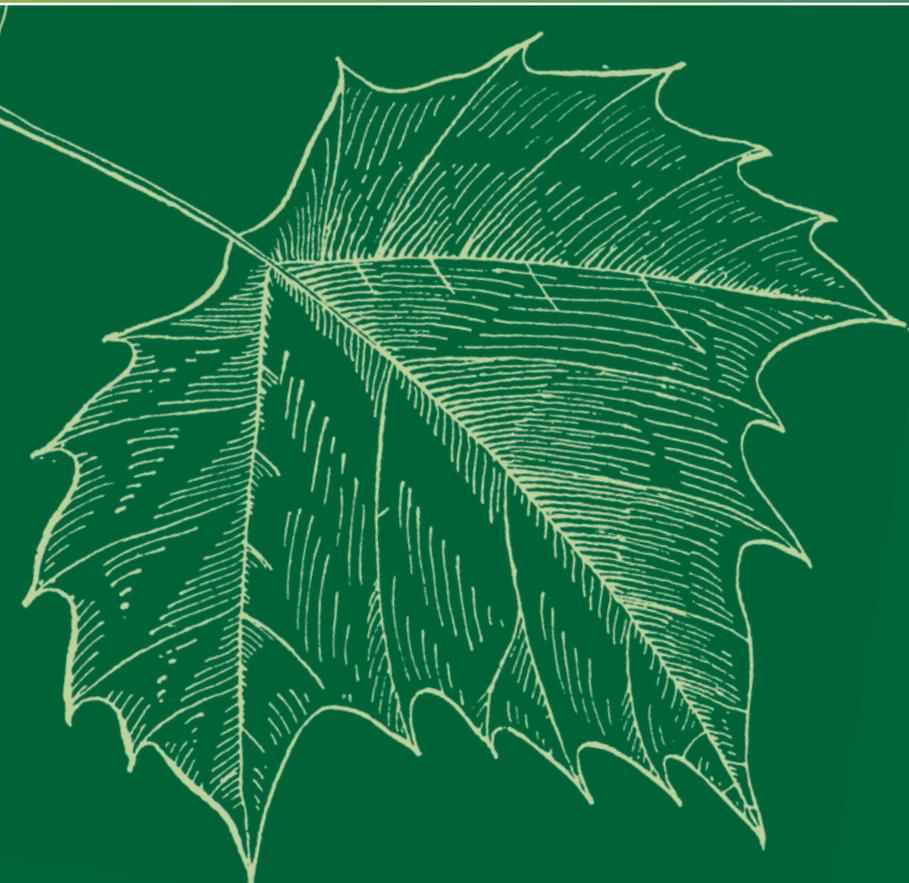


St Kilda Road North Precinct Plan 2013

Consultation Draft June 2013



ADDENDUM

TABLE OF CHANGES TO THE DRAFT ST KILDA ROAD NORTH PRECINCT PLAN 2013 – SINCE VERSION 12.06.13

| Edit Number | Section Edited | Edit | Page number |
|-------------|----------------|---|---------------------|
| A | 1.7 | Updated zoning reference to include VC100 (a statewide Planning Scheme Amendment which affected the existing Business 5 Zone and Mixed Use Zone within the Precinct) as well as the proposed changes to the existing Residential 1 Zone under the proposed Planning Scheme Amendment C113 | 16 |
| B | 1.7 1.8 | Update content to refer to changes proposed to the existing Special Building Overlay under AmC111 | 16,18 |
| C | 3.4 5 | Updated reference to Melbourne Metro Rail Tunnel to Melbourne Rail Link, consistent with <i>Plan Melbourne</i> which was released in May 2014 | Throughout document |
| D | All | Deleted out-dated reference to the Shrine Vista Study following the release of <i>The Shrine of Remembrance: Managing the significance of the Shrine 2014</i> in May 2014, as part of Planning Scheme Amendment C140. Included Addendum | Throughout document |
| E | All | Correction of administrative errors (such as spelling mistakes) | Throughout document |
| F | All | Alterations to maps: 3,6, 7, 11, 12,13,14,15 | Throughout document |

