

02

MUNICIPAL PLANNING STRATEGY

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Proposed C203port

02.01**CONTEXT**

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The City of Port Phillip is an inner-city area of approximately 21 square kilometres and 11 kilometres of bay foreshore.

The Victorian Aboriginal Heritage Council has advised that they consider that the traditional owners of the land of Port Phillip are represented by the Bunurong Land Council Aboriginal Corporation (BLCAC) and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).

The City is now the most densely populated municipality in Victoria with more than twice the population density of the metropolitan Melbourne average.

One of the earliest European settlements in the metropolitan area, Port Phillip is a city of neighbourhoods, each with its own character, defined by heritage buildings, strip shopping precincts and treelined streets.

The City contains some of the most popular tourist destinations in metropolitan Melbourne, attracting more than 2.8 million visitors each year.

02.01-1**Community and population growth**

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The City's population is expected to grow from 117,420 in 2020 to 176,816 by 2041 (*City of Port Phillip Population Forecast*, id, July 2020). Significant growth will be accommodated within the Fishermans Bend Urban Renewal Area.

The City serves diverse communities of residents, workers and visitors. A majority of residents are aged between 25 and 49 and the largest population increase is anticipated to be in the 20 to 24 age group (ibid).

81.6 per cent of the City's labour force of 60,772 come from outside the municipality (*City of Port Phillip Economic Profile*, id, July 2020). The dominant sectors of employment are professional, scientific and technical services (16.3 per cent), health care and social assistance (10.3 per cent) and education and training (8.5 per cent) (ibid).

02.01-2**Housing profile**

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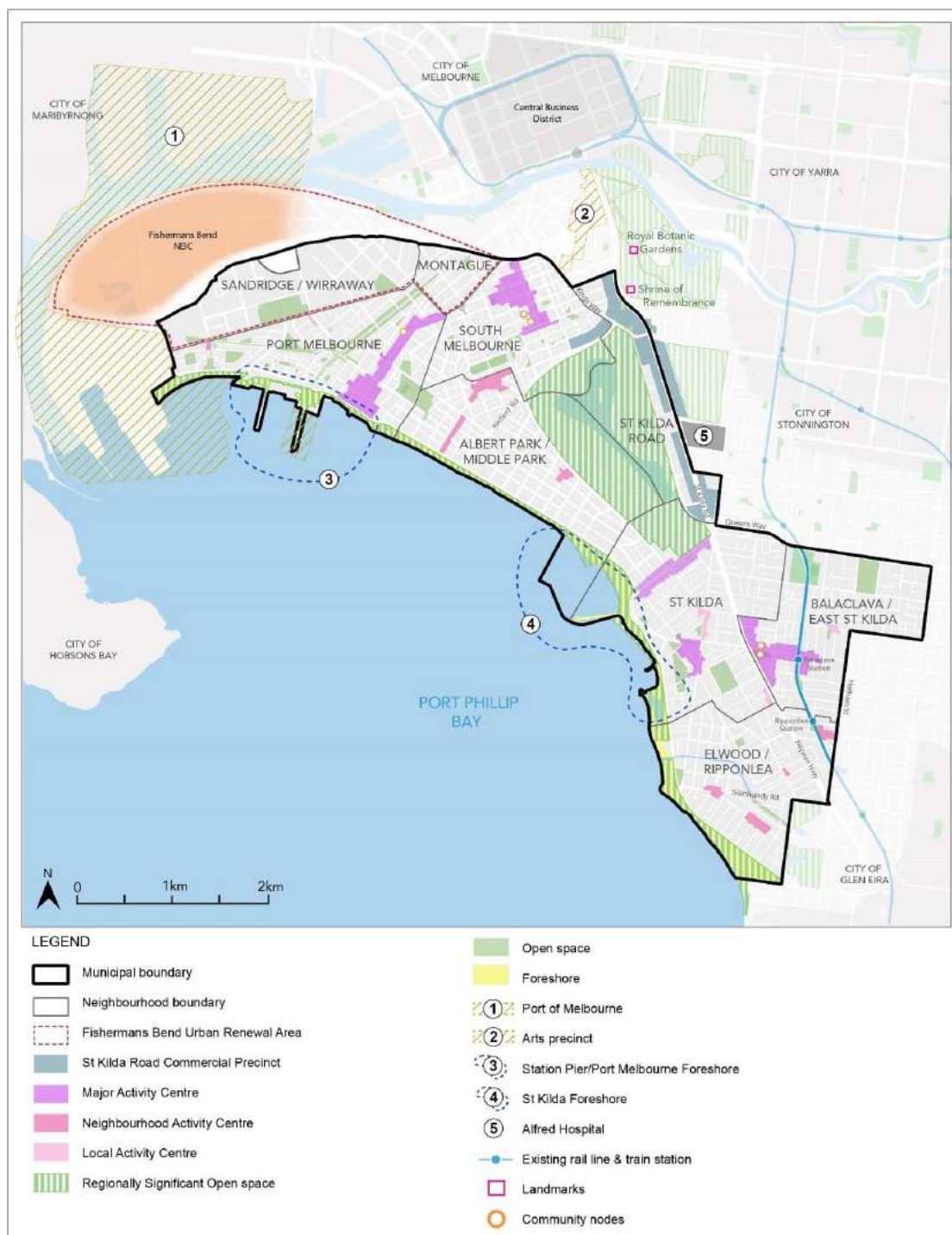
Proposed C203port

In the City, 8.4 per cent of dwellings are separate houses, 37.7 per cent are medium density dwellings, and 52.2 per cent are high density dwellings (*City of Port Phillip Population Forecast*, id, July 2020). The dominant household type is lone person at 39.6 per cent of all households (ibid).

Compared to Greater Melbourne, more households pay higher mortgage repayments and higher rental payments (*City of Port Phillip Housing Needs Assessment and Allocations Framework Report*, City of Port Phillip, March 2019).

Access to affordable housing for very low and low income working households is limited. The City is committed to maintaining, at minimum, the 2015 level of social housing stock of 7.2 per cent (*In Our Backyard Housing Program Review*, SGS Economics and Planning, September 2018).

Context plan



02.02

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VISION

The vision in the *We are Port Phillip Council Plan 2017 – 2027* is for Port Phillip to be ‘*Beautiful, Liveable, Caring, Inviting, Bold and Real*’.

The vision is shaped by a desire to celebrate history, protect character, and encourage inclusion and creativity, while planning for the future of a dynamic and evolving City.

Port Phillip will be a city:

- That produces low greenhouse gas emissions, is resilient to climate change and maximises use of environmentally sustainable modes of travel.
- That is creative and prosperous with a dynamic economy that connects and grows business as well as bringing arts, culture and creative expression to everyday life.
- Of vibrant activity centres and employment areas, providing high accessibility to goods and services and prosperous conditions for all residents and businesses.
- That is liveable, with well-designed buildings that contribute to safe, lively, high amenity places with public spaces that are safe and inviting places for people to enjoy.
- Of diverse and distinctive neighbourhoods where well-designed new development is integrated with, and enhances our valued heritage and character and the beauty of our neighbourhoods.
- That respects and values its past, its diversity and its link with traditional owners.
- That is easy to get around, with 10-minute neighbourhoods that give locals access to shops, community spaces and a strong sense of place.
- With a range of affordable, accessible and diverse housing types to meet the needs of the population and is supported by a range of community facilities and services.
- That is inclusive; where community diversity and harmony are sustained and encouraged, and where members of our community feel connected through a strong sense of place and can participate in community life.
- With a healthy and safe environment for residents, workers and visitors.

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STRATEGIC DIRECTIONS**Settlement****Activity centres**

Port Phillip has an established network of distinct and diverse activity centres:

- Four Major Activity Centres in Port Melbourne (Bay Street), South Melbourne (South Melbourne Central), Balaclava (Carlisle Street), and St Kilda (Fitzroy/Acland Streets). These provide a wide range of goods, community facilities and services, some serving regional catchments.
- Six Neighbourhood Activity Centres in Port Melbourne (Centre Avenue), Albert Park (Bridport Street/Victoria Avenue), Middle Park (Armstrong Street), Ripponlea (Glen Eira Road), and Elwood (Tennyson Street, and Ormond/Glen Huntly Roads). These provide a range of goods and services to the local catchment.
- Four Local Activity Centres in St Kilda (Inkerman/Grey Streets, and Inkerman Street), East St Kilda (Inkerman Street), Elwood (Brighton Road), and Port Melbourne (Graham Street). These provide a limited range of convenience goods and services to the local community.
- Emerging activity centres in Fishermans Bend Urban Renewal Area (FBURA) within the Montague, Sandridge and Wirraway precincts. These are of different scales and functions.

These activity centres perform a range of retail, commercial, entertainment and housing functions and will continue to provide community hub roles for their catchments. Their individual distinctiveness and diversity are an important part of Port Phillip's identity, which needs to be protected and reinforced.

Port Phillip's activity centres also play an important role in supporting and hosting visitation, including local and regional entertainment. Cultural tourism should continue to be provided for within activity centres and managed to minimise adverse effects on the amenity of the area.

Council supports:

- Reinforcing a diverse network of economically viable activity centres across Port Phillip by promoting development that:
 - Is of a scale appropriate to the role and capacity of the centre.
 - Supports the distinct identity and social and cultural role of each centre.
 - Provides a diverse mix of uses, including employment generating ones, that service the catchment of each centre.
 - Provides for residential development at a scale appropriate to the role, capacity and economic function of each centre.

Neighbourhoods**Albert Park / Middle Park**

Known for its Victorian and Edwardian era development, wide, tree-lined streets, beach and recreational facilities in Albert Park, this neighbourhood also includes part of St Kilda West. A -0.02 per cent population change is forecast by 2031.

Council supports:

- Maintaining the heritage character and low-rise scale of existing residential areas.
- Providing a range of passive and active recreational and sporting activities in attractive and accessible public spaces.

Balaclava / East St Kilda

This neighbourhood is primarily a residential area with diverse housing types and population. Key features include the Carlisle Street Major Activity Centre, Balaclava Station and Alma Park. A 4 per cent population growth is forecast by 2031.

Council supports:

- Reinforcing the generally mixed architectural character within the existing residential areas, featuring setbacks and garden characteristics.
- Retaining the eclectic, bohemian and distinctly local character of the Carlisle Street Activity Centre, its range of independent businesses, convenience and weekly shopping role, and civic and community focus.
- Facilitating increased use of Balaclava Station.
- Maximising access to safe and direct pedestrian routes, due to the high rates of walking and the specific cultural needs of the Jewish community.
- Addressing the shortage of public open space, especially between Hotham Street and Orrong Road.

Elwood / Ripponlea

This neighbourhood is known for its leafy streets and suburban character, proximity to the Port Phillip Bay, the Elwood Canal and Ripponlea Station. Significant development occurred during the post-war years, with new apartment developments in the area from 2001. A 1.7 per cent population growth is forecast by 2031.

Council supports:

- Reinforcing the green, suburban character of the existing residential areas.
- Retaining the character and prominence of Marine Parade and Ormond Esplanade as seaside boulevards.
- Improving amenity and safety along the interface of Elwood Canal and abutting land uses.
- Facilitating safe and direct walking routes, recognising the specific cultural needs of the significant Jewish community in Ripponlea.

Port Melbourne

This neighbourhood includes Station Pier and the Waterfront Place Precinct, foreshore and beaches, and the Bay Street Major Activity Centre. It is marked by traditional residential heritage precincts, contrasting with the distinctive areas of Garden City, Beacon Cove and contemporary apartment development in the Bay Street Major Activity Centre. A 1.3 per cent population growth is forecast by 2031.

Council supports:

- Retaining Station Pier as a trade and freight gateway.
- Developing Station Pier and the Waterfront Place Precinct as a world class passenger shipping gateway to Melbourne.
- Strengthening the Bay Street Activity Centre as the hub of Port Melbourne, and a mixed use, sustainable and diverse bayside centre that has a strong sense of identity and community.
- Maintaining the consistent neighbourhood character of Beacon Cove.
- Managing the foreshore interface (including Station Pier) to minimise conflicts.

South Melbourne

This neighbourhood includes the South Melbourne Major Activity Centre including Clarendon Street, the South Melbourne Market, and significant established business precincts which are experiencing residential and commercial development pressure. A 5.7 per cent population growth is forecast by 2031, along with an increase in workers.

Council supports:

- Developing a sustainable mixed use precinct focussed on the South Melbourne Major Activity Centre.
- Developing the Emerald Hill precinct as a major focus of cultural activity for the local and wider community.
- Maintaining high quality residential environments in established residential areas.
- Addressing the shortage of public open space, especially north of Park Street.

St Kilda Road

With a grand landscape setting that is flanked by the Shrine of Remembrance (in the City of Melbourne), St Kilda Road is one of Melbourne's most famous boulevards. The new Anzac Station will enhance access to the area, and catalyse residential and commercial development and public realm improvements.

The area has a diverse population and is a significant employment hub with a workforce of over 20,000. A 37 per cent population growth is forecast by 2031, along with significant growth in worker numbers.

Council supports:

- Maintaining the role of St Kilda Road as a preferred location for premier office accommodation and well-designed, higher density residential development.
- Reinforcing the St Kilda Road North Precinct as a dynamic, highly connected, beautiful, integrated, safe and inclusive place to live, work and visit.
- Protecting the significance and landmark quality of the Shrine of Remembrance.

St Kilda

This neighbourhood contains the iconic Acland Street and Fitzroy Street retail strips, significant open spaces, the St Kilda foreshore and other significant open spaces such as the St Kilda Botanical Gardens and the Peanut Farm.

St Kilda attracts millions of visitors each year with its famous attractions including Luna Park, the Palais Theatre and St Kilda Beach. The neighbourhood contains an eclectic mix of architectural styles, eras and building typologies. A 10 per cent population growth is forecast by 2031, predominately in the St Kilda Road South Precinct.

Council supports:

- Maintaining the sense of community and cultural diversity that contribute to the unique character of St Kilda.
- Revitalising the St Kilda Foreshore (including the development of the 'Triangle' site).
- Retaining the unique heritage, character and generally low-rise built form of the established residential areas.
- Improving the liveability of the St Kilda Road South Precinct and strengthening its sense of place as it transitions to increased residential densities.

Fishermans Bend Urban Renewal Area

The Fishermans Bend Urban Renewal Area (FBURA) is a declared project of State significance. It includes the major urban renewal precincts of Montague, Sandridge and Wirraway in the City of Port Phillip, and Lorimer and the Fishermans Bend NEIC (Employment Precinct) in the City of Melbourne.

The vision for FBURA is “*a thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation*” that will by 2050, accommodate 80,000 residents and 80,000 jobs and be Australia’s largest urban renewal *Green Star – Community*. FBURA is striving for a 6 Star *Green Star – Community* rating.

Council supports:

- Creating thriving, lively, mixed-use neighbourhoods.
- Locating the highest densities of employment opportunities close to existing and planned public transport.
- Delivering housing opportunities for a diverse community.
- Creating a benchmark for sustainable and resilient urban transformation.
- Encouraging developments to be designed to support 80 per cent of movements via active and public transport.
- Implementing measures in use and development to mitigate adverse amenity impacts from existing industrial uses.

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Environmental and landscape values

Port Phillip is a highly modified urban environment with remnant areas of indigenous vegetation confined to the Port Phillip Bay foreshore and Ripponlea area. Replanting efforts have led to a number of significant sites of indigenous vegetation.

The foreshore is Port Phillip’s most outstanding natural and cultural asset and provides a number of functions including providing habitat for local flora and fauna and managing stormwater. Environmental management is essential in supporting the health of the Port Phillip Bay and ensuring that the foreshore remains an attractive destination that continues to support local biodiversity.

The City’s public open spaces and landscaping within road reserves, transport corridors and on private land provide an essential balance to Port Phillip’s urban environment and have a positive impact on the liveability and biodiversity of the City.

Council supports:

- Protecting Port Phillip’s natural environment and landscape values.
- Protecting and enhancing Port Phillip’s urban forest, including large canopy trees and vegetation.
- Protecting and enhancing Port Phillip’s green spaces and corridors to provide habitat to native flora and fauna.
- Reducing the environmental impact of urban areas on waterways and receiving bodies by managing stormwater quality and quantity.

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Environmental risks and amenity

Climate change

Port Phillip is subject to the impacts of climate change, including increased heat, more extreme weather events, changed rainfall patterns, greater flooding due to overland flow and sea level rise, and increased erosion of the foreshore.

Designing and managing built form and physical infrastructure to better respond to a changing climate will contribute to improving the liveability and sustainability of the City for the benefit of the community. Reduced emissions and achieving sustainable land use and development within the built environment will help achieve a City that is adaptive and resilient to climate change.

Council supports:

- Ensuring development responds to a changing climate and helps mitigate against its impacts by:
 - Incorporating environmentally sustainable design.
 - Prioritising walking, cycling and use of public transport, shared transport modes and low-emissions vehicles.
 - Providing new housing and employment in locations close to activity centres and public transport.
- Creating a greener, cooler City that reduces urban heat island effect by:
 - Increasing canopy cover and diversity of tree species in public open spaces, road reserves and transport corridors.
 - Protecting and enhancing vegetation on private land and in development.
- Use and development of the foreshore that responds to the impacts of climate change.
- Use of sustainable and low energy infrastructure and renewable energy.
- Integrating water sensitive urban design in development to improve water quality to Port Phillip Bay and other receiving water bodies, reduce the impacts of localised flooding and sea level rise and to facilitate water conservation.
- Reducing potable water consumption through more efficient water use and establishing alternative water sources.
- Facilitating the maximisation of recycling and diversion from landfill, reduction in waste generation and the circular economy.

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Built environment and heritage

The Victorian Aboriginal Heritage Council have advised that they consider that the traditional owners of the land of Port Phillip are represented by the Bunurong Land Council Aboriginal Corporation (BLCAC) and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). The traditional owners' continued connection to the land is reflected through intangible cultural heritage values and in sacred sites.

Port Phillip's built and natural heritage places are among the earliest and most significant in Melbourne, including buildings and structures, landscapes, streetscapes, precincts, subdivision patterns (comprising the layout of streets, lanes and boulevards) and cultural heritage.

Protecting, revealing and embracing the valued heritage and character of the City is a priority for Port Phillip.

The diversity of built form and valued elements of Port Phillip's urban structure and character make a valuable contribution to the attractiveness of the City as a place to live, work and visit.

A key challenge for Port Phillip is to enable development that responds to the context of the area, including its valued heritage and character, and that positively contributes to the public realm. A high quality, liveable and inclusive urban environment is critical to support the vitality and wellbeing of the City.

The character of areas planned for substantial growth will significantly change, being the FBURA urban renewal areas, parts of the Major Activity Centres and along St Kilda Road. Development in these areas needs to be managed to achieve a high-quality public realm to support the new higher-density mixed-use environment.

Development within Major Activity Centres needs to be managed to ensure that the unique and valued character of each centre is retained and enhanced.

The established residential areas and lower order activity centres are distinguished by their low-rise urban form and highly valued character. Development within and adjoining these areas needs to be managed to ensure that the existing neighbourhood character and amenity is not eroded.

Port Phillip also has a role in providing a setting for significant heritage buildings located in adjoining municipalities, including the Shrine of Remembrance.

Council supports:

- Protecting and enhancing the varied, distinctive and valued character of neighbourhoods across Port Phillip, and the physical elements therein.
- A new built form character within FBURA that transitions to surrounding established areas.
- Supporting development along the foreshore that enhances its significance as a natural, recreational and tourism asset by reinforcing the predominately low-rise scale of development (except where directed by a Design and Development Overlay) and avoids overshadowing the foreshore.
- Protecting Aboriginal cultural heritage and incorporating interpretive elements into built form and the public realm.
- Protecting and conserving valued heritage places and precincts by:
 - Retaining and conserving heritage places.
 - Development that respects and complements heritage places by using a contextual design approach that retains and enhances the significance of a heritage place.
 - Supporting adaptive reuse of heritage places that are no longer used for their original purpose, such as industrial buildings.
- Balancing sustainability outcomes and heritage conservation.

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Housing

Managing the impact of housing growth on the City's character and urban form is a key challenge for Port Phillip. Well-located strategic redevelopment sites and precincts provide the key opportunity to accommodate a large proportion of Port Phillip's new housing growth which will continue to bring change to the scale and density of those areas. Moderate residential growth may also be achieved in activity centres as part of shop-top housing or as larger mixed-use developments on strategic sites. Meeting the demand for new housing within Port Phillip's established residential areas, including around activity centres, must be carefully managed to protect the heritage value, neighbourhood character and amenity of those areas.

As a part of housing growth, provision must be made for a variety of dwellings to meet the diverse needs of Port Phillip's community and ensuring that in terms of household size, lifestyles, abilities, income levels and lifecycle stages. This includes households of varying sizes including shared, sole person, couple and family (including larger family) households. As well as ensuring accessible, visitable and adaptable housing for persons with disability or changing household life-cycle needs including the need to work from home, and older persons needing to age in place or have access to retirement housing and residential care accommodation.

With increasing land values and housing costs and the closure of private rooming houses and subdivision of rental flats, home ownership and private renting are increasingly unaffordable. Greater supply of affordable and social housing is needed to address priority local housing need, including for the most disadvantaged and marginalised residents.

Council supports:

- Providing significant opportunities for housing growth within designated strategic locations such as FBURA, that offer greatest accessibility to shops, services and public transport.
- Increasing residential densities within existing activity centres where the intensity and scale are appropriate to their scale, character and heritage values and does not detract from the centres' economic capacity.
- Providing affordable housing for very low, low and moderate-income households in locations across the municipality, including strategic redevelopment sites, activity centres and Fishermans Bend.
- Providing a diverse range of affordable housing types, such as supported social housing, social (public and community) housing, and private affordable housing that address local housing need.
- Providing a diverse range of accessible, visitable and adaptable housing that meet the needs of the community.

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Proposed C203port

Economic development

Port Phillip is strategically positioned between the Central City and Port Phillip Bay and has a strong and mixed economy with significant areas suitable for industrial and varied employment uses and a strong tourism industry.

Key employment areas are shown on the Strategic Framework Plan at Clause 02.04-1 and include:

- Activity Centres that are largely based on retail strips with new centres planned to be established in FBURA.
- Office and Mixed-Use Areas located within and outside of activity centres, including the St Kilda Road Corridor (identified within the expanded Central City Area), South Melbourne Business Precincts and FBURA.
- Industrial Areas located in Port Melbourne, South Melbourne and Balaclava provide for existing and emerging industrial activities. FBURA has historically accommodated significant industrial activity within the City. Strategically important existing industrial uses that provide services to the construction industry will continue to operate as the area transitions to a mixed-use precinct.

Port Phillip will need to retain an adequate supply of employment land in key precincts for growing job sectors, particularly office space for the 'knowledge economy' which is experiencing increased pressure for new residential development, and to strengthen existing creative industry clusters.

Port Phillip has a strong tourism industry, with Port Melbourne's waterfront and St Kilda's foreshore as key tourist attractors. The range of entertainment uses, facilities and festivals provided across key precincts are an important part of the local economy and contribute to the municipality's strong cultural identity. A key challenge is in balancing the social, economic and cultural benefits of tourism and entertainment uses (particularly live music venues, licensed premises and gaming venues) with minimising social harm and protecting residential amenity to ensure that Port Phillip continues to be a desirable place to visit and to live.

Port Phillip has a vibrant arts scene, and it is important that arts and cultural activities are supported. A key challenge in Port Phillip is retaining affordable and flexible creative workspaces.

Council supports:

- Planning for adequate employment land across the City to facilitate local employment and support the diversity of resident, business and visitor needs.
- Maintaining and strengthening the economic role of Port Phillip's commercial and, mixed use and industrial areas by:
 - Facilitating the transition of FBURA from an industrial to mixed-use area.
 - Supporting opportunities for high-intensity commercial uses within the Sandridge Precinct, and ancillary commercial and retail uses in the other precincts in FBURA.
 - Supporting urban manufacturing through industrial uses with limited amenity impacts.
 - Maintaining the role of St Kilda Road as the City's premier commercial strip.
 - Maintaining and strengthening creative industry clusters in South Melbourne and FBURA.
- Supporting an environment in which arts and creative industries can flourish.
- Supporting a local tourism industry and entertainment precincts that respect safety, amenity and the natural environment.
- Designing and locating sensitive land uses (such as residential uses) to minimise the potential conflict with existing and future employment uses.
- Managing the interfaces between industrial and residential areas (including the interface between Garden City, FBURA and the Port of Melbourne) to limit amenity impacts while ensuring ongoing viability and efficiency of industrial uses.

02.03-7

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Proposed C203port

Transport

Port Phillip is built on a walking scale with shopping, parks and local facilities within walking distances of most residential properties.

The City's well-established public transport network adequately serves the needs of most residents, however, there are some parts of the municipality where convenient access to public transport is limited. Providing more transport choices and managing parking is a key focus for Port Phillip as its population grows.

Road network congestion continues to be an issue with high rates of private vehicle ownership and car dependency placing pressure on the City's road infrastructure, creating high parking demand and congested road space.

To reduce car-based travel, walking, bicycle riding and public transport use should be promoted as the preferred modes of transport. Widespread use of more sustainable modes of transport will support the health and wellbeing of Port Phillip's community and provide environmental benefits.

Council supports:

- Creating 10-minute walkable neighbourhoods by integrating land use and transport planning to direct housing and employment growth close to high quality pedestrian routes and public transport services.
- Prioritising and facilitating sustainable transport modes, including active transport and public transport, over private vehicle use.
- Facilitating an integrated, safe and accessible walking and bicycle network that encourages more people to walk or cycle more often.
- Alternative transport options and technology that makes it more convenient for the community to move around.

02.03-8

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Proposed C203port

Infrastructure

Key challenges facing the City are meeting the physical and community infrastructure needs of a growing and changing community across established and urban renewal areas, including the impacts of substantial growth in FBURA.

Council supports:

- Facilitating sustainable physical and community infrastructure that will support the needs of the existing and future community and respond to the demands of development.
- Strengthening the network of community facility ‘clusters’ by locating community facilities together or close to each other and within activity centres.

02.03-9

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Open space

There are a range of open space areas in Port Phillip, including parks, gardens, beach and Port Phillip Bay foreshore. Many of Port Phillip’s parks and gardens are of heritage significance, particularly those with formal landscapes such as St Kilda Botanical Gardens and St Vincent Gardens in South Melbourne.

The foreshore and Albert Park reserve are significant public open space assets and host a wide range of entertainment, sport and recreational activities. This influences the infrastructure needs of these areas and can impact public access and use.

The demand for existing open space in Port Phillip from residents, visitors and workers is increasing as the population grows and the provision of private open space declines.

Council supports:

- Establishing and improving open space linkages to connect public open space throughout Port Phillip and to the wider regional open space network.
- Pursuing opportunities to increase the amount of useable open space particularly in neighbourhoods identified as being deficient of open space.
- Ensuring the heritage significance of parks and gardens is protected and balanced with their role as places for leisure.
- Ensuring open spaces are safe, inclusive and accessible to all users.
- Maintaining the foreshore as an important social and recreational destination without diminishing its environmental conservation.
- Ensuring development on or adjacent to the foreshore is sympathetic to the surrounding coastal landscape and does not diminish its environmental, amenity, social or recreational values.
- Ensuring development does not detrimentally impact on the amenity, landscape and environmental values of public open space.

