchment to include all podium terraces, not just the common areas.
- Increase the rainwater tank sizes so that 0.5m3 of tank area is provided per 10m2 of roof area. Currently the proposed 20kL and 7.5kL tanks are undersized.
- Either capture and treat the stormwater of the laneway/driveway on the western edge of the site or provide a surface treatment that allows permeability of stormwater to the ground.
- Both the SMP and the Stormwater Management Plan must detail the rainwater tank connections to a third pipe system to all non-potable water outlets within the building.

An applicable case study guide for how to meet IWM requirements in FBURA can be viewed here: Microsoft Word - FINAL IWM Case Study 1. Mixed Use Development with Podium 161120 - Published Version.docx

Urban Designer

Level Basement 1

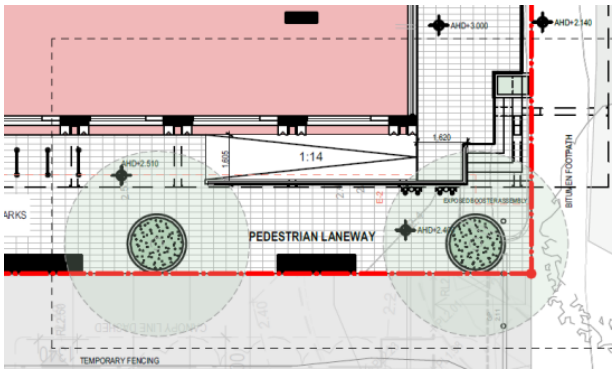
- Should employee bike parking be on this level given difficulty of access? This would be better on the ground floor. Alternatively, consider providing a separate goods/bike lift.

Level Ground

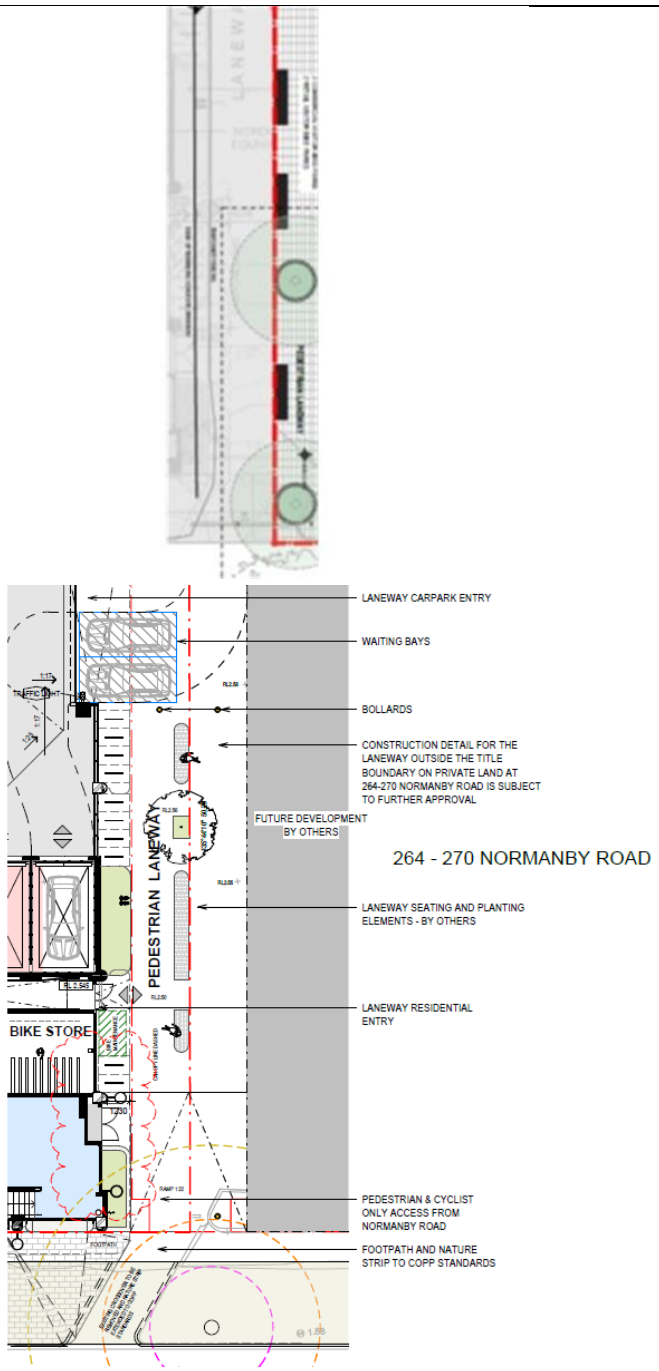
- Columns appear to encroach into the footpath areas which is not preferred. Are upgrades to the footpaths to be included in this application?
- Renders don't reflect full extent of proposed design (e.g., timber seating on the pedestrian laneway is missing).



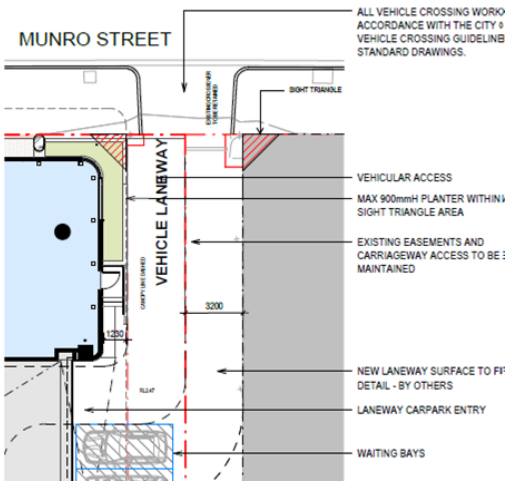
- Query arrangement in laneway given what has been approved for 272-280 Normanby Rd. The approved GF plan for 272-280 Normanby Rd should be included on the proposed plan so the design of this area can be properly coordinated. Some issues that are apparent here are:
- The unnecessary pinch point for disabled access between the planter and the ramp.



- There also appears to be no coordination between new timber benches on the boundary and the approved brick seating to the adjacent property. The new seating may be unnecessary, given the brick seating can be accessed from either side.



- Coordination of planting selection and locations, surface finishes, finished ground level and grades between the two proposals.
- Note sight triangle for vehicles exiting onto Munro appears on the drawing for 272-280 Normanby Rd. This may impact design of this area on the proposed plan (traffic to confirm).



- The proposed plan presents a sheer wall on the boundary to 260-262 Normanby Rd. Are there any endorsed drawings for the approved development here to confirm this will not present any issues?

Level 1 - 4

- Should bike parking be on these levels given difficulty of access? This would be better on the ground floor. Alternatively, providing a separate goods/bike lift.

Level 5

- Query arrangement of terrace areas on this level, as they are markedly different in size and feature a lot of narrow unusable areas. Consider an alternative layout for the apartments on this level and relocating the external common area as shown in red below.

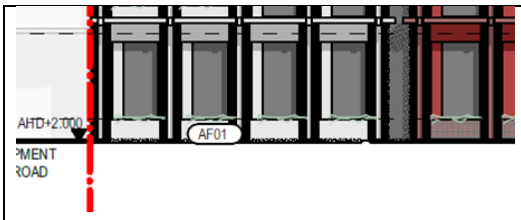


Level 23-24

- Apartment layouts on these levels are very inefficient. Query whether these levels are required (as they exceed the height limit) or if they are to be included why they can't incorporate more 3-bedroom apartments (to address shortfall in dwelling diversity).

North elevation

- Query the extent of render at the ground floor level. Ideally, materials with an integrated finish (e.g., brick) would be better here for durability and maintenance.



- I don't have an issue with the reduced tower setbacks per se, given this is consistent with what has been approved on the adjoining properties.

Waste Management Officer

The following matters were found and require attention:

This WMP has been reviewed in line with the City of Port Phillip Guidelines for Preparing a Waste Management Plan 2021 and previous endorsed plans.

The following areas do not meet requirements:

Waste collection

This property is on full private collection for all current and future streams including hard waste.

Swept path

It is unclear if the ground level swept path will interfere with neighbouring property operations. Being that there will be multiple waste collections by multiple trucks per week this needs to be revisited.

The B1 internal swept path to the Residential storage room needs to be redesigned with consideration of loss of carparks due to the frequency of collections per week to ensure operational safety.

Waste Generation rates

Retail café FOGO and Glass generation rates are exceptionally high and not supported by any evidence. Please revert to known generation rates.

Waste Streams

Notes on Table 2 of the WMP states "Pending the introduction of glass collections, the above residential glass bins shall be used for commingled recycling." This is not an acceptable outcome private contractor Glass streams are currently available and need to be operational from commencement of operation.

Waste Chute

The bin chute discharge points show both streams discharging into the general waste bin. This needs to be corrected.

Bin Storage rooms

The layout of the residential bin storage room does not adequately include disability access. This is particularly evident by the proposed layout of the FOGO and Glass bin streams.

The Hard waste collection frequency is determined as "at call" this may result in the storage room areas of 2m^2 being inadequate.

Once retail glass and fogo generation rates are revisited a new Commercial bin room layout will be required. This must include allowances accessibility.

The bin chute discharge points show both streams discharging into the general waste bin. This needs to be corrected.
Public Lighting Officer
A comprehensive lighting design is required for all public spaces including the road reserve, laneway, crossovers and footpaths The proposed increase in daily traffic movements (493 daily movements) and conflict/accidents between vehicles and cyclists. **Referral/Advice:** Applicant must prepare a lighting design for the subject site, which includes all public spaces. The applicant must prepare and submit a lighting design for the subject site, including the abutting road reserve, footpaths, and proposed laneway. The lighting plan must: • Comply with all relevant Australian Standards, including AS/NZS 1158 Series and AS4282 • Specific attention will apply to the areas with the potential for conflict – i.e. crossovers, laneway, carpark entrance/exit, etc. • Assess light levels to ensure compliance with AS4282 for the apartment at the subject site as well as surrounding sites. • Confirm asset ownership, roles/responsibility to operations and maintenance.   • If the laneway will be freely accessible to the public, and the applicant retains ownership of the laneway, then any privately-owned lights in the laneway shall be added to the Section 173 agreement.

CLAUSE 58: APARTMENT DEVELOPMENTS

Purpose

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To encourage apartment development that provides reasonable standards of amenity for existing and new residents.

To encourage apartment development that is responsive to the site and the surrounding area.

Application

Provisions in this clause apply to an application to construct or extend an apartment development, or to construct or extend a dwelling in or forming part of an apartment development, if:

- The apartment development is five or more storeys, excluding a basement, and is in the General Residential Zone, Residential Growth Zone, Housing Choice and Transport Zone, Mixed Use Zone or Township Zone, or
- The apartment development is in the Commercial 1 Zone, Commercial 3 Zone, Special Use Zone, Comprehensive Development Zone, Capital City Zone, Docklands Zone, Priority Development Zone, Activity Centre Zone or Precinct Zone.

Operation

The provisions of this clause contain:

- **Objectives.** An objective describes the desired outcome to be achieved in the completed development.
- **Standards.** A standard contains the requirements to meet the objective. A standard should normally be met. However, if the responsible authority is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.
- **Decision guidelines.** The decision guidelines set out the matters that the responsible authority must consider before deciding if an application meets the objectives.

Requirements

A development:

- Must meet all of the objectives of this clause.
- Should meet all of the standards of this clause.

If a zone or a schedule to a zone, or a schedule to an overlay specifies a requirement different from a requirement of a standard set out in Clause 58 (excluding Clause 58.04-1), the requirement in Clause 58 applies.

For Clause 58.04-1 (Building setback):

- If a zone or a schedule to a zone specifies a building setback requirement different from a requirement set out in Clause 58.04-1, the building setback requirement in the zone or a schedule to the zone applies.
- If the land is included in an overlay and a schedule to the overlay specifies a building setback requirement different from the requirement set out Clause 58.04-1 or a requirement set out in the zone or a schedule to the zone, the requirement for building setback in the overlay applies.

CLAUSE 58.01 URBAN CONTEXT REPORT AND DESIGN RESPONSE	
58.01-1 **Application requirements**	An application must be accompanied by: – An urban context report. – A design response.

1

Assessment	An extensive and detailed Urban Context and Design Response is contained within the architectural plans prepared by Plus Architecture Project No 13182 and the town planning report Tract.	**✓ Submitted and satisfactory.**
58.01-2 **Urban Context Report**	The urban context report may use a site plan, photographs or other techniques.	
Assessment	An extensive and detailed Urban Context and Design Response is contained within the architectural plans prepared by Plus Architecture Project No 13182 and the town planning report Tract.	✓ **Submitted and satisfactory.**
58.01-3 **Design response**	The design response must explain how the proposed design: – Responds to any relevant planning provision that applies to the land. – Meets the objectives of Clause 58. – Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme. – Selects materials and finishes for the external walls. – Derives from and responds to the urban context report. The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.	
Assessment	An extensive and detailed Urban Context and Design Response is contained within the architectural plans prepared by Plus Architecture Project No 13182 and the town planning report Tract.	✓ **Submitted and satisfactory.**

CLAUSE 58.02 URBAN CONTEXT	
58.02-1 **Urban context objectives**	**To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.** **To ensure that development responds to the features of the site and the surrounding area.**
Standard D1	The design response must be appropriate to the urban context and the site. The proposed design response must respect the existing or preferred urban context and respond to the features of the site.
Decision Guidelines	– Any relevant urban design objective, policy or statement set out in the scheme. – The urban context report. – The design response.

Assessment	As discussed throughout this report, the proposal is an acceptable design response to the site and its immediate surrounds which include 20 level buildings (under construction and approved) to both abutting lots. The building adopts a podium and tower typology. The tower is 25 levels addressing Normanby Road and 15 levels to Munro Street, with each tower element differentiated through varied material finishes. The taller element establishes a strong vertical presence along Normanby Road, aligning with the high-rise character envisaged under DDO30. The lower element provides a transitional scale that responds to the mid-rise aspirations of the precinct. This variation in height, in conjunction with neighbouring developments, contributes to a visually interesting skyline and slender tower profiles sought by the DDO. The podium (part 5 and part 6 levels) provides a robust interface with the public realm. Subject to conditions, it supports active frontages through the integration of retail and commercial uses, while effectively concealing servicing and car parking. The podium also anchors the development within its streetscape, reinforcing human scale and contributing to pedestrian amenity. Building articulation is achieved through a modular, grid-like façade that reinforces verticality and allows for generous glazing, enhancing natural light access and visual permeability. This design approach supports passive surveillance and strengthens the building's relationship with the public realm. The delivery of the north-eastern section of the laneway improves connectivity within the precinct, while the inclusion of seating and planter elements facilitates a sensitive transition between ground level and the elevated finished floor levels required for flood resilience. These elements also contribute to visual interest, urban greening, and an improved pedestrian experience. Overall, the staggered tower heights, integrated podium, and responsive public realm interface result in a well-resolved urban form that aligns with the intended development outcomes for the Montage Precinct.	✓ **Objective met** ✓ **Standard met**

58.02-2 **Residential policy objectives**	**To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.** **To support higher density residential development where development can take advantage of pubic and community infrastructure and services.**
Standard D2	An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.
Decision Guidelines	– The Municipal Planning Strategy and the Planning Policy Framework. – The design response.

Assessment	The application and its design response accords with the Municipal Planning Strategy and the Planning Policy Framework where housing growth is directed to designated locations that have the greatest capacity for change such as Fishermans Bend Urban Renewal Area. The area will offer excellent accessibility to public transport, shops, and social infrastructure as the vision of the Fishermans Bend Framework is realised. Notably the site is located within the Core area of Montage Precinct which allows some of the highest dwelling densities in the municipality.	✓ **Objective met** ✓ **Standard met**

58.02-3 **Dwelling diversity objective**	**To encourage a range of dwellings sizes and types in developments of ten or more dwellings.**	
Standard D3	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms	
Assessment	The application proposes a range of dwelling typologies of varying sizes consistent with the objective of Standard D3. More specifically, the proposal provide for 190 dwellings with the following breakdown: • 1 bedroom x 73 (38.4%) • 2 bedroom x 91 (47.9%) • 3 bedroom x 26 (13.9%) Notably, the application material notes the floorplates would allow for the consolidation of one and two bedroom apartments should a greater quantity 3 bedroom apartments be required in future. Drawing NO 8.10 provides details of apartment that could be amalgated in the future to provide 49 / 182 apartments as 3 bedroom to provide 27% in accordance with this standard.	✓ **Objective met** ✓ **Standard met**

58.02-4 **Infrastructure objectives**	**To ensure development is provided with appropriate utility services and infrastructure.** **To ensure development does not unreasonably overload the capacity of utility services and infrastructure.**	
Standard D4	– Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available. – Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. – In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure	
Decision Guidelines	– The capacity of the existing infrastructure. – In the absence of reticulated sewerage, a Land Capability Assessment on the risks to human health and the environment of an on-site wastewater management system constructed, installed or altered on the lot in accordance with the requirements of the Environment Protection Regulations under the *Environment Protection Act 2017*. – If the drainage system has little or no spare capacity, the capacity of the development to provide for stormwater drainage mitigation or upgrading of the local drainage system.	
Assessment	The development is required to be connected to all reticulated services as appropriate and is readily available as a result of the existing infrastructure. All upgrades required will be the responsibility of the developer.	✓ **Objective met** ✓ **Standard met**

58.02-5 **Integration with the street objective**	**To integrate the layout of development with the street.** **To support development that activates street frontage.**	
Standard D5	Development should be oriented to front existing and proposed streets. Along street frontage, development should: – Incorporate pedestrian entries, windows, balconies or other active spaces. – Limit blank walls. – Limit high front fencing, unless consistent with the existing urban context. – Provide low and visually permeable front fences, where proposed. – Conceal car parking and internal waste collection areas from the street. Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.	
Decision Guidelines	– Any relevant urban design objective, policy or statement set out in this scheme. – The design response.	
Assessment	The development appropriately addresses all street frontages, including Normanby Road to the south-east (designated as a primary active frontage under CCZ1), Munro Street to the north-west, and the proposed laneway along the western site boundary. Both Normanby Road and Munro Street frontages	✓ **Objective met** ✓ **Standard met**

	incorporate a partial colonnade at ground level, enhancing openness to the building's entry lobbies and retail premises. This design supports active frontages and facilitates a clear transition between the public and private realms. Retail tenancies fronting Normanby Road, Munro Street, and the laneway are provided with clear glazing to promote activation and passive surveillance of the public realm. The use of low planters, stairs from both street frontages, and a ramped accessway from the laneway effectively manage level changes required to meet Melbourne Water's finished floor levels. While the proposed approach is generally supported, the following elements require further refinement: • **Title Boundary Compliance** All structural and architectural elements, including planters, seating, and services, must be contained within the title boundary. This requirement must not compromise the architectural quality of the building, particularly the visual depth provided by these features. • **Corner Entry Stairs** The corner entry stairs should be redesigned to serve as a more prominent feature entry to the Normanby Road frontage. • **Booster Assembly Location** The exposed booster assembly should be better integrated, ideally within a raised planter or similar, and relocated away from the feature corner stairs. • **Pedestrian Access Ramp** The pedestrian ramp should be widened (without further encroachment into the laneway) to allow two users to pass comfortably, including a wheelchair user and a cyclist. • **Visibility and Circulation** Tree planting, bicycle parking, and bench seating adjacent to the pedestrian ramp near Normanby Road should be relocated to ensure adequate visibility, clearance, and circulation space for all users, particularly cyclists accessing building lobbies and lifts. • **Retail Ramp** The pedestrian ramp to the retail tenancy fronting Munro Street should be redesigned to provide more direct access. • **Plan Consistency** All inconsistencies between the Landscape Plan and Architectural Plans must be resolved. The delivery of the north-eastern section of the laneway connecting Normanby Road to Munro Street will complete the laneway network, which is intended to primarily support pedestrian and cyclist movement between the two streets, while also providing vehicular access to adjoining developments at the northern end. While the laneway contributes to permeability and access, the absence of a direct entry from the laneway to the corner retail tenancy fronting Normanby Road is considered a missed opportunity for further activation. To address this, it is recommended that a condition of permit be included requiring the provision of direct pedestrian access from the laneway to the corner retail tenancy. Car parking and loading requirements, including waste collection areas, are appropriately concealed from public	

	view by retail tenancies with access provided via Munro Street and laneway. At upper podium levels, commercial and residential uses activate the building's frontages to Normanby Road, Munro Street, and the laneway. Car parking is consolidated and sleeved behind these uses to minimise visual impact and support a high-quality public realm. The north-eastern podium boundary will abut the approved five-level podium at 256–262 Normanby Road, which has been constructed to the common boundary, ensuring a consistent built form interface. It is recommended that any Incorporated Document forming part of this amendment include conditions requiring: • Amendments to address the above concerns, including laneway activation and podium interface. • Compliance with Disability Discrimination Act (DDA) standards across all pedestrian accessways and entries.	

CLAUSE 58.03 SITE LAYOUT		
58.03-1 **Energy efficiency objectives**	**To achieve and protect energy efficient dwellings and buildings.** **To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.** **To ensure dwellings achieve adequate thermal efficiency.**	
Standard D6	Buildings should be: – Oriented to make appropriate use of solar energy. – Sited and designed to ensure that the energy efficiency of existing dwellings or small second dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in Table D1.	
Decision Guidelines	– The design response. – The size, orientation and layout of the site. – The existing amount of solar access to abutting properties. – The availability of solar access to north-facing windows on the site. – The annual cooling load for each dwelling.	
Assessment	The site is located within NatHERS Climate Zone 21 – Melbourne, which specifies a maximum allowable cooling load of 30 MJ/m² per annum. The Clause 58 assessment prepared by Tract notes that the proposal achieves a NatHERS cooling load of 19.1 MJ/m², indicating strong performance against the benchmark. Attachment D of the Sustainability Management Plan (SMP) confirms compliance with the BADS/NCC cooling load requirement of 30 MJ/m². Notwithstanding this, Council's Sustainability Officer has raised significant concerns regarding the adequacy of the SMP, which are addressed in detail elsewhere in this report.	✓ **Objective met** ✓ **Standard met**

58.03-2 **Communal open space objective**	To provide communal open space that meets the recreation and amenity needs of residents. To ensure that communal open space is accessible, practical, attractive, easily maintained. To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Standard D7	A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space. Each area of communal open space should be: – Accessible to all residents. – A useable size, shape and dimension. – Capable of efficient management. – Located to: ▪ Provide passive surveillance opportunities, where appropriate. ▪ Provide outlook for as many dwellings as practicable. ▪ Avoid overlooking into habitable rooms and private open space of new dwellings. ▪ Minimise noise impacts to new and existing dwellings and existing small second dwellings. Any area of communal outdoor open space should be landscaped and include canopy cover and trees.	
Decision Guidelines	– Any relevant urban design objective, policy or statement set out in this scheme. – The design response. – The availability of and access to public open space.	
Assessment	**Minimum:** 250sqm **Proposed:** 564sqm • Level 5 – external common area 266sqm • Level 15 – external common area 298sqm At Level 5, the communal open space is strategically located within the setback of the taller tower element, offering a well-integrated amenity area for residents. This space interfaces with Normanby Road and is elevated at 23 AHD, sitting approximately 1.8 metres above the podium terrace of the adjoining development at 256–262 Normanby Road (21.2 AHD). A 1.7 metre high privacy screen is proposed to mitigate overlooking between properties. It is however recommended that a wider planter or similar architectural element be considered to further recess the source of overlooking, particularly as setbacks to habitable room windows are now likely to exceed 7 metres, consistent with recent updates to overlooking standards outside Clause 58. Further design refinement is encouraged to ensure wind mitigation measures, such as wind screens, are architecturally integrated into the building form, enhancing comfort and usability of the seating areas. Council's Urban Designer has raised concerns regarding the configuration of terrace spaces at Level 5. They noted communal open space areas are unevenly distributed and include narrow, less functional zones. An alternative layout is recommended, involving the relocation of the communal open space to extend along the full common boundary with 256–262 Normanby Road. This would optimise solar access, particularly at the building's corners, which are expected to receive the highest levels of solar access throughout the day due to overshadowing from the approved 20 level development. At Level 15, the communal open space presents to Munro Street. Due to wind conditions, the required 2.4 metre high wind screening to meet walking comfort criteria limits the potential for streetscape activation. This is considered a poor	✓ **Objective met** ✓ **Standard met**

	design outcome. It is recommended that the wind mitigation strategy be revisited to ensure the space remains usable and supports sitting comfort with solutions integrated into the clean lines of building architecture. It is also noted that the Landscape Plans provided are inconsistent with the Architectural Plans. As a result, commentary on landscaping elements, including canopy cover and tree planting, cannot be reliably assessed at this stage. These matters should be addressed through conditions of any Incorporated Document associated with the amendment.	

58.03-3 **Solar access to communal outdoor open space objective**	**To allow solar access into communal outdoor open space.**	
Standard D8	The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	
Decision Guidelines	– The design response. – The useability and amenity of the primary communal outdoor open space areas based on the urban context, the orientation of the building, the layout of dwellings and the sunlight it will receive	
Assessment	The application material relies upon the Level 15 area of communal open space to satisfy the requirements of this standards. Shadow diagrams prepared by Plus Architecture for 21 June details that the proposal achieves adequate solar access to communal outdoor open space in accordance with Standard D8. Specifically, more than 50% of the north-facing communal terrace at Level 15 remains unshaded between 1:00 pm and 3:00 pm on 21 June, with approximately 83% of the area unshaded at 1:00 pm. Recommended conditions of an Incorporated Document seek changes to increase solar access to communal open space areas at Level 5.	✓ **Objective met** ✓ **Standard met**

58.03-4 **Safety objective**	**To ensure the layout of development provides for the safety and security of residents and property.**

Standard D9	Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.	
Decision Guidelines	– The design response.	
Assessment	Residential access is facilitated via a key-pass controlled lift system, accessible from residential car park levels and the ground floor lobby. Floor plans demonstrate that the Normanby Road frontage maintains clear sightlines between internal spaces and the street. The Landscape Plan, whilst referring to an older iteration of the scheme, indicates that planting selections for garden beds would not obstruct sightlines and views. This design approach enhances safety and transparency at the pedestrian level. Lighting and passive surveillance measures are proposed along the laneway and adjoining streets to support pedestrian safety and comfort. The design also ensures that private residential spaces are appropriately delineated and protected from inappropriate use as public thoroughfares, maintaining a clear distinction between public and private realms. Please refer to comments under Traffic discussion of the report for additional comments which relate to pedestrian and traffic safety.	✓ **Objective met** ✓ **Standard met**

58.03-5 **Landscaping objectives**	**To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.** **To preserve existing canopy cover and support the provision of new canopy cover.** **To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.**

Standard D10	Development should retain existing trees and canopy cover. Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. Development should: – Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. – Provide canopy cover through canopy trees that are: ▪ Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. ▪ Consistent with the canopy diameter and height at maturity specified in Table D4. ▪ Located in communal outdoor open space or common areas or street frontages. – Comprise smaller trees, shrubs and ground cover, including flowering native species. – Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space. – Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption. – Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. – Protect any predominant landscape features of the area. – Take into account the soil type and drainage patterns of the site. – Provide a safe, attractive and functional environment for residents. – Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

Decision Guidelines	– Any relevant neighbourhood character, landscaping or environmental policy, objective, strategy or statement set out in this planning scheme. – The design response. – The health of any trees to be removed. – The suitability of the proposed location, deep soil area and planter volume for canopy trees. – The suitability of the proposed landscaping in communal outdoor open space. – The type and quantity of canopy cover, including any alternatives to trees. – The soil type and drainage patterns of the site. – The ongoing management of landscaping, including any irrigation systems.	
Assessment	The site has an area of 2,024sqm and therefore requires canopy cover of 254.8sqm and a deep soil planting area of 202.4sqm. Canopy cover must comprise either: • **Tree types B**: two trees in deep soil in an areas of 49sqm or two trees in a planter with 28 cubic metres and minimum 1m soil depth (with a min dimension of 4.5m). Each tree must have a min canopy diameter and height of 8m at maturity • **Tree Type C**: one tree in deep soil in an area of 121sqm or one tree in a planter with 64 cubic metres and minimum 1.5m soil depth (with a min dimension of 6.5m) The tree must have a min canopy diameter and height of 12m at maturity. No areas of deep soil planting are proposed, noting the podium and basement levels generally extend to the title area except for that of the carriageway easement. The Landscape Plans are inconsistent with the Architectural Plans therefore an accurate assessment cannot occur. Notwithstanding, plans detail large areas where planters and pots throughout the private open space in the development at Levels 5 and 15 that could accommodate a variety in plantings that would be capable of maintenance. Further, opportunities for planting within planters (without compromising easement rights) along the laneway may assist in achieving the objective of this clause. A revised Landscape Plan can be addressed through conditions of any Incorporated Document associated with the amendment.	x **Objective met** x **Standard not met**

58.03-6 **Access objective**	**To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.** **To ensure the vehicle crossovers are designed and located to minimise visual impact.**

Standard D11	Vehicle crossovers should be minimised. Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building. Pedestrian and cyclist access should be clearly delineated from vehicle access. The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.	
Decision Guidelines	– The design response. – The impact on the street. – The impact on the safety of pedestrians or cyclists. – The reduction of on-street car parking spaces. – The effect on any significant vegetation on the site and road reserve.	
Assessment	Vehicle access to the site is limited to the north-west corner via Munro Street, where car parking and loading areas are consolidated to minimise disruption to the public realm. Two existing crossovers to Munro Street will become redundant but continue to be shown on the plans and should be removed or annotated accordingly. Along Normanby Road, the existing crossover is retained but is proposed to serve only cyclist access. This crossover should be reconfigured to reflect its limited function and ensure it integrates appropriately with the streetscape. Concerns have been raised regarding cyclist access and circulation. Access to the building for cyclists is currently reliant on a single ramp, with manoeuvring into the residential and commercial lobbies dependent on a lift whose dimensions have not been confirmed as suitable for bicycle use. To ensure safe and convenient access for all users, the bicycle parking layout and access arrangements should be reviewed and redesigned to minimise conflict with pedestrian movement and improve functionality. Access for service, emergency, and delivery vehicles will be maintained via the designated entry points.	x **Objective met** x **Standard not met**

58.03-7 **Parking location objectives**	**To provide convenient parking for resident and visitor vehicles.** **To protect residents from vehicular noise within developments**	
Standard D12	Car parking facilities should: – Be reasonably close and convenient to dwellings. – Be secure. – Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	
Decision Guidelines	The design response.	
Assessment	Car parking is provided within the basement and across Levels 1 to 4, with access lifts located in close proximity to parking areas and servicing all required floors. While the lift configuration supports general vertical circulation, the number of lifts is considered insufficient for a development of this scale. It is recommended that an additional lift be provided to accommodate bicycles, prams, and mobility aids, to improve accessibility and reduce potential conflicts between users.	✓ **Objective met** ✓ **Standard met**

58.03-8 **Integrated water and stormwater management objectives**	**To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.** **To facilitate stormwater collection, utilisation and infiltration within the development.** **To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.**
Standard D13	Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be: – Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999). – Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.

Decision Guidelines	– Any relevant water and stormwater management objective, policy or statement set out in this scheme. – The design response. – Whether the development has utilised alternative water sources and/or incorporated water sensitive urban design. – Whether stormwater discharge from the site will adversely affect water quality entering the drainage system. – The capacity of the drainage network to accommodate additional stormwater. – Whether the stormwater treatment areas can be effectively maintained. – Whether the owner has entered into an agreement to contribute to off-site stormwater management in lieu of providing an on-site stormwater management system.	
Assessment	The Stormwater Management Plan fails to take account of the FBURA-specific integrated water management (IWM) requirements that are set out in mandatory permit conditions in Schedule 1 to the Capital City Zone (CCZ1). The Stormwater Management Plan demonstrates that the proposal currently doesn't meet the mandatory rainwater tank and third pipe requirements of the conditions in the CCZ1. The following needs to be done to meet those requirements: • Increase rainwater catchment to include all podium terraces, not just the common areas. • Increase the rainwater tank sizes so that 0.5m3 of tank area is provided per 10m2 of roof area. Currently the proposed 20kL and 7.5kL tanks are undersized. • Either capture and treat the stormwater of the laneway/driveway on the western edge of the site or provide a surface treatment that allows permeability of stormwater to the ground. • Both the SMP and the Stormwater Management Plan must detail the rainwater tank connections to a third pipe system to all non-potable water outlets within the building.	x **Objective met** x **Standard met**

	CLAUSE 58.04 AMENITY IMPACTS
58.04-1 **Building setback objectives**	**To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.** **To allow adequate daylight into new dwellings.** **To limit views into habitable room windows and private open space of new and existing dwellings.** **To provide a reasonable outlook from new dwellings and existing small second dwellings.** **To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.**

Standard D14	The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be set back from side and rear boundaries, and other buildings within the site to: – Ensure adequate daylight into new habitable room windows. – Avoid direct views into habitable room windows and private open space of new and existing dwellings and existing small second dwellings. Developments should avoid relying on screening to reduce views. – Developments should avoid relying on screening to reduce views. – Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. – Ensure the dwellings are designed to meet the objectives of Clause 58.

Decision Guidelines	– The purpose of the zone and/or overlay that applies to the land. – Any relevant urban design objective, policy or statement set out in this scheme. – The urban context report. – The design response. – The relationship between the proposed building setback and the building setbacks of existing adjacent buildings, including the interface with laneways. – The extent to which the proposed dwellings are provided with reasonable daylight access through the layout of rooms and the number, size, location and orientation of windows. – The impact of overlooking on the amenity of existing and proposed dwellings and existing small second dwellings. – The existing extent of overlooking into existing dwellings or small second dwellings and private open space. – Whether the development meets the objectives of Clause 58.	
Assessment	Refer to the detailed discussion of proposed setbacks under Design and Development Overlay Schedule 30 (DDO30) within this report. While the proposed development demonstrates a generally considered response to its context, particularly to the side and Munro Street interfaces, the variation to the mandatory 10 metre setback to Normanby Road is not supported. The application does not identify any site-specific constraints or public benefits that would justify this non-compliance. At the tower levels, the proposed setbacks aim to provide adequate daylight access and minimise overlooking through physical separation and orientation, rather than screening. The development offers a reasonable outlook, supported by generous glazing and articulated façades, and is broadly consistent with the objectives of the standard. However, compliance with the 10 metre setback to Normanby Road is necessary to maintain the strategic intent of DDO30 and avoid setting an undesirable precedent.	✓ **Objective met apart from tower setback to Normanby Road** x **Standard met**

58.04-2 **Internal views objective**	**To limit views into the private open space and habitable room windows of dwellings within a development.**	
Standard D15	Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.	
Decision Guidelines	The design response.	
Assessment	Potential overlooking to private open space within the development is limited to isolated instances at Levels 6 and 16, where windows and balconies may overlook terrace areas directly below. This would affect less than 50% of dwellings and are therefore considered to satisfy the relevant interval views standard. The design prioritises physical separation and orientation to mitigate overlooking, with minimal reliance on screening. However, to ensure adequate privacy between the private terrace areas associated with Apartments 509–512, clarification of the proposed screen heights should be secured via a condition of any Incorporated Document. Given the deep set fenestration and glazing, overlooking	✓ **Objective met** ✓ **Standard met**

	would be confined.	

58.04-3 **Noise impacts objectives**	**To contain noise sources in developments that may affect existing dwellings or small second dwellings.** **To protect residents from external and internal noise sources.**	
Standard D16	Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings or small second dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site. Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non- residential uses, car parking, communal areas and other dwellings. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels: – Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. – Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	
Decision Guidelines	– The design response. – Whether it can be demonstrated that the design treatment incorporated into the development meets the specified noise levels or an acoustic report by a suitably qualified consultant submitted with the application. – Whether the impact of potential noise sources within a development have been mitigated through design, location and siting. – Whether the layout of rooms within a dwelling mitigates noise transfer within and between dwellings. – Whether an alternative design meets the relevant objectives having regard to the amenity of the dwelling or small second dwelling and the site context.	
Assessment	The site is located within 300 metres of the West Gate Freeway and a pocket of land zoned Industrial 1 (IN1Z), placing it within a designated noise influence area under Table D5. The north-west corner of the site is also located within the 250 metre amenity buffer of the City of Port Phillip Resource Recovery Centre (Transfer Station) and therefore revie wed by the EPA on noise related matter may be necessitated. The proposal has been designed with due consideration of noise impacts from surrounding sources (such as existing industry and roads) and is supported by a Noise Impact Assessment prepared by RWDI which recommends the following mitigation measures: • Restricting use of the ground floor loading dock to daytime hours only (7am–6pm Monday to Friday, 7am–1pm Saturday). • Requiring trucks accessing the loading dock to switch off	✓ **Objective met** ✓ **Standard met**

	engines while idling. • Undertaking a detailed acoustic review of mechanical plant during the design development stage to ensure compliance with EPA Noise requirements. The location of mechanical plant, services, and other noise-generating equipment has been carefully considered to ensure they are positioned away from the most acoustically sensitive areas of the development, particularly residential uses. This approach supports internal amenity and aligns with best practice acoustic design principles. Subject to the inclusion of conditions in the Incorporated Document will ensure the standard and objective of this clause are met.	
58.04-4 **Wind impacts objective**	**To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.**	
Standard D17	Development of five or more storeys, excluding a basement should: – not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and – achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	
Decision Guidelines	– The urban context report. – The design response. – The safety, functionality and amenity of public, private and communal open space areas. – Whether it has been demonstrated by a suitably qualified specialist that the development will not generate unacceptable wind impacts within the site or on surrounding land.	
Assessment	The submitted Wind Impact Assessment, prepared by Vipac, confirms that the proposed development has the potential to satisfy requirements of Design and Development Overlay Schedule 30 (DDO30). To ensure compliance with the relevant standards and objectives of DDO30 conditions have been recommended within the Incorporated Document. Wind mitigation measures, such as wind screens, must be architecturally integrated into the building form. This will enhance the comfort and usability of communal open space areas and contribute positively to the public realm. At Level 15, the communal open space addressing Munro Street requires a 2.4 metre high wind screen to achieve walking comfort criteria. This significantly constrains opportunities for streetscape activation and is considered a	✓ **Objective met** ✓ **Standard to be conditionally met**

	poor design outcome. It is recommended that the wind mitigation strategy be revisited to ensure the space remains functional and supports sitting comfort without compromising the clean lines of modular form of the podium and tower.	
CLAUSE 58.05 ON-SITE AMENITY AND FACILITIES		
58.05-1 **Accessibility objective**	**To ensure the design of dwellings meets the needs of people with limited mobility.**	
Standard D18	At least 50 per cent of dwellings should have: – A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. – A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. – A main bedroom with access to an adaptable bathroom. – At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.	
Decision Guidelines	– The design response. – The useability and amenity of internal communal areas based on daylight access and the natural ventilation it will receive.	
Assessment	– T01 (17 apartments) – Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T01a (18 apartments) – non-compliant – T02 (10 apartments) - non-compliant – T03 (10 apartments) – Compliant with Design Option A. Plans incorrectly reference Design Option B. – T04 (9 apartments) - Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T04a (1 apartment) - Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T05 (8 apartments) - Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T06 (18 apartments) - Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T07 (9 apartments) - Subject to inclusion of an	✓ **Objective met** ✓ **Standard to be conditionally met**

	annotation for confirming the width of the door opening and a clear path with a minimum width of 900mm from the door opening to the circulation area the proposal would comply with Design Option A. – T07a (1 apartment) - Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area the proposal would comply with Design Option A. – T08 (17 apartments) – non-compliant – T09 (17 apartments) – non-compliant – T10 / T10a (10 apartments) – non-compliant – T11 (10 apartments) – non-compliant – T12 (8 apartments) - Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area the proposal would comply with Design Option A. – T13 (1 apartment) – non-compliant – T14 (9 apartments) – non-compliant – T14a (1 apartment) – non-compliant – T15 (8 apartments) - Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B – T16 (1 apartment) – Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area the proposal would comply with Design Option A. – T17 (2 apartments) – Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area and the relocation of the toilet to the corner of the room, the proposal would comply with Design Option A. – T18 (2 apartments) – Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area and the relocation of the toilet to the corner of the room, the proposal would comply with Design Option A. – T19 (2 apartments) – Subject to a clear path with a minimum width of 900mm from the door opening to the circulation area and the relocation of the toilet to the corner of the room, the proposal would comply with Design Option A. – T20 - (2 apartments) – Subject to inclusion of an annotation for readily removeable hinges and relocation to toilet closest to the door opening the proposal would comply with Design Option B The proposal as currently annotated would not provide any dwellings that meet the requirement of Standard D18. Subject to the inclusion of annotations to meet the above, the scheme could achieve compliance with this standard.	

58.05-2 **Building entry and circulation objectives**	**To provide each dwelling and building with its own sense of identity.** **To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.** **To ensure internal communal areas provide adequate access to daylight and natural ventilation.**	
Standard D19	Entries to dwellings and buildings should: – Be visible and easily identifiable. – Provide shelter, a sense of personal address and a transitional space around the entry. The layout and design of buildings should: – Clearly distinguish entrances to residential and non-residential areas. – Provide windows to building entrances and lift areas. – Provide visible, safe and attractive stairs from the entry level to encourage use by residents. – Provide common areas and corridors that: ▪ Include at least one source of natural light and natural ventilation. ▪ Avoid obstruction from building services. ▪ Maintain clear sight lines	
Decision Guidelines	– The design response. – The useability and amenity of internal communal areas based on daylight access and the natural ventilation it will receive.	
Assessment	The plans indicate a clear delineation of uses with the residential lobby located internally to the ground floor layout. While daylight modelling in the Sustainability Management Plan (SMP) does not specify the extent of natural light to the lobby, the relocation of fire and sprinkler cupboards adjacent to the entry could further open up the lobby area and improve daylight access. This aspect warrants further review. The double-height void and absence of building canopy opposite the primary entries allow for some daylight penetration and although the lift core is recessed, the internal layout is sufficiently legible to avoid confusion for first-time visitors. Apart from concerns regarding the width of the access ramp from the public realm, circulation areas are safe, functional and allow for efficient movement of residents through the building. Daylight is provided to corridors at each level in the form of one window to the exterior façade (generally north-east or south-east facades). A recommended condition of the Incorporated Document is to require a façade strategy demonstrating compliance with Primary Active Frontages of DDO30.	✓ **Objective met** ✓ **Standard to be conditionally met**

58.05-3 **Private open space objective**	**To provide adequate private open space for the reasonable recreation and service needs of residents**
Standard D20	A dwelling should have private open space consisting of at least one of the following: • An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.