THE SHRINE OF REMEMBRANCE

THE SHRINE OF REMEMBRANCE, MANAGING THE SIGNIFICANCE OF THE SHRINE JULY 2013

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

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

The following changes have been made to the Planning Scheme Amendment C107 Documentation, including Design and Development Overlay, Schedule 26 (DDO26) to reflect the mandatory height controls recommended in the Shrine Study:

Precinct 1:

- At the eastern end of Bank Street between Wells Street and St Kilda Road heights reduced from 36m AHD to 25m AHD to maintain the Bank Street vista to the Shrine.
- Behind the St Kilda Road edge, mandatory heights changed from 60m to 70m AHD.

Precinct 4:

- In the area bounded by Park Street, Albert Road and Kings Way, heights reduced from 90m to 85m AHD.
- Heights between Albert Road, St Kilda Road and Kings Way reduced from 90m and 75m to 65m AHD.

Precinct 5:

- Properties fronting St Kilda Road, between Kings Way and Hanna Street, heights changed from 60m to 65m AHD..

Precinct 6:

- Properties fronting Queens Road, between Kings Way and Arthur Street, heights changed from 60m to 65m AHD.

Important Note:

The heights and other relevant controls recommended in the Shrine Study (introduced as part of Amendment C140) are not reflected in this St Kilda Road North Precinct Plan 2013, as the Shrine Study was completed after this was endorsed by Council.

The changes to the heights and other controls recommended by the Shrine Study will not be exceeded by Amendment C107. This was a condition of the Minister for Planning's authorisation to exhibit Amendment C107.





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ST KILDA ROAD NORTH PRECINCT PLAN 2013

Executive Summary

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

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

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

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

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

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





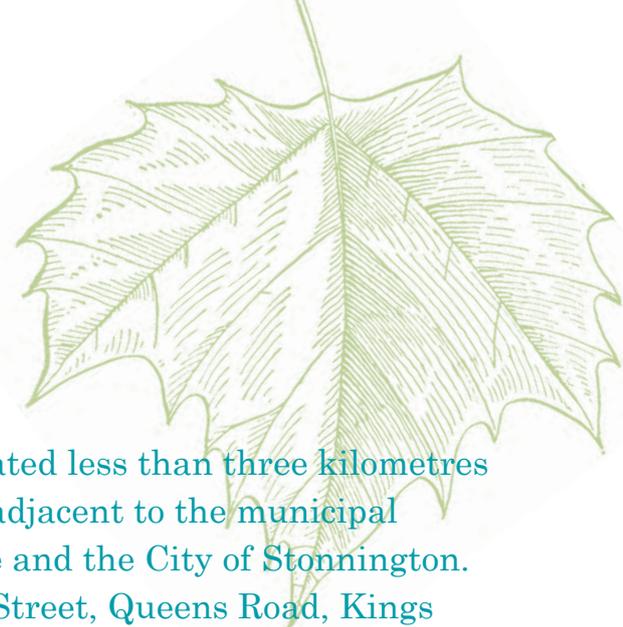


ST KILDA ROAD NORTH PRECINCT PLAN 2013

01 Introduction



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



1.1 Purpose of St Kilda Road North Precinct Plan 2013

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

The Plan:

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

1.2 Format of the Plan

VISION

VISION

STRATEGIC DIRECTIONS

Sustainable growth

A diverse, connected & well serviced community

High quality public realm and linkages

Sustainable transport priority

Reinforcing identity and character

SUB-PRECINCTS

1. Edge of Shrine Memorial Gardens

2. Northwest Corner

3. Albert Road South

4. Albert Road North & Bowen Crescent

5. St Kilda Road, south of Kings Way

6. Queens Road

1.3 Preparation of St Kilda Road North Precinct Plan 2013

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

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

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

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

CHRONOLOGY

01 January 2011 - Planning Intervention

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

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

02 May 2011 - A Detailed Scope

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

03 August 2011 - Technical Studies

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

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

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

Interim Draft and Council endorsed Variations available online September 2012

05 January 2013 - Extension of Time to Interim Mandatory Controls

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

06 June 2013 - St Kilda Road North Precinct Plan 2013

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

07 Implementation of Recommendations



MAP I LOCATION OF ST KILDA ROAD NORTH PRECINCT



1.4 Location

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

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

1.5 The people and the place

POPULATION

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

Key characteristics of the St Kilda Road community are:

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

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

EMPLOYMENT

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

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





1.6 Existing key policy context

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

KEY PLANNING POLICY

MUNICIPAL STRATEGIC STATEMENT (MSS)

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

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

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

OTHER PLANNING STUDIES

COLLABORATION WITH THE CITY OF MELBOURNE

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

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

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

DRAFT SHRINE OF REMEMBRANCE BUILT FORM REVIEW 2012

More recently the Shrine Trustees commissioned a study of the built form surrounding the Shrine of Remembrance to update 'Shrine Vista' controls that exist in the Port Phillip, Stonnington and Melbourne Planning Schemes. The recommendations of the 'Shrine of Remembrance Managing the significance of the Shrine, July 2013' (the Shrine Study) are not reflected in this Plan as the Shrine Study was completed after this was endorsed by Council.



- 1 Edge of Shrine Memorial Gardens
- 2 Northwest Corner
- 3 Albert Road South
- 4 Albert Road North and Bowen Crescent
- 5 St Kilda Road South of Kings Way
- 6 Queens Road

MAP 2: SUB-PRECINCTS MAP

1.7 Existing planning controls

ZONING

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

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

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

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

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

STATE GOVERNMENT ZONE REFORM

The State Government has undertaken significant reforms to the land use zoning system in Victoria. The first of these changes came into effect on 15 July 2013. As part of the changes, the existing five Business zones were deleted and replaced with two new zones, Commercial 1 and Commercial 2. The existing Mixed Use Zone was modified. The **Commercial 1 Zone** has replaced the Business 5 Zone throughout the precinct. The CZ1 broadens the range of activities that land can be used for without the need for a planning permit and removes floor area restrictions. The CZ1 provides for land use development opportunities that are generally consistent with the objectives of the St Kilda Road North Precinct Plan 2013.

The second element of the zoning reforms are changes to the residential zones. The Residential 1 and 2 zones have been replaced by three new zones. Council consulted on the new zones in February 2014 and proposed to apply the Residential Growth Zone (RGZ) to the area of Queens Road in the RIZ. The objectives of the St Kilda Road North Precinct Plan 2013 informed the application of the new zones. Council adopted a translation of the new zones in May 2014 and submitted it to the Minister for Planning for approval. Council is awaiting approval of Amendment C113 which implements its translation of the new residential zones.

CURRENT BUILT FORM CONTROLS

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

DDO3 and DDO4 apply to the entirety of St Kilda Road North Precinct with DDO3 applying to the northern sub-precincts and DDO4 to St Kilda Road (south of Albert Road) and Queens Road. Both DDO3 and DD4 provide for medium to high rise development that supports the role of the area as a premier location for major office uses outside of the CBD, and for residential uses at a higher density and larger scale. A key objective of the existing built form controls is to preserve the open vistas of the Shrine.

HERITAGE OVERLAY (HO)

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

SPECIAL BUILDING OVERLAY (SBO)

The Special Building Overlay (SBO) applies to parts of the area close to Kings Way, Arthur Street and Union Street. The SBO is currently under review, following updated flood mapping undertaken by both the City of Port Phillip and Melbourne Water. Changes to the SBO are being considered under Planning Scheme Amendment C111. Revisions to the SBO as proposed under Amendment C111 are not considered to impact the direction of the St Kilda Road North Precinct Plan 2013.