02.04

Proposed C203port

STRATEGIC FRAMEWORK PLANS

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

02.04-1

Proposed C203port

Economic development



LEGEND

- Municipal boundary
- Activity Centres (Major, Local & Neighbourhood)
- Mixed Use and Office area
- Core Areas (Fishermans Bend)
- Retail Strip
- Residential focus
- Tourism / Entertainment
- Open Space
- Capital City Zone
- Comprehensive Development Zone

Industrial Areas

- 1 South Melbourne
- 2 William Street, Balaclava
- 3 Eastern Business District, SMC
- 4 Western Business District, SMC
- 5 Fishermans Bend Urban Renewal Area

Mixed Use Activity Areas

- 5 Fishermans Bend Urban Renewal Area
- 6 Bay Street, Port Melbourne
- 7 Kings Way / Dorcas Street, South Melbourne
- 8 Kings Way Mixed Use Corridor, South Melbourne
- 9 Greeves Street, St Kilda
- 10 Inkerman / Pakington Street, Balaclava
- 11 Chapel Street, Balaclava
- 12 Crockford Street, Port Melbourne
- 13 Bay Street (north of Spring Street), Port Melbourne
- 14 Wellington Street, St Kilda
- 15 St Kilda Road, South Melbourne
- 16 Albert Road, South Melbourne
- 17 St Kilda Road South

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Strategic projects

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Proposed C203port



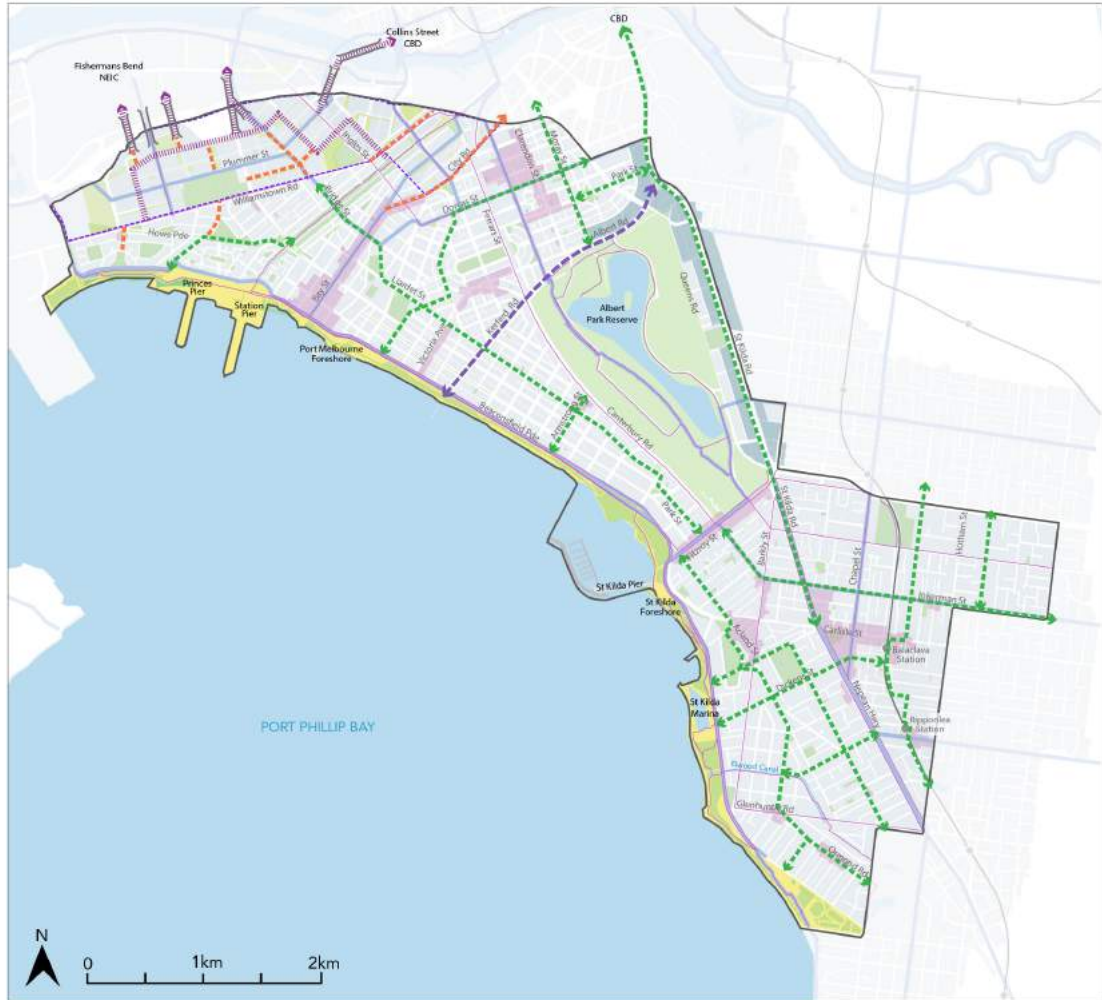
LEGEND

- Municipal boundary
- Activity Centres (Major, Local & Neighbourhood)
- Open Space
- Planned new open space
- Existing rail line & stations
- Proposed rail line & stations
- Existing tram line
- - - Proposed tram line
- = Proposed & upgraded bridges
- - - Existing Boulevards
- - - Proposed/Future Boulevards
- Landmarks

02.04-3

Pedestrian and Bicycle Network Framework Plan

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Proposed C203port



LEGEND

- Municipal boundary
- Fishermans Bend Urban Renewal Area
- St Kilda Road Commercial Precinct
- Activity Centre
- Open space
- Planned new open space
- State strategic cycling corridor
- Existing bike corridor
- Proposed priority walking and bike corridor
- Proposed bike corridor
- Fishermans Bend proposed bike corridor (on road)*
- Fishermans Bend proposed shared walking and bike corridor (off-road)*
- Proposed and upgraded bridges

* subject to change - please refer to
<https://www.fishermansbend.vic.gov.au/> for more information

02.04-4

Public Transport Network Framework Plan

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LEGEND

- Municipal boundary
- Fishermans Bend
- St Kilda Road Commercial Precinct
- Activity Centre
- Open space
- Planned new open space
- Proposed and upgraded bridges
- Existing rail line / station
- Metro Tunnel / ANZAC Station
- Options for proposed rail line / station
- Existing tram line
- Existing dedicated tram lane
- Proposed tram line
- Existing bus route
- Potential relocated or discontinued bus route
- Proposed bus route

02.04-5

Open Space and Environment Framework Plan

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Proposed C203port



LEGEND

- Municipal boundary
- Fishermans Bend Urban Renewal Area - within City of Port Phillip
- Foreshore
- Open Space
- Planned new open space (Fishermans Bend Urban Renewal Area)
- Regionally significant open space
- Contributory space
- Sport & recreation facilities
- Environmental Significance Overlay
- Key sites of natural heritage significance
- Key boulevards

11.03-1L-01 Activity centres

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Proposed C203port

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 of 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 St 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)

South Melbourne Central Structure Plan (City of Port Phillip, August 2007)

11.03-1L-02 Bay Street Major Activity Centre

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Proposed 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)

Bay Street Major Activity Centre study area plan



Precinct/Character Areas

- ① Crockford Street Precinct
- ② Lalor and Heath Street Edge
- ③ Town Hall Business Precinct
- ④ Bay Street Southern Gateway

Key Strategic Sites

- (A) Corner of Bay Street and Liardet Street
- (B) 7-33 Bay Street
- (C) 160 and 162 Bay Street
- (D) 420 Bay Street
- (E) 86 Crockford Street
- [Red dashed box] Study area boundary
- [Black outline] Activity Centre
- [Green fill] Open space
- [Dashed line with circle] Existing tram line / tram stop

- [Blue dashed line] Key walking links
- [Thick blue line] Highest priority pedestrian spines
- [Blue line] Priority pedestrian streets
- [Dotted blue line] Pedestrian laneways (retain existing access)
- [Dashed blue line with arrow] Pedestrian laneways (proposed new access)
- [Orange dashed line] Improve street level activation
- [Teal fill] Crockford St mixed office / residential renewal precinct
- [Purple fill] Facilitate commercial / residential land uses
- [Blue-grey fill] Facilitate business services and supporting niche retail
- [Yellow fill] Core retail with commercial
- [Orange fill] Mixed use, with emphasis on residential
- [Brown fill] Complementary tourism and leisure uses
- [Pink fill] Specialty retail
- [Hatched pattern] Sensitive interface

11.03-1L-03 Carlisle Street Major Activity Centre

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Proposed 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 100m ² net floor area
Restaurant	0.3 per seat
Office	3.5 spaces per 100m ² net floor area (unshared) 3.0 spaces per 100m ² 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.

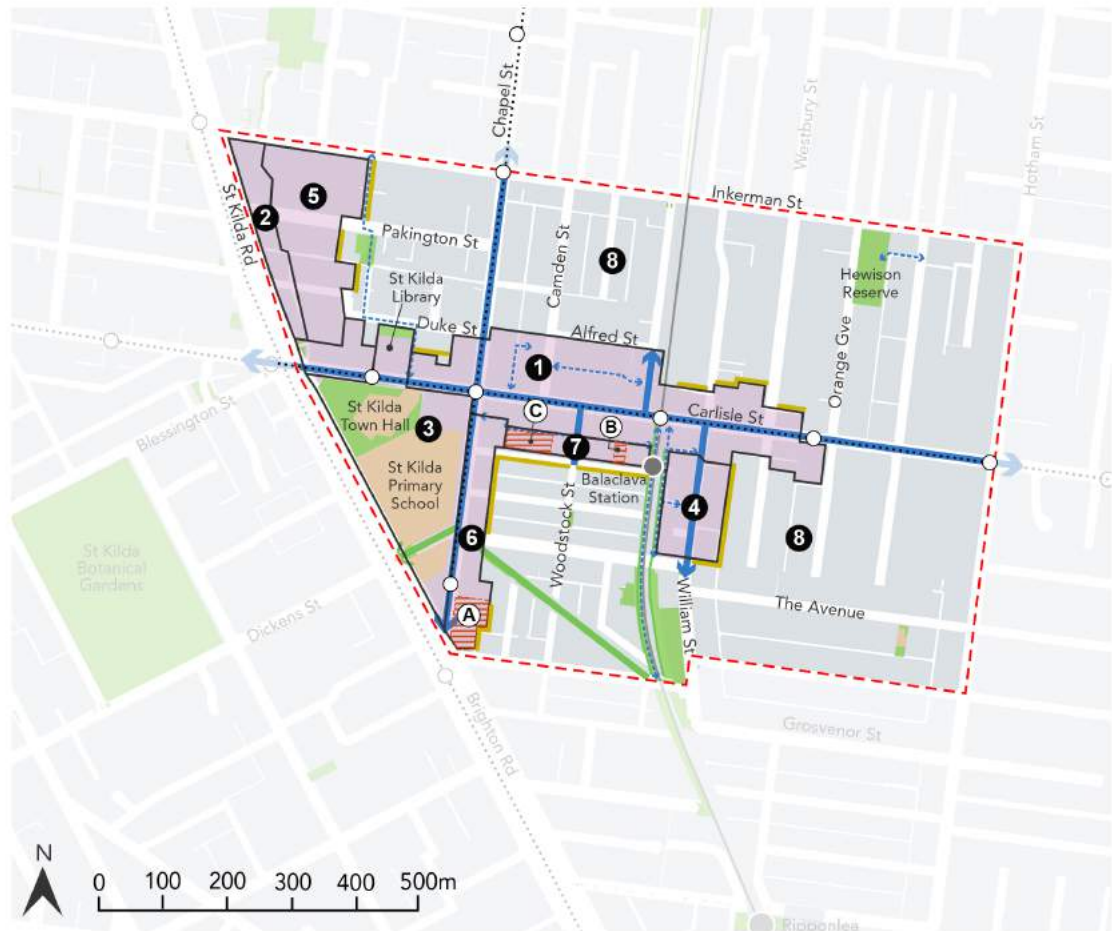
Ensure development within Balston Street, Carlisle Avenue, Marlborough Street, Rosamond Street, Nightingale Street and Bothwell Street maintains the highly consistent neighbourhood character.

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, Balclava
- (C)** 4-20 Marlborough Street, Balclava

11.03-1L-04 Local and neighbourhood activity centres

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Proposed 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.

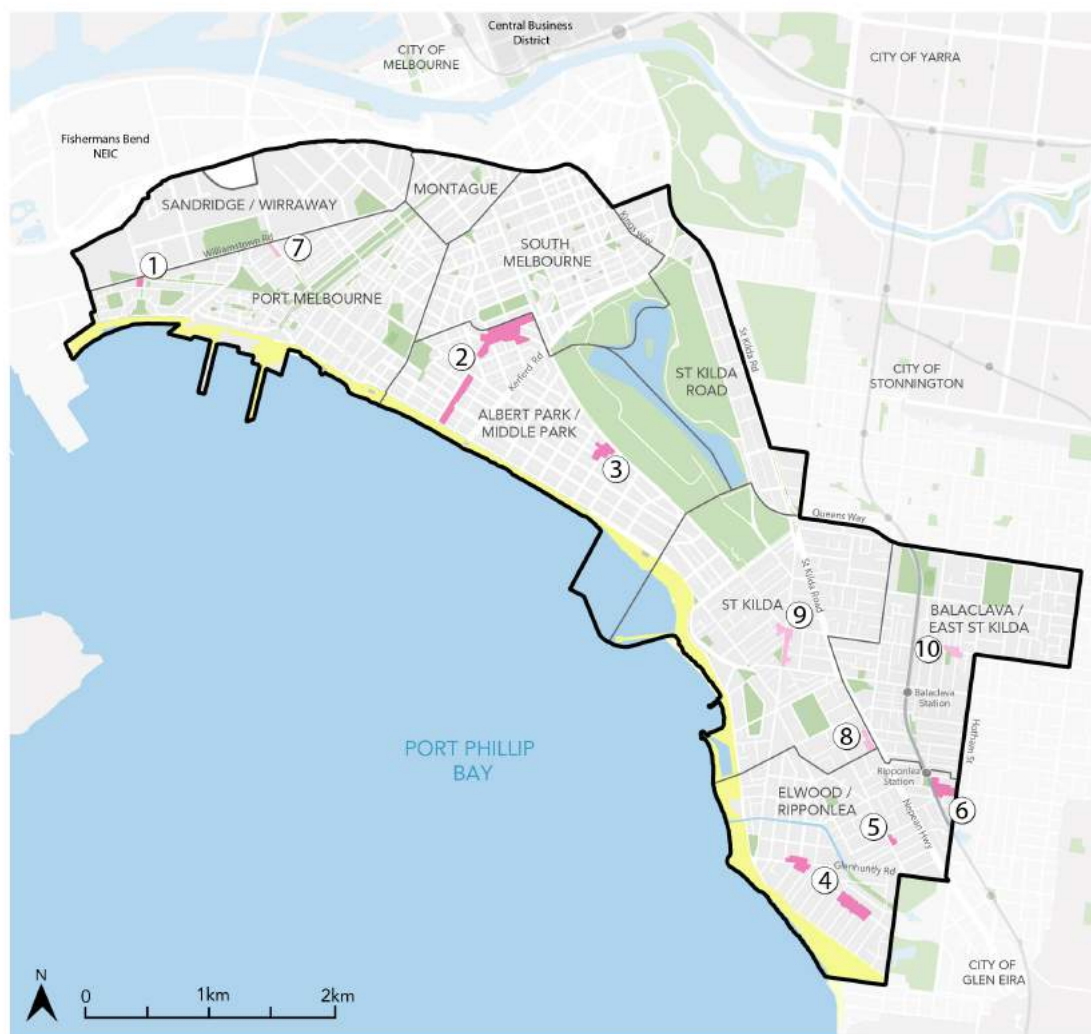
Inkerman Street Local Activity Centre, St Kilda East

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



LEGEND

Municipal boundary

Neighbourhood Activity Centre

Local Activity Centre

- ① Centre Avenue Neighbourhood Activity Centre (Port Melbourne)
- ② Bridport Street / Victoria Avenue Neighbourhood Activity Centre (Albert Park)
- ③ Armstrong Street Neighbourhood Activity Centre (Middle Park)
- ④ Ormond / Glen Huntly Road Neighbourhood Activity Centre (Elwood)
- ⑤ Tennyson Street Neighbourhood Activity Centre (Elwood)
- ⑥ Glen Eira Road Neighbourhood Activity Centre (Ripponlea)
- ⑦ Graham Street Local Activity Centre (Port Melbourne)
- ⑧ Brighton Road Local Activity Centre, St Kilda (Elwood)
- ⑨ Inkerman Street / Grey Street Local Activity Centre (St Kilda)
- ⑩ Inkerman Street Local Activity Centre (St Kilda East)

11.03-1L-05 South Melbourne Central Major Activity Centre

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Proposed 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.

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.

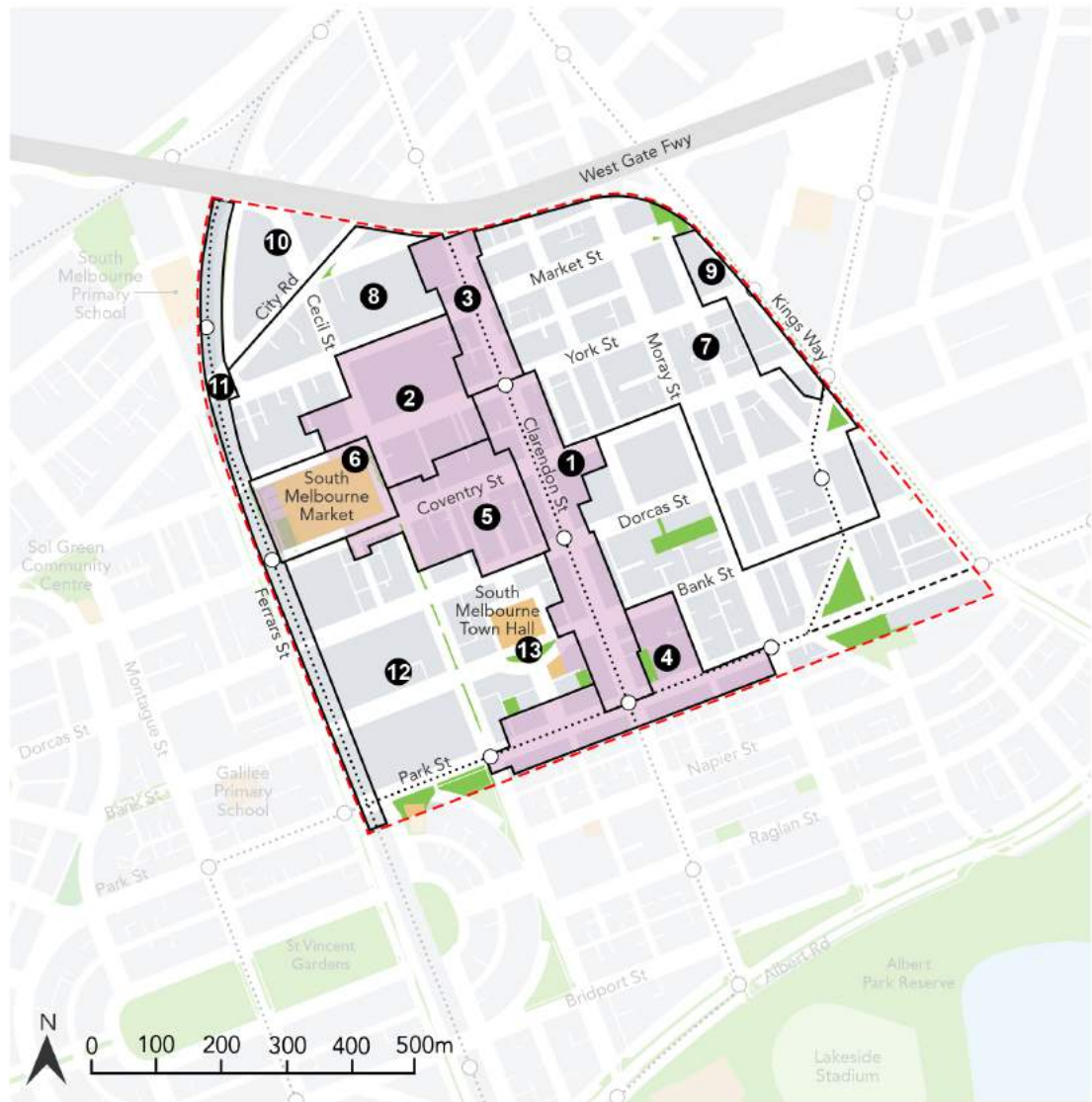
Support the establishment of an UrbanHistory Centre in the Emerald Hill precinct.

Policy documents

Consider as relevant:

- *South Melbourne Central Structure Plan* (City of Port Phillip, August 2007)
- *South Melbourne Central Urban Design Framework* (DavidLockAssociates and City of Port Phillip, August 2007)

South Melbourne Central Major Activity Centre and Study Area



- Study area boundary
- South Melbourne Central Activity Centre
- Open space
- Existing tram line / tram stop
- Future Park Street tram link

Precinct/Character Areas

- 1** Clarendon Street Core Retail Strip
- 2** Emerging Activity Precinct
- 3** Northern Mixed Activity Edge
- 4** Southern Mixed Activity Edge
- 5** Coventry Street Specialty Shopping Centre (within SMC)
- 6** South Melbourne Market Precinct
- 7** Eastern Business District
- 8** Western Business District
- 9** Kings Way Mixed Use Corridor
- 10** City Road Wedge
- 11** Ferrars Street Light Rail Corridor
- 12** Heritage Overlay Residential Areas
- 13** Emerald Hill Civic, Cultural and Community Hub

11.03-1L-06 St Kilda Major Activity Centre

--/--/---
Proposed C203port

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



11.03-6L-01 St Kilda Foreshore

--/--/---
Proposed C203port

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, 2001)
- *Recreational Boating Facilities Framework* (Central Coastal Board, 2014)
- *St Kilda Breakwater Management Plan* (Parks Victoria, 2002)

St Kilda Foreshore



- | | |
|---|--|
| St Kilda Foreshore Urban Design Framework Area | ✱ Pedestrian crossing locations |
| Foreshore | ○ Activity nodes |
| Foreshore parks | Landmarks |
| Open space | ● Existing tram line / tram stop |
| St Kilda Triangle site | |

11.03-6L-02 St Kilda Road North Precinct

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Proposed 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

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Proposed C203port

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 on-site car parking and providing on-site 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.
 - Motor-cycle parking at a minimum rate of one motor-cycle parking space for every 100 car parking spaces to be provided on-site 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.

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:

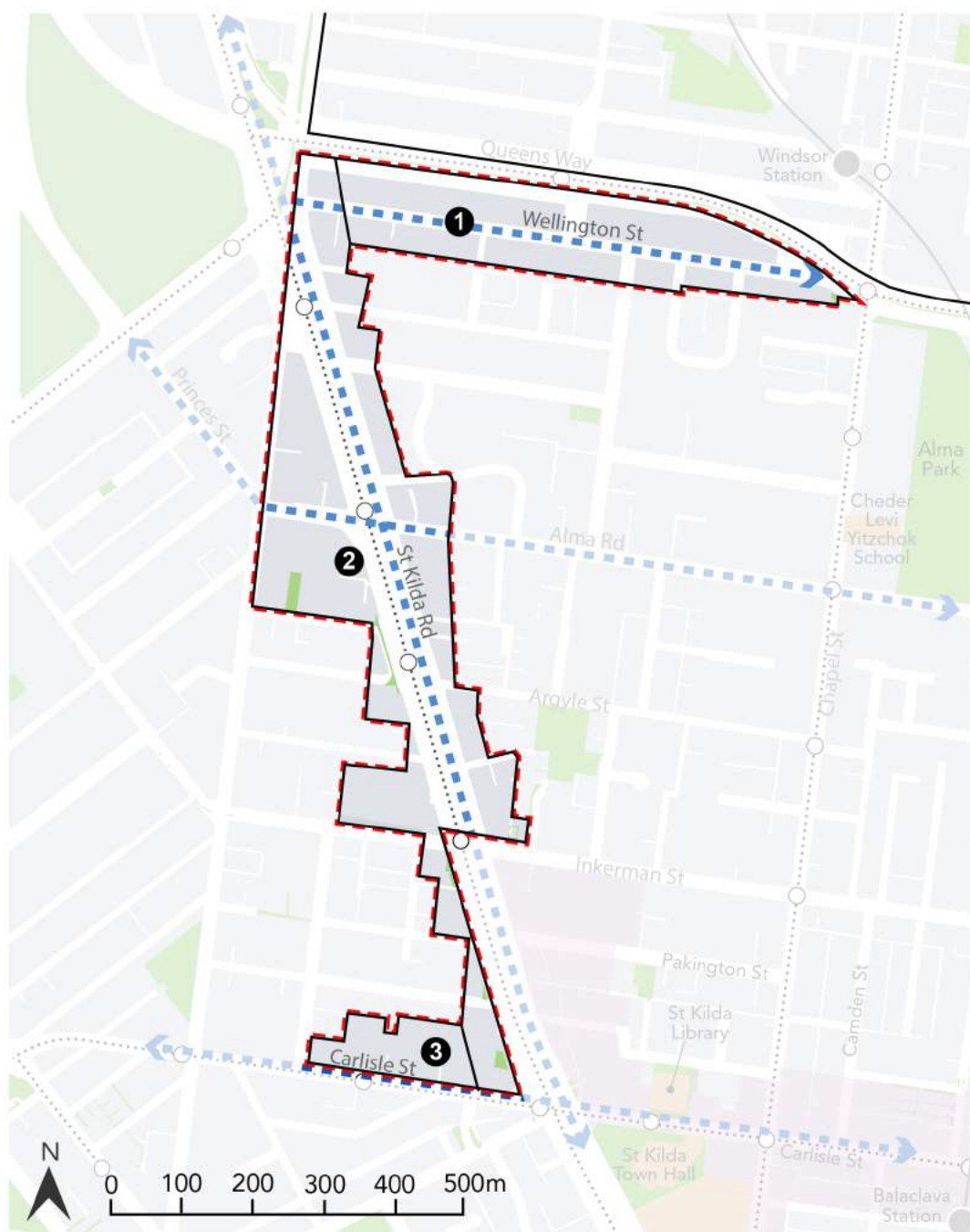
- Designing development to respect Carlisle Street as a landscaped (green) pedestrian link by maintaining solar access to the southern footpath of Carlisle Street between 10am and 3pm at the equinox (21 September).

Policy document

Consider as relevant:

- *St Kilda Road South Urban Design and Land Use Framework* (Planisphere and City of Port Phillip, 2015)

St Kilda Road South Precinct and Neighbourhoods



Municipal boundary

Precinct boundary

Open space

Existing tram line / tram stop

Key pedestrian links

Neighbourhoods

1 Wellington Street neighbourhood

2 St Kilda Road neighbourhood

3 Carlisle Street neighbourhood

12.01-1L

Urban forest

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Proposed C203port

Strategies

Retain significant trees.

Encourage opportunities for landscaping that contribute to biodiversity and provide habitat including the planting of canopy trees and green roofs and walls.

Support tree and plant selection suitable to a drier climate, and resistant to storms.

Ensure development protects significant trees and vegetation through siting and design.

Support innovative approaches to landscape design and construction, including greater use of indigenous plant species and species that benefit biodiversity.

Policy guideline

Consider as relevant:

Providing for the retention of significant trees of the following size, as measured 1 metre from the tree base:

- A tree with trunk circumference greater than 1.5 metres.
- A multi-stemmed tree where the circumference of its exterior stems equals or is greater than 1.5 metres.

Policy document

Consider as relevant:

Greening Port Phillip Strategy - An Urban Forest Approach (City of Port Phillip, 2010)

12.02-1L

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Proposed C203port

Protection of Port Phillip's coast

Strategies

Protect and enhance coastal trees and vegetation along the foreshore to provide shade, enhance biodiversity and provide wildlife habitat.

Protect and enhance beach dunes through vegetation, fencing and design solutions.

Protect key sites of natural heritage significance within the Port Phillip foreshore, including:

Remnant foreshore grassland in Perce White Reserve.

Coastal dune vegetation in the Princes Street and Kerferd Road Foreshore area, Port Melbourne.

Remnant coastal dune grassland and planted native vegetation in the West Beach and Fraser Street dunes.

Remnant coastal dune scrub in Point Ormond Reserve.

Remnant Estuarine Flats Grassland in St Kilda West Beach and Sandridge Foreshore in Port Melbourne.

Tea Tree Reserve and Elwood Foreshore Reserve.

Ensure design and development of all maritime structures (land and sea based):

Can provide for the needs of boater and other users on both land and in the water.

Minimises any adverse environmental impact, including impacts on water quality, sediment movement and significant environmental features.

Can be integrated with other community amenities.

Provides shared access.

Maximises public benefit.

Policy document

Consider as relevant:

Foreshore Management Plan (City of Port Phillip, 2012)

13.07-1L-01 Backpackers' accommodation

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Proposed C203port

Objectives

To maximise the economic benefits of backpacker tourism, through appropriately located backpackers' accommodation that are consistent with the City's established character.

To minimise off-site impacts generated by backpackers' accommodation.

Strategies

Locate backpackers' accommodation in areas:

- With convenient access to community and retail facilities and services.

- Outside residential zones.

- Along main roads and public transport routes.

Avoid the aggregation of backpackers' accommodation to reduce the cumulative impacts on residential amenity, parking availability, traffic congestion and urban character.

Policy guidelines

Consider as relevant:

- Locating communal areas (parking areas, swimming pools and barbecue areas) away from any residential zone boundary.

- Incorporating mitigation measures to reduce off-site noise impacts on adjacent residential areas.

Policy documents

Consider as relevant:

- Backpackers' Lodges in the City of Port Phillip* (City of Port Phillip, March 2000)

- Port Phillip Housing Strategy* (City of Port Phillip, 2007)

13.07-1L-02 Caretakers' houses

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Proposed C203port

Policy application

This policy applies to land in the Industrial 1, Industrial 3 and Commercial 2 zones.

Objective

To protect the primary industrial and commercial use of the land while supporting caretakers' houses where they are a necessary ancillary use.

Strategies

Ensure that caretakers' houses are designed to minimise amenity conflicts.

Avoid the subdivision of caretakers' houses from the primary industrial or commercial use operating on the land.

Policy guidelines

Consider as relevant:

- Limiting the total gross floor area of the caretakers' house to less than 30 per cent or up to 100 square metres, whichever is the lesser, of the building in which it is sited (excluding parking and loading bays).
- Providing a clear physical separation between the caretakers' house and the primary non-residential use within the building.
- Including noise attenuation measures to protect the occupant from onsite and offsite noises derived from commercial or industrial activities.
- Using Section 173 agreement to limit the occupancy of the caretakers' house to a supervisor of the primary use on the land.
- Limiting the provision of a caretaker's house to locations where it is appropriate to the scale of, and activities undertaken by, the primary industrial or commercial use operating on the land.
- Locating and designing the caretaker's house to mitigate any impacts on surrounding land uses within a 100 metre radius of the subject site.
- Designing the caretakers' house to respond to the existing conditions and features of the site.

Policy document

Consider as relevant:

Port Phillip Practice Notes Policy No. 15 – Caretaker's Dwellings (City of Port Phillip, 2010)

13.07-1L-03 Interfaces and amenity

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Proposed C203port

Policy application

This policy applies to:

- Non-residential use and development. R
- Residential use and development on land:
 - In a Mixed Use, Commercial 1 or Industrial 1 Zone.
 - In a Residential Zone within 30 metres of a Commercial 1 Zone.
 - On land adjacent to an industrial area, main road or rail line.

Objectives

To manage amenity conflicts between commercial, industrial and residential activities while maintaining the viability of commercial or industrial activities.

To minimise the detrimental impacts of non-residential uses on residential amenity.

To ensure that non-residential uses in residential zones are compatible with the surrounding residential context and serve the local community.

Non-residential use and development strategies

In residential zones, support the establishment of non-residential uses that will address local demand and provide local resident and community benefits.

Encourage non-residential uses in residential zones to locate:

- In buildings with a historic non-residential use.
 - On corner sites that have direct access to a road in a Road Zone.
- On sites adjacent to the boundary of a non-residential zone.
- Close to public transport.

Ensure reasonable amenity for existing residential uses are maintained, including privacy, access to sunlight to existing habitable rooms and private open space, and adequate open space.

Address possible impacts on residential amenity from established and future non-residential uses through appropriate design and management measures that:

- Provide acoustic protection to adjoining residential properties.
- Minimise noise transmission within the building, including from machinery and ventilation systems, between floors or separate units and to adjoining residential properties.
- Minimise the opportunity for views from adjoining residential properties into the site, especially where the storage, preparation, business or industrial activity could present an unsightly appearance.
- Minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties.