Decision Guidelines	− The design response. − The useability and functionality of the private open space, including its size and accessibility. − The amenity of the private open space based on the orientation of the lot, noise exposure, the wind conditions and the sunlight it will receive. − The availability of and access to public or communal open space. − The useability and functionality of any additional living area or bedroom area, including its size and layout.	
Assessment	Apartment 505 fails to meet the minimum dimension and area requirements for a 3 bedroom apartment. The minimum area and dimensions are provided to all other apartments.	✓ **Objective met** ✓ **Standard met**

58.05-4 **Storage objective**	**To provide adequate storage facilities for each dwelling.**	
Standard D21	**Each dwelling should have convenient access to usable and secure storage space.** **The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.**	
Decision Guidelines	− The design response. − The useability, functionality and location of storage facilities provided for the dwelling.	
Assessment	The proposal has been designed to ensure that public, communal, and private spaces are functional, attractive, and capable of efficient management. These areas are clearly defined within the development, supporting legibility and effective use.	✓ **Objective met** ✓ **Standard met**

CLAUSE 58.06 DETAILED DESIGN		
58.06-1 **Common property objectives**	**To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.** **To avoid future management difficulties in areas of common ownership.**	
Standard D22	Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.	
Assessment	The proposal has been designed to ensure that public, communal, and private spaces are functional, attractive, and capable of efficient management. These areas are clearly defined within the development, supporting legibility and effective use.	✓ **Objective met** ✓ **Standard met**

58.06-2 **Site services objectives**	**To ensure that site services are accessible and can be installed and maintained.** **To ensure that site services and facilities are visually integrated into the building design or landscape.**	
Standard D23	The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. Mailboxes should be provided and located for convenient access as required by Australia Post.	
Decision Guidelines	− Any relevant urban design objective, policy or statement set out in this scheme. − The design response.	
Assessment	All site services are readily accessible for efficient maintenance and are visually integrated into the building.	✓ **Objective met** ✓ **Standard met**

58.06-3 **Waste and recycling objectives**	**To ensure dwellings are designed to encourage waste recycling.** **To ensure that waste and recycling facilities are accessible, adequate and attractive.** **To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.**

Standard D24	Developments should include dedicated areas for: – Waste and recycling enclosures which are: ▪ Adequate in size, durable, waterproof and blend in with the development. ▪ Adequately ventilated. ▪ Located and designed for convenient access by residents and made easily accessible to people with limited mobility. – Adequate facilities for bin washing. These areas should be adequately ventilated. – Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. – Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. – Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. – Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: – Be designed to meet the better practice design options specified in *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019). – Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.	
Decision Guidelines	– The design response. – Any relevant waste and recycling objective, policy or statement set out in this scheme.	
Assessment	Waste collection will be undertaken by a private contractor using rear-lift vehicles (6.4 metres in length, 2.1 metres in height, with a 2.5 metre clearance required during bin collection). Waste will be collected on-site from two locations, the basement carpark (residential waste) and the ground floor loading bay (commercial waste). Swept path diagrams included in the Transport Impact Assessment confirm that the nominated vehicle can safely access and manoeuvre within both areas. Council's Traffic Engineer has raised concerns regarding potential impediments to access and egress from the laneway due to existing infrastructure on the opposite side. However, the swept path analysis submitted with the application demonstrates that all truck manoeuvres occur entirely within the 3.2-metre-wide carriageway easement located on the adjoining land at 272–280 Normanby Road. Furthermore, the affected area is designated as a temporary waiting bay for vehicles accessing the car lift of the adjoining development. As such, the likelihood of conflict is considered low and is not expected to obstruct access or compromise the efficiency of vehicle movements to and from the site. The development provides for the separation and collection of multiple waste streams, including general garbage, commingled recycling, food organics, glass (future provision), charity items, and hard/e-waste.	✓ **Objective met** ✓ **Standard met**

	Residential waste is managed via dedicated garbage and recycling chutes on each apartment level, with additional access to the basement bin store via lifts or stairs. Commercial tenants will dispose of waste directly into shared bins located in the ground floor bin store. Three collections per week are expected for each waste stream. A condition of any Incorporated Document will require all bin stores to be appropriately sized, ventilated, and secured, with signage and operational procedures in place to ensure safe and efficient use. The system must be designed to be accessible to all users and supports effective waste separation, sustainability outcomes, and compliance with Standard D24.	
58.06-4 **External walls and materials objective**	**To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.** **To ensure external walls endure and retain their attractiveness.**	
Standard D25	External walls should be finished with materials that: – Do not easily deteriorate or stain. – Weather well over time. – Are resilient to the wear and tear from their intended use. External wall design should facilitate safe and convenient access for maintenance.	
Decision Guidelines	– Any relevant building design and urban design objective, policy or statement set out in this scheme. – The urban context report. – The design response.	
Assessment	The proposed concrete render at the podium level is not considered appropriate at podium levels. It is recommended that higher quality materials, such as brick, be used to provide a more robust finish that better contributes to the streetscape and aligns with the expectations of DDO30. A condition of any Incorporated Document will require this amendment	✓ **Objective met** ✓ **Standard met**

CLAUSE 58.07 INTERNAL AMENITY	
58.07-1 **Functional layout objective**	**To ensure dwellings provide functional areas that meet the needs of residents.**
Standard D26	Bedrooms should: – Meet the minimum internal room dimensions specified in Table D11. – Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Decision Guidelines	– The design response. – The useability, functionality and amenity of habitable rooms.	
Assessment	All dwellings provide the minimum internal room dimensions for bedrooms and living areas as required of the standard.	✓ **Objective met** ✓ **Standard met**
58.07-2 **Room depth objective**	**To allow adequate daylight into single aspect habitable rooms.**	
Standard D27	Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: – The room combines the living area, dining area and kitchen. – The kitchen is located furthest from the window. – The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.	
Decision Guidelines	– The design response. – The extent to which the habitable room is provided with reasonable daylight access through the number, size, location and orientation of windows. – The useability, functionality and amenity of the dwelling based on layout, siting, size and orientation of habitable rooms. – Any overhang above habitable room windows that limits daylight access.	
Assessment	All ceiling heights are a minimum of at least 2.7 metres. No single aspect rooms that combine the living area, dining area and kitchen exceed 9 metres in depth.	✓ **Objective met** ✓ **Standard met**
58.07-3 **Windows objective**	**To allow adequate daylight into new habitable room windows.**	
Standard D28	Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: – A minimum width of 1.2 metres. – A maximum depth of 1.5 times the width, measured from the external surface of the window.	

Decision Guidelines	– The design response. – The extent to which the habitable room is provided with reasonable daylight access through the number, size, location and orientation of windows. – The useability and amenity of the dwelling based on the layout, siting, size and orientation of habitable rooms.	
Assessment	All habitable rooms within the development will comprise a window in an external wall of the building to allow daylight access to all habitable rooms.	✓ **Objective met** ✓ **Standard not met**
58.07-4 **Natural ventilation objectives**	**To encourage natural ventilation of dwellings.** **To allow occupants to effectively manage natural ventilation of dwellings.**	
Standard D29	The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. At least 40 per cent of dwellings should provide effective cross ventilation that has: – A maximum breeze path through the dwelling of 18 metres. – A minimum breeze path through the dwelling of 5 metres. – Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.	
Decision Guidelines	– The design response. – The size, orientation, slope and wind exposure of the site. – The extent to which the orientation of the building and the layout of dwellings maximises opportunities for cross ventilation. – Whether an alternative design meets the relevant objectives having regard to the amenity of the dwelling and the site context.	
Assessment	The applicant has nominated dwelling types T05, T07/T07a, T08, T09, T12-T20 as complying with this standard. A total of 97 apartments / 51% are provided with required ventilation requirements and so meet this standard.	✓ **Objective met** ✓ **Standard met**

Attachment 5 – Recommended Conditions

Amended development plans

1. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), amended plans must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale and fully dimensioned including to show natural ground level, floor levels, wall and building heights and lengths, with heights to be expressed to Australian Height Datum (AHD). The plans must be generally in accordance with the plans prepared by Plus Architecture Project No 13182 Dwgs No's Demolition plans: TP98 Rev 1; Floor plans: TP99 Rev 3, TP100 Rev 2, TP101 Rev 2, TP102 Rev 2, TP103 Rev 2, TP104 Rev 2, TP105 Rev 2, TP106 Rev 2, TP107 Rev 1, TP115 Rev 2, TP116 Rev 1, TP123 Rev 1, P125 Rev 2, TP126 Rev 1, TP12 Rev 1 all dated 12/07/2023; Elevations & Sections: TP200 Rev 2, TP201 Rev 2, TP220 Rev 2, TP221 Rev 2, all dated 12/07/2023; Material Schedule 7.01; BADS Compliance Summary 8.0, 8.01 Rev 2, 8.02 Rev 2, 8.03 Rev 2, 8.04 Rev 2, 8.05 Rev 2, 8.06 Rev 2, 8.07 Rev 2, TP8.08 Rev 2, TP8.09 Rev 2, 8.10 Rev 1, 9.11 Rev 1, 8.12 Rev 1, 8.13 Rev 1, 8.14 Rev 1, 8.15 Rev 1, 8.16 Rev 1, 8.17 Rev 1, 8.18 Rev 1, 8.19 Rev 1, 8.20 Rev 1, Dwelling Diversity 8.10 Rev 2 all dated 01/04/2025

   a) Tower setback to Normanby Road increased to a minimum of 10 metres.

   b) All building services setback a minimum 3 metres setback behind the tower façade.

   c) All structural and architectural features including but not limited to planters, seating and services contained within the title boundary. Changes required must not compromise the architectural quality of the building, including but not limited to the visual depth provided by the structural and architectural features.

   d) Finishes at podium level replaced with higher quality materials, such as brick or other durable and visually appropriate alternatives. The revised materials must enhance the building's presentation to the public realm and align with the Building Finished objectives of Design and Development Overlay Schedule 30.

   e) The corner entry stairs re-designed to be more prominent to act as a feature entry to the Normanby Road frontage.

   f) The exposed booster assembly redesigned to better integrate within the laneway / streetscape, ideally within a raised planter or similar, and relocated away from the feature corner stairs.

   g) The main pedestrian access ramp to the building widened (without further encroachment into the laneway) to allow two users to pass comfortably, including a wheelchair user and a cyclist.

   h) Tree planting, bicycle parking, and bench seating adjacent to the pedestrian ramp near Normanby Road relocated to ensure adequate visibility, clearance, and circulation space for all users, particularly cyclists accessing building lobbies and lifts.

   i) The pedestrian access ramp to the retail tenancy facing Munro Street redesigned to provide more direct access to the tenancy.

   j) Direct pedestrian access from the laneway to the corner retail tenancy fronting Normanby Road, to enhance activation and accessibility from the laneway.

   k) The Level 5 communal open space must incorporate a widened planter or equivalent architectural element along the eastern edge to appropriately recess the

source of overlooking and enhance privacy without the need for screening along the common boundary between the subject site and 256–262 Normanby Road.

l) The layout of the Level 5 communal open space must be revised to extend along the full common boundary with 256–262 Normanby Road, maximising usable space and solar access. Narrow and unusable areas must be removed or redesigned to improve functionality and amenity.

m) Wind mitigation measures, including any required wind screens, must be architecturally integrated into the building form to ensure seating areas within the Level 5 communal space achieve acceptable comfort levels.

n) The Level 15 communal open space must be redesigned to improve usability and comfort, with wind mitigation measures integrated into the architectural design. The revised design must demonstrate compliance with sitting comfort criteria and avoid reliance on excessive screening that limits activation or amenity.

o) Details of screens between the private terrace areas to Apartments 509–512 inclusive to limit overlooking within the development.

p) Relocation or redesign of fire and sprinkler cupboards to improve entry width and daylight access to the lobby;

q) Integration of weather protection elements, or other elements, to enhance entry legibility and pedestrian amenity;

r) At least 80 per cent clear glazing along the Normanby Road ground floor frontage to a height of 2.5 metres, excluding any solid plinth or base in accordance with Primary Active Frontage requirements of Table 8 of Design and Development Overlay, Schedule 30.

s) The section of laneway used by vehicles providing access and servicing to the development must remain unobstructed and clear of any landscaping, street furniture, or infrastructure that impede vehicle movements.

t) Confirmation that all waste collection and service vehicle manoeuvres occur entirely within the designated 3.2 metre carriageway easement located on the adjoining land at 272–280 Normanby Road;

u) Deletion of redundant crossovers to Munro Street and the kerb, channel, and footpath reinstated to the satisfaction of the Responsible Authority.

v) Reconfiguration of the existing crossover to Normanby Road to reflect its intended use for cyclist access only. The revised design must ensure safe integration with the public realm and minimise conflict with pedestrian movements.

w) Improved cyclist access and circulation including:

- Adequate clearance and circulation space at the access ramp
- Provision of an additional lift and confirmation that lifts serving residential and commercial lobbies are of sufficient size to accommodate bicycles.
- Measures to minimise conflict between cyclists and pedestrians within and around the site

x) Prior to the endorsement of plans, a revised Landscape Plan must be submitted to and approved by the Responsible Authority. The revised plan must be consistent with the architectural drawings and include details of canopy cover, tree planting, and other landscaping elements to the satisfaction of the Responsible Authority.

Retention of design team

2. Unless otherwise agreed by the Responsible Authority, Hayball Architects must be retained through the detailed design and delivery of the development approved by this Incorporated Document. Aboriginal Cultural Heritage

Cultural Heritage Management Plan

3. Before the development starts, including demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit and works to remediate contaminated land, one of the following must be provided to the Responsible Authority:
   a) A report prepared by a suitably qualified professional confirming to the satisfaction of the Responsible Authority that a Cultural Heritage Management Plan (CHMP) pursuant to the Aboriginal Heritage Act 2006 is not required; or
   b) A certified Preliminary Aboriginal Heritage Test (PAHT) under sections 49B and 49C of the Aboriginal Heritage Act 2006 in respect of the development of the land; or
   c) A letter from Aboriginal Victoria confirming a CHMP has been approved for the land.
4. All works on the land must be carried out or constructed in accordance with the requirements of any approved CHMP or otherwise in accordance with the requirements of the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2018

Legal agreement for laneway construction and public access and landscape maintenance

5. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), the owner of the land must:
   a) Enter into an agreement under Section 173 of the Act with the Responsible Authority and Port Phillip City Council;
   b) Register the Agreement on the Title for the Land in accordance with Section 181 of the Act; and
   c) Provide Port Phillip City Council with the dealing number confirming the registration on the Title.
6. The agreement must be in a form to the reasonable satisfaction of Port Phillip City Council, and the owner must be responsible for the expense of the preparation and registration of the agreement, including Port Phillip City Council's reasonable costs and expense (including legal expenses) incidental to the preparation, registration of the agreement. The agreement must provide the following in relation to the land:
   a) Full construction of the portion of the laneway that sits within the title boundary from Munro Street to Normanby Road as well as the crossover to Munro Street and bicycle and pedestrian crossover to Normanby Road as per the endorsed plans, to the satisfaction of and no cost to Port Phillip City Council before the occupation of the building;
   b) Give rights of public access to the laneway located within the subject land 24 hours, 7 days a week but for the lane to remain at all times in private ownership as part of the subject land;

c) The owner must, at its cost, maintain the laneway to the same standards as is reasonably required by Port Phillip City Council for the adjoining road(s);

a) The design and physical treatment of the portion of the laneway which sits within the title boundary including landscaping, street furniture, lighting to AS4282:2019 (Control of the obtrusive effects of outdoor lighting) and servicing infrastructure is to be to the satisfaction of Port Phillip City Council.

Affordable housing

7. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (unless otherwise agreed by the Responsible Authority), the owner must enter into an agreement with the Responsible Authority and Port Phillip City Council under Section 173 of the Act, to the satisfaction of the Responsible Authority, for the delivery of affordable housing (as defined in the Act).

   The agreement must be registered on title to the Land and the owner must be responsible for the expense of preparation and registration of the agreement including the Responsible Authority and Port Phillip City Council's reasonable costs and expenses (including legal expenses) incidental to the preparation, registration and ending of the agreement (where applicable).

8. The agreement must be in a form to the satisfaction of the Responsible Authority and Port Phillip City Council and must include covenants that run with title to the Land to:

   a) Provide for the delivery of at least 6% of the total number of dwellings, for affordable housing as defined by section 3AA of the Act, before the development is occupied. This may be provided by utilising one or more of the following mechanisms for the delivery of affordable housing:

      i. Transferring dwellings within the development to a registered housing agency or other housing provider or trust entity approved by the Responsible Authority at a minimum 35% discount to market value; or

      ii. Leasing dwellings within the development as affordable housing under the management of a registered housing agency or housing provider or trust approved by the Responsible Authority at a minimum 35% discount from market rent for a period of not less than 30 years for the building approved under this control. The overall value of the leased dwellings must be equivalent or higher to 9(a)(i); or

      iii. Any other mechanism providing a contribution of equivalent or higher value to Condition 9(a)(i) to the satisfaction of the Responsible Authority.

   b) Unless otherwise agreed with the Responsible Authority, the Affordable housing delivered under Condition 9(a) must:

      i. Be delivered within the development approved by this control;

      ii. Take the form of one or two or three bedroom dwellings representative of the approved dwelling mix unless otherwise required by a registered housing agency or other housing provider;

      iii. Be functionally and physically indistinguishable from conventional dwellings within the development;

      iv. Include access to all common facilities within the building at no extra fee for occupants of affordable housing dwellings; and

v. Allocate one or more bicycle parking space per dwelling for the life of the Affordable housing.

c) Provide that if the affordable housing is delivered under Condition 9(a)(ii), the agreement must contain a mechanism for review of the minimum discount from market rent by reference to updated income and rental figures upon request by the Responsible Authority to ensure the housing continues to meet the definition of Affordable housing in the Act and by reference to relevant Regulations, Ministerial Notices, Orders in Port Phillip City Council and the like.

9. The agreement may provide that:

a) In lieu of delivering all or part of the affordable housing in accordance with Clause 9(a), the Responsible Authority may agree to payment of an equivalent amount of money to a registered housing agency or other housing provider or trust to be expended for affordable housing in the Fishermans Bend Urban Renewal Area provided the Responsible Authority and Port Phillip City Council are satisfied that:

i. The owner has made best endeavours to secure a registered housing agency recipient or other housing provider or trust for the affordable housing and has not been successful; and

ii. The payment amount is equivalent to the value of the affordable housing that would otherwise have to be delivered less the value of any affordable housing provided within the development.

10. For the purpose of these provisions, 'value' means the monetary value of a dwelling offered for sale at the date of the transfer (if applicable) or otherwise at the date of the agreement as determined by an independent valuer (appointed by the President of the Australia Property Institute – Victorian Division).

Social Housing

11. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (unless otherwise agreed by the Responsible Authority), the owner must enter into an agreement with the Responsible Authority and Port Phillip City Council under Section 173 of the Act, to the satisfaction of the Responsible Authority, for the delivery of affordable housing (as defined in the Act).

    The agreement must be registered on title to the Land and the owner must be responsible for the expense of preparation and registration of the agreement including the Responsible Authority and Port Phillip City Council's reasonable costs and expenses (including legal expenses) incidental to the preparation, registration and ending of the agreement (where applicable).

12. The agreement must be in a form to the satisfaction of the Responsible Authority and Port Phillip City Council and must include covenants that run with title to the Land to provide for at least one Social housing dwelling for every eight dwellings provided above the number of dwellings allowable under the specified Dwelling density.

Façade Strategy and materials and finishes

13. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), a Facade Strategy must be submitted to and approved by the by the Responsible

Authority. Unless specified otherwise by the Responsible Authority, the Facade Strategy must include:

a) A concise description by the architect of the building design concept and how the façade works to achieve this;

b) A schedule of external colours, materials and finishes, including the colour, type and quality of materials showing their application, appearance, depth and profile. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with clear coding;

c) Materials schedule updated to detail glazing with a minimum Visible Light Transmittance (VTL) of 70%.

d) Elevation details generally at a scale of 1:50, or other suitable scale agreed to by the Responsible Authority, illustrating typical building details, entries and doors, utilities, and any special features which are important to the building's presentation;

e) Cross sections or other documentation method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material;

f) Information about how the façade will be accessed, maintained and cleaned;

g) Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high- quality built form outcome in accordance with the design concept.

h) Demonstrate how external shading to glazing (if applicable) is incorporated into the façade strategy.

i) Demonstrate how plant and services will be integrated into the façade and concealed when viewed from the public realm.

Reflectivity

14. Except with the consent of the Responsible Authority, all external façade materials and finishes must be of a type that does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface.

Landscaping, laneway and public realm

15. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), a detailed landscaping and public realm plan must be submitted to and approved by Port Phillip City Council. The plan must be generally in accordance with the plans / report prepared by Bush Projects Art and Landscape Architecture, Project No 23017, Dwg No's LA200, LA201, LA202, LA700 All Rev 4, dated 30/11/2023 report (or as otherwise agreed by the Responsible Authority and Port Phillip City Council):

a) Describes the landscaping vision;

b) A planting schedule of all proposed trees and other vegetation including botanical name, common names, soil depths and/or pot sizes and volumes, height and canopy at maturity, and quantity of each plant and their protection and maintenance;

c) Increase soil depth to 1 metre for trees on ground and upper levels to provide maximum opportunity for growth.

d) Demonstrate adequate soil depths and sunlight exposure for planters on upper terrace areas.

e) Provide detail of balustrades at all terrace areas.

f) Details of green facades, podium or terrace planting that is water efficient, located and designed to be sustainable, viable and resilient and appropriate to micro-climate conditions;

g) Plans, elevations and cross-sections associated with planting infrastructure including appropriate vegetation selection and planting arrangement and details of irrigation (at establishment and ongoing) and maintenance and any other requirements to ensure the ongoing health and vitality of plants in accordance with the landscape vision;

h) A landscaping maintenance plan.

i) How the landscaping responds to water sensitive urban design principles, including how rainwater will be captured, cleaned and stored for onsite use and the location and type of irrigation systems to be used including the location of water tanks;

j) Details of all hard-landscaping materials, finishes and treatments and urban design elements including paving, lighting, seating and balustrading;

k) Details of surface materials and finishes and construction of retaining walls, pathways, kerbs and access ways;

l) Elevations, sections, levels and details including materials and finishes of public realm works including reconstruction of public assets;

m) A notation that any landscaping works within land owned by Port Phillip City Council must be to Port Phillip City Council's standard materials, plant species and finishes;

n) Provide for the through-block link along the western boundary, generally in accordance with the Ground Floor Plan TP100 (Revision 2) dated 12/07/2023;

o) Identify how the public open spaces will be publicly accessible for use by workers, residents and visitors to the site during daylight hours;

p) Verandas / canopies with a minimum of 3.2 metres height above footpath level provided to Normanby Road and Munro Street and the laneway to improve the pedestrian experience and provide weather protection from wind, sun and rain;

q) Details of buildings and trees on neighbouring properties with a structural or root protection zone within the title boundary, including street trees;

r) Location of servicing infrastructure for future assets such as conduits as a contingency for additional electrical assets within the public realm. t) Any proposed on-ground facilities (seating arrangement, arbours etc) not to obstruct the existing stormwater pits along Johnson Street. Pits to be made accessible for future maintenance and replacement of pipe/pits.

16. All landscaping shown in the approved landscape and public realm plans must be carried out and completed prior to occupation of the building and thereafter maintained to the satisfaction of Port Phillip City Council.

Public lighting plan

17. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), a detailed lighting plan must be prepared and approved by Port Phillip City Council. This plan must:

a) Identify all proposed lighting sources, lux levels and spillage details and address how the lighting will integrate with the existing lighting in the interfacing public spaces;

b) Require all public lighting to generally conform with AS1158.3.1-2000 Lighting for roads and public spaces Pedestrian area (Category P) lighting – Performance and design requirements, AS/NZS 428:2019.2 Control of the obtrusive effects of outdoor lighting, AS/NZS 428:2019.2 Control of the obtrusive effects of outdoor lighting and the Public Lighting Code December 2015 (v2) or as otherwise approved by Port Phillip City Council.

18. The approved lighting plan must be implemented as part of the development to the satisfaction of Port Phillip City Council.

Demolition Management Plan

19. Before demolition starts, a detailed Demolition Management Plan (DMP) must be submitted to and approved by Port Phillip City Council. The DMP's objectives must be to minimise the impact of works associated with the demolition on neighbouring buildings and structures and activities conducted in the area generally and be consistent with the Remediation Works Plan (RWP). The DMP must address the following matters:

a) Staging of dismantling/demolition;

b) Site preparation;

c) Public safety, amenity and site security;

d) Management of the construction site and land disturbance;

e) Operating hours, noise and vibration controls;

f) Air and dust management;

g) Waste and materials reuse;

h) Stormwater and sediment control;

i) Management of public access and vehicle, bicycle and pedestrian linkages around the site during demolition;

j) Protection of existing artworks in the public realm;

k) Site access and traffic management (including any temporary disruptions to adjoining vehicular, bicycle and pedestrian access ways);

l) Details of temporary buildings or works (such as landscaping works to activate and improve the site and street frontage) to be constructed should works cease and the site remain vacant for 6 months after completion of demolition;

m) Management of potentially contaminated land.

Demolition must be carried out in accordance with the approved DMP to the satisfaction of the Port Phillip City Council.

Construction management – piling

20. Piling works must not include driven piling. Piling must be by bored, screw, or sheet piling or similar only, unless otherwise agreed by the Port Phillip City Council through an approved Construction Management Plan.

Traffic Conditions

21. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an updated traffic engineering assessment and other supporting information as appropriate must be submitted to and approved by the Port Phillip City Council.

    The traffic engineering assessment must be generally in accordance with the Traffic Impact Assessment Report prepared by Transport Impact Assessment Report, Project No N0500, prepared by ESR Transport Planning, dated 4 April 2025 but modified to include the following to the satisfaction of the Port Phillip City Council:

    a) A cumulative traffic generation and operational impacts associated with both the subject site and the adjoining development at 272–280 Normanby Road including potential conflicts within the shared laneway and at vehicle entry/exit points.

    b) Safe and efficient two-way vehicle movement within the laneway

    c) Confirmation that vehicular access provided is within the carriageway easement A-2 (the carriageway easement for 272-280 Normanby Road) as shown on title Plan Volume 09665 Folio 771 (Land in Plan of Consolidation 161637C)

    d) The number of car parking spaces not exceeding the maximum rates of the Parking Overlay;

    e) Provision of at least one car share space on site and on-going monitoring and review of car-share demand within the building with a commitment to increasing the number of spaces if there is demonstrated demand. A review must be submitted within 12 months of occupation.

    f) A minimum of five car parking spaces must be set aside within the development as common property for potential future allocation to car share use. These spaces must be *clearly identified on the endorsed plans and must not be individually titled or allocated to specific dwellings or tenancies.*

    g) Deletion of all references to the provision of car share outside the title boundary.

    h) Swept path plans confirming entry and exit for all critical car parking spaces such as end of aisle and adjacent to columns or walls.

22. The internal design of the car park and loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, must be generally in accordance with the Australian and New Zealand Standard 2890.1-2004 and to the satisfaction of the Port Phillip City Council.

23. The loading and unloading of vehicles and delivery of goods to and from the premises must at all times take place within the boundaries of the site and should not obstruct access to the car park of the development to the satisfaction of Port Phillip City Council.

24. Traffic access and parking and loading/unloading arrangements must not be altered without the prior written consent of Port Phillip City Council.

25. Before the development is occupied, vehicle crossings must be constructed in accordance with Port Phillip City Council's Vehicle Crossing Guidelines and standard drawings to the satisfaction of Port Phillip City Council. All redundant crossings must be removed and the footpath, nature strip, kerb and road reinstated as necessary at the cost of the owner and to the satisfaction of Port Phillip City Council.

26. All car parking spaces must be retained in a single or a consolidated title as common property.

27. The area set aside for car parking and access of vehicles and accessways must be constructed, delineated and clearly lined marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the accessways in conformity with the endorsed plans. Parking areas and accessways must be always kept available for these purposes and maintained to the satisfaction of the Responsible Authority.
28. Mechanical exhaust systems to the car park must be sound attenuated to prevent noise nuisance to the occupants of the building and surrounding properties to the satisfaction of the Responsible Authority

Car Parking Management Plan

29. Before the development is occupied, a Carpark Management Plan must be prepared including (but not limited to) access arrangements, hours of public parking, car park allocation, electric vehicle (EV) arrangements (with at least 25% of car spaces to have access to the EV main), warning system to alert drivers entering / exiting the land, car share arrangements and management, removal vehicle arrangements and tradesperson parking arrangements.
30. Any plan must formalise the use of the waste/loading area outside of peak hour times as the commercial vehicles require the full width of the accessway to enter/exit the development which will conflict with vehicles queueing for the car lift.

Waste Management

31. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an amended Waste Management Plan (WMP) must be prepared and submitted to and be approved by Port Phillip City Council. The WMP must be generally in accordance with Waste Management Plan, prepared by Leigh Design, dated 17 April 2025., but amended to include:
    a) Revised swept path diagrams must demonstrate:
        - That waste collection vehicle movements at ground level will not interfere with neighbouring property operations.
        - That internal vehicle movements to the residential bin room at Basement Level 1 (B1) are safe and do not compromise car parking provision, taking into account the frequency of waste collections.
    b) Waste generation rates for food organics and glass associated with the retail café must be revised to reflect standard industry benchmarks and supported by evidence to the satisfaction of the Responsible Authority.
    c) The bin chute discharge system must be redesigned to ensure that each waste stream discharges into its corresponding bin. Discharge of multiple streams into general waste bins is not permitted.
    d) The residential and commercial bin storage rooms must be redesigned to:
        - Provide adequate disability access, particularly in relation to the placement and access to food organics and glass bins.
        - Accommodate revised bin quantities and sizes based on updated waste generation rates.

- Ensure sufficient space for hard waste storage, with a minimum area to be determined based on the approved collection frequency.

e) All waste streams, including hard waste, must be collected via private waste collection services from the commencement of operation.

f) Glass waste collection must be operational from the commencement of use. The use of residential glass bins for commingled recycling is not permitted.

32. The approved WMP must be implemented to the satisfaction of Port Phillip City Council. Waste storage and collection must be undertaken in accordance with the approved WMP and must be conducted in such a manner as not to affect the amenity of the surrounding area and which does not cause any interference with the circulation and parking of vehicles on abutting streets.

Noise attenuation

33. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an Acoustic Report prepared by a qualified acoustic consultant must be submitted to and approved by the Responsible Authority. The report must be generally in accordance with the Noise Impact Assessment prepared by RWDI, Project No 2306126 dated 16 May 2025 and amended to:

a) Achieve compliance with the following noise criteria for all dwellings within the development of:

i. 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am;

ii. 40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm.

b) Be generally in accordance with the technical requirements for measuring noise in Planning Practice Note 83 (August 2017) Assessing external noise impacts for apartments;

c) Identify noise levels of the plant equipment effects on the public realm and how any excessive noise will be mitigated so the proposal delivers a high- quality public realm.

d) An adjustment to the design levels relating to the mechanical plant should be applied to account for tonal character where relevant. The values for the adjustment in the Noise Protocol would be relevant to apply

The approved Amenity Impact Report must be implemented to the satisfaction of Port Phillip City Council.

34. All air conditioning and refrigeration plant must be screened and baffled and/or insulated to minimise noise and vibration to ensure unreasonable noise is not emitted and the noise limits determined in accordance with the Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (EPA publication 1826) are not exceeded. Incorporation of noise attenuation measures.

Incorporation of noise attenuation measures

35. Before the development is occupied, a report by a suitably qualified acoustic consultant must be submitted to, approved by and be implemented to the satisfaction of the Responsible Authority and Port Phillip City Council:

a) Certifying that the dwellings incorporate the noise attenuation measures as specified in the endorsed Acoustic Report and shown on the endorsed plans;

b) Verifying the dwellings achieve the internal noise levels specified in the corresponding condition(s) in this Incorporated Document.

The report must detail the set-up on site and methodology of the testing process.

Where post construction measurement and testing shows internal noise levels exceeding those specified in the corresponding condition above, the owner must make rectifications and retest as necessary to demonstrate compliance with the noise levels to the satisfaction of the Responsible Authority.

The cost of certification acoustic works is to be met by the owner

No external amplified equipment

36. Without the further written consent of the Responsible Authority, no form of public address system, loudspeakers or sound amplification equipment must be used so as to be audible outside the premises.

Amenity Impact Plan

37. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an amended Amenity Impact Report prepared by a suitably qualified environmental consultant must be submitted to and approved by the Port Phillip City Council. Unless otherwise agreed with the Port Phillip City Council, the report must include:

a) Additional details of the operation conditions of the Port Phillip Resource Recovery Centre such as the size of plant, equipment, hours of operation, delivery times, truck numbers, processes and management;

b) New amenity issues that may by highlighted by this study and any subsequent mitigation measures that may be required to address these concerns.

The approved Amenity Impact Report must be implemented to the satisfaction of Port Phillip City Council.

Disability access

38. Before the development is occupied, a Disability Discrimination Act Assessment / Audit, prepared by a suitably qualified consultant, must be submitted to Port Phillip City Council. This document must provide an assessment of the development (including public realm works or publicly accessible areas) against the applicable accessibility provisions of the Building Code of Australia and the applicable provisions of the Disability (Access to Premises – Buildings) Standards 2010.

Wind Assessment

39. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an amended comprehensive wind tunnel test and environmental climate assessment report must be submitted to and approved by the Responsible Authority in consultation with Port Phillip City Council. The amended report must be generally in accordance with the

report prepared by Wind Tunnel Test, Project No 30N-23-0196-TRP-83358-2, Prepared by Vipac Engineers and Scientists Ltd, dated 23 April 2025 but modified to address all changes required under this Incorporated Document and must:

a) Include wind tests taken at various points within the surrounding public realm with an assessment area determined in accordance with Clause 2.11 of Schedule 30 to Clause 43.02 Design and Development Overlay (DDO30) of the Planning Scheme and communal open space areas, carried out on a model of the approved building inclusive of the modifications required to determine the wind impacts of the development and provide recommendations for any modifications which must be made to the design of the building to improve any adverse wind conditions within the public realm and communal open space areas;

b) Include in the assessment the cumulative wind impacts from surrounding existing and approved developments at the time of the assessment; and

c) Demonstrate (or provide built form recommendations to ensure) that the development will ensure all publicly accessible areas, including footpaths will not be adversely affected by 'unsafe wind conditions' as specified in Table 7 of Schedule 30 to Clause 43.02 Design and Development Overlay of the Planning Scheme.

d) Demonstrate achievement of the wind comfort criteria outlined in Clause 2.11 of DDO30 for areas within the assessment distance as follows:

i. Sitting: Outdoor seating areas for alfresco dining in the public realm / publicly accessible private areas;

ii. Standing: Key activity parkland areas of the Johnson Street Park to the satisfaction of the Responsible Authority, the Normanby Road footpaths, the new laneway and areas outside building / tenancy entries on Munro Street (including proposed developments); and

iii. Walking: The remaining publicly accessible areas.

40. Any further modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be located within the development (not on public land) except for the approved projections, carefully developed as an integrated high-quality solution with the architectural design and must not rely on street trees or rely on wind amelioration screens within the public realm to the satisfaction of Port Phillip City Council.

41. The recommendations and requirements of the approved Wind Impact Assessment Report must be implemented to the satisfaction of Port Phillip City Council before the development is occupied.

42. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), the owner of the Land must enter into agreement(s) pursuant to Section 173 of the Planning and Environment Act 1987 with the Responsible Authority and any other relevant authority, and make application to the Registrar of Titles to have the agreement(s) registered on the title to the Land under Section 181 of the Act to the satisfaction of the Responsible Authority. The agreement(s) must:

a) Require the developer to pay a development contribution of:

i. *$**DTP to insert value***** per dwelling;

ii. *$**DTP to insert value***** per sqm of gross office/commercial floor area; and

iii. *$**DTP to insert value***** per sqm of gross retail floor area.

b) Require that development contributions are to be indexed annually from March 2023 using the Price Index of Output of the Construction Industries (Victoria) issued by the Australian Bureau of Statistics.

c) Require registration of the Agreement on the titles to the affected lands as applicable.

d) Include a schedule of the types of infrastructure to be delivered by the Victorian Planning Authority or their successor.

e) Confirm that contributions will be payable to the Victorian Planning Authority or its successor.

f) Confirm that the Victorian Authority Planning or its successor, will use the contributions to deliver the schedule of types of infrastructure.

g) Require payment of the development contribution/s before the earliest of the following:

   i. The issue of an occupancy permit for the development; or

   ii. The issue of a statement of compliance in relation to the subdivision of the land in accordance with the development allowed under this specific control.

h) Confirm the procedure for refunding monies paid if an approved Development Contribution Plan or Infrastructure Contributions Plan for the area is less than the amount stipulated in the section 173 agreement.

i) Make provision for its ending and removal from the land following completion of the obligations contained in the agreement. The owner of the Land must pay all reasonable legal cost and expense of this agreement including preparation, execution and registration on title.

Drainage and engineering

43. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), or as otherwise agreed by the Responsible Authority, a stormwater drainage system design incorporating integrated water management design principles, must be submitted to and approved by the Port Phillip City Council. The stormwater drainage system design must:

    a) Include a detailed response to Clause 19.03-3L (Stormwater Management (Water Sensitive Urban Design) of the Planning Scheme;

    b) Incorporate a legal point of discharge (LPD) to the satisfaction of the Port Phillip City Council.

    c) Include verandas / canopies which are designed to capture rainwater and can be treated prior to discharge to the legal point of discharge.

44. The stormwater drainage system must be constructed in accordance with the design approved under this Incorporated Document, connected to the existing stormwater drainage system and completed prior to the occupation of the building to the satisfaction of the Port Phillip City Council.

45. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), plans, engineering drawings and computations (as applicable) must be submitted to and approved by the Port Phillip City Council for:

a) All laneway works and associated drainage to the satisfaction of the Port Phillip City Council;

b) A cross section of the laneway showing lighting, trees and below ground placement of services;

c) Independent drainage, the direction of stormwater runoff and a point of discharge for the land to the satisfaction of the Port Phillip City Council;

d) All works for stormwater, Water Sensitive Urban Design, drainage, street trees, and landscaping.

e) Underground reticulated water (including dual reticulation and a connection point to connect to a potential future precinct scale alternative water supply via the third pipe network), sewerage, electricity and telecommunications to the land to the satisfaction of the responsible authority and the relevant servicing authority.

f) Payment to Port Phillip of an engineering design checking fee equivalent to 0.75% of the value of the works documented in association with this condition.

g) Fire plugs and water supply in accordance with the requirements of the Metropolitan Fire and Emergency Services (MFB) Planning Guidelines for Emergency Vehicle Access and Minimum Water Supplies within the Metropolitan Fire District (Guideline No: GL-27) to the satisfaction of the Port Phillip City Council's Fire Safety Officer and the Chief Officer of the Metropolitan Fire Brigade

Services Plan and Report

46. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), a Services Plan and Report prepared by a suitably qualified person must be prepared and approved by the Responsible Authority and must include:

    a) Details of the type, location and service authority requirements for the building based on the floor area and height of the building, number of dwellings, and all uses, and must identify the location, floor area and height required and allocated for each service, its visibility and ease of accessibility, and operational requirements including distances from entries and connection points, and safety.

    b) Notations to confirm access to services, including booster cupboards designed to be:

        i. Self-closing and can be held fully open against the building wall for the time personnel are occupying the facility;

        ii. In the fully open position do not encroach more than 100mm into the Road Reserve;

        iii. Have a minimum clearance of 150mm from the footpath surface;

        iv. Open onto a footpath with a minimum width of 1500mm.

        v. The doors must be kept locked when not in use with the keys made available to approved personnel only.

Tree protection

47. Before the development starts, including demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land:

a) A Tree Protection Management Plan (TPMP), setting out how any retained Port Phillip City Council owned nature strip trees on Normanby Road will be protected during construction, must be submitted to and approved by Port Phillip City Council. When approved the TPMP will be endorsed and form part of this Incorporated Document. The TPMP should generally follow the layout of Section 5 (i.e. General, Tree Protection Plan, Pre- construction, Construction stage and Post Construction) of AS4970 'Protection of trees on development sites'.

b) A tree protection fence must be erected around the retained Port Phillip City Council owned nature strip trees including trees 8 and 13 on Normanby Road to comply with AS 4970 - 2009 Tree protection on development sites to the satisfaction of Port Phillip City Council.

No damage to existing street tree

48. The proposed works must not cause any damage to any retained existing street tree.

49. Any existing street tree must not be removed, lopped or pruned (including root pruning) without the prior consent of the Port Phillip City Council. Root pruning of any tree must be carried out to the satisfaction of the Port Phillip City Council prior to the construction of buildings or works including crossover works. Removal and replacement of street trees

50. Before the development starts the amenity value of any street trees to be removed and the removal, replacement (where required) and maintenance costs must be reimbursed to the Port Phillip City Council by the owner. The removal of any street trees and replacement (if required) including 24 months maintenance of any new street trees, may only be undertaken by Port Phillip City Council.

