

OPEN SPACES - EXISTING & PLANNED

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

Alma Park, segmented by the railway is the largest open space. Land owned by other agencies including the St Kilda Cemetery managed by the Southern Metropolitan Cemeteries Trust and the railway reserve contribute to public space and urban biodiversity. Local, and small open spaces in the neighbourhood include Te Arai, Hewison, Pakington St, William St reserves and civic spaces at the Town Hall and St Kilda Library, and St Kilda Community Gardens. These reserves have strong local communities where people meet friends, exercise, play sport, relax, walk dogs, and care for nature in Friends of groups and gardening in communal garden beds.

Public space canopy cover in Balaclava and St Kilda East is 31%, however Balaclava/St Kilda East has the lowest amount of open space of all neighbourhoods in our City. Currently, Balaclava and St Kilda East have eight open spaces, making up only 5% of the total neighbourhood area. This is significantly lower than the City of Port Phillip average of 17%.

Council has acquired several properties within St Kilda East for the creation of much-needed open space at the following locations:

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

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

- Increased usable open space and passive recreational facilities.
- Safer and clearer links and connections for walking and cycling.
- Accessibility for all site users, including people with disability.
- Increased tree canopy cover and shade.
- Increased biodiversity and greening.
- · Increased site permeability and improved drainage.





OPEN SPACES - EXISTING & PLANNED

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

Open Space #	Open Space Name	Existing or Proposed Open Space	Existing Canopy Coverage	Guidance
0	St Kilda Cemetery	Existing - restricted access	N/A	Advocate to, and partner with, the Southern Metropolitan Cemeteries Trust to improve accessibility and usability. This could involve identifying locations for additional tree planting or improved biodiversity planting.
2	Dickens Street trial public space	Existing - temporary space	N/A	Temporary partial street closure of Dickens Street to trial additional public space, including potential road closure and removal of carparks and some beautification (e.g. parklet, planter pots and paint treatments). Engagement being carried out 8 March - 11 April. Seeking feedback on the pop-up park to understand how the space is being used and whether there is interest in it remaining as a park in the future. Engagement will inform how to move forward with this park and future budget bids.
3	Kalymna Grove / Lansdowne Road public space	Proposed	N/A	30 Kalymna Grove, St Kilda East and 14 Lansdowne Road were acquired to provide a new small local open space in Lansdowne Road to fill the gap in open space coverage in the area. Engagement being carried out 8 March - 11 April. Seeking feedback on how community would like to use spaces and features they'd like to see, including options of vegetation and greening.
4	Pakington Street Reserve	Existing	Existing reserve canopy Canopy area: 478m2 Canopy cover: 62%	Several sites 43, 49, 49A and 51 have been purchased adjoining Pakington Street Reserve to expand and upgrade the reserve. No.43 - Already concept plans prepared and engagement carried out Expansion of Pakington Street Reserve Have Your Say Port Phillip Engagement being carried out 8 March - 11 April for 49, 49A and 51. Seeking feedback on how community would like to use spaces and features they'd like to see, including options of vegetation and greening and upgraded/relocated community plots.
5	Alma Park	Existing	Canopy area: 44,884m2 Canopy cover: 55%	Alma Park is the largest park in the neighbourhood and is a municipal scale public open space in the public space hierarchy. Alma Park is a heritage park and has significant biodiversity value through remnant vegetation in the adjacent railway reserve and in exotic, native and indigenous plantings.
6	Hewison Reserve	Existing	Canopy area: 2,908m2 Canopy cover: 55%	A playspace upgrade occurred in Hewison Reserve. Hewison Reserve Upgrade - City of Port Phillip. There is community interest in developing communal garden beds.
7	Woodstock Street Reserve	Existing	Canopy area: 155m2 Canopy cover: 80%	A medium term priority (2026-29) in the Public Space Strategy is to investigate opportunities to enlarge Woodstock Street Reserve through reallocation of road space and undertake an upgrade. Further consultation to occur on removal of car parking.
8	St Kilda Town Hall Reserve	Existing	Canopy area: 1,585m2 Canopy cover: 41%	The Reserve outside the Town Hall has been identified for improvements. A concept redesign for this area will be covered by the parallel work on the Carlisle Street Streetscape Plan. This reserve will be covered in the forthcoming Carlisle Street Streetscape Plan.
9	William Street Reserve	Existing	Canopy area: 3,303m2 Canopy cover: 63%	This open space has abundant and varied tree planting.
•	Railway Place Community Gardens	Existing	Canopy area: 122m2 Canopy cover: 18%	A small community garden with plots for food production. Given the small size, there may be limited opportunity to increase canopy cover.
•	Te Arai Reserve	Existing	Canopy area: 962m2 Canopy cover: 56%	There is community interest in enhancing biodiversity and community growing opportunities in Te Arai Reserve.





Figure 38: Alma Park, St Kilda East



Figure 40: St Kilda Town Hall Reserve, Balaclava



Figure 39: Wiliam Street Reserve, Balaclava



Figure 41: Railway Place Community Gardens, Balaclava



TOOLKIT OVERVIEW

WHY CHOOSE A TOOLKIT APPROACH?

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

The toolkit provides:

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

WHAT IS CONTAINED IN THIS TOOLKIT?

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

An explanation of the 8 Toolkit options including:

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

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

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

1 LOCALISED LANE NARROWING INTERVENTION NUMBER & NAME at SUITABILITY, SIZING AND FORM SUPPORTING INTEVENTION Street typology suitability and **OVERVIEW** TECHNICAL DETAIL Indicative consideration of tree Provides a description Provides a overview of the sizing and form depending of the intervention and technical and maintenance on existing conditions of each key considerations considerations, as well street type. relating to success of as potential supporting benefits. the intervention. SUPPORTING PRECEDENT IMAGERY CONCEPT DIAGRAM Before and after diagrams Images to help communicate the to help communicate the design, sourced from relevant Toolkit intervention. projects, Google Streetview and

Figure 42: Example Toolkit intervention layout



other Urban Forest Strategies.