For new industrial use and development:

- Support new industrial uses in the Mixed Use Zone provided there are no adverse residential amenity impacts.
- Discourage industrial or warehouse uses with adverse amenity impacts on surrounding residential uses (including if the subject site is currently used for a dwelling), in activity centres and mixed use areas.
- Provide buffer distances between industrial and non-industrial land uses to minimise the potential for conflict.

- Ensure new industrial and commercial uses provide storage and loading facilities.
- Incorporate measures to minimise environmental impacts including air, water, noise and soil pollution in industrial use and development.
- Encourage all industrial uses to adopt Environmental Management Plans.

Establish how proposed uses respond to the existing conditions and features of the site including surrounding residential properties and public areas outside the site such as footpaths and open space.

Establish the scale of proposed uses, including total floor area, number of operators, hours of operation, practitioners, staff, seats, patrons and type of any liquor licence to be sought.

Non-residential use and development policy guidelines

Consider as relevant:

- Designing non-residential development adjacent to existing residential properties to:
 - Locate plant and other service infrastructure (including automatic garage doors) in discrete locations including screening from neighbouring properties, streets and laneways.
 - Include masonry wall construction rather than curtain walling or other similar construction.
 - Incorporate effective acoustic insulation in the building.
 - Have regard to the locations of existing doors, habitable room windows and open space areas.
 - Locate and design vehicle access, car parking, loading and unloading areas to minimise noise and traffic impacts on adjoining residential uses.
- Providing facilities and incorporating measures to manage any impacts associated with general rubbish, specialised wastes, bottle and other recyclable material storage and removal arrangements including hours of pick up would be managed.
- Providing appropriately managed storage and loading facilities for new industrial and commercial uses.
- Designing non-residential use and development to reduce the impact of any proposed plant equipment, external lighting, signage and landscaping associated with the proposed use.

Residential development strategy

Ensure new residential development incorporates measures to protect residents from unreasonable noise, fumes, vibration, light spillage, waste management and other likely disturbances, including from nearby business or industrial operations.

Residential development policy guideline

Consider as relevant:

- Designing residential development adjacent to existing commercial or industrial uses to:
 - Orient windows and ventilation systems away from existing and potential noise sources.
 - Locate noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources.
 - Incorporate other measures such as acoustic fencing, landscaping and setbacks, where appropriate.

13.07-1L-04 Tourism, entertainment uses and licensed premises

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Proposed C203port

Objectives

To promote Port Phillip as a visitor and entertainment destination.

To minimise possible adverse impacts from tourism uses, entertainment uses and licenced premises on the amenity of surrounding land uses.

Strategies

Ensure all festivals and cultural events minimise adverse amenity impacts on the surrounding land use and the environment.

Site, design and manage tourism uses, entertainment uses and licensed premises to minimise their impacts on residential safety and amenity, including impacts from increased late night patronage, parking congestion and anti-social patron behaviour.

Avoid the concentration of late night tourism uses, entertainment uses and licensed premises where there are significant adverse cumulative impacts on the amenity of the surrounding area, including:

- Noise emitted from the premises.
- Noise and disturbance from patrons arriving at and departing the premises.
- Real and perceived impacts on community safety.
- Alcohol-related harm and anti-social behaviour in and around the premises.
Littering, street fouling and vandalism.
- Congestion and noise from on-street over-flow parking or vehicles accessing off-street car parking.

Using Social Impact Assessments to establish positive social benefits to the community associated with new or expanded licensed premises.

Policy guidelines

Consider as relevant:

The extent to which significant adverse cumulative impacts for entertainment uses operating after 10pm are prevented and addressed.

The extent to which any new and expanded licenced premises would deliver a positive social benefit to the community.

15.01-1L-01 Signs

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Proposed C203port

Policy application

This policy applies to the development of land for signs.

Strategies

Support signs that:

- Are well proportioned, suitably located and responsive to the urban form and character of the area.
- Respect the scale of the host building and site, including maintaining the visibility of architectural qualities and features of the building.
- Are located entirely below the skyline or profile of a building.
- Maintain views of architectural features and detailing, windows and door openings or verandahs.
- Maintain views and amenity of, and do not visually intrude on, important views and vistas, landmarks or key public open spaces, including the Shrine of Remembrance.

Support the equitable distribution of signage between premises in commercial precincts.

Support only business identification and directional signs along park interfaces.

Policy guidelines

Consider as relevant:

General

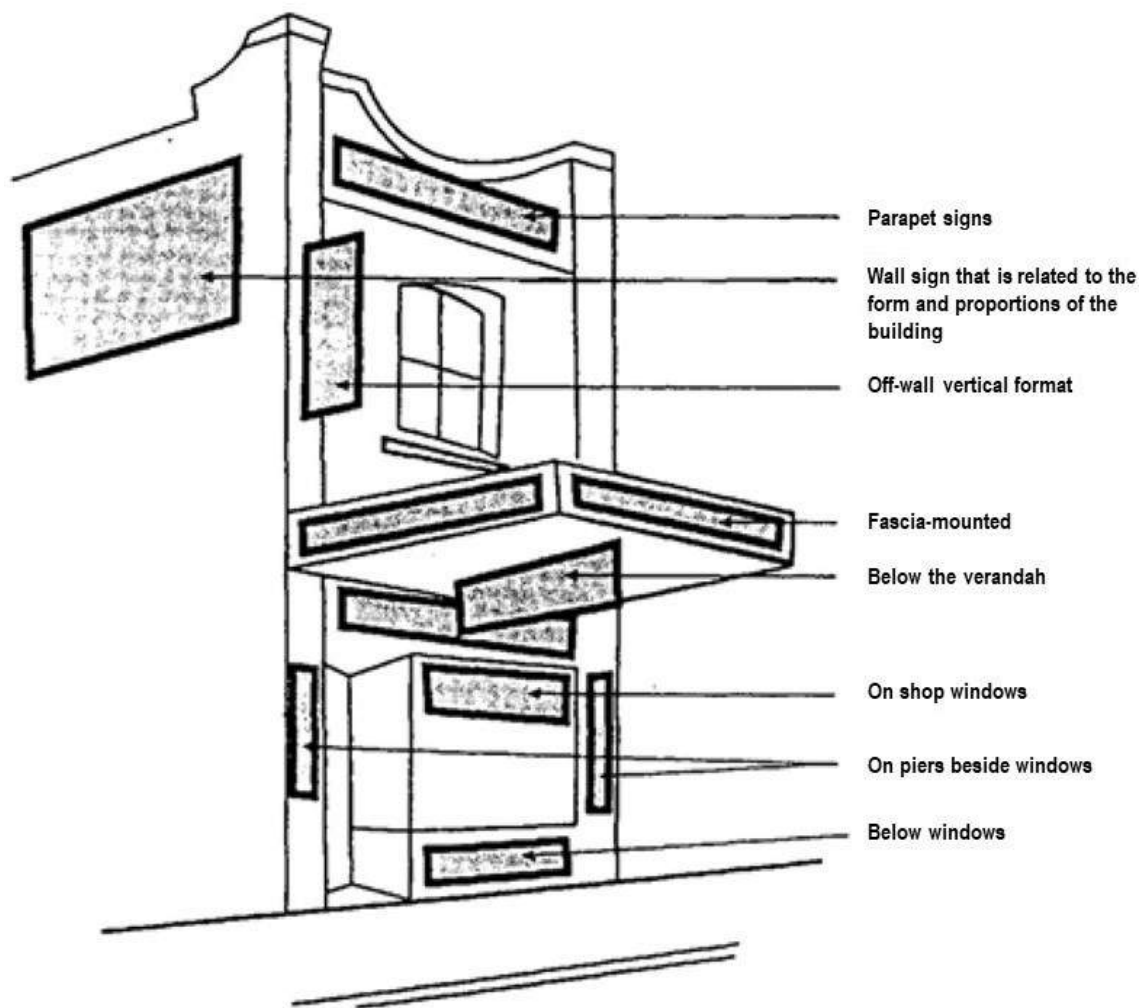
Ensuring major developments include a signage strategy that provides adequate future signage opportunities integrated with the building design and responsive to the site context.

Location on building

Supporting signs:

- Displayed in the locations shown on Diagram 1, provided:
 - The site is not in a Heritage Overlay.
 - No more than two above verandah signs are displayed (fascia mounted signs displayed on the verandah are not included as above verandah signs).
- Displayed on retractable awnings provided:
 - The awning acts as a verandah over the public footpath or a seating area.
 - The display area is located on the outer edge or fascia of the awning and does not unnecessarily extend further than the outer edge or fascia awning.

Figure 1 Acceptable locations



High wall

Supporting signs (other than Business Signs) displayed on the wall of a building over 10 metres from the ground, provided:

- The sign is no greater than 10 per cent of the visible wall elevation.
- The sign is no higher than two levels of the building on which it is located.
- The sign projects no more than 300 millimetres from the building on which it is located.
- The sign is located as close as practical to the property frontage on side walls.

Window

Discouraging street level window signs, unless they are:

- Written on glass or mounted behind a window.
- Providing a high degree of visibility into the building where the sign is displayed.
- No greater than one third of the window area.

Forecourt or building setback area

Supporting a maximum of one sign in a building forecourt or the area between the building and the street, provided:

- The sign has a maximum height of 7 metres from ground level.
- Views of the building or visual and physical connection between the street and buildings are maintained.

Fence, wall or gate

Supporting signs:

- Fixed or painted directly onto a fence, wall or gate.
- Projecting below the height of the fence, wall or gate.
- Attached to a wall projecting less than 300 millimetres from the wall.
- Projecting from a wall maintaining a clearance of 2.7 metres above the ground level of a public footpath.

Signs on street furniture

Supporting signs on street furniture in a public open space/residential or commercial area provided:

- They are located on a major street.
- They are located within a Category 1 (Commercial areas) or Category 2 (Office and industrial) area pursuant to Clause 52.05.
- The overall size and quantity of signs is minimised.
- Visual clutter or disorder within the public realm is avoided.

Supporting signs incorporated into a phone booth or bus or tram shelter provided:

- Route information on the bus or tram services for which the shelter is constructed is included.
- The sign is proportionate to the host structure and appropriate to the heritage values of the area.
- The sign respects and compliments any heritage values of the host structure.
- The sign is oriented parallel with the roadway to maximise clear views along and across the street.
- The sign is no greater than one third of the bus or tram shelter area.
- The end of the tram and bus shelters remains clear and free of advertising panels.
- Only internal illumination of signage is provided.
- Signs located on a boulevard or a main road (RDZ1 or RDZ2):
 - Respect the amenity of the area and key views and vistas.
 - Are designed to create a safe pedestrian and vehicular environment.

Illuminated and animated signs

Supporting floodlit signage provided:

- The light source is located so that light is directed onto the sign as much as possible to minimise glare.
- Light spillage from the light source is controlled by the use of baffles, shields or reflectors.
- Automatic time switches are provided to turn off the illumination during early morning hours.

Supporting internally illuminated signage provided:

- The light source is designed to illuminate the sign and minimise light spillage onto other surfaces.
- Signage is not animated and does not include flashing or running lights.
- Automatic time switches are provided to turn off the illumination during early morning hours.

Supporting electronic signs and the use of new technologies with limited impacts upon the character or amenity of an area.

Electricity supply and equipment

Encouraging signs and associated equipment (including external lighting) to be concealed from view, unobtrusively located, and/or painted to match the colour of the surface on which it is mounted to minimise any impacts on the appearance of a building.

Colours, materials and graphics

Supporting signs with colours, lettering, style and layout that reflect the character and style of the building and environment where it is situated, particularly where the building is of historical or architectural merit.

Minimising the impact of corporate branding through signage and building colours, materials and finishes on the local streetscape.

Creative signs

Supporting signage with creative or artistic merit that will make a significant positive contribution to the streetscape and character of the locality, including signs:

- Related to historical, cultural or architectural themes found in the locality.
- Designed by local artists.
- Recreating a known earlier historic sign.
- Reinforcing or establishing a theme or character of a particular neighbourhood or locality.

Temporary signs

Supporting temporary promotion or major promotion signs for the purpose of advertising an event, or signs on construction hoardings or scaffolding mesh, where:

- The sign is graphically creative and visually interesting.
- The sign is constructed of high quality materials and design.
- The sign enhances the amenity of the streetscape.
- The sign is related to the local area and architectural context.
- Promotion or major promotion signs in the form of temporary construction hoardings and scaffolding mesh screens (or similar), are designed to improve the presentation of the site and displayed for no longer than the duration of construction or 2 years (whichever is the lesser).

Discretion in the consideration of temporary signs may be exercised where a net community benefit (for example a financial contribution towards restoration works of a valued heritage place of public asset) can be demonstrated.

Port Phillip foreshore

Minimising signage in and around the Port Phillip foreshore to either:

- Business signage associated with an existing business or activity on the foreshore located on the same site or building as the business or activity.
- Signs promoting a cultural, recreational or leisure activity that has the consent of the public land manager.

Supporting signs interfacing with, or visible from, the foreshore environs that are sited and designed with minimal impact on the landscape, scenic and built form elements of the Port Phillip foreshore.

Encouraging simple, contemporary and modest signs.

Discouraging promotion and major promotion signs, including in locations where they will be visible from the Port Phillip foreshore.

Freeways and infrastructure

Supporting sky signs mounted on buildings or other structures exposed to or directed toward the West Gate Freeway or other main road provided:

- The sign maintains the skyline profile and the architectural integrity of the 'host buildings' to which it is attached.
- The sign is designed and located to avoid dominating the 'host building' and the overall character of the area.
- The supporting structure is unobtrusive, minimises visual clutter, and avoids becoming as dominant as the sign itself.

Supporting pole signs exposed or directed toward the West Gate Freeway or other main road provided:

- The sign is of a respectful of height and scale to avoid dominating the surrounding streetscape and contributing to visual clutter.

Acland Street and Fitzroy Street tourist precinct

Supporting signs that create visual interest and contribute to the precinct's cosmopolitan character, atmosphere and vitality, by being:

- Well proportioned.
- Well located.
- Portraying a clear message.
- Graphically creative.
- Containing attractive images, typefaces and colours.
- Enhancing the three dimensional modelling of the streetscape.

The Shrine of Remembrance environs

Support signs interfacing with or visible from the Shrine of Remembrance that are designed to be respectful to the cultural significance of the Shrine of Remembrance.

Avoid illuminated signs visible in the Shrine of Remembrance's backdrop and from the Shrine of Remembrance's forecourt.

Policy documents

Consider as relevant:

- *City of Port Phillip Outdoor Advertising Guidelines* (City of Port Phillip, 1996 revised 2007)
- *Port Phillip Advertising Signs Policy Review* (Hansen Partnership, 2007)
- *The Shrine of Remembrance: Managing the significance of the Shrine* (Message Consultants Australia, July 2013)

15.01-1L-02 Urban design

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Proposed C203port

Landmarks, views and vistas**Objective**

Maintain the visual prominence of and protect primary views to valued landmarks in Port Phillip.

Strategies

Support development that protects and enhances views of key landmarks from the public realm, including (but not limited to):

- The Shrine of Remembrance.
- Port Phillip Bay, the coastline and maritime structures such as St Kilda Pier, Kerferd Road Pier and Station Pier.
- High rise buildings in the Melbourne Central Activities District, Southbank and parts of the Fishermans Bend Urban Renewal Area, including views from Port Phillip Bay foreshore and piers.

Support development that protects and enhances view corridors along key boulevards and promenades when viewed from the public realm, including (but not limited to):

- St Kilda Road, Bay Street Port Melbourne, Victoria Avenue Albert Park, Kerferd Road Albert Park, Beaconsfield Parade through various suburbs, Fitzroy Street St Kilda, The Esplanade St Kilda, Marine Parade St Kilda, Glen Huntly Road Elwood, Brighton Road Elwood, Ormond Esplanade Elwood.

Support development that retains and enhances the visual prominence of key landmarks that terminate important vistas, accentuate corner sites and provide points of interest and orientation, including (but not limited to):

- Landmarks of cultural or heritage significance such as the Shrine of Remembrance, town halls, clock towers, church spires, synagogues, grandstands and hotels.
- Public gardens and other key public open spaces, including Albert Park, Alma Park, St Kilda Botanical Gardens and the Port Phillip Bay foreshore.
- Along Bank Street between the South Melbourne Town Hall and the Shrine of Remembrance.

Building form**Objective**

To facilitate high quality urban design and architecture that integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area.

Strategies

Support development that:

- Respects and enhances places with significant heritage, architectural, scientific and cultural significance.
- Maintain the existing or preferred grain and block pattern.
- Provide façade articulation to break up the mass of blank walls.
- Uses a 3D massing model to understand how the development integrates within the prevailing neighbourhood character and contributes to the amenity and vitality of the area.

Avoid concealed areas along exterior walls abutting the public realm and internal walkways.

Interfaces between commercial and residential uses should be designed and managed to protect residential amenity and improve the interface with established residential areas through a transition in the scale of development.

Public realm

Strategies

Encourage buildings that present a human scale and visual interest to the street frontage.

Support the design of buildings as well as public and communal spaces that are safe, inclusive, functional, flexible, legible and provide dignified access for all.

Encourage the integration, treatment and siting of ancillary structures such as substations, fire booster cupboards and gas metres as part of the building design strategy to minimise their visual impact.

Encourage developments to contribute towards streetscape improvements, such as weather protection in retail and commercial areas, urban art and improved pedestrian amenity.

Provide opportunities for social interaction at interfaces between the public and private realms, and within multi-storey residential developments.

Improve the quality, consistency, efficiency and application of lighting in the public realm.

Facilitate solar panels, satellite dishes, air conditioning units and other building equipment in areas that are as visually unobtrusive in the public realm as possible.

Protect and enhance pedestrian spaces and amenity in all streets, squares, parks, walkways and public spaces.

Minimise adverse micro-climatic impacts created by development such as overshadowing of the public realm (footpaths, open space) and wind tunnelling.

Avoid excessive visual bulk and massing that create unsafe and negative amenity impacts in pedestrian and communal areas.

Avoid development that dominates or implies private ownership of public spaces or impedes access for all.

Policy guidelines

Consider as relevant:

- Projections outside the site boundary should be limited to no more than 500 millimetres beyond the property line, and be no more than 2.5 metres in length.
- Buildings immediately adjacent to a public space, including a footpath, should have a maximum building height of 3 storeys (unless otherwise specified in DDO).
- Building levels immediately adjacent to public space should be set back above the third storey (unless otherwise specified in a DDO).

Street level frontages

Strategies

Design building frontages at footpath level to support visual interest, transparency, interaction with the street, safety, shelter and convenience.

Promote pedestrian entrances to buildings that:

- Are safe, secure and legible from streets and other public areas.
- Provide shelter, a sense of address and a transitional space between the public and private realms.

Support windows, door openings, terraces and balconies at lower building levels to offer surveillance of and visual connections to surrounding public areas.

Avoid blank walls, services, vents and plant equipment in primary frontage and key pedestrian spaces.

Define corners at street intersections by addressing both street frontages and the surrounding context.

Create continuous active frontages and streetscapes within core retail areas of Major Activity Centres and Neighbourhood Activity Centres by encouraging:

- A diverse range of ground level retail and complementary commercial uses, with office and other non-core retail uses located above or behind ground floor frontages.
- The provision and extension of canopies to offer weather protection and preserve footpath space for pedestrians throughout retail cores.
- Outdoor living and dining.
 ‘Wapping’ the edges of larger retail premises with smaller scale uses that have active frontages.
- Ground level floor-to-ceiling heights that allow for current or future commercial land uses.

Landscape

Strategies

Minimise hard paved areas to limit surface flows, where possible.

Locate vehicle access to avoid the removal of existing street trees and public landscape elements and to ensure their ongoing survival and health.

Support innovative approaches to landscape design and construction that:

- Supports food growing and urban agriculture.
- Includes species that benefit biodiversity.
- Uses recycled materials.

Foreshore environs

Strategies

Encourage designs that respect the established cultural, heritage, recreational and environmental values of the foreshore public realm.

Encourage innovative approaches to development, landscape design and construction, including greater use of indigenous plant species, plant species responsive to climate and conditions and structures and furniture using recycled materials.

Streets and laneways

Strategies

Encourage developments that protect and enhance the appearance and function of streets and laneways by:

- Maintaining the existing or preferred scale and rhythm of streets and laneways using articulation, fenestrations and entry points.
- Contributing visual interest, activation, amenity, public art and landscaping in streets and laneways, as appropriate.
- Avoiding conflict between vehicle access along laneways and any other identified laneway functions, where appropriate.

Large sites

Strategies

Create well-articulated development on larger or consolidated sites (with a frontage over 10 metres) through:

- Variations in form and materials.
- Openings.
- Vertical design elements.

15.01-2L-01 Building design

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Proposed C203port

Policy application

This policy applies to:

- Non-residential development.
- Multi-unit residential development where Clause 55 does not apply, i.e. new development of five storeys or more, excluding a basement.

This policy does not apply to land within the Schedule 1 to the Capital City Zone.

Landscape

Strategies

Support innovative approaches to landscape design and construction that:

- Includes vegetation resilient to future climate conditions.
- Provides adequate soil depth for canopy tree planting.

Encourage all new developments to provide landscaping to setback areas, ground floor open spaces and outdoor car parking areas.

Non residential development should:

- Retain and increase significant trees, vegetation, public landscape elements and significant trees within the site boundary that positively contribute to the streetscape, local amenity and the urban cooling load.
- Increase opportunities for vegetation, such as through the creation of green walls and roofs.
- Encourage hardy and practicable landscaping that is easy to maintain.

Pedestrian and cyclist access

Strategies

Provide mid block pedestrian permeability through large sites rather than just public access around the perimeter. This may include public laneways or vehicle and pedestrian linkages across the site.

Provide pedestrian and cyclist accessways within development in a manner that:

- Reflects the traditional pattern of streets and lanes.
- Creates inviting, useable, convenient and safe public spaces.

Carparking and vehicle access

Strategies

Encourage car parking spaces and structures to be sited and designed to minimise their impact on and visibility from the streetscape.

Locate and design car parking areas to avoid noise, light and fumes entering dwellings.

Site and design vehicle access and egress to preserve visual amenity and minimise conflict with pedestrians and cyclists, ideally by locating to the side or rear of sites.

Discourage open, at grade parking within front setbacks.

Encourage vehicle access points in non-residential development to be via a single crossover or, if appropriate, from an existing crossover.

Sunlight access to public open space

Strategy

Maintain sunlight access to key public open space areas through the sensitive design and siting of new development.

Policy guideline

Consider as relevant:

- Limit overshadowing from development of public parkland (land included in the Public Park and Recreation Zone) to hours outside of 10.00am and 4.00pm on the 22 June (winter solstice), (unless otherwise specified in a DDO).

Private open space and communal areas

Strategies

Site and design private open space and communal areas to:

- Avoid direct views from nearby dwellings and the public realm.
- Take advantage of solar access.
- Be accessible and inclusive with amenities to meet the needs of likely occupants. (for example safe and interesting play areas and equipment for children).
- Maximise opportunities for surveillance and informal interaction by providing an outlook and access to communal areas for as many occupants of the development as practicable.

Discourage private or communal open space projections outside the site boundary unless they are a minor projection in an Activity Centre and contribute positively to the building design and pedestrian amenity and safety.

Fences

Strategy

Design front fences to be responsive to the design of other fencing in the surrounding area, including height and materials and, architectural style.

Policy documents

Consider as relevant:

- *Port Phillip Design Manual* (City of Port Phillip, 2000)
- *Act and Adapt Sustainable Environment Strategy* (City of Port Phillip, 2018-2028)
- *Managing the significance of the Shrine* (The Shrine of Remembrance, July 2013)
- *Activating Laneways Strategy* (City of Port Phillip, July 2011 adopted August 2011)

15.01-2L-02 Urban art

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Proposed C203port

Policy application

This policy applies to development with a total estimated development cost that exceeds two million dollars. Where a staged permit is issued, the aggregated value of all permits relating to one building is the determining value for the estimated development cost.

Objective

To encourage the integrated urban art in new developments that reflects the identity of place, community values and innovation and creativity.

Strategy

Encourage the provision of an urban art contribution for development that:

- Offers aesthetic appeal, functionality and utility.
- Takes on an artistic approach that either promotes integration (for example response, memory and facilitation for 'place-making'), and/or intervention (for example provocation, parody and challenge for 'agenda-setting').

Policy documents

Consider as relevant:

Art and Soul - Creative and Prosperous City Strategy 2018-22 (City of Port Phillip, 2018)

City of Port Phillip Urban Art Strategy (City of Port Phillip, 2002)

15.01-3L

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Proposed C203port

Subdivision

Subdivision of vacant land

Strategy

Provide for the subdivision of vacant land only where there is an approved planning permit for the development of the land.

Carparking associated with subdivision

Objective

To ensure that the subdivision of buildings and land incorporates adequate provision for car parking areas and car space allocation.

Strategies

Allocate car parking spaces to lots and common property in accordance with the relevant planning permit approval.

Support the provision of additional car spaces where it does not unduly limit open space, waste areas and other necessary facilities on a site.

Support the subdivision of existing buildings that apportion existing car spaces on the site in the following priority:

Visitor car spaces to be allocated to common property.

Remaining car spaces to be allocated to each lot at a rate commensurate with the size and use of each lot.

Ensure that the number of car spaces associated with an existing dwelling are retained for that dwelling.

Support the creation of new residential lots that are self-sufficient in parking spaces.

Policy document

Consider as relevant:

City of Port Phillip Car Parking Strategy (Ratio, 2007)

15.01-5L

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Proposed C203port

Neighbourhood character**Policy application**

This policy applies to all land zoned Neighbourhood Residential, General Residential or Residential Growth.

Strategies**All areas**

Design development so that its height, scale, massing and bulk respects the scale and form of nearby buildings in areas where the existing built form character is to be retained, or a preferred character for an area has been identified.

Elwood and Ripponlea

Development should respond to the following existing character elements:

- Large detached dwellings on large allotments with generous front, rear and side setbacks for landscaped areas with established trees.
- The consistent architectural character of predominantly Federation and inter-war dwellings with hip or gable roof forms.
- The predominant low building heights of 1-2 storey (single residences) and 2-3 storey (flats).
- The highly consistent and intact inter-war streetscapes in the 'Poets' part of Elwood (generally bounded by Barkly, Dickens, Mitford and Shelley Streets).

Improve the amenity, safety and interface of the Elwood Canal, Linear Park and Reserve and abutting land uses by:

- Limiting direct vehicle access.
- Encouraging new development to address and provide visual surveillance over the canal.
- Supporting development that is set back and landscaped to retain the landscape character of the canal corridor and not overshadow the reserve.

Port Melbourne and Garden City

Design development to respond to the following existing character elements:

- The predominantly single storey scale of development in residential areas.
- The fine grain subdivision pattern and small lot sizes.

Fishermans Bend Residential Estate

Support development in the Fishermans Bend Residential Estate that responds to the following existing character elements:

- The predominantly single storey scale of development.
- The design of the individual dwellings as pairs and their consistent repetition of elements and massing.
- Consistent use of similar materials.
- Consistent low front fences.

St Kilda

Development should respond to the following existing character elements:

- The diverse architectural styles and forms including single and multi-dwelling developments from the nineteenth and early to mid-twentieth centuries to the present.
- The predominantly 2-3 storey higher scale of development (and some 4 storey buildings) in Alma Road, Barkly Street, Beaconsfield Parade, Chapel Street north of Argyle Street, and south of Carlisle Street, Grey Street, Inkerman Street, Marine Parade, Mitford Street, Princes Street and Robe Street.
- The stepping up of built form along The Esplanade from low-rise at Fitzroy Street and Acland Street to high-rise.
- Landmark buildings including the National Theatre, Sacred Heart Campanile in Grey Street, the Presbyterian Church and spire at the corner of Alma and Barkly Streets and the Synagogue in Charnwood Grove.

Encourage high quality, innovative buildings and spaces that are designed to:

- Respect the cultural values and architectural themes of St Kilda.
- Integrate with and enhance the public realm by incorporating useable community space, ground level activity and maximising solar access.

Respect the existing 4 and 5 storey scale of development in Inkerman Street and the lower 1 and 2 storey scale in other streets for new development in Greeves Street Mixed Activity Centre Precinct.

South Melbourne

Development should respond to the following existing character elements:

- The historic, low-rise Victorian and Edwardian architectural character of the area.
- The predominantly low scale (1 and 2 storeys) in most streets, except for taller buildings along the foreshore and in the vicinity of Albert Road.
- The wide streets and boulevards, and intricate network of small streets and back lanes.
- The small residential lot size.
- The diverse and distinctive neighbourhood character of smaller areas in Emerald Hill.

East St Kilda and Balaclava

Development should respond to the following existing character elements:

- The prevailing low rise (1 and 2 storey) scale throughout most residential streets, excepting pockets of flats (2 and 3 storey) along main roads.
- The consistent single storey scale, small setbacks, architectural style and ‘fine grain’ subdivision pattern in streets generally between the railway line and Chapel Street and on the north side of Inkerman Street between the railway line and Hotham Street.
- The generous proportions and architectural style typical in the eastern part of the neighbourhood, including:
 - Larger front, rear and side setbacks and lot sizes.
 - Inter-war architectural style.
 - Detached or semi-detached houses.
 - Large landscaped areas with established trees.
 - Views towards the historic Sandringham Railway line bridges and embankments, particularly the bridge over Carlisle Street.
- The mature street trees in some areas including along Dandenong Road, Westbury Grove, Ravens Grove, and Westbury Street, south of Carlisle Street.

Encourage development immediately west of Alma Park to address the Park.

Middle Park and Albert Park

Protect the intact heritage character.

Reinstate the original verandah forms to the commercial buildings on Bridport Street and Victoria Avenue.

Development should respond to the following existing character elements:

- The small residential lot size.
- The historic, low-rise Victorian and Edwardian architecture.
- The predominant low scale of development (1 and 2 storeys, with the exception of some taller buildings along the foreshore and in the vicinity of Albert Road) with higher development setback from the principle street to minimise its visibility.
- The wide streets and boulevards and intricate network of small streets and back lanes.
- The consistent streetscape frontage widths to buildings.
- Prominent 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).
- Views to Albert Park and toward the Bay from Victoria Avenue.
- The island open space reserve (Broadway Tree Reserve) in Albert Park Village.