Environmental Audit

51. Before the development starts, excluding demolition, excavation, piling and site preparation works, and works to remediate contaminated land, or a sensitive use commences or before the construction or carrying out of buildings and works in association with a sensitive use commences (excluding any works necessary to undertake a required assessment or audit, or works exempted by Clause 45.03-1 of the Port Phillip Planning Scheme) or as otherwise agreed by the Responsible Authority:

    a) A Preliminary Risk Screen Assessment (PRSA) Statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use, or the proposed use and a copy of this Statement must be provided to Port Phillip City Council; or;

    b) An Environmental Audit Statement (EAS) under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use and a copy of this Statement must be provided to Port Phillip City Council.

Compliance with Statement of Environmental Audit

52. Before the development starts, excluding demolition, excavation, piling and site preparation works, and works to remediate contaminated land, or a sensitive use commences or before the construction or carrying out of buildings and works in association with a sensitive use commences (excluding any works necessary to undertake a required assessment or audit, or works exempted by Clause 45.03-1 of the Port Phillip Planning Scheme) or as otherwise agreed by the Responsible Authority (or

the certification or issue of a statement of compliance under the Subdivision Act 1988) the owner must provide:

a) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this Incorporated Document; or

b) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this Incorporated Document if the recommendations made in the statement are complied with.

53. All the recommendations of the environmental audit statement must be complied with to the satisfaction of the responsible authority, prior to commencement of use of the site. Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person acceptable to the responsible authority. Compliance sign off must be in accordance with any requirements in the environmental audit statement recommendations regarding verification of works.

54. Where there are recommendations on the environmental audit statement that require significant ongoing maintenance and/or monitoring, the following condition may also be used: The owner must enter into a Section 173 Agreement under the Planning and Environment Act 1987. The Section 173 Agreement must be executed on the title of the relevant land prior to the commencement of the use and prior to the issue of a statement of compliance under the Subdivision Act 1988. The owner must meet all costs associated with drafting and execution of the Agreement, including those incurred by the responsible authority.

Remediation Works Plan

55. Before any remediation works are undertaken in association with the Environmental Audit Statement, a Remediation Works Plan must be approved by the appointed auditor and submitted to the Port Phillip City Council. The plan must detail all excavation works, as well as any proposed structures such as retaining walls required to facilitate the remediation works. Unless otherwise agreed by the Responsible Authority, only those works detailed in the approved remediation works plans are permitted to be carried out before the issue of an Environmental Audit.

Sustainability Management Plan and Water Sensitive Urban Design

Environmental Sustainable Design

56. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), an amended Sustainability Management Plan (SMP) and Water Sensitive Urban Design Response (WSUDR) must be submitted to, be to the satisfaction of and approved by Port Phillip City Council. The SMP and WSUDR must:

a) Demonstrate how the proposed development will address the credits of the Green Star Buildings rating tool to a minimum 5 Star Green Star Building rating, rather than BESS.

b) a 20 per cent improvement on current National Construction Code energy efficiency standards, including energy efficiency standards for building envelopes and for lighting and building services.

c) Applying an average 7 star Nationwide House Energy Rating Scheme (NatHERS) rating for residential development.

d) At least 70 per cent of the total site area to comprise building or landscape elements that reduce the impact of the urban heat island effect, including:

- Vegetation, green roofs and water bodies.
- Roof materials, shade structures, solar panels or hard scaping materials with high solar reflectivity index.
- Non-glazed facade materials exposed to summer sun that have a low solar absorptance.

Where alternative Environmentally Sustainable Design measures are proposed to those specified in this condition, Port Phillip City Council may vary the requirements of this condition at its discretion, subject to the development achieving equivalent (or greater) ESD outcomes.

When approved, the updated SMP will be endorsed and will then form part of this Incorporated Document. The ESD initiatives in the endorsed SMP must be fully implemented and must be maintained throughout the operational life of the development to the satisfaction of the Responsible Authority.

Water Sensitive Urban Design

57. Before the endorsement of plans under Condition 1 of this Incorporated Document, a Water Sensitive Urban Design (Stormwater Management) Report that outlines proposed stormwater treatment measures must be submitted to the satisfaction of and approved by Port Phillip City Council.

    The report must demonstrate how the development meets the water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) or as amended and must demonstrate how the stormwater device will be maintained on an on-going basis. This can be demonstrated by providing the following (which may include a maintenance manual):

    a) MUSIC modelling to demonstrate that stormwater quality requirements are met;

    b) A plan showing the catchment area in square metres;

    c) The stormwater device included on the relevant floor plans (devices are to include raingarden(s), rainwater tank(s), permeable paving etc. or a combination of one or more).

    d) A maintenance manual which may include the following:

        i. A full list of maintenance tasks;

        ii. The required frequency of each maintenance task (monthly, annually etc.);

        iii. Person responsible for each maintenance task.

58. Prior to the occupation of the building, a report (or reports) from the author of the Sustainability Management Plan & Water Sensitive Urban Design Response approved

under this Incorporated Document, or similarly qualified person or company, must be submitted to the satisfaction of Port Phillip City Council and must confirm measures specified in the approved SMP and WSUD report have been implemented.

Green Star Rating

59. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), evidence must be submitted to the satisfaction of Port Phillip City Council, that demonstrates the project has been registered to seek a minimum 5 Star Green Star Buildings rating (or equivalent) with the Green Building Council of Australia.
60. Within 12 months of occupation of the building, certification must be submitted to the satisfaction of Port Phillip City Council, that demonstrates that the building has achieved a minimum 5 Star Green Star Building rating (or equivalent).

Third pipe and rainwater tank

61. A third pipe must be installed for recycled and rainwater to supply non-potable outlets within the development for toilet flushing, irrigation and washing machines, unless otherwise agreed by the relevant water authority.
62. An agreed building connection point must be provided from the third pipe, designed to the satisfaction of the relevant water supply authority, to ensure readiness to connect to a future precinct-scale recycled water supply.
63. A rainwater tank must be provided that:
    a) Has a minimum effective volume of 0.5 cubic metres for every 10 square metres of catchment area to capture rainwater from 100% of suitable roof rainwater harvesting areas (including podiums); and
    b) Is fitted with a first flush device, meter, tank discharge control and water treatment with associated power and telecommunications equipment approved by the relevant water authority.
64. Rainwater captured from roof harvesting areas must be re-used for toilet flushing, washing machine and irrigation, controlled release or as detailed within the approved SMP.

Building Appurtenances

65. All building plant and equipment on the roofs and public thoroughfares must be concealed and acoustically treated (as applicable) to the satisfaction of the Port Phillip City Council.
66. The construction of any additional plant machinery equipment, including but not limited to air-conditioning equipment, ducts, flues, all exhausts including car parking and communications equipment, must be to the satisfaction of the Port Phillip City Council.

3D Model

67. Before the development starts, excluding demolition, excavation, piling, site preparation works, and works to remediate contaminated land (or as otherwise agreed by the Responsible Authority), a 3D digital model of the development and its immediate surrounds must be submitted to and approved by the Responsible Authority. The 3D

model must be in accordance with the Technical Advisory Note for 3D Digital Model Submissions prepared by the Department of Environment, Land, Water and Planning (or its successor).

Advertising Signs

68. No advertising signs either external or internal to the building/s shall be erected, painted or displayed without the prior written approval of the Responsible Authority, unless otherwise in accordance with Clause 52.05 of the Planning Scheme.

Melbourne Water Conditions (Flooding, Drainage and Sea Level Rise)

DTP to include conditions

Department of Transport conditions or Head, Transport for Victoria

DTP to include conditions

APA Gas Pipeline Conditions

DTP to include conditions

Temporary activation

69. Before the development starts, excluding demolition, excavation, piling, site preparation works, works required to undertake an environmental assessment or audit, works to remediate contaminated land (unless otherwise agreed by the Responsible Authority), the owner must enter into an agreement with the Responsible Authority and Port Phillip City Council under Section 173 of the Act, to the satisfaction of the Responsible Authority, for the delivery of site activation after demolition.

    The agreement must be registered on title to the Land and the owner must be responsible for the expense of preparation and registration of the agreement including the Responsible Authority and Port Phillip City Council's reasonable costs and expenses (including legal expenses) incidental to the preparation, registration and ending of the agreement (where applicable).

70. The agreement must be in a form to the satisfaction of the Responsible Authority and Port Phillip City Council and must include covenants that run with title to the Land for temporary buildings or works on the vacant site should it remain vacant for six months after completion of the demolition, or, temporary buildings or works on the vacant site where demolition or construction activity has ceased for an aggregate of six months after commencement of the construction.

    The agreement must include a demolition plan, detailing the staging of demolition and any temporary works proposed.

    Temporary buildings or works may include:

    a) The construction of temporary buildings for short-term retail or commercial use. Such structures must include the provision of an active street frontage.
    b) Landscaping of the site for the purpose of public recreation and open space.

11.4 PLANNING SCHEME AMENDMENT C224PORT - ANOMALY CORRECTION

EXECUTIVE MEMBER: **BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**

PREPARED BY: **ROMY FANAROF, STRATEGIC PLANNER**

LINGNA ZHANG, SENIOR STRATEGIC PLANNER

1. PURPOSE

1.1 To seek Council's endorsement to progress Amendment C224port, which corrects errors and anomalies in the Port Phillip Planning Scheme and request Ministerial approval.

2. EXECUTIVE SUMMARY

2.1 Amendment C224port is required to correct errors, anomalies and remove redundant provisions identified in ordinances and on maps, within the Port Phillip Planning Scheme.

2.2 This amendment fulfils Council's obligation under the *Planning and Environment Act* (1987) to maintain an up-to-date Planning Scheme and ensure its effective operation.

2.3 The proposed C224 is policy neutral. It does not introduce any new policies or controls. Such an amendment is often referred to as an anomaly amendment.

2.4 The list of changes is identified based on:

- The audit of the Port Phillip Planning Scheme in June 2018.
- Anomalies identified by users of the Port Phillip Planning Scheme.

2.5 Officers propose that Amendment C224port be progressed via the Amendment Pathway under Section 20(A) of the Act. The anomaly-correction nature of the amendment meets the criteria of the Planning and Environment Regulations 2015.

2.6 The pathway exempts the amendment from public notice, allowing it to proceed directly from a Council Meeting decision to the Minister for Planning for approval.

2.7 As a courtesy, officers have notified affected addresses via written letters before this council meeting.

3. RECOMMENDATION

That Council:

3.1 Requests officers lodge a request via the online Amendment Tracking System to the Minister for Planning to prepare and approve Amendment C224port to the Port Phillip Planning Scheme to make updates and address technical corrections, pursuant to Section 20(A) of the Planning and Environment Act 1987, and generally in accordance with the documentation provided at Attachment 1 & 2 of this report.

3.2 Authorises the Chief Executive Officer (or their delegate) to make minor changes to the C224port Amendment documents to correct any drafting errors identified by officers or the Department of Transport and Planning, provided those changes do not materially alter the overall intent of the Planning Scheme Amendment.

4. KEY POINTS/ISSUES

Statutory obligation

4.1 The *Planning and Environment Act* (1987) requires Council to maintain an up-to-date planning scheme. Amendment C224port fulfils Council's statutory obligation via:

- Formatting changes to comply with the new and current practice notes.
- Removal of expired provisions and update planning scheme maps.
- Correcting minor errors to the list of background documents.

List of anomalies

4.2 The proposed C224 is an "anomaly amendment", it does not introduce any new policies or controls.

4.3 The list of changes is based on:

- The audit of the Port Phillip Planning Scheme in June 2018.
- Anomalies identified by users of the Port Phillip Planning Scheme since 2018.

4.4 Specifically, the amendment proposes to:

- Update Clause 43.01 (Heritage Overlay) of the Schedule with formatting changes in line with Planning Practice Note 01 (PPN01) to improve ease of reference.
- Update the Schedule to Clause 43.01 to remove reference to 'East St Kilda' and replace with 'St Kilda East'.
- Remove the redundant Incorporated Plan Overlay 1 (IPO1) at Clause 43.03 applying to Becton, Port Melbourne, as the land has been developed in accordance with the incorporated document.
- Remove Public Acquisition Overlay 1 (PAO1) from the Schedule to 45.01 to reflect the maps included within the Port Phillip Planning Scheme.
- Remove Specific Control Overlay – Schedule 15 (SCO15) at Clause 45.12 as the incorporated document that implements Schedule 15 has expired. Remove *Major Promotions Signs – Permit Provisions December 2008* from the schedule to Clause 72.04 (Incorporated Documents), as the document implements SCO15.
- Removal of *Becton, Port Melbourne Development Concept Plan and Building* Envelope *Plan* from the Schedule to Clause 72.04 (Incorporated Documents).
- Update the list of Background Documents at Clause 72.08 to reflect the correct name and date of background document in relation to:
    - Ormond Road Urban Design Guidelines (City of Port Phillip, 2008).

Timing of Amendment

4.5 Officers maintain a list of anomaly items that require updates to the planning scheme. These may be identified through the Planning Scheme Audit or by other internal or external users of the Scheme.

4.6 Rather than addressing each issue individually, officers wait until a sufficient number of changes have accumulated to justify an amendment. This typically occurs every three years to ensure efficient use of resources.

4.7 Officers often group similar items into a single amendment. Some items in Amendment C224port date back to the 2018 Planning Scheme Audit and were not included earlier due to their low urgency or poor fit with previous amendments.

Land affected by the Amendment

4.8 As discussed at 4.4, the incorporated document to SCO15 (Major Promotions Signs – Permit Provisions December 2008) has expired and is therefore redundant.

4.9 Sites affected by the removal of Specific Control Overlay 15 (SCO15) are:

- 313-317 Kings Way, South Melbourne
- 312 Kings Way, South Melbourne
- 278—282 Kings Way and 1 -5 Fitzpatrick Street, South Melbourne
- 380 City Road, Southbank

4.10 Similarly, Incorporated Plan Overlay 1 (IPO1) is also redundant due to the land being developed in accordance with the incorporated document:

4.11 Sites affected by removal of Incorporated Plan Overlay 1 (IPO1) are:

- Land bounded by Rouse Street, Esplanade East, Graham Street and Esplanade West in Port Melbourne.

Prescribed S20(A) Amendment Pathway

4.12 Officers propose that Amendment C224port be progressed via the Amendment Pathway under Section 20(A) of the Act as the amendment meets the criteria set out in, Regulation 8 of the Planning and Environment Regulations 2015 which covers:

- *an amendment to correct an obvious or technical error in the VPP or a planning scheme*
- *an amendment to delete an expired clause in the VPP or a planning scheme*
- *an amendment to clarify or improve the language or grammatical form of a clause in the VPP or a planning scheme, if the intended effect of that clause or any other clause in the VPP or a planning scheme is not changed by that amendment.*
- *an amendment to the VPP or a planning scheme to insert or update a headingan amendment to delete a reference to an incorporated document or a background document in the VPP or a planning scheme if that document has expired or the reference is redundant.*
- *an amendment to a planning scheme to delete a Public Acquisition Overlay from land if the person or body designated in the planning scheme as the acquiring authority for that land has acquired the land.*

C224port Port Phillip Anomaly Correction Booklet

4.13 Full strategic justification for each of the anomalies included in the amendment is included in the 'C224port Port Phillip Anomaly Correction Booklet' (Attachment 1).

5. CONSULTATION AND STAKEHOLDERS

5.1 As per the amendment pathway for Section 20(A) Prescribed Amendments, community consultation is not required.

5.2 As a courtesy, all landowners and occupiers of properties directly affected by Amendment C224port have been invited to this Council Meeting in writing. The letter also outlined how the amendment affects their property and included a link to further information on Council's website.

6. LEGAL AND RISK IMPLICATIONS

6.1 No significant risk implications have been identified. The amendments will be processed in accordance with the requirements of the Act

7. FINANCIAL IMPACT

7.1 It is not expected that the amendment will have any financial impact to the Council or the community.

7.2 The FY25/26 Council budget included funding for this amendment.

8. ENVIRONMENTAL IMPACT

8.1 This amendment is not expected to have any environmental impacts.

9. COMMUNITY IMPACT

9.1 This amendment is not expected to have any impacts on the community, as all corrections and anomalies are administrative only.

10. GENDER IMPACT ASSESSMENT

10.1 A Gender Impact assessment is not required for the amendment.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The Plan for Port Phillip 2025-35 seeks to *"Update the Port Phillip Planning Scheme to fulfil Council's statutory role as 'planning authority' under the Planning and Environment Act 1987", a*s an outcome for a safe and liveable city, ensuring the amendments alignment with the Council Plan.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 If the amendment is endorsed by Council, it will be finalised and lodged with the Department of Transport and Planning.

12.1.2 If the amendment is approved by the Minister for Planning, it will come into effect with notice of its approval appearing in the Victoria Government Gazette.

12.2 COMMUNICATION

12.2.1 If approved by the Minister for Planning, information about Amendment C224port will be provided on Council's website

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

1. **C224port Anomaly Correction Booklet, June 2025**
2. **C224port Amendment Documents**

AmC224port – Port Phillip Anomalies Amendment

Amendment Booklet, June 2025



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1.0 Overview

Background to AmC224port

The amendment proposes to correct errors and anomalies in the existing Port Phillip Planning Scheme. Primarily, the amendment proposes to:

- Update the Schedule to Clause 43.01 (Heritage Overlay), with formatting changes in line with direction provided by Planning Practice Note 01 (PPN01) to improve ease of reference.
- Update the Schedule to Clause 43.01 to remove reference to 'East St Kilda' and replace with 'St Kilda East'.
- Remove the redundant Incorporated Plan Overlay 1 (IPO1) at Clause 43.03 applying to Becton, Port Melbourne, as the land has been developed in accordance with the incorporated document.
- Remove Public Acquisition Overlay 1 (PAO1) from the Schedule to 45.01 to reflect the maps included within the Port Phillip Planning Scheme.
- Remove Specific Control Overlay – Schedule 15 (SCO15) at Clause 45.12 as the incorporated document that implements the Schedule has expired.
- Remove the reference to 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15.
- Remove the reference to *Becton, Port Melbourne Development Concept Plan and Building Envelope Plan* from the Schedule to Clause 72.04.

Update the schedule to Clause 72.08 Background Documents, to reflect the correct date and reference to the Ormond Road Urban Design Guidelines (City of Port Phillip, 2008).

Land affected by the Amendment

- 313-317 Kings Way, South Melbourne (Land affected by SCO15)
- 312 Kings Way, South Melbourne (Land affected by SCO15)
- 278—282 Kings Way and 1 -5 Fitzpatrick Street, South Melbourne (Land affected by SCO15)
- 380 City Road, Southbank (Land affected by SCO15).
- Land generally bounded by Rouse Street, Esplanade East, Graham Street and Esplanade West in Port Melbourne. (Becton, Port Melbourne) (IPO1)

Why is the amendment required?

Amendment C224port is required to correct errors and anomalies, as well as remove redundant provisions identified in ordinances and on maps, within the Port Phillip Planning Scheme.

This amendment implements Council's obligation to maintain up-to-date content and ensure effective administration of the Planning Scheme. It is incumbent upon Council to resolve these matters to ensure the effective operation and administration of the Planning Scheme.

This report outlines all changes included as part of the amendment, including the strategic justification and next steps.

2.0 Details of proposed Amendment C224

2.1 Updates to the Schedule to Clause 43.01 (Heritage Overlay)

Planning Scheme Clause No. and Title	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
Schedule to Clause 43.01	Planning Practice Note 01: Applying the Heritage Overlay stipulates that 'Heritage places may be arranged in ascending numerical order by their planning scheme map reference number (eg HO1, HO2, HO3 and so on)'. To improve ease of reference, the amendment will aim to sort the current Schedule to 43.01 to be listed by HO number.	Formatting changes	Update: Schedule to 43.01 Heritage Overlay
Schedule to Clause 43.01	Removal of reference to 'East St Kilda' and replace with 'St Kilda East'.	Formatting changes	Update: Schedule to 43.01 Heritage Overlay

2.2 Updates to the Schedule to Clause 72.08 Background Documents)

Planning Scheme Clause No. and Title	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
• Schedule to 72.08 Background Documents • Clause 11.03-1L-01	*Ormond Road Urban Design Guidelines* (City of Port Phillip, 2007) has been incorrectly referenced at Clause 11.03-1L-01 and the Schedule to Clause 72.08. The guidelines were prepared in August 2008 – not 2007. Replace with *Ormond Road Urban Design Guidelines* (City of Port Phillip, 2008)	Heading Insertion or Update	Update: • Schedule to 72.08 Background Documents • Update reference at Clause 11.03-1L-01

2.3 Updates to the Schedule to Clause 45.12 (Specific Controls Overlay)

Amendment C100 introduced Specific Controls Overlay - Schedule 15 (SCO15) to the Port Phillip Planning Scheme, along with the incorporated document 'Major Promotion Signs - Permit Provisions December 2008'. The amendment was required to facilitate the continued display of major promotion signs on the subject sites, which would have otherwise been prohibited under the applicable Category 3 advertising control within the Mixed Use Zone.

The purpose of the schedule was to enable a permit application to be made for the continued display of existing major promotion signs at the following sites:

- 380 City Road, Southbank
- 278—282 Kings Way and 1 -5 Fitzpatrick Street, South Melbourne
- 312 Kings Way, South Melbourne
- 313-317 Kings Way, South Melbourne

It also provided a transitional extension of time for the existing permit that allows the sign to be displayed until the permit application was finally determined (applicable to one permit on the site).

Existing signage on the above sites was permitted until 31 March 2009, or until the permit application lodged before this date, was determined. If no date is specified, the overlay expires 15 years from date of issue of the permit. Therefore, the overlay is no longer valid and has now since expired. Details relating to each specific site are provided on the following pages.

Amendment C244 seeks to remove Schedule 15 to the Specific Control Overlay at Clause 45.12, along with the incorporated document at the Schedule to Clause 72.04 Incorporated Documents.

380 City Road, Southbank

Existing Planning Controls	Is the Major Promotional Signage displayed?	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
Capital City Zone – Schedule 1 Environmental Audit Overly Special Building Overlay- Schedule 2 Specific Controls Overlay – Schedule 15 Design and Development Overlay – Schedule 30 Heritage Overlay (HO4) Parking Overlay – Precinct 1 Infrastructure Contributions Overlay – Schedule 1	Yes	. Incorporated document to SCO15 has expired and therefore redundant. The affected signs could have been displayed till the 31 March 2009, and remain on site until the planning permit has been determined. 380 City Road is the only remining site where signage is still displayed. GC81 updated the zone and overlay controls for the Fishermans Bend Urban Renewal Area to implement the revised Fishermans Bend Framework, therefore the site was rezoned Capital City Zone whereby Major Promotion signage is permitted.	Expired SCO15 Control	A sign is not prohibited by any of the controls at this site. • The CCZ (Schedule 1) would require a permit for a major promotion sign (Clause 5.0 of the schedule) • A permit is required to construct or display a sign under the HO (Clause 43.01-1). • No specific controls under DDO30, so defaults to Clause 52.05 for requirements. • The EAO does not bring into question signage. • The ICO allows a permit to be granted for a sign (Clause 1.0 of the Schedule). • A permit is not required for signage under the SBO. • A permit is not required for signage under the PO1 Therefore, a new signage application can be made on the site retrospectively without the need for SCO15. • Amend Schedule to Clause 45.12 to delete reference to SCO15 -*Major Promotional Signs - Permit Provisions (December 2008)*. • Remove reference to 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15. • Amend Planning Scheme Map No 3SCO and 4SCO



Figure 1 Major Promotional Signage currently displayed on site (Source: City of Port Phillip)



Figure 2 Aerial image of subject site (Source: Nearmap

278-282 Kings Way and 1- 5 Fitzpatrick Street, South Melbourne

Existing Planning Controls	Is the Major Promotional Signage displayed?	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
Mixed Use Zone Specific Controls Overlay – Schedule 15 Special Building Overlay – Schedule 1	No	Incorporated document to SCO15 has expired and is therefore redundant. The Promotional signage is also no longer displayed. The affected signs could have been displayed till the 31 March 2009, and remain on site until the planning permit has been determined. Furthermore, the provision was only valid for one permit application for each site, therefore any site that has since removed the subject signage is no longer valid under SCO15.	Expired SCO15 Control	Amend Schedule to Clause 45.12 to delete reference to SCO15 - *Major Promotional Signs - Permit Provisions (December 2008)* Remove reference to 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15. Amend Planning Scheme Map No 3SCO and 4SCO



Figure 3: Subject site as shown in present day with no signage displayed (Source: City of Port Phillip)



Figure 1 Streetview image of the site as depicted in April 2015 (Source: Google Maps)

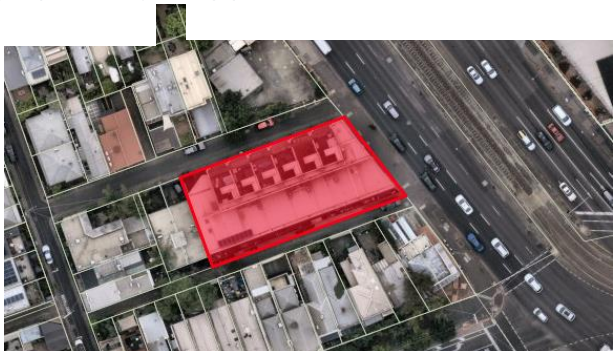


Figure 5: Aerial image of subject site (Source: Nearmap

312 Kings Way, South Melbourne

Existing Planning Controls	Is major promotional signage currently displayed?	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
HO440 Mixed Use Zone Specific Controls Overlay – Schedule 15 Special Building Overlay – Schedule 1	No	Incorporated document to SCO15 has expired and is therefore redundant. The Promotional signage is also no longer displayed. The affected signs could have been displayed till the 31 March 2009, and remain on site until the planning permit has been determined. Furthermore, the provision was only valid for one permit application for each site, therefore any site that has since removed the subject signage is no longer valid under SCO15.	Expired SCO15 Control	Amend Schedule to Clause 45.12 to delete reference to SCO15 -*Major Promotional Signs - Permit Provisions (December 2008).* Removal of 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15. Amend Planning Scheme Map No 3SCO and 4SCO



Figure 6 Subject site as shown in present day with no signage displayed (Source: City of Port Phillip)



Figure 7 Streetview image of the site as depicted in December 2022 (Source: Google Maps)

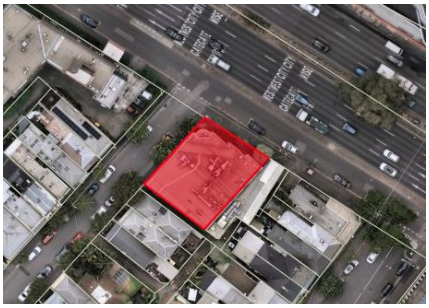


Figure 2 Aerial image of subject site (Source: Nearmap

313 – 317 Kings Way, South Melbourne

Existing Planning Controls	Is major promotional signage currently displayed?	Identified Anomaly/Issue/Rationale/Evidence	Category	Action Required
Mixed Use Zone Specific Controls Overlay – Schedule 15 Special Building Overlay – Schedule 1 Design and Development Overlay Schedule 26-2	No	Incorporated document to SCO15 has expired and is therefore redundant. The Promotional signage is also no longer displayed. The affected signs could have been displayed till the 31 March 2009, and remain on site until the planning permit has been determined. Furthermore, the provision was only valid for one permit application for each site, therefore any site that has since removed the subject signage is no longer valid under SCO15.	Expired SCO15 Control	Amend Schedule to Clause 45.12 to delete reference to SCO15 -*Major Promotional Signs - Permit Provisions (December 2008).* Removal of 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15. Amend Planning Scheme Map No 3SCO and 4SCO



Figure 3 Subject site as shown in present day with no signage displayed (Source: City of Port Phillip)



Figure 5 Streetview image of the site as depicted in November 2021 (Source: Google Maps)



Figure 4 Aerial image of subject site (Source: Nearmap

2.4 Anomalies found in the Port Phillip Planning Scheme Review – Audit Report (June 2018)

Council undertook an audit of the Port Phillip Planning Scheme (the Scheme) in June 2018 as the first step in carrying out a Planning Scheme Review. The report made 86 recommendations including two anomalies to be incorporated into a future anomaly review. The following are two of the anomalies which the audit highlighted to be included in the anomalies review.

Removal of Incorporated Plan Overlay – Schedule 1 (IPO1) at Clause 43.03

Clause #	Identified Anomaly/Issue/Rationale/Evidence	Proposed Change	Reason for Change	Action
Clause 43.03 Schedule to Clause 43.03 Schedule to Clause 72.04.	• NPS1 in 1998 introduced the Incorporated Plan Overlay at Clause 43.03 to the Port Phillip Planning Scheme. • The IPO relates to the development 'The Port' completed by Becton which was completed in 1999 and relates to the land bounded by Rouse Street, Esplanade East, Graham Street and Esplanade West in Port Melbourne. • The Scheme applies the IPO1 to land bounded by Rouse Street, Esplanade East, Graham Street and Esplanade West in Port Melbourne.	Remove the redundant Incorporated Plan Overlay applying to Becton, Port Melbourne.	The land covered by the overlay has now been developed in accordance with the incorporated document and this overlay should be removed.	Remove Schedule 1 to Clause 43.03 from the Port Phillip Planning Scheme. Remove *Becton, Port Melbourne Development Concept Plan and Building Envelope Plan* from the Schedule to Clause 72.04. Amend Planning Scheme Map No 2IPO

Updates to the Schedule to Clause 45.01 (Public Acquisition Overlay)

Clause #	Identified Anomaly/Issue/Rationale/Evidence	Proposed Change	Reason for Change	Action
Schedule to 45.01	The PAO identifies land which is proposed to be acquired by a Minister, public authority or municipal council to ensure that any use or development won't prejudice the purpose for which the land is to be acquired.	Update the schedule to the Public Acquisition Overlay to reflect the maps within the PPPS, which do not contain a PAO1 for Open Space. Moreover, PAO6 is used for Open Space. Removing PAO1, will remove unnecessary duplication from the schedule.	The schedule currently specifies PAO1 for open space, which no longer applies in map form. The schedule should be reformatted to reflect this.	Remove Schedule 1 (PAO1) to Clause 45.01 from the Port Phillip Planning Scheme.

portphillip.vic.gov.au

Planning and Environment Act 1987

Port Phillip Planning Scheme

Amendment C224port

Instruction sheet

The planning authority for this amendment is the City of Port Phillip.

The Port Phillip Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No 2IPO in the manner shown on the 1 attached map marked “Port Phillip Planning Scheme, Amendment C224port”.

2. Amend Planning Scheme Map No 3SCO in the manner shown on the 1 attached map marked “Port Phillip Planning Scheme, Amendment C224port”.

3. Amend Planning Scheme Map No 4SCO in the manner shown on the 1 attached map marked “Port Phillip Planning Scheme, Amendment C224port”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In **Planning Policy Framework** – Clause 11.03-1L-01, replace Clause 11.03-1L-01 in the form of the attached document.

2. In **Overlays** – Clause 43.01, replace Schedule 1 with a new Schedule 1 in the form of the attached document. In **Overlays** – Clause 43.03, delete Schedule 1.

3. In **Overlays** – Clause 45.01, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

4. In **Overlays** – Clause 45.12, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

5. In **Operational Provisions** – replace Clause 72.04 with a new Clause 72.04 in the form of the attached document.

6. In **Operational Provisions** – replace Clause 72.08 with a new Clause 72.08 in the form of the attached document.

End of document

Planning and Environment Act 1987

Port Phillip Planning Scheme

Amendment C224port

Prescribed Amendment Explanatory Report

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of City of Port Phillip.

Land affected by the amendment

The amendment applies to the land at:

- 313-317 Kings Way, South Melbourne (Land affected by SCO15)
- 312 Kings Way, South Melbourne (Land affected by SCO15)
- 278—282 Kings Way and 1 -5 Fitzpatrick Street, South Melbourne (Land affected by SCO15)
- 380 City Road, Southbank (Land affected by SCO15).
- Land generally bounded by Rouse Street, Esplanade East, Graham Street and Esplanade West in Port Melbourne. (Becton, Port Melbourne) (IPO1).



Figure 1 D-SCO - Area to be deleted from a Specific Controls Overlay



Figure 2 D-IPO - Area to be deleted from an Incorporated Plan Overlay

What the amendment does

The amendment implements Council's obligation to maintain up-to-date content and ensure effective administration of the Planning Scheme. It is incumbent upon Council to resolve these matters to ensure the effective operation and administration of the Planning Scheme.

The amendment proposes to correct errors and anomalies in the existing Port Phillip Planning Scheme. Primarily, the amendment proposes to:

- Update the Schedule to Clause 43.01 (Heritage Overlay), with formatting changes in line with direction provided by Planning Practice Note 01 (PPN01) to improve ease of reference.
- Update the Schedule to Clause 43.01 to remove reference to 'East St Kilda' and replace with 'St Kilda East'.
- Remove the redundant Incorporated Plan Overlay 1 (IPO1) at Clause 43.03 applying to Becton, Port Melbourne, as the land has been developed in accordance with the incorporated document.
- Remove Public Acquisition Overlay 1 (PAO1) from the Schedule to 45.01 to reflect the maps included within the Port Phillip Planning Scheme.
- Remove Specific Control Overlay – Schedule 15 (SCO15) at Clause 45.12 as the incorporated document that implements the Schedule has expired.
- Remove reference to 'Major Promotions Signs – Permit Provisions December 2008'. from the schedule to Clause 72.04, as the document concerns SCO15.
- Remove reference to *Becton, Port Melbourne Development Concept Plan and Building Envelope Plan* from the Schedule to Clause 72.04.
- Update the schedule to reflect the current version of any background document listed at Clause 72.08, in relation to:
    - Ormond Road Urban Design Guidelines (City of Port Phillip, 2008)

Prescribed amendment

The Amendment is a prescribed class of amendment listed in regulation 8 of the Planning and Environment Regulations 2015. The amendment has been prepared under section 20A of the *Planning and Environment Act 1987* (the Act). Exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect of this amendment.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Port Phillip website at https://www.portphillip.vic.gov.au/

The amendment is available for public inspection, free of charge, during office hours at the following places:

- St Kilda Town Hall, Corner Carlisle Street and Brighton Road, St Kilda
- Emerald Hill Library and Heritage Centre, 195 Bank Street, South Melbourne
- Port Melbourne Town Hall and Library, 333 Bay Street, Port Melbourne

- Albert Park Library, 319 Montague Street, Albert Park
- Middle Park Library and Community Centre, 254-256 Richardson Street, Middle Park
- St Kilda Library, 150 Carlisle Street, St Kilda

The amendment can also be inspected free of charge at the Department of Transport and Planning website at http://www.planning.vic.gov.au/public-inspection or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

PORT PHILLIP PLANNING SCHEME

11.03 PLANNING FOR PLACES

31/07/2018
VC148

11.03-1S Activity centres

03/02/2022
VC199

Objective

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

11.03-1R Activity centres - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

11.03-1L-01 Activity centres

~~07/08/2023~~ ~~C213port~~Proposed C224port

Objective

To maintain and strengthen a network of distinct, diverse, and viable activity centres that facilitate appropriate housing and economic growth.

Strategies

Ensure land use supports the strategic role and function of the activity centre.

Support land uses that contribute to the provision of goods and services for the local community in Major Activity Centres and Neighbourhood Activity Centres.

Intensify retail development within existing retail strips (Commercial 1 Zone), subject to heritage and character considerations.

Support commercial land uses beyond retail strips (Commercial 1 Zone) provided the use would:

- Improve the integration of the activity centre with the surrounding area.
- Respond to known retail gaps or shortfalls.
- Provide for additional or improved public space.

Support development within activity centres that positively contributes to the built form character of the centre whilst conserving heritage buildings, and streetscapes, and the distinctive and valued character of the traditional retail strips.

Encourage greater consistency in land use and built form intensity at the interface of activity centres and surrounding residential areas, including a transition in building scale to adjoining low-rise development.

Create continuous active frontages within core retail areas of Major Activity Centres and Neighbourhood Activity Centres with non-core retail uses located above or behind ground floor frontages.

Support residential development within Major Activity Centres and on key sites and precincts, as defined by Structure Plans.

Ensure residential development within activity centres does not diminish future opportunities for retail expansion, particularly within core retail areas.

Encourage retail development (including reformatting of retail space) that integrates with the established retail strip in response to a demonstrated increase in consumer demand.

Ensure that the heritage scale and form of buildings in the Bridport Street / Victoria Avenue, Albert Park; Armstrong Street, Middle Park; and Glen Eira Road, Ripponlea Neighbourhood Activity Centres, is respected.

Encourage residential use and development above or behind ground floor premises in Major Activity Centres and the Ormond Road / Glen Huntly Road Neighbourhood Activity Centre.

Limit residential development in the Neighbourhood Activity Centres of Tennyson Street, Elwood and Centre Avenue, Port Melbourne, being locations that do not offer direct access to the Principal Public Transport Network.

Policy guideline

Consider as relevant:

- Supporting new retail floor space exceeding 2000 square metres (Gross Leasable Floor Area) where there would be no adverse economic impacts.

Objective

To support in-centre cultural tourism that reflects each individual centre whilst minimising adverse amenity impacts.

Strategies

Direct larger scale regional entertainment uses to the Bay Street Major Activity Centre, Port Melbourne and the St Kilda Major Activity Centre.

Support smaller scale local entertainment uses in Major Activity Centres and Neighbourhood Activity Centres provided there are no adverse impacts on residential amenity.

Allow bar uses in association with existing ground floor restaurants and cafes.

Support entertainment uses located outside designated activity centres, provided:

- There are no adverse amenity impacts on adjoining properties, including noise, hours or operation, traffic and car parking.
- There is convenient access to public transport or other transport means (for example taxi ranks).

Policy documents

Consider as relevant:

- *Bay Street Activity Centre Structure Plan Parts 1 and 2* (City of Port Phillip, May 2014)
- *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009)
- *Carlisle Street Activity Centre Urban Design Framework* (City of Port Phillip, 2009)
- *City of Port Phillip Activity Centres Strategy* (City of Port Phillip, 2006)
- *City of Port Phillip Activity Centres Strategy Implementation Plan* (City of Port Phillip, 2007)
- *Ormond Road Urban Design Guidelines* (City of Port Phillip, ~~2007~~2008)
- *South Melbourne Central Structure Plan* (City of Port Phillip, August 2007)

11.03-1L-02 Bay Street Major Activity Centre

14/04/2023
C203port

Policy application

This applies to the Bay Street Major Activity Centre, and environs, as shown on the map to this clause.

General

Objective

To ensure the continued development of the Bay Street Major Activity Centre as a multi-functional and sustainable bayside activity centre, a local civic and community hub with a strong sense of identity and community, and a wide range of goods and services, for locals and visitors.

Strategies

Reinforce the distinct and contrasting urban character of the different precincts of the Bay Street Major Activity Centre as shown on the map to this clause.

Encourage complementary land use clusters around key anchors including:

- The foreshore (for visitation).
- The supermarket (for grocery needs).
- The Library and Town Hall (for complementary retail, business and personal services).

Encourage use and development that leverage off the Port Melbourne waterfront as a visitor destination, particularly hospitality uses that support visitation to the activity centre, including after hours and at weekends.

Create a cultural, tourism, leisure and retail gateway and pedestrian environment in the Bay Street Southern Gateway (Precinct 4 on the map to this clause).

Support the provision of school facilities for primary and secondary school aged children and early childhood education and child-care services.

Support the redevelopment or reuse of larger sites south of Bridge Street that include retail anchors at ground level.

Facilitate the renewal of under-utilised sites and precincts across the centre including the desired future outcomes for the key strategic sites listed in Table 1 and shown on the map to this clause.

Table 1 – Strategic renewal sites

Key strategic site		Desired future outcome
A	**Corner Bay Street and Liardet Street** (Coles supermarket)	▪ Residential, community and / or commercial uses above the existing retail anchor at ground level. ▪ Existing car parking is to be retained with additional car parking for any new land use.
B	**7-33 Bay Street** (Mitchell Crescent Public Housing Estate)	▪ Redevelopment should include social housing on upper levels and to the rear of the site, with no net loss of social housing. ▪ Potential for a future retail anchor with active land uses along the Bay Street frontage.
C	**160 and 162 Bay Street** (church and manse)	▪ Office or residential uses to the rear of the existing place of worship and manse.
D	**420 Bay Street** (service station site)	▪ Residential development (dwellings).
E	**86 Crockford Street** (service station site)	▪ Residential development (dwellings) and office based commercial activity.

Housing

Objective

To concentrate new housing growth opportunities in identified strategic precincts within the activity centre.

Strategies

Concentrate housing growth (with some at higher densities) in the following listed areas:

- The mixed use area (south of Graham Street).
- Land on the north-western side of Crockford Street.
- The under-utilised residential sites on the south-eastern side of Crockford Street and Bay Street, north of Spring Street.

Facilitate remaining opportunities for housing growth within the activity centre that responds to the heritage, low-rise character and amenity of the surrounding established residential areas.

Support development designed to either:

- Protect and reinforce the existing character in areas with an identified highly consistent neighbourhood character.
- Respond to the preferred neighbourhood character in areas identified as having a mixed character.

Facilitate a new contemporary higher-rise character in the mixed use area south of Graham Street while respecting remaining significant heritage places.

Protect residential amenity and character at the interface between the mixed use 'growth' area and established 'sensitive' residential areas south of Graham Street (generally between Dow Street and Stokes Street) through a transition down in building scale as indicated on the *Built Form Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014).

Encourage medium scale infill residential development on the southern side of Crockford Street.

Policy guideline

Consider as relevant:

- Designing development in residential areas to respond to neighbourhood character as identified in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014) and the neighbourhood character statements for the Bay Street Major Activity Environs in the *Port Phillip Design Manual* (City of Port Phillip, 2000).

Urban structure and built form

Objective

To reinforce the identity of Bay Street including its 'village' feel, urban structure and unique built form elements.

Strategies

Reinforce the low scale, heritage character of the traditional retail strip north of Graham Street.

Encourage street wall heights consistent with the prevailing streetscape context.

Maintain public view lines as identified on the *Built Form Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014), by limiting the height of development fronting Bay, Heath and Lalor Streets.