ENVIRONMENTAL AUDIT OVERLAY (EAO)

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

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



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

MAP 3: EXISTING PLANNING ZONES AND OVERLAYS

1.8 Supporting technical studies

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

The five studies were:

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

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

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

Prepared by the City of Port Phillip

The *draft* Study:

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

Key findings are:

UTILITIES

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

STORMWATER

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

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

OPEN SPACE

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

ELECTRICITY AND BROADBAND

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

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

Prepared by Urbis

The *draft Study*:

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

Key findings of the *draft Study*:

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

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

- a Maternal and Child Health (MCH) facility





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

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

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

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

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

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

Prepared by the City of Port Phillip

The *draft Study*:

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

Key findings of the *draft Study*:

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

Draft Study: Sustainable Transport Management in St Kilda Road North Precinct, November 2011

Prepared by Ratio Consultants

The *draft Study*:

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

Key findings of the Study:

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

Draft Review of Design and Development Overlays 3 and 4 (September 2012)

Prepared by Planisphere

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

The purpose of the draft Review was to:

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

Key recommendations of the Review:

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

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

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

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

1.9 Capacity for Growth

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

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

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

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

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

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

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

The scenarios included:

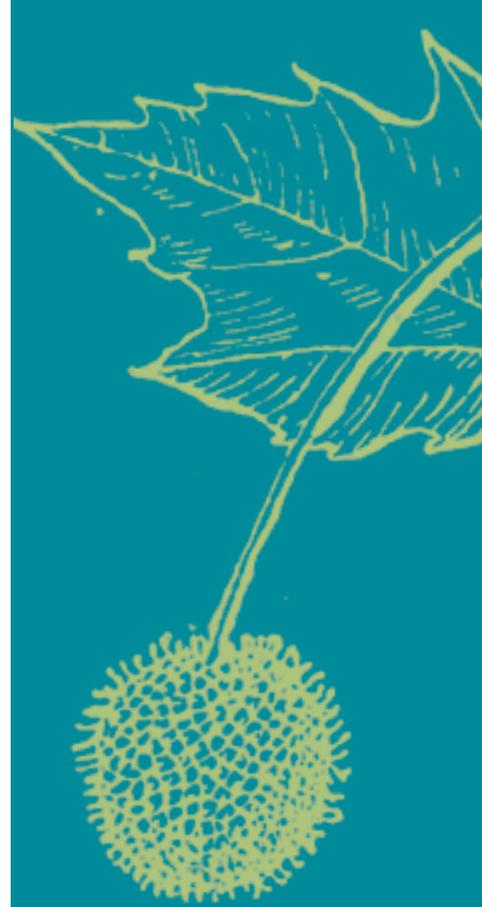
- Scenario 1 - Existing development
- Scenario 2a – Permissible development based on the existing controls with all land redeveloped for residential use
- Scenario 2b – Permissible development based on the existing controls with all land redeveloped for mixed land uses
- Scenario 3a – Permissible development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

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

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

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

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





ST KILDA ROAD NORTH PRECINCT PLAN 2013

02 Vision

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

ST KILDA ROAD NORTH PRECINCT WILL:

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



03 Strategic Directions

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

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

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

3.1 Sustainable Growth

VISION

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

CONTEXT

THE DEVELOPMENT OF ST KILDA ROAD NORTH PRECINCT

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

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

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

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

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

ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT (ESD)

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

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

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

Low carbon city

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

Water sensitive city

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

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

Climate adept city

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

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

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

Sustainable building design

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

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

Resilient public infrastructure

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

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

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

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

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

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

A greener public realm providing environmental benefits

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

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





PRINCIPLES

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

STRATEGIES AND OPPORTUNITIES

SUSTAINABLE BUILDING DESIGN

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

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

- Green Star rating of 6 star or equivalent.
- Where a planning permit is required, the following environmental assessments demonstrating best practice as per Council's Sustainable Design Assessment in the Planning Process (SDAPP) framework are required:
 - For less than ten dwellings for residential development or for non-residential developments less than 1,000 m² – a Sustainable Design Assessment (SDA) is required.
 - For residential development of ten or more dwellings or for non-residential developments above 1,000 m² - A Sustainable Management Plan (SMP) is required.