KEY ACTIONS

The following Key Actions summarise the overall intent for improving the neighbourhood's urban forest. The Design Intervention Toolkit will suggest some options for implementing these Key Action.

Prioritise larger tree planting for shade provision along key pedestrian routes to improve equity and pedestrian comfort. Investigate and implement new street designs to improve canopy cover. Improve biodiverse planting and tree canopy by 3 aligning with parks, traffic safety and water sensitive urban design projects and programs. Plant trees in the vacant spaces (tree plots) where 4 there are currently gaps in street tree provision. Gradually transition to new street tree species to 6 improve canopy cover. Develop tree replacement programs where trees are 6 failing to thrive to improve canopy cover. Work with State Government, neighbouring Councils and other agencies to improve tree planting and maintenance along roads, rail reserve and non Council land. Develop new open spaces with 40% canopy cover. Additional greening goals to be determined when community engagement is finalised in April 2025. Develop/expand community gardening opportunities, including plots in open spaces such 9 as Hewison Reserve, Te Arai Reserve, Pakington St Maintain canopy cover and species diversity with 10 tree succession planning in Alma Park. Increase tree planting and other greening solutions 1 at public transport stops where summer shade provision is low, partnering with other agencies. Carlisle St and Inkerman St are covered by two separate streetscape plans, both currently in development. Inkerman St community engagement





occurred 2024, Carlisle St upcoming in 2025.

DESIGN TOOLKIT

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

CHOOSING A SUITABLE INTERVENTION BASED ON STREET TYPOLOGY

	1	2	3	4)	5	6	7	8
	Localised Lane Narrowing	Corner Build-outs	Tree Containers & Temporary Greening	Protec Pedest Crossii	rian	b Outstands vithin road)	Footpath Widening	Tree Cut Outs (within footpath)	Central Medians
Micro Street	\checkmark	\checkmark	\checkmark	C)	\checkmark	\Diamond	\bigcirc	\bigcirc
Narrow Street	\checkmark	\checkmark		C		\checkmark	\checkmark	\checkmark	\Diamond
Typical Street	$\overline{\checkmark}$	\checkmark		V	1	\checkmark	\checkmark	V	\bigcirc
Green Street	$\overline{\checkmark}$	\checkmark	0	0)	\Diamond	\Diamond	\Diamond	\bigcirc
Connector Boulevard	\Diamond	\checkmark	*	\checkmark	1	\checkmark	\Diamond	\bigcirc	\checkmark
High Street	\Diamond	\checkmark	\checkmark	0)	\checkmark	\Diamond	\Diamond	\bigcirc
Movement Corridors	Interventions for Movement Corridors will require advocacy with the Department of Transport and Planning.								
Unique Streets	Refer to implementation	matrix in Chapter 07 for	guidance on these streets w	here relevant.					



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

1

LOCALISED LANE NARROWING

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

KEY BENEFITS

Has a traffic calming effect.

Provides generous space for tree soil volume.

Typically, will include opportunities for understorey planting.

Typically, will not impact footpaths, kerbs and existing service infrastructure.

Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

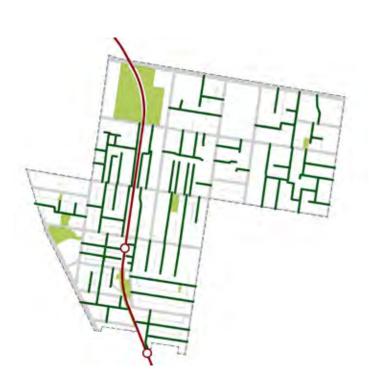
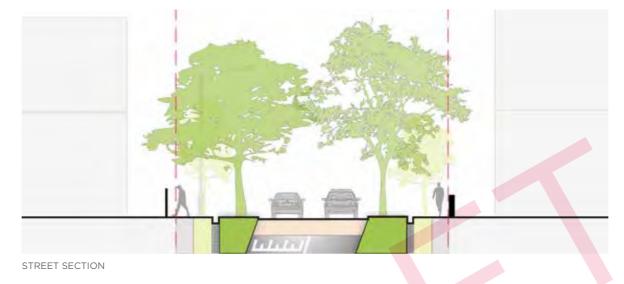
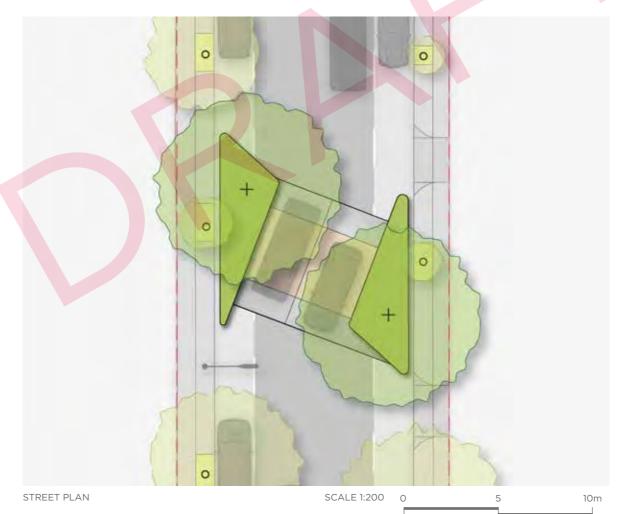


Figure 43: Highlighting all of the streets that are suitable for localised lane narrowing.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.

Suggest low litter-producing species as the trees will directly overhang the road.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Large canopy/legacy tree species should be installed where space permits on Green Streets.

Structural soil should be considered to increase soil volumes and connect soils below pavement.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.