Create well articulated development (through variations in form and materials, openings and the inclusion of vertical design elements) on larger or consolidated sites (with a frontage over 10 metres).

Encourage development along Bay Street, north of Graham Street, to respect the scale of heritage buildings and continue the consistent street wall parapet height.

Design buildings to limit overshadowing and preserve core hours of sunlight access to public paths and foreshore areas.

Policy guideline

Consider as relevant:

- Designing development so that it avoids diminishing sunlight access on 21 June (winter solstice) to:
  - The eastern footpath of Bay Street – between 10.00am and 3.00pm.
  - The south-western side of Rouse Street – between 11.00am and 2.00pm.
  - The foreshore area including bicycle and pedestrian paths.

Sustainable transport

Objective

To facilitate an integrated and sustainable transport network that supports Bay Street's primary role as a shopping street.

Strategies

Enhance Bay Street and Beach Street as the primary spines of pedestrian activity.

Support improved walking and cycling links within Port Melbourne, particularly between Station Pier, Bay Street and the foreshore.

Reduce the impact of traffic along Bay Street to support a primary shopping street and pedestrian priority area.

Public realm

Objective

To strengthen the identity, connectivity and cohesion of the activity centre through enhancements to the public realm.

Strategies

Reinforce the spatial definition, safety, convenience, and pedestrian accessibility and activation of streets, lanes and public spaces within the activity centre through development that:

- Provides cantilevered verandas over footpaths along the length of Bay Street and along 30 metre wide streets in the mixed use area.
- Creates a sense of street enclosure.
- Creates well-articulated, attractive and detailed facades on all visible elevations, including exposed boundary walls.
- Limits posted verandahs or other fixed structures at ground level unless strongly respectful of heritage conservation objectives.
- Minimises vehicle crossovers along Bay Street or Beach Street and along 'priority pedestrian' routes as identified on the *Pedestrian Network Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014).
- Encourages the provision and extension of canopies to offer weather protection and preserve footpath space for pedestrians throughout the retail core.
- Ensures that the floor levels of commercial premises development along Bay Street are level with the street.

Activate existing laneways through active land use edges and use the footpaths for street trading activities in main streets south of Graham Street.

Provide 'Active Retail Edges':

- Through the design of ground level premises:
  - Along both sides of Bay Street south of Bridge Street.
  - On the north-western side of Bay Street between Bridge and Raglan Streets.
- In locations identified on the *Pedestrian Network Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014) including:
  - At the north-west corner of Bay Street and Pool Street.

- At the corners of Bay Street and Beach Street.
- Along both sides of Bay Street between Beach Street and Rouse Street.

Enable visual connections between building occupants and persons in the public realm through the creation of other 'Active Edges' along all other identified priority pedestrian spines or streets.

Crockford Street Precinct (DDO25)

Objective

To facilitate the renewal of the Crockford Street precinct with commercial and residential land use.

Strategies

Ensure new use provides a sensitive interface, which is of a scale and nature that will not significantly impact the amenity of adjacent residential areas including development stepped down to the adjoining low scale residential context.

Support a vertical mix of uses to achieve active commercial frontages at ground level through office-based commercial activity with and residential uses at upper levels.

Lalor and Heath Street Precinct

Objective

To create 'infill' residential development along the eastern side of Heath and Lalor Streets (Precinct 2 on the map to this clause).

Strategies

Maintain the residential character and amenity of Heath Street and limit commercial encroachment.

Support development that reinstates a residential edge in Heath, Lalor and Garton Streets with development at the rear of properties on Bay Street creating improved interfaces with existing residential properties.

Avoid commercial or industrial use development forms that may detrimentally impact the amenity of established residential areas.

Ensure that development on the Bay Street retail strip:

- Maintains the visual integrity of the street wall parapet along Bay Street.
- Is recessed from the Bay Street frontage so that it is not visible from the opposite side (property line) of Bay Street.
- Achieves a transition down in height to the established residential area opposite.

Reflect the fine grain building character of the precinct through vertical design elements in development.

Limit vehicle access and parking entrances in ground floor level façades.

Policy guidelines

Consider as relevant:

- Maintaining a 7 metre (equivalent to a two storey street wall) street-wall parapet to Heath and Lalor Streets.
- Maintaining a maximum overall building height of 14 metres (four storey four storey equivalent).
- Setting back upper levels from the Heath / Lalor Street front property boundary as follows:

- Any third level by a minimum of 3 metres.
- Any fourth level so that it is not visible from the opposite side of Heath / Lalor Streets, or from Bay Street when viewed from the opposite side of the street at standing eye level (1.6 metres).

- A building form for development on corner sites with a principal frontage to Bridge, Spring, or Raglan streets that is:
  - Setback behind the principal frontage so it is not visible when viewed from the opposite street frontage at standing eye level (1.6 metres) above the footpath level.
  - A maximum overall height of two storeys / 7 metres.
  - Designed to address all street frontages.

Town Hall Business Precinct

Objective

To support use and development of a broad range of commercial uses that respect existing environs in the Town Hall Business Precinct (Precinct 3 on the map to this clause).

Strategies

Support office-based business and residential uses north of Bridge Street.

Create a business services node along Bay Street, between Bridge Street and Raglan Street.

Encourage street level and upper level residential and office uses in existing residential properties between Bridge Street and Spring Street East.

Encourage development of Bay Street, north of Spring Street East, to act as a transitional precinct providing for a mix of office and residential uses.

Ensure development on sites outside the Heritage Overlay:

- Respects the scale of heritage properties opposite and further south along Bay Street.
- Achieves a transition in scale to a site located directly adjacent to a heritage place and to the established residential area to the rear.
- Creates a strong built form connection across underutilised sites.

Ensure that development to the rear of the Bay Street retail strip:

- Maintains the visual integrity of the street wall parapet along Bay Street.
- Achieves a transition down in height to the established residential area opposite.

Policy guidelines

Consider as relevant:

- A street wall height of 2 storeys in Bay Street and 3 storeys in Lyons Street, with a maximum overall height of 4 storeys.
- An 8 metre minimum parapet height with a 9.5 metre maximum street wall height along Bay Street.
- Limiting development at the rear of ‘significant’ and ‘contributory’ heritage places that is visible within a view line taken from the opposite side of Bay Street (at 1.6 metres from street level).
- Designing development on sites outside the Heritage Overlay to have a height no more than one storey above the prevailing heritage streetscape of Bay Street.

Policy documents

Consider as relevant:

- *Bay Street Activity Centre Structure Plan - Parts 1 and 2* (City of Port Phillip, May 2014)
- *Port Phillip Design Manual – Chapter 8: Neighbourhood Character Statements – Bay Street Activity Centre Environs* (City of Port Phillip, 2000)
- *Sustainable Transport Policy and Parking Rates Report* (Ratio, March 2007)

PORT PHILLIP PLANNING SCHEME

Bay Street Major Activity Centre study area plan



11.03-1L-03 Carlisle Street Major Activity Centre

14/04/2023
C203port

Policy application

This policy applies to all land in the Carlisle Street Major Activity Centre area, and environs, as shown on the map to this clause.

General

Objective

To enhance the Carlisle Street Major Activity Centre as a focus for the local community, with a diverse mix of retail, commercial, civic and community services (west of Chapel Street) and leisure and living opportunities.

Strategies

Encourage significant new residential and mixed use development at increased densities within the activity centre to meet growth objectives, whilst ensuring that the heritage and neighbourhood character of established residential areas is retained.

Facilitate significant land use change and development on identified strategic sites and precincts in the Carlisle Street Activity Centre Structure Plan.

Discourage the under-development of strategic sites and precincts within the activity centre that are identified for substantial change.

Reinforce Carlisle Street Activity Centre's primary convenience retailing (daily and weekly goods and services), and personal and business services roles, and eclectic, bohemian and distinctly local character.

Facilitate the centre to retain its metropolitan role in the provision of specialist continental and kosher goods.

Increase night-time presence within the centre through a mix of activities, including residential, that contributes to the ongoing passive surveillance of streets and public spaces.

Ensure entertainment uses and restaurants and bars are of a smaller scale and limited concentration to provide for local needs whilst discouraging the centre's development as a regional entertainment destination.

Encourage uses that reinforce the civic and community services role of the centre, particularly west of Chapel Street.

Support and retain a range of community services and spaces (including smaller scale cafes and restaurants outside the retail core) that meet local community needs, including higher needs groups.

Ensure community spaces are provided within larger-scale mixed use developments.

Ensure development on sites included in a Heritage Overlay maintains the two storey scale along Carlisle Street, with recessed upper level development.

Incorporate culturally relevant public art in new development that contributes to place making in the activity centre.

Design development to respect the following elements:

- The predominant two storey heritage streetscape, human scale, and fine grain streetscape pattern of Carlisle Street.
- The zero frontage setbacks of buildings.
- The civic precinct west of Chapel Street, characterised by public buildings in a landscape setting including the Town Hall, library and state school.
- The established network of streets and laneways, to improve legibility, permeability and connections between activities.

Provide for incremental change, including well-designed medium density development, in remaining areas outside of the heritage overlay, surrounding the activity centre.

Facilitate land use change and new development within Alfred and Marlborough Streets that improves the interface of the activity centre with adjacent residential areas.

Ensure a pedestrian focussed public realm through the design of streets and adjoining development, and management of car parking.

Reinforce and support the role of the activity centre as a sustainable transport hub focused on Balaclava Station, with increased usage, improved integration with other sustainable transport modes (including trams) and as part of a safe, convenient and connected pedestrian environment.

Policy guidelines

Consider as relevant:

- Consolidating sites and supporting three storey residential development in Alfred Street, Nelson Street (eastern side) and Camden Street (south of Edward Street) to improve the interface with the activity centre.
- Encouraging the progressive development of large 'at grade' car parks (through their underground relocation) as key opportunities to consolidate growth within the activity centre.
- Designing development to be self-sufficient in on-site car parking and providing on-site car parking based on the 'empirical rate' specified below.

Use	Empirical rate
Supermarket	4 spaces per 100m2 net floor area
Restaurant	0.3 per seat
Office	3.5 spaces per 100m2 net floor area (unshared) 3.0 spaces per 100m2 net floor area (shared)

- A reduction (or waiver) of car parking from the empirical rate, where conditions that would result in a lower demand for car parking can be demonstrated.
- Encouraging at least 10 per cent of new dwellings within the activity centre to be affordable (private and community) housing.

Precinct strategies

Precinct 1 - Carlisle Street Retail Precinct (DDO21)

Consolidate a legible, compact and walkable retail core between Chapel Street and the Rail Bridge.

Concentrate retail activity within the retail core through the retention and integrated renewal of the existing supermarket sites and adjacent at grade car parks.

Ensure larger-scale retail premises maintain and reinstate the fine grain retail frontages along Carlisle, Nelson and Camden Streets.

Ensure new use and development contributes to continuous retail activity at street level, with new retail floor space to enhance and integrate with the existing retail strip, and residential and/or commercial uses located above or behind retail premises.

Precinct 2 - St Kilda Road Commercial Precinct (DDO21)

Support commercial (office) as the primary use.

Encourage land uses that benefit from main road exposure.

Discourage shop uses, except restricted retail premises, unless the activity is secondary to another commercial use on the site.

Encourage a continuous active commercial edge along the St Kilda Road frontage.

Discourage bar, restaurant and nightclub uses that do not provide daytime activity from occupying street level premises where these may adversely impact on residential uses.

Precinct 3 - Civic and Community Precinct

Encourage ongoing community support services at the St Kilda Parish Mission site (corner Carlisle Street and Chapel Street).

Develop the St Kilda Library as a key cultural hub and learning centre.

Support the development of a contemporary 'Family and Children's Services Hub' at 171 Chapel Street.

Precinct 4 - William Street Industrial Precinct

Retain the William Street industrial precinct as a vibrant industrial / service industrial and specialist business cluster in the short term (1 – 5 years).

Support office uses only in association with an industrial, warehouse or specialist business activity.

Ensure new use and development contributes to the creation of new pedestrian links along Stuart and Charles Streets, to connect William Street to Balaclava Station.

Precinct 5 - Inkerman / Pakington Streets Mixed Use Precinct (DDO21)

Encourage the establishment of home-based businesses.

Discourage shop uses, except where ancillary to another business use on the site.

Facilitate the renewal of the Inkerman / Pakington Street precinct as a preferred location for housing growth within the activity centre.

Support the transition of this precinct to a mixed residential and commercial (office) area, to provide new housing and employment opportunities.

Discourage licensed premises (bars, restaurants and nightclubs).

Precinct 6 - Chapel Street Mixed Use and Residential Precinct (DDO21)

Encourage high-quality redevelopment of the Australia Post site (corner of Chapel Street and Brighton Road) that contributes to the site's role as a key 'entry' to the activity centre, with significant new housing with potential for commercial use or display-based retailing at ground level.

Support the transition of the Chapel Street precinct to predominantly residential use, with active commercial frontages to Chapel Street.

Limit shop uses south of Marlborough Street, except where ancillary to another business use on the site.

Discourage licensed premises (bars/taverns, restaurant and nightclubs).

Precinct 7 - Marlborough Street Interface Precinct (DDO21)

Ensure that redevelopment of the station car park (44-60 Marlborough Street) respects the heritage values and low-rise, fine-grain built form on the south-side of Marlborough Street.

Facilitate redevelopment of the station car park (44-60 Marlborough Street) for affordable (social) housing, with a range of dwelling types suitable for older persons, singles and family households, and a component of private housing addressing Marlborough Street.

Ensure any future use and development of the site at 4-20 Marlborough Street reinstates residential use (or entries) on the north side of the street.

Precinct 8 – Established Residential Areas

Ensure any new residential development in established residential areas proximate to the Carlisle Street Major Activity Centre is consistent with the level of change and the preferred neighbourhood character, as identified in the *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009).

Ensure established residential areas retain their generally mixed architectural character and diverse housing stock, while heritage buildings and streetscapes are conserved and enhanced.

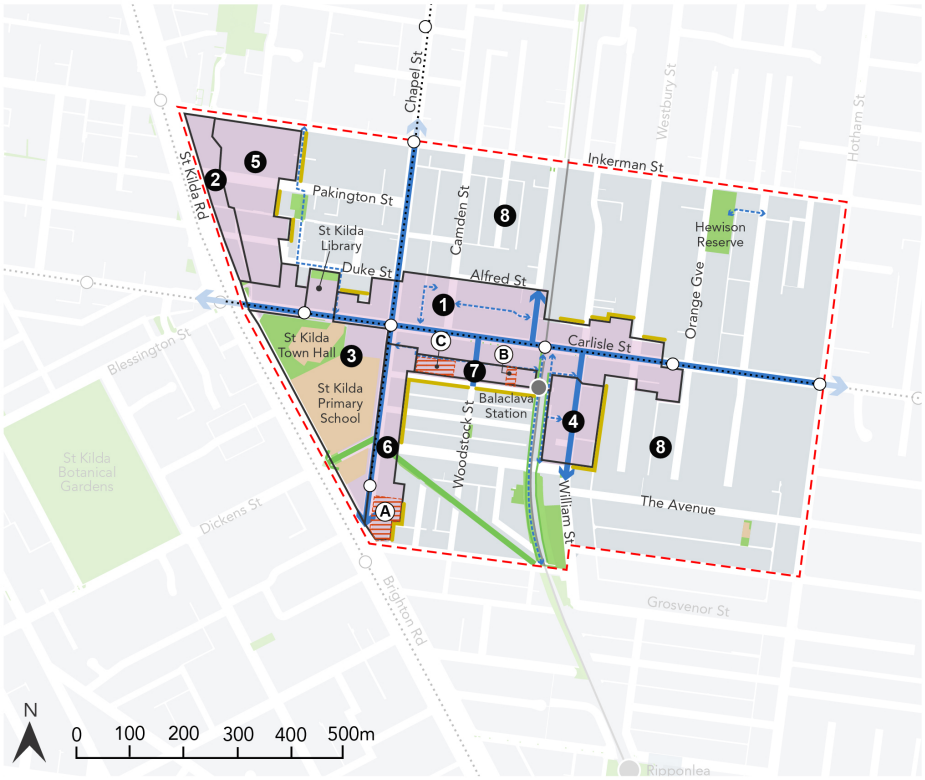
Ensure development within Balston Street, Carlisle Avenue, Marlborough Street, Rosamond Street, Nightingale Street and Bothwell Street maintains the highly consistent neighbourhood character.

Policy documents

Consider as relevant:

- *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009)
- *Carlisle Street Urban Design Framework* (City of Port Phillip and David Lock Associates, 2009)
- *Port Phillip Design Manual* (City of Port Phillip, 2000)
- *Sustainable Transport Policy and Parking Rates Report* (Ratio, 2007)

Carlisle Street Major Activity Centre and study area



Study area boundary
Activity Centre
Open space
Principle Activity Centre streets
Laneway connections
Existing green link
Residential interface
Existing tram line / tram stop
Existing train line / station

Precinct/Character Areas

1. Carlisle Street Retail Precinct
2. St Kilda Road Commercial Precinct
3. Civic & Community Precinct
4. William Industrial Street Precinct
5. Inkerman/Pakington Mixed Use Precinct
6. Chapel Street Mixed Use & Residential Precinct
7. Marlborough Street Interface Precinct
8. Established Residential Areas

Key Strategic Sites

- (A) Australia Post site
- (B) 44-60 Marlborough Street, Balaclava
- (C) 4-20 Marlborough Street, Balaclava

11.03-1L-04 Local and neighbourhood activity centres

14/04/2023
C203port

Policy application

This policy applies to the local and neighbourhood activity centres, as shown on the map to this clause.

Objective

To reinforce the role and character of local and neighbourhood centres to provide goods, services and employment opportunities that serve the needs of the surrounding community.

Strategies

Centre Avenue Neighbourhood Activity Centre, Port Melbourne

Support the development of the centre by encouraging:

- A convenience goods and services role.
- Community facilities and services.

Build upon the centre's role as public transport terminus.

Maintain an attractive, streetscape with a high level of amenity for users of the centre.

Bridport Street / Victoria Avenue Neighbourhood Activity Centre, Albert Park

Support new licenced and entertainment premises provided there is on site car parking adequate to meet the needs of patrons and staff, and the use will complement the primary retail role of the centre.

Encourage community uses to establish in the centre.

Design development to respect the following elements:

- The predominant one and two storey scale of Victorian buildings, with higher development setback from the principle street to minimise its visibility.
- The prominence of landmark buildings including the 'Biltmore' (152 Bridport Street), the Windsor Hotel (107 Victoria Avenue), the Albert Park Hotel (85 Dundas Place) and the former ES&A Bank (95 Dundas Place).
- The consistent streetscape frontage widths to buildings.
- Views to Albert Park toward the Bay from Victoria Avenue.
- The island open space reserve (Broadway Tree Reserve) in Albert Park Village.

Support the reinstatement of original verandah forms to the commercial buildings on Bridport Street and Victoria Avenue.

Armstrong Street Neighbourhood Activity Centre, Middle Park

Support the daily and weekly retail goods and services role, and local entertainment role of the centre.

Design development to respect the following elements:

- The predominant 1 and 2 storey scale of Victorian buildings, with higher development setback from the principal street to minimise its visibility.
- The regular streetscape pattern created by consistent frontage widths to buildings.
- Views to Albert Park.

Ormond / Glen Huntly Road Neighbourhood Activity Centre, Elwood

Reinforce the primary daily / weekly retail goods and services role of Elwood Junction and Elwood Village.

Support new local entertainment premises in Elwood Junction and Elwood Village, provided there is on site car parking adequate to meet the needs of patrons and staff, and the use will complement the primary retail role of the centre.

Encourage moderate intensification of housing.

Tennyson Street Neighbourhood Activity Centre, Elwood

Support the daily and weekly retail goods and services role of the centre.

Design development to respect the following elements:

- The two storey scale of buildings.
- The zero frontage setbacks.
- The mature street trees.

Glen Eira Road Neighbourhood Activity Centre, Ripponlea

Support the daily and weekly retail goods and services role of the centre.

Support new local entertainment uses provided there is adequate on site car parking, and the use will complement the primary retail role of this centre.

Design development to respect the following elements:

- The consistent two storey scale of the centre, architectural style and streetscape pattern of Federation and Inter-war buildings.
- The zero frontage setbacks of buildings.
- The Ripponlea Railway Station and surrounding reserve that defines the western end of the centre.

Brighton Road Local Activity Centre, St Kilda (Elwood)

Support a convenience retail goods and services role for the centre, that maximises opportunities to improve the economic viability of the centre and strengthen its appeal to passing trade.

Design development to respect the predominant two storey scale of development in Brighton Road, and the consistent streetscape pattern and grain created by the inter-war shop fronts.

Inkerman Street / Grey Street Local Activity Centre, St Kilda

Encourage a convenience retail goods and services role for the centre.

Encourage a zero street setback from front boundaries in Barkly, Vale and Inkerman Streets.

Inkerman Street Local Activity Centre, St Kilda East

Encourage a convenience retailing, and personal / business services role for the centre.

Design development to respect the following elements:

- The predominant two storey building scale of the centre.
- The zero frontage setbacks of buildings.
- The park at the corner of Orange Grove and Inkerman Street.

Local and neighbourhood activity centres



11.03-1L-05 South Melbourne Central Major Activity Centre

14/04/2023
C203port

This policy applies to all land in the South Melbourne Central Major Activity Centre and environs, as shown on the map to this clause.

Activity and business mix

Objective

To develop a sustainable mixed use precinct focused on the South Melbourne Central Major Activity Centre, that includes local and specialised retailing, while retaining the unique urban village character and street life.

Strategies

Promote activity, diversity and vitality by:

- Ensuring that the centre retains its vital local convenience retail and service role which serves the surrounding residential community and workforce.

Support the local economy by:

- Protecting and enhancing the core sub-regional retail role of the centre.
- Promoting the centre as a sub-regional retail destination with a business services and light industry focus.
- Exploiting the centre's strategic location, adjacent to the Central City, as an expanding location for knowledge-based and creative industries.
- Protecting the core industrial role of the centre's industrial precincts from pressure for alternative land uses.

Create a great place to live by:

- Encouraging a moderate intensification of housing, with a consistently high design quality to enhance the visual and streetscape amenity of the area.
- Balancing increased mixed use and residential development pressure in the northern precincts of the centre, given their proximity to Southbank and the Central City.
- Encouraging the provision of additional open space opportunities, particularly north of Park Street within the centre's wide footpaths.

Ensuring that new development respects:

- The views of the South Melbourne Town Hall clock tower in Clarendon and Park Street.
- The view of the Shrine of Remembrance along Bank Street.
- Views to the City and Albert Park.

South Melbourne Central Precincts

Objective

To provide for high quality, well designed use and development in the precincts of South Melbourne Central, as shown in the map to this policy.

Strategies

Clarendon Street Core Retail Strip

Retain the daily / weekly retail goods and services role as the retail focus of the wider South Melbourne Central precinct with upper level residential or small office uses.

Strengthen Clarendon Street as a key pedestrian connection between the centre and the Central City.

Encourage activities that complement the core retail function of Clarendon Street.

Coventry Street Specialty Shopping Centre (within South Melbourne Central)

Reinforce the precinct as a regionally significant specialty retailing area and as a vital pedestrian link between Clarendon Street and the South Melbourne Market.

South Melbourne Market Precinct

Reinforce South Melbourne Market as a principal retail and community focus for the local and wider area.

Encourage residential, community or commercial uses on the western edge of the market, provided the operation of the market is ongoing.

Emerging Activity Precinct

Encourage activities that complement the core retail function of Clarendon Street.

Diversify land uses through mixed use development with ground level retail or commercial frontages and upper level office and residential.

Northern Mixed Activity Edge

Support conference or function centres on larger sized lots, subject to parking considerations.

Support upper level office and residential development.

Southern Mixed Activity Edge

Support retail, service business, small-medium or home offices, and residential uses in the precinct.

Eastern Business District

Support the substantial light industrial / service business and expanding high technology / knowledge based industries in the precinct.

Support small scale office use and development for start-up and emerging business, and the creative arts, including small studio spaces.

Western Business District

Support new office development and the precinct's substantial light industrial / service business and showroom role and expanding high technology / knowledge-based industry business roles.

Maintain an attractive and vibrant interface between the precinct and South Melbourne Central along Market Street.

Kings Way Mixed Use Corridor

Create a regionally significant mixed use area.

Provide quality, higher density residential use and development (including above larger scale commercial development).

Create an attractive boulevard between the City of Port Phillip and the Central City by ensuring excellence in the design of new buildings and the public realm.

Ferrars Street Light Rail Corridor

Support 'out of centre' and restricted retail premises where they will not detrimentally impact on the core retailing role of the activity centre.

Encourage transit-based development through mixed use retail (including small scale convenience retail clustered around transport stops) and increased residential density.

Emerald Hill Civic, Cultural and Community Hub

Develop the South Melbourne Town Hall and Emerald Hill as the major focus of cultural activity and an integrated network of civic, cultural and community facilities for the local and wider community.

Encourage cultural, community and educational facilities to establish in and adjacent to this precinct.

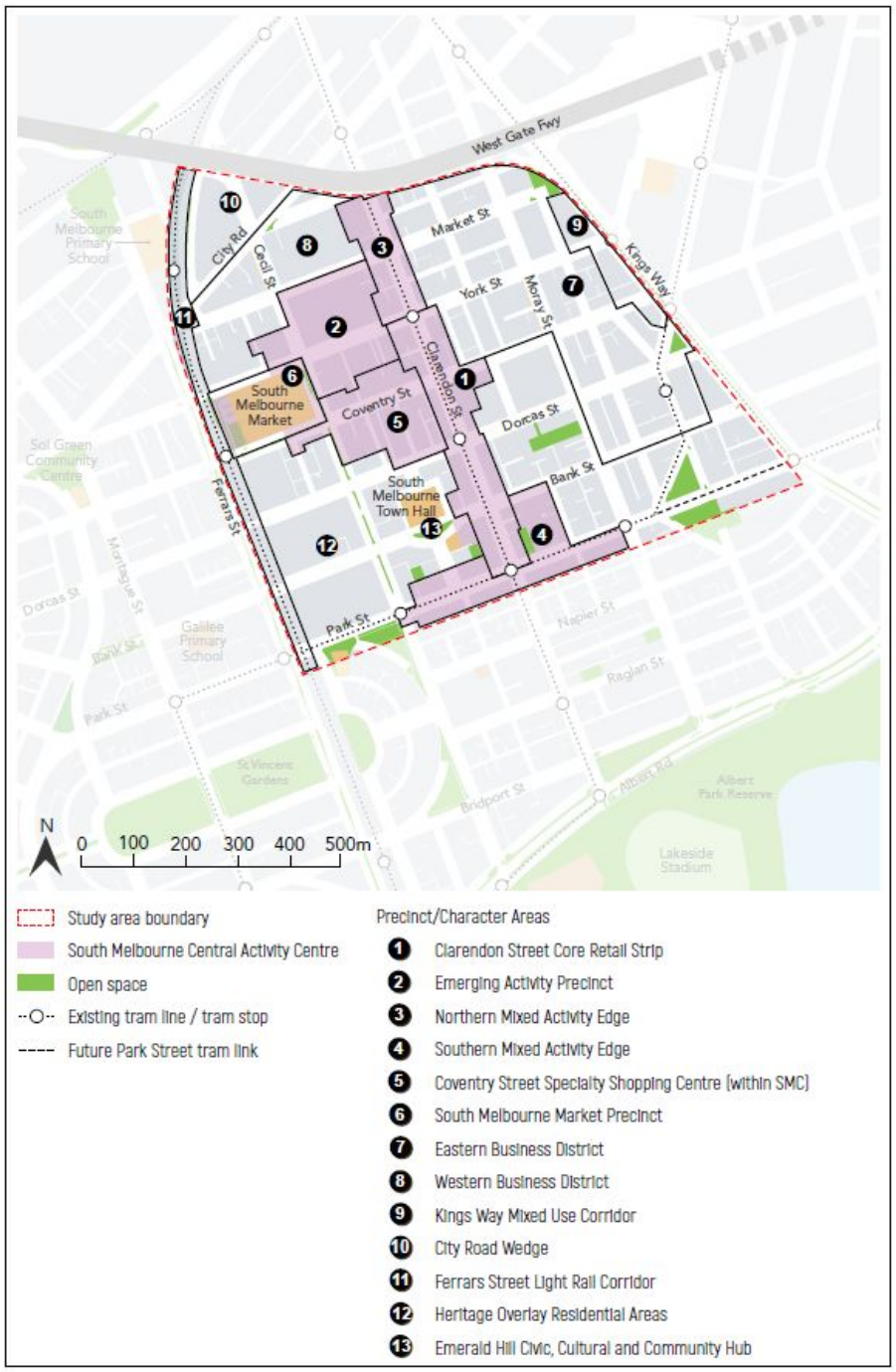
Support the establishment of an Urban History Centre in the Emerald Hill precinct.

Policy documents

Consider as relevant:

- *South Melbourne Central Structure Plan* (City of Port Phillip, August 2007)
- *South Melbourne Central Urban Design Framework* (David Lock Associates and City of Port Phillip, August 2007)

South Melbourne Central Major Activity Centre and Study Area



11.03-1L-06 St Kilda Major Activity Centre

07/08/2023
C213port

Policy application

This policy applies to all land in the St Kilda Major Activity Centre as defined by the boundaries of the Commercial 1 Zone along Fitzroy and Acland Streets, St Kilda.

Objective

To reinforce the St Kilda Major Activity Centre as a significant retail, recreational, tourism, entertainment and leisure destination, whilst managing the cumulative impacts on local amenity and community safety.

Fitzroy Street

Strategies

Retain the spacious boulevard atmosphere of Fitzroy Street.

Promote the tourism and entertainment role of Fitzroy Street, while maintaining the local retail servicing role, including core retail along Fitzroy Street between Princes and Acland Streets.

Encourage office and non-retail commercial uses north of Princes Street and facilitate a transition to St Kilda Junction.

Encourage non-retail commercial uses and residential development on the north-west side of Fitzroy Street, between Beaconsfield Parade and Canterbury Road.

Ensure the design of new development respects:

- The slope of the street toward the sea.
- The wide pavements and spacious character of Fitzroy Street.

Acland Street

Strategies

Promote the tourism and entertainment role of Acland Street, while retaining the distinctive village atmosphere and local retailing services role.

Ensure new development respects the strong seaside location and the low scale, fine grain built form at the street edge.

St Kilda Major Activity Centre



11.03-2S Growth areas

04/05/2022
VC210

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

11.03-3S Peri-urban areas

31/07/2018
VC148

Objective

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

11.03-4S Coastal settlement

20/03/2023
VC229

Objective

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

11.03-5S Distinctive areas and landscapes

30/04/2021
VC185

Objective

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

11.03-6S Regional and local places

31/07/2018
VC148

Objective

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

11.03-6L-01 St Kilda Foreshore

07/08/2023
C213port

Policy application

This policy applies to the St Kilda Foreshore area, as shown on the map to this clause.

General

Objectives

To create an equitable balance between the needs of the local community, the Foreshore's important regional tourism role and the ecological future of the Bay.

To ensure an integrated approach to the revitalisation of the St Kilda Foreshore area, including any development of the Triangle site through the activity mix, built form and improvements to the public realm.

Cultural heritage and activity mix

Objective

To maintain and reinforce the unique cultural heritage and recreational importance of the St Kilda Foreshore area.

Strategies

Support land use and development that contributes to the diverse character and reinforces the St Kilda Foreshore area as a key leisure and entertainment precinct.

Encourage uses and facilities that reinforce the role of key activity destinations including St Kilda Pier, St Kilda Harbour, West Beach area and the Triangle site.

Encourage the co-location of uses within defined activity nodes, including:

- New public space at the Palais Theatre.
- St Kilda Pier entry area.
- West Beach Pavilion.

Encourage development to incorporate urban art to enhance the layering of cultural elements along the St Kilda Foreshore area, and support legibility.

Retain the residential role of existing residential properties fronting the St Kilda foreshore.

Enhance the function of specific sites by:

- Consolidating yacht support services at the Royal Melbourne Yacht Squadron.
- Encouraging the development of new public facilities at the St Kilda Pier entry area.
- Encouraging the refurbishment of the West Beach Pavilion for community use with some complementary commercial use(s).
- Encouraging the use of the Veg Out site at the Peanut Farm Reserve as a community open space site.
- Encouraging the retention of community gardens as a vital community activity.

Built form

Objective

To ensure development does not dominate the Foreshore.

Strategies

Maintain the low-rise, (one and two storey) character of the Foreshore Reserve.

Support future building heights and forms that maintain and enhance the views from:

- The Upper Esplanade to the horizon, Williamstown, Marine lighthouse, the Stokehouse and Catani Arch.
- South Beach to the entrance of Luna Park.

Public space network and connections

Strategies

Improve cross connectivity between the built urban area and the Foreshore Reserve by:

- Establishing Shakespeare Grove and the Cowderoy Street – Pier Road link as safe and attractive pedestrian routes.
- Facilitating additional pedestrian crossings of Beach Road at locations identified in the map to this clause.

Encourage visual integration of the Foreshore Reserve by:

- Restoring and reinforcing established landscape themes.
- Co-ordinating street furniture and street design details.

Transport networks

Strategy

Manage adverse impacts of through traffic, particularly on Jacka Boulevard, Marine Parade, The Upper Esplanade and residential streets.

St Kilda Triangle site

Objective

To encourage the integrated renewal of the site for a variety of public spaces, and entertainment and cultural venues.

Strategies

Ensure that future use and development on the St Kilda Triangle site:

- Enhances local liveability.
- Creates a hub focused on the arts, entertainment and leisure.
- Provides a multipurpose community space.
- Includes limited commercial and retail land uses.
- Creates large areas of open space.
- Links Acland Street, Fitzroy Street and the foreshore through a highly pedestrianised environment.
- Establishes a key activity node within the St Kilda Foreshore area.
- Links new and existing buildings.

Maintain the traditional cultural use of the site and allow for new contemporary leisure activities.

Minimise noise transference through high quality facility design, landscaping and buffer zones.

Jacka Boulevard

Objective

To encourage the development of Jacka Boulevard as an attractive seaside boulevard with a multi-functional role.

Strategies

Support provision of safe and accessible pedestrian crossings.

Minimise impacts from vehicular traffic by planning for shared use of street spaces, where appropriate.

Improve direct pedestrian connection to the beach at the intersection with Fitzroy Street.

Encourage new pedestrian links to the Foreshore Reserve:

- From the Triangle Site.
- Between the Esplanade Hotel and St Kilda Pier.

St Kilda Harbour

Objective

To enable the sustainable use and development of the St Kilda Harbour.

Strategy

Facilitate sustainable boat usage of the Harbour by:

- Protecting significant natural coastal values.
- Protecting the water quality of the Harbour from adverse impacts of boating.
- Ensuring access to habitat areas are protected and managed.

Policy documents

Consider as relevant:

- *St Kilda Foreshore Urban Design Framework* (City of Port Phillip, 2002)
- *Port Phillip Urban Art Strategy* (City of Port Phillip, 2002)
- *Port Phillip Urban Iconography Study* (City of Port Phillip, 2004)
- *Recreational Boating Facilities Framework* (Central Coastal Board, 2014)

St Kilda Foreshore



11.03-6L-02 St Kilda Road North Precinct

14/04/2023
C203port

Policy application

This policy applies to the St Kilda Road North Precinct, as shown on the map to this clause.

Objectives

To reinforce the St Kilda Road North Precinct as a dynamic, connected, integrated, safe and inclusive place to live, work and visit.

To maintain the role of St Kilda Road as a preferred location for premier office accommodation and well-designed, higher density residential development.

Strategies

General

Encourage development of a vibrant area, providing for residential, commercial and community uses.

Encourage community spaces (such as meeting rooms) to be incorporated into new development.

Sub-Precinct 2: Northwest Corner (DDO26-2)

Ensure that use and development create a residential and mixed use environment, through an increased scale and density of development.

Sub-Precinct 3: Albert Road South (DDO26-3) and Sub-Precinct 4: Albert Road North and Bowen Crescent (DDO26-4)

- Encourage uses that support and enhance the strategic role of the Albert Road Mixed Activity Precinct as a key location for:
  - Office and related commercial development.
  - Residential development at higher density and larger scale than in the established residential area.

Sub-Precinct 5: St Kilda Road South of Kings Way (DDO26-5)

Ensure that the Sub-Precinct continues to develop as a premier office location outside of the Melbourne Central Activity District and a highly desirable residential location.

Encourage the development of a mixed use area on Raleigh and Union Streets.

Policy document

Consider as relevant:

- *St Kilda Road North Precinct Plan 2013* (City of Port Phillip, updated 2015)

St Kilda Road North Precinct and Sub-Precincts



11.03-6L-03 St Kilda Road South Precinct

07/08/2023
C213port

Policy application

This policy applies to the St Kilda Road South Precinct, as shown on the map to this clause.

General

Objective

To strengthen the St Kilda Road South Precinct's image, liveability and sense of place as it transitions to increased residential uses.

Strategies

Create a diverse series of neighbourhoods with a strong sense of place, community and local identity.

Encourage land uses that create activity nodes and community focal points for local residents and workers.

Provide additional opportunities for housing growth throughout the Precinct due to its proximity to public transport and activity centres.

Improve the amenity and function of St Kilda Road as a key pedestrian spine by providing active land use 'edges' at street level throughout commercial and mixed use areas.

Maintain solar access to key pedestrian streets and green links, including St Kilda Road, Wellington Street, Alma Road and Carlisle Street.

Ensure the interface between commercial and residential uses is well designed and non-residential uses are managed to protect residential amenity.

Discourage larger-scale licensed premises, bars and nightclubs that may impact on the amenity of the surrounding area.

Policy guidelines

Consider as relevant:

- Designing development to be self-sufficient in onsite car parking and providing onsite parking as follows:
  - Residential development:
    - One car space to each one and two bedroom dwelling.
    - Two car spaces to each three or more bedroom dwelling.
    - Secure bicycle parking at a rate of one space per dwelling.
    - Publicly accessible bicycle parking for visitors at a rate of one space per five dwellings.
  - Office: Three car spaces per 100 square metres.
  - Motorcycle parking at a minimum rate of one motorcycle parking space for every 100 car parking spaces to be provided onsite within new development.
  - Residential development of six or more storeys: Off-street loading facilities and allocated spaces for service vehicles.
- Limiting the hours of operation of licensed premises to 10pm.

Wellington Street Neighbourhood

Objective

To enhance the Wellington Street Neighbourhood as a local and mixed use 'village', and a green link between Chapel Street and Albert Park.

Strategies

Ensure development makes a positive contribution to the creation of a landscaped (green) pedestrian link along Wellington Street.

Along the north side of Wellington Street (DDO35):

- Facilitate a transition from a commercial to a mixed use with increasing residential uses.
- Facilitate clustering of cafes, convenience retailing and spaces for community use at the western end of Wellington Street and immediately east of Upton Road.
- Encourage commercial activities and residential frontages that activate the balance of Wellington Street, with upper level residential use.
- Limit land uses with the potential for adverse residential amenity impacts.

Along the south side of Wellington Street in a residential zone:

- Maintain the established residential role, with some additional medium density residential development consistent with the scale, neighbourhood character and heritage of the street.
- Reinforce the established low scale (1-2 storey) and fine grain of the heritage area, generally east of Upton Road.
- Reinforce the established 2-3 storey scale generally west of Upton Road, with well-designed 'infill' development on larger sites consistent with the established neighbourhood character.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback.

Along the south side of Wellington Street at the western end in the Commercial 1 and Mixed Use zones (DDO35) facilitate an emerging activity hub by ensuring active, small scale ground level retail uses that contribute to street-life, such as cafes and shops.

St Kilda Road Neighbourhood

Objective

To reinforce the St Kilda Road Neighbourhood as a niche retail and business area, a growing residential community and a safe and friendly pedestrian environment.

Strategies

Support residential redevelopment in Alma Road (east of St Kilda Road).

Along the eastern side of St Kilda Road (DDO34):

- Create a continuous activated edge to the street through a diverse range of ground level retail and complementary commercial uses.
- Support upper level office and residential, and residential to the rear of commercial premises.

Along the western side of St Kilda Road (DDO27 and DDO36):

- Support residential development at the intersection of and north of Alma Road, and in Barkly Street, and Alma Road.
- Establish a ground level residential edge within residential side streets, south of Alma Road.

Carlisle Street Neighbourhood

Objective

To retain the established residential role and neighbourhood character of the Carlisle Street Neighbourhood with a mix of dwelling types, set along a 'green link' between East St Kilda and St Kilda.

Strategies

Facilitate medium density 'infill' residential development, consistent with the scale and neighbourhood character of the area.

Reinforce the prevailing low to mid-rise scale (2 to 4 storeys) of residential development.

Ensure new development respects and responds to the height and scale of existing residential buildings, through a comparable street-wall height and recessed upper level.

Ensure new development utilises articulation and building form to create the sense of a fine-grain subdivision pattern.

Maintain the street rhythm of space between buildings and landscaping in the frontage setback.

Create a sense of a fine-grain subdivision pattern through the articulation and building form of new development.

Policy guideline

Consider as relevant:

- Designing development to respect Carlisle Street as a landscaped (green) pedestrian link by maintaining solar access to the southern footpath of Carlisle Street between 10am and 3pm at the equinox (21 September).