RESILIENT PUBLIC INFRASTRUCTURE

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



A GREENER PUBLIC REALM PROVIDING ENVIRONMENTAL BENEFIT

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



3.2 A diverse, connected and well serviced community

VISION

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

CONTEXT

COMMUNITY AND HOUSING PROFILE

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

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

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

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

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

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

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



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

CITY OF PORT PHILLIP

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

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

CITY OF MELBOURNE

- ㉓ Fawkner Park Children's Centre MCH

CITY OF STONNINGTON

- ㉔ Stonnington Primary School
- ㉕ Hornbrook Child Centre
- ㉖ Princes Gardens MCH
- ㉗ Princes Close Childcare Centre
- ㉘ Grosvenor Street Childcare
- ㉙ South Yarra Primary School

PLANNING FOR A GROWING COMMUNITY

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

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

DEVELOPING A SENSE OF COMMUNITY WITHIN A HIGH RISE ENVIRONMENT

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

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

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

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

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

ACCESS TO COMMUNITY INFRASTRUCTURE

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

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

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

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

PRINCIPLES

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

STRATEGIES AND OPPORTUNITIES

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

MULTI-PURPOSE COMMUNITY CENTRE

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

FAMILY AND CHILDREN'S SERVICES

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

Maternal and Child Health (MCH) Services

Short-term / Medium-term

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

Longer term:

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

3 Year Old and 4 Year Old Kindergarten

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

presents a current opportunity.)

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

Childcare

- Facilitate opportunities for additional long day care centres / spaces within non-Council facilities (private and not-for-profit) both within and adjoining the Precinct.
- Offer support and advice to centres that do not currently offer a funded 4 year old funded kindergarten program to consider extending their service to include this.
- Encourage new providers to incorporate occasional childcare, long day care and 4 year old funded kindergarten options.

Continue the ongoing scoping of opportunities to increase the capacity of a wide range of family and children's services to cater for varying household needs.

Pursue partnerships with neighbouring municipalities (in particular City of Melbourne) to deliver community services, in particular Maternal and Child Health (M&CH) and 3 and 4 year old kindergarten, in cases where the proximity of existing services would offer enhanced access for residents of St Kilda Road North Precinct.

ACCESS TO SERVICES

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

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

ONGOING MONITORING AND PLANNING FOR COMMUNITY NEEDS

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

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

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

- Develop a 'welcome pack' for new residents to St Kilda Road North Precinct, distributed through real estate agents and body corporate agents, which focuses on improving awareness of local community services and building connections to a range of community groups and programs.
- Engage 'community activators' with the specific role of building community connections and increasing levels of participation amongst the St Kilda Road North Precinct community.
- Offer a range of community development focused initiatives, which are targeted at building connections within the St Kilda Road North Precinct community, such as walking groups, sustainability / environment programs for apartments.
- Encourage communal meeting spaces within private developments and publicly accessible gathering spaces such as cafes at ground floor level.

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

CREATING A DIVERSE LAND USE AND HOUSING MIX

Facilitate local access to retail goods and services by:

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

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

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

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



3.3 High quality public realm and linkages

VISION

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

CONTEXT

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

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

The Precinct is defined by its:

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

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

LINKS TO MAJOR OPEN SPACE

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

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

IMPROVING PUBLIC OPEN SPACE WITHIN THE PRECINCT

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



MAP 5: LANDSCAPE LINKAGES MAP

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

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

GREENING THE STREETS

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

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

DEVELOPING A NETWORK OF PEDESTRIAN LINKS

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

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

PRINCIPLES

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



STRATEGIES AND OPPORTUNITIES

ENHANCING MAJOR ROADS AND STREETS

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

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

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

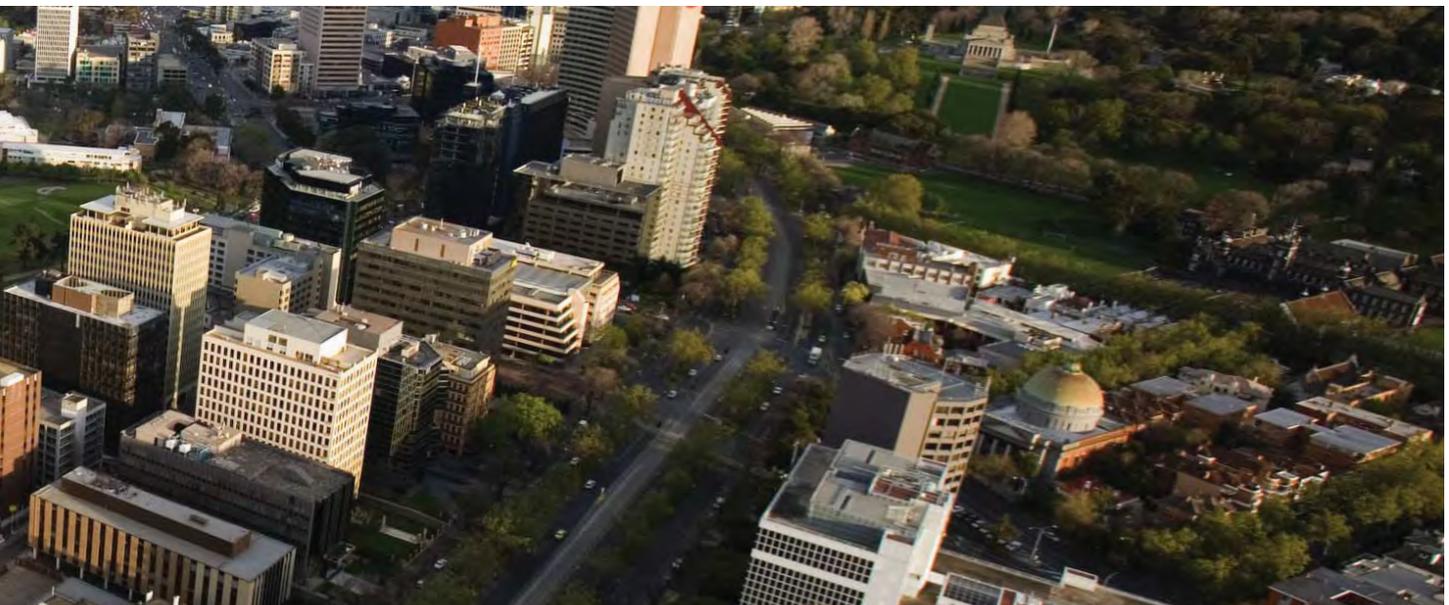
- implementing street beautification in conjunction with VicRoads
- planting large canopy trees along both sides of the street and in the median (if possible)
- ensuring the road space provides for multiple users, including pedestrians, bike riders, public transport and traffic
- improving the existing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

Reinforce the boulevard character of Albert Road by:

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

Reinforce the boulevard character of Queens Road by:

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



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

CREATING GREEN LINKS

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

ENHANCING STREETS AND FOOTPATHS

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

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

CREATING A FINE-GRAINED PEDESTRIAN NETWORK

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

PUBLIC OPEN SPACE

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

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

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

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

ENHANCING URBAN ART

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



3.4 Sustainable transport priority

VISION

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

CONTEXT

PROMOTING SUSTAINABLE TRANSPORT

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

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

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

A SAFE AND PLEASANT PLACE TO WALK

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

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



MAP 6: TRANSPORT AND ACCESS MAP

MAKING BIKE RIDING EASY

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

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

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

ENHANCING PUBLIC TRANSPORT

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

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

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

MELBOURNE RAIL LINK

Public Transport Victoria released the Network Development Plan – Metropolitan Rail in March 2013, which describes how the capacity of the existing network will be expanded to meet the growing needs of the city. This Plan was clarified through Plan Melbourne, the Victorian Government's metropolitan planning strategy.

The Melbourne Rail Link will support an expanded central city through provision of new stations at Domain (within the St Kilda Road North Precinct), and Montague (in the Fishermans Bend Urban Renewal Area). These new stations will create new opportunities for high-value businesses and residential development. The exact location of the new rail station at Domain is yet to be formally identified.

The Melbourne rail link project is expected to relieve pressure on the heavily loaded Swanston Street / St Kilda Road tram services.

MANAGING TRAFFIC

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

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

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

during these times.

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

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

ST KILDA ROAD BOULEVARD AS A 'COMPLETE STREET'

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

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

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

MANAGING PARKING IN THE PRECINCT

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

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

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

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

This rate could be further reduced where green travel plans are produced that actively encourage sustainable transport choices such as car sharing and public transport tickets.

PRINCIPLES

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

STRATEGIES AND OPPORTUNITIES

WALKING

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

BIKE RIDING

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

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

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

PUBLIC TRANSPORT

Advocate to the Victorian Government and Yarra Trams to:

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

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

MELBOURNE RAIL LINK

Advocate to the Victorian Government and Yarra Trams to:

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

TRAFFIC

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

PARKING

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

3.5 Reinforcing identity and character

VISION

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

CONTEXT

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

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

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

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

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

RELATIONSHIP TO THE SHRINE

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

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

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

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

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

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

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

A DISTINCT URBAN FORM / STRUCTURE

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

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

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

GRAND BOULEVARDS - ST KILDA ROAD AND QUEENS ROAD:

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

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

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

CURVED STREET PATTERN:

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

A LANDSCAPED SETTING

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

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

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

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

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

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

REINFORCING THE PRECINCT'S HERITAGE

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

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

STREETS FOR PEOPLE

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

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

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

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

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

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

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

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

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

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

MAINTAINING A HIGH LEVEL OF AMENITY

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

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

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

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

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

For residential developments, the Plan specifies requirements for private and communal open space. However the internal design of apartments is addressed by the Building Code of Australia.

CREATING A STRONG BUILT FORM FOR THE PRECINCT

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

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

Key elements are:

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

PLANNING CERTAINTY

To provide planning certainty in decision making and to protect key character elements such as the Shrine setting, the Plan proposes mandatory maximum building and podium heights, front and tower setbacks and spacing between towers. Discretionary controls would only be applied in very specific and limited circumstances.



Principles

Principle 1: SHRINE SETTING

The long, axial view of the Shrine of Remembrance's silhouette against the sky from the CBD is one of Melbourne's most iconic images. The backdrop of the buildings in the west provides a setting for the Shrine of Remembrance that is compatible with the reverential and elemental spirit of the place.

Principle 2: CITY BEAUTIFUL

The planning and layout of St Kilda Road North Precinct comprises a number of highly distinctive elements which are unique in Melbourne's urban setting. The two dimensional pattern of its street layout and the three dimensional form of its buildings represent a part of Melbourne where 'City Beautiful' ideas are evident.

Principle 3: LANDSCAPE IDENTITY

Building design creates consistent, enclosing edges to open spaces and safe, pleasant walkways between them, reinforcing the links (physical and visual) between important park and landmarks.

Principle 4: STREETS FOR PEOPLE

The 'street walls' created by buildings activate the street environment, providing interest, delight and entertainment for pedestrians.

Principle 5: PRIVATE AMENITY AND OUTLOOK

Building design enables a pleasant living or working environment and the opportunity for an outlook



OBJECTIVES

SHRINE SETTING

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

CITY BEAUTIFUL

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

LANDSCAPE SETTING

To develop a high quality landscape setting which enhances the key view corridors of:

Albert Road, Bowen Crescent and Kings Way, between the Domain / St Kilda Road and Albert Park Lake Reserve

Park Street, between the Domain and Eastern Reserve

Bank Street, between the Domain and the South Melbourne Town Hall Clock Tower

St Kilda Road, between the Domain and St Kilda Junction

Queens Road, between the Domain and St Kilda Junction.