Development nearby land within a Heritage Overlay

Development outside of a Heritage Overlay should respect and enhance the scale, form and setbacks of nearby heritage buildings.

Policy guidelines

Consider as relevant:

- Supporting development that respects the character of the local area, as outlined in the neighbourhood character descriptions in the *Port Phillip Design Manual* (City of Port Phillip, 2000), or preferred character statements in a Design and Development Overlay, or an approved Urban Design Framework.
- Encouraging the design of development to respond to contributory heritage buildings outside the Heritage Overlay as identified on the document incorporated in the Schedule to Clause 74.02 ‘*City of Port Phillip Neighbourhood Character Policy Map*’.

Policy documents

Consider as relevant:

- *City of Port Phillip Neighbourhood Character Policy Map* (City of Port Phillip, updated 2021)
- *Heritage Kerbs, Channels and Laneways Guidelines* (City of Port Phillip, 2006)
- *Port Phillip Design Manual, 2000* (City of Port Phillip, 2000) including:
 - *Dunstan Estate Guidelines* (City of Port Phillip, 2007)
 - *Fishermans Bend Estate Guidelines* (City of Port Phillip, updated 2021)
 - *Garden City Guidelines* (City of Port Phillip, updated 2021)

15.02-1L

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Proposed C203port

Environmentally sustainable development**Policy application**

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy.

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

Energy performance

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

Integrated water management

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

Indoor environment quality

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

Transport

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

Waste management

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Urban ecology

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

Policy guidelines

Consider as relevant:

Residential

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:

- 2- 9 dwellings.
- A building used for accommodation other than dwellings with a gross floor area between 50 square metres and 1000 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- 10 or more dwellings.
- A building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.

Non-residential

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

- A non-residential building with a gross floor area of 50 square metres to 1000 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of more than 1000 square metres.

Mixed use

Applicable assessments for the residential and non-residential components of the development.

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- *Sustainable Design Assessment in the Planning Process* (IMAP, 2015)
- *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment 'CASBE')
- *Green Star* (Green Building Council of Australia)
- *Model for Urban Stormwater Improvement Conceptualisation 'MUSIC'* (Melbourne Water)
- *Nationwide House Energy Rating Scheme 'NatHERS'* (Department of Climate Change and Energy Efficiency)

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- *Stormwater Treatment Objective - Relative Measure 'STORM'* (Melbourne Water)
- *Urban Stormwater Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide* (Sustainability Victoria, 2018)

Commencement

This policy does not apply to applications received by the responsible authority before **insert gazettal date**.

Expiry

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

15.03-1L

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Proposed C203port

Heritage policy**Policy application**

This policy applies to all land within a Heritage Overlay.

Strategies**General**

Retain and protect Significant and Contributory buildings as identified in the incorporated document in Schedule to Clause 72.04 '*City of Port Phillip Heritage Policy Map*'.

Conservation of heritage places and new development are guided by the statement of significance and any relevant documentary or physical evidence.

Encourage high quality, contemporary design that respects and complements the heritage place by using a contextual approach that:

- Responds to and reinforces the valued characteristics of the heritage place, including:
 - Building height, scale, massing and form.
 - Roof form and materials.
 - Siting, orientation and setbacks.
 - Fenestration and proportion of solid and void features.
 - Details, colours, materials and finishes.

- Protects and conserves the setting and views of heritage places.

Maintain the integrity and intactness of heritage places.

Conserve and enhance the significant historic character and intactness of streetscapes within heritage precincts including:

- The layering and diversity of historic styles and character where this contributes to the significance of the precinct.
- The consistency of historic styles and character where this contributes to the significance of the precinct.

Avoid development that would result in the incremental or complete loss of significance of a heritage place by:

- Demolishing or removing a building or feature identified as Significant or Contributory. in the incorporated document in Schedule to Clause 72.04 '*City of Port Phillip Heritage Policy Map*'.
- Altering, concealing or removing a feature, detail, material or finish that contributes to the significance of the heritage place.
- Distorting or obscuring the significance of the heritage place or detracting from its interpretation and appreciation by copying historic styles in detail.

Demolition and relocation

Prioritise the conservation, restoration or adaption of a heritage place over demolition.

Discourage the complete demolition of any building or feature that contributes to the significance of a heritage place unless the building or feature is structurally unsound and the defects cannot be rectified.

Avoid demolition where it would result in the retention of only the façade and/or external walls of a Significant or Contributory building.

Support demolition of part of a Significant or Contributory building or feature if it will not adversely impact upon the significance of the place and any of the following apply:

- It will remove an addition that detracts from the significance of the place.
- The part demolition is consistent with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.
- It is associated with an accurate replacement, or reconstruction of the place.
- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.

Avoid the demolition of a Significant or Contributory building unless new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document *Port Phillip Heritage Review* and *City of Port Phillip Heritage Policy Map*.

Avoid the relocation of a building or feature that contributes to the significance of a heritage place unless either:

- The relocation is the only reasonable means of ensuring the continued existence of the building or feature and the option of retaining it in the current location is not feasible.
- The building or feature has a history of relocation and/or is designed for relocation.

Conservation

Prioritise the maintenance and repair, rather than replacement of features, details, materials or finishes that contribute to the significance of heritage places.

Encourage accurate ('like for like') replacement of features, details, materials or finishes that contribute to the significance of heritage places if they are damaged and cannot be repaired.

Encourage the accurate restoration or reconstruction of heritage places to a known earlier state, particularly publicly visible features such as:

- Verandahs, balconies and awnings.
- Doors and windows.
- Wall materials and details.
- Roof materials and details.
- Shopfronts.
- Chimneys.
- Front fences.
- Historic signage.

Support full reconstruction in exceptional circumstances (for example, if a building has been destroyed by fire) when there is sufficient physical or documentary evidence to enable accurate reconstruction, and where any of the following apply:

- The building forms part of a row, terrace or group that have a degree of uniformity that should be maintained.
- The building or feature is an integral part of a related group of buildings or features (for example, a church hall adjacent to a church).
- The building or feature is a landmark or contributes to an important view or vista.
- There is strong community attachment to the building or feature.

Encourage the conservation of alterations and additions where they contribute to the significance of the place.

Conserve original colour schemes and discourage the painting of originally unpainted surfaces.

Ensure new colour schemes are appropriate to the architectural style of the building.

For buildings originally used for commercial or industrial purposes, encourage conservation of features such as equipment, machinery or signage that provide evidence of the original use.

Alterations

Avoid alterations to:

- The principal façade, roof or any walls or surfaces visible from the public realm including a side laneway for Significant and Contributory places.
- Any feature, detail, material or finish specified in the statement of significance for Significant places.

Support alterations to visible or contributory fabric of Significant or Contributory places if it will not adversely impact upon the significance of the place and any of the following apply:

- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.
- It will improve the environmental performance of the building.

Additions

Support additions that are:

- Fully or substantially concealed if the associated building is within a heritage streetscape with a consistent scale or is a Significant place.
- Partially concealed if the associated building is within a heritage streetscape with a diverse scale and is not a Significant place.

Additions to buildings situated on corner sites (including to a laneway) should respond to the host building and the heritage character of both the primary street and side street or lane.

Support alternative approaches to additions if it will not adversely impact upon the significance of the heritage place and any of the following apply:

- It is located in a streetscape where there is diversity of siting, form, massing or scale of existing buildings.
- The heritage place is situated on a site where a different built form is encouraged by other provisions in the planning scheme.
- The additions are in accordance with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.

New buildings

Support new buildings that respect and complement Significant and Contributory buildings in relation to form, scale, massing, siting, details and materiality in a consistent streetscape, or where the setting of the heritage place is intact.

Support alternative approaches to the design of new buildings when any of the following apply:

- It is located in a streetscape where there is diversity of siting, form, massing or scale of existing buildings.
- It is located on a site where a different built form is encouraged by other provisions of the planning scheme.
- The new building is in accordance with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.

Car parking

Discourage vehicle crossovers and driveways at the front of a Significant heritage place or any property within a heritage precinct.

Avoid changes to existing crossovers that would impact upon the significance or setting of a heritage place.

Encourage vehicle access to be:

- From a rear laneway.
- For a corner property, from the side street to the rear yard of the property only if rear laneway access is not available.

Avoid on-site car parking in locations that would be visible from a street (other than a lane).

Fencing

Encourage conservation of fences or gates that contribute to the significance of a heritage place.

Ensure the height, materials and colours of front fences are appropriate to the architectural style of the heritage place.

Encourage a consistent approach for heritage places that form part of a related group of buildings such as an attached pair or terrace row or houses forming part of a consistent streetscape.

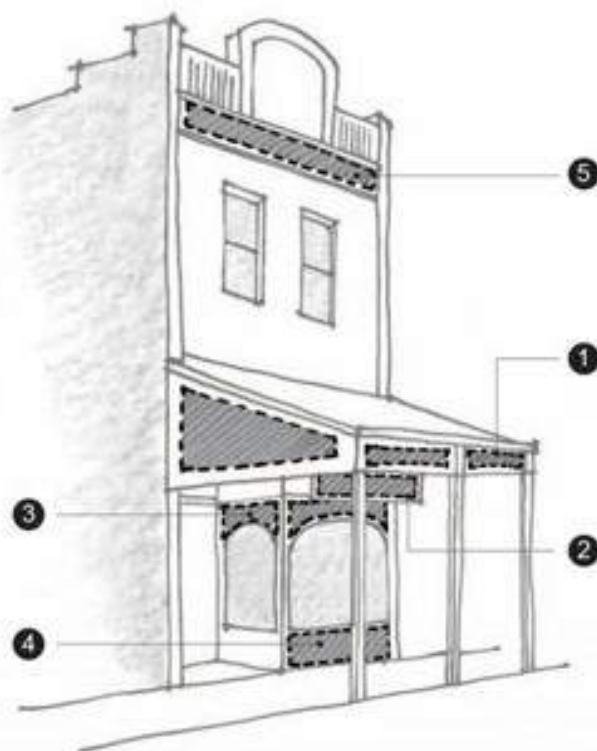
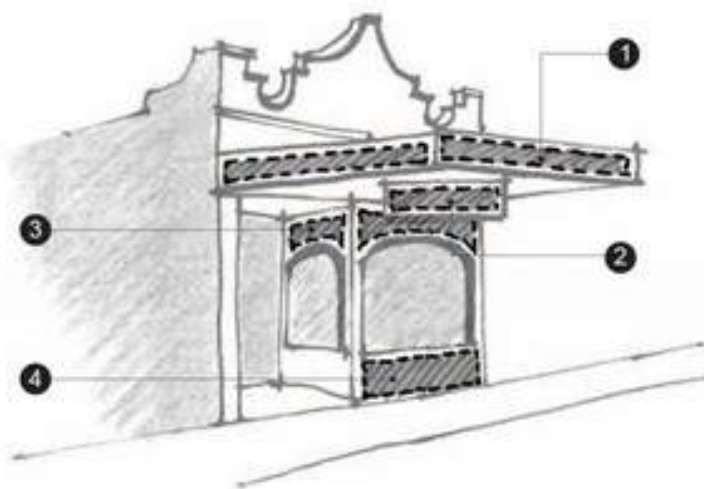
Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the fences historically found in the heritage precinct.

Signage

Encourage the conservation of historic signs.

Encourage signs to be in traditional locations on heritage buildings, as depicted in Figure 1.

Figure 1 - Traditional locations for signage on heritage buildings



- ① Fascia mounted: retaining space surrounding sign
- ② Below awning: attached to a lightweight frame
- ③ On windows: as a decorative frame feature
- ④ Below windows and flush to facade
- ⑤ Above verandah: below pediment and/or cornice, and retaining within panel area

Avoid signs that would:

- Be visually intrusive or dominant.
- Detract from the setting of a heritage place.
- Alter, damage, conceal or destroy features, details, materials or finishes that contribute to the significance of a heritage place.
- Interfere with views of heritage places.

Avoid the following types of signs:

- Above verandah signs, except as shown in Figure 7.
- Animated, Electronic or Floodlit signs.
- Bunting sign.
- High-wall sign.
- Panel sign.
- Pole sign.
- Promotion or major promotion signs.
- Reflective sign.
- Sky sign.
- Signs attached to street furniture including seating, shelters, phone booths and the like.

Significant trees and gardens

Encourage pruning practices and procedures that reduce the risk of hazard development such as branch failure, disease and infection and premature tree death.

Ensure that development, or changes in immediate environmental conditions, adjacent to a tree will not have a detrimental impact upon the integrity and condition of the tree.

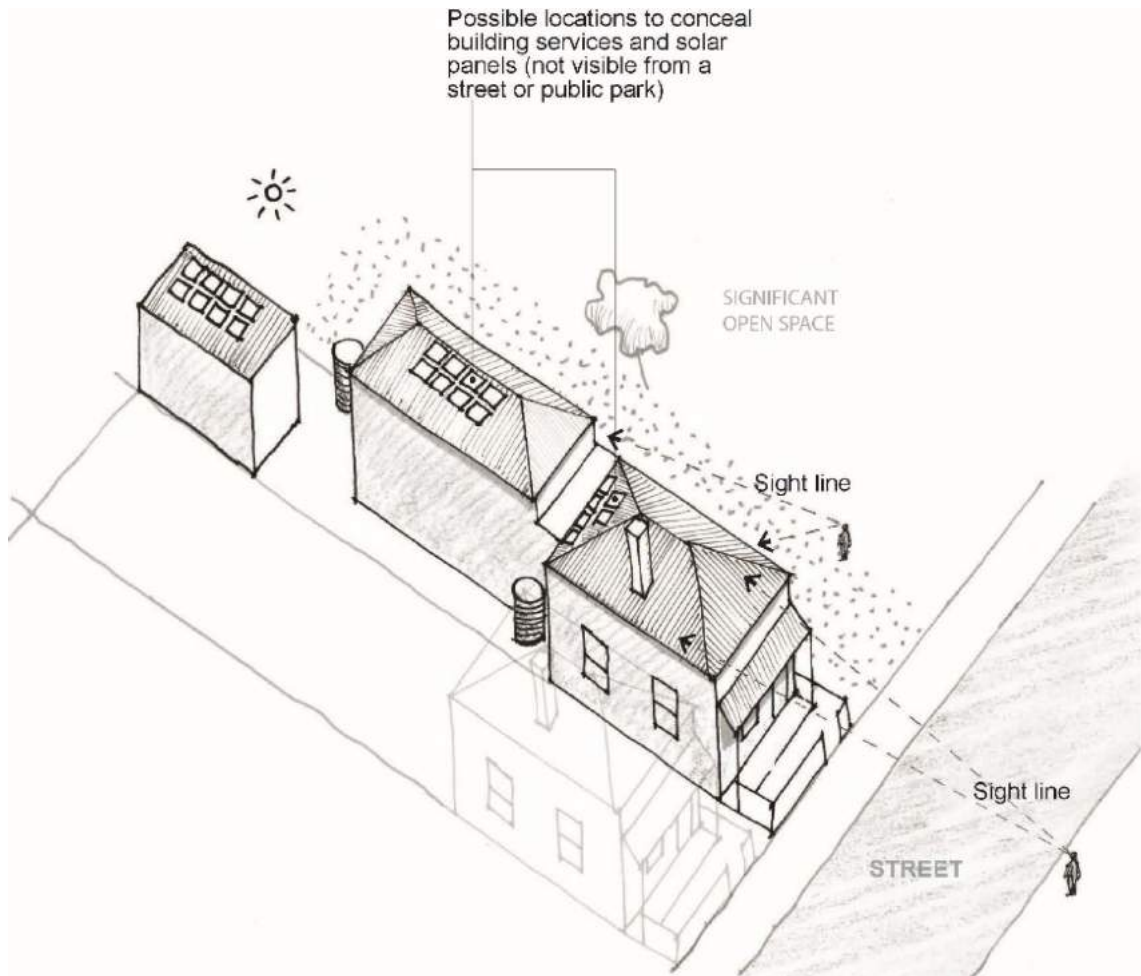
Where a tree needs to be removed due to poor health or dangerous condition, encourage replacement with the same species or a comparable alternative if the original is no longer suitable.

Encourage conservation, including restoration or reconstruction, of significant garden layouts.

Sustainability and services

Encourage building services and equipment associated with a heritage place such as air conditioning units, water heaters and the like to be concealed so they are not visible from a street (other than a lane) or significant public open space as shown in Figure 2.

Figure 2 – Possible locations to conceal services and equipment



Provide for the installation of services and equipment that will support environmental sustainability such as solar panels, solar hot water services, water tanks and the like in visible locations when:

- There is no feasible alternative location due to the size or orientation of the lot or building.
- The product is selected, designed and installed in a manner that minimises potential impacts upon the heritage place and its setting.

Subdivision

Encourage the subdivision of land in a heritage precinct to reflect the historic subdivision pattern.

Ensure that subdivision maintains an appropriate setting for a heritage place by including the retention of contributory features associated with a heritage place on a single lot.

Avoid the creation of lots that because of their size, location or layout could result in development that would adversely impact upon the significance or setting of a heritage place.

Public realm and infrastructure

Conserve historic public realm infrastructure.

Ensure that new public realm infrastructure respects and complements the historic character of the heritage place.

Ensure that development in proximity to a memorial or monument will not have a detrimental impact upon its setting, integrity or condition.

Policy guidelines

Consider as relevant:

Additions

Additions to a residential heritage place should be contained within the following sightlines:

- A 10 degree sightline as shown in Figure 3 if the associated building is within a heritage streetscape with a consistent scale, or is a Significant place.
- An 18 degree sightline as shown in Figure 4 if the associated building is within a heritage streetscape with a diverse scale and is not a Significant place.
- A sightline taken from across the street in a narrow street less than 5 metres (Figure 5) or for the building types shown in Figure 6.

Additions to a commercial heritage place should be contained within a sightline taken from across the street as shown in Figure 7 and Figure 8.

Additions higher than one storey should have the same or greater side setbacks than those of the host building.

Figure 3 – Sightline for an addition to a residential heritage place within a consistent heritage streetscape

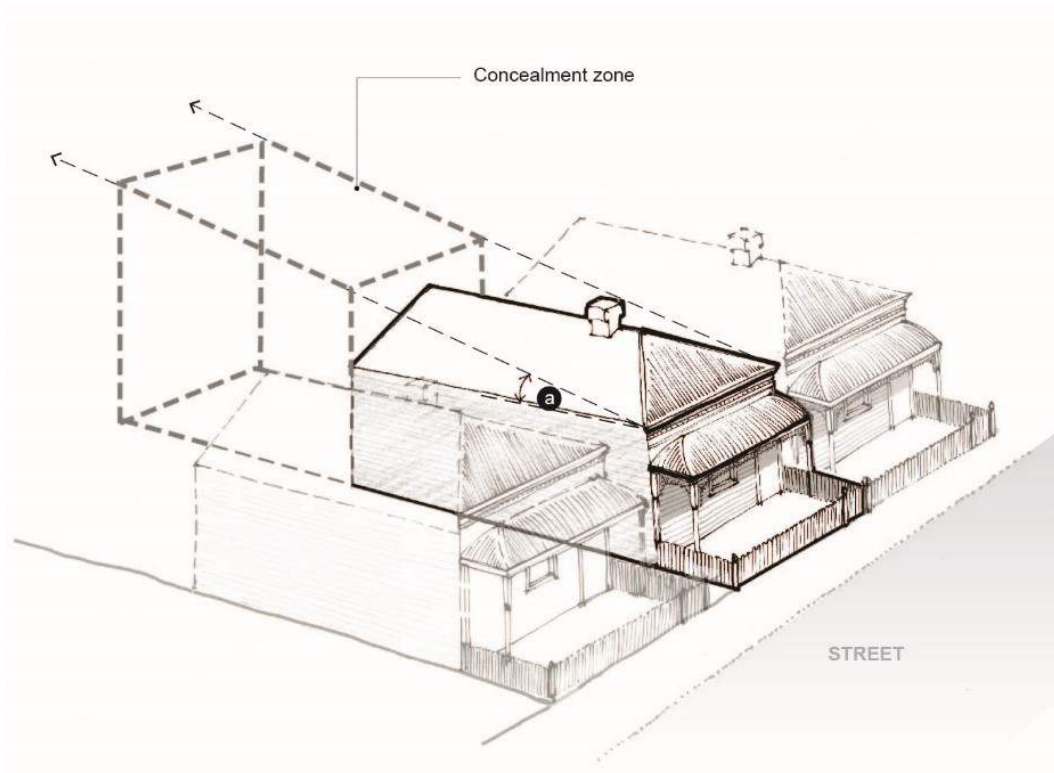
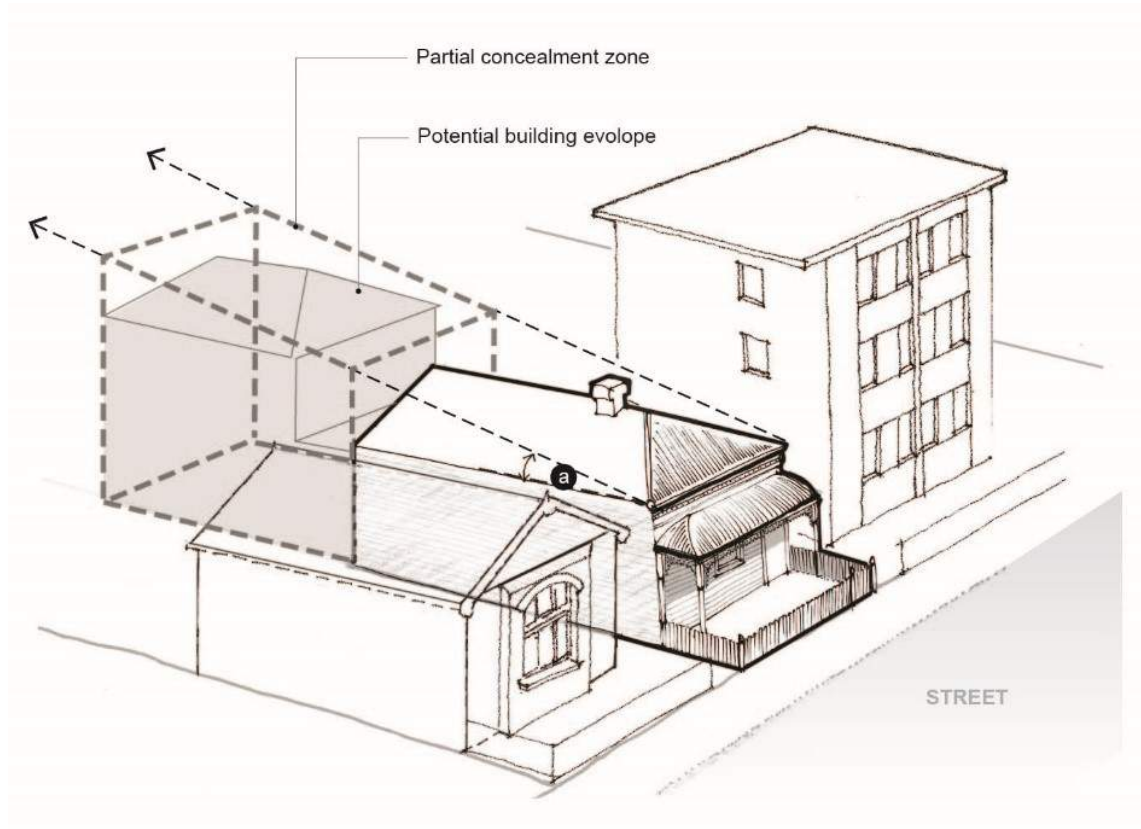


Figure 4 - Sightline for an addition to a residential heritage place within a diverse streetscape



a) The sightline is measured from the top of the gutter line at the corner of the main roof, and not from the projecting front bay, porches or verandahs.

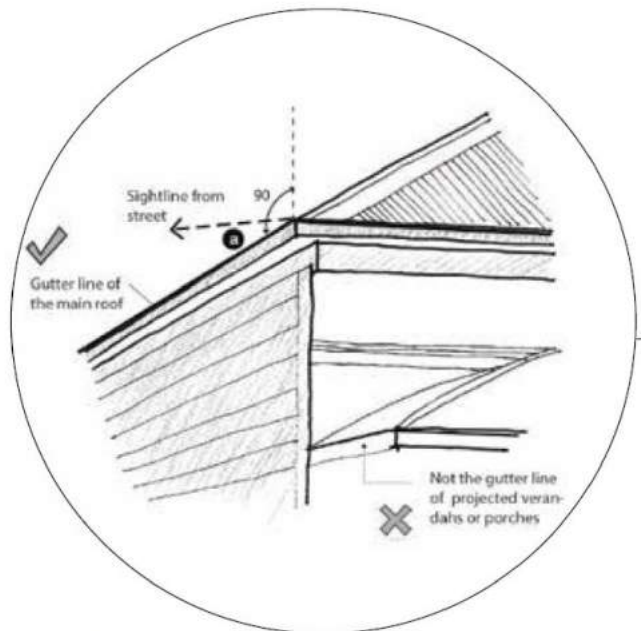


Figure 5 - Sightline for an addition to a residential heritage place in a narrow street

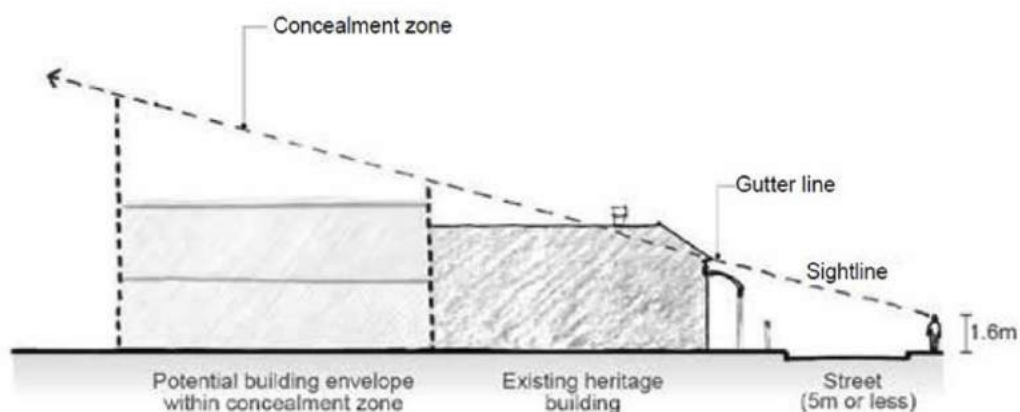


Figure 6 - Sightline for an addition to a residential heritage place with a primary ridge line parallel to the street

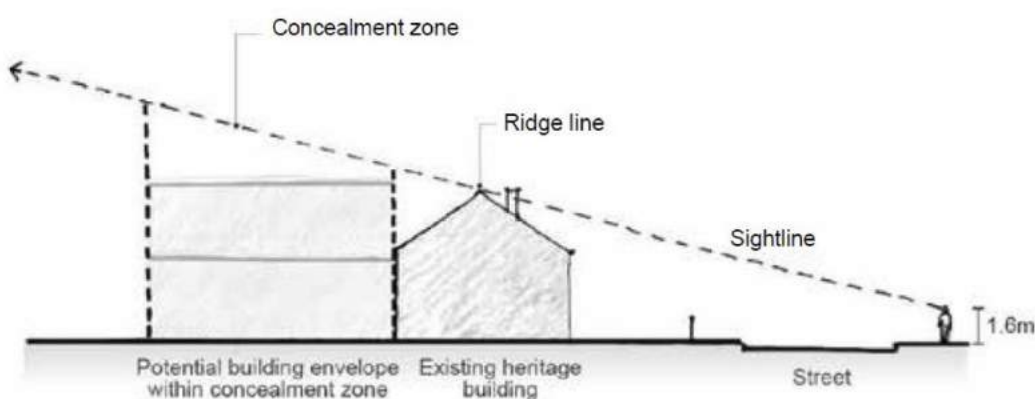


Figure 7 – Sightline for an addition to a commercial heritage place with a solid parapet

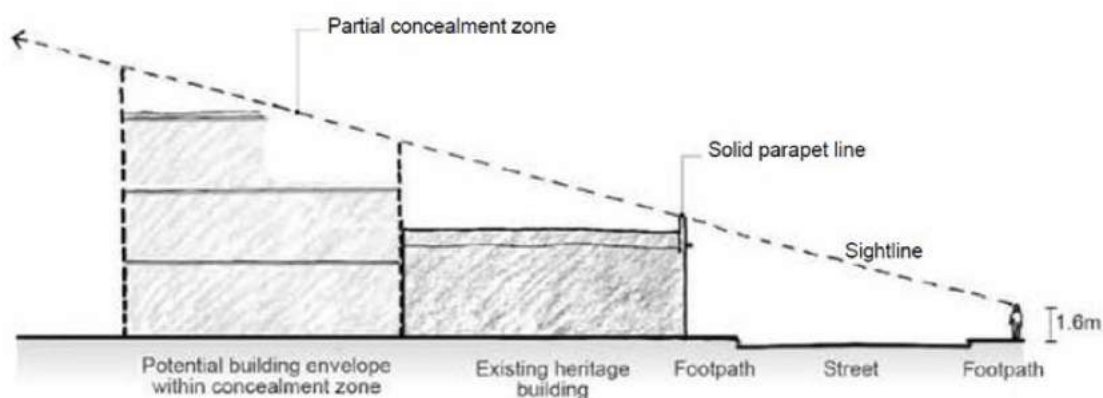
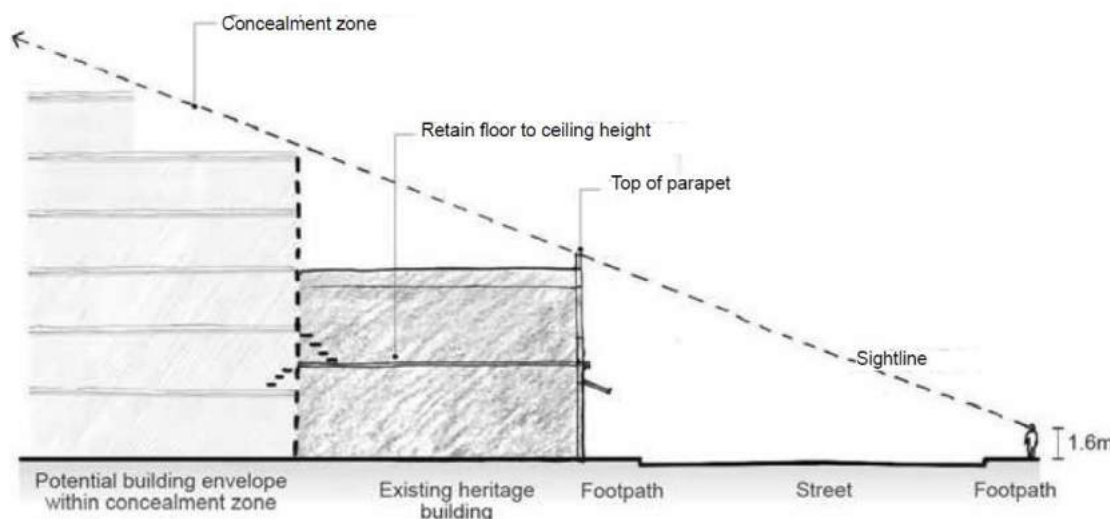


Figure 8 – Sightline for an addition to a two-storey commercial heritage place

Policy documents

Consider as relevant:

- *Fishermans Bend Additional Heritage Place Assessments* (Biosis Pty Ltd, 2015)
- *Fishermans Bend Heritage Study* (Biosis Pty Ltd, 2013)
- *Fishermans Bend Heritage Review: Montague Commercial Precinct* (RBA Architects and Conservation Consultants, October 2019)
- *Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda* (Lovell Chen, May 2015)
- *Heritage Assessment, 588-590 City Road, South Melbourne* (Context Pty Ltd, May 2017)
- *Heritage Design Guidelines* (City of Port Phillip, 2021)
- *Heritage Kerbs, Channels and Laneways Guidelines* (City of Port Phillip, 2006)
- *Heritage Overlay 6 St Kilda East Precinct Review Final Report* (David Helms Heritage Planning, January 2020)
- *Heritage Review – Wellington Street, St Kilda* (Lovell Chen (Revised) March 2017)
- *Port Phillip Design Manual, 2000* (City of Port Phillip, 2000) including:
 - *Dunstan Estate Guidelines* (City of Port Phillip, 2007)
 - *Fishermans Bend Estate Guidelines* (City of Port Phillip, updated 2021)
 - *Garden City Guidelines* (City of Port Phillip, updated 2021)
- *Port Phillip Heritage Review* (Version 35, March 2021) including:
 - *City of Port Phillip Heritage Policy Map* (City of Port Phillip, 2021)
 - *City of Port Phillip Neighbourhood Character Policy Map* (City of Port Phillip, 2021)
- *Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations* (Lovell Chen, July 2011)
- *Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report* (Lovell Chen, December 2012)
- *Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report* (Lovell Chen, December 2012)
- *Review of Heritage Overlay 3* (Heritage Alliance (2009) & Built Heritage (2010))
- *Tiuna Grove Heritage Assessment* (Barrett, 2019)

15.03-2L

Aboriginal cultural heritage

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Proposed C203port

Strategies

Support interpretive infrastructure for sites and areas of Aboriginal cultural heritage.