Traffic calming measures such as pedestrian priority crossings and shared streets.

Understorey planting that increases and supports site biodiversity.

FINANCIAL & RESOURCE COMMITMENT











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



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



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

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street	23-325m	Small to Medium	Clear trunked, narrow canopy spread
Typical Street	-15-Yes	Medium	Clear trunked, medium canopy spread
Green Street	15-155m	Medium to Large	Clear trunked, wide crown

2 CORNER BUILD-OUTS

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

KEY BENEFITS

Has a traffic calming effect.

Provides generous space for tree soil volume.

Typically, will include opportunities for understorey planting.

Typically, will not impact footpaths, kerbs and existing service infrastructure.

Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

Promotes safe, legible pedestrian connectivity.

No net loss of car parking.



Figure 44: Highlighting all of the streets that are suitable for corner build-outs.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Large canopy/legacy tree species should be installed where space permits on Green Streets.

Best-suited to low speed roads where vehicle sightlines can be shorter, allowing more trees to be installed.

Consideration of vehicle turning radius and road widths will need to be made to determine extent of build-outs.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.

Traffic calming measures such as pedestrian priority crossings and shared streets.

Understorey planting that increases and supports site biodiversity.

Place making initiatives such as outdoor dining and seating.

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TBD







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



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

STREET TYPE	CONFIGURATION	TREE SIZE	TREE FORM	
Micro Street		Small to Medium	Clear trunked, narrow canopy spread	
Narrow Street	-12 - 12 - 51	Small to Medium	Clear trunked, narrow or medium canopy spread	
Typical Street	Typical Street	Medium	Clear trunked, medium canopy spread	
Green Street		Medium to Large	Clear trunked, wide crown	
Connector Boulevard		Large	Clear trunked, wide crown	
High Street		Large (dependant on overhead services)	Clear trunked, wide crown	



TREE CONTAINERS & TEMPORARY GREENING

STREET PLAN

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

KEY BENEFITS

Can be used by COPP to trial street tree canopy interventions.

Can be used as a temporary intervention to boost canopy.

Can be used to introduce canopy where service or cost constraints may be prohibitive to installing permanent tree installations.

The selected container can contribute to place making and neighbourhood character identity.

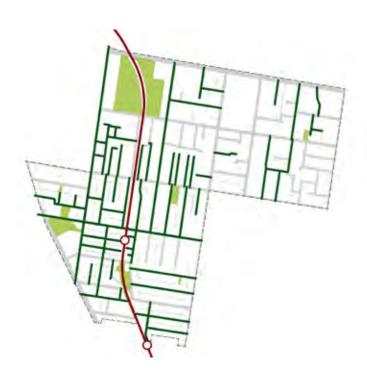


Figure 45: Highlighting all of the streets that are suitable for tree containers and temporary greening.

FUNCTIONAL LAYOUT STREET SECTION 0

SCALE 1:200

TECHNICAL AND MAINTENANCE CONSIDERATIONS

Tree planters should be as large as practicable in order to increase soil volume, water retention and reduce heat vulnerability.

Planters should be designed to be moveable via a forklift or similar.

Irrigation or hand watering required year-round, particularly during hot dry periods.

Suggest low litter-producing species as the trees will directly overhang the road.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

May form part of a temporary pop-up park design, as shown on Dickens Street in Balaclava.

Consider planting food-producing species for additional community benefits.

Container design can be commissioned to local artists.

FINANCIAL & RESOURCE COMMITMENT



TBD







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



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



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

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Micro Street		Depenment on container size (likely Small to Medium)	Narrow canopy spread
Narrow Street	-2-1250	Depenment on container size (likely Small to Medium)	Narrow to medium canopy spread
Typical Street	14.5 - Non	Depenment on container size (likely Small to Medium)	Medium canopy spread
High Street		Depenment on container size (likely Small to Medium)	Medium to large canopy spread
Connector Boulevard	Westbury Street is a Connector Bouleval being suitable for Tree Containers & Park being finalised for the street.		





PROTECTED PEDESTRIAN CROSSINGS

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

KEY BENEFITS

Has a traffic calming effect.

Promotes pedestrian connectivity.

Provides generous space for tree soil volume.

Typically, will include opportunities for understorey planting.

Typically, will not impact footpaths, kerbs and existing service infrastructure.

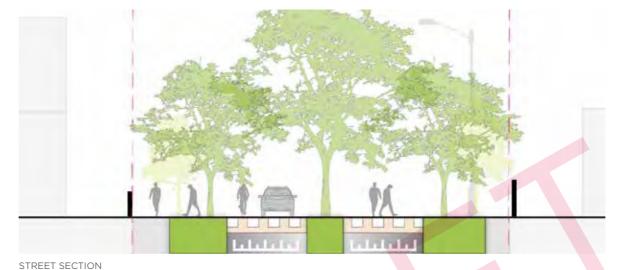
Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

Promotes safe, legible pedestrian connectivity.



Figure 46: Highlighting all of the streets that are suitable for protected pedestrian crossings.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

Crossings should be located on pedestrian desire routes, or spaced along emerging retail and activity areas.

Formative pruning required to establish clear sight lines.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Consideration of vehicle turning radius and road widths will need to be made to determine extent of build-outs.

Irrigation or hand watering required during hot dry periods.

Suggest low litter-producing species as the trees will directly overhang the road and crossing.

Large canopy/legacy tree species should be installed where space permits on Connector Boulevards.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.

Understorey planting that increases and supports site biodiversity.

Place making initiatives such as outdoor dining and seating.

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



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

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

5 KERB OUTSTANDS (WITHIN ROAD)

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

KEY BENEFITS

No net loss of car parking.

Can provide generous space for tree soil volume.

Typically, will not impact footpaths, kerbs and existing service infrastructure.

Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.

The increased permeable surface area can aid stormwater runoff management.

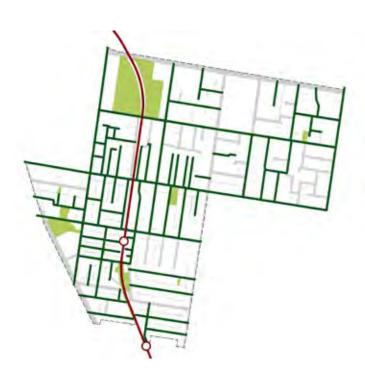
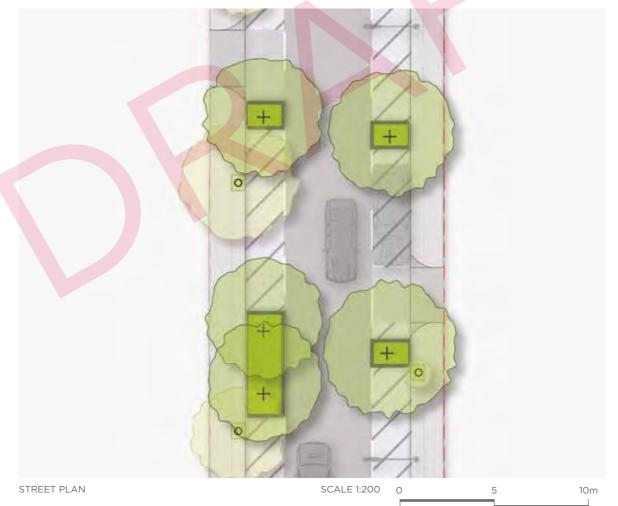


Figure 47: Highlighting all of the streets that are suitable for kerb outstands.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Structural soil should be considered to increase soil volumes and connect soils below pavement.

Irrigation or hand watering required during hot dry periods.

Suggest low litter-producing species as the trees will directly overhang the road.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

More frequent and larger outstands are possible if car parking numbers can be reduced.

Repaving parking spaces with permeable paving will further increase stormwater directed to tree root zones.

Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.

Understorey planting that increases and supports site biodiversity.

FINANCIAL & RESOURCE COMMITMENT



TBD







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



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



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

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Micro Street		Small	Clear trunked, narrow canopy spread
Narrow Street	-12 - 12.5m	Small to Medium	Clear trunked, narrow to medium canopy spread
Typical Street	-45 - Wes	Medium	Clear trunked, medium canopy spread
Connector Boulevard		Medium to Large	Clear trunked, large canopy spread
High Street	-20m	Medium to Large	Clear trunked, large canopy spread

6 FOOTPATH WIDENING

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

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

KEY BENEFITS

Lower speed limits (30km/hr) and traffic calming can be implemented for the reduced lane width.

Provides generous space for tree soil volume.

Typically, will include opportunities for understorey planting.

No net loss of car parking.

Provides a wider footpath and more comfortable pedestrian environment.



Figure 48: Highlighting all of the streets that are suitable for footpath widening.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

It is reccommended that the surplus width be added to the western or northern kerb (depending on street orientation).

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Structural soil should be considered to increase soil volumes and connect soils below pavement.

Irrigation or hand watering required during hot dry periods.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

IWM interventions such as passive irrigation, soaker pits and rain gardens.

Traffic calming measures such as pedestrian priority crossings and shared streets.

Understorey planting that increases and supports site biodiversity.

Place making initiatives such as outdoor dining and seating.

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



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

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street	12 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -	Small to Medium	Clear trunked, narrow to medium canopy spread
Typical Street	-14.5 - 16m	Medium to Large	Clear trunked, medium to large canopy spread



TREE CUT OUTS (WITHIN FOOTPATH)

STREET SECTION

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

KEY BENEFITS

No net loss of car parking.

Low-cost and adaptable initiative.

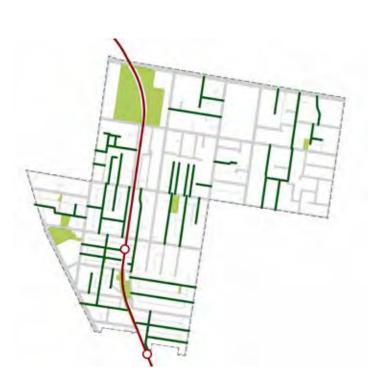


Figure 49: Highlighting all of the streets that are suitable for tree

FUNCTIONAL LAYOUT



TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Structural soil should be considered to increase soil volumes and connect soils below pavement.

Irrigation or hand watering required during hot dry periods.

Suggest low litter-producing species as the trees will directly overhang the road and footpath.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

IWM interventions such as passive irrigation, soaker pits and rain gardens.

Understorey planting that increases and supports site biodiversity.

FINANCIAL & RESOURCE COMMITMENT



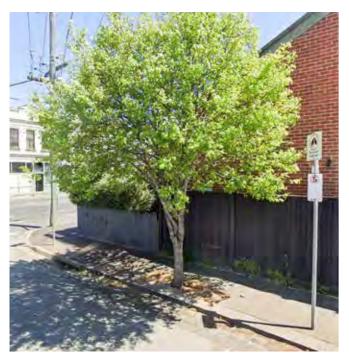








An example of tree cut outs on Carlisle Street with trees planted into pits large enough for connected soil between pairings.





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

STREET TYPE	CONFIGURATION	RECOMMENDED TREE SIZE	RECOMMENDED TREE FORM
Narrow Street	-12 - 27 - 27 - 27 - 27 - 27 - 27 - 27 -	Small to Medium	Clear trunked, narrow canopy spread
Typical Street	-14.5 - Wen	Medium to Large	Clear trunked, medium canopy spread

8 CENTRAL MEDIAN

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

KEY BENEFITS

Has a traffic calming effect.