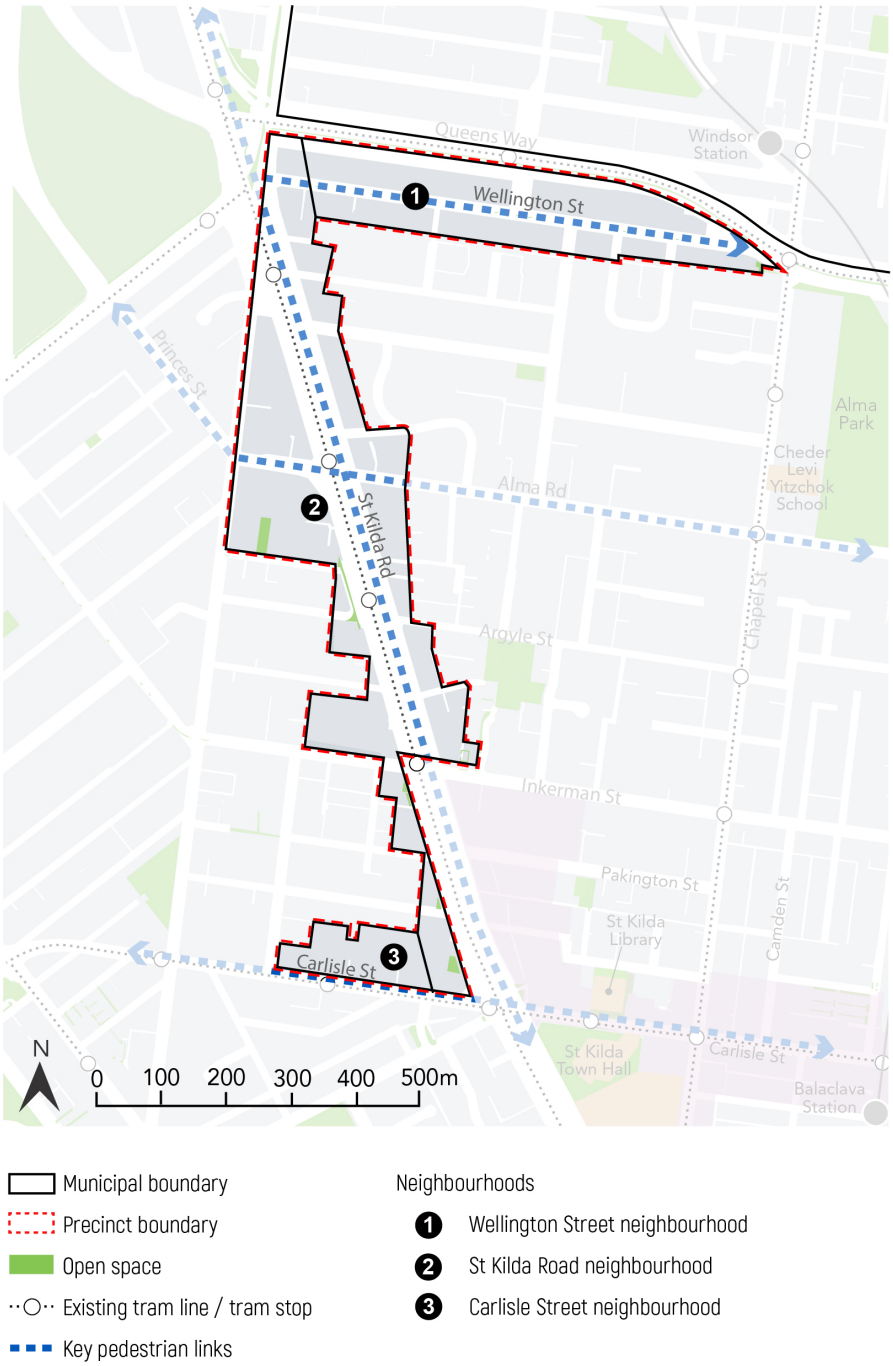
Policy document

Consider as relevant:

- *St Kilda Road South Urban Design and Land Use Framework* (Planisphere and City of Port Phillip, 2015)

PORT PHILLIP PLANNING SCHEME

St Kilda Road South Precinct and Neighbourhoods



11.03-6L-04 Fishermans Bend Urban Renewal Area

14/04/2023
C203port

Policy application

This policy applies to use and development of all land within Fishermans Bend affected by Schedule 1 to the Capital City Zone in the Port Phillip Planning Scheme.

Employment floor area objective

To support diverse employment opportunities across all precincts that build on proximity to the Central City and Port of Melbourne.

Employment floor area strategies

Promote employment generating floor space that supports jobs growth including, but not limited to, the knowledge, creative, design, innovation, engineering, and service sectors.

Employment floor area policy guidelines

Consider as relevant:

- Providing floor area for employment generating uses as part of development in a Core area, as identified on the relevant Map in Schedule 1 to the Capital City Zone, consistent with the preferred minimum plot ratio set out in Table 1, unless any of the following apply:
  - The built form envelope available on the site makes it impractical to provide the minimum plot ratios.
  - The application is associated with the continued operation or expansion of an existing employment or residential use on site.
  - The buildings floor to floor heights, layout and design of the development will facilitate future conversion from residential to employment generating uses or from car parking areas to other employment generating uses.
  - The development contributes to the employment objectives and strategies of this policy while providing less than the minimum plot ratio.

Table 1: Minimum plot ratio not used for Dwelling

Precinct	Minimum plot ratio not used for Dwelling (Core Areas)
Montague	1.6:1
Sandridge	3.7:1
Wirraway	1.9:1

Community and diversity objective

To ensure housing diversity, and the provision of community infrastructure and an open space network that supports a diverse and inclusive community.

Community and diversity strategies

Encourage a diversity of dwelling typologies and sizes within each precinct and within development sites.

Facilitate Affordable Housing within a range of built form typologies.

Support development that delivers a range of housing types suitable for households with children through:

- The development of mid-rise housing with access to private open space.

- Living room sizes that exceed minimum requirements.
- Access to outdoor communal open green space including children's play spaces on ground level, podium levels or roof tops and locating some dwellings to achieve direct visual connection to those play spaces.
- Providing children's communal active indoor play or recreation space as part of indoor communal spaces.
- Locating sufficient storage areas in areas with easy access to dwellings.

Support the delivery of adaptable floor plates including the opportunity to combine one and two-bedroom units to form larger apartments.

Encourage the early delivery of community infrastructure hubs.

Community and diversity policy guidelines

Consider as relevant:

- Providing the following percentage of three-bedroom dwellings for developments of more than 100 dwellings:
  - Montague: 25 per cent
  - Sandridge: 20 per cent
  - Wirraway: 30 per cent

Affordable Housing including Social Housing objective

To encourage the provision of Affordable Housing including Social Housing.

Affordable housing strategies

Design Affordable Housing so that it:

- Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
- Provides internal layouts identical to other comparable dwellings in the building.
- Is externally indistinguishable from other dwellings.

Affordable housing policy guideline

Consider as relevant:

- Providing at least six per cent of dwellings permitted under the dwelling density requirements in the Capital City Zone (excluding any Social housing uplift dwellings) as Affordable housing, unless, any of the following apply:
  - The built form envelope available on the site makes it impractical to do so.
  - The development will contribute to the Affordable Housing objective of this policy while providing less than the minimum amount.
  - The Affordable housing objective of this policy would render the proposed development economically unviable.

Social housing strategies

Encourage development to provide a Social Housing uplift equivalent to eight additional private dwellings of equivalent size for each Social Housing dwelling, in addition to the provision of six per cent Affordable housing.

Social housing policy guidelines

Consider as relevant:

- Providing a Social Housing uplift, where:
  - The proposed Social Housing can be realistically delivered and secured by suitable legal agreement.
  - The proposed Social Housing is agreed to be received and managed by a registered Social Housing provider in perpetuity.
  - The Social Housing uplift will have acceptable consequences, having regard to the preferred character of the area, and the level of public transport and other infrastructure available.

Design excellence objective

To create a place of design excellence, with a distinct identity and character.

Design excellence strategies

Encourage varied built form typologies that align with the preferred precinct character specified in the relevant Schedule to the Design and Development Overlay.

Encourage fine grain, pedestrian scale environments.

Ensure buildings contribute to a high quality public realm.

Encourage developments to deliver spaces, including open spaces, for people to meet, gather, socialise, exercise and relax.

Ensure developments to deliver variation in massing, building height, and roof forms and the staggering or offsetting of tower footprints.

Achieving a climate adept, water sensitive, low carbon, low waste community objectives

To achieve a climate adept, water sensitive, low carbon, low waste community.

To ensure ecologically sustainable development.

To build resilience against the impacts of sea level rise and flooding from storm events without compromising the urban form at the ground level.

To create a low waste community that is designed to provide best practice waste and resource recovery management.

Achieving a climate adept, water sensitive, low carbon, low waste community strategies

Design development to incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply.

Raise internal ground floor level above street level as a last resort, except where the implementation of other measures coupled with an evidence based approach to risk management reasonably necessitates raising internal floor levels above street level.

Where internal floor levels are raised, maintain a strong physical and visual connection between the street and internal floor levels through building design.

Where practicable, developments should create opportunities to:

- Optimise waste storage and efficient collection methods.
- Combine commercial and residential waste storage.
- Share storage or collections with adjacent developments.
- Separate collection for recycling, hard waste, and food and green waste.

Achieving a climate adept, water sensitive, low carbon, low waste community policy guidelines

Consider as relevant:

- Applying a 20 per cent improvement on current National Construction Code energy efficiency standards, including energy efficiency standards for building envelopes and for lighting and building services.
- Applying an average 7 star Nationwide House Energy Rating Scheme (NatHERS) rating for residential development.
- At least 70 per cent of the total site area to comprise building or landscape elements that reduce the impact of the urban heat island effect, including:
  - Vegetation, green roofs and water bodies.
  - Roof materials, shade structures, solar panels or hard scaping materials with high solar reflectivity index.
  - Non-glazed facade materials exposed to summer sun that have a low solar absorptance.
- Applying design elements and materials that are resilisent to flooding, including water proof doors and windows, elevated power outlets and the like.
- Encouraging land uses at ground floor level that can easily recover from the impacts of temporary flooding.
- Integrating changes in floor levels between the street and internal ground floor into the design of the development.
- Locating essential services, such as power connections, switchboards and other critical services to avoid disruption in potential flooding events.
- Development and public realm layout and design should integrate best practice Water Sensitive Urban Design.

Communal spaces objective

To encourage residential development that includes private and communal spaces that cater for a range of users.

Communal spaces strategies

Create private and communal spaces within developments with a range of facilities, garden and recreation areas to supplement the public open space network.

Ensure development with an interface to existing or proposed open space avoids unreasonable impacts, including through vehicle movement to or from the development on the:

- Amenity or microclimate impacts to the open space.
- Function or useability of the open space.

Support internal and external communal spaces within the same development to connect to one another and be designed as multifunctional, adaptable spaces.

Support the provision of additional publicly accessible areas at ground level that contribute to the creation of a network of passive, formal and informal recreational spaces.

Ensure communal open space is designed to meet the needs of a range of potential users.

Ensure the location, design and layout of publicly accessible open space areas at ground level is integrated with adjoining areas of open space.

Landscaping objective

To ensure developments provide landscaping in all areas of open space including public open space, communal open space and private open space.

Landscaping strategies

Ensure landscape areas:

- Contribute to the creation of a sense of place and identity and the preferred character sought for the precinct.
- Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice Water Sensitive Urban Design.
- Incorporate opportunities for community gardens.
- Interpret and celebrate heritage and culture, including Aboriginal cultural heritage in public open space design.

Encourage plant selection to:

- Support the creation of complex and biodiverse habitat that includes indigenous flora and fauna.
- Balance the provision of native plants with exotic climate resilient plants that provide for biodiversity.
- Support the creation of vegetation links within Fishermans Bend to surrounding areas of biodiversity though plant selection and landscape design.
- Incorporate food plants.

Incorporate green facades, rooftop, podium or terrace planting into development that is water efficient, responds to mico-climate conditions and is located and designed to be sustainable and resilient.

Landscaping policy guidelines

Consider as relevant:

- Minimum deep soil areas with a minimum depth of 1.5 metres for canopy trees.

New streets, laneways and pedestrian connections objective

To create a network of new streets and laneways that provide permeability and accessibility through all precincts.

New streets, laneways and pedestrian connections strategies

Facilitate streets, laneways and pedestrian connections that:

- Provide direct access to existing or proposed public transport stations and routes, and existing or proposed public open space.
- Prioritise pedestrian movement and safety in shared streets or shared laneways.

Design streets and laneways to:

- Enable views through the street block.
- Have active frontages in a Core area.
- Be open to the sky.
- Allow for canopy tree planting.

Provide new streets, laneways or paths to create mid-block through links and define and separate buildings on sites of more than 3000 square metres.

New streets, laneways and pedestrian connections policy guidelines

Consider as relevant:

- Spacing streets, laneways and pedestrian connections:
  - In Core areas, not more than 50 to 70 metres apart in a north-south direction and 100 metres apart in the other direction in a block.
  - In Non-core areas, not more than 100 metres apart and be oriented in a north-south direction.

Sustainable transport objective

To create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use.

Sustainable transport strategies

Ensure development does not compromise the delivery of future public transport including new tram, train and bus routes.

Reduce impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.

Design internal connections to give priority to pedestrian and bicycle movements. Provide easy access to bicycle parking facilities, including end of trip change rooms, showers and lockers.

Encourage developments to provide less than the preferred maximum number of car spaces.

Encourage developments to provide for future conversion of car parking to alternative uses.

Land use transition objectives

To facilitate the transition from a primarily industrial area to a high-density mixed use area.

To support the continued operation of existing uses which are of strategic importance to the urban renewal of Fishermans Bend.

Land use transition strategies

Ensure new uses and the expansion of existing uses with potential adverse amenity impacts do not prejudice the urban renewal of Fishermans Bend.

Ensure new development addresses the amenity impacts of nearby existing uses.

Policy documents

Consider as relevant:

- *Fishermans Bend Vision* (Department of Environment, Land, Water and Planning, September 2016)
- *Fishermans Bend Framework* (Department of Environment, Land, Water and Planning, September 2018)

11.03-6L-05 Fishermans Bend Urban Renewal Area - Montague Precinct

14/04/2023
C203port

Policy application

This policy applies to the use and development of all land within the Montague Precinct of the Fishermans Bend Urban Renewal Area, as defined by the DDO30.

Objective

To establish Montague as a diverse and well-connected mixed use neighbourhood with its own distinct character and identity celebrating its significant cultural and built heritage, and network of gritty streets and laneways.

Strategies

Support mixed use development that provides active street edges and establishes a high quality public realm.

Encourage the highest concentration and mix of uses in the defined core areas, located on public transport nodes and routes.

Support big box retail development that compliments existing and planned retail uses in its catchment.

Ensure the social impacts of developments accommodating more than 100 dwellings are considered and addressed through the preparation of a Social Impact Assessment.

Enhance the existing network of laneways with new laneways and through block links that provide permeability and connectivity through street blocks.

Montague North (M1)

Strategies

Support the establishment of Montague North as a gateway to Fishermans Bend from the Central City, Southbank and Docklands.

Support development that allows for sunlight access to the southern side of Normanby Road at September equinox.

Support buildings where parts of the street wall are setback from the street boundary at ground level to create forecourts, courtyards and landscaping at building entrances.

Support the transformation of Normanby Road into a landscaped, pedestrian friendly boulevard and civic spine defined by active edges that provides a key cycling connection through the precinct.

Support the delivery of a Sports and Recreation Hub (or part of cluster) as part of mixed use development within the 'investigation area' shown on Map 2.

Support the provision of walking and cycling links that enhance connections to the eastern part of Sandridge and Montague South (M2-6).

Support the provision of commercial and some retail and community uses to be located within podium and upper levels of mixed use buildings.

Encourage businesses to locate in proximity to nearby cultural uses, and high quality, high amenity public realm.

Encourage development to provide active frontages to the new 'Montague North Park' open space located at the intersection of Montague Street and Munro Street.

Montague South (M2-6)

Strategies

Support the establishment of Buckhurst Street as the heart of the neighbourhood and the primary focus of commercial and civic amenity within Montague South anchored by community hubs.

Encourage new laneways to complete 'missing links' between primary and secondary active frontages/retail streets.

Encourage smaller building footprints to add to existing the fine grain character.

Support the establishment of a high amenity, linear green spine along Buckhurst Street that accommodates the 'Bay to City' cycling connection.

Support the establishment of Buckhurst Street as a primary anchor for the precinct.

Support the creation of parks and community hubs, and high amenity streets that provide high quality social spaces to gather, relax and connect.

Encourage the establishment of a diverse range of small-medium sized businesses, co-working spaces, small creative businesses and studios that contribute to the identity of the area.

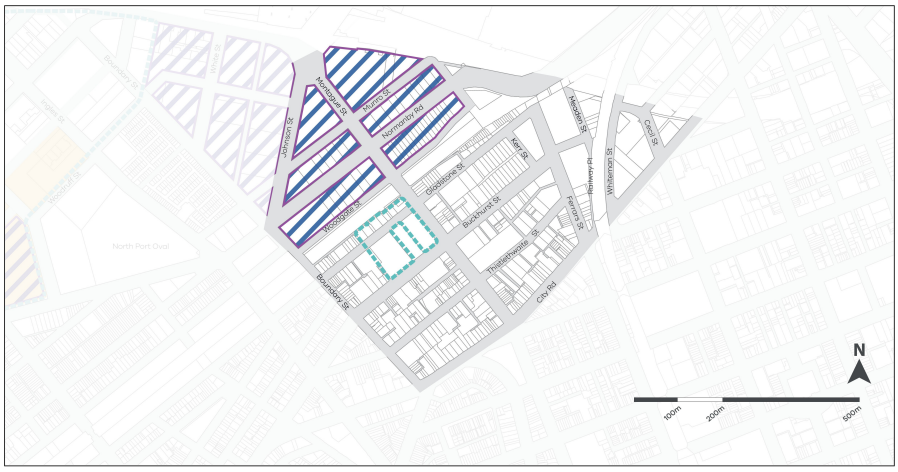
Map 1: Sub-precincts within the Montague precinct



LEGEND

Indicative sub-precinct boundary (M1) Sub-precinct number

Map 2: Community infrastructure investigation areas within the Montague precinct



LEGEND

Community Infrastructure Investigation Areas

Sports and recreation hub Arts and cultural hub

11.03-6L-06 Fishermans Bend Urban Renewal Area - Sandridge Precinct

14/04/2023
C203port

Policy application

This policy applies to the use and development of all land within Sandridge Precinct of the Fishermans Bend Urban Renewal Area, as defined by DDO32.

Objective

To establish Sandridge as a premium office and commercial neighbourhood with diverse housing and retail opportunities, and its own distinct character and identity.

Strategies

Encourage development that integrates community facilities, larger format commercial offices and retail uses such as supermarkets and department stores within core areas.

Encourage the highest concentration and mix of uses in the defined core areas, located on public transport nodes and routes.

Support big box retail development that compliments existing and planned retail uses in its catchment.

Ensure the social impacts of developments accommodating more than 100 dwellings are considered and addressed through the preparation of a Social Impact Assessment.

Support tower development within core areas that produce a strong vertical form or landmarks.

Support low rise buildings with defined, active frontages around the perimeter of the North Port Oval.

Support the delivery of a centrally located underground metro rail station with transport interchange and public square, connecting directly to the Central City and to Melbourne's western region.

Support the delivery of a tram route along the future Fennell Street and Plummer Street civic spine that provides a direct, high frequency public transport connection to Docklands and the Central City and services the core area.

Support the delivery of a new and upgraded bridges over the Westgate Freeway at Ingles Street and Graham Street, and Hartley Street and Fennell Street, to provide public transport, cycling infrastructure and pedestrian access.

Enhance the planned network of public open spaces and plazas through strategic road closures to create new plazas and linear parks.

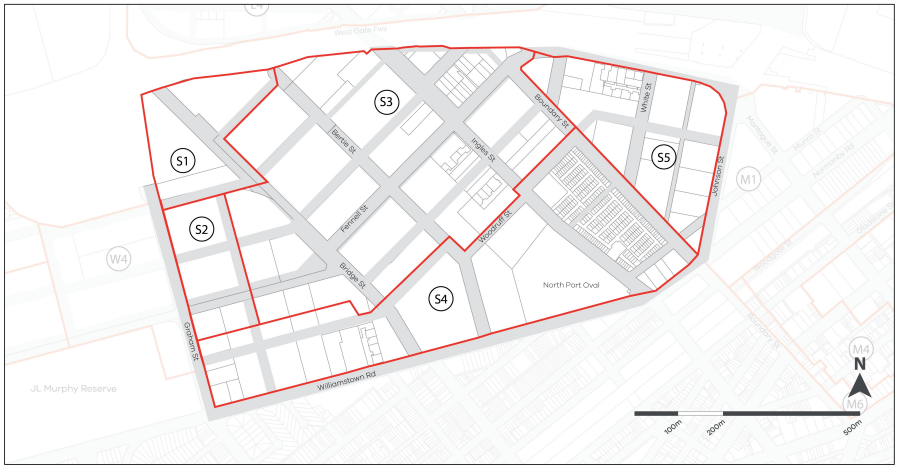
Support the delivery of an Arts and Cultural Hub as an integrated part of mixed use development, located within the 'investigation area' shown on Map 2 generally surrounding the tram route.

Support the delivery of a Sports and Recreation Hub as part of mixed use development within the 'investigation area' shown on Map 2 at the eastern part of the precinct.

Integrate the North Port Oval and grandstand with expanded open space, creating a key anchor for community, civic and recreational uses.

Support the delivery of an Education and Community Hub (primary) as part of mixed use development near the expanded North Port Oval parkland.

Map 1: Sub-precincts within the Sandridge precinct



LEGEND
Indicative sub-precinct boundary (S1) Sub-precinct number

Map 2: Community infrastructure investigation areas within the Sandridge precinct



LEGEND
Community Infrastructure Investigation Areas
Sports and recreation hub
Arts and cultural hub
Education and community hub

11.03-6L-07 Fishermans Bend Urban Renewal Area - Wirraway Precinct

14/04/2023
C203port

Policy application

This policy applies to the use and development of all land within the within Wirraway Precinct of the Fishermans Bend Urban Renewal Area, as defined by the DDO33.

Objective

To establish Wirraway as a family-friendly inner city neighbourhood and place for innovation and creativity with its own distinct character and identity.

Strategies

Encourage the establishment of a neighbourhood centre that supports local cafes, restaurants, shops and businesses and a high degree of housing choice, including apartment buildings with a focus on family friendly housing.

Support the development of the precinct as a thriving arts scene and a place for innovation and creativity with small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.

Support the development of industrial uses, including high technology uses including research and development, that are employment intensive, clean and sustainable and that limit amenity impacts.

Encourage the highest concentration and mix of uses in the defined core areas, located on public transport nodes and routes.

Support big box retail development that compliments existing and planned retail uses in its catchment.

Ensure the social impacts of developments accommodating more than 100 dwellings are considered and addressed through the preparation of a Social Impact Assessment.

Support mid-rise buildings with landscaped frontage around the perimeter of Wirraway North open space.

Support the provision of tree lined streets, small parks, plazas and playgrounds, with easy walking and cycling access to Westgate Park and Sandridge Beach.

Support the development of the intersection of Plummer Street and Salmon Street as the heart of Wirraway and focus of activity with an engaging pedestrian experience along Plummer Street Boulevard.

Facilitate a key public transport spine and interchange node along Plummer Street to provide direct connections to Sandridge, the CBD, Docklands and the Fishermans Bend National Employment and Innovation Cluster with:

- The extension of the Southern Tram Route.
- Bus routes.
- The potential for an underground metro rail station at the junction with Salmon Street.

Support JL Murphy Reserve as a focus for active recreation with organised sports during the day and night.

Support the creation of new open space at Prohasky Reserve, and in Wirraway North (W1) and Wirraway East (W4), linked by green linear parkway and a network of smaller open spaces.

Support the delivery of new and upgraded bridges over the Westgate Freeway at Rocklea Drive, Salmon Street, Thackray Road and Graham Street that provide public transport, bike and pedestrian access to the Fishermans Bend Employment Precinct.

Support the delivery of the largest Arts and Cultural Hub in Fishermans Bend near the Southern Tram Route along Plummer Street in the ‘investigation areas’ shown on Map 2.

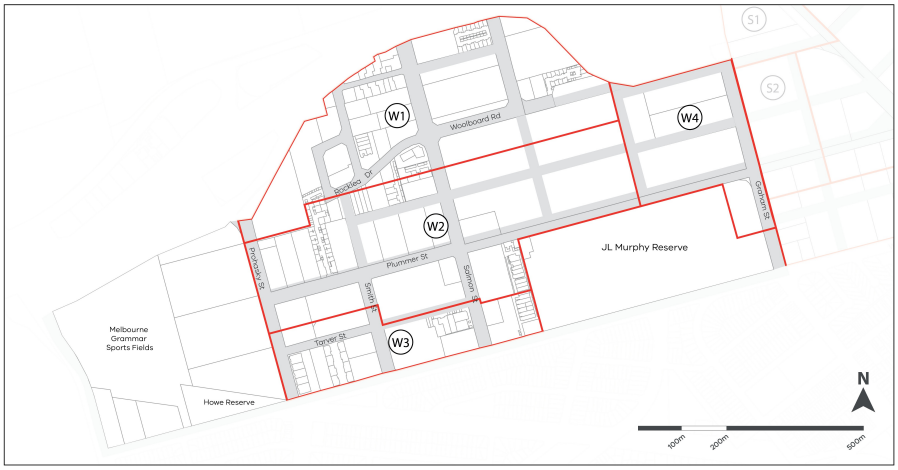
Support the delivery of an Education and Community Hub (secondary) and an Education and Community Hub (primary) in the ‘investigation areas’ shown on Map 2, close to open space and the tram route.

Support the delivery of a centrally located Health and Well-Being Hub within the ‘investigation area’ shown on Map 2.

Support the delivery of a Sports and Recreation Hub within the ‘investigation area’ adjoining Williamstown Road shown on Map 2.

PORT PHILLIP PLANNING SCHEME

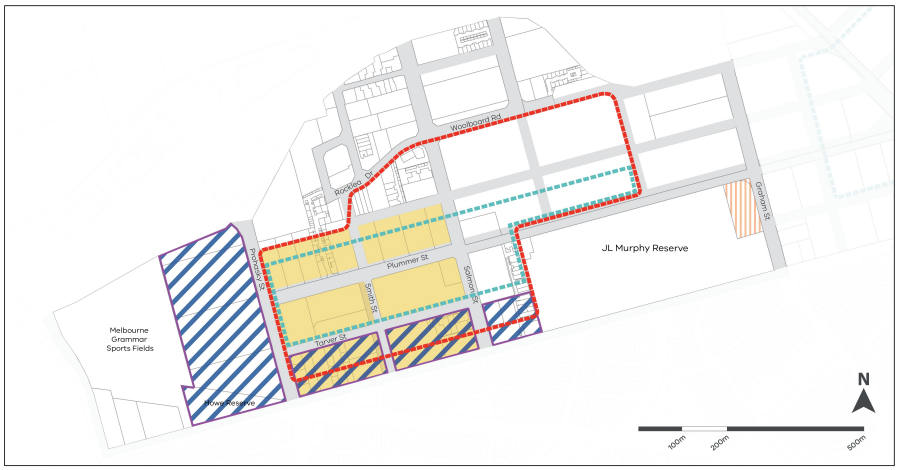
Map 1: Sub-precincts within the Wirraway precinct



LEGEND

Indicative sub-precinct boundary (W1) Sub-precinct number

Map 2: Community infrastructure investigation areas within the Wirraway precinct



LEGEND

Community Infrastructure Investigation Areas

Sports and recreation hub
Future secondary school
Health and wellbeing hub
Arts and cultural hub
Education and community hub

31/01/2019
C157port

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 Application requirements

07/08/2023
C213port

The following application requirements apply to an application under Clause 43.01, in addition to those specified elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- For applications to alter, extend or demolish a heritage place, building or structure a report prepared by a suitably qualified heritage consultant, that assesses the impact of the application upon the significance of the heritage place, building or structure. This report should demonstrate how the application has considered and responded to the objectives of this clause and the heritage strategies and policy guidelines in Clause 15.03.
- For applications that propose full or substantial demolition of a heritage place, building or structure:
  - Plans and elevations showing the extent of all buildings and features to be demolished or removed.
  - A structural engineering report prepared by a suitably qualified person that assesses the condition of the heritage place, building or structure and whether any defects can be rectified.
  - A demolition method statement that describes how any retained contributory features will be protected and conserved during demolition and construction.
- For applications to paint a heritage place, building or structure, a schedule, plans and elevations showing the colours and finishes to be used on all surfaces, when external paint controls are triggered.
- For applications that include changes to contributory features, at least one image of the existing feature.
- For applications that include restoration or reconstruction of original fabric, plans prepared at a scale that clearly shows the proposed details.
- For an addition to a heritage place, building or structure or new development:
  - Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new crossovers, onsite parking space locations and any other noteworthy features.
  - A site context report that identifies contributory features of surrounding buildings including building form, scale, siting, massing, materiality and detailing, and fence types and heights.
  - Photographs of the existing streetscape.
  - For additions, sightline diagrams in accordance with the relevant policy guidelines for additions in Clause 15.03-1L.

- When located within a precinct, elevations that show the addition or new development in the context of the streetscape if they are visible from the public realm.
- Three dimensional illustrative renders or photographic montages showing views of the addition or development in the context of the streetscape including from oblique (side on) views. For corner sites, this should include views of the addition from side streets or laneways.

- For applications to remove a tree with identified heritage value a report prepared by a suitably qualified person in relation to the health, condition and expected lifespan of the tree and why removal is necessary.
- For applications to prune or lop a tree or for development in proximity to a tree with identified heritage value a report prepared by a suitably qualified person that assesses potential impacts upon the health and viability of the tree, when external tree controls are triggered.

2.0 Heritage places

~~05/06/2025~~ ~~-/-/----~~
~~C226port~~Proposed C224port

The requirements of this overlay apply to both the heritage place and its associated land.

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1	*Port Melbourne* Area generally bound by Clark Street to the north, Ingles and Boundary Streets to the east, Pickles Street to the south and Graham Street to the west	Yes	No	Yes – but limited to the Port Melbourne Light Rail Reserve, area zoned PPRZ.	Yes	No	No	No	No
HO2	*The Garden City Housing Estates* Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO4	*City Rd Industrial Area* South Melbourne	Yes	No	No	Yes	No	No	No	No
HO5	*St Kilda Hill*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Area generally bound by Fitzroy St to the North, Barkly St to the east, Carlisle St to the south and Port Phillip Bay to the west								
HO6	*St Kilda East* Area generally bound by Wellington Rd and Dandenong Rd to the north, Inkerman Rd to the south, St Kilda Rd to the west and Orrong Rd to the east	Yes	No	No	Yes	No	No	No	No
HO7	*St Kilda, Elwood, Balaclava, Ripponlea* Area generally bound by Carlisle St to the north, Glenhuntly Rd to the south, Hotham St to the east and Mitford St and Broadway to the west	Yes	No	No	Yes	No	No	No	No
HO8	*Elwood-Glen Huntly Rd, Ormond Rd* Area generally comprising Glen Huntly Rd as the east-west spine, extending north just beyond Shelley St between Marine Parade and the Elwood Canal, and south generally between Ormond Rd and Ormond Esplanade	Yes	No	No	Yes	No	No	No	No
~~HO318~~	~~*Brighton Rd (Elwood)*~~ ~~Brighton Rd, Burns St, Glenhuntly Rd, Heaton St~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO316~~	~~Carlisle St (East~~ ~~Carlisle St, Hawsleigh Ave~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO30~~	~~*Emerald Hill Estate*~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1136~~	~~Yes~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~Bank, Clarendon, Park, Cecil, Dorcas, Marshall, Fishley, Layfield and Perrins Streets, South Melbourne~~								
~~HO317~~	~~*Hotham St (Balaclava)*~~ ~~Nos. 113-125 Hotham St~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO315~~	~~*Inkerman St (East)*~~ ~~Chapel St, Inkerman St~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO258~~	~~*St Vincent Place Precinct*~~ ~~1-99 St Vincent Place South and 2-94 St Vincent Place North and St Vincent Gardens East and St Vincent Gardens West and 10 Merton St and Montague St (Part), Albert Park~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1291 (see also HO340/ H813)~~	~~Yes~~	~~No~~
~~HO382~~	~~*Swallow Street Precinct*~~ ~~49-77 Swallow Street, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO385~~	~~*Chusan Street Precinct*~~ ~~1-37 Chusan Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO386~~	~~*Godfrey Av/Raglan Street Precinct*~~ ~~1-41, 2-36 Godfrey Avenue and 9-23 Raglan Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO387~~	~~*Hammerdale Av Precinct*~~ ~~2-24, 28-32, 3-17 Hammerdale Avenue, 2-8 Jervois Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO388~~	~~*Holroyd Court Precinct*~~ ~~1-7 Holroyd Court, East St Kilda~~	~~Yes~~	~~No~~	~~Yes – 4 mature camphor laurel street treets (cinnamomum camphora)~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO389~~	~~*Kalymna Grove/Inkerman St Precinct*~~ ~~1-35, 2-30 Kalymna Gr, 342-374 Inkerman Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO390~~	~~*Mooltan Av Precinct*~~ ~~10-16, 9-15 Mooltan Avenue, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO391~~	~~*St Kilda East: Murchison Street & Wavenhoe Avenue Precinct*~~ ~~1-29, 2-24 Murchison St, 20, 22, 26 Lansdowne Street, 160-188, 183-211 Alma Road, 57, 69, 71, 73, 75 and 77 Alexandra Street, 157, 159 and 161 Alma Road, 28, 30, 32, 34,36, 38, 40, 42 and 44 Hotham Street, 18 and 26A Lansdowne Road, 1-13, 15, 17, 19 and 21 Wavenhoe Avenue, 2 and 4 Mooltan Avenue (duplex at corner of Hotham Street only), St Kilda East~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO392~~	~~*Orange Grove Precinct*~~ ~~4-30, 11-33 Orange Gr and 331 Inkerman Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO402~~	~~*Elwood Canal Precinct*~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~Area covered by Elwood Canal and riparian margins, from Port Phillip Bay foreshore to St Kilda Street municipal boundary.~~								
~~HO403~~	~~*Addison Street/Milton Street Precinct (Elwood)*~~ ~~2 – 74 & 11-75 Addison St; 296 – 350 & 323 - 377 Barkly St; 77 – 85 Dickens St; 7 Hood St, 1 – 7 & 2 - 10 Lawson St; 1 – 12 Lytton St; 52 – 54 Marine Pde; 6 – 56 & 9 – 37 Meredith St; 53 – 83 & 66 – 100 Milton St; 6 – 24, 29 & 46 - 84 Ruskin St; 1 – 23 & 2 - 8 Thackeray St; Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO404~~	~~*Byron Street / Mason Avenue Precinct (Elwood)*~~ ~~2 – 24 & 9 -23 Byron St; 1 – 17 & 2 –18 Cyril St; 1 – 37 Mason St; 1 – 33 & 2 - 28 Moore St; Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO405~~	~~*McCrae Street Precinct (Elwood)*~~ ~~31 – 33 John St; 1 – 13 & 2 – 14 McCrae St; Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO439~~	~~*Nightingale Street Precinct (Balaclava)*~~ ~~31 – 55 Marlborough St,~~ ~~24 – 58 Rosamond St,~~ ~~27 – 57 Rosamond St,~~ ~~32 - 58 Nightingale St,~~ ~~19 - 47 Nightingale St,~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~19 & 21 Woodstock St,~~ ~~1 – 17 Gibbs St, 2 – 20 Gibbs St and~~ ~~1 to 5 Railway Place, Balaclava.~~								
~~HO440~~	~~*Emerald Hill Residential Precinct*~~ ~~Area generally bound by Pickles St, York St and Kings Way to the north, Queens Rd to the east, Albert Rd to the south and Nelson and Ferrars St to the west~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO441~~	~~*St Vincent Place East*~~ ~~South Melbourne~~ ~~Bound By Park St, Cecil St, Albert Rd and Ferrars St~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO442~~	~~*Albert Park Residential Precinct/ Part Montague Precinct*~~ ~~Area generally bound by Pickles St to the North, Ferrars St to the east, Kerferd Rd to the south and Beaconsfield Parade to the west (including shops and dwellings along City Road/ Montague Street)~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO443~~	~~*Bridport Street / Victoria Avenue Commercial Precinct*~~ ~~Albert Park~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO444~~	~~*Middle Park and St Kilda West Precinct*~~ ~~Bound by Kerferd Rd, Canterbury Rd, Fitzroy St and Beaconsfield Parade~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO445~~	~~*Armstrong Street Commercial Precinct*~~ ~~Middle Park~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO446~~	~~*Albert Park Lake Precinct*~~ ~~Area generally bound by Fitzroy St to the south, Queens Road to the east, Albert Road to the North and Canterbury Road to the west~~ ~~**Incorporated plan**~~ ~~Albert Park Master plan~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO513~~	~~*Montague Commercial Precinct*~~ ~~Area including 496-546 City Road and 151-163 Montague Street, South Melbourne~~ ~~**Statement of Significance:** Montague Commercial Precinct, February 2021~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO9	*Christ Church complex* 14 Acland St and 1 St Leonards Ave, St Kilda	-	-	-	-	-	Yes Ref No H996	Yes	No
HO10	*Linden* 26 Acland St, St Kilda	-	-	-	-	-	Yes Ref No H213	Yes	No
HO11	*Halcyon* 53 Acland St, St Kilda	-	-	-	-	-	Yes Ref No H775	Yes	No
HO12	*South African Soldiers Memorial* 29A Albert Rd, Melbourne	-	-	-	-	-	Yes Ref No H1374	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO319~~	~~*Former BP House*~~ ~~1-29 Albert Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO320~~	~~*Offices*~~ ~~31-33 Albert Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO334~~	~~*Former Residence*~~ ~~42 Albert Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO361~~	~~*Houses*~~ ~~140-144 Albert Road, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO312~~	~~*Flats*~~ ~~194 Albert Rd, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO13	*Dalkeith* 314 Albert Rd, South Melbourne	-	-	-	-	-	Yes Ref No H840	Yes	No
~~HO525~~	~~*Former Royal Australian Corps of Signals Drill Hall*~~ ~~29A Albert Road Drive South, Albert Park~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2362~~	~~Yes~~	~~No~~
HO14	*Ngargee Tree* Albert Park	No	No	Yes	Yes	No	No	No	Yes
HO15	*South Melbourne Cricket and Football Club grandstand* Albert Road Drive, Albert Park	Yes	Yes	No	Yes	No	No	No	No
~~HO393~~HO16	~~*Houses*~~*House*	Yes	~~No~~Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~31-35 Alexandra Street, East~~1 Alfred Square, St Kilda								
~~HO19~~HO17	~~*Holmwood, including Canary Island date palm (6) jacaranda (2) Bhutan cypress (1)*~~*House* ~~61 Alexandra St, Balaclava~~2 Alfred Square, St Kilda	Yes	Yes	~~Yes~~No	Yes	No	No	No	No
HO18	*South African War Memorial* 9 Alfred Square, St Kilda	-	-	-	-	-	Yes Ref No H1375	Yes	No
~~HO16~~	~~*House*~~ ~~1 Alfred Square, St Kilda~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO17~~HO19	~~*House*~~*Holmwood, including Canary Island date palm (6) jacaranda (2) Bhutan cypress (1)* ~~2 Alfred Square, St Kilda~~61 Alexandra St, Balaclava	Yes	Yes	~~No~~Yes	Yes	No	No	No	No
~~HO31~~	~~*Presbyterian Church*~~ ~~2 Alma Rd, St Kilda~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO20	*Former Priory Ladies School* 61 Alma Rd, St Kilda	-	-	-	-	-	Yes Ref No H726	Yes	No
HO21	*Belmont Flats* 86 Alma Rd, St Kilda	-	-	-	-	-	Yes Ref No H805	Yes	No
~~HO350~~	~~*House*~~ ~~127 Alma Rd, St Kilda East~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO23	*House* 200 Alma Rd, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO25	*House* 217 Alma Rd, St Kilda East	Yes	No	No	Yes	No	No	No	No
~~HO407~~	~~*House*~~ ~~6 Austin St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO408~~	~~*Zone Substation*~~ ~~36 Austin St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO313~~	~~*House*~~ ~~13 Baker St, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO394~~	~~*Former Factory*~~ ~~5-7A Balston Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO395~~	~~*Cottage*~~ ~~16 Balston Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO396~~	~~*Substation*~~ ~~52 Balston Street, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO369~~	~~Terrace Row, houses and Algerian Oak (Quernac canariensis) at the rear of 145 Bank Street and land beneath the canopy for a distance of five metres from the canopy edge.~~ ~~141-147 Bank Street, 1-5 Palmer Street and 2-4 Wilson Street, South Melbourne~~	~~Yes~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO27	*Former South Melbourne Post Office* 195-207 Bank St, South Melbourne	-	-	-	-	-	Yes Ref No H1771	No	No
HO28	*South Melbourne Town Hall* 208-220 Bank St, South Melbourne	-	-	-	-	-	Yes Ref No H217	Yes	No
HO29	*South Melbourne Court House and Police Station* 209-213 Bank St, South Melbourne	-	-	-H	-	-	Yes Ref No H1486	Yes	No
~~HO341~~HO30	~~*Former Lauders Riding School (Emerald Hall)*~~*Emerald Hill Estate* ~~295 Bank St,~~Bank, Clarendon, Park, Cecil, Dorcas, Marshall, Fishley, Layfield and Perrins Streets, South Melbourne	-	-	-	-	-	Yes Ref- No ~~H1749~~H1136	Yes	No
HO31	*Presbyterian Church* 2 Alma Rd, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO32	*The Manse* 42 Barkly St, St Kilda	-	-	-	-	-	Yes Ref No H212	Yes	No
~~HO285~~	~~*House*~~ ~~52 Barkly St, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO370~~	~~*Hampden, including two mature Canary Island Date Palms, scoria rock edging and tapered rough cast gate posts.*~~ ~~74 Barkly Street, St Kilda~~	~~Yes~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO33	*Village Belle Hotel*	Yes	Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	202 Barkly St, St Kilda								
HO34	*House* 269 Barkly St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO35	*Flats* 289 Barkly St, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO409~~	~~*Jerry's Milk Bar*~~ ~~345 Barkly St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO38	*Former Morley's Coal Depot* 2-6 Bay St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO39	*Former Post Office and Naval drill hall* 40 Bay St, Port Melbourne	-	-	-	-	-	Yes Ref No H1378	Yes	No
~~HO452~~	~~*Former National Bank*~~ ~~96 Bay Street, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO40	*Port Melbourne Court house, Police station and lock up* 111 and 113-119 Bay St and Graham St, Port Melbourne	-	-	-	-	-	Yes Ref No H1318	Yes	No
HO41	*Port Melbourne Town Hall* 333 Bay St, Port Melbourne	Yes	Yes	Yes	Yes	No	No	No	No
HO42	*Shop* 397 Bay St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO43	*Princes Pier*	-	-	-	-	-	Yes	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Beach St, Port Melbourne						Ref No H981		
~~HO465~~HO44	~~*Station Pier*~~ *Leading lights* ~~110 Beach St~~Beacon Vista and Hobsons Bay, Port Melbourne	-	-	-	-	-	Yes Ref No ~~H985~~H982	Yes	No
HO46	*Port Melbourne railway station* 101 Beach St, Port Melbourne	-	-	-	-	-	Yes Ref No H983	Yes	No
HO47	*Centenary bridge pillar* Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO48	Maskell and McNab Memorial Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO49	*Band Rotunda (opposite Stokes Street)* Beach St, Port Melbourne	-	-	-	-	-	Yes Ref No. H1735	No	No
HO50	*Public toilets* Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO51	*Bi-Centennial memorial* Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO362~~	~~*WW1 Memorial*~~ ~~Beach St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO52	*Port Melbourne Yacht Club* Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO286~~	~~*Sandridge Hotel*~~ ~~69 Beach St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO44~~	~~*Leading lights*~~ ~~Beacon Vista and Hobsons Bay, Port Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H982~~	~~Yes~~	~~No~~
HO53	*Cast iron lamp standards* Beaconsfield Pde, St. Kilda	Yes	No	No	Yes	No	No	No	No
~~HO348~~	~~*Catani Gardens*~~ ~~Beaconsfield Pde and Jacka Blvd, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1805~~	~~No~~	~~No~~
HO54	*Open sea bathing house* Beaconsfield Pde, St. Kilda	Yes	Yes	Yes	Yes	No	No	No	No
~~HO450~~	~~*Sea Wall and Promenade*~~ ~~Beaconsfield Parade (south side), between Cowderoy Street and McGregor Street, St Kilda West and Middle Park~~ ~~**Incorporated plan**~~ ~~Sea Wall and Promenade - September 2008~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO55	*Duart* 121 Beaconsfield Pde, Albert Park	Yes	Yes	No	Yes	No	No	No	No
HO56	*Hotel Victoria* 123 Beaconsfield Pde, Albert Park	-	-	-	-	-	Yes Ref No H820	Yes	No
HO57	*Hughenden* 177 Beaconsfield Pde, Middle Park	Yes	Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO287~~	~~*Flats*~~ ~~333 Beaconsfield Parade, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO58	*Shandon* 361 Beaconsfield Pde, St Kilda	-	-	-	-	-	Yes Ref No H669	Yes	No
HO59	*The Belford* 24 Belford St, St. Kilda	Yes	No	No	Yes	No	No	No	No
~~HO410~~	~~*Houses*~~ ~~1 – 5 Bell St, Ripponlea~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO357~~	~~*Former Australian Natives Association Hall*~~ ~~49A Blanche Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO344~~	~~*St Kilda Botanical Gardens*~~ ~~55 Blessington St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1804~~	~~Yes~~	~~No~~
HO60	*House* 4 Blessington St, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO349~~HO61	~~*Public Reserve*~~*Albert Park Primary School No 1181 (and former Wesleyan Methodist Church)* ~~Bowen Cres, Melbourne~~2-38 Victoria Avenue, Albert Park	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	Yes Ref No H1629	~~No~~Yes	No
HO62	*Biltmore (Albert Park)* 152 Bridport St, Albert Park	-	-	-	-	-	Yes Ref No H475	Yes	No

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HO63	*St Kilda Town Hall* Brighton Rd, St Kilda	Yes	Yes – but limited to the interior of the original 1890 and 1939 Town Hall building only	Yes	Yes	No	No	No	No
HO64	*St Kilda Primary School No. 1479* 2 Brighton Rd, St Kilda	-	-	-	-	-	Yes Ref No H1712	Yes	No
~~HO371~~	~~*Moreton Bay fig in the northwest corner of 43 Brighton Road and land beneath the canopy for a distance of five metres from the canopy edge.*~~ ~~39-43 Brighton Road (part), 4 Dickens Street (part) and 1-5 Mozart Street (part), St Kilda~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO65	*Holy Trinity complex* 2 Brighton Rd, St Kilda	Yes	Yes	No	Yes	No	No	No	No
~~HO355~~	~~*House*~~ ~~148 Brighton Road, Ripponlea~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO66	*Fire Station complex* 201 Brighton Rd, Elwood	Yes	No	No	Yes	No	No	No	No
HO67	*Windermere Flats* 49 Broadway, Elwood	-	-	-	-	-	Yes Ref No H911	Yes	No

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~~HO411~~	~~*Houses*~~ ~~2, 4 & 6 Browning St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO68	*Wilgah* 6 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H760	Yes	No
~~HO453~~	~~*Wilgah*~~ ~~8 Burnett St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H761~~	~~Yes~~	~~No~~
HO69	*Fenagh Cottage* 7 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H629	Yes	No
~~HO343~~	~~*Marion Terrace*~~ ~~14-24 Burnett St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1802~~	~~Yes~~	~~No~~
HO70	*Oberwyl* 33-35 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H214	Yes	No
HO71	*Fleurs* 48 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H753	Yes	No
~~HO412~~	~~*House*~~ ~~32 Byron St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO413~~	~~*Ravensmead House*~~ ~~38 Byron St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO72	*Former Salvation Army Citadel* 17 Camden St, Balaclava	Yes	No	No	Yes	No	No	No	No

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~~HO378~~	~~*Pepper tree at the rear of 208 Canterbury Road and land beneath the canopy for a distance of five metres from the canopy edge.*~~ ~~208-209 Canterbury Road, St Kilda West~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO73	*The Canterbury* 236 Canterbury Rd, St Kilda West	-	-	-	-	-	Yes Ref No H1836	No	No
HO74	*National Theatre* 20 Carlisle St, St Kilda	-	-	-	-	-	Yes Ref No H2092	Yes	No
~~HO582~~	~~*St Kilda Public Library*~~ ~~150 Carlisle St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2456~~	~~Yes~~	~~No~~
HO75	*St. Colman's Church* 291 Carlisle St, Balaclava	Yes	Yes	No	Yes	No	No	No	No
HO76	*Luna Park* 18 Cavell St, St Kilda	-	-	-	-	-	Yes Ref No H938	Yes	No
~~HO454~~	~~*Luna Park- local significance*~~ ~~18 Cavell St, St Kilda~~ ~~**Incorporated plan**~~ ~~Luna Park~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO289~~	~~*Southern Cross Hotel*~~ ~~78 Cecil St, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

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HO77	*Port View House* 153 Cecil St, South Melbourne	-	-	-	-	-	Yes Ref No H702	Yes	No
HO78	*Finn Barr* 155 Cecil St, South Melbourne	-	-	-	-	-	Yes Ref No H715	Yes	No
HO79	*Former Emerald Hill Mechanics Institute and Hall of Commerce (Italian Club Cavour)* 170-172 Cecil St, South Melbourne	-	-	-	-	-	Yes Ref No H537	Yes	No
~~HO466~~	~~*Former St Vincent de Paul Boys Orphanage*~~ ~~231-241 Cecil St and 199-201 Napier St and 34 Church St, South Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2170~~	~~Yes~~	~~No~~
HO80	*Former Free Presbyterian Church* Chapel St, St Kilda East	Yes	Yes	No	Yes	No	No	No	No
HO81	*All Saints Church, Hall and former Vicarage* *2 Chapel St, St Kilda East*	-	-	-	-	-	Yes Ref No H1364	Yes	No
HO82	*St Georges Uniting Church* 4 Chapel St, St Kilda	-	-	-	-	-	Yes Ref No H864	Yes	No
HO83	*The Astor Theatre* 1-9 Chapel St, St Kilda	-	-	-	-	-	Yes Ref No H1751	No	No
HO84	*Drill Hall* 10 Chapel St, St Kilda East	Yes	Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO85	*Cloyne* 12 Chapel St, St Kilda	-	-	-	-	-	Yes Ref No H733	Yes	No
HO86	*Rondebosch and Elmwood* 25-27 Chapel St, St Kilda	-	-	-	-	-	Yes Ref No H754	Yes	No
~~HO351~~	~~*Flats*~~ ~~45-47 Chapel Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO87	*Mahnud* 65 Chapel St, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO290~~	~~*Police Station*~~ ~~92 Chapel St, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO88	*Charnwood Oaks* 4-8 Charnwood Cr, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO89	*St Kilda Hebrew Congregation Synagogue* 10-12 Charnwood Grove, St Kilda	-	-	-	-	-	Yes Ref No 1968	Yes	No
HO90	*Houses* 80-82 Chaucer St, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO91	*House* 9 Church St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO92	*Ballarat* 51 Church St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO93	*Wayside Inn Hotel*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	448 City Rd, South Melbourne								
~~HO291~~	~~*Shop*~~ ~~155 Clarendon St, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO367~~	~~*Prefabricated Cottage*~~ ~~17 Coventry Place, South Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1958~~	~~Yes~~	~~No~~
HO96	*House* 378 Coventry St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO97	*Bellhouse Iron House and Iron House* 399 Coventry St and 6 Patterson Place, South Melbourne	-	-	-	-	-	Yes Ref No H220 & Ref No H1888	Yes	No
HO98	*Beaconsfield Hotel* 20 Cowderoy St, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO99	*Fountain Inn* 1 Crockford St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO100	*Eden Terrace* 4-18 Dalgety St, St Kilda	-	-	-	-	-	Yes Ref No H847	Yes	No
~~HO414~~	~~*Electrical Substation*~~ ~~13 Daley St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO101	*Ornamental Tramway Overhead Poles* Dandenong Rd, St Kilda	-	-	-	-	-	Yes Ref No H1023 (see also HO125)	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO102	*Park Keeper's Lodge* Alma Park, Dandenong Rd, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO103	*St Mary's Church* 208 Dandenong Rd, St Kilda	-	-	-	-	-	Yes Ref No H750	Yes	No
HO104	*Former Ardoch Educational Centre* 216-238 Dandenong Rd and 1-9 Ardoch Ave and 2-8 Pilley St and 2-10 Ardoch Ave, St Kilda East	-	-	-	-	-	Yes Ref No H969	Yes	No
~~HO455~~	~~*St Kilda Cemetery*~~ ~~260-288 Dandenong Rd, St Kilda East~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1081~~	~~Yes~~	~~No~~
HO105	*House* 70 Dickens St Elwood	Yes	No	No	Yes	No	No	No	No
HO106	*Glenronald* 75 Dickens St, St. Kilda	Yes	No	No	Yes	No	No	No	No
~~HO415~~	~~*Antigone Flats*~~ ~~34 Docker St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO107	*Monterey Flats* 35 Docker St, Elwood	Yes	No	No	Yes	No	No	No	No
HO108	*St Luke's Church* 210 Dorcas St, South Melbourne	-	-	-	-	-	Yes Ref No H218	Yes	No
HO109	*Former Salvation Army Citadel* 232 Dorcas St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO110	*Former Baptist Church* 250 Dorcas St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO111	*Dorcas Street Primary School No 1253* 284 Dorcas St, South Melbourne	-	-	-	-	-	Yes Ref No H1346	Yes	No
HO112	*Former Presbyterian Church* 317-329 Dorcas St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO113	*Former Queens Arms Hotel* 330-334 Dorcas St, South Melbourne	-	-	-	-	-	Yes Ref No H1827	No	No
HO114	*House* 337 Dorcas St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO115	*Former Morley and Carrick Warehouse* 93 Dow St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO116	*State School* 113 Eastern Rd, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO117	*The Esplanade Hotel* 11 The Esplanade, St Kilda	Yes	Yes	No	Yes	No	No	No	No
~~HO347~~HO118	~~*Biltmore (St Kilda)*~~*Belvedere* ~~36 Eildon St~~22 The Esplanade, St Kilda	-	-	-	-	-	Yes Ref No ~~H1809~~H812	~~No~~Yes	No
HO119	*Albert Park railway station complex* 365 Ferrars St, South Melbourne	-	-	-	-	-	Yes Ref No H1558	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO120	*South Melbourne railway station complex* 221 Ferrars St, South Melbourne	-	-	-	-	-	Yes Ref No H1593	Yes	No
HO121	*Balladonia* 40 Ferrars Pl, South Melbourne	-	-	-	-	-	Yes Ref No H772	Yes	No
HO122	*Former Freemasons Hall* 254-256 Ferrars St, South Melbourne	-	-	-	-	-	Yes Ref No H538	Yes	No
~~HO336~~HO123	~~*Emerald Hill Estate Residences*~~*Former St Kilda railway station complex* ~~2 Fishley St, South Melbourne~~60 Fitzroy St and 352 Canterbury Rd, St Kilda	-	-	-	-	-	Yes Ref No ~~H1727~~H1719	Yes	No
~~HO438~~HO124	~~*Emerald Hill Estate Residences*~~*St Kilda Park Primary School No 2460* ~~6 Fishley St, South Melbourne~~70 Fitzroy St, St Kilda	-	-	-	-	-	Yes Ref No ~~H1728~~H1637	Yes	No
HO125	*Ornamental Tramway Overhead Poles* Fitzroy St, St Kilda	-	-	-	-	-	Yes Ref No H1023 (see also HO101)	Yes	No
~~HO345~~	~~*Summerland Mansions*~~ ~~17-27 Fitzroy St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1808~~	~~Yes~~	~~No~~
HO126	*Tolarno Hotel*	-	-	-	-	-	Yes	Yes	No

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	42 Fitzroy St, St Kilda						Ref No H2207		
~~HO123~~	~~*Former St Kilda railway station complex*~~ ~~60 Fitzroy St and 352 Canterbury Rd, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1719~~	~~Yes~~	~~No~~
~~HO366~~	~~*St Kilda Bowling Club*~~ ~~66 Fitzroy Street, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1913~~	~~Yes~~	~~No~~
~~HO124~~	~~*St Kilda Park Primary School No 2460*~~ ~~70 Fitzroy St, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1637~~	~~Yes~~	~~No~~
HO127	*George Hotel* 123-127 Fitzroy St and 2-10 Grey St, St Kilda	-	-	-	-	-	Yes Ref No H706	Yes	No
HO128	*Former Wesleyan Methodist Church* 167 Fitzroy St, St Kilda	-	-	-	-	-	Yes Ref No H818	Yes	No
HO129	*Ritz Mansions* 171 Fitzroy St, St Kilda	Yes	Yes, public foyers and lift only	No	Yes	No	No	No	No
~~HO416~~	~~*Duplex*~~ ~~22 – 22A Foam St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO131	*House* 108 Gladstone St, Southbank	-	-	-	-	-	Yes Ref No H834	Yes	No
HO132	*House*	-	-	-	-	-	Yes	Yes	No

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	110 Gladstone St, Southbank						Ref No H835		
HO133	*House* 112 Gladstone St, Southbank	-	-	-	-	-	Yes Ref No H836	Yes	No
HO134	*House* 114 Gladstone St, Southbank	-	-	-	-	-	Yes Ref No H837	Yes	No
HO135	*House* 116 Gladstone St, Southbank	-	-	-	-	-	Yes Ref No H838	Yes	No
~~HO372~~	~~*Maisonettes, including the courtyard garden and the mature bull bay magnolia, privet and concrete pond.*~~ ~~3 Glen Eira Road, Ripponlea~~	~~Yes~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO373~~HO136	~~*House and Gleneira, including the black locust trees at the front and rear western boundary of 12 Glen Eira Road and land beneath the canopy of these trees for a distance of five metres from the canopy edge.*~~ *Brinsmeads Pharmacy* ~~10-12 Glen Eira Road and 3 Victoria Avenue~~71-73 Glen Eira Rd, Ripponlea	~~Yes~~ -	~~No~~ -	~~Yes~~ -	~~Yes~~ -	~~No~~ -	Yes Ref No H725	~~No~~Yes	No
HO137	*Ripponlea railway station complex* 11-13 Glen Eira Rd, Ripponlea	-	-	-	-	-	Yes Ref No H1588	Yes	No
~~HO136~~	~~*Brinsmeads Pharmacy*~~ ~~71-73 Glen Eira Rd, Ripponlea~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H725~~	~~Yes~~	~~No~~
~~HO219~~	~~*St Columbas Church complex*~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

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	~~24 and 26 Glenhuntly Rd and 2 Normandy Rd, Elwood~~								
~~HO354~~	~~*Flats*~~ ~~60-66 Glenhuntly Road, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO138	*House* 136 Glenhuntly Rd, Elwood	Yes	No	No	Yes	No	No	No	No
HO139	*Former Gasworks complex with wall* Graham St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO140	*Palmville* 240 Graham St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO141	*Former shop and house* 249 Graham St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO142	*State School* 415 Graham St, Port Melbourne	Yes	Yes	Yes	Yes	No	No	No	No
HO143	*Ripplemere* 34 Grey St, St Kilda	-	-	-	-	-	Yes Ref No H747	Yes	No
HO144	*Eildon* 51 Grey St, St Kilda	-	-	-	-	-	Yes Ref No H746	Yes	No
HO145	*Residences* 77-79 Grey St, St Kilda	-	-	-	-	-	Yes Ref No H796	Yes	No
HO146	*Sacred Heart Church, Hall and Presbytery* 83-87 Grey St, St Kilda	-	-	-	-	-	Yes Ref No H1765	No	No

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HO147	*Rail over Road Bridges Carlisle Street, Nightingale Street and Grosvenor Street, Balaclava*	Yes	No	No	Yes	No	No	No	No
~~HO374~~	~~*Stone pine (Pinu pinea) in rear garden and land beneath the canopy for a distance of five metres from the canopy edge.*~~ ~~3, 5, 5A and 7 Hammerdale Ave, St Kilda East~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO375~~	~~*Hawsleigh Court and central courtyard garden, including two mature Liquidambers (Liquidamber styraciflua), and silver birch.*~~ ~~2B Hawsleigh Court, Balaclava~~	~~Yes~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO417~~	~~*Hood's Court Flats*~~ ~~2 Hood St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO418~~	~~*House*~~ ~~2 Hotham Gve, Ripponlea~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO419~~	~~*Houses*~~ ~~7 – 9 Hotham Gve, Ripponlea~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO149	*House* 23 Hotham Gve, Ripponlea	Yes	No	No	Yes	No	No	No	No
HO150	*Road over Rail Bridge* Hotham Street, Ripponlea	Yes	Yes	No	Yes	No	No	No	No
~~HO292~~	~~*House*~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~45 Hotham St, St Kilda East~~								
~~HO293~~	~~*Flats*~~ ~~50 Hotham St, St Kilda East~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO152	*Congregational Church* 72 Hotham St, St Kilda East	Yes	Yes	No	Yes	No	No	No	No
~~HO337~~	~~*B'nai B'rith House*~~ ~~99 Hotham St, Balaclava~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO153	*Robert Russell House and former Congregational Church Hall* 30-33 Howe Cr, South Melbourne	-	-	-	-	-	Yes Ref No H574	Yes	No
HO154	*Former Congregational Church* 34-36 Howe Cr, South Melbourne	-	-	-	-	-	Yes Ref No H573	Yes	No
HO155	*Hazelwood Terrace* 46 Howe Cr, South Melbourne	-	-	-	-	-	Yes Ref No H221	Yes	No
HO156	*Hazelwood Terrace* 47 Howe Cr, South Melbourne	-	-	-	-	-	Yes Ref No H222	Yes	No
HO157	*Hazelwood Terrace* 48 Howe Cr, South Melbourne	-	-	-	-	-	Yes Ref No H223	Yes	No
HO158	*Experimental Concrete Houses* 324-326 Howe Pde, Port Melbourne	-	-	-	-	-	Yes Ref No H1863	Yes	No
~~HO164~~	~~*Former J. Kitchen and Sons Pty Ltd offices*~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~164 Ingles Street and 14 Woodruff Street, Port Melbourne~~								
~~HO165~~	~~*Former Australian Motor Industries Factory*~~ ~~289 Ingles St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO294~~	~~*Former St Kilda Council Depot Offices- Destructor Building*~~ ~~33 Inkerman St, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO159	*House* 59 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO160	*Telephone exchange* 62 -78 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO161	*Shops* 77-79 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO162	*Shops* 268-276 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO163	*House* 290 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO356~~HO164	~~*Flats*~~*Former J. Kitchen and Sons Pty Ltd offices* ~~290A Inkerman St, St Kilda East~~164 Ingles Street and 14 Woodruff Street, Port Melbourne	Yes	~~No~~Yes	No	Yes	No	No	No	No
~~HO398~~HO165	~~*Houses*~~*Former Australian Motor Industries Factory*	Yes	No	No	Yes	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~316-320 Inkerman Street, East St Kilda~~289 Ingles St, Port Melbourne								
HO168	*St Kilda Seabaths* Jacka Boulevard, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO169	*Catani arch* Jacka Boulevard, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO170	*Obelisks* Jacka Boulevard, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO172	*Dressing Pavilion* 40 Jacka Boulevard, St. Kilda	Yes	Yes	No	Yes	No	No	No	No
HO173	*Wattle House* 53 Jackson St, St Kilda	-	-	-	-	-	Yes Ref No H632	Yes	No
~~HO420~~HO175	~~*Houses*~~*Kingsley Court* ~~24 – 30 John~~4-6 Kingsley St, Elwood	Yes	No	No	Yes	No	No	No	No
~~HO342~~	~~*Terrace*~~ ~~27-35 Kerferd Rd, Albert Park~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref no H1831~~	~~Yes~~	~~No~~
HO176	*MacRobertson Girls High School* 350-370 Kings Way, Melbourne	-	-	-	-	-	Yes Ref No H1641	Yes	No
HO177	*Houses* 328 Kings Way, South Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO175~~	~~*Kingsley Court*~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~4-6 Kingsley St, Elwood~~								
~~HO421~~	~~*Cromer Court*~~ ~~22 – 24 Kingsley St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO295~~	~~*House*~~ ~~40 Kingsley St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO178	*McAdam House* Lakeside Drive, Albert Park	Yes	Yes	No	Yes	No	No	No	No
~~HO296~~	~~*House*~~ ~~40 Lansdowne Rd, St Kilda East~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO182	*Former Fire Station* 147 Liardet St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO422~~	~~*House*~~ ~~19 Lindsay Ave, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO226~~	~~*St Kilda Pavilion*~~ ~~Off Lower Esplanade, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No 1533~~	~~Yes~~	~~No~~
HO184	*Palais Theatre* 14 Lower Esplanade, St Kilda	-	-	-	-	-	Yes Ref No H947	Yes	No
HO186	*Tintara* 20 Lyndon St, Ripponlea	-	-	-	-	-	Yes Ref No H842	Yes	No
HO187	*Beacon* Marine Pde, Elwood	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO298~~	~~*Houses*~~ ~~1-2 Marine Pde, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO299~~	~~*House*~~ ~~19 Marine Parade~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO300~~	~~*House*~~ ~~29 Marine Parade, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO188	*House* 32 Marine Pde, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO423~~	~~*Garden Court Flats*~~ ~~73 Marine Pde, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO301~~	~~*Flats*~~ ~~77 Marine Parade, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO365~~	~~*Flats*~~ ~~4 & 4A Meredith St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO191~~	~~*Hartpury*~~ ~~9 Milton St, Elwood~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO190	*Hartpury Court complex* 9-11 Milton St, Elwood	-	-	-	-	-	Yes Ref No H767	Yes	No
~~HO192~~HO191	~~*Birnam apartments*~~*Hartpury* ~~15 Mitford~~9 Milton St, Elwood	Yes	~~No~~Yes	No	Yes	No	No	No	No
~~HO368~~	~~*Residence and Air Raid Shelter*~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~	~~Yes~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~23 Mitford St, St Kilda~~							~~Ref No H616~~		
~~HO376~~HO192	~~*Poets Corner, including Bhutan cypress and two Italian cypress.*~~*Birnam apartments* ~~38~~15 Mitford St, Elwood	Yes	No	~~Yes~~No	Yes	No	No	No	No
HO194	*Houses* 86-88 Mitford St, Elwood	Yes	No	No	Yes	No	No	No	No
HO195	*House* 96 Mitford St, Elwood	Yes	No	No	Yes	No	No	No	No
HO196	*Rail overbridge* Montague St, South Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO218~~	~~*Former Dunlop Pneumatic Tyre Co. mill*~~ ~~66 Montague Street, South Melbourne~~ ~~(see also 223-229 Normanby Rd, South Melbourne)~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO197	*Residence* 83 Montague St, Southbank	-	-	-	-	-	Yes Ref No H830	Yes	No
HO198	*Residence* 85 Montague St, Southbank	-	-	-	-	-	Yes Ref No H831	Yes	No
HO199	*Residence* 87 Montague St, Southbank	-	-	-	-	-	Yes Ref No H832	Yes	No
HO200	*Residence* 89 Montague St, Southbank	-	-	-	-	-	Yes Ref No H833	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO201	*State School* 90 Montague St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO202	*Golden Fleece Hotel* 120 Montague St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO203	*Former Talbot Inn* 144 Montague St, South Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO272~~	~~*Former residence and shop*~~ ~~146 Montague St, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO204	*St Peter and Paul Church and school complex* 217 Montague St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
~~HO302~~	~~*Flats*~~ ~~8 Mooltan Ave, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO205	*Maori Chief Hotel* 117-119 Moray St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO206	*Former Freer's Family Hotel* 147 Moray St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO207	*Temperance House* 175 Moray St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO208	*House* 347 Moray St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO209	*Park House*	-	-	-	-	-	Yes	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	352 Moray St, South Melbourne						Ref No H224		
HO210	*House* 1 Morris St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
~~HO377~~	~~*WA Flowering Gum at 27 Murchison Street and land beneath the canopy for a distance of five metres from the canopy edge.*~~ ~~27 Murchison Street, East St Kilda~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO211	*House* 88 Napier St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO212	*Former St Vincent de Pauls Girls Orphanage* 179-197 Napier St, South Melbourne	-	-	-	-	-	Yes Ref No H1531	Yes	No
HO213	*Former Temperance Hall* 199-207 Napier St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO214	*Kindergarten, including Pepper tree at rear of property.* 23 Nelson St, St. Kilda East	Yes	No	Yes	Yes	No	No	No	No
HO216	*House* 8 Nightingale St, Balaclava	Yes	No	No	Yes	No	No	No	No
HO217	*Former Laycock Son and Co. woollen mills* 179-185 Normanby Rd, South Melbourne	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO218	*Former Dunlop Pneumatic Tyre Co. mill* 223-229 Normanby Rd, South Melbourne (see also 66 Montague Street, South Melbourne)	Yes	No	No	Yes	No	No	No	No
~~HO338~~	~~*Jubilee Terrace*~~ ~~118-130 Nott St, Port Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1829~~	~~Yes~~	~~No~~
~~HO339~~	~~*Queens Terrace*~~ ~~132-144 Nott St, Port Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1830~~	~~Yes~~	~~No~~
~~HO358~~	~~*Houses*~~ ~~14-18 Octavia Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO353~~	~~*Flats*~~ ~~46 Ormond Esplanade, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO424~~HO219	~~*Flats*~~*St Columbas Church complex* ~~51 Ormond Esplanade~~24 and 26 Glenhuntly Rd and 2 Normandy Rd, Elwood	Yes	~~No~~Yes	No	Yes	No	No	No	No
~~HO425~~	~~*House*~~ ~~123 Ormond Esplanade, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO426~~	~~*Beach Kiosk*~~ ~~Ormond Esplanade, Elwood Foreshore~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO427~~	~~*Community Centre & Cafe*~~ ~~Ormond Esplanade, Elwood Foreshore~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO428~~	~~*Surf Lifesaving Club*~~ ~~Ormond Esplanade, Elwood Foreshore~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO220	*Surrey Court* 71 Ormond Rd, Elwood	Yes	No	No	Yes	No	No	No	No
~~HO303~~	~~*House*~~ ~~77 Ormond Rd, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO221	*Former Chemist shop* 90 Ormond Rd, Elwood	-	-	-	-	-	Yes Ref No H782	Yes	No
HO222	*Avalon* 285 Orrong Rd, St. Kilda East	Yes	No	No	Yes	No	No	No	No
HO223	*House* 311 Orrong Rd, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO224	*Former Church of Christ* 96 Pakington St, St. Kilda	Yes	No	No	Yes	No	No	No	No
~~HO304~~	~~*Shops & Residence*~~ ~~116 Park St, South Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO225	*Royal Melbourne Yacht Squadron* Pier Rd, St. Kilda	Yes	No	No	Yes	No	No	No	No
~~HO458~~HO226	~~*Abercrombie House*~~*St Kilda Pavilion*	-	-	-	-	-	Yes	Yes	No

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	~~8 Patterson Place, South Melbourne~~Off Lower Esplanade, St Kilda						Ref No ~~H404~~1533		
~~HO429~~	~~*Flats*~~ ~~33 Pine Ave, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO227	*Point Ormond and Surrounding Landscape* Point Ormond Rd, Elwood	No	No	Yes	Yes	No	No	No	Yes
HO228	*House* 4 Pozieres Ave, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO229	*Residence, also known as Berkeley Hall* 11 Princes St, St Kilda	-	-	-	-	-	Yes Ref No H491	Yes	No
HO230	*House* 24 Princes St, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO231	*Vacunce* 112 Princes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO232	*Former shop and residence* 14-16 Punt Rd, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO463~~	~~*St Kilda Cricket Ground*~~ ~~Queens Road and Fitzroy Street and Lakeside Drive, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2234~~	~~Yes~~	~~No~~
HO233	*Netherby* 8 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
~~HO330~~	~~*Clive Fairbairn Pavillion*~~ ~~494-498 & 500-520 St Kilda Road, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO321~~	~~*Lancaster House*~~ ~~18 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO234	*Former Bendigonia* 25 Queens Rd, Melbourne	-	-	-	-	-	Yes Ref No H909	Yes	No
HO235	*Newburn flats* 30 Queens Rd, Melbourne	-	-	-	-	-	Yes Ref No H578	Yes	No
~~HO335~~	~~*Former Brookwood Flats*~~ ~~32 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO346~~	~~*Stanhill*~~ ~~*The heritage place includes*~~ ~~*Residential apartment building*~~ ~~33-34 Queens Rd, Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1875~~	~~No~~	~~No~~
~~HO322~~	~~*Formerly Lanark*~~ ~~55 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO323~~	~~*Former John Bateman Motor Inn*~~ ~~69 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO324~~	~~*Avalon*~~ ~~70 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO325~~	~~*Myer House (former)*~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~72 Queens Rd, Melbourne~~								
~~HO326~~	~~*Former Queenslodge Motor Inn*~~ ~~81 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO328~~	~~*The Mansion*~~ ~~83 Queens Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO236	*See Yup Temple* 76 Raglan Street and 141-143 Cobden Street,- South Melbourne	-	-	-	-	-	Yes Ref No H219	Yes	No
HO237	*House* 115 Raglan St, South Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO238	*Our Lady of Mt Carmel complex* Richardson St, Middle Park	Yes	Yes	No	Yes	No	No	No	No
HO239	*Middle Park Primary School No 2815* 194 Richardson Street (part), Middle Park	-	-	-	-	-	Yes Ref No H1711	Yes	No
HO240	*House* 21 Ross St, Port Melbourne	Yes`	No	No	Yes	No	No	No	No
HO241	*Denmark Villa* 123 Ross St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO242	*The Presbytery* 127 Ross St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO305~~	~~*Shop*~~ ~~207 Ross St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO243	*St Joseph's Mission complex* 268-274 Rouse St, and 93-95 Stokes St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
~~HO306~~HO244	~~*House*~~*Former Swallow & Ariell Biscuit Factory* ~~41 Ruskin St, Elwood~~1 Stokes St and 241-265 Rouse St and 40-44 Princes St and 29-53 Stokes St and 2-14 Capistrano Pl and 2-10 Murtons Way, Port Melbourne	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	Yes Ref No H567	~~No~~Yes	No
HO246	*Gunnersens Pty. Ltd.* 112 Salmon St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO581~~	~~*St Kilda Road*~~ ~~Melbourne~~ ~~and~~ ~~*Tram shelter*~~ ~~St Kilda Rd and Lorne St Melbourne~~ ~~and~~ ~~*Tram shelter*~~ ~~St Kilda Rd and Dorcas St, Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2359~~ ~~and~~ ~~Yes~~ ~~Ref No H1867~~ ~~and~~ ~~Yes~~ ~~Ref No H1869~~	~~No~~	~~No~~
HO248	*Shops* 170-172 St Kilda Rd, St Kilda	Yes	No	No	Yes	No	No	No	No
HO249	*Shop* 228 St Kilda Rd, St Kilda	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO250	*Linton* 238 St. Kilda Rd, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO251	*Post Office* 306A St Kilda Rd, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO252	*First Church of Christian Scientist, Melbourne* 336-340 St Kilda Rd, Melbourne	-	-	-	-	-	Yes Ref No H1766	Yes	No
HO253	*Airlie, St Kilda Road* 452 St Kilda Rd, Melbourne	-	-	-	-	-	Yes Ref No H722	Yes	No
HO254	*Rathgael – The Willows* 462 St Kilda Rd, Melbourne	-	-	-	-	-	Yes Ref No H96	Yes	No
~~HO307~~	~~*Offices*~~ ~~464 St Kilda Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO329~~	~~*Charsfield*~~ ~~478 St Kilda Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO331~~	~~*Landene*~~ ~~490 St Kilda Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO332~~	~~*Warwilla*~~ ~~572 St Kilda Rd, Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO255	*Gas Valve House (Former)* 615 St Kilda Rd, Melbourne	-	-	-	-	-	Yes Ref No H675	Yes	No
~~HO333~~	~~*Flats*~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~628 St Kilda Rd, Melbourne~~								
HO256	*Ulimaroa* 630 St Kilda Rd, Melbourne	-	-	-	-	-	Yes Ref No H658	Yes	No
HO257	*Luzmore Terrace* 645-649 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO461~~	~~*St Kilda Street Bridge*~~ ~~St Kilda St, Elwood~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H2080~~	~~No~~	~~No~~
~~HO435~~	~~*Park Court Flat*~~ ~~473 St Kilda St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO340~~HO258	~~*Rochester Terrace*~~*St Vincent Place Precinct* ~~33-51~~1-99 St Vincent Place South and 2-94 St Vincent Place North and St Vincent Gardens East and St Vincent Gardens West and 10 Merton St and Montague St (Part), Albert Park	-	-	-	-	-	Yes Ref No ~~H813 and Yes Ref No H1291~~H1291 (see also HO340/ H813)	Yes	No
HO259	*House* 20 Scott St, Elwood	Yes	No	No	Yes	No	No	No	No
~~HO431~~	~~*Scots Church*~~ ~~31a Scott St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO432~~	~~*Elwood Children's Centre*~~ ~~31a Scott St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO260	*Elwood Central School No. 3942* 49 Scott Street and 161 Mitford Street (part), Elwood	Yes	No	No	Yes	No	No	No	No
~~HO399~~	~~*Shirley Court*~~ ~~20 Shirley Grove, East St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO400~~	~~*House, including iron gateway*~~ ~~22 Shirley Grove, East St Kilda~~	~~Yes~~	~~No~~	~~Yes - Canary Island (2) date palm (Phoenix canariensis)~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO433~~	~~*House*~~ ~~54 Southey St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO261	*Elenora* 51 Spenser St, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO262	*Los Angeles Court flats* 81A Spenser St, St Kilda	Yes	No	No	Yes	No	No	No	No
~~HO352~~	~~*House*~~ ~~2A Spray Street, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO434~~	~~*House*~~ ~~54 & 56 Spray St, Elwood~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO244~~	~~*Former Swallow & Ariell Biscuit Factory*~~ ~~1 Stokes St and 241-265 Rouse St and 40-44 Princes St and 29-53 Stokes St and 2-14 Capistrano Pl and 2-10 Murtons Way, Port Melbourne~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H567~~	~~Yes~~	~~No~~

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO263	*Former Masonic Hall* 18 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO264	*Laywell Terrace* 20-24 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO497~~	~~*Edith*~~ ~~26 Stokes Street, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO265	*Former Swallow and Ariell offices* 60 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO308~~	~~*Thelma*~~ ~~106 Stokes St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO309~~	~~*Carmel*~~ ~~108 Stokes St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO266	*Former St. Osyth Hotel* 135 Stokes St, Port Melbourne	Yes	Yes	No	Yes	No	No	No	No
HO267	*Woodlands* 168 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO310~~	~~*House*~~ ~~169 Stokes St, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO268	*Former shop and residence* 175 Stokes St, Port Melbourne	-	-	-	-	-	Yes Ref No H1789	No	No
HO269	*Bundalohn*	Yes	Yes	No	Yes	No	No	No	No

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	6 Tennyson St, St Kilda								
~~HO436~~	~~*Flats*~~ ~~63 - 69 Tennyson St, St Kilda~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO270	*Glanfell* 87 Tennyson St, Elwood	Yes	No	No	Yes	No	No	No	No
~~HO437~~	~~*Flats*~~ ~~104 - 108 Tennyson St, St Kilda~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO271	*House* 109 Tennyson St, Elwood	Yes	No	No	Yes	No	No	No	No
~~HO117~~HO272	~~*The Esplanade Hotel*~~*Former residence and shop* ~~11 The Esplanade, St Kilda~~146 Montague St, South Melbourne	Yes	~~Yes~~No	No	Yes	No	No	No	No
~~HO118~~	~~*Belvedere*~~ ~~22 The Esplanade, St Kilda~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H812~~	~~Yes~~	~~No~~
HO272	*Factory* 79 Thistlethwaite St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO273	*House* 28 Vale St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO274	*House* 30/30A Vautier St, Elwood	Yes	Yes	No	Yes	No	No	No	No

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~~HO61~~	~~*Albert Park Primary School No 1181 (and former Wesleyan Methodist Church)*~~ ~~2-38 Victoria Avenue, Albert Park~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~Yes~~ ~~Ref No H1629~~	~~Yes~~	~~No~~
HO275	*Mona* 12 Waterloo Cr, St Kilda	Yes	No	No	Yes	No	No	No	No
HO276	*Residence* 34 Waterloo Cr, St Kilda	-	-	-	-	-	Yes Ref No H780	Yes	No
~~HO363~~	~~*Flats*~~ ~~22 Wellington Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO364~~	~~*House*~~ ~~67 Wellington Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO359~~	~~*House*~~ ~~99 Wellington Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO360~~	~~*Former Tramway Engine House*~~ ~~105 Wellington Street, St Kilda~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO277	*House* 48 Westbury St, St. Kilda East	Yes	No	No	Yes	No	No	No	No
HO278	*Frenchay* 89 Westbury St, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO279	*Flats* 54-56 Wilgah St, St. Kilda East	Yes	No	No	Yes	No	No	No	No

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~~HO282~~	~~*Former BALM Paints offices*~~ ~~2 Salmon Street, Port Melbourne~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~
HO280	*Fire Station complex* 425 Williamstown Rd, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO281	*Former Disco Manufacturing corporation P.L. factory* 477 Williamstown Rd, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO282	*Former BALM Paints offices* 2 Salmon Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO283	*Petrol filling station complex* north-west cnr, Williamstown Rd and Salmon St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO284	*House* 33 Wordsworth St, St. Kilda	Yes	No	No	Yes	No	No	No	No
HO285	*House* 52 Barkly St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO286	*Sandridge Hotel* 69 Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO287	*Flats* 333 Beaconsfield Parade, St Kilda	Yes	No	No	Yes	No	No	No	No
HO289	*Southern Cross Hotel* 78 Cecil St, South Melbourne	Yes	No	No	Yes	No	No	No	No

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HO290	*Police Station* 92 Chapel St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO291	*Shop* 155 Clarendon St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO292	*House* 45 Hotham St, St Kilda East	Yes	No	No	Yes	No	No	No	No
~~HO401~~HO294	~~*House*~~*Former St Kilda Council Depot Offices - Destructor Building* ~~34 Young Street, East~~33 Inkerman St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO295	*House* 40 Kingsley St, Elwood	Yes	No	No	Yes	No	No	No	No
HO296	*House* 40 Lansdowne Rd, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO298	*Houses* 1-2 Marine Pde, Elwood	Yes	No	No	Yes	No	No	No	No
HO299	*House* 19 Marine Parade	Yes	No	No	Yes	No	No	No	No
HO300	*House* 29 Marine Parade, Elwood	Yes	No	No	Yes	No	No	No	No
HO301	*Flats* 77 Marine Parade, Elwood	Yes	No	No	Yes	No	No	No	No

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HO302	*Flats* 8 Mooltan Ave, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO303	*House* 77 Ormond Rd, Elwood	Yes	No	No	Yes	No	No	No	No
HO304	*Shops & Residence* 116 Park St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO305	*Shop* 207 Ross St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO306	*House* 41 Ruskin St, Elwood	Yes	No	No	Yes	No	No	No	No
HO307	*Offices* 464 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO308	*Thelma* 106 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO309	*Carmel* 108 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO310	*House* 169 Stokes St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO311	*Former Albion Hotel* 172 York St, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO312	*Flats*	Yes	No	No	Yes	No	No	No	No