Encourage use of indigenous plant species in rehabilitation works on Aboriginal archaeological or cultural sites.

Support urban design and development that reflects Aboriginal stories, values and perspectives in the built and natural environment.

16.01-1L-01 Housing diversity

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Proposed C203port

Strategies

Provide a mix of housing types that:

- Includes a mix of dwelling sizes.
- Are accessible and adaptable for people of all abilities and for older persons (to enable ‘aging in place’).

Support flexible housing design and emerging housing models that enable adaptation as household needs change over time and support people to work from home.

Encourage design 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 green space including children’s play spaces on ground level, podium levels or roof tops and locating some dwellings to achieve direct visual access 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.

Policy guidelines

Consider as relevant:

- Providing a mix of one and two bedroom dwellings for singles, couples and small families and larger dwellings of three or more bedrooms for extended households and larger families.
- Designing adaptable housing that can respond to change in household size and life-cycle requirements through:
 - Removable, non-load bearing walls or sliding walls to partition open areas or large rooms.
 - Additional smaller room or spaces.
- Designing accessible and visitable housing for older persons to enable them to age in place, including:
 - A safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.
 - At least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.
 - Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces.
 - A toilet at ground (or entry) level to support easy access for home occupants and visitors.
 - A bedroom at ground (or entry) level.
 - A bathroom designed for easy and independent access for all home occupants.

Policy document

Consider as relevant:

- *City of Port Phillip Housing Strategy 2007-2017* (City of Port Phillip, 2007)

16.01-1L-02 Location of residential development

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Proposed C203port

Objective

To direct housing growth to designated locations that have the greatest capacity for change, and that offer highest accessibility to public transport, shops, and social infrastructure while maintaining the heritage, neighbourhood character and amenity values of established residential areas that have limited potential for housing growth.

Strategies

Direct the majority of new residential development to preferred housing growth areas to achieve:

- Substantial residential growth within strategic sites and renewal precincts located proximate to a Major Activity Centre and/or the Principal Public Transport Network (PPTN), including the Fishermans Bend Urban Renewal Area, and that are to a height, scale and massing that respects the built form context surrounding the strategic site/renewal precinct.
- Moderate residential growth within the established retail/commercial strips of Major Activity Centres, the Glen Huntly Road/Ormond Road Neighbourhood Activity Centre and the St Kilda Road Neighbourhood (St Kilda Road South Precinct) that is:
 - Generally sited above or to the rear of retail/commercial premises, or as part of more intensive mixed-use developments on larger strategic redevelopment sites as identified in Structure Plans.
 - To an intensity and scale that keeps with the existing streetscape and heritage context, and does not compromise the economic function of the centre.

Provide for incremental residential growth through well designed medium density (2 to 3 storey) infill development:

- On sites with frontage to a Main Road adjacent to the PPTN and where there is an existing diverse neighbourhood character capable of accommodating change.
- Within areas proximate to a Major Activity Centre, and where there is an existing diverse neighbourhood character capable of accommodating change.
- On sites fronting Ormond Road and Glen Huntly Road, proximate to the Elwood Junction and Elwood Village activity centres.
- Along Main and Collector roads that are already characterised by medium-density (2 to 3 storey) development.
- Heritage areas close to the St Kilda Activity Centre that are generally characterised by existing three storey development.

Discourage medium density development in Limited Residential Growth Areas including established residential areas outside a Heritage Overlay and that have a highly consistent neighbourhood character, or are not proximate to a Major Activity Centre or the PPTN.

Limit new development in Minimal Residential Growth Areas affected by a Heritage Overlay.

Ensure major residential development delivers a positive social benefit to the community.

Policy guideline

Consider as relevant:

- Areas proximate to a Major Activity Centre to be within 400 metres.

Policy document

Consider as relevant:

- *City of Port Phillip Housing Strategy 2007-2017* (City of Port Phillip, 2007)

16.01-2L**Affordable housing**

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Proposed C203port

Strategies

Locate affordable and social housing within walking distance from the Principal Public Transport Network (PPTN) or Major Activity Centre or Neighbourhood Activity Centre.

Encourage a broad spectrum of affordable housing through innovative models including affordable rental housing (community housing and Build to Rent) and affordable home ownership (Shared Equity Housing, Community Land Trusts, Rent to Buy).

Provide affordable housing with a priority for moderate income households.

Provide social housing with a priority for very low and low-income households that addresses identified local need.

Encourage well-designed affordable and social housing within development that:

- Integrates with the remainder of the development and is externally indistinguishable from other dwellings/development.
- Reflects the overall dwelling composition of the building.
- Has internal layouts identical to other comparable dwellings within the building.

Avoid the conversion of existing social housing and registered rooming houses into other forms of residential buildings, such as backpackers' lodges.

Support the redevelopment of social housing (including public housing estates) to:

- Increase the yield of social (public and community) housing in terms of both total number of dwellings and total number of bedrooms.
- Increase the diversity of housing through inclusion of community and affordable housing.
- Increase the quality of housing.
- Address local housing need.
- Integrate the design of built form with built form of surrounding neighbourhoods.
- Provide broader public benefits to the wider community through delivery of public spaces and shared community facilities and co-located community services.

Policy guidelines

Consider as relevant:

- Locating affordable and social housing no more than 400 metres walking distance from the PPTN or Major or Neighbourhood Activity Centres.
- Providing a mix of bedsitter, one, two and three bedroom affordable and social housing dwellings that are in the same ratio as the mix of bedsitter, one, two and three bedroom dwellings in the overall building.
- Providing a mix of one and two bedroom dwellings for moderate income households.
- Providing appropriately sized social housing for the following priority groups of local need:
 - Smaller families with children in two bedroom dwellings.
 - Larger families with children in three or more bedroom dwellings.
 - Older persons, particularly older single women, in one and two bedroom dwellings.
 - Singles who are experiencing homelessness and sleeping rough, in bedsitter and one-bedroom dwellings.

PORT PHILLIP PLANNING SCHEME

- Persons at greatest risk of homelessness, in bedsitter and one bedroom dwellings.
- Lower income wage earners, in one and two bedroom dwellings.
- Youth, in particular younger women, in bedsitters and one bedroom dwellings.

Policy documents

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016)
- *City of Port Phillip Housing Needs Assessment and Allocations Framework* (Beverley Kliger & Associates, 2019)

16.01-4L

Community care accomodation

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Proposed C203port

Strategies

Encourage appropriately located community care accommodation with either on-site support services and staffing or external support services.

Facilitate delivery of supported social housing models, including Common Ground and Youth Foyer Models, or Community Care Units with on-site support facilities.

Policy guideline

Consider as relevant:

- Community care accommodation is accessible to a range of shops, public transport and support services.

Policy document

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016)

16.01-5L

Residential aged care facilities

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Proposed C203port

Strategies

Encourage the development of older persons housing that integrates a range of incomes with ageing in place support services and the local community.

Encourage clusters of units with an optional unit for a support worker and shared communal areas and open space.

Policy guideline

Consider as relevant:

- Residential aged care facilities and older persons housing are located and designed to integrate with local communities.

Policy document

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016)

17.02-1L**Mixed use and office areas**

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Proposed C203port

Objective

To support the strategic role, function, viability and vibrancy of Port Phillip's office and mixed-use areas.

Strategies

Ensure use supports the future strategic role and function of the office and mixed activity areas, as defined in Table 1.

Ensure that the nature and intensity of office and commercial activity is compatible with and responsive to its location, particularly in Mixed Use zones.

Support retail use and development in the Mixed Use Zone, where they do not compete with the primary retail function of an adjacent major activity centre and they do not adversely impact the amenity of adjoining areas, including from car parking.

Encourage uses within the St Kilda Road, South Melbourne and Albert Road, South Melbourne office and mixed use precincts and Schedule 1 to the Capital City Zone that support the daily convenience needs of local residents and workers, including take away food premises, convenience shops and personal services.

Encourage the redevelopment of the Greeves Street Mixed Activity Precinct to transition to predominantly residential uses.

Support office and compatible light industrial/warehouse uses in the Greeves Street Mixed Activity Precinct where they do not undermine or negatively impact on the primary residential function of this area.

Table 1: Office and Mixed Use Activity Areas

Activity area location and zone	Strategic role and function – future direction					
	Employment node	Commercial/ office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms/ restricted retail	Light industrial/ warehouse role
Fishermans Bend Urban Renewal Area - Schedule 1 to the Capital City Zone	P	P	P	P	S	S
St Kilda Road, South Melbourne - Commercial 1 Zone	P	P	P	S		
Albert Road, South Melbourne - Commercial 1 Zone	P	P	P	S		
St Kilda Road South -Commercial 1 Zone	S	P	P	P	S	

PORT PHILLIP PLANNING SCHEME

Activity area location and zone	Strategic role and function – future direction					
	Employment node	Commercial/ office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms/ restricted retail	Light industrial/ warehouse role
Bay Street (southern end), Port Melbourne - Mixed Use Zone		S	P	P	S	
Kings Way / Dorcas Street, South Melbourne - Mixed Use Zone	P	P	P			
Kings Way Mixed Use Corridor, South Melbourne - Mixed Use Zone	S	S	P	S		
Greeves Street, St Kilda - Mixed Use Zone		S	P			S
Inkerman/ Pakington Street, Balaclava - Mixed Use Zone		S	P	S		S
Chapel Street, Balaclava - Mixed Use Zone		S	P	S		
Crockford Street, Port Melbourne- Mixed Use Zone		P	P	P		
Bay Street (north of Spring Street), Port Melbourne - Mixed Use Zone		P	P	P		
Wellington Street, St Kilda - Mixed Use Zone	S	S	P	P		

P - Primary function

S - Secondary/supporting function.

17.03-2L

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Proposed C203port

Sustainable industry**Objective**

To protect and enhance the economic viability and sustainability of Port Phillip's industrial areas.

Strategies

Ensure industrial areas are protected from encroachment by sensitive land uses.

Ensure new uses support the future strategic role and function of Port Phillip's industrial areas as indicated in Table 1.

Support ongoing industrial uses in Fishermans Bend and Port Melbourne, as the area transitions towards a mixed use urban renewal area.

Avoid the expansion of commercial and office uses within industrial zones where they are not ancillary to a primary industrial use on the site.

Encourage uses that support the needs of the local workforce in industrial areas.

Support commercial operations that are environmentally sustainable, particularly in relation to resource use and waste management.

Table 1: Industrial Areas in Port Phillip

Industry area location and zone	Strategic role and function – future direction				
	Primary employment role	Core industrial/ manufacturing role	Light industrial/ service business/ warehouse role	Office/ commercial role	High technology/ knowledge based industry cluster
Fishermans Bend Urban Renewal Area - Schedule 1 to the Capital City Zone	•		•	•	•
South Melbourne - Industrial 1 Zone	•	•	•		•
William Street, Balaclava - Industrial 3 Zone			•	•	
Eastern Business District and Western Business District, South Melbourne Central - Commercial 2 Zone	•		•	•	•

17.04-1L

Tourism and the arts

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Proposed C203port

Objective

To promote Port Phillip as a premier tourist and arts destination.

Strategies

Encourage tourist attractions with local, national and international appeal, that offer local community benefits and limit negative amenity and environmental impacts.

Provide a range of facilities and infrastructure (including ‘way finding’ amenities and signage) in appropriate locations that support tourism needs and improve access to Port Phillip’s attractions.

Encourage independent artist-managed exhibition spaces.

Encourage development of affordable housing and commercial spaces suitable for use as artist residencies or art studios.

17.04-2L

Coastal and marine tourism

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Proposed C203port

Port Phillip foreshore

Objective

To protect, manage and enhance the foreshore as an important natural, recreational and tourism asset.

Strategies

Support use and development on the foreshore that:

- Encourages year round, active and passive recreational use.
- Conserves the net volume of public open space available to the general public.
- Repurposes an existing building or replaces an existing building.
- Compliments and enhances the prevailing land uses in the area and positively impacts all users.
- Manages traffic, parking, pedestrian and cyclist circulation conditions.
- Incorporates a waste management plan if the use involves the sale and consumption of food and drink.
- Enhances the foreshore as a coastal environment.
- Maintains a high quality setting for recreation.

Encourage use and development that include environmentally sustainable tourism services and facilities.

Policy documents

Consider as relevant:

- *Foreshore Management Plan* (City of Port Phillip, 2012)
- *Sport and Recreation Strategy 2015-2024* (City of Port Phillip, 2015)

18.02-1L-01 Sustainable personal transport

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Proposed C203port

Strategies

Support development that promotes alternate modes of transport and reduces reliance on private vehicles.

Ensure new use and development supports the prioritisation of the following transport modes in the following order:

- Walking.
- Bicycle riding.
- Public transport.
- Subscription based vehicles (e.g. car share) and electric vehicles.
- Private motor vehicles.

Support the provision of active transport infrastructure in developments (such as high levels of bicycle parking and end-of-trip facilities).

Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)

18.02-1L-02 Walking and bicycle riding

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Proposed C203port

Objective

To provide a high-quality walking and bicycle network and facilities that are integrated, safe and accessible.

Strategies

Provide direct, connected and safe pedestrian and bicycle infrastructure to and between:

- Key facilities such as schools, community services / facilities and activity centres.
- Key destinations including St Kilda foreshore, Station Pier, South Melbourne Market and Port Melbourne foreshore.
- Employment nodes including Melbourne CBD, St Kilda Road, Fishermans Bend Urban Renewal Area and the Port Melbourne industrial area.
- Key open space areas including the foreshore and Albert Park Reserve.
- Public transport nodes, including Balaclava Train Station.

Provide high quality walking and bicycle riding routes that are located and designed to:

- Increase permeability throughout local neighbourhoods and large sites.
- Make road crossing safe, easy and reduce delays for pedestrians.
- Incorporate clear wayfinding, shade and signage.

Design public streets and spaces to provide support infrastructure for pedestrians (such as footpaths, street furniture, lighting, drinking fountains and toilet facilities).

Support road space changes to prioritise pedestrian movement over private vehicles on key pedestrian routes.

Minimise the impact of development, including vehicle crossovers, on the pedestrian and bicycle network as identified in the *Pedestrian and Bicycle Network Framework Plan* at 02.04 Strategic Framework Plans.

18.02-1L-01 Sustainable personal transport

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Proposed C203port

Strategies

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- Bicycle riding.
- Public transport.
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- Private motor vehicles.

Support the provision of active transport infrastructure in developments (such as high levels of bicycle parking and end-of-trip facilities).

Policy document

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- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)

18.02-1L-02 Walking and bicycle riding

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Proposed C203port

Objective

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Strategies

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- Key destinations including St Kilda foreshore, Station Pier, South Melbourne Market and Port Melbourne foreshore.
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- Make road crossing safe, easy and reduce delays for pedestrians.
- Incorporate clear wayfinding, shade and signage.

Design public streets and spaces to provide support infrastructure for pedestrians (such as footpaths, street furniture, lighting, drinking fountains and toilet facilities).

Support road space changes to prioritise pedestrian movement over private vehicles on key pedestrian routes.

Minimise the impact of development, including vehicle crossovers, on the pedestrian and bicycle network as identified in the *Pedestrian and Bicycle Network Framework Plan* at 02.04 Strategic Framework Plans.

Support the extension of the existing network of dedicated bicycle routes to improve the connections for on-road and off-road cyclists.

Encourage the provision of increased bicycle parking spaces and related facilities, including spaces suitable for electronic bikes (E-Bikes) and cargo bicycles for both tenants and visitors in mixed use, commercial and residential developments.

Policy guideline

Consider as relevant:

- Providing secure bicycle parking (including E-bikes and cargo bicycles) and end-of-trip facilities consistent with the *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment, 2015).

Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)

18.02-2S

31/07/2018
VC148

Public Transport

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)

18.02-2L Public transport

--/--/---
Proposed C203port

Strategies

Support improvements to the overall convenience, accessibility and safety of public transport, including public transport stops and interchanges.

Support new route connections and extensions to address network gaps, particularly in:

- Fishermans Bend (to Docklands, Southbank, Central City, South Melbourne and Port Melbourne).
- Domain to Western CBD through South Melbourne.
- Port Melbourne to St Kilda.
- St Kilda Esplanade to Balaclava Road.
- Elwood.
- Albert Park, Middle Park and St Kilda to Caulfield.
- South Melbourne, to link the Park Street tram with the St Kilda Road tram.

Support walking, bike riding and public transport improvements as part of the development of the new Anzac Station and Domain Precinct.

Support road space changes to prioritise buses and trams over private vehicles on key routes.

18.02-3S Road system

31/07/2018
VC148

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.
- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Ensure access to jobs and services in growth areas and outer suburban areas by improving roads for all road users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

18.03-2L-01 Port of Melbourne environs

--/--/---
Proposed C203port

Objective

To protect the ongoing operations of the Port of Melbourne by managing conflicts with adjoining land in the port environs.

Strategies

Support the development of the Port and construction of Dockside Road and the reinstatement of Rail Infrastructure to the Port of Melbourne.

Ensure residential development and other noise sensitive uses in the vicinity of Port infrastructure includes measures to attenuate noise from adjoining Port operations.

Manage the Todd Road interface by limiting access and encouraging residential development in Garden City to locate primary entry or orientation, other than facing or fronting Todd Road.

18.03-2L-02 Station Pier environments

--/--/---
Proposed C203port

Objective

To retain Station Pier as a trade gateway and tourism facility.

Strategies

Support tourism and freight services and facilities at Station Pier.

Ensure that development adjacent to Station Pier supports the long term protection of port operations, infrastructure and associated storage facilities.

Ensure development adjacent to Station Pier incorporates noise mitigation measures to protect sensitive receivers (such as residential development) and the ongoing operation of the Port infrastructure.

Ensure port related development on the foreshore, associated with Station Pier, considers the impacts on nearby foreshore activities and surrounding areas.

Policy guideline

Consider as relevant:

- Incorporating acoustic measures in residential development to protect from external noise by ensuring noise levels do not exceed:
 - 30 dBA in bedrooms.
 - 45 dBA in living areas.

19.02-4L

Community facilities

--/--/---
Proposed C203port

Objective

To create a network of accessible, functional and adaptable community facilities.

Strategies

Support new community facilities in the following locations where there are existing clusters:

- Bay Street, Port Melbourne.
- South Melbourne Central.
- Carlisle Street, Balaclava.
- Fitzroy / Acland Streets, St Kilda.
- Centre Avenue, Garden City.
- Ormond / Glen Huntly Roads, Elwood.

Support the development and delivery of flexible, fit-for-purpose and multi-functional community facilities that respond to changing community needs.

Support co-located and integrated facilities with shared use arrangements to maximise access to and delivery of services.

Support mixed use developments in accessible locations with integrated community facilities.

19.02-6L**Public open space and foreshore**

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Proposed C203port

Objective

To create an integrated network of accessible public open spaces that support a variety of uses and users and meets existing and future community needs.

Strategies

Ensure all residents are located within a short, easy and safe walking distance to public open space.

Improve linear connectivity between and within existing public open spaces and the foreshore by enhancing pedestrian permeability and wayfinding at key locations.

Improve the legibility, accessibility to and amenity of connections to and within public open space and the foreshore area.

Encourage improved bicycle and pedestrian paths and facilities between and within public open spaces, that contribute to a safe, comprehensive and useable open space network.

Encourage access to public open space and the foreshore via public transport modes by supporting improvements to public transport infrastructure and facilities that serve public open spaces.

Ensure that public open space and the foreshore are designed and managed to offer a diversity of functions and experiences and continues to host a range of leisure, tourism, recreation, cultural, social and sporting activities to meet the needs of all users.

Support co-location of public open spaces and community facilities to encourage shared use.

Policy guideline

Consider as relevant:

- Providing residents with access to high quality public open space within walking distance (200-400 metres, without having to cross major roads or other physical barriers) of their home.

Objective

To ensure the retention, creation and optimum provision of high quality public open space.

Strategies

Preserve land currently used for public open space, unless the available land:

- Is underutilised.
- Offers poor connection to other spaces or streets.
- Is unsafe for users.
- Offers poor accessibility to users.
- Has little potential for improvement as a functional public open space.

Where public open space is repurposed, ensure that:

- Alternative sites of higher quality can be identified for acquisition.
- Net community gain can be guaranteed by an alternative land use.

Repurpose existing restricted public open space, where appropriate, to consider a wider range of public uses.

Strengthen the public open space network by creating new open spaces or expanding existing open spaces, particularly in the following neighbourhoods:

- Balaclava / St Kilda East.
- Elwood / Ripponlea.

- South Melbourne.
- St Kilda Road.
- St Kilda / St Kilda West.

Repurpose road space, where appropriate, to create more usable public open spaces, particularly in areas where there are gaps in the public open space network.

Support activation of underutilised spaces such as vacant lots or parks that need upgrading with temporary parks or activities.

Objective

To protect and enhance the significant environmental, physical and cultural heritage values and attributes of public open space, including the foreshore.

Strategies

Support commercial uses where:

- The use is located in an existing building.
- An existing building is replaced with one of a scale and character that responds to the surrounding landscape or built form.
- The use will enhance the range of facilities available and positively impact all users.
- Environmental issues such as waste management, traffic movement and parking can be managed.

Protect and enhance environmentally sensitive sites (particularly sites that are important habitats for native species), flora and fauna, water quality and ecosystems that make up public open space and the foreshore, including:

- Alma Park East (east of the railway line).
- Elwood Canal Linear Reserve.
- Elwood coastline (including MO Moran Reserve, Elwood Park and Foreshore Reserve).
- Port Melbourne Foreshore.

Retain and enhance established mature trees, significant vegetation and attractive landscape elements of public open spaces.

Ensure buildings and private spaces within new developments that are adjacent to public open space areas, are clearly delineated and do not degrade the values of the existing public open space.

Objective

To achieve a sustainable balance between preserving public open space, including the foreshore, and meeting the needs of users.

Strategies

Support uses that make a positive contribution to the public open space area and offer a net community benefit.

Support land use and development on the foreshore that effectively manages the competing demands of various foreshore users, to preserve the quality and longevity of public open space and Council assets within these spaces.

Support development on the foreshore that is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

Objective

To provide sport and recreation facilities within public open space and foreshore areas that meet the needs of the community.

Strategies

Support the provision of innovative and alternative sport and recreation opportunities, including multi-use facilities to ensure the greatest benefit to the community.

Support the provision of informal sport and recreation infrastructure as an alternative to organised sport (such as outdoor fitness equipment, inter-generational playgrounds, multi-sport court areas) to encourage physical exercise in public space.

Support land use and development on the foreshore that maximises opportunities for participation in land and water-based sport and recreation activities and supports lifestyle, adventure and alternative sports.

Support land use and development of existing sport and recreation infrastructure to ensure they are used at optimal levels, remain fit-for-purpose and meet demand.

Policy documents

Consider as relevant:

- *Foreshore Management Plan* (City of Port Phillip, 2012)
- *Getting Our Community Active - Sport and Recreation Strategy 2015-2024* (City of Port Phillip, 2015)
- *Public Space Strategy* Draft V3 (City of Port Phillip, August 2020)
- *City of Port Phillip Biodiversity Study* (Arcadis, May 2020)

19.03-2L

Infrastructure design and provision

--/--/---
Proposed C203port

Physical infrastructure

Objective

To ensure physical infrastructure is sustainable and meets the needs of residents, workers and visitors.

Strategies

Support the use of sustainable materials, including recycled materials, in the design and construction of physical infrastructure.

Ensure that physical infrastructure is accessible to people of all abilities.

Minimise damage to physical infrastructure (including trees) from development by ensuring appropriate design and siting.

Ensure works, including road works and footpath treatments, minimise the impact on tree roots.

Policy guideline

Consider as relevant:

- Provision of physical infrastructure (whether through funding arrangements, direct provision or improvements) as part of development where a development will cause a detrimental impact on existing physical infrastructure.

19.03-3L

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Proposed C203port

Stormwater management (water sensitive urban design)**Policy application**

This policy applies to applications for:

- New buildings.
- Extensions to buildings that are 50 square metres in gross floor area or greater.
- A subdivision in a commercial zone.

This policy does not apply to an application for:

- A subdivision of an existing building.

Objectives

To promote the use of water sensitive urban design, including stormwater re-use.

To mitigate the detrimental effect of development on downstream waterways and risk of flooding, by the application of best practice stormwater management through water sensitive urban design.

Strategies

Achieve the best practice water quality performance objectives set out in the *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999).

Reduce stormwater run-off in the design of new developments by limiting the amount of concrete and paving on private property.

Improve the quality of stormwater and reduce the flow of water discharged to waterways including through:

- Collection and reuse of rainwater and stormwater on site.
- Vegetated swales and buffer strips.
- Rain gardens.
- Water recycling systems.
- Multiple uses of water within a single site.
- Directing flow from impervious ground surfaces to landscaped areas.
- Flow retention and retarding systems.
- Site permeability.

Use measures to prevent litter being carried off-site in stormwater flows including:

- Waste enclosures and storage bins.
- Litter traps for developments with the potential to generate significant amounts of litter.

Incorporate vegetation on buildings where practicable (to be irrigated with rainwater/stormwater).

Use water sensitive urban design principles in the design of public infrastructure, including:

- Reducing potable water consumption.
- Maximising water reuse.
- Reducing wastewater discharge.
- Minimising stormwater pollution before it is discharged to the aquatic environment.
- Maximising groundwater protection.
- Reducing flood impacts.

Policy guidelines

Consider as relevant:

- Best practice water quality and flow performance objectives as set out in the *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999) and *Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas* (Commonwealth of Australia, 2019).
- The level of ongoing management required to achieve and maintain the desired stormwater quality measures that will be used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps.
- The following tools (or equivalent):
 - Melbourne Water’s STORM Calculator.
 - Model for Urban Stormwater Improvement Conceptualisation (MUSIC).

Policy documents

Consider as relevant:

- *Act and Adapt: Sustainable Environment Strategy 2018-28* (City of Port Phillip, 2018)
- *City of Port Phillip Water Sensitive Urban Design Guidelines* (City of Port Phillip, 2009)
- *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999)
- *Water Sensitive Urban Design – Engineering Procedures: Stormwater* (Melbourne Water and CSIRO Publishing, 2005)
- *Compliance Guidelines for Clause 22.12 Stormwater Management* (City of Port Phillip, 2017)
- *Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas* (Commonwealth of Australia, 2019)

Expiry

This policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first.

19.03-5L**Waste and resource recovery**

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Proposed C203port

Strategies

Incorporate waste and resource recovery into development.

Ensure development provides facilities to help divert waste from landfill to maximise resource recovery.

Ensure storage space is provided within or adjacent to each dwelling and tenancy to enable the separation of waste and recyclables, glass and food and organic waste.

Encourage the incorporation and use of innovative technologies to manage waste streams.

Ensure communal waste and recycling storage facilities:

- Are located and designed for convenient access by occupants and made easily accessible to people with limited mobility.
- Are located within the building and/or are appropriately screened from view.
- Are ventilated, durable and waterproof.
- Do not detract from the character and amenity of the streetscape.
- Include ventilated facilities for bin washing.