Provides generous space for tree soil volume and connected soil.

Typically, will include opportunities for understorey planting.

Typically, will not impact footpaths, kerbs and existing service infrastructure.

Trees are inset to roadway meaning they are less likely to be encumbered by overhead services.



Figure 50: Highlighting all of the streets that are suitable for a central median.

FUNCTIONAL LAYOUT





TECHNICAL AND MAINTENANCE CONSIDERATIONS

Formative pruning required to establish clear sight lines.

Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.

Understorey planting should be a secondary consideration to tree selection and increasing canopy.

Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.

Large canopy/legacy tree species should be installed where space permits on Connector Boulevards.

Structural soil should be considered to increase soil volumes and connect soils below pavement.

Irrigation or hand watering required during hot dry periods.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

Integrated water management (IWM) interventions such as passive irrigation, soaker pits and rain gardens.

Traffic calming measures such as pedestrian priority crossings and shared streets.

Understorey planting that increases and supports site biodiversity. Particularly wide medians can become biolinks, as seen on Bothwell Street, Balaclava.

Place making initiatives such as outdoor dining and seating.

FINANCIAL & RESOURCE COMMITMENT



TBD







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



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



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

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



ACTION PLAN & IMPLEMENTATION PRIORITISATION

This chapter of the UFPP provides guidance on implementation. It sets out short- and long-term actions, and the strategic alignment, funding and deliverability assessment process.

Planning guidance for implementation is provided, including the evidence-based high priority streets and open space guidance.

THE OBJECTIVES OF THE URBAN FOREST STRATEGY ARE

The Action Plan on the following two pages highlights how this UFPP addresses the five objectives.

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

WHAT IS THE ACTION PLAN?

The Action Plan - contained on the following two pages - has been prepared for the Balaclava and East St Kilda neighbourhood to guide investment in the urban forest. Each of the twelve Key Actions identified at the start of this document (Page 6) have been assessed for the objectives from the Urban Forest Strategy they achieve, the shortand long-term possible opportunities they create, and the departments responsible for actioning these opportunities.

HOW HAVE THE ACTIONS BEEN CHOSEN

The short-term actions have been selected to be fundable and deliverable based on available resources over the next two (2) years, subject to Council plan and budget. The actions are delivered by teams across Council to leverage multiple co-benefits to deliver urban greening aligning with transport safety, water sensitive urban design and civic amenity programs, as well as dedicated programs to uplift tree and biodiverse planting.

Some actions involving larger projects where redeveloping streetscapes can significantly bolster tree canopy, urban cooling and biodiversity, will require additional resources. Some will be able to be undertaken within the budget allocated to urban greening. There is limited financial flexibility to invest in some forms of urban greening due to increasing costs in construction, rate capping, costs associated with contaminated land and costs associated with minimising utility infrastructure conflicts.

For high-cost actions, we will conduct feasibility assessments and progress with design development and costing, whilst also considering associated benefits of the projects. Funding will be considered through Council's annual budget process, alongside other Council priorities. We will look at available funding, including the likelihood of funding from other sources such as State and Federal Government, and actively be ready for and seek co-funding opportunities. We will give consideration to ensuring a spread of projects across all neighbourhoods in Port Phillip as urban forest precinct plans are developed.

We will assess our capabilities and capacity to deliver the project, which will assist in prioritising project delivery. The strategic alignment, funding and deliverability assessment process is outlined in the adjacent diagram.

STRATEGIC ALIGNMENT, FUNDING AND DELIVERABILITY ASSESSMENT PROCESS

- 1 Strategic alignment assessment
 - Equity adding canopy cover where we need it most.
 - Achieving one or more objectives identified in the Urban Forest Strategy.
 - > Multiple uses or benefits
- 2 Funding assessment
 - > Partnership opportunities.
 - > Council budget position.
 - > Cost/cost benefit analysis of projects.
- 3 Deliverability assessment
 - Portfolio capacity and capability.



ACTION PLAN

Key A	ction (refer table on Page 6)	Urban Forest Strategy Objectives Addressed (refer text on Page 65)	Specific Opportunities	Responsibility
0	Prioritise larger tree planting for shade provision along key pedestrian routes to improve equity and pedestrian comfort.	Objective 1: Canopy Cover	 Short term (2025-2027) Initiate feasibility and detail design on High and Medium priority streets Delivery of one high priority street based on outcomes of feasibly and design process. Current hierarchy for delivery (in this neighbourhood) is Fulton St, Nelson St and Alma Rd Identify opportunities to cluster streetscape upgrades with other projects 	
2	Investigate and implement new street designs to improve canopy cover.	Objective 2: Cooler Greener	 Longer term (2028-2035) Continue feasibility and detail design on High and Medium priority streets Actively identify and seek funding partnerships to deliver tree planting projects Deliver two projects annually. The delivery order will be reviewed post design process and will be based on benefit, funding and once other precinct plans are developed it will consider whole of municipality Identify opportunities to cluster streetscape upgrades with other projects 	UF, CD, PD, T, P
3	Improve biodiverse planting and tree canopy by aligning with parks, traffic safety and water sensitive urban design projects and programs.	Objective 1: Canopy Cover Objective 2: Cooler Greener Objective 4: Well Managed Objective 5: Biodiverse	 Short term (2025-2027) Planting uplift of garden beds in public open space and streetscapes Map WSUD opportunities Map joint Transport Safety and Greening opportunities Longer term (2028-2035) Regular planting uplifts of garden beds in public open space and streetscapes Deliver new WSUD based on opportunity mapping within current budgets as feasible Deliver new joint Transport Safety/Greening opportunities within current budgets as feasible Actively identify and seek funding partnerships to deliver projects 	P, W, T
4	Plant trees in the vacant spaces (tree plots) where there are currently gaps in street tree provision.	Objective 1: Canopy Cover	 Short term (2025-2027) Plant trees in all vacant tree plots (infill planting)* Longer term (2028-2035) Continue tree removal and replacement program, replacing trees when tree removals occur 	Р
5	Gradually transition to new street tree species to improve canopy cover.	Objective 1: Canopy Cover Objective 4: Well Managed	 Short term (2025-2027) Develop species transition into asset management, and develop community engagement on species transition[*] Longer term (2028-2035) Gradually deliver species change as tree replacement occurs 	UF, P
6	Develop tree replacement programs where trees are failing to thrive to improve canopy cover.	Objective 1: Canopy Cover Objective 4: Well Managed	Short term (2025-2027) • Identify poor performing trees and develop replacement program Longer term (2028-2035) • Deliver replacement program	UF, P
0	Work with State Government, neighbouring Councils and other agencies to improve tree planting and maintenance along roads, rail reserve and non Council land.	Objective 3: Engaged Community	 Short term (2025-2027) Working with Department Transport and Planning (DTP) to deliver tree planting on Brighton Rd. Work with Glen Eira City Council on street tree planting along shared border Longer term (2028-2035) Continue to advocate for, and seek partnerships with other land holders to improve greening outcomes 	UF, OS, P, T, A