- To maintain solar access to major open spaces.
- To provide an attractive and enclosing street edge to Bowen Crescent Reserve and Albert Road North.
- To maintain a consistent landscaped frontage setback along St Kilda Road and Queens Road.
- To define the edges of Albert Park along Queens Road and Albert Road with a high quality of built form and landscaped setbacks.
- To strengthen the landscaped links along the streets connecting St Kilda Road and Queens Road.

STREETS FOR PEOPLE

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

PRIVATE AMENITY AND OUTLOOK

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



BUILDING HEIGHT AND PODIUM

- Landscape setback
- ▨ Podium

Recommended Building Heights

- 9m
- 15-18m
- 36m AHD
- 30m
- 40m
- 45m
- 60m
- 75m
- 90m

MAP 7: BUILT FORM MAP

BUILT FORM REQUIREMENTS

BUILT FORM CHARACTER

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

SUB-PRECINCT 1: EDGE OF SHRINE MEMORIAL GARDENS - Maintain the consistent built form along the St Kilda Road edge of the Memorial Gardens. Reflect the existing deep podium (or low scale buildings) up to 36 metres AHD with an overall height of 60 metres.

SUB-PRECINCT 2: NORTHWEST CORNER - A building scale of up to 45 m to achieve a visual and physical graduation from the higher scale development of St Kilda Road to the lower scale residential heritage area of South Melbourne (west of Kings Way).

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

SUB-PRECINCT 4: ALBERT ROAD NORTH AND BOWEN CRESCENT - The focus point of the Domain and Albert Road will be expressed with clusters of higher scale buildings up to 90 metres. Buildings will transition on the southern side of Albert Road from 90 metres to 60 metres. Within the vicinity of Bowen Crescent, the existing pattern of buildings up to 75 metres will be reinforced.

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

SUB-PRECINCT 6: QUEENS ROAD - Strengthen the established scale of up to 40 m and highly consistent frontage setbacks of Queens Road.

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

DESIGN QUALITY

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

LANDSCAPED SETBACKS

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

SOLAR ACCESS

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



FUTURE BUILT FORM CHARACTER

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

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

MAP 8: FUTURE BUILT FORM CHARACTER

pm at the equinox

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

HERITAGE

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

STREET WALLS / PODIUM LEVEL

- Ensure the design of podiums creates a 'human scale' at the street edge, ameliorates wind effects and provides access to sunlight and sky views.
- Design buildings to reinforce the pattern of the street by aligning their façade with the curvature of the street frontage.
- Ensure the ground level of new developments are designed to consider:
 - treatment of pedestrian and car park entries
 - location of services
 - level differences between the street and ground floor of the building
 - detailed design and interest of the facade.
- Include openable windows and balcony doors on the first five levels of the 'street wall' of new buildings to enhance the sense of connection, surveillance and safety at ground level.
- Avoid car parking at 'street wall' levels.

TOWER DESIGN

- Require tower forms (above podiums) to achieve a minimum spacing of 4.5 metres from common boundaries, and at least 9 metres from other existing towers to:
 - allow for cross ventilation within the building
 - assist in maintaining the sense of space and 'open sky views' at the street level
 - provide opportunities for buildings to have an outlook.
- Apply a maximum tower width and depth of 35 metres to:
 - ensure that daylight penetrates through to parts of the building and streets, and adjoining buildings
 - reduce their perceived visual bulk
 - maintain sightlines between buildings.

INTERNAL AMENITY AND OUTLOOK

- Ensure residential developments have access to onsite communal or private open space in the form of rooftops, podiums, balconies or courtyards.

ACTIVE FRONTAGES

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

DETAILED BUILDING DESIGN

Waste

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

Loading facilities

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

Building services

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

Rooftops

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

VEHICULAR ACCESS, CAR PARKS & LOADING AREAS

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

PEDESTRIAN PERMEABILITY

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

CONTEXT

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

PUBLIC REALM ELEMENTS

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