Encourage development to include communal space for storage and collection of electronic waste (e-waste) and hard waste.

Ensure public health and amenity of residents and adjoining premises is protected from the impacts of odour, noise and hazards associated with on-site waste and resource recovery.

Allocate sufficient space within development for future changes in waste management needs.

Policy guideline

Consider as relevant:

- Providing for waste and resource recovery as part of development in accordance with *City of Port Phillip Guidelines for Preparing a Waste Management Plan* (City of Port Phillip, 2019).

Policy documents

Consider as relevant:

- *City of Port Phillip Guidelines for Preparing a Waste Management Plan* (City of Port Phillip, 2019)
- *Don't Waste It! - Waste Management Strategy, 2018-28* (City of Port Phillip, 2018)

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY**1.0**---/---/---
Proposed C203port**Application requirements**

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 a report prepared by a suitably qualified heritage consultant, that assesses the impact of the application upon the significance of the heritage place. 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 part or full demolition of a heritage place:
 - 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 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 a schedule, plans and elevations showing the colours and finishes to be used on all surfaces.
- 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 1:20 scale.
- For an addition to a heritage place or new development:
 - Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site 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.
 - For new development, a three dimensional building envelope that shows the potential new building volume if all the opportunities and constraints have been considered.

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- When located within a precinct, elevations that show the addition or new development in the context of the streetscape.
- 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.
- For applications for development in proximity to a monument or memorial with identified heritage value a report prepared by a suitably qualified person that assesses potential impacts upon the condition or structural integrity of the feature.
- For applications for building services including solar panels in a visible location a report prepared by a suitably qualified person that explains why there is no feasible alternative location.

2.0

08/07/2021
C162port

Heritage places

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?	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	<i>Port Melbourne</i> 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.	No	No	No	No
HO2	<i>The Garden City Housing Estates</i> Port Melbourne	Yes	No	No	No	No	No	No
HO4	<i>City Rd Industrial Area</i> South Melbourne	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO5	<i>St Kilda Hill</i> 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	Yes	No	No	No	No	No	No
HO6	<i>St Kilda East</i> 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	No	No	No	No
HO7	<i>St Kilda, Elwood, Balaclava, Ripponlea</i> 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	No	No	No	No
HO7 Interim Control Expiry date: 01/10/2021	<i>St Kilda, Elwood, Balaclava, Ripponlea Precinct Extension</i> 41-57 Dickens Street, 1-3 Ruskin Street, 1 Addison Street, 49-51 and 59-61 Mitford Street, Elwood	Yes	No	No	No	No	No	No
HO8	<i>Elwood-Glen Huntly Rd, Ormond Rd</i> 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	No	No	No	No
HO318	<i>Brighton Rd (Elwood)</i> Brighton Rd, Burns St, Glenhuntly Rd, Heaton St	Yes	No	No	No	No	No	No
HO316	Carlisle St (East Carlisle St, Hawsleigh Ave	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO30	<i>Emerald Hill Estate</i> Bank, Clarendon, Park, Cecil, Dorcas, Marshall, Fishley, Layfield and Perrins Streets, South Melbourne	-	-	-	-	Yes Ref No H1136	Yes	No
HO317	<i>Hotham St (Balaclava)</i> Nos. 113-125 Hotham St	Yes	No	No	No	No	No	No
HO315	<i>Inkerman St (East)</i> Chapel St, Inkerman St	Yes	No	No	No	No	No	No
HO258	<i>St Vincent Place Precinct</i> 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	<i>Swallow Street Precinct</i> 49-77 Swallow Street, Port Melbourne	Yes	No	No	No	No	No	No
HO385	<i>Chusan Street Precinct</i> 1-37 Chusan Street, East St Kilda	Yes	No	No	No	No	No	No
HO386	<i>Godfrey Av/Raglan Street Precinct</i> 1-41, 2-36 Godfrey Avenue and 9-23 Raglan Street, East St Kilda	Yes	No	No	No	No	No	No
HO387	<i>Hammerdale Av Precinct</i> 2-24, 28-32, 3-17 Hammerdale Avenue, 2-8 Jervois Street, East St Kilda	Yes	No	No	No	No	No	No
HO388	<i>Holroyd Court Precinct</i> 1-7 Holroyd Court, East St Kilda	Yes	No	Yes – 4 mature camphor laurel	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
				street trees (cinnamomum camphora)				
HO389	<i>Kalymna Grove/Inkerman St Precinct</i> 1-35, 2-30 Kalymna Gr, 342-374 Inkerman Street, East St Kilda	Yes	No	No	No	No	No	No
HO390	<i>Mooltan Av Precinct</i> 10-16, 9-15 Mooltan Avenue, East St Kilda	Yes	No	No	No	No	No	No
HO391	<i>St Kilda East: Murchison Street & Wavenhoe Avenue Precinct</i> 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	No	No	No	No
HO392	<i>Orange Grove Precinct</i> 4-30, 11-33 Orange Gr and 331 Inkerman Street, East St Kilda	Yes	No	No	No	No	No	No
HO402	<i>Elwood Canal Precinct</i> Area covered by Elwood Canal and riparian margins, from Port Phillip Bay foreshore to St Kilda Street municipal boundary.	No	No	Yes	Yes	No	No	No
HO403	<i>Addison Street /Milton Street Precinct (Elwood)</i> 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	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	– 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							
HO404	<i>Byron Street / Mason Avenue Precinct (Elwood)</i> 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	No	No	No	No
HO405	<i>McCrae Street Precinct (Elwood)</i> 31 – 33 John St; 1 – 13 & 2 – 14 McCrae St; Elwood	Yes	No	No	No	No	No	No
HO439	<i>Nightingale Street Precinct (Balaclava)</i> 31 – 55 Marlborough St, 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.	Yes	No	No	No	No	No	No
HO440	<i>Emerald Hill Residential Precinct</i> 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	No	No	No	No
HO441	<i>St Vincent Place East</i> South Melbourne	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	Bound By Park St, Cecil St, Albert Rd and Ferrars St							
HO442	<i>Albert Park Residential Precinct</i> 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	Yes	No	No	No	No	No	No
HO443	<i>Bridport Street / Victoria Avenue Commercial Precinct</i> Albert Park	Yes	No	No	No	No	No	No
HO444	<i>Middle Park and St Kilda West Precinct</i> Bound by Kerferd Rd, Canterbury Rd, Fitzroy St and Beaconsfield Parade	Yes	No	No	No	No	No	No
HO445	<i>Armstrong Street Commercial Precinct</i> Middle Park	Yes	No	No	No	No	No	No
HO446	<i>Albert Park Lake Precinct</i> 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	No	No	No	No
HO513	<i>Montague Commercial Precinct</i> Area including 496-546 City Road and 151-163 Montague Street, South Melbourne Statement of Significance: Montague Commercial Precinct, February 2021	No	No	No	No	No	No	No
HO9	<i>Christ Church complex</i> 14 Acland St and 1 St Leonards Ave, St Kilda	-	-	-	-	Yes Ref No H996	Yes	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO10	<i>Linden</i> 26 Acland St, St Kilda	-	-	-	-	Yes Ref No H213	Yes	No
HO11	<i>Halcyon</i> 53 Acland St, St Kilda	-	-	-	-	Yes Ref No H775	Yes	No
HO12	<i>South African Soldiers Memorial</i> 29A Albert Rd, Melbourne	-	-	-	-	Yes Ref No H1374	Yes	No
HO319	<i>Former BP House</i> 1-29 Albert Rd, Melbourne	Yes	No	No	No	No	No	No
HO320	<i>Offices</i> 31-33 Albert Rd, Melbourne	Yes	No	No	No	No	No	No
HO334	<i>Former Residence</i> 42 Albert Rd, Melbourne	Yes	No	No	No	No	No	No
HO361	<i>Houses</i> 140-144 Albert Road, South Melbourne	Yes	No	No	No	No	No	No
HO312	<i>Flats</i> 194 Albert Rd, South Melbourne	Yes	No	No	No	No	No	No
HO13	<i>Dalkeith</i> 314 Albert Rd, South Melbourne	-	-	-	-	Yes Ref No H840	Yes	No
HO489	<i>Former Royal Australian Corps of Signals Drill Hall</i> Albert Road Drive, Albert Park	-	-	-	-	Yes Ref No H2362	Yes	No
HO14	<i>Ngargee Tree</i> Albert Park	No	No	Yes	No	No	No	Yes

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO15	<i>South Melbourne Cricket and Football Club grandstand</i> Albert Road Drive, Albert Park	Yes	Yes	No	No	No	No	No
HO393	<i>Houses</i> 31-35 Alexandra Street, East St Kilda	Yes	No	No	No	No	No	No
HO19	<i>Holmwood, including Canary Island date palm (6) jacaranda (2) Bhutan cypress (1)</i> 61 Alexandra St, Balaclava	Yes	Yes	Yes	No	No	No	No
HO18	<i>South African War Memorial</i> 9 Alfred Square, St Kilda	-	-	-	-	Yes Ref No H1375	Yes	No
HO16	<i>House</i> 1 Alfred Square, St Kilda	Yes	Yes	No	No	No	No	No
HO17	<i>House</i> 2 Alfred Square, St Kilda	Yes	Yes	No	No	No	No	No
HO31	<i>Presbyterian Church</i> 2 Alma Rd, St Kilda	Yes	Yes	No	No	No	No	No
HO20	<i>Former Priory Ladies School</i> 61 Alma Rd, St Kilda	-	-	-	-	Yes Ref No H726	Yes	No
HO21	<i>Belmont Flats</i> 86 Alma Rd, St Kilda	-	-	-	-	Yes Ref No H805	Yes	No
HO350	<i>House</i> 127 Alma Rd, St Kilda East	Yes	No	No	No	No	No	No
HO23	<i>House</i> 200 Alma Rd, St Kilda East	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO25	<i>House</i> 217 Alma Rd, St Kilda East	Yes	No	No	No	No	No	No
HO407	<i>House</i> 6 Austin St, Elwood	Yes	No	No	No	No	No	No
HO408	<i>Zone Substation</i> 36 Austin St, Elwood	Yes	No	No	No	No	No	No
HO313	<i>House</i> 13 Baker St, St Kilda	Yes	No	No	No	No	No	No
HO394	<i>Former Factory</i> 5-7A Balston Street, East St Kilda	Yes	No	No	No	No	No	No
HO395	<i>Cottage</i> 16 Balston Street, East St Kilda	Yes	No	No	No	No	No	No
HO396	<i>Substation</i> 52 Balston Street, East St Kilda	Yes	No	No	No	No	No	No
HO369	Terrace Row, houses and Algerian Oak (<i>Quernac canariensis</i>) 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	No	No	No	No
HO27	<i>Former South Melbourne Post Office</i> 195-207 Bank St, South Melbourne	-	-	-	-	Yes Ref No H1771	No	No
HO28	<i>South Melbourne Town Hall</i> 208-220 Bank St, South Melbourne	-	-	-	-	Yes Ref No H217	Yes	No

PORT PHILLIP PLANNING SCHEME

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HO29	<i>South Melbourne Court House and Police Station</i> 209-213 Bank St, South Melbourne	-	-	-H	-	Yes Ref No H1486	Yes	No
HO341	<i>Former Lauders Riding School (Emerald Hill)</i> 295 Bank St, South Melbourne	-	-	-	-	Yes Ref No H1749	Yes	No
HO32	<i>The Manse</i> 42 Barkly St, St Kilda	-	-	-	-	Yes Ref No H212	Yes	No
HO285	<i>House</i> 52 Barkly St, St Kilda	Yes	No	No	No	No	No	No
HO370	<i>Hampden, including two mature Canary Island Date Palms, scoria rock edging and tapered rough cast gate posts.</i> 74 Barkly Street, St Kilda	Yes	No	Yes	No	No	No	No
HO33	<i>Village Belle Hotel</i> 202 Barkly St, St Kilda	Yes	Yes	No	No	No	No	No
HO34	<i>House</i> 269 Barkly St, St Kilda	Yes	No	No	No	No	No	No
HO35	<i>Flats</i> 289 Barkly St, St Kilda	Yes	No	No	No	No	No	No
HO409	<i>Jerry's Milk Bar</i> 345 Barkly St, Elwood	Yes	No	No	No	No	No	No
HO38	<i>Former Morley's Coal Depot</i> 2-6 Bay St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO39	<i>Former Post Office and Naval drill hall</i>	-	-	-	-	Yes	Yes	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	40 Bay St, Port Melbourne					Ref No H1378		
HO452	<i>Former National Bank</i> 96 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO40	<i>Port Melbourne Court house, Police station and lock up</i> 111 and 113-119 Bay St and Graham St, Port Melbourne	-	-	-	-	Yes Ref No H1318	Yes	No
HO41	<i>Port Melbourne Town Hall</i> 333 Bay St, Port Melbourne	Yes	Yes	Yes	No	No	No	No
HO42	<i>Shop</i> 397 Bay St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO43	<i>Princes Pier</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No H981	Yes	No
HO465	<i>Station Pier</i> 110 Beach St, Port Melbourne	-	-	-	-	Yes Ref No H985	Yes	No
HO46	<i>Port Melbourne railway station</i> 101 Beach St, Port Melbourne	-	-	-	-	Yes Ref No H983	Yes	No
HO47	<i>Centenary bridge pillar</i> Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO48	Maskell and McNab Memorial Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO49	<i>Band Rotunda (opposite Stokes Street)</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No. H1735	No	No
HO50	<i>Public toilets</i>	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

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	Beach St, Port Melbourne							
HO51	<i>Bi-Centennial memorial</i> Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO362	<i>WW1 Memorial</i> Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO52	<i>Port Melbourne Yacht Club</i> Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO286	<i>Sandridge Hotel</i> 69 Beach St, Port Melbourne	Yes	No	No	No	No	No	No
HO44	<i>Leading lights</i> Beacon Vista and Hobsons Bay, Port Melbourne	-	-	-	-	Yes Ref No H982	Yes	No
HO53	<i>Cast iron lamp standards</i> Beaconsfield Pde, St. Kilda	Yes	No	No	No	No	No	No
HO348	<i>Catani Gardens</i> Beaconsfield Pde and Jacka Blvd, St Kilda	-	-	-	-	Yes Ref No H1805	No	No
HO54	<i>Open sea bathing house</i> Beaconsfield Pde, St. Kilda	Yes	Yes	Yes	No	No	No	No
HO450	<i>Sea Wall and Promenade</i> 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	No	No	No	No
HO55	<i>Duart</i>	Yes	Yes	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

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	121 Beaconsfield Pde, Albert Park							
HO56	<i>Hotel Victoria</i> 123 Beaconsfield Pde, Albert Park	-	-	-	-	Yes Ref No H820	Yes	No
HO57	<i>Hughenden</i> 177 Beaconsfield Pde, Middle Park	Yes	Yes	No	No	No	No	No
HO287	<i>Flats</i> 333 Beaconsfield Parade, St Kilda	Yes	No	No	No	No	No	No
HO58	<i>Shandon</i> 361 Beaconsfield Pde, St Kilda	-	-	-	-	Yes Ref No H669	Yes	No
HO59	<i>The Belford</i> 24 Belford St, St. Kilda	Yes	No	No	No	No	No	No
HO410	<i>Houses</i> 1 – 5 Bell St, Ripponlea	Yes	No	No	No	No	No	No
HO357	<i>Former Australian Natives Association Hall</i> 49A Blanche Street, St Kilda	Yes	No	No	No	No	No	No
HO344	<i>St Kilda Botanical Gardens</i> 55 Blessington St, St Kilda	-	-	-	-	Yes Ref No H1804	Yes	No
HO60	<i>House</i> 4 Blessington St, St Kilda	Yes	No	No	No	No	No	No
HO349	<i>Public Reserve</i> Bowen Cres, Melbourne	No	No	Yes	No	No	No	No
HO62	<i>Biltmore private hotel</i> 152 Bridport St, Albert Park	-	-	-	-	Yes Ref No H475	Yes	No

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HO63	<i>St Kilda Town Hall</i> Brighton Rd, St Kilda	Yes	Yes – but limited to the interior of the original 1890 and 1939 Town Hall building only	Yes	No	No	No	No
HO64	<i>Primary School No. 1479</i> 2 Brighton Rd, St Kilda	-	-	-	-	Yes Ref No H1712	Yes	No
HO371	<i>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.</i> 39-43 Brighton Road (part), 4 Dickens Street (part) and 1-5 Mozart Street (part), St Kilda	No	No	Yes	No	No	No	No
HO65	<i>Holy Trinity complex</i> 2 Brighton Rd, St Kilda	Yes	Yes	No	No	No	No	No
HO355	<i>House</i> 148 Brighton Road, Ripponlea	Yes	No	No	No	No	No	No
HO66	<i>Fire Station complex</i> 201 Brighton Rd, Elwood	Yes	No	No	No	No	No	No
HO67	<i>Windermere Flats</i> 49 Broadway, Elwood	-	-	-	-	Yes Ref No H911	Yes	No
HO411	<i>Houses</i> 2, 4 & 6 Browning St, Elwood	Yes	No	No	No	No	No	No
HO68	<i>Wilgah</i>	-	-	-	-	Yes	Yes	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	6 Burnett St, St Kilda					Ref Nos H760		
HO453	<i>Wilgah</i> 8 Burnett St, St Kilda	-	-	-	-	Yes Ref No H761	Yes	No
HO69	<i>Fenagh Cottage</i> 7 Burnett St, St Kilda	-	-	-	-	Yes Ref No H629	Yes	No
HO343	<i>Marion Terrace</i> 14-24 Burnett St, St Kilda	-	-	-	-	Yes Ref No H1802	Yes	No
HO70	<i>Oberwyl</i> 33-35 Burnett St, St Kilda	-	-	-	-	Yes Ref No H214	Yes	No
HO71	<i>Fleurs</i> 48 Burnett St, St Kilda	-	-	-	-	Yes Ref No H753	Yes	No
HO412	<i>House</i> 32 Byron St, Elwood	Yes	No	No	No	-	No	No
HO413	<i>Ravensmead House</i> 38 Byron St, Elwood	Yes	No	No	No	-	No	No
HO72	<i>Former Salvation Army Citadel</i> 17 Camden St, Balaclava	Yes	No	No	No	No	No	No
HO378	<i>Pepper tree at the rear of 208 Canterbury Road and land beneath the canopy for a distance of five metres from the canopy edge.</i> 208-209 Canterbury Road, St Kilda West	No	No	Yes	No	No	No	No
HO73	<i>The Canterbury</i> 236 Canterbury Rd, St Kilda West	-	-	-	-	Yes Ref No H1836	No	No
HO74	<i>National Theatre</i>	-	-	-	-	Yes	Yes	No

PORT PHILLIP PLANNING SCHEME

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	20 Carlisle St, St Kilda					Ref No H2092		
HO75	<i>St. Colman's Church</i> 291 Carlisle St, Balaclava	Yes	Yes	No	No	No	No	No
HO76	<i>Luna Park</i> 18 Cavell St, St Kilda	-	-	-	-	Yes Ref No H938	Yes	No
HO454	<i>Luna Park- local significance</i> 18 Cavell St, St Kilda Incorporated plan Luna Park	Yes	No	No	No	No	No	No
HO289	<i>Southern Cross Hotel</i> 78 Cecil St, South Melbourne	Yes	No	No	No	No	No	No
HO77	<i>Port View House</i> 153 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H702	Yes	No
HO78	<i>Finn Barr</i> 155 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H715	Yes	No
HO79	<i>Former Mechanics Institute (Italian Club Cavour)</i> 170-172 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H537	Yes	No
HO466	<i>Former St Vincent de Paul Boys Orphanage</i> 231-241 Cecil St and 199-201 Napier St and 34 Church St, South Melbourne	-	-	-	-	Yes Ref No H2170	Yes	No
HO80	<i>Former Free Presbyterian Church</i> Chapel St, St Kilda East	Yes	Yes	No	No	No	No	No
HO81	<i>All Saints Church, Hall and former Vicarage</i>	-	-	-	-	Yes	Yes	No

PORT PHILLIP PLANNING SCHEME

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	<i>2 Chapel St, St Kilda East</i>					Ref No H1364		
HO82	<i>St Georges Uniting Church</i> 4 Chapel St, St Kilda	-	-	-	-	Yes Ref No H864	Yes	No
HO83	<i>The Astor Theatre</i> 1-9 Chapel St, St Kilda	-	-	-	-	Yes Ref No H1751	No	No
HO84	<i>Drill Hall</i> 10 Chapel St, St Kilda East	Yes	Yes	No	No	No	No	No
HO85	<i>Cloyne</i> 12 Chapel St, St Kilda	-	-	-	-	Yes Ref No H733	Yes	No
HO86	<i>Rondebosch and Elmwood</i> 25-27 Chapel St, St Kilda	-	-	-	-	Yes Ref No H754	Yes	No
HO351	<i>Flats</i> 45-47 Chapel Street, St Kilda	Yes	No	No	No	No	No	No
HO87	<i>Mahnud</i> 65 Chapel St, St Kilda	Yes	No	No	No	No	No	No
HO290	<i>Police Station</i> 92 Chapel St, St Kilda	Yes	No	No	No	No	No	No
HO88	<i>Charnwood Oaks</i> 4-8 Charnwood Cr, St Kilda	Yes	Yes	No	No	No	No	No
HO89	<i>St Kilda Hebrew Congregation Synagogue</i> 10-12 Charnwood Grove, St Kilda	-	-	-	-	Yes Ref No 1968	Yes	No
HO90	<i>Houses</i> 80-82 Chaucer St, St. Kilda	Yes	No	No	No	No	No	No

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HO91	<i>House</i> 9 Church St, South Melbourne	Yes	Yes	No	No	No	No	No
HO92	<i>Ballarat</i> 51 Church St, South Melbourne	Yes	Yes	No	No	No	No	No
HO93	<i>Wayside Inn Hotel</i> 448 City Rd, South Melbourne	Yes	No	No	No	No	No	No
HO291	<i>Shop</i> 155 Clarendon St, South Melbourne	Yes	No	No	No	No	No	No
HO367	<i>Prefabricated Cottage</i> 17 Coventry Place, South Melbourne	-	-	-	-	Yes Ref No H1958	Yes	No
HO96	<i>House</i> 378 Coventry St, South Melbourne	Yes	Yes	No	No	No	No	No
HO97	<i>Bellhouse Iron House and Iron House</i> 399 Coventry St and 6 Patterson Place, South Melbourne	-	-	-	-	Yes Ref No H220 & Ref No H1888	Yes	No
HO98	<i>Beaconsfield Hotel</i> 20 Cowderoy St, St Kilda	Yes	Yes	No	No	No	No	No
HO99	<i>Fountain Inn</i> 1 Crockford St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO100	<i>Eden Terrace</i> 4-18 Dalgety St, St Kilda	-	-	-	-	Yes Ref No H847	Yes	No
HO414	<i>Electrical Substation</i> 13 Daley St, Elwood	Yes	No	No	No	-	No	No

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HO101	<i>Ornamental Tramway Overhead Poles</i> Dandenong Rd, St Kilda	-	-	-	-	Yes Ref No H1023 (see also HO125)	Yes	No
HO102	<i>Park Keeper's Lodge</i> Alma Park, Dandenong Rd, St Kilda	Yes	Yes	No	No	No	No	No
HO103	<i>St Mary's Church</i> 208 Dandenong Rd, St Kilda	-	-	-	-	Yes Ref No H750	Yes	No
HO104	<i>Former Ardoch Educational Centre</i> 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	<i>St Kilda Cemetery</i> 260-288 Dandenong Rd, St Kilda East	-	-	-	-	Yes Ref No H1081	Yes	No
HO105	<i>House</i> 70 Dickens St Elwood	Yes	No	No	No	No	No	No
HO106	<i>Glenronald</i> 75 Dickens St, St. Kilda	Yes	No	No	No	No	No	No
HO415	<i>Antigone Flats</i> 34 Docker St, Elwood	Yes	No	No	No	No	No	No
HO107	<i>Monterey Flats</i> 35 Docker St, Elwood	Yes	No	No	No	No	No	No
HO108	<i>St Luke's Church</i> 210 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H218	Yes	No
HO109	<i>Former Salvation Army Citadel</i>	Yes	Yes	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

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	232 Dorcas St, South Melbourne							
HO110	<i>Former Baptist Church</i> 250 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No	No
HO111	<i>Primary School No 1253</i> 284 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H1346	Yes	No
HO112	<i>Former Presbyterian Church</i> 317-329 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No	No
HO113	<i>Former Queens Arms Hotel</i> 330-334 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H1827	No	No
HO114	<i>House</i> 337 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No	No
HO115	<i>Former Morley and Carrick Warehouse</i> 93 Dow St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO116	<i>State School</i> 113 Eastern Rd, South Melbourne	Yes	Yes	No	No	No	No	No
HO347	<i>Biltmore</i> 36 Eildon St, St Kilda	-	-	-	-	Yes Ref No H1809	No	No
HO119	<i>Albert Park railway station complex</i> 365 Ferrars St, South Melbourne	-	-	-	-	Yes Ref No H1558	Yes	No
HO120	<i>South Melbourne railway station complex</i> 221 Ferrars St, South Melbourne	-	-	-	-	Yes Ref No H1593	Yes	No
HO121	<i>Balladonia</i> 40 Ferrars Pl, South Melbourne	-	-	-	-	Yes Ref No H772	Yes	No

PORT PHILLIP PLANNING SCHEME

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HO122	<i>Former Freemasons Hall</i> 254-256 Ferrars St, South Melbourne	-	-	-	-	Yes Ref No H538	Yes	No
HO336	<i>Emerald Hill Estate Residences</i> 2 Fishley St, South Melbourne	-	-	-	-	Yes Ref No H1727	Yes	No
HO438	<i>Emerald Hill Estate Residences</i> 6 Fishley St, South Melbourne	-	-	-	-	Yes Ref No H1728	Yes	No
HO125	<i>Ornamental Tramway Overhead Poles</i> Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1023 (see also HO101)	Yes	No
HO345	<i>Summerland Mansions</i> 17-27 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1808	Yes	No
HO126	<i>Tolarno Hotel</i> 42 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H2207	Yes	No
HO123	<i>Former St Kilda railway station complex</i> 60 Fitzroy St and 352 Canterbury Rd, St Kilda	-	-	-	-	Yes Ref No H1719	Yes	No
HO366	<i>St Kilda Bowling Club</i> 66 Fitzroy Street, St Kilda	-	-	-	-	Yes Ref No H1913	Yes	No
HO124	<i>Primary School No 2460</i> 70 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1637	Yes	No
HO127	<i>George Hotel</i> 123-127 Fitzroy St and 2-10 Grey St, St Kilda	-	-	-	-	Yes Ref No H706	Yes	No
HO128	<i>Former Wesleyan Methodist Church</i>	-	-	-	-	Yes	Yes	No

PORT PHILLIP PLANNING SCHEME

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	167 Fitzroy St, St Kilda					Ref No H818		
HO129	<i>Ritz Mansions</i> 171 Fitzroy St, St Kilda	Yes	Yes	No	No	No	No	No
HO416	<i>Duplex</i> 22 – 22A Foam St, Elwood	Yes	No	No	No	No	No	No
HO131	<i>House</i> 108 Gladstone St, Southbank	-	-	-	-	Yes Ref No H834	Yes	No
HO132	<i>House</i> 110 Gladstone St, Southbank	-	-	-	-	Yes Ref No H835	Yes	No
HO133	<i>House</i> 112 Gladstone St, Southbank	-	-	-	-	Yes Ref No H836	Yes	No
HO134	<i>House</i> 114 Gladstone St, Southbank	-	-	-	-	Yes Ref No H837	Yes	No
HO135	<i>House</i> 116 Gladstone St, Southbank	-	-	-	-	Yes Ref No H838	Yes	No
HO372	<i>Maisonettes, including the courtyard garden and the mature bull bay magnolia, privet and concrete pond.</i> 3 Glen Eira Road, Ripponlea	Yes	No	Yes	No	No	No	No
HO373	<i>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.</i> 10-12 Glen Eira Road and 3 Victoria Avenue, Ripponlea	Yes	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?	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?
HO137	<i>Ripponlea railway station complex</i> 11-13 Glen Eira Rd, Ripponlea	-	-	-	-	Yes Ref No H1588	Yes	No
HO136	<i>Brinsmeads Pharmacy</i> 71-73 Glen Eira Rd, Ripponlea	-	-	-	-	Yes Ref No H725	Yes	No
HO219	<i>St Columbas Church complex</i> 24 and 26 Glenhuntly Rd and 2 Normandy Rd, Elwood	Yes	Yes	No	No	No	No	No
HO354	<i>Flats</i> 60-66 Glenhuntly Road, Elwood	Yes	No	No	No	No	No	No
HO138	<i>House</i> 136 Glenhuntly Rd, Elwood	Yes	No	No	No	No	No	No
HO139	<i>Former Gasworks complex with wall</i> Graham St, South Melbourne	Yes	Yes	No	No	No	No	No
HO140	<i>Palmville</i> 240 Graham St, Port Melbourne	Yes	No	No	No	No	No	No
HO141	<i>Former shop and house</i> 249 Graham St, Port Melbourne	Yes	No	No	No	No	No	No
HO142	<i>State School</i> 415 Graham St, Port Melbourne	Yes	Yes	Yes	No	No	No	No
HO143	<i>Ripplemere</i> 34 Grey St, St Kilda	-	-	-	-	Yes Ref No H747	Yes	No
HO144	<i>Eildon</i> 51 Grey St, St Kilda	-	-	-	-	Yes Ref No H746	Yes	No