Key A	ction (refer table on Page 6)	Urban Forest Strategy Objectives Addressed (refer text on Page 65)	Specific Opportunities	Responsibility
8	Develop new open spaces with 40% canopy cover. Additional greening goals to be determined when community engagement is finalised in April 2025.	Objective 1: Canopy Cover	 Short term (2025-2027) Design development of new public open spaces Delivery of new public open spaces with biodiverse planting and trees to reach 40% canopy cover 	OS, PD
9	Develop/expand community gardening opportunities, including plots in open spaces such as Hewison Reserve, Te Arai Reserve, Pakington St Reserve.	Objective 3: Engaged Community	 Short term (2025-2027) Design and deliver raised community garden beds in Hewison Reserve, expanded Pakington St Reserve Longer term (2028-2035) Continue to support community led greening initiatives in public space 	UF, OS, PD, P
•	Maintain canopy cover and species diversity with tree succession planning in Alma Park.	Objective 1: Canopy Cover Objective 3: Engaged Community Objective 4: Well Managed Objective 5: Biodiverse	 Short term (2025-2027) Develop tree succession plan Start tree planting according to succession plan Enhance biodiverse planting, working with Work with Friends of Alma Park Longer term (2028-2035) Continue tree planting according to succession plan 	UF, P
•	Increase tree planting and other greening solutions at public transport stops where summer shade provision is low, partnering with other agencies.	Objective 2: Cooler Greener Objective 3: Engaged Community	 Short term (2025-2027) Plant trees adjacent to public transport stops where possible Engage with public transport companies and Dept Transport and Planning to initiate alternative vegetated shade opportunities where tree planting is not feasible Longer term (2028-2035) In partnership, deliver vegetated shade opportunities at public transport stops as feasible 	UF, T, P
©	Carlisle St and Inkerman St are covered by two separate streetscape plans, both currently in development. Inkerman St community engagement occurred 2024, Carlisle St upcoming in 2025.	Objective 1: Canopy Cover Objective 2: Cooler Greener	Short term (2025-2027) • Deliver the Inkerman Street Safety Improvement Project • Develop Carlisle Street Streetscape Plan Longer term (2028-2035) • Detailed design and delivery of Carlisle St Streetscape Plan as feasible • Actively identify and seek funding partnerships to deliver streetscape project	CD, T, PD, A

^{*}Streets for infill planting and species transition are identified on the map Page 68.

RESPONSIBILITY ACRONYMS

- A Advocacy
- CR City Design
- T Transport
- PD Project Delivery
- OS Open Space
- P Parks and Trees
- UF Urban Forest
- W Water/Sustainability



SHORT TERM ACTIONS TO IMPROVE CANOPY COVER, URBAN COOLING AND BIODIVERSITY

Short term actions include planting trees in vacant spaces and conducting a species review on some streets where current species are not climate ready or providing the best possible canopy outcomes.

Newly acquired public space will be developed, including planting for biodiversity and canopy cover, as well as to provide cooler public spaces.

Public open spaces and streets will have a vegetation uplift, improving lower story biodiversity and improving the quality of vegetation.

Streetscape master plan projects are also currently being undertaken on Carlisle Street and Inkerman Street which will result in improved canopy cover.





HIGH-PRIORITY STREETS

The findings from the strategic context review and spatial data and policy analysis, contained in Chapters 02 to 05, have determined which streets should be considered of highest priority. This prioritisation has also considered which streets have a higher degree of achievability to increase tree canopy.

As a result, 28 of the highest priority streets in the neighbourhood have been selected and ranked by priority. These streets are shown on the adjacent map and detailed in the table on the following two pages. Note that highlevel intervention guidance has only been provided for these 28 highest-ranking streets. Refer to Appendix E for the full table of assessed streets and features across the neighbourhood.

High priority streets are likely to require more significant works. These projects will go through the strategic alignment, funding and deliverability assessment process for prioritisaion and funding will be considered through Council's annual budget process, alongside other Council priorities.