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	194 Albert Rd, South Melbourne								
HO313	*House* 13 Baker St, St Kilda	Yes	No	No	Yes	No	No	No	No
HO315	*Inkerman St (East)* Chapel St, Inkerman St	Yes	No	No	Yes	No	No	No	No
HO316	Carlisle St (East Carlisle St, Hawsleigh Ave	Yes	No	No	Yes	No	No	No	No
HO317	*Hotham St (Balaclava)* Nos. 113-125 Hotham St	Yes	No	No	Yes	No	No	No	No
HO318	*Brighton Rd (Elwood)* Brighton Rd, Burns St, Glenhuntly Rd, Heaton St	Yes	No	No	Yes	No	No	No	No
HO319	*Former BP House* 1-29 Albert Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO320	*Offices* 31-33 Albert Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO321	*Lancaster House* 18 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO322	*Formerly Lanark* 55 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO323	*Former John Bateman Motor Inn*	Yes	No	No	Yes	No	No	No	No

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	69 Queens Rd, Melbourne								
HO324	*Avalon* 70 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO325	*Myer House (former)* 72 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO326	*Former Queenslodge Motor Inn* 81 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO328	*The Mansion* 83 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO329	*Charsfield* 478 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO330	*Clive Fairburn Pavillion* 494-498 & 500-520 St Kilda Road, Melbourne	Yes	No	No	Yes	No	No	No	No
HO331	*Landene* 490 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO332	*Warwilla* 572 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO333	*Flats* 628 St Kilda Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO334	*Former Residence*	Yes	No	No	Yes	No	No	No	No

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	42 Albert Rd, Melbourne								
HO335	*Former Brookwood Flats* 32 Queens Rd, Melbourne	Yes	No	No	Yes	No	No	No	No
HO336	*Emerald Hill Estate Residences* 2 Fishley St, South Melbourne	-	-	-	-	-	Yes Ref No H1727	Yes	No
HO337	*B'nai B'rith House* 99 Hotham St, Balaclava	Yes	No	No	Yes	No	No	No	No
HO338	*Jubilee Terrace* 118-130 Nott St, Port Melbourne	-	-	-	-	-	Yes Ref No H1829	Yes	No
HO339	*Queens Terrace* 132-144 Nott St, Port Melbourne	-	-	-	-	-	Yes Ref No H1830	Yes	No
HO340	*Rochester Terrace* 33-51 St Vincent Place South, Albert Park	-	-	-	-	-	Yes Ref No H813 and Yes Ref No H1291	Yes	No
HO341	*Former Lauders Riding School (Emerald Hall)* 295 Bank St, South Melbourne	-	-	-	-	-	Yes Ref No H1749	Yes	No
HO342	*Terrace* 27-35 Kerferd Rd, Albert Park	-	-	-	-	-	Yes Ref no H1831	Yes	No

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HO343	*Marion Terrace* 14-24 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H1802	Yes	No
HO344	*St Kilda Botanical Gardens* 55 Blessington St, St Kilda	-	-	-	-	-	Yes Ref No H1804	Yes	No
HO345	*Summerland Mansions* 17-27 Fitzroy St, St Kilda	-	-	-	-	-	Yes Ref No H1808	Yes	No
HO346	*Stanhill* *The heritage place includes* *Residential apartment building* 33-34 Queens Rd, Melbourne	-	-	-	-	-	Yes Ref No H1875	No	No
HO347	*Biltmore (St Kilda)* 36 Eildon St, St Kilda	-	-	-	-	-	Yes Ref No H1809	No	No
HO348	*Catani Gardens* Beaconsfield Pde and Jacka Blvd, St Kilda	-	-	-	-	-	Yes Ref No H1805	No	No
HO349	*Public Reserve* Bowen Cres, Melbourne	No	No	Yes	Yes	No	No	No	No
HO350	*House* 127 Alma Rd, St Kilda East	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO351	*Flats* 45-47 Chapel Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO352	*House* 2A Spray Street, Elwood	Yes	No	No	Yes	No	No	No	No
HO353	*Flats* 46 Ormond Esplanade, Elwood	Yes	No	No	Yes	No	No	No	No
HO354	*Flats* 60-66 Glenhuntly Road, Elwood	Yes	No	No	Yes	No	No	No	No
HO355	*House* 148 Brighton Road, Ripponlea	Yes	No	No	Yes	No	No	No	No
HO356	*Flats* 290A Inkerman St, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO357	*Former Australian Natives Association Hall* 49A Blanche Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO358	*Houses* 14-18 Octavia Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO359	*House* 99 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO360	*Former Tramway Engine House* 105 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO361	*Houses* 140-144 Albert Road, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO362	*WW1 Memorial* Beach St, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO363	*Flats* 22 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO364	*House* 67 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO365	*Flats* 4 & 4A Meredith St, Elwood	Yes	No	No	Yes	No	No	No	No
HO366	*St Kilda Bowling Club* 66 Fitzroy Street, St Kilda	-	-	-	-	-	Yes Ref No H1913	Yes	No
HO367	*Prefabricated Cottage* 17 Coventry Place, South Melbourne	-	-	-	-	-	Yes Ref No H1958	Yes	No
HO368	*Residence and Air Raid Shelter* 23 Mitford St, St Kilda	-	-	-	-	-	Yes Ref No H616	Yes	No
HO369	Terrace Row, houses and Algerian Oak (Quernac canariensis) at the rear of 145 Bank Street and land beneath the canopy for a distance of five metres from the canopy edge.	Yes	No	Yes	Yes	No	No	No	No

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	141-147 Bank Street, 1-5 Palmer Street and 2-4 Wilson Street, South Melbourne								
HO370	*Hampden, including two mature Canary Island Date Palms, scoria rock edging and tapered rough cast gate posts.* 74 Barkly Street, St Kilda	Yes	No	Yes	Yes	No	No	No	No
HO371	*Moreton Bay fig in the northwest corner of 43 Brighton Road and land beneath the canopy for a distance of five metres from the canopy edge.* 39-43 Brighton Road (part), 4 Dickens Street (part) and 1-5 Mozart Street (part), St Kilda	No	No	Yes	Yes	No	No	No	No
HO372	*Maisonettes, including the courtyard garden and the mature bull bay magnolia, privet and concrete pond.* 3 Glen Eira Road, Ripponlea	Yes	No	Yes	Yes	No	No	No	No
HO373	*House and Gleneira, including the black locust trees at the front and rear western boundary of 12 Glen Eira Road and land beneath the canopy of these trees for a distance of five metres from the canopy edge.* 10-12 Glen Eira Road and 3 Victoria Avenue, Ripponlea	Yes	No	Yes	Yes	No	No	No	No

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HO374	*Stone pine (Pinu pinea) in rear garden and land beneath the canopy for a distance of five metres from the canopy edge.* 3, 5, 5A and 7 Hammerdale Ave, St Kilda East	No	No	Yes	Yes	No	No	No	No
HO375	*Hawsleigh Court and central courtyard garden, including two mature Liquidambers (Liquidamber styraciflua), and silver birch.* 2B Hawsleigh Court, Balaclava	Yes	No	Yes	Yes	No	No	No	No
HO376	*Poets Corner, including Bhutan cypress and two Italian cypress.* 38 Mitford St, Elwood	Yes	No	Yes	Yes	No	No	No	No
HO377	*WA Flowering Gum at 27 Murchison Street and land beneath the canopy for a distance of five metres from the canopy edge.* 27 Murchison Street, St Kilda East	No	No	Yes	Yes	No	No	No	No
HO378	*Pepper tree at the rear of 208 Canterbury Road and land beneath the canopy for a distance of five metres from the canopy edge.* 208-209 Canterbury Road, St Kilda West	No	No	Yes	Yes	No	No	No	No
HO382	*Swallow Street Precinct* 49-77 Swallow Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO385	*Chusan Street Precinct*	Yes	No	No	Yes	No	No	No	No

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	1-37 Chusan Street, St Kilda East								
HO386	*Godfrey Av/Raglan Street Precinct* 1-41, 2-36 Godfrey Avenue and 9-23 Raglan Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO387	*Hammerdale Av Precinct* 2-24, 28-32, 3-17 Hammerdale Avenue, 2-8 Jervois Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO388	*Holroyd Court Precinct* 1-7 Holroyd Court, St Kilda East	Yes	No	Yes – 4 mature camphor laurel street treets (cinnamomum camphora)	Yes	No	No	No	No
HO389	*Kalymna Grove/Inkerman St Precinct* 1-35, 2-30 Kalymna Gr, 342-374 Inkerman Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO390	*Mooltan Av Precinct* 10-16, 9-15 Mooltan Avenue, St Kilda	Yes	No	No	Yes	No	No	No	No
HO391	*St Kilda East: Murchison Street & Wavenhoe Avenue Precinct* 1-29, 2-24 Murchison St, 20, 22, 26 Lansdowne Street, 160-188, 183-211 Alma Road, 57, 69, 71, 73, 75 and 77 Alexandra Street, 157, 159 and 161 Alma Road, 28, 30, 32, 34,36, 38, 40, 42 and 44 Hotham Street, 18 and 26A Lansdowne Road, 1-13, 15, 17, 19	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	and 21 Wavenhoe Avenue, 2 and 4 Mooltan Avenue (duplex at corner of Hotham Street only), St Kilda East								
HO392	*Orange Grove Precinct* 4-30, 11-33 Orange Gr and 331 Inkerman Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO393	*Houses* 31-35 Alexandra Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO394	*Former Factory* 5-7A Balston Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO395	*Cottage* 16 Balston Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO396	*Substation* 52 Balston Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO398	*Houses* 316-320 Inkerman Street, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO399	*Shirley Court* 20 Shirley Grove, St Kilda East	Yes	No	No	Yes	No	No	No	No
HO400	*House, including iron gateway* 22 Shirley Grove, St Kilda East	Yes	No	Yes - Canary Island (2) date palm (Phoenix canariensis)	Yes	No	No	No	No
HO401	*House*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	34 Young Street, St Kilda East								
HO402	*Elwood Canal Precinct* Area covered by Elwood Canal and riparian margins, from Port Phillip Bay foreshore to St Kilda Street municipal boundary.	No	No	Yes	Yes	Yes	No	No	No
HO403	*Addison Street /Milton Street Precinct (Elwood)* 2 – 74 & 11-75 Addison St; 296 – 350 & 323 - 377 Barkly St; 77 – 85 Dickens St; 7 Hood St, 1 – 7 & 2 - 10 Lawson St; 1 – 12 Lytton St; 52 – 54 Marine Pde; 6 – 56 & 9 – 37 Meredith St; 53 – 83 & 66 – 100 Milton St; 6 – 24, 29 & 46 - 84 Ruskin St; 1 – 23 & 2 - 8 Thackeray St; Elwood	Yes	No	No	Yes	No	No	No	No
HO404	*Byron Street / Mason Avenue Precinct (Elwood)* 2 – 24 & 9 -23 Byron St; 1 – 17 & 2 –18 Cyril St; 1 – 37 Mason St; 1 – 33 & 2 - 28 Moore St; Elwood	Yes	No	No	Yes	No	No	No	No
HO405	*McCrae Street Precinct (Elwood)* 31 – 33 John St; 1 – 13 & 2 – 14 McCrae St; Elwood	Yes	No	No	Yes	No	No	No	No
HO407	*House* 6 Austin St, Elwood	Yes	No	No	Yes	No	No	No	No
HO408	*Zone Substation* 36 Austin St, Elwood	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO409	*Jerry's Milk Bar* 345 Barkly St, Elwood	Yes	No	No	Yes	No	No	No	No
HO410	*Houses* 1 – 5 Bell St, Ripponlea	Yes	No	No	Yes	No	No	No	No
HO411	*Houses* 2, 4 & 6 Browning St, Elwood	Yes	No	No	Yes	No	No	No	No
HO412	*House* 32 Byron St, Elwood	Yes	No	No	Yes	No	No	No	No
HO413	*Ravensmead House* 38 Byron St, Elwood	Yes	No	No	Yes	No	No	No	No
HO414	*Electrical Substation* 13 Daley St, Elwood	Yes	No	No	Yes	No	No	No	No
HO415	*Antigone Flats* 34 Docker St, Elwood	Yes	No	No	Yes	No	No	No	No
HO416	*Duplex* 22 – 22A Foam St, Elwood	Yes	No	No	Yes	No	No	No	No
HO417	*Hood's Court Flats* 2 Hood St, Elwood	Yes	No	No	Yes	No	No	No	No
HO418	*House* 2 Hotham Gve, Ripponlea	Yes	No	No	Yes	No	No	No	No
HO419	*Houses*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	7 – 9 Hotham Gve, Ripponlea								
HO420	*Houses* 24 – 30 John St, Elwood	Yes	No	No	Yes	No	No	No	No
HO421	*Cromer Court* 22 – 24 Kingsley St, Elwood	Yes	No	No	Yes	No	No	No	No
HO422	*House* 19 Lindsay Ave, Elwood	Yes	No	No	Yes	No	No	No	No
HO423	*Garden Court Flats* 73 Marine Pde, Elwood	Yes	No	No	Yes	No	No	No	No
HO424	*Flats* 51 Ormond Esplanade, Elwood	Yes	No	No	Yes	No	No	No	No
HO425	*House* 123 Ormond Esplanade, Elwood	Yes	No	No	Yes	No	No	No	No
HO426	*Beach Kiosk* Ormond Esplanade, Elwood Foreshore	Yes	No	No	Yes	No	No	No	No
HO427	*Community Centre & Cafe* Ormond Esplanade, Elwood Foreshore	Yes	No	No	Yes	No	No	No	No
HO428	*Surf Lifesaving Club* Ormond Esplanade, Elwood Foreshore	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO429	*Flats* 33 Pine Ave, Elwood	Yes	No	No	Yes	No	No	No	No
HO431	*Scots Church* 31a Scott St, Elwood	Yes	No	No	Yes	No	No	No	No
HO432	*Elwood Children's Centre* 31a Scott St, Elwood	Yes	No	No	Yes	No	No	No	No
HO433	*House* 54 Southey St, Elwood	Yes	No	No	Yes	No	No	No	No
HO434	*House* 54 & 56 Spray St, Elwood	Yes	No	No	Yes	No	No	No	No
HO435	*Park Court Flat* 473 St Kilda St, Elwood	Yes	No	No	Yes	No	No	No	No
HO436	*Flats* 63 - 69 Tennyson St, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO437	*Flats* 104 - 108 Tennyson St, St Kilda	Yes	Yes	No	Yes	No	No	No	No
HO438	*Emerald Hill Estate Residences* 6 Fishley St, South Melbourne	-	-	-	-	-	Yes Ref No H1728	Yes	No
HO439	*Nightingale Street Precinct (Balaclava)* 31 – 55 Marlborough St,	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	24 – 58 Rosamond St, 27 – 57 Rosamond St, 32 - 58 Nightingale St, 19 - 47 Nightingale St, 19 & 21 Woodstock St, 1 – 17 Gibbs St, 2 – 20 Gibbs St and 1 to 5 Railway Place, Balaclava.								
HO440	*Emerald Hill Residential Precinct* Area generally bound by Pickles St, York St and Kings Way to the north, Queens Rd to the east, Albert Rd to the south and Nelson and Ferrars St to the west	Yes	No	No	Yes	No	No	No	No
HO441	*St Vincent Place East* South Melbourne Bound By Park St, Cecil St, Albert Rd and Ferrars St	Yes	No	No	Yes	No	No	No	No
HO442	*Albert Park Residential Precinct/ Part Montague Precinct* Area generally bound by Pickles St to the North, Ferrars St to the east, Kerferd Rd to the south and Beaconsfield Parade to the west (including shops and dwellings along City Road/ Montague Street)	Yes	No	No	Yes	No	No	No	No
HO443	*Bridport Street / Victoria Avenue Commercial Precinct*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Albert Park								
HO444	*Middle Park and St Kilda West Precinct* Bound by Kerferd Rd, Canterbury Rd, Fitzroy St and Beaconsfield Parade	Yes	No	No	Yes	No	No	No	No
HO445	*Armstrong Street Commercial Precinct* Middle Park	Yes	No	No	Yes	No	No	No	No
HO446	*Albert Park Lake Precinct* Area generally bound by Fitzroy St to the south, Queens Road to the east, Albert Road to the North and Canterbury Road to the west **Incorporated plan** Albert Park Master plan	Yes	No	No	Yes	No	No	No	No
HO447	*Port Melbourne Cricket Ground* 525 Williamstown Road, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO448	*Edwards Park* 219 Esplanade East, Port Melbourne	No	No	Yes	Yes	No	No	No	No
~~HO470~~HO449	~~*Substation*~~*Former WJ Carr Warehouse* ~~98 Johnson Street (corner of Johnson and Munro Streets)~~95 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
~~HO471~~HO450	~~*Horse Trough*~~*Sea Wall and Promenade*	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	~~Ingles Street, near intersection of Ingles Street and Williamstown Road~~Beaconsfield Parade (south side), between Cowderoy Street and McGregor Street, St Kilda West and Middle Park **Incorporated plan** Sea Wall and Promenade - September 2008								
~~HO472~~HO451	~~*Former Commonwealth WWII Facility and Rootes Factory*~~*Exchange Hotel* ~~19 Salmon~~39 Bay Street, Port Melbourne	Yes	~~Yes – tower component only~~No	No	Yes	No	No	No	No
~~HO449~~HO452	*Former ~~WJ Carr Warehouse~~National Bank* ~~95~~96 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO453	*Wilgah* 8 Burnett St, St Kilda	-	-	-	-	-	Yes Ref No H761	Yes	No
~~HO451~~HO454	~~*Exchange Hotel*~~*Luna Park- local significance* ~~39 Bay Street, Port Melbourne~~ 18 Cavell St, St Kilda **Incorporated plan** Luna Park	Yes	No	No	Yes	No	No	No	No
HO455	*St Kilda Cemetery* 260-288 Dandenong Rd, St Kilda East	-	-	-	-	-	Yes Ref No H1081	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO456	*Former Australasian Sugar Refining Company complex* Land bounded by Beach, Rouse, Dow Streets and Esplanade West except the north western corner	Yes (10 Beach Street only)	No	No	Yes	No	No	No	No
HO457	*Former Army and Navy Hotel, 95 Dow Street* Part 100-128 Bay Street, Port Melbourne - fronting Dow Street	Yes	No	No	Yes	No	No	No	No
HO458	*Abercrombie House* 8 Patterson Place, South Melbourne	-	-	-	-	-	Yes Ref No H404	Yes	No
HO459	*Four shops* 79-85 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO461	*St Kilda Street Bridge* St Kilda St, Elwood	-	-	-	-	-	Yes Ref No H2080	No	No
HO462	*Pier Hotel* 1 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO463	*St Kilda Cricket Ground* Queens Road and Fitzroy Street and Lakeside Drive, St Kilda	-	-	-	-	-	Yes Ref No H2234	Yes	No
HO464	*Former Mission to Seamen* 49 Beach Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO465	*Station Pier* 110 Beach St, Port Melbourne	-	-	-	-	-	Yes Ref No H985	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO466	*Former St Vincent de Paul Boys Orphanage* 231-241 Cecil St and 199-201 Napier St and 34 Church St, South Melbourne	-	-	-	-	-	Yes Ref No H2170	Yes	No
HO470	*Substation* 98 Johnson Street (corner of Johnson and Munro Streets)	Yes	No	No	Yes	No	No	No	No
HO471	*Horse Trough* Ingles Street, near intersection of Ingles Street and Williamstown Road	Yes	No	No	Yes	No	No	No	No
HO472	*Former Commonwealth WWII Facility and Rootes Factory* 19 Salmon Street, Port Melbourne	Yes	Yes – tower component only	No	Yes	No	No	No	No
HO485	*Local Hotel* 22 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO486	*Shop* Part 100-128 Bay Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO487	*Three houses* 183-187 Rouse Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO488	*Tecoma Court* 16-20a Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO489	*Earls Court* 44 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO491	*Duplex* 38-40 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO492	*Terraces* 56-58 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO493	*Shops with residences* 81-81a Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO494	*Residence* 129 Wellington Street, St Kilda	Yes	No	No	Yes	No	No	No	No
HO497	*Edith* 26 Stokes Street, Port Melbourne	Yes	No	No	Yes	No	No	No	No
HO503	*Maisonettes* 21 Redan Street, St Kilda **Statement of Significance:** 21 Redan Street, St Kilda, "Maisonettes", February 2020	Yes	No	No	Yes	No	No	No	No
HO504	*Former church* 77 Park Street, South Melbourne	Yes	No	No	Yes	No	No	No	No
HO505	*Concrete House* 226 Alma Road, St Kilda East **Statement of Significance:** 226 Alma Road, St Kilda East. "House (Concrete House)", February 2020	Yes	No	No	Yes	No	No	No	No
HO506	*Shop and Residence* 264-266 St Kilda Road, St Kilda	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Statement of Significance: 264-266 St Kilda Road, St Kilda "Shops & Residence", February 2020								
HO507	*Houses* 110, 112, 114, 116 and 118 Barkly Street, St Kilda and 2, 2A, 4 and 6 Blanche Street, St Kilda	No	No	No	Yes	No	No	No	No
HO509	*Shops and Residence* 588 and 590 City Road, South Melbourne **Statement of Significance:** 588 and 590 City Road, South Melbourne, "Shops and Residences", February 2021	No	No	No	Yes	No	No	No	No
HO510	*Edgewater Towers* 12 Marine Parade, St Kilda	No	No	No	Yes	No	No	No	No
HO511	*Duplex Houses* 152-154 Mitford Street, Elwood	No	No	No	Yes	No	No	No	No
HO512	*Flats* 58-60 Queens Road, Melbourne	No	No	No	Yes	No	No	No	No
HO513	*Montague Commercial Precinct* Area including 496-546 City Road and 151-163 Montague Street, South Melbourne **Statement of Significance:** Montague Commercial Precinct, February 2021	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO525	*Former Royal Australian Corps of Signals Drill Hall* 29A Albert Road Drive South, Albert Park	-	-	-	-	-	Yes Ref No H2362	Yes	No
HO581	*St Kilda Road* Melbourne and *Tram shelter* St Kilda Rd and Lorne St Melbourne and *Tram shelter* St Kilda Rd and Dorcas St, Melbourne	-	-	-	-	-	Yes Ref No H2359 and Yes Ref No H1867 and Yes Ref No H1869	No	No
HO582	*St Kilda Public Library* 150 Carlisle St, St Kilda	-	-	-	-	-	Yes Ref No H2456	Yes	No

PORT PHILLIP PLANNING SCHEME

08/07/2021 C162port

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO1.**

BECTON, PORT MELBOURNE

1.0 Purpose

19/01/2006 VC37

To facilitate the use and development of the land for residential purposes generally in accordance with the Incorporated Plan.

To ensure orderly staging of subdivision, construction and development.

To ensure that development is visually and functionally compatible with the character of surrounding streetscapes and area.

2.0 Requirement before a permit is granted

19/01/2006 VC37

An application to use or subdivide land, construct a building or construct or carry out works must be accompanied by detailed plans and an accompanying report that demonstrates how the development will comply with the relevant requirements of the Incorporated Plan and this Schedule to the satisfaction of the responsible authority.

3.0 Permits not generally in accordance with the Incorporated Plan

19/01/2006 VC37

3.1 Architectural features

08/07/2021 C162port

A permit may be granted for a development that does not comply with the Incorporated Plan to allow articulation of the building facade and rooflines provided either of the following requirements are met to the satisfaction of the responsible authority:

- Entry porches, bay windows and other architectural features may encroach up to 1 metre into the minimum frontage set back, and balconies may encroach up to 1.6 metres into the minimum frontage shown on the Development Concept Plan. This does not apply if the minimum set back is 1 metre or less. The written consent of the relevant authority must be obtained when the encroachment is on the ground floor and will be over an easement.
- An additional building level above the number of storeys shown on the Building Envelope Plan provided either of the following requirements are met to the satisfaction of the responsible authority:
  - It is an attic or loft space and is contained within the roofline.
  - It is designed as an architectural feature and does not exceed more than 30 per cent of the floor area of the top floor of the building.

3.2 Minor Changes to the Building Envelope Plan

08/07/2021 C162port

A permit may be granted for a development that does not comply with the Building Envelope Plan provided that all of the following requirements are met to the satisfaction of the responsible authority.

- The length or width of the building envelope on any side must not change by more than 1 metre.
- A frontage setback to any street is not reduced (this does not restrict those architectural features as specified in clause 3.1 above), and

Only one variation to the Building Envelope Plan is permitted for each stage as shown on the Development Concept Plan.

4.0 Conditions and requirements for permits

19/01/2006 VC37

Applications for a planning permit must comply with the following requirements:

4.1 Incorporated Plan

19/01/2006 VC37

The development must be generally in accordance with the Incorporated Plan including the Development Concept Plan and Building Envelope Plan dated 22 October, 1996.

4.2 Building Services

19/01/2006 VC37

A plan showing all lift motor rooms, and structures for mechanical and service equipment must be submitted.

Lift motor rooms and structures for mechanical and service equipment may exceed the maximum building height shown on the Building Envelope Plan only if they are suitably treated with the same material and finish as the rest of the development so that they will blend with the design of the development to the satisfaction of the responsible authority.

4.3 Staging

19/01/2006 VC37

An application for planning permit to use and develop, or subdivide the land can be made for any stage of the development.

4.4 Dwelling type and mix

19/01/2006 VC37

The types and mix of dwellings on the site must be to the satisfaction of the responsible authority.

4.5 Density

19/01/2006 VC37

Detail of the density of development and number of dwellings must be submitted and must be consistent with the Incorporated Plan to the satisfaction of the responsible authority.

4.6 Landscaping

19/01/2006 VC37

A landscape plan designed by a suitably qualified person must be submitted. This must include a written response of how the landscape plan achieves the integration of the development in accordance with the purpose of this Schedule and any other relevant policy to the satisfaction of the responsible authority.

4.7 External building colour and surfaces

19/01/2006 VC37

A schedule of colours, materials and finishes to be used on all external surfaces must be submitted. Building materials and colours must be to the satisfaction of the responsible authority.

4.8 Car Parking

19/01/2006 VC37

Car parking must be provided at a minimum rate of 1.5 car spaces per dwelling unless otherwise agreed in writing by the responsible authority. Bicycle parking must be provided to the satisfaction of the responsible authority.

4.9 Vehicular Access

19/01/2006 VC37

A plan showing the location of vehicle, bicycle and pedestrian access points and linkages must be submitted.

Vehicular access must be designed so that vehicles including bicycles can exit and enter the site in a safe and efficient manner providing for adequate sight distances and having regard to minimising the intrusion of car lights to opposite residential properties to the satisfaction of the responsible authority.

4.10 Pedestrian Access

19/01/2006 VC37

Pedestrian access and linkages must be provided to accommodate movement of pedestrians throughout the site to the satisfaction of the responsible authority.

4.11 Development Contributions

08/07/2021 C162port

The responsible authority may require contributions to any development contribution scheme applicable to the area.

5.0 Decision Guidelines

08/07/2021 C162port

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works the responsible authority must consider, as appropriate:

- Whether a variation in accordance with Section 3.0 of this Schedule will enhance the appearance of the development to the satisfaction of the responsible authority.
- Whether the development will provide a range of dwelling types.
- The visual and functional compatibility of the development with the surrounding streetscapes and neighbourhoods.
- Whether the development provides acceptable private open space, daylighting, visual and acoustic privacy and car parking for residents.
- The visual impact of car parking and other site facilities on the streetscape.
- Whether public and private open spaces will be suitably landscaped.
- Whether the development achieves a high standard of energy and infrastructure efficiency.
- Any amenity impacts upon residential properties which do not form part of the development included in the Incorporated Plan.

6.0 Preparation of the incorporated plan

08/07/2021 C162port

The Incorporated Plan comprises a Development Concept Plan showing:

- Property boundaries.
- Minimum setbacks.
- Staging.
- Maximum number of dwellings.
- The general location of vehicle access points.

and a Building Envelope Plan showing:

- Maximum number of building storeys over a single level of car parking.
- General location of internal open space.
- Building envelopes.

PORT PHILLIP PLANNING SCHEME

08/07/2021
C162port

SCHEDULE TO CLAUSE 45.01 PUBLIC ACQUISITION OVERLAY

1.0 Public acquisition

~~08/07/2021 --/--/----~~
~~C162port~~Proposed C224port

PS map ref	Acquiring Authority	Purpose of acquisition
~~**PAO1**~~	~~City of Port Phillip~~	~~Open space~~
PAO5	VicRoads	Road widening
PAO6	City of Port Phillip	Open space

PORT PHILLIP PLANNING SCHEME

20/05/2021
C175port

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0 Specific controls

~~29/05/2025~~ ~~--/--/----~~
~~C223port~~Proposed C224port

PS Map Ref	Name of incorporated document
SCO1	*Victorian Pride Centre, Incorporated Document* (September 2018)
SCO2	*10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements* (January 2017)
SCO4	*315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda*
SCO13	*89 Fitzroy Street, St Kilda*
SCO14	*167 Fitzroy Street, St Kilda*
SCO15	*Major Promotional Signs - Permit Provisions* (December 2008)
SCO16	*Alfred Hospital Emergency Helicopter Flight Path Protection (West) Incorporated Document* (Department of Transport and Planning, October 2024)
SCO18	*Stokehouse – 30 Jacka Boulevard, St Kilda* (July 2014)
SCO19	*Victorian Cricket and Community Centre, St Kilda Cricket Ground* (May 2016)
SCO21	*256-262 Normanby Road, South Melbourne, Incorporated Document* (August 2020)
SCO23	*203-205 Normanby Road, Southbank, Incorporated Document* (July 2020)
SCO24	*118 Bertie Street, Port Melbourne, Incorporated Document* (July 2020)
SCO25	*2-28 Montague Street and 80 Munro Street, Incorporated Document, South Melbourne* (August 2020)
SCO26	*272-280 Normanby Road, South Melbourne, Incorporated Document* (June 2023)
SCO27	*477-481 Plummer Street, Port Melbourne (part), Incorporated Document* (June 2020)
SCO28	*11-41 Buckhurst Street, South Melbourne, Incorporated Document* (February 2021)
SCO29	*277-289 Ingles Street, Port Melbourne, Incorporated Document, June 2021*
SCO30	*2-14 Thistlethwaite Street, South Melbourne, Incorporated Document* (March 2021)
SCO31	*17 Rocklea Drive, Port Melbourne, Incorporated Document* (July 2022)
SCO33	*450-460 City Road and 7 Wolseley Street, South Melbourne, Incorporated Document (June 2021)*
SCO34	*33, 35-37 Fitzroy Street, St Kilda* (February 2021)
SCO35	*365-391 Plummer Street, Port Melbourne, Incorporated Document* (October 2021)
SCO36	*22 Salmon Street, Port Melbourne, Incorporated Document* (August 2022)

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Name of incorporated document
SCO37	*91-95 Montague Street, South Melbourne, Incorporated Document* (November 2022)
SCO38	*240-246 Normanby Road, South Melbourne, Incorporated Document* (July 2023)
SCO39	*6 & 8 Boundary Street, South Melbourne, Incorporated Document* (November 2022)
SCO40	286 -294 Albert Road, South Melbourne Incorporated Document (March 2023)
SCO41	*276 Ingles Street, Port Melbourne, Incorporated Document* (July 2023)
SCO42	*592-598 City Road, South Melbourne* (Department of Transport and Planning, December 2024)
SCO43	*Johnson Street Park* (City of Port Phillip, August 2024)

PORT PHILLIP PLANNING SCHEME

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

~~29/05/2025~~ --/--/----
~~C223port~~Proposed C224port

Name of document	Introduced by:
2-14 Thistlethwaite Street, South Melbourne, Incorporated Document (March 2021)	C175port
6 & 8 Boundary Street, South Melbourne, Incorporated Document (November 2022)	C204port
*10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements (*January 2017)	C136
11-41 Buckhurst Street, South Melbourne, Incorporated Document (February 2021)	C190port
17 Rocklea Drive, Port Melbourne, Incorporated Document (July 2022)	C183port
22 Salmon Street, Port Melbourne, Incorporated Document (August 2022)	C180port
2-28 Montague Street and 80 Munro Street, Incorporated Document, South Melbourne	C176port
33, 35-37 Fitzroy Street, St Kilda (February 2021)	C196port
118 Bertie Street, Port Melbourne, Incorporated Document (July 2020)	C172port
167 Fitzroy Street, St Kilda	NPS1
91-95 Montague Street, South Melbourne, Incorporated Document (November 2022)	C184port
203-205 Normanby Road, Southbank, Incorporated Document (July 2020)	C163port
240-246 Normanby Road, South Melbourne, Incorporated Document (July 2023)	C195port
256-262 Normanby Road, South Melbourne, Incorporated Document (August 2020)	C166port
272-280 Normanby Road, South Melbourne, Incorporated Document (June 2023)	C207port
276 Ingles Street, Port Melbourne, Incorporated Document (July 2023)	C201port
277-289 Ingles Street, Port Melbourne, Incorporated Document (June 2021)	C181port
286-294 Albert Road, South Melbourne Incorporated Document (March 2023)	C211port
315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda	NPS1
360-370 St Kilda Road, Melbourne (Revised November 2001)	C33
365-391 Plummer Street, Port Melbourne, Incorporated Document (October 2021)	C182port
400 - 430 City Road, Southbank (December 2010)	C85
400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne	NPS1
450-460 City Road and 7 Wolseley Street, South Melbourne, Incorporated Document (June 2021)	C193port
477-481 Plummer Street, Port Melbourne (part), Incorporated Document (June 2020)	C168port
582-584 St Kilda Road, Melbourne	NPS1
592-598 City Road, South Melbourne (Department of Transport and Planning, December 2024)	C217port

PORT PHILLIP PLANNING SCHEME

Name of document	Introduced by:
89 Fitzroy Street, St Kilda	NPS1
Acland Courtyard Development Plan	NPS1
Acland Street Upgrade Project Incorporated Document (December 2015)	C124
Albert Park Master Plan	NPS1
Alfred Hospital Emergency Helicopter Flight Path Protection (West) (Department of Transport and Planning, October 2024)	GC242
Beacon Cove Development, Port Melbourne (Revised 2013) (including *Beacon Cove Concept Plan No.1, Beacon Cove Precinct Plan No. 1*, B*eacon Cove Residential Component Guidelines No.1* and Plan named *Beacon Cove Port Melbourne* showing areas subject to an environmental audit)	C104
~~*Becton, Port Melbourne Development Concept Plan and Building Envelope Plan*~~	~~NPS1~~
City of Port Phillip Heritage Policy Map (Adoption Version Amendment C161port Part 2, December 2021) (Part of Port Phillip Heritage Review)	C161portPt2
City of Port Phillip Neighbourhood Character Map (Adoption Version Amendment C161port Part 2, December 2021) (Part of Port Phillip Heritage Review)	C161portPt2
Incorporated Plan - Sea Wall and Promenade (September 2008)	C70
Johnson Street Park (City of Port Phillip, August 2024)	C223port
Luna Park	NPS1
~~*Major Promotion Signs – Permit Provisions* (December 2008)~~	~~C100~~
Melbourne CityLink Project – Advertising Sign Locations (November 2003)	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands (April 2006, Amended May 2016)	GC44
Melbourne Metro Rail Project Incorporated Document (May 2018)	GC82
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document (December 2016)	GC67
Melbourne Sports & Aquatic Centre, Albert Park	NPS1
Montague Community Park and associated Streetscape Works (August 2017)	C135
Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) (July 1999)	C13
Port Phillip Heritage Review - Volumes 1-6 (Adoption Version Amendment C161port Part 2, December 2021)	C161port Part 2
Prince Apartments Stage 2 Development Plans – 29 Fitzroy Street, St Kilda (December 2013)	C94
Shrine of Remembrance Vista Controls (April 2014)	C140
St Kilda Foreshore Urban Design Framework (2002)	C36
St Kilda Seabaths	NPS1
St Kilda Station Redevelopment plans prepared by Billard Leece Partnership (July 1999)	C9
State Sports Facilities Project Albert Park, September 2009 (amended May 2012)	C120
Statement of Significance: Montague Commercial Precinct (February 2021)	C186port
Statement of Significance: 21 Redan Street, St Kilda, "Maisonettes" (February 2020)	C142port

PORT PHILLIP PLANNING SCHEME

Name of document	Introduced by:
Statement of Significance: 226 Alma Road, St Kilda East, "House (Concrete House)" (February 2020)	C142port
Statement of Significance: 264-266 St Kilda Road, St Kilda, "Shops & Residence" (February 2020)	C142port
Statement of Significance, 'Houses', 110, 112, 114, 116 and 118 Barkly Street, St Kilda and 2, 2A, 4 and 6 Blanche Street, St Kilda (December 2021)	C161port Part 2
Stokehouse – 30 Jacka Boulevard, St Kilda (July 2014)	C110
Tramway Infrastructure Upgrades Incorporated Document (May 2017)	GC68
Victorian Cricket and Community Centre, St Kilda Cricket Ground (May 2016)	C119
Victorian Pride Centre Incorporated Document (September 2018)	C149port
West Beach Pavilion Precinct Incorporated Plan (2004)	C36
Statement of Significance, 588-590 City Road, South Melbourne "Shops & Residences" (February 2021)	C161port Part 1
Statement of Significance, 324 Esplanade East, Port Melbourne (December 2021)	C161port Part 2
Statement of Significance, 'Duplex Houses', 152 and 154 Mitford Street, Elwood (December 2021)	C161port Part 2
Statement of Significance, 'Edgewater Towers', 12 Marine Parade, St Kilda (December 2021)	C161port Part 2
Statement of Significance, 'Flats', 58-60 Queens Road, Melbourne (December 2021)	C161port Part 2

PORT PHILLIP PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0 Background documents

~~07/08/2023~~ ~~--/--/----~~
~~C213port~~Proposed C224port

Name of background document	Amendment number - clause reference
Act and Adapt – Sustainable Environment Strategy 2018-28 (City of Port Phillip, 2018)	C203port Clause 15.01-2L-01 and 19.03-3L
Activating Laneways Strategy (City of Port Phillip, July 2011 adopted August 2011)	C203port Clause 15.01-2L-01
Art and Soul - Creative and Prosperous City Strategy 2018-22 (City of Port Phillip, 2018)	C203port 15.01-2L-03
Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas (Commonwealth of Australia, 2019)	C203port Clause 19.03-3L
Backpackers' Lodges in the City of Port Phillip (City of Port Phillip, March 2000)	C62 Clause 13.07-1L-01
Bay Street Activity Centre Structure Plan Parts 1 and 2 (City of Port Phillip, May 2014)	C103 Clause 11.03-1L-01, 11.03-1L-02 and 11.03-6L
Beacon Cove Neighbourhood Character Guidelines (SJB Urban, 2010)	C73 Schedule to Clause 43.02s19 Schedule to Clause 43.02s20 Schedule to Clause 43.05s1 Schedule to Clause 43.05s2
Car Share Policy 2016-2021 (City of Port Phillip, 2018)	C203port Clause 18.02-4L-01
Carlisle Street Activity Centre Structure Plan (City of Port Phillip, 2009)	C80 Clause 11.03-1L-01 and 11.03-1L-03, and Schedule to Clause 43.02s21
Carlisle Street Activity Centre Urban Design Framework (City of Port Phillip and David Lock and Associates, 2009)	C80 Clause 11.03-1L-01, 11.03-1L-03 and Schedule to Clause 43.02s21
City of Port Phillip Activity Centres Strategy (City of Port Phillip, 2006)	C62 Clause 11.03-1L-01
City of Port Phillip Activity Centres Strategy Implementation Plan 2007 (City of Port Phillip, 2007)	C62 Clause 11.03-1L-01
City of Port Phillip Biodiversity Study (Arcadis, May 2020)	C203port Clause 19.02-6L
City of Port Phillip Council Plan 2017-2027 (City of Port Phillip, 2017)	C203port Clause 02 and Clauses 11 to 19
City of Port Phillip Housing Needs Assessment and Allocations Framework (Beverley Kliger & Associates, 2019)	C203port Clause 16.01-2L
City of Port Phillip Housing Strategy 2007 to 2017 (City of Port Phillip, 2007)	C62 Clause 13.07-1L-01, 16.01-1L-01 and 16.01-1L-02

PORT PHILLIP PLANNING SCHEME

Name of background document	Amendment number - clause reference
City of Port Phillip Outdoor Advertising Guidelines 1996 (revised 2007) (City of Port Phillip, 2007)	C62 Clause 15.01-1L-01
City of Port Phillip Subdivision Guidelines (City of Port Phillip, 2000)	C62 Clause 15.01-3L
City of Port Phillip Urban Art Strategy (City of Port Phillip, 2002)	C62 Clause 11.03-6L-01 and 15.01-2L-02
City of Port Phillip Urban Iconography Study (City of Port Phillip, 2004)	C62 Clause 11.03-6L-01 and Schedule to Clause 43.02s21
City of Port Phillip Water Sensitive Urban Design Guidelines, 2009 (City of Port Phillip, 2009)	C78 Clause 19.03-3L
Compliance Guidelines for Clause 22.12 Stormwater Management (City of Port Phillip, 2017)	C203port Clause 19.03-3L
Design Guidelines 1-7 Waterfront Place, Port Melbourne (City of Port Phillip, 2014)	C104 Schedule to Clause 43.02s23
Don't Waste It! - Waste Management Strategy 2018-28 (City of Port Phillip, 2018)	C203port Clause 19.03-5L
Fishermans Bend Framework (Department of Environment, Land, Water and Planning, September 2018)	GC81 Schedule to Clause 45.09s01
Fishermans Bend Additional Heritage Place Assessments (Biosis Pty Ltd, 2016)	C115 Clause 15.03-1L
Fishermans Bend Heritage Review: Montague Commercial Precinct (RBA Architects and Conservation Consultants, October 2019)	C186port Clause 15.03-1L
Fishermans Bend Heritage Study (Biosis Pty Ltd, 2013)	C115 Clause 15.03-1L
Fishermans Bend Integrated Transport Plan 2017 (Transport for Victoria Department of Economic Development, Jobs, Transport and Resources, September 2017)	GC81 Schedule to Clause 45.09s01
Fishermans Bend Vision (Department of Environment, Land, Water and Planning, September 2016)	GC81 Schedule to Clause 45.09s01
Foreshore Management Plan (City of Port Phillip, 2012)	C203port Clause 12.02-1L, 17.04-2L and 19.02-6L
Getting Our Community Active – Sport and Recreation Strategy 2015-2024 (City of Port Phillip, 2015)	C203port Clause 17.04-2L and 19.06-6L
Greening Port Phillip Strategy – An Urban Forest Approach (City of Port Phillip, 2010)	C203port Clause 12.01-1L
Guidelines for Preparing a Waste Management Plan (City of Port Phillip, 2019)	C203port Clause 19.03-5L
Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda (Lovell Chen, May 2015)	C122 Clause 15.03-1L
Heritage Assessment, 588-590 City Road, South Melbourne (Context Pty Ltd, May 2017)	C161portPt1 Clause 15.03-1L

PORT PHILLIP PLANNING SCHEME

Name of background document	Amendment number - clause reference
Heritage Design Guidelines (City of Port Phillip, 2022)	C203port Clause 15.03-1L
Heritage Kerbs, Channels and Laneways Guideline (City of Port Phillip, 2006)	C62 Clause 15.01-5L and 15.03-1L
Heritage Overlay 6 St Kilda East Precinct Review Final Report (David Helms Heritage Planning, January 2020)	C142port Clause 15.03-1L
Heritage Review – Wellington Street, St Kilda (Lovell Chen (Revised) March 2017)	C122 Clause 15.03-1L
In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025 (City of Port Phillip, 2016)	C203port Clause 16.01-2L, 16.01-4L and 16.01-5L
Move, Connect, Live: Integrated Transport Strategy (City of Port Phillip, August 2018)	C203port Clause 18.01-1L-01, 18.01-1L-02 and 18.02-4L-01
Ormond Road Urban Design Guidelines (City of Port Phillip, ~~2007~~2008)	C57(part 2) Clause 11.03-1L-01 and Schedule to Clause 43.02s18
Port Development Strategy 2035 Vision (Port of Melbourne Corporation, 2009)	Clause 42.01s4 Clause 43.02s23
Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) (City of Port Phillip, July 1999)	C13 Schedule to Clause 45.06s1
Port Phillip Advertising Signs Policy Review (Hansen Partnership, 2007)	C62 Clause 15.01-1L-01
Port Phillip Design Manual – Chapter 8: Neighbourhood Character Statements – Bay Street Activity Centre Environs (City of Port Phillip, 2000)	C103 Clause 11.03-1L-02
Port Phillip Design Manual (City of Port Phillip, 2000) including: ▪ *Fishermans Bend Estate Guidelines* (City of Port Phillip, revised 2021) ▪ *Garden City Estate Guidelines* (City of Port Phillip, revised 2021) ▪ *Dunstan Estate Guidelines* (City of Port Phillip, 2007)	C5 (original) and C203port (revised) Clause 11.03-1L-03, 15.01-2L-01, 15.01-5L and 15.03-1L
Port Phillip Practice Notes Policy No. 15 – Caretaker's Dwellings (City of Port Phillip, 2011)	C62 Clause 13.07-1L-02
Places for People: Public Space Strategy (City of Port Phillip, 2021)	C203port Clause 19.02-6L
Recreational Boating Facilities Framework (Central Coastal Board, 2014)	C203port Clause 11.03-6L-01
Responsible Gambling Policy (City of Port Phillip, 2011)	C88 Schedule to Clause 52.28s01
Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations (Lovell Chen, July 2011)	C89 Clause 15.03-1L
Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)	C103 Clause 15.03-1L

PORT PHILLIP PLANNING SCHEME

Name of background document	Amendment number - clause reference
Review of Heritage Overlay 3 (Heritage Alliance, 2009 & Built Heritage, 2010)	C72 Clause 15.03-1L
South Melbourne Central Structure Plan (City of Port Phillip, August 2007)	C52 Clause 11.03-1L-01 and 11.03-1L-06, and Schedule to Clause 43.02s08
South Melbourne Central Urban Design Framework (David Lock Associates and City of Port Phillip, August 2007)	C52 Clause 11.03-1L and 11.03-6L, and Schedule to Clause 43.02s08
St Kilda Foreshore and Environs Urban Design Guidelines (1991)	Clause 37.02s2
St Kilda Foreshore Urban Design Framework (City of Port Phillip, 2002)	C62 Clause 11.03-6L-01
St Kilda Road North Precinct Plan (City of Port Phillip, 2013)(Updated 2015)	C154 Clause 43.06s26
St Kilda Road South Urban Design and Land Use Framework (Planisphere and City of Port Phillip, 2015)	C122 Clause 11.03-6L-03, and Schedule to Clause 43.02s27, 43.02s34, 43.02s35 and 43.02s36
Sustainable Transport Policy and Parking Rates (Ratio, 2007)	C89 Clause 11.03-1L-01, 11.03-1L-02, 11.03-1L-03, 15.01-3L and 18.02-4L
The Shrine of Remembrance: Managing the significance of the Shrine (Message Consultants Australia, July 2013)	C140 Clause 15.01-1L-01, 15.01-2L-01 and 43.02s26
Tiuna Grove Heritage Assessment (Barrett, 2019)	C173port Clause 15.03-1L
Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999)	C78 Clause 19.03-3L
Water Sensitive Urban Design – Engineering Procedures: Stormwater (Melbourne Water and CSIRO Publishing, 2005)	C78 Clause 19.03-3L

12. A VIBRANT AND THRIVING COMMUNITY

Nil

13. AN ENGAGED AND EMPOWERED COMMUNITY

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13.1 AUDIT AND RISK COMMITTEE - ANNUAL REVIEW OF THE COMMITTEE CHARTER

EXECUTIVE MEMBER: **ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE**

PREPARED BY: **JULIE SNOWDEN, HEAD OF RISK AND ASSURANCE**

1. PURPOSE

1.1 To seek Council's adoption of the updated Audit and Risk Committee Charter 2025

2. EXECUTIVE SUMMARY

2.1 In accordance with the *Local Government Act 2020* (the Act), Council is required to establish an Audit and Risk Committee (the Committee) as an advisory committee.

2.2 The Act requires Council to prepare and maintain an Audit and Risk Committee Charter (the Charter) that outlines the Committee's objectives, authority, tenure, roles and responsibilities, reporting obligations, and administrative arrangements. The Charter is currently reviewed annually.

2.3 This report supports the Committee's annual review of the Charter and presents the updated version for Council's consideration and adoption. Previous updates have ensured alignment with the Act.

2.4 The current Charter was adopted by Council on 21 August 2024.

3. RECOMMENDATION

That Council:

3.1 Adopts the updated Audit and Risk Committee Charter (Attachment 1) and

3.2 Notes that the updated Charter will be published on Council's website.

3.3 Authorises the Chief Executive Officer, or their delegate to make minor amendments that do not materially alter the Charter.

4. KEY POINTS/ISSUES

4.1 In line with the Committee's Annual Calendar of Activities / Work Program, the Charter is reviewed annually to assess its adequacy. Any proposed changes are referred to Council for approval.

4.2 At its meeting on 24 June 2025, the Committee:

i. Endorsed the proposed changes and referred the Charter to Council for adoption; and

ii. Noted additional information provided on Committee member tenure, as requested by Councillors.

4.3 Councillors raised concerns that extended tenure may not reflect best practice or Council's commitment to good governance. While continuity is valued, a tenure cap was considered important to maintain independence and introduce fresh perspectives.

4.4 In response, officers undertook benchmarking with comparable councils regarding tenure limits for independent members.

4.5 Benchmark Findings:

- Charters from 10 Councils were reviewed *(see table 1).*

Table 1

Audit and Risk Committee Charter – Benchmarking Exercise

(May/June 2025)

Council	Date of Charter	Review Frequency	Appointment Terms	Cap on Tenure
City of Melbourne	Feb 2025	Biennially	Three Years	Nine Years
City of Monash	Sep 2023	Biennially	Three Years	Six Years
Brimbank City Council	Sep 2023	Biennially	Three Years	Six Years
Glen Eira City Council	Feb 2025	Annually	Three Years	Nine Years
City of Boroondara	Aug 2024	Annually	Three Years	Six Years
Hume City Council	Aug 2024	Annually	Three Years	Nine Years
Surf Coast Shire	Apr 2024	Silent	Four Years	Eight Years
City of Greater Geelong	Feb 2025	Biennially	Three Years	Nine Years
City of Stonnington	Nov 2024	Silent	Three Years	Nine Years
City of Yarra	Apr 2025	Silent	Three Years	Nine Years

- Review cycle: Most councils reviewed their Charter biennially. Officers recommend adopting a biennial review cycle, with flexibility for out-of-cycle reviews in response to emerging issues or legislative changes.
- Independent Member tenure: The majority of councils applied a nine-year cap on independent member tenure. This is the option recommended for Council's consideration.

4.6 Introducing a nine-year tenure cap will result in all current independent members concluding their engagement at the end of their current term.

- Existing terms have been staggered to avoid simultaneous departures.
- A recruitment process will be required at the conclusion of each member's term.
- The table below outlines the end of tenure dates and final Audit and Risk Committee Meeting the independent members would attend.

Name	Date of Council Decision	Term Expiry	Final Audit and Risk Committee Meeting
Kylie Maher	04.09.2024	01.11.2027	September 2027
Helen Lanyon	07.02.2024	01.01.2027	November 2027
Brian Densem	05.02.2025	01.04.2028	March 2028

4.7 Additional minor updates to the Charter include:

- Simplified language and processes;
- Alignment with the Committee's forward calendar;
- Updated staff titles and;
- Revised approval and review dates.

4.8 For further context, a one-page jurisdictional analysis from the Queensland Audit Office is included (Attachment 2), summarising insights from their *Audit Committees in Local Government* report (Report 10: 2024–25).

4.9 To ensure transparency and avoid any perceived conflicts of interest, independent Committee members were excluded from discussions relating to tenure limits.

5. CONSULTATION AND STAKEHOLDERS

5.1 Consultation has included Council Executive, Audit and Risk Committee members, and 10 other councils.

6. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

6.1 An engaged and empowered community –

- Our Council is open, accountable and acts with integrity;
- Our Council effectively manages risk.

7. IMPLEMENTATION STRATEGY

7.1 TIMELINE / COMMUNICATION

7.1.1 Subject to Councillor feedback on the proposed tenure cap and review frequency, officers will prepare an implementation plan to support a smooth transition, ensuring continuity and minimising business disruption.

8. OFFICER MATERIAL OR GENERAL INTEREST

8.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

1. **Audit and Risk Committee Charter - updated 2025** ⇩
2. **Jurisdictinal analysis of Audit and Risk Committee Charters** ⇩

City of Port Phillip

Audit and Risk Committee Charter

Version ~~2~~3, Adopted by Council: ~~June~~ August ~~2024~~2025

City of Port Phillip Audit and Risk Committee Charter

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City of Port Phillip Audit and Risk Committee Charter

1 Preface

Section 53 (1) of the Local Government Act 2020 (the Act) states that "a Council must establish an Audit and Risk Committee". Section 54 (1) of the Act states "a Council must prepare and approve an Audit and Risk Committee Charter."

This Charter has been developed in response to the Act requirements. It has been developed with regard to "*Audit Committees - A Guide to Good Practice for Local Government*" issued by the Minister for Local Government and the Victorian Auditor-General's report on *Audit Committee Governance* issued in August 2016.

2 Introduction

The Audit and Risk Committee (the Committee) plays an important role in providing oversight of Port Phillip Council's governance, risk management, and internal control practices. This oversight mechanism also serves to provide confidence in the integrity of these practices. The Committee performs its role by providing independent oversight to the Executive and the Council, in overseeing internal and external audit functions[1].

3 Background

The Committee's previous Charter was reviewed and approved by Council on 6 March 2024. This Charter has been developed in accordance with the Section 54(7) of LG Act 2020.

4 Purpose

The Committee is an advisory committee of the Council established to assist the Council discharge its responsibilities under the Act Section 54 (1), (2), (3) to:

- monitor the compliance of Council policies and procedures with:
  - the overarching governance principles;
  - the Act and the regulations and any Ministerial directions; and
  - other relevant laws and regulations;
- monitor internal controls;
- monitor Council financial and performance reporting, including the external financial and performance framework;
- monitor and provide advice on risk management and fraud prevention systems and controls;
- oversee internal and external audit function;

[1] Section 54(2)(d) of the Local Government Act 2020

The Charter sets out the committee's objective, authority, composition and tenure, roles and responsibilities and reporting and administrative arrangements.

The Committee's objective is to provide appropriate independent advice and recommendations to Council on matters relevant to the Committee's Charter to facilitate decision-making by Council in relation to the discharge of Council's accountability requirements.

The internal and external auditors and other assurance providers support the Committee by providing independent and objective assurance on internal corporate governance, risk management, internal control, and compliance.

An Audit & Risk Committee annual calendar of activities (work program/plan) is provided at each meeting to ensure the Committee can effectively discharges its responsibilities Section 54(3)

5 Mandate

The Audit and Risk Committee has been established under Section 53 of the Local Government Act 2020 (and previously Section 139 of the Local Government Act 1989). The Act states that the Audit and Risk Committee is not a delegated committee.

The Committee does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibilities. The Committee does not have any management function and is therefore independent of management.

6 Committee Membership

6.1 The Council will appoint as members of the Committee:

- the Mayor and one other Councillor; and
- three (3) independent members, one of whom will be appointed by Council as Chairperson.

6.2.1 Council will appoint Committee members and the Committee Chairperson.

6.3 In addition to the committee members, the following staff members have a standing invitation to attend the committee meetings: The Chief Executive Officer, the ~~Executive Manager~~Director~~,~~ Governance and ~~Organisational~~ Performance, the Chief Financial Officer, the ~~Coordinator~~ Head of Risk & Assurance, and other Council employees at the invitation of the Chair.

6.4 The internal and external auditors will attend relevant sections of the Committee meetings at the invitation of the Chair.

7 ~~Chairperson~~ Chair of the Committee

7.1 In accordance with section 53 of the Act, the Chair of the Committee -

(a) must not be a Councillor (section 53(4)); and

(b) must not be a member of Council staff (section 53(3c); and

(c) must be suitably qualified.

7.2 A Chairperson will be elected annually for a period of twelve months.

7.3 A Chairperson can be elected for successive terms.

7.4 The Chairperson shall have a casting vote on occasions where there is an equal number of votes on a matter.

7.5 The Chairperson may require any report prepared by the Committee to be listed on the agenda for the next ordinary meeting of the Council.

7.6 In the absence of the appointed Chairperson from a meeting, the meeting will appoint an acting Chairperson from the independent members present.

8 ~~Terms of~~ Appointment of Independent Members

8.1 ~~The external~~ Recruitment of independent members will be ~~selected from the broader community after having invited applications~~ via ~~by~~ public ~~advertisement~~ advertising in appropriate places such as the Council's website and other channels and through a recommendation of a panel comprising the Chair of the Committee or another independent member, a Councillor member and a senior officer.~~.~~

8.2 Following the recruitment process, the panel will make a recommendation to the Council for their formal consideration.

At least two external members of the Committee will be members of CPA Australia (CPA status), the Institute of Chartered Accountants Australia (CA status) and/or the Institute of Internal Auditors, having experience in financial management and risk (Section 53(3b i)); experience in public sector management (Section 53(3b ii)), governance experience, with experience on community and government boards desirable.

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8.3 ~~External~~ Independent members shall be appointed for an initial term of up to three years. At the conclusion of their ~~first~~ initial term, existing members will be eligible to apply to be reappointed ~~for a further three year term which is~~ at the discretion of Council for a further term. A maximum of nine years may be served by an independent member. ~~.~~

8.4 The term of each independent member should be arranged so that there is an orderly rotation of membership and avoidance of more than one member retiring at the same time.

8.5 In the event of an independent member resigning / retiring before the expiry of their term, the vacancy will be filled at the discretion of the Council. Further, should the resignation / retirement of two or three of the independent members coincide, the Council may extend one member's term by one year to ensure continuity.

8.6 If the Council proposes to remove a member of the Committee, it must give written notice to the member of its intention to do so and provide that member with the opportunity to be heard at a Council meeting.

8.7 Pursuant to section 53(6) of the Act, remuneration will be paid to each independent member of the Committee as determined by Council. Annual increases in the remuneration of Committee members will be limited to increases in the Consumer Price Index (CPI All Groups Melbourne) as confirmed by CFO and adjusted annually on 1 January. Payment will be made each quarter following receipt of a Tax Invoice after each meeting.

8.8 It is a requirement that Committees whose independent members who are remunerated by Council hold a Working With Children Check.

8.9 Council will inform and educate all committee members about the Child Safety Policy, and related policies and procedures to ensure all committee members are aware of the role they play in keeping children and young people safe.

9 Meetings

9.1 *Frequency*

The Committee will meet at least four times per year, with authority to convene additional meetings, as circumstances require.

9.2 *Meeting Schedule*

A schedule of meetings will be developed and agreed by members. As an indicative guide, meetings would be arranged to coincide with relevant Council reporting deadlines.

~~9.3 All Committee members are expected to attend each meeting in person or via virtual meetings (where required).~~

9.~~3~~4 *Quorum*

A quorum of any meeting will be at least two independent members (which may include the Chairperson) and at least one Councillor.

9.~~4~~5 *Attendance*

All Committee members are expected to attend each meeting in person or virtually (where required).

All members shall have full and equal voting rights unless a member is unable to vote due to a conflict of interest.

9.~~5~~6 The CEO will facilitate the meetings of the Committee and, in consultation with the Chairperson, invite members of management, auditors or others to attend meetings to provide pertinent information, as necessary.

9.~~6~~7 *Annual work plan*

The Committee will develop an annual work plan, detailing activities to be undertaken in order to address the functions outlined in this Charter. The forward work plan will be used as the basis to drive and shape the agenda for upcoming meetings.

Additional or emerging items will be added to the forward work plan if approved by the Chair and the Chair needs to authorise any removal of items.

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9.~~8~~7~~.~~ *Distribution of Meeting Papers*

The agenda and supporting documentation will be circulated to members of the Committee at least one (1) week in advance of ~~each~~ meeting<u>s</u>.

All Committee meetings, agenda papers and discussions are to be treated as confidential.

9.~~9~~8~~.~~ *Minutes*

Minutes will be prepared as soon as practicable after the meeting (within two weeks of the meeting) and approved by the Chairperson. Items designated as confidential by the Committee, as determined by the criteria in the *Local Government Act 2020*, will be noted in separate confidential minutes of the Committee.

9.~~10~~9~~.~~ The Chairperson will sign the minutes following the confirmation of the minutes at a subsequent meeting.

9.~~11~~10 *Administrative Support*

The ~~Executive Manager~~Director~~,~~ Governance and ~~Organisational~~ Performance shall provide secretarial and administrative support to the Committee.

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10 Reporting to Council Section (5)

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10.1 In accordance with Section 54(5a) of the Act, the Committee must prepare a biannual audit and risk report that describes the activities of the Audit and Risk Committee and includes its findings and recommendations; and

10.2 In accordance with Section 54(5b) of the Act, the Committee must provide a copy of the biannual audit and risk report to the Chief Executive Officer for tabling at the next Council meeting.

10.3 The Committee may report to Council on any matters of significance as determined by the Committee.

10.4 The Chairperson to meet with Councillors informally biannually, where the Audit & Risk Committee Annual Calendar (work program) will be shared.

10.5 The Committee Charter and details of its members will be published on Council's website.

11 Duties and Responsibilities of Management Section 54 (6)

The duties and responsibilities of Council officers are to:

11.1 Keep the Committee informed of the organisation's financial reporting, regulatory compliance, risk management and risk exposures;

11.2 Keep the Committee informed of the findings of any relevant examinations by regulatory agencies, internal auditor and external auditor observations so that the Committee can monitor management's response to these findings;

11.3 Facilitate through the CEO, the operation of the Committee by ensuring the preparation and maintenance of agendas, minutes and reports of the Audit and Risk Committee;

11.4 Table reports and annual assessments of the Audit and Risk Committee at Council meetings when required by this Act and when requested by the chairperson of the Audit and Risk Committee.

11.5 Provide a comprehensive induction for all newly appointed Committee members to enable them to understand the Council and their duties and responsibilities. This includes all relevant information regarding the Committee's responsibilities and the Council's operations.

12 Duties and Responsibilities of the Committee

~~The duties and responsibilities of the Committee include:~~ This section of the Charter outlines the scope of the Committee's work for each of its areas of responsibility.

12.1 Financial and Performance Reporting (Section 54(2b))

12.1.1 Consider major accounting policies, as well as significant accounting and reporting issues, including complex or unusual transactions and highly judgemental areas, recent accounting / professional and

regulatory pronouncements and legislative changes, and understand their effect on the financial report.

12.1.2 Receive annual attestation from management to the effectiveness of key internal controls and response to audit recommendations in certifying the financial report.

12.1.3 Review the organisation's annual financial reports, and consider whether they are complete, consistent with information known to Committee members, reflects appropriate accounting principles and recommend their signing by Council.

12.1.4 Review with management and the external auditors all matters required to be communicated to the Committee under the Australian Auditing Standards including any difficulties encountered with the audit.

12.1.5 Review the internal financial reporting packages for adequacy.

12.2 Risk Management and Internal Controls (including Fraud and Business Continuity Planning) (Section 54(2c))

12.2.1 ~~Provide advice on the~~ Monitor the effectiveness of Council's risk management framework and controls.

12.2.2 Consider evidence and reviews of the operation of the Council's risk management internal controls framework from the Strategic Risk and Internal Audit Group (SRIA), management, internal audit and external audit.

12.2.3 Consider the effectiveness of internal controls surrounding the Digital and Technology Services environment (including governance and disaster recovery).

12.2.4 Review the adequacy and timeliness of treatment plans / actions developed to mitigate Council's material business risk exposures.

12.2.5 Identify and refer specific projects or investigations deemed necessary through the Chief Executive Officer, the internal auditor and the Council.

12.2.6 Review the effectiveness of the fraud and corruption control system and receive reports on actual incidences of fraud and corruption for noting.

12.2.7 Review the project portfolio and associated risks.

12.2.8 Receive an annual update on Council's insurance coverage to ensure its alignment with Council's risk profile.

12.2.9 Monitor processes and practices of Council to ensure effective business continuity.

12.3 Internal Audit and Core Compliance (Section 54(2d))

12.3.1 Review with management (with input from the internal auditor) the activities, staffing, and organisational structure of the internal audit function.

12.3.2 Review with management and the Internal Auditor the Internal Audit Charter annually.

12.3.3 Review and endorse the annual risk-based Internal audit plan and all major changes to the plan as well as ensuring a comprehensive Business Functional Risk Assurance Map (BFRAM) document is maintained.

12.3.4 Endorse the detailed scope for each audit project associated with the plan.

12.3.5 Consider internal audit and core compliance findings and review management's responses in terms of content, commitment and timelines to implement recommendations, and monitor progress of their completion.

12.3.6 Provide an opportunity for the Committee to meet with the internal auditors to discuss any matters that the Committee or internal auditors believe should be discussed privately.

12.4 External Audit (Section 54(2d))

12.4.1 Note the external auditor's proposed audit scope and approach, including any reliance on internal auditor activity.

12.4.2 Consider external audit findings and review management's responses in terms of content, commitment and timelines to implement the recommendations, and monitor progress of their completion.

12.4.3 Provide an opportunity for the Committee to meet with the external auditors, to discuss any matters that the Committee or the external auditors believe should be discussed privately.

12.4.4 Review on an annual basis the performance of the External Auditor

12.5 Compliance Management (Section 54(2a))

12.5.1 The Committee will:

- Receive reports on Council's compliance performance
- Receive reports on significant incidents of non-compliance / breaches of legislation
- Monitor remedial action by management where significant breaches have occurred.
- Assess whether non-compliance incidents indicate broader process and control deficiencies.

~~Monitor the compliance of Council policies and procedures with –~~

- ~~the overarching governance principles; and~~
- ~~this Act and the regulations and any Ministerial directions.~~

12.5.2 Review of Council's Codes of Conduct (Councillor & Staff) for adequacy.

12.5.3 Consider the findings and recommendations of any ~~examinations by~~ regulatory agencies (VAGO, Ombudsman, LG Inspectorate)~~,~~ and any auditor (internal or external) observations for impacts on Council and monitor management's response to these findings.

12.5.4 Contracts & Procurement –

- Receive annual Vendor Compliance Update and Register of Tender and Procurement Non-compliance reports (including reporting of large contracts);
- Review Procurement Framework (probity and transparency of policies, process and procedures).

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12.5.5 Receive annual Customer Complaints / Compliance update

12.5.6 Receive an annual Child Safety Compliance update

12.5.7 ~~Receive reports from management on any material breaches of legislation.~~ Compliance management oversight includes compliance of Council policies and procedures with the overarching governance principles, the Act, other relevant legislation and any ministerial directions.

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12.6 Other

12.6.1 Consider the findings and recommendations of relevant performance audits undertaken by the Victorian Auditor-General and their implication for Council.

12.6.2 Perform other activities related to this Charter as requested by the Council.

13 ~~Performance Evaluation~~Committee Performance Section 54 (4)

13.1 In accordance with Section 54(4a) of the Act, the Committee will undertake an annual assessment of its own performance against the Charter, both of individual members and collectively, using a self-assessment tool which will be reviewed, adopted, and completed by the Committee.

13.2 In accordance with Section 54(4b) of the Act, the Committee will provide a copy of the annual assessment to the Chief Executive Officer for tabling at the next Council meeting.

The Chair of the Committee in conjunction with Officers will be responsible for ensuring any agreed actions are undertaken.

14 Conflicts of Interest

14.1 In accordance with Section 127 of the Act (general conflict of interest) and 128 of the Act (material conflict of interest), members of the Committee will be required to disclose all conflicts of interest.

14.2 Members of the Committee must be fully aware of their responsibilities regarding the management of interests in relation to the discharge of their duties as a member of the Committee and must declare any conflicts of interest at the commencement of each meeting or before discussion of the relevant agenda item or topic. Details of any conflicts of interest will be appropriately minuted.

14.3 Where a member/invitee at Committee meetings declares a real or perceived conflict of interest, the member/invitee will be excused from Committee deliberations on the issue.

14.4 Failure to comply with the provisions of the *Local Government Act 2020* regarding conflicts of interest may result in prosecution and the member's appointment being terminated by the Council.

15 Indemnity for Members of the Committee

15.1 Council will include independent members of the Audit & Risk Committee in its relevant insurance policy coverage for the services they provide to the Council.

16 Review of Committee Charter

16.1 The Committee will review, assess and note the adequacy of the Audit & Risk Committee Charter ~~annually~~ biennially and recommend any changes to Council for approval.

16.2 The next review date will be June ~~2025~~2027

Attachment 2

E. Jurisdictional analysis of local government audit committees

The table below describes the mandates for local government audit committees in all jurisdictions.

Figure E1
Local government audit committee mandates by jurisdiction

	Queensland	New South Wales	Victoria	South Australia	Western Australia	Tasmania	Northern Territory
Audit committees are mandated by the department	X	✓	✓	✓	✓	✓	✓
Membership	Large council audit committees must consist of between 3 and 6 members with one, but no more than 2, councillor members	Must consist of a chairperson, at least 2 independent members, and one councillor may be appointed (not the mayor)	Must consist of a majority of independent members with at least one councillor	Must consist of a majority of independent members	Chair and deputy chair must be independent.	Must consist of 3 to 5 members. A committee with 4 or 5 members must have 2 independent and a committee with 3 members must have one independent	None specified
Independent chair	X	✓	✓	X	✓	✓	✓
Meeting frequency	At least twice	At least quarterly	Not specified	Quarterly	Not specified	Quarterly	Not specified
Risk management required	X	✓	✓	✓	✓	X	X
Guidelines available	✓	✓	X	X	✓	✓	X

Source: Compiled by Queensland Audit Office from the relevant state's legislation.

13.2 AUDIT AND RISK COMMITTEE - BIANNUAL REPORT AS AT 30 JUNE 2025

EXECUTIVE MEMBER: **ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE**

PREPARED BY: **JULIE SNOWDEN, HEAD OF RISK AND ASSURANCE**

1. PURPOSE

1.1 To present the Audit and Risk Committee Biannual Report as at 30 June 2025.

2. EXECUTIVE SUMMARY

2.1 Council is required by the Local Government Act (LGA) 2020 to establish an Audit and Risk Committee (the Committee) as an advisory committee of Council.

2.2 Under the LGA, the Audit and Risk Committee must prepare a biannual report on activities to Council with this paper satisfying this reporting requirement.

2.3 This report was prepared in conjunction with the current Audit and Risk Committee Chair and satisfies this reporting requirement.

2.4 The last update provided to Council was the presentation of the Audit and Risk Committee Biannual report as of 31 December 2024 at the 19 February 2025 Council meeting.

3. RECOMMENDATION

That Council:

3.1 Notes the Audit and Risk Committee Biannual Report as of 30 June 2025, which details activities of the Committee covering scheduled meetings held 25 February 2025, 15 May 2025 (annual workshop) and 24 June 2025.

4. KEY POINTS/ISSUES

4.1 Reporting Period for this Report

This report covers the Committee's work for scheduled meetings held 25 February 2025, 15 May 2025 (annual workshop) and 24 June 2025.

4.2 Meeting Attendance

Name	Role	Meetings		
		25 February 2025 (Scheduled meeting)	15 May 2025 (Scheduled Workshop)	24 June 2025 (Scheduled meeting)
Brian Densem	Independent Member (Chair)	Attended	Attended	Attended
Helen Lanyon	Independent Member	Attended	Attended	Attended

Kylie Maher	Independent Member	Attended	Attended	Attended
Louise Crawford	Councillor (Mayor)	Attended	Attended	Attended
Bryan Mears	Councillor (Deputy Mayor)	Attended	Attended	Attended

4.3 Leadership Network

The CEO, Director of Governance and Performance, CFO, and Head of Risk and Assurance consistently attend all Audit and Risk Committee meetings. In addition, other members of the Leadership Network participate as needed to present detailed updates on the activities and initiatives within their respective divisions. This approach ensures the Committee gains a comprehensive understanding of matters specific to the City of Port Phillip, enhancing its oversight and strategic insight.

4.4 External Service Providers

The internal audit team (Aster Advisory) attended all scheduled meetings with the external audit team BDO (the agent appointed by the Victorian Auditor General Office VAGO) attending when they have specific items to discuss.

4.5 Committee Business

The agendas for the Committee meetings are driven by the Committee's Annual Work Plan.

4.6 Annual Work Plan

Under Section 54(3) of the Act, a Committee must adopt an annual work program.

Each year the Committee collaborate with Council's CEO, Director Governance and Performance and Head of Risk and Assurance to ensure that the responsibilities of the Committee are scheduled and will be carried out.

The Annual Work Plan is reviewed at the same time as the Charter to ensure alignment. The work of the Committee over the reporting period is summarised below in each of the key areas.

4.7 Matters considered by the Committee at its 25 February 2025 meeting were:

4.7.1 Committee only time

The Committee met with the Internal Auditor/s to discuss the effectiveness of the audit relationship and process matters.

4.7.2 Chief Executive Officer's Report

The Committee received an overview from the CEO on key activities over the reporting period. This included progress on Councillor training, with Councillors undertaking mandatory eLearning modules focused on child safety and fraud and corruption. The CEO also provided an update on the development of the Council Plan and Budget. Additionally, the Committee discussed the ongoing challenges related to persistent unreasonable behaviour directed at Councillors and staff, as well as the concerning rise in occupational violence.

4.7.3 Strategic Risk and Internal Audit (SRIA)

The Committee noted the regular SRIA update, noted a new emerging risk relating to Councillor and Staff Safety in response to unreasonable community behaviour is under development, noted the annual update on Council's Fraud and Corruption Control System and 6 monthly update on Council's Digital and Technology Services (DTS) Internal Controls and noted the Internal Audit Recommendations Tracking Status Report

4.7.4 Assurance Activities Update

The Committee endorsed the scopes for the following audits: Cyber Security, Payroll and Child Care Centres, noted the findings from the following audits: Planning Compliance and Enforcement, Subdivision Permits, Development / Open Space Contributions and Rates Management. The Committee also noted the Internal Audit Plan status report 2024/25.

4.7.5 External Audit

There were no items for this meeting.

4.7.6 Compliance Monitoring

The Committee noted the regular Compliance update, an update on the Waste Review Management Action Plan, the annual update on Child Safety Compliance and an update on Council's policy framework and procedures.

4.7.7 Financial Monitoring

The Committee noted the financial sustainability standing report.

4.7.8 Supplementary Reports

The Committee noted a high-level update on Fishermans Bend

4.8 Matters considered by the Committee at its 15 May 2025 Annual Workshop were:

4.8.1 Formal Item

The Committee noted the Victorian Auditor-General's Office (VAGO) audit strategy for Victorian councils, which focuses on financial reporting, performance, and risk management. VAGO audits the financial reports and performance statements of all Victorian councils annually. VAGO's audits aim to provide assurance to Parliament and the public about how effectively councils use public money and manage their operations,

4.8.2 Workshop Discussion

The Committee discussed the business, risk and assurance landscapes, and the Business Function Risk Assurance Map (BFRAM) to help inform the input into the strategic three-year internal audit plan 2025/26 – 2027/28 and focus for the 2025/26 internal audit plan.

4.9 Matters considered by the Committee at its 24 June 2025 were:

4.9.1 Committee only time

The Committee met with both the internal and external auditors to discuss the control environment and the relationship with Management.

4.9.2 Chief Executive Officer's Report

The Committee received an update from the CEO outlining key activities, including the status of the Council Plan and Budget, which had been endorsed by Council the evening prior to the Audit and Risk Committee meeting. Updates were also provided on the progress of the Enterprise Agreement, the integrated crisis management framework, and new requirements under Accounting Standard AASB 13 concerning fair value measurements of assets and liabilities. The CEO also addressed Customer Service and Satisfaction, noting that community satisfaction survey results will be shared with Councillors in the coming months.

Additionally, the Committee was briefed on the emerging issue of unreasonable and vexatious behaviour and its associated occupational health and safety risks. It was agreed that this matter will remain a standing item, with updates to be provided at each meeting until resolution.

4.9.3 Strategic Risk and Internal Audit (SRIA)

The Committee noted the regular SRIA update and noted the Internal Audit Recommendations Tracking Status Report.

4.9.4 Assurance Activities Update

The Committee discussed the findings from the following audits: Property Leases and Licenses, Payroll, and Child Care Centres. The Committee also noted the Internal Audit Plan status report 2024/25 and endorsed the Three-Year Audit Plan for the financial year 2025/26.

4.9.5 External Audit

External Auditor BDO provided the Committee with a detailed overview of the VAGO Audit and the Interim Management Letter for the year ending 30 June 2025.

The Committee endorsed the revaluation approach by Council for the 2024/25 financial account, including the changes required under AASB13.

4.9.6 Compliance Monitoring

The Committee noted the regular Compliance update, the most recent OHS monthly ELT report, an update on the Waste Review Management Action Plan, a further update on the Policy Framework and a Compliance update on the finance team’s second line testing and analytics.

4.9.7 Financial Monitoring

The Committee noted the financial sustainability standing report.

4.9.8 Supplementary Reports

The Committee noted the regular high-level update on Fishermans Bend

4.9.9 Audit and Risk Committee Charter Review

The Committee endorsed the proposed changes to the Charter following its annual review and noted the additional information provided on Committee Member tenure as requested by Councillors. A separate briefing has been scheduled with Councillors in August to discuss potential changes.

5. GENDER IMPACT ASSESSMENT

5.1 A gender impact assessment was not required in the preparation of this report as gender impacts have been appropriately considered across all items reviewed and discussed by the Committee over the past six months where relevant.

6. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

6.1 An engaged and empowered community:

- Our Council is open, accountable and acts with integrity.
- Our Council effectively manages risk.

7. OFFICER MATERIAL OR GENERAL INTEREST

7.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS Nil

13.3 COUNCILLOR EXPENSES MONTHLY REPORTING - JULY 2025

EXECUTIVE MEMBER: **ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE**

PREPARED BY: **MITCHELL GILLETT, COORDINATOR COUNCILLOR AND EXECUTIVE SUPPORT**

1. PURPOSE

1.1 To report on the expenses incurred by Councillors during July 2025 in accordance with the Councillor Expenses and Support Policy.

2. EXECUTIVE SUMMARY

2.1 The *Local Government Act 2020* requires Council to maintain a policy in relation to the reimbursement of out-of-pocket expenses for Councillors and members of delegated committees. Council endorsed its Councillor Expenses and Support Policy at the Council Meeting held on 19 June 2024.

2.2 The policy requires a monthly report on Councillor allowances and expenses to be tabled at a Council meeting in addition to publishing the monthly report on Council's website.

2.3 The report outlines the total amount of expenses and support provided to Councillors and is detailed by category of support. Any reimbursements made by Councillors are also included in this report.

3. RECOMMENDATION

That Council:

3.1 Notes the monthly Councillor expenses report for July 2025 (attachment 1) and that this will be made available on Council's website.

4. KEY POINTS/ISSUES

4.1 The *Local Government Act 2020* (the Act) provides that councillors and members of delegated committees are entitled to be reimbursed for bona fide out-of-pocket expenses that have been reasonably incurred while performing their role, and that are reasonably necessary to perform their role.

4.2 The management of expenses is governed by the updated Councillor Expenses and Support Policy (the Policy), developed in accordance with the requirements of the Act and adopted by Council on 19 June 2024.

4.3 The Policy sets out the process for submitting requests for support and/or reimbursement. All requests are required to be assessed by officers prior to processing.

4.4 All requests for reimbursement must be lodged with officers for processing no later than 30 days from the end of the calendar month, except for the month of June where claims must be submitted within 7 days. Claims for reimbursement lodged outside this timeline will not be processed unless resolved by Council.

4.5 To accurately capture expenses, monthly reports are prepared no earlier than 30 days following the end of the month and generally reported at the next available Council meeting cycle. This means that reports are generally presented in a 2-3 month rolling cycle.

4.6 Notes the variations in *Information and Communication Technology* charges is due to the number of devices requested by those Councillors, such as the use of an iPad as well as a mobile phone.

4.7 Notes the *Conferences and Training* charges attributed to certain councillors in July is for a 'Meal allowance' provision provided to Councillors during attendance at the Australian Local Government Association National General Assembly in Canberra.

5. CONSULTATION AND STAKEHOLDERS

5.1 No community consultation is required for the purposes of this report.

5.2 A copy of Councillor expense reports will be provided to the Audit and Risk Committee.

6. LEGAL AND RISK IMPLICATIONS

6.1 The provision of expenses and support to Councillors is governed by the *Local Government Act 2020*, and Council's adopted policy.

7. FINANCIAL IMPACT

7.1 Provision of support and expenses for Councillors is managed within Council's approved operational budgets.

8. ENVIRONMENTAL IMPACT

8.1 There are no direct environmental impacts as a result of this report.

9. COMMUNITY IMPACT

9.1 This report provides to the community transparency and accountability by publicly disclosing expenses and support accessed by Councillors.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 Reporting on Councillor expenses delivers on Strategic Direction 5 – An Engaged and Empowered Community.

11. IMPLEMENTATION STRATEGY

11.1 Council reports to the community monthly on the expenses and reimbursements provided to Councillors.

11.2 Officers will publish monthly expense reports to Council's website once adopted.

12. OFFICER MATERIAL OR GENERAL INTEREST

12.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS **1. Declaration of Councillor Expenses - July 2025**

Declaration of Councillor Expenses – July 2025

Councillor Allowances and Expenses

The following pages set out the expenses incurred by each Councillor in the following categories:

Councillor Allowance includes statutory allowances for the Mayor and Councillors, inclusive of a provision paid in recognition of the fact that Councillors do not receive superannuation.

Conference and Training includes any registration fees, accommodation and meal costs associated with attendance or participation in conferences, training or professional development programs.

Travel includes cabcharge / taxi fares, Mayoral vehicle at standard charge out rate, public transport / myki costs, airfares, rail and bicycle reimbursements associated with Council business related travel.

Car Mileage includes reimbursement to Councillors for kilometres travelled in their private vehicles associated with Council business related travel.

Child and Family Care include payments for necessary childcare arrangements incurred to attend: Council and Special Council Meetings, Council Briefings, ceremonial functions, events and occasions agreed by the Chief Executive Officer or resolution of Council.

Information and Communication Technology includes the monthly fees and usage costs associated with mobile telephones, tablets and internet charges.

Councillor Attendances

In addition to regular Council Meetings and Councillor briefings, Councillors attend meetings as Councillor appointed representatives of delegated, advisory and external boards and committees.

Details of Councillor Representative appointments is available here.

Note: All expenses are exclusive of Goods and Services Tax (GST) where applicable.

Cr Libby Buckingham

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$63.00
TOTAL	**$3,293.16**

Cr Louise Crawford (Mayor)

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$10,973.92
Conferences and Training	$129.63
Travel *(including provision of a Mayoral vehicle charged at $11,500 per annum pro rata to cover operating costs)*	$958.33
Car Mileage	
Child and Family Care	
Information and Communication Technology	$44.00
TOTAL	**$12,105.88**

Cr Heather Cunsolo

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$44.00
TOTAL	**$3,274.16**

Cr Justin Halliday

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$44.00
TOTAL	**$3,274.16**

Cr Rod Hardy

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	$20.64
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$59.00
TOTAL	**$3,309.80**

Cr Beti Jay

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$44.00
TOTAL	**$3,274.16**

Cr Alex Makin

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$59.00
TOTAL	**$3,289.16**

Cr Bryan Mears (Deputy Mayor)

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$5,486.84
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$59.00
TOTAL	**$5,545.84**

Cr Serge Thomann

incurred the following expenses during the month July:

Expense	Value
Councillor Allowance	$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	$59.00
TOTAL	**$3,289.16**

14. A TRUSTED AND HIGH PERFORMING ORGANISATION

Nil

15. NOTICES OF MOTION

Nil

16. REPORTS BY COUNCILLOR DELEGATES

17. URGENT BUSINESS

18. CONFIDENTIAL MATTERS

Nil