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HO145	<i>Residences</i> 77-79 Grey St, St Kilda	-	-	-	-	Yes Ref No H796	Yes	No
HO146	<i>Sacred Heart Church, Hall and Presbytery</i> 83-87 Grey St, St Kilda	-	-	-	-	Yes Ref No H1765	No	No
HO147	<i>Rail overbridge</i> Grosvenor St, Balaclava	Yes	No	No	No	No	No	No
HO374	<i>Stone pine (Pinu pinea) in rear garden and land beneath the canopy for a distance of five metres from the canopy edge.</i> 3, 5, 5A and 7 Hammerdale Ave, St Kilda East	No	No	Yes	No	No	No	No
HO375	<i>Hawsleigh Court and central courtyard garden, including two mature Liquidambers (Liquidamber styraciflua), and silver birch.</i> 2B Hawsleigh Court, Balaclava	Yes	No	Yes	No	No	No	No
HO417	<i>Hood's Court Flats</i> 2 Hood St, Elwood	Yes	No	No	No	No	No	No
HO418	<i>House</i> 2 Hotham Gve, Ripponlea	Yes	No	No	No	No	No	No
HO419	<i>Houses</i> 7 – 9 Hotham Gve, Ripponlea	Yes	No	No	No	No	No	No
HO149	<i>House</i> 23 Hotham Gve, Ripponlea	Yes	No	No	No	No	No	No
HO150	<i>Road overbridge</i> Hotham St, Elsternwick	Yes	Yes	No	No	No	No	No
HO292	<i>House</i>	Yes	No	No	No	No	No	No

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	45 Hotham St, St Kilda East							
HO293	<i>Flats</i> 50 Hotham St, St Kilda East	Yes	No	No	No	No	No	No
HO152	<i>Congregational Church</i> 72 Hotham St, St Kilda East	Yes	Yes	No	No	No	No	No
HO337	<i>B'nai B'rith House</i> 99 Hotham St, Balaclava	Yes	No	No	No	No	No	No
HO153	<i>Robert Russell House and former Congregational Church Hall</i> 30-33 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H574	Yes	No
HO154	<i>Former Congregational Church</i> 34-36 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H573	Yes	No
HO155	<i>Hazelwood Terrace</i> 46 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H221	Yes	No
HO156	<i>Hazelwood Terrace</i> 47 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H222	Yes	No
HO157	<i>Hazelwood Terrace</i> 48 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H223	Yes	No
HO158	<i>Experimental Concrete Houses</i> 324-326 Howe Pde, Port Melbourne	-	-	-	-	Yes Ref No H1863	Yes	No
HO164	<i>Former J. Kitchen and Sons Pty Ltd offices</i> Ingles St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO165	<i>Former Australian Motor Industries Factory</i>	Yes	No	No	No	No	No	No

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	289 Ingles St, Port Melbourne							
HO294	<i>Former St Kilda Council Depot Offices- Destructor Building</i> 33 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO159	<i>House</i> 59 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO160	<i>Telephone exchange</i> 62 -78 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO161	<i>Shops</i> 77-79 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO162	<i>Shops</i> 268-276 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO163	<i>House</i> 290 Inkerman St, St Kilda	Yes	No	No	No	No	No	No
HO356	<i>Flats</i> 290A Inkerman St, St Kilda East	Yes	No	No	No	No	No	No
HO398	<i>Houses</i> 316-320 Inkerman Street, East St Kilda	Yes	No	No	No	No	No	No
HO168	<i>St Kilda Seabaths</i> Jacka Boulevard, St Kilda	Yes	Yes	No	No	No	No	No
HO169	<i>Catani arch</i> Jacka Boulevard, St. Kilda	Yes	No	No	No	No	No	No
HO170	<i>Obelisks</i>	Yes	No	No	No	No	No	No

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	Jacka Boulevard, St. Kilda							
HO172	<i>Dressing Pavilion</i> 40 Jacka Boulevard, St. Kilda	Yes	Yes	No	No	No	No	No
HO173	<i>Wattle House</i> 53 Jackson St, St Kilda	-	-	-	-	Yes Ref No H632	Yes	No
HO420	<i>Houses</i> 24 – 30 John St, Elwood	Yes	No	No	No	No	No	No
HO342	<i>Terrace</i> 27-35 Kerferd Rd, Albert Park	-	-	-	-	Yes Ref no H1831	Yes	No
HO176	<i>MacRobertson Girls High School</i> 350 Kings Way, Melbourne	-	-	-	-	Yes Ref No H1641	Yes	No
HO177	<i>Houses</i> 328 Kings Way, South Melbourne	Yes	No	No	No	No	No	No
HO175	<i>Kingsley Court</i> 4-6 Kingsley St, Elwood	Yes	No	No	No	No	No	No
HO421	<i>Cromer Court</i> 22 – 24 Kingsley St, Elwood	Yes	No	No	No	No	No	No
HO295	<i>House</i> 40 Kingsley St, Elwood	Yes	No	No	No	No	No	No
HO178	<i>McAdam House</i> Lakeside Drive, Albert Park	Yes	Yes	No	No	No	No	No
HO296	<i>House</i> 40 Lansdowne Rd, St Kilda East	Yes	No	No	No	No	No	No

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HO182	<i>Former Fire Station</i> 147 Liardet St, Port Melbourne	Yes	No	No	No	No	No	No
HO422	<i>House</i> 19 Lindsay Ave, Elwood	Yes	No	No	No	No	No	No
HO226	<i>St Kilda Pavilion</i> Off Lower Esplanade, St Kilda	-	-	-	-	Yes Ref No 1533	Yes	No
HO184	<i>Palais Theatre</i> 14 Lower Esplanade, St Kilda	-	-	-	-	Yes Ref No H947	Yes	No
HO186	<i>Tintara</i> 20 Lyndon St, Ripponlea	-	-	-	-	Yes Ref No H842	Yes	No
HO187	<i>Beacon</i> Marine Pde, Elwood	Yes	No	No	No	No	No	No
HO298	<i>Houses</i> 1-2 Marine Pde, Elwood	Yes	No	No	No	No	No	No
HO299	<i>House</i> 19 Marine Parade	Yes	No	No	No	No	No	No
HO300	<i>House</i> 29 Marine Parade, Elwood	Yes	No	No	No	No	No	No
HO188	<i>House</i> 32 Marine Pde, St Kilda	Yes	No	No	No	No	No	No
HO423	<i>Garden Court Flats</i> 73 Marine Pde, Elwood	Yes	No	No	No	No	No	No
HO301	<i>House</i>	Yes	No	No	No	No	No	No

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	77 Marine Parade, Elwood							
HO365	<i>Flats</i> 4 & 4A Meredith St, Elwood	Yes	No	No	No	No	No	No
HO191	<i>Hartpury</i> 9 Milton St, Elwood	Yes	Yes	No	No	No	No	No
HO190	<i>Hartpury Court complex</i> 9-11 Milton St, Elwood	-	-	-	-	Yes Ref No H767	Yes	No
HO192	<i>Birnam apartments</i> 15 Mitford St, Elwood	Yes	No	No	No	No	No	No
HO368	<i>Residence and Air Raid Shelter</i> 23 Mitford St, St Kilda	-	-	-	-	Yes Ref No H616	Yes	No
HO376	<i>Poets Corner, including Bhutan cypress and two Italian cypress.</i> 38 Mitford St, Elwood	Yes	No	Yes	No	No	No	No
HO194	<i>Houses</i> 86-88 Mitford St, Elwood	Yes	No	No	No	No	No	No
HO195	<i>House</i> 96 Mitford St, Elwood	Yes	No	No	No	No	No	No
HO196	<i>Rail overbridge</i> Montague St, South Melbourne	Yes	No	No	No	No	No	No
HO218	<i>Former Dunlop Pneumatic Tyre Co. mill</i> 66 Montague Street, South Melbourne (see also 223-229 Normanby Rd, South Melbourne)	Yes	No	No	No	No	No	No

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HO197	<i>Residence</i> 83 Montague St, Southbank	-	-	-	-	Yes Ref No H830	Yes	No
HO198	<i>Residence</i> 85 Montague St, Southbank	-	-	-	-	Yes Ref No H831	Yes	No
HO199	<i>Residence</i> 87 Montague St, Southbank	-	-	-	-	Yes Ref No H832	Yes	No
HO200	<i>Residence</i> 89 Montague St, Southbank	-	-	-	-	Yes Ref No H833	Yes	No
HO201	<i>State School</i> 90 Montague St, South Melbourne	Yes	Yes	No	No	No	No	No
HO202	<i>Golden Fleece Hotel</i> 120 Montague St, South Melbourne	Yes	No	No	No	No	No	No
HO203	<i>Former Talbot Inn</i> 144 Montague St, South Melbourne	Yes	No	No	No	No	No	No
HO272	<i>Former residence and shop</i> 146 Montague St, South Melbourne	Yes	No	No	No	No	No	No
HO204	<i>St Peter and Paul Church and school complex</i> 217 Montague St, South Melbourne	Yes	Yes	No	No	No	No	No
HO302	<i>Flats</i> 8 Mooltan Ave, East St Kilda	Yes	No	No	No	No	No	No
HO205	<i>Maori Chief Hotel</i> 117-119 Moray St, South Melbourne	Yes	No	No	No	No	No	No
HO206	<i>Former Freer's Family Hotel</i>	Yes	No	No	No	No	No	No

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	147 Moray St, South Melbourne							
HO207	<i>Temperance House</i> 175 Moray St, South Melbourne	Yes	No	No	No	No	No	No
HO208	<i>House</i> 347 Moray St, South Melbourne	Yes	Yes	No	No	No	No	No
HO209	<i>Park House</i> 352 Moray St, South Melbourne	-	-	-	-	Yes Ref No H224	Yes	No
HO210	<i>House</i> 1 Morris St, South Melbourne	Yes	Yes	No	No	No	No	No
HO377	<i>WA Flowering Gum at 27 Murchison Street and land beneath the canopy for a distance of five metres from the canopy edge.</i> 27 Murchison Street, East St Kilda	No	No	Yes	No	No	No	No
HO211	<i>House</i> 88 Napier St, South Melbourne	Yes	Yes	No	No	No	No	No
HO212	<i>Former St Vincent de Pauls Girls Orphanage</i> 179-197 Napier St, South Melbourne	-	-	-	-	Yes Ref No H1531	Yes	No
HO213	<i>Former Temperance Hall</i> 199-207 Napier St, South Melbourne	Yes	Yes	No	No	No	No	No
HO214	<i>Kindergarten, including Pepper tree at rear of property.</i> 23 Nelson St, St. Kilda East	Yes	No	Yes	No	No	No	No
HO215	<i>Rail overbridge</i> Nightingale St, Balaclava	Yes	No	No	No	No	No	No

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HO216	<i>House</i> 8 Nightingale St, Balaclava	Yes	No	No	No	No	No	No
HO217	<i>Former Laycock Son and Co. woollen mills</i> 179-185 Normanby Rd, South Melbourne	Yes	No	No	No	No	No	No
HO218	<i>Former Dunlop Pneumatic Tyre Co. mill</i> 223-229 Normanby Rd, South Melbourne (see also 66 Montague Street, South Melbourne)	Yes	No	No	No	No	No	No
HO338	<i>Jubilee Terrace</i> 118-130 Nott St, Port Melbourne	-	-	-	-	Yes Ref No H1829	Yes	No
HO339	<i>Queens Terrace</i> 132-144 Nott St, Port Melbourne	-	-	-	-	Yes Ref No H1830	Yes	No
HO358	<i>Houses</i> 14-18 Octavia Street, St Kilda	Yes	No	No	No	No	No	No
HO353	<i>Flats</i> 46 Ormond Esplanade, Elwood	Yes	No	No	No	No	No	No
HO424	<i>Flats</i> 51 Ormond Esplanade, Elwood	Yes	No	No	No	No	No	No
HO425	<i>House</i> 123 Ormond Esplanade, Elwood	Yes	No	No	No	No	No	No
HO426	<i>Beach Kiosk</i> Ormond Esplanade, Elwood Foreshore	Yes	No	No	No	No	No	No
HO427	<i>Community Centre & Cafe</i> Ormond Esplanade, Elwood Foreshore	Yes	No	No	No	No	No	No

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HO428	<i>Surf Lifesaving Club</i> Ormond Esplanade, Elwood Foreshore	Yes	No	No	No	No	No	No
HO220	<i>Surry Court</i> 71 Ormond Rd, Elwood	Yes	No	No	No	No	No	No
HO303	<i>House</i> 77 Ormond Rd, Elwood	Yes	No	No	No	No	No	No
HO221	<i>Former Chemist shop</i> 90 Ormond Rd, Elwood	-	-	-	-	Yes Ref No H782	Yes	No
HO222	<i>Avalon</i> 285 Orrong Rd, St. Kilda East	Yes	No	No	No	No	No	No
HO223	<i>House</i> 311 Orrong Rd, St Kilda East	Yes	No	No	No	No	No	No
HO224	<i>Former Church of Christ</i> 96 Pakington St, St. Kilda	Yes	No	No	No	No	No	No
HO304	<i>Shops & Residence</i> 116 Park St, South Melbourne	Yes	No	No	No	No	No	No
HO225	<i>Royal Melbourne Yacht Squadron</i> Pier Rd, St. Kilda	Yes	No	No	No	No	No	No
HO458	<i>Abercrombie House</i> 8 Patterson Place, South Melbourne	-	-	-	-	Yes Ref No H404	Yes	No
HO429	<i>Flats</i> 33 Pine Ave, Elwood	Yes	No	No	No	No	No	No
HO227	<i>Point Ormond and Surrounding Landscape</i>	No	No	Yes	No	No	No	Yes

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	Point Ormond Rd, Elwood							
HO228	<i>House</i> 4 Pozieres Ave, St. Kilda	Yes	No	No	No	No	No	No
HO229	<i>Residence, also known as Berkeley Hall</i> 11 Princes St, St Kilda	-	-	-	-	Yes Ref No H491	Yes	No
HO230	<i>House</i> 24 Princes St, St Kilda	Yes	Yes	No	No	No	No	No
HO231	<i>Vacunce</i> 112 Princes St, Port Melbourne	Yes	No	No	No	No	No	No
HO232	<i>Former shop and residence</i> 14-16 Punt Rd, St Kilda	Yes	Yes	No	No	No	No	No
HO463	<i>St Kilda Cricket Ground</i> Queens Road and Fitzroy Street and Lakeside Drive, St Kilda	-	-	-	-	Yes Ref No H2234	Yes	No
HO233	<i>Netherby</i> 8 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO330	<i>Clive Fairbairn Pavillion</i> 494-498 & 500-520 St Kilda Road, Melbourne	Yes	No	No	No	No	No	No
HO321	<i>Lancaster House</i> 18 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO234	<i>Former Bendigonia</i> 25 Queens Rd, Melbourne	-	-	-	-	Yes Ref No H909	Yes	No
HO235	<i>Newburn flats</i>	-	-	-	-	Yes	Yes	No

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	30 Queens Rd, Melbourne					Ref No H578		
HO335	<i>Former Brookwood Flats</i> 32 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO346	<i>Stanhill</i> <i>The heritage place includes</i> <i>Residential apartment building</i> 33-34 Queens Rd, Melbourne	-	-	-	-	Yes Ref No H1875	No	No
HO322	<i>Formerly Lanark</i> 55 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO323	<i>Former John Bateman Motor Inn</i> 69 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO324	<i>Avalon</i> 70 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO325	<i>Myer House (former)</i> 72 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO326	<i>Former Queenslodge Motor Inn</i> 81 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO328	<i>The Mansion</i> 83 Queens Rd, Melbourne	Yes	No	No	No	No	No	No
HO236	<i>Chinese Temple</i> 76 Raglan St, South Melbourne	-	-	-	-	Yes Ref No H219	Yes	No
HO237	<i>House</i> 115 Raglan St, South Melbourne	Yes	Yes	No	No	No	No	No

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HO238	<i>Our Lady of Mt Carmel complex</i> Richardson St, Middle Park	Yes	Yes	No	No	No	No	No
HO239	<i>Primary School No 2815</i> 194 Richardson St, Middle Park	-	-	-	-	Yes Ref No H1711	Yes	No
HO240	<i>House</i> 21 Ross St, Port Melbourne	Yes`	No	No	No	No	No	No
HO241	<i>Denmark Villa</i> 123 Ross St, Port Melbourne	Yes	No	No	No	No	No	No
HO242	<i>The Presbytery</i> 127 Ross St, Port Melbourne	Yes	No	No	No	No	No	No
HO305	<i>Shop</i> 207 Ross St, Port Melbourne	Yes	No	No	No	No	No	No
HO243	<i>St Joseph's Mission complex</i> 268-274 Rouse St, and 93-95 Stokes St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO306	<i>House</i> 41 Ruskin St, Elwood	Yes	No	No	No	No	No	No
HO246	<i>Gunnersens Pty. Ltd.</i> 112 Salmon St, Port Melbourne	Yes	No	No	No	No	No	No
HO488	<i>St Kilda Road</i> Melbourne and <i>Tram shelter</i> St Kilda Rd and Lorne St Melbourne	-	-	-	-	Yes Ref No H2359 and Yes Ref No H1867	No	No

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	and <i>Tram shelter</i> St Kilda Rd and Dorcas St, Melbourne					and Yes Ref No H1869		
HO248	<i>Shops</i> 170-172 St Kilda Rd, St Kilda	Yes	No	No	No	No	No	No
HO249	<i>Shop</i> 228 St Kilda Rd, St Kilda	Yes	No	No	No	No	No	No
HO250	<i>Linton</i> 238 St. Kilda Rd, St. Kilda	Yes	No	No	No	No	No	No
HO251	<i>Post Office</i> 306A St Kilda Rd, St Kilda	Yes	Yes	No	No	No	No	No
HO252	<i>First Church of Christian Scientist, Melbourne</i> 336-340 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H1766	Yes	No
HO253	<i>Airlie</i> 452 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H722	Yes	No
HO254	<i>Rathgael – The Willows</i> 462 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H96	Yes	No
HO307	<i>Offices</i> 464 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No
HO329	<i>Charsfield</i> 478 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No
HO331	<i>Landene</i> 490 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No

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HO332	<i>Warwilla</i> 572 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No
HO255	<i>Former Gas Valve House</i> 617 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H675	Yes	No
HO333	<i>Flats</i> 628 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No
HO256	<i>Ulimaroa</i> 630 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H658	Yes	No
HO257	<i>Luzmore Terrace</i> 645-649 St Kilda Rd, Melbourne	Yes	No	No	No	No	No	No
HO461	<i>St Kilda Street Bridge</i> St Kilda St, Elwood	-	-	-	-	Yes Ref No H2080	No	No
HO435	<i>Park Court Flat</i> 473 St Kilda St, Elwood	Yes	No	No	No	No	No	No
HO340	<i>Rochester Terrace</i> 33-51 St Vincent Place South, Albert Park	-	-	-	-	Yes Ref No H813 and Yes Ref No H1291	Yes	No
HO259	<i>House</i> 20 Scott St, Elwood	Yes	No	No	No	No	No	No
HO431	<i>Scots Church</i> 31a Scott St, Elwood	Yes	No	No	No	No	No	No
HO432	<i>Elwood Children's Centre</i> 31a Scott St, Elwood	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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	<i>State School</i> 201 Scott St, Elwood	Yes	No	No	No	No	No	No
HO399	<i>Shirley Court</i> 20 Shirley Grove, East St Kilda	Yes	No	No	No	No	No	No
HO400	<i>House, including iron gateway</i> 22 Shirley Grove, East St Kilda	Yes	No	Yes - Canary Island (2) date palm (<i>Phoenix canariensis</i>)	No	No	No	No
HO433	<i>House</i> 54 Southey St, Elwood	Yes	No	No	No	No	No	No
HO261	<i>Elenora</i> 51 Spenser St, St. Kilda	Yes	No	No	No	No	No	No
HO262	<i>Los Angeles Court flats</i> 81A Spenser St, St Kilda	Yes	No	No	No	No	No	No
HO352	<i>House</i> 2A Spray Street, Elwood	Yes	No	No	No	No	No	No
HO434	<i>House</i> 54 & 56 Spray St, Elwood	Yes	No	No	No	No	No	No
HO244	<i>Former Swallow & Ariell Biscuit Factory</i> 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
HO263	<i>Former Masonic Hall</i> 18 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO264	<i>Laywell Terrace</i> 20-24 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO497	<i>Edith</i> 26 Stokes Street, Port Melbourne	Yes	No	No	No	No	No	No
HO265	<i>Former Swallow and Ariell offices</i> 60 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO308	<i>Thelma</i> 106 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO309	<i>Carmel</i> 108 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO266	<i>Former St. Osyth Hotel</i> 135 Stokes St, Port Melbourne	Yes	Yes	No	No	No	No	No
HO267	<i>Woodlands</i> 168 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO310	<i>House</i> 169 Stokes St, Port Melbourne	Yes	No	No	No	No	No	No
HO268	<i>Former shop and residence</i> 175 Stokes St, Port Melbourne	-	-	-	-	Yes Ref No H1789	No	No
HO269	<i>Bundalohn</i> 6 Tennyson St, St Kilda	Yes	Yes	No	No	No	No	No
HO436	<i>Flats</i> 63 - 69 Tennyson St, St Kilda	Yes	Yes	No	No	No	No	No
HO270	<i>Glanfell</i>	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	87 Tennyson St, Elwood							
HO437	<i>Flats</i> 104 - 108 Tennyson St, St Kilda	Yes	Yes	No	No	No	No	No
HO271	<i>House</i> 109 Tennyson St, Elwood	Yes	No	No	No	No	No	No
HO117	<i>The Esplanade Hotel</i> 11 The Esplanade, St Kilda	Yes	Yes	No	No	No	No	No
HO118	<i>Belvedere</i> 22 The Esplanade, St Kilda	-	-	-	-	Yes Ref No H812	Yes	No
HO272	<i>Factory</i> 79 Thistlethwaite St, South Melbourne	Yes	No	No	No	No	No	No
HO273	<i>House</i> 28 Vale St, St Kilda	Yes	No	No	No	No	No	No
HO274	<i>House</i> 30/30A Vautier St, Elwood	Yes	Yes	No	No	No	No	No
HO61	<i>Primary School No 1181 (and former Wesleyan Methodist Church)</i> 2-38 Victoria Avenue, Albert Park	-	-	-	-	Yes Ref No H1629	Yes	No
HO275	<i>Mona</i> 12 Waterloo Cr, St Kilda	Yes	No	No	No	No	No	No
HO276	<i>Residence</i> 34 Waterloo Cr, St Kilda	-	-	-	-	Yes Ref No H780	Yes	No
HO363	<i>Flats</i>	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	22 Wellington Street, St Kilda							
HO364	<i>House</i> 67 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO359	<i>House</i> 99 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO360	<i>Former Tramway Engine House</i> 105 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO277	<i>House</i> 48 Westbury St, St. Kilda East	Yes	No	No	No	No	No	No
HO278	<i>Frenchay</i> 89 Westbury St, St Kilda East	Yes	No	No	No	No	No	No
HO279	<i>Flats</i> 54-56 Wilgah St, St. Kilda East	Yes	No	No	No	No	No	No
HO282	<i>Former BALM Paints offices</i> 339 Williamstown Rd, Port Melbourne	Yes	No	No	No	No	No	No
HO280	<i>Fire Station complex</i> 425 Williamstown Rd, Port Melbourne	Yes	No	No	No	No	No	No
HO281	<i>Former Disco Manufacturing corporation P.L. factory</i> 477 Williamstown Rd, Port Melbourne	Yes	No	No	No	No	No	No
HO283	<i>Petrol filling station complex</i> north-west cnr, Williamstown Rd and Salmon St, Port Melbourne	Yes	No	No	No	No	No	No
HO284	<i>House</i>	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	33 Wordsworth St, St. Kilda							
HO401	<i>House</i> 34 Young Street, East St Kilda	Yes	No	No	No	No	No	No
HO311	<i>Former Albion Hotel</i> 172 York St, South Melbourne	Yes	No	No	No	No	No	No
HO447	<i>Port Melbourne Cricket Ground</i> 525 Williamstown Road, Port Melbourne	Yes	No	No	No	No	No	No
HO448	<i>Edwards Park</i> 219 Esplanade East, Port Melbourne	No	No	Yes	No	No	No	No
HO470	<i>Substation</i> 98 Johnson Street (corner of Johnson and Munro Streets)	Yes	No	No	No	No	No	No
HO471	<i>Horse Trough</i> Ingles Street, near intersection of Ingles Street and Williamstown Road	Yes	No	No	No	No	No	No
HO472	<i>Former Commonwealth WWII Facility and Rootes Factory</i> 19 Salmon Street, Port Melbourne	Yes	Yes – tower component only	No	No	No	No	No
HO449	<i>Former WJ Carr Warehouse</i> 95 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO451	<i>Exchange Hotel</i> 39 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO456	<i>Former Australasian Sugar Refining Company complex</i>	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
	Land bounded by Beach, Rouse, Dow Streets and Esplanade West except the north western corner	(10 Beach Street only)						
HO457	<i>Former Army and Navy Hotel, 95 Dow Street</i> Part 100-128 Bay Street, Port Melbourne - fronting Dow Street	Yes	No	No	No	No	No	No
HO459	<i>Four shops</i> 79-85 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO462	<i>Pier Hotel</i> 1 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO464	<i>Former Mission to Seamen</i> 49 Beach Street, Port Melbourne	Yes	No	No	No	No	No	No
HO485	<i>Local Hotel</i> 22 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO486	<i>Shop</i> Part 100-128 Bay Street, Port Melbourne	Yes	No	No	No	No	No	No
HO487	<i>Three houses</i> 183-187 Rouse Street, Port Melbourne	Yes	No	No	No	No	No	No
HO488	<i>Tecoma Court</i> 16-20a Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO489	<i>Earls Court</i> 44 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO491	<i>Duplex</i> 38-40 Wellington Street, St Kilda	Yes	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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?
HO492	<i>Terraces</i> 56-58 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO493	<i>Shops with residences</i> 81-81a Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO494	<i>Residence</i> 129 Wellington Street, St Kilda	Yes	No	No	No	No	No	No
HO503	<i>Maisonettes</i> 21 Redan Street, St Kilda Statement of Significance: 21 Redan Street, St Kilda, "Maisonettes", February 2020	Yes	No	No	No	No	No	No
HO504	<i>Former church</i> 77 Park Street, South Melbourne	Yes	No	No	No	No	No	No
HO505	<i>Concrete House</i> 226 Alma Road, St Kilda East Statement of Significance: 226 Alma Road, St Kilda East. "House (Concrete House)", February 2020	Yes	No	No	No	No	No	No
HO506	<i>Shop and Residence</i> 264-266 St Kilda Road, St Kilda Statement of Significance: 264-266 St Kilda Road, St Kilda "Shops & Residence", February 2020	Yes	No	No	No	No	No	No
HO509	<i>Shops and Residence</i> 588 and 590 City Road, South Melbourne	No	No	No	No	No	No	No

PORT PHILLIP PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree 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: 588 and 590 City Road, South Melbourne, "Shops and Residences", February 2021							

08/07/2021
C162port**SCHEDULE TO CLAUSE 52.28 GAMING****1.0**

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Proposed C203port

Objectives

To minimise harm from gaming and the incidence of problem gambling.

To discourage the location of gaming machines in, and proximate to, disadvantaged areas and vulnerable communities.

To minimise opportunities for convenience gaming.

To protect the amenity of areas surrounding venues with gaming machines.

2.0

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Proposed C203port

Prohibition of a gaming machine in a shopping complex

Installation or use of a gaming machine as specified in Clause 52.28-4 is prohibited on land described in Table 1 below.

Table 1

Name of shopping complex and locality	Land description
None specified	None specified

3.0

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Proposed C203port

Prohibition of a gaming machine in a strip shopping centre

A gaming machine as specified in Clause 52.28-5 is prohibited in all strip shopping centres on land covered by this planning scheme.

4.0

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Proposed C203port

Locations for gaming machines

Gaming machines should be located:

- Greater than 400 metres walking distance of:
 - Facilities with support/referral services and welfare agencies for vulnerable communities.
 - Social (public and community) housing developments with 50 or more dwellings.
 - A cluster of social housing that exceeds 50 dwellings.
- Where they minimise the likelihood of people passing the venue during their usual business or everyday activities.

Gaming venues should not be established in urban renewal areas including Fishermans Bend, ahead of the provision of non-gambling entertainment, recreation activities and social infrastructure.

5.0

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Proposed C203port

Venues for gaming machines

Gaming machines should be located:

- In venues that:
 - Offer social, entertainment and recreational opportunities and activities other than gaming as the primary purpose of the venue.
 - Have a gaming floor area of less than 25 per cent of the total floor area of the venue.
 - Promote responsible gaming practices.
 - Do not provide for 24 hour-a-day operation.
 - Have minimal adverse amenity impacts on the adjoining land uses as a result of operating hours, traffic, noise, car parking, safety and security.

6.0

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Proposed C203port

Application requirements

The following application requirements apply to an application for a permit under Clause 52.28, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Details about the existing and proposed distribution and density of gaming machines in the municipality and its neighbourhoods.
- The proposed design and layout of the premises including all signage.
- A venue management plan identifying strategies to manage patron behaviour and minimise problem gambling in relation to the design and management of the venue, including the applicant's responsible gaming practices.
- If an application includes a reduction in the number of car parking spaces required in Clause 52.06, a Traffic Impact Assessment and Parking Report that assesses the existing traffic demand and parking provision and the need for improved traffic and pedestrian amenity, including any additional car parking based on the number of gaming machines proposed and likely additional venue patron numbers generated by this use.
- An assessment of the social and economic benefits and disadvantages of the proposed gaming machines including:

Socio-economic impacts

- An analysis of the venue's projected patron catchment and its socio-economic profile. The analysis should include justification and details of the projected catchment area.
- If it is proposed to move gaming machines from one part of the municipality to another, details of the relative social and economic differences between the two areas. An explanation of why the gaming machines are being transferred is to be provided.
- The relative socio-economic disadvantage of the local suburb or neighbourhood and the broader catchment of the venue in comparison with the Melbourne and Victorian average in the SEIFA index of Relative Disadvantage.
- The preparation of a Social Impact Assessment where a planning permit or rezoning is required for a new venue or a change to an existing venue where gambling occurs.

Location assessment

Characteristics of the local area including the location of and walking distance to shopping complexes and strip shopping centres, community facilities, social housing, counselling services and public transport.

Details of existing and proposed gambling and non-gambling related entertainment and recreation facilities and activities at the venue and within 1 kilometre of the venue.