PLANNING GUIDANCE FOR **IMPLEMENTATION**

Priority	Road Name	Street Type	Level of Complexity to	1	2	3	4	5	6	7	8	Additional Actions / Notes	Walk Quality Analysis
Rank	11000 1101110	olloot type	Implement	Possible Design Toolkit interventions									Priority
HIGH PRI	ORITY STREETS												
High	ALMA ROAD	Boulevard	Medium	0	V	\Diamond	V	V	\Diamond	\Diamond	V	Several interventions can work well simultaneously for Alma Road. There are several logical locations which would benefit from protected crossings (i.e. the intersection of Raglan St and Alma Rd). The segments of Alma Road which already have a central median could be further embellished with additional trees and landscaping. The northern road edges are typically free of powerlines and therefore additional tree planting can be provided in outstands to mitigate the northern sun. Alma Road was identified as a priority by the Walk Quality analysis and through analysis of the neighbourhood's heat index.	Yes
High	CAMDEN STREET	Typical Street	Complex	V	V	$\overline{\checkmark}$	V	$\overline{\checkmark}$		V	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
High	FULTON STREET	Typical Street	Complex	V	V	V	V			V	\Diamond	Street is at the northern edge of a high heat vulnerability area. It can additionally provide increased biodiversity to link Alma Park and the St Kilda Cemetery	
High	GLEN EIRA AVENUE	Typical Street	Medium	V	V	V	$\overline{\checkmark}$	V	V	V	\Diamond	Given that this street is a strategic bike route, but not wide enough for dedicated bike lanes, it is suggested that preferred interventions (#1 & #2) serve the dual purpose of traffic calming to enable a safer cycle experience. Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
High	NELSON STREET	Narrow Street	Complex	$\overline{\checkmark}$	V	\checkmark	\Diamond	\checkmark		\checkmark	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
High	OAK GROVE	Unique	Simple	V	0	0	\Diamond	V	\Diamond	V	0	Oak Grove has low existing canopy cover, however recently several new trees have been planted in out-stands along the south edge of the carriageway. As these trees establish canopy should dramatically increase. Council could consider improving the growing conditions of these trees by replacing adjacent parking spaces with permeable surfaces. Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
High	WILLIAM STREET	Boulevard	Complex	0	V	0	V	V	0	0	V	A large number of William Street's parking is unrestricted (about 57%), however much of this parking is angled parking which results in narrower footpath widths across the 20m cross section width. Therefore, swapping out car spaces with consistent tree outstands would be preferred. Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network, although it is considered a project for later years.	Yes
MEDIUM	PRIORITY STREETS	;						\		7			
Medium	ALEXANDRA STREET	Boulevard	Medium	0	V	0	V	V	0	0	V	Adjacent to the Cemetery, tree out-stands and corner build-outs should be considered. Some of the unrestricted angled parking could be swapped out for large tree out-stands. South of Alma Road, a central median should be considered. This street has high potential for improving cross-neighbourhood canopy and biodiversity connectivity.	
Medium	DICKENS STREET	Unique	Medium	Gauge	Gauge interest in the trail pocket park remaining in the future through community engagement.								
Medium	LANSDOWNE ROAD	Typical Street	Complex	V	V	V	V			V	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
Medium	MARLBOROUGH STREET	Narrow Street	Medium	V	V	V	\Diamond	V	V	V	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network. Proximity to the Bothwell Street Biolink also provides opportunity to boost canopy and habitat connectivity across the neighbourhood.	Yes
Medium	NIGHTINGALE STREET	Boulevard	Simple	\Diamond	√	\Diamond	√	V	\Diamond	\Diamond	V	A large percentage of Nightingale Street's parking is unrestricted or timed. Much of this parking is angled parking which creates a varying street configuration. Powerlines are on the south side, so swapping out occasional northern car spaces with tree outstands would be preferred to shade the central road surface. The segment of Nightingale Street between Gibbs Street and William Street may accommodate a central median. Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network. Proximity to the Bothwell Street Biolink also provides opportunity to boost canopy and habitat connectivity across the neighbourhood.	Yes
Medium	ROSAMOND STREET	Narrow Street	Simple	V	V	V	\Diamond	V	V	V	\Diamond	There is excess carriageway width which could be reallocated to footpath planting without disrupting the parking provision (about 48% of Rosamond Street's parking is permit parking, and 46% is timed parkin). Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network. Proximity to the Bothwell Street Biolink also provides opportunity to boost canopy and habitat connectivity across the neighbourhood.	Yes
Medium	WESTBURY STREET	Boulevard	Complex	\Diamond	V	V	V	\checkmark	\bigcirc	0	V	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network. Note that Westbury Street has been identified for temporary greening measures whilst bike lan designs are being completed on the street.	Yes



Priority Rank	Road Name	Street Type	Level of Complexity to Implement				(4) (Additional Actions / Notes	Walk Quality Analysis Priority
LOW PRIC	LOW PRIORITY STREETS												
Low	BALSTON STREET	Typical Street	Simple	V	V	\checkmark	✓	√	V	$\overline{\checkmark}$	\Diamond	Balston Street has a 'no entry' barrier when accessing from the north (i.e. Carlisle Street), therefore additional interventions which disincentivise through-traffic may be acceptable (such as road narrowing). About 53% of parking is unrestricted, there may be opportunities to audit car parking and identify locations for tree outstands on the western edge of the carriageway.	
Low	BLENHEIM STREET	Typical Street	Complex	V	V	V	V	$\overline{\mathbf{V}}$	V	V	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
Low	BOWEN STREET	Narrow Street	Simple	V	V	V	\Diamond	V	\checkmark	\checkmark	\Diamond	The powerlines are located on the eastern roadside and there is excess carriageway width which could be reallocated to widening the western footpath and providing additional tree planting. Given the good vehicle permeability of surrounding urban structure, converting the street to one-way may also be an option.	
Low	BRUNNING STREET	Narrow Street	Medium	V	V	V	\Diamond	V	V	V	\Diamond	Street is rated as a high for pedestrian use through Walk Quality analysis. Additional greening will improve pedestrian comfort and increase the walk quality of the broader pedestrian network.	Yes
Low	GIBBS STREET	Micro Street	Simple	V	V	V	\Diamond	V	V	\Diamond	\Diamond	The powerlines are located on the eastern roadside and there is excess carriageway width which could be reallocated to widening the western footpath and providing additional tree planting. Given the good vehicle permeability of surrounding urban structure, converting the street to one-way may also be an option.	
Low	ORANGE GROVE	Typical Street	Simple	V	V	V	V	V	$\overline{\checkmark}$	V	0	In addition to localised lane narrowing, there are opportunities for additional tree planting within the existing grass verges of Orange Grove. Particular focus should be placed on planting for the west roadside to mitigate the western sun.	
Low	WANDO GROVE	Typical Street	Simple	V	V	\checkmark	V	V	V	$\overline{\checkmark}$	\Diamond	The powerlines are located on the eastern roadside and there is excess carriageway width which could be reallocated to western footpath widening and tree planting. Many of the housing developments in this street appear to have off-street parking, and on-street parking is largly unrestricted. There may be opportunity for localised road narrowing.	
HIGH PRI	HIGH PRIORITY WITH OTHER PROJECTS ALREADY HAPPENING ON THE STREET												
High, other projects	CARLISLE STREET	High Street	Complex	\Diamond	V	V	0	V	0	0	\Diamond	Develop the Carlisle Streetscape Plan Project. Existing canopy is low (about 7.4%) and more shade is key to ensuring a comfortable pedestrian environment in this activity centre.	Yes
High, other projects	INKERMAN STREET	Boulevard	Complex	0	V	0	V		\Diamond	0	V	Deliver the Inkerman Street Safety Improvement Project in 2027.	Yes
HIGH PRI	HIGH PRIORITY TO ADVOCATE FOR AND PARTNER WITH OTHER LAND HOLDERS												
High, to advocate	ST KILDA ROAD	Movement Corridor										Overall canopy coverage of these roads are low, due to large areas of the road reserve accommodating multiple traffic lanes or tram lines. These areas have limitations due to protecting vehicle lines of sight and height clearance. The kerbs generally have well established trees and wide grass verges that provide shade to the pedestrian footpaths.	
High, to	BDICHTON DOAD	Movement	N/A				0)				CoPP will partner with the Department of Transport and Planning to deliver tree planting on Brighton Rd as a short term action.	Voc
advocate	BRIGHTON ROAD	Corridor										Given that available planting spaces are reasonably well-capitalised upon, it is recommended that existing grass verges are audited for any further tree planting opportunities in these major streets.	Yes
High, to advocate	RAILWAY PLACE	Access Lane	Complex	The Railway Place footpath is rated as a high priority for pedestriar planting and maintenance.						riority fo	r pedest	trian use through Walk Quality analysis. Owned by VicTrack, Port Phillip will continue to advocate for improved tree and vegetation	Yes
LOW PRIORITY, WORKING WITH NEIGHBOURING COUNCILS													
Low, with other Councils	HOTHAM STREET	Movement Corridor	Complex	0								Hotham Street borders with City of Glen Eira, work with Glen Eira to increase canopy and consistency of planting.	
Low, with other Councils	ORRONG ROAD	Boulevard	Complex	\Diamond	V	\Diamond	V	√	\Diamond	\Diamond	V	37% of parking along Orrong Road is unrestricted and 29% is short-timed parking. The eastern road kerbsides are typically free of powerlines, with grass verges underneath. There may be opportunities for additional tree planting within the existing grass verges in combination with new tree out-stands. Particular focus should be placed on planting for the west roadside to mitigate the western sun.	

OPEN SPACES

A large proportion of the City of Port Phillip's urban forest is located within the open spaces. As part of the Urban Forest Strategy, the Council has set a target of 40% canopy cover in all non-sports field open spaces.

Under this Urban Forest Precinct Plan, the existing conditions and current canopy cover of each open space in Balaclava and St Kilda East have been reviewed, and we have provided high-level guidance for the open spaces numbered in the adjacent plan.





PLANNING GUIDANCE FOR IMPLEMENTATION

Open Space #	Open Space Name	Existing or Proposed Open Space	Existing Canopy Coverage	Guidance
0	St Kilda Cemetery	Existing - restricted access	N/A	Advocate to, and partner with, the Southern Metropolitan Cemeteries Trust to improve accessibility and usability. This could involve identifying locations for additional tree planting or improved biodiversity planting.
2	Dickens Street trial public space	Existing - temporary space	N/A	Temporary partial street closure of Dickens Street to trial additional public space, including potential road closure and removal of carparks and some beautification (e.g. parklet, planter pots and paint treatments). Engagement being carried out 8 March - 11 April. Seeking feedback on the pop-up park to understand how the space is being used and whether there is interest in it remaining as a park in the future. Engagement will inform how to move forward with this park and future budget bids.
3	Kalymna Grove / Lansdowne Road public space	Proposed	N/A	30 Kalymna Grove, St Kilda East and 14 Lansdowne Road were acquired to provide a new small local open space in Lansdowne Road to fill the gap in open space coverage in the area. Engagement being carried out 8 March - 11 April. Seeking feedback on how community would like to use spaces and features they'd like to see, including options of vegetation and greening.
4	Pakington Street Reserve	Existing	Existing reserve canopy Canopy area: 478m2 Canopy cover: 62%	Several sites 43, 49, 49A and 51 have been purchased adjoining Pakington Street Reserve to expand and upgrade the reserve. No.43 - Already concept plans prepared and engagement carried out Expansion of Pakington Street Reserve Have Your Say Port Phillip Engagement being carried out 8 March - 11 April for 49, 49A and 51. Seeking feedback on how community would like to use spaces and features they'd like to see, including options of vegetation and greening and upgraded/relocated community plots.
5	Alma Park	Existing	Canopy area: 44,884m2 Canopy cover: 55%	Alma Park is the largest park in the neighbourhood and is a municipal scale public open space in the public space hierarchy. Alma