Pedestrian counts outside the venue on different days and at a variety of times.

Gaming machine impact

Details of existing gaming expenditure at the venue over a 3 year period prior to the application (if relevant) and a one year forecast of the anticipated gaming expenditure at the venue if the proposal was to be approved.

If gaming machines are to be relocated from other venues, and as a result gaming expenditure is likely to be transferred from other venues:

- Particulars as to how the level of transfer has been calculated (including, but not limited to, a comparison of per machine expenditure at the venue prior to and after the additional machines, current usage levels of machines at the venue, projected usage level of machines at the venue after the additional machines).

- The amount of transfer expenditure anticipated.
- The resulting impact on revenue of the venue from where the expenditure is transferred.
- The resulting impact on the venue from where the expenditure is transferred (such as loss of employment, loss of complementary expenditures, loss of customers, impact on ability to provide services etc).

Analysis and net community impact

Assessment of key social and economic issues and overall net community impact.

Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community.

Measures to mitigate any negative impacts.

7.0

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Proposed C203port

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 52.28, in addition to those specified in Clause 52.28 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the application is likely to minimise harm from gaming and avoid a detrimental net social and economic impact upon the local community.
- Whether approval is likely to increase the socio-economic disadvantage of the local community or have other adverse impacts on vulnerable communities.
- Whether the proposal will result in a redistribution of gaming machines away from vulnerable communities and areas of relatively high socio-economic disadvantage.
- Whether the location of gaming machines or gaming premises will facilitate or encourage convenience gaming.
- Whether patrons will have a choice of non-gambling entertainment and recreation activities at the venue or within the local area.
- Whether the proposed use or development will have an impact upon the amenity of the area and surrounding uses as a result of traffic and parking, crowd or patron related noise, hours of operation, and/or an increase in the intensity of the use due to an increase in patron numbers.

SCHEDULE TO CLAUSE 59.15 LOCAL VICSMART APPLICATIONS**1.0**

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Proposed C203port

Table 1 Classes of VicSmart application under zone provisions

Name of zone or class of zone	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 34.01 Commercial 1 Zone	Externally alter a dwelling in a Commercial 1 Zone.	Clause 34.01	Clause 59.04

2.0

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Proposed C203port

Table 2 Classes of VicSmart application under overlay provisions

Name of overlay or class of overlay	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 43.01 Heritage Overlay	Demolition of a chimney if the chimney is not visible from a street (other than a lane) or public park, unless the land is identified as a Significant heritage place in the incorporated document in the Schedule to Clause 72.04 ' <i>City of Port Phillip Heritage Policy Map</i> ' (Version 35, March 2021).	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Externally alter a building if the alterations are located to the rear or side of the building and are not visible from the street (other than a lane) or public park.	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Externally alter a roof, if the alterations are not visible from a street (other than a lane) or public park.	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Externally alter a roof where the alterations are visible from a street (other than a lane) or public park and are undertaken to the same details, specifications and materials.	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Construct or carry out works normal to a dwelling, including vehicle accessways, pedestrian paths or similar.	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Removal of security features from windows.	Clause 43.01-1	Clause 59.16 Schedule 1
Clause 43.01 Heritage Overlay	Demolition or removal of a sign, unless the land is identified as a Significant heritage place in the incorporated document in the Schedule to Clause 72.04 ' <i>City of Port Phillip Heritage Policy Map</i> ' (Version 35, March 2021).	Clause 43.01-1	Clause 59.16 Schedule 1

Name of overlay or class of overlay	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 43.02 Design and Development Overlay Schedules 1 to 29 and 34 to 36	Construct or carry out works to a building provided the building height and gross floor area of the building is not increased.	Clause 43.01-2	Clause 59.16 Schedule 1

3.0

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Proposed C203port

Table 3 Classes of VicSmart application under particular provisions

Name of particular provision	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 52.05 Signs	Construct or put up for display an internally illuminated sign within 30 metres of land (not a road) which is in a residential zone and provided the display area does not exceed 1.5 square metres.	Clause 52.05-2	Clause 59.09
Clause 52.05 Signs	Construct or put up for display a sign (other than a floodlit, internally illuminated or electronic sign) with a display area that exceeds 10 square metres.	Clause 52.05-2	Clause 59.09
Clause 52.27 Licensed Premises	Use of land to sell or consume liquor on premises in association with a restaurant, convenience restaurant or take away food premises where all of the of the following are met: <ul style="list-style-type: none"> ▪ The hours of trading allowed under a licence are within 7 am and 11 pm. ▪ The land is in a Commercial 1 Zone or Commercial 2 Zone and not within 30 metres of land (not including a road) in a residential zone. ▪ The area where liquor will be sold and consumed is indoors. 	Clause 52.27	Clause 59.16 Schedule 2

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Proposed C203port

SCHEDULE 1 TO CLAUSE 59.16 INFORMATION REQUIREMENTS AND DECISION GUIDELINES FOR LOCAL VICSMART APPLICATIONS

APPLICATIONS UNDER A HERITAGE OVERLAY

1.0

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Proposed C203port

Information requirements

An application must be accompanied by the following information as appropriate:

- A copy of title for the subject land and a copy of any registered restrictive covenant.
- A plan, drawn to scale and fully dimensioned showing:
 - The location, shape and size of the site.
 - The location of any existing buildings, including fences and trees.
 - The location, height and design of the proposed building or works including details of proposed materials.
 - Any buildings to be demolished.
 - An elevation of the proposed building.
 - The size and design of any proposed sign, including details of the supporting structure and any proposed illumination.
 - The location, style, size, colour and materials of any proposed solar energy facility (that is visible from the street frontage or any nearby public park), including details of the supporting structure.
- A written description of the proposal including:
 - Any impacts on the significance of the heritage place.
 - How the proposal responds to any relevant local heritage policy set out in the scheme.
- The proposed colour schedule and nature of any materials and finishes.
- A photograph of the area affected by the proposal including any building, outbuilding, fence or tree which may be affected by the proposal.
- A photograph of the subject site and adjoining properties along the street frontage.

2.0

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Proposed C203port

Decision guidelines

In assessing an application, the responsible authority must consider as appropriate:

General

- The significance of the heritage place and whether the proposal will adversely affect that significance.
- Any applicable statement of significance, heritage study and any applicable conservation policy.
- Whether the proposal will adversely affect the character or appearance of the building or heritage place.
- Whether the proposal meets any relevant local heritage policy set out in the scheme.

Demolition

- Whether the proposed demolition will impact on the significance, character or appearance of the building or heritage place.

Buildings and works

- Whether the location, bulk, form and appearance of the proposed building or works will adversely affect the significance of the building or heritage place.
- Whether the proposed building or works will affect the health or appearance of a tree which is the subject of a Heritage Overlay.

Alterations

- Whether the proposed alterations will restore or reconstruct original fabric which has been removed or damaged.
- Whether the proposed alterations will adversely affect the significance, character and appearance of the heritage place.

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Proposed C203port

SCHEDULE 2 TO CLAUSE 59.16 INFORMATION REQUIREMENTS AND DECISION GUIDELINES FOR LOCAL VICSMART APPLICATIONS

LICENSED PREMISES IN THE COMMERCIAL 1 ZONE OR COMMERCIAL 2 ZONE

1.0

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Proposed C203port

Information requirements

An application must be accompanied by the following information as appropriate:

- A copy of title for the subject land and a copy of any registered restrictive covenant.
- A layout plan, drawn to scale and fully dimensioned showing:
 - The location of the existing building, car parking area, driveways and storage areas.
 - The internal layout of the building.
 - A red line showing the area proposed to be licenced.
 - The adjoining land uses.
- A written statement that describes:
 - The use of the land and the nature of the proposed license sought to sell or consume liquor, including the proposed liquor licence trading hours, number of staff employed, patrons and seats available to the public.
 - Any proposed entertainment.
 - Any proposed noise attenuation measures to protect sensitive interfaces.
- A copy of any current liquor licence and plans for the premises if applicable.

2.0

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Proposed C203port

Decision guidelines

In assessing an application, the responsible authority must consider as appropriate:

- The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area.
- The impact of the hours of operation on the amenity of the surrounding area.
- The impact of the number of patrons on the amenity of the surrounding area.

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME**1.0**

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Proposed C203port

Incorporated documents

Name of document	Introduced by:
<i>2-14 Thistlethwaite Street, South Melbourne, Incorporated Document (March 2021)</i>	C175port
<i>2-28 Montague Street and 80 Munro Street, Incorporated Document, South Melbourne</i>	C176port
<i>10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements (January 2017)</i>	C136
<i>11-41 Buckhurst Street, South Melbourne, Incorporated Document (February 2021)</i>	C190port
<i>29 Fitzroy Street, St Kilda</i>	NPS1
<i>33, 35-37 Fitzroy Street, St Kilda (February 2021)</i>	C196port
<i>89 Fitzroy Street, St Kilda</i>	NPS1
<i>118 Bertie Street, Port Melbourne, Incorporated Document (July 2020)</i>	C172port
<i>167 Fitzroy Street, St Kilda</i>	NPS1
<i>203-205 Normanby Road, Southbank, Incorporated Document (July 2020)</i>	C163port
<i>256-262 Normanby Road, South Melbourne, Incorporated Document (August 2020)</i>	C166port
<i>272-280 Normanby Road, South Melbourne, Incorporated Document (March 2021)</i>	C177port
<i>315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda</i>	NPS1
<i>360-370 St Kilda Road, Melbourne (Revised November 2001)</i>	C33
<i>400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne</i>	NPS1
<i>400-430 City Road, Southbank (December 2010)</i>	C85
<i>477-481 Plummer Street, Port Melbourne (part), Incorporated Document (June 2020)</i>	C168port
<i>Acland Courtyard Development Plan</i>	NPS1
<i>Acland Street Upgrade Project Incorporated Document (December 2015)</i>	C124
<i>Albert Park Master Plan</i>	NPS1
<i>Beacon Cove Development, Port Melbourne (Revised 2013)</i> <i>(including Beacon Cove Concept Plan No.1, Beacon Cove Precinct Plan No. 1, Beacon Cove Residential Component Guidelines No.1 and Plan named Beacon Cove Port Melbourne showing areas subject to an environmental audit)</i>	C104

PORT PHILLIP PLANNING SCHEME

Name of document	Introduced by:
<i>Becton, Port Melbourne Development Concept Plan and Building Envelope Plan</i>	NPS1
<i>City of Port Phillip Heritage Policy Map (Version 35, March 2021) (Part of Port Phillip Heritage Review)</i>	C186port
<i>City of Port Phillip Neighbourhood Character Map (Version 35, March 2021) (Part of Port Phillip Heritage Review)</i>	C186port
<i>Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document (June 2017)</i>	GC49
<i>Incorporated Plan - Sea Wall and Promenade (September 2008)</i>	C70
<i>Luna Park</i>	NPS1
<i>Major Promotion Signs – Permit Provisions (December 2008)</i>	C100
<i>Melbourne CityLink Project – Advertising Sign Locations (November 2003)</i>	VC20
<i>Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands (April 2006, Amended May 2016)</i>	GC44
<i>Melbourne Metro Rail Project Incorporated Document (May 2018)</i>	GC82
<i>Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document (May 2016)</i>	GC67
<i>Melbourne Sports & Aquatic Centre, Albert Park</i>	NPS1
<i>Montague Community Park and associated Streetscape Works (August 2017)</i>	C135
<i>Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) (July 1999)</i>	C13
<i>Port Phillip Heritage Review - Volumes 1-6 (Version 35, March 2021)</i>	C186port
<i>Shrine of Remembrance Vista Controls (April 2014)</i>	C140
<i>St Kilda Foreshore Urban Design Framework (2002)</i>	C36
<i>St Kilda Seabaths</i>	NPS1
<i>St Kilda Station Redevelopment plans prepared by Billard Leece Partnership (July 1999)</i>	C9
<i>State Sports Facilities Project Albert Park, September 2009 (amended May 2012)</i>	C120
<i>Statement of Significance: Montague Commercial Precinct (February 2021)</i>	C186port
<i>Statement of Significance: 21 Redan Street, St Kilda, "Maisonettes" (February 2020)</i>	C142port
<i>Statement of Significance: 226 Alma Road, St Kilda East, "House (Concrete House)" (February 2020)</i>	C142port
<i>Statement of Significance: 264-266 St Kilda Road, St Kilda, "Shops & Residence" (February 2020)</i>	C142port

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Name of document	Introduced by:
<i>Statement of Significance: 588-590 City Road, South Melbourne, "Shops and Residences" (February 2021)</i>	C161portPt1
<i>Stokehouse – 30 Jacka Boulevard, St Kilda (July 2014)</i>	C110
<i>Tramway Infrastructure Upgrades Incorporated Document (May 2017)</i>	GC68
<i>Victorian Cricket and Community Centre, St Kilda Cricket Ground (May 2016)</i>	C119
<i>Victorian Pride Centre Incorporated Document (September 2018)</i>	C149port
<i>West Beach Pavilion Precinct Incorporated Plan (2004)</i>	C36

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS**1.0**

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Proposed C203port

Background documents

Name of background document	Amendment number - clause reference
<i>Act and Adapt – Sustainable Environment Strategy 2018-28</i> (City of Port Phillip, 2018)	C203port Clause 15.01-2L-01 and 19.03-3L
<i>Activating Laneways Strategy</i> (City of Port Phillip, July 2011 adopted August 2011)	C203port Clause 15.01-2L-01
<i>Art and Soul - Creative and Prosperous City Strategy 2018-22</i> (City of Port Phillip, 2018)	C203port 15.01-2L-02
<i>Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas</i> (Commonwealth of Australia, 2019)	C203port Clause 19.03-3L
<i>Backpackers' Lodges in the City of Port Phillip</i> (City of Port Phillip, March 2000)	C62 Clause 13.07-1L-01
<i>Bay Street Activity Centre Structure Plan Parts 1 and 2 2014</i> (City of Port Phillip, May 2014)	C103 Clause 11.03-1L-01, 11.03-1L-02 and 11.03-6L
<i>Beacon Cove Neighbourhood Character Guidelines 2010</i> (SJB Urban, 2010)	C73 Schedule to Clause 43.02s19 Schedule to Clause 43.02s20 Schedule to Clause 43.05s1 Schedule to Clause 43.05s2
<i>Car Share Policy 2016-2021</i> (City of Port Phillip, 2018)	C203port Clause 18.02-4L-01
<i>Carlisle Street Activity Centre Structure Plan</i> (City of Port Phillip, 2009)	C80 Clause 11.03-1L-01 and 11.03-1L-03, and Schedule to Clause 43.02s21
<i>Carlisle Street Activity Centre Urban Design Framework</i> (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
<i>City of Port Phillip Activity Centres Strategy 2006</i> (City of Port Phillip, 2006)	C62 Clause 11.03-1L-01
<i>City of Port Phillip Activity Centres Strategy Implementation Plan 2007</i> (City of Port Phillip, 2007)	C62 Clause 11.03-1L-01
<i>City of Port Phillip Biodiversity Study</i> (Arcadis, May 2020)	C203port Clause 19.02-6L
<i>City of Port Phillip Car Parking Strategy</i> (Ratio, 2007)	C62 Clause 15.01-3L
<i>City of Port Phillip Council Plan 2017-2027</i> (City of Port Phillip, 2017)	C203port Clause 02 and Clauses 11 to 19
<i>City of Port Phillip Housing Needs Assessment and Allocations Framework</i> (Beverley Kliger & Associates, 2019)	C203port Clause 16.01-2L

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Name of background document	Amendment number - clause reference
<i>City of Port Phillip Housing Strategy 2007 to 2017</i> (City of Port Phillip, 2007)	C62 Clause 13.07-1L-01, 16.01-1L-01 and 16.01-1L-02
<i>City of Port Phillip Outdoor Advertising Guidelines 1996</i> (revised 2007) (City of Port Phillip, 2007)	C62 Clause 15.01-1L-01
<i>City of Port Phillip Subdivision Guidelines 2000</i> (City of Port Phillip, 2000)	C62 Clause 15.01-3L
<i>City of Port Phillip Urban Art Strategy 2002</i> (City of Port Phillip, 2002)	C62 Clause 11.03-6L-01 and 15.01-2L-02
<i>City of Port Phillip Urban Iconography Study</i> (City of Port Phillip, 2001)	C62 Clause 11.03-6L-01, 12.02-1L, 17.04-2 and 19.02-6L, and Schedule to Clause 43.02s21
<i>City of Port Phillip Water Sensitive Urban Design Guidelines, 2009</i> (City of Port Phillip, 2009)	C78 Clause 19.03-3L
<i>Compliance Guidelines for Clause 22.12 Stormwater Management</i> (City of Port Phillip, 2017)	C203port Clause 19.03-3L
<i>Design Guidelines 1-7 Waterfront Place, Port Melbourne</i> (City of Port Phillip, 2014)	C104 Schedule to Clause 43.02s23
<i>Don't Waste It! - Waste Management Strategy 2018-28</i> (City of Port Phillip, 2018)	C203port Clause 19.03-5L
<i>Fishermans Bend Framework, September 2018</i> (Department of Environment, Land, Water and Planning, 2018)	GC81 Schedule to Clause 45.09s01
<i>Fishermans Bend additional heritage place assessments</i> (Biosis Pty Ltd, 2015)	C115 Clause 15.03-1L
<i>Fishermans Bend Heritage Review: Montague Commercial Precinct</i> (RBA Architects and Conservation Consultants, October 2019)	C186port Clause 15.03-1L
<i>Fishermans Bend Heritage Study</i> (Biosis Pty Ltd, 2013)	C115 Clause 15.03-1L
<i>Fishermans Bend Integrated Transport Plan 2017</i> (Transport for Victoria Department of Economic Development, Jobs, Transport and Resources, September 2017)	GC81 Schedule to Clause 45.09s01
<i>Fishermans Bend Vision, September 2016</i> (Department of Environment, Land, Water and Planning, September 2016)	GC81 Schedule to Clause 45.09s01
<i>Foreshore Management Plan (2012)</i> (City of Port Phillip, 2012)	C203port Clause 12.02-1L, 17.04-2L and 19.02-6L
<i>Getting Our Community Active - Sport and Recreation Strategy 2015-2024</i> (City of Port Phillip, 2015)	C203port Clause 17.04-2L and 19.06-6L
<i>Greening Port Phillip Strategy – An urban forest approach 2010</i> (City of Port Phillip, 2010)	C203port Clause 12.01-1L
<i>Guidelines for Preparing a Waste Management Plan 2019</i> (City of Port Phillip, 2019)	C203port Clause 19.03-5L

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Name of background document	Amendment number - clause reference
<i>Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda</i> (Lovell Chen, May 2015)	C122 Clause 15.03-1L
<i>Heritage Assessment, 588-590 City Road, South Melbourne</i> (Context Pty Ltd, May 2017)	C161portPt1 Clause 15.03-1L
<i>Heritage Design Guidelines</i> (City of Port Phillip, 2021)	C203port Clause 15.03-1L
<i>Heritage Kerbs, Channels and Laneways Guideline</i> (City of Port Phillip, 2006)	C62 Clause 15.01-5L and 15.03-1L
<i>Heritage Overlay 6 St Kilda East Precinct Review Final Report</i> (David Helms Heritage Planning, January 2020)	C142port Clause 15.03-1L
<i>Heritage Review – Wellington Street, St Kilda</i> (Lovell Chen (Revised) March 2017)	C122 Clause 15.03-1L
<i>In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025</i> (City of Port Phillip, 2016)	C203port Clause 16.01-2L, 16.01-4L and 16.01-5L
<i>Move, Connect, Live: Integrated Transport Strategy, August 2018</i> (City of Port Phillip, 2018)	C203port Clause 18.02-1L-01, 18.02-1L-02 and 18.02-4L-01
<i>Ormond Road Urban Design Guidelines</i> (City of Port Phillip, 2007)	C57(part 2) Clause 11.03-1L-01 and Schedule to Clause 43.02s18
<i>Port Development Strategy 2035 Vision</i> (Port of Melbourne Corporation, 2009)	Clause 42.01s4 Clause 43.02s23
<i>Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)</i> (City of Port Phillip, July 1999)	C13 Schedule to Clause 45.06s1
<i>Port Phillip Advertising Signs Policy Review</i> (Hansen Partnership, 2007)	C62 Clause 15.01-1L-01
<i>Port Phillip Design Manual (2000) – Chapter 8: Neighbourhood Character Statements – Bay Street Activity Centre Environs</i> (City of Port Phillip, 2000)	C103 Clause 11.03-1L-02
<i>Port Phillip Design Manual, 2000</i> (City of Port Phillip, 2000) including: <ul style="list-style-type: none"> ▪ <i>Fishermans Bend Estate Guidelines</i> (City of Port Phillip, revised 2021) ▪ <i>Garden City Estate Guidelines</i> (City of Port Phillip, revised 2021) ▪ <i>Dunstan Estate Guidelines</i> (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
<i>Port Phillip Practice Notes Policy No. 15 – Caretaker's Dwellings</i> (City of Port Phillip, 2011)	C62 Clause 13.07-1L-02
<i>Public Space Strategy Draft V3</i> (City of Port Phillip, August 2020)	C203port Clause 19.02-6L
<i>Recreational Boating Facilities Framework</i> (Central Coastal Board, 2014)	C203port Clause 11.03-6L-01

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Name of background document	Amendment number - clause reference
<i>Responsible Gambling Policy (2011)</i> (City of Port Phillip)	C88 Schedule to Clause 52.28s01
<i>Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations</i> (Lovell Chen, July 2011)	C89 Clause 15.03-1L
<i>Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report</i> (Lovell Chen, December 2012)	C103 Clause 15.03-1L
<i>Review of Heritage Overlay 3</i> (Heritage Alliance, 2009 & Built Heritage, 2010)	C72 Clause 15.03-1L
<i>South Melbourne Central Structure Plan 2007</i> (City of Port Phillip, August 2007)	C52 Clause 11.03-1L-01 and 11.03-1L-06, and Schedule to Clause 43.02s08
<i>South Melbourne Central Urban Design Framework 2007</i> (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
<i>St Kilda Breakwater Management Plan</i> (Parks Victoria, 2002)	C62 Clause 11.03-6L-01
<i>St Kilda Foreshore and Environs Urban Design Guidelines</i> (1991)	Clause 37.02s2
<i>St Kilda Foreshore Urban Design Framework</i> (City of Port Phillip, 2002)	C62 Clause 11.03-6L-01
<i>St Kilda Road North Precinct Plan</i> (City of Port Phillip, 2013, updated 2015)	C154 Clause 43.06s26
<i>St Kilda Road South Urban Design and Land Use Framework</i> (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
<i>Sustainable Transport Policy and Parking Rates</i> (Ratio, 2007)	C89 Clause 11.03-1L-01, 11.03-1L-02, 11.03-1L-03 and 18.02-4L
<i>The Shrine of Remembrance: Managing the significance of the Shrine</i> (Message Consultants Australia, July 2013)	C140 Clause 15.01-1L-01, 15.01-2L-01 and 43.02s26
<i>Tiuna Grove Heritage Assessment</i> (Barrett, 2019)	C173port Clause 15.03-1L
<i>Urban Stormwater Best Practice Environmental Management Guidelines</i> (CSIRO, 1999)	C78 Clause 19.02-3L
<i>Water Sensitive Urban Design – Engineering Procedures: Stormwater</i> (Melbourne Water and CSIRO Publishing, 2005)	C78 Clause 19.02-3L

SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0

Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

- Mixed Use Zone to:
 - Former industrial areas on the periphery of Major Activity Centres to provide opportunities for new well located residential development at increased densities.
 - Precincts identified in structure plans for Carlisle Street and Bay Street Major Activity Centres.
 - The Kings Way Mixed Use Corridor.
 - Areas transitioning to residential in St Kilda.
- Residential Growth Zone to sites in residential areas identified for Substantial Residential Growth and:
 - Sites that already have high density development at 4 or more storeys:
 - Department of Human Services sites (150 Inkerman Street, Park Towers and Dorcas Street Estate).
 - The block bound by High Street, Raleigh Street and Punt Road, Windsor.
 - Areas where Design and Development Overlays allow 4 or more storeys:
 - Ormond Road (DDO16).
 - Beaconsfield Parade (between Fitzroy Street and Fraser Streets), St Kilda West (DDO6-10).
 - Beacon Cove Towers (DDO20).
 - The Port Melbourne High Rise Areas (block between Esplanade West, Esplanade East, south of Graham Street and north of Rouse Street and the block bound by Liardet Street, Danks Street, Foote Street and Lagoon Reserve) (DDO1).
- General Residential Zone to sites in established suburbs identified for Incremental Residential Growth and:
 - Along Main/Collector roads already characterised by 2-3 storey medium density development (Inkerman Street, between Evelyn Street and Hotham Street and Alma Road, between St Kilda Road and Hotham Street and St Kilda Street, north of Ormond Road).
 - Along Main/Collector roads which have existing DDOs allowing development at 3 or more storeys (Beaconsfield Parade, Port Melbourne (DDO5)).
 - Acland Street, St Kilda (DDO6-5); Marine Parade, St Kilda (DDO6-9); and Marine Parade and Ormond Esplanade, Elwood (DDO7).
 - Selected heritage areas close to the St Kilda Activity Centre which are generally characterised by existing 3 storey development.
- Neighbourhood Residential Zone to established residential areas identified for Limited or Minimal Residential Growth.
- General Residential Zone and Neighbourhood Residential Zone to residential areas in the St Kilda Neighbourhood.
- Industrial 3 Zone to the William Street Industrial area in the Carlisle Street Activity Centre.

- Commercial 1 Zone to established retail and commercial areas where more intensive retail, commercial and residential development is anticipated including activity centres, business precincts, and retail strips.
- Commercial 2 Zone to the Western and Eastern Business Precincts in the South Melbourne Central Activity Centre.
- Special Use Zone to:
 - The St Kilda Triangle site to facilitate renewal as a cultural, recreational and entertainment node.
 - Key destinations within the foreshore.
- Comprehensive Development Zone to:
 - Station Pier and Princes Pier.
 - Major mixed use development sites in Fitzroy Street and Acland Street.
- Capital City Zone - Schedule 1 to the Fishermans Bend Urban Renewal Area.
- Environmental Significance Overlay to the Coroboree Tree in Albert Park Reserve, near St Kilda Junction.
- Heritage Overlay and Environmental Significance Overlay to protect areas and features of special aboriginal cultural heritage significance.
- Heritage Overlay to:
 - Ensure that the scale and heritage qualities of the traditional retail strips within activity centres are maintained, including Bay Street (south of Graham Street) and surrounding streets.
 - Protect all heritage places including buildings, trees, monuments and sites.
- Design and Development Overlay to:
 - Areas of local and regional significance such as the foreshore, the Shrine of Remembrance environs, residential growth areas, and key activity centres to ensure that the design and built form of new development achieves strategic objectives for these areas.
 - Manage the design and built form of new higher density housing, in line with preferred character statements.
 - Guide the intensity of new development within activity centres.
 - Facilitate increased residential and commercial/office densities.
 - Manage the scale and design of development on land within the setting and backdrop area of the Shrine of Remembrance.
- Public Acquisition Overlay:
 - To facilitate the expansion of existing public open space areas.
 - To sites identified in the Carlisle Street Activity Centre Structure Plan 2009, as being required for the future provision of public open space.
- Environmental Audit Overlay to require environmental remediation of land, where necessary, before use or development for a sensitive use on:
 - Potentially contaminated land that may be used for a sensitive use.
 - Former industrial sites that are now within residential and mixed use areas including the Fishermans Bend Urban Renewal Area.
- Development Contributions Plan Overlay to the Port Melbourne Mixed Use Growth Area.

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- Infrastructure Contributions Overlay to the Fishermans Bend Urban Renewal Area.
- Parking Overlay to the Fishermans Bend Urban Renewal Area.

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0

Further strategic work

Undertake an employment land strategy to identify the City's employment needs and trends.

Review land use options for the William Street industrial precinct in the medium term (5 plus years) in accordance with the Carlisle Street Activity Centre Structure Plan, 2009; including on-going industrial use; providing for a broader industrial / commercial business mix; or comprehensive renewal to a mixed residential / commercial precinct.

Undertake further strategic work to consider how to retain creative industries and urban manufacturers within the municipality, in partnership with the Inner Melbourne Action Plan Councils (IMAP).

Develop a new Activity Centres Strategy and Implementation Plan to inform detailed land use policy and structure plans.

Develop a future vision and strategic framework to guide the role and function of the St Kilda (Fitzroy/Acland Streets) and South Melbourne Central Activity Centres.

Prepare a revised Housing Strategy to:

- Take into consideration current factors and demand influencing housing provision.
- Update housing policy to account for the new residential zones and Fishermans Bend.
- Consider the review areas that were not addressed by Amendment C123.
- Continue to monitor and understand housing trends in the municipality.

Review Port Phillip's neighbourhood character policy to better articulate Council's preferred vision in key areas.

Undertake further strategic work in response to development opportunities for important tourist destinations such as Waterfront Place and the St Kilda Triangle.

Create a city-wide spatial plan to:

- Better define the City's urban structure and character at both a city-wide and local level.
- Integrate spatial elements of key strategies such as the Integrated Transport Strategy and Public Spaces Strategy.
- Identify key features of the City's urban structure and character.

Prepare a municipal Aboriginal cultural heritage study/strategy.

Develop land use planning controls and adaptation strategies that address coastal inundation, beach erosion, storm surges and sea level rise.

Develop a whole-of-catchment approach to flood prevention, including exploring the use of planning mechanisms to deliver appropriate built form outcomes and infrastructure upgrades.

Investigate ways to increase impervious surfaces in new development and facilitate onsite stormwater detention to become a more water sensitive City.

Apply the Environmental Significance Overlay to sites of biological significance to minimise the loss of significant vegetation.

Review public open space policy, planning controls and contributions following completion of Council's Public Space Strategy.

Develop a licensed premises local planning policy to guide the appropriate location and design of licensed premises to ensure they make a positive contribution commensurate to the role of each activity centre and to effectively manage amenity impacts.

Develop social impact assessment guidelines to set out processes, acceptable scope and methodology and to clarify the types of development where it's required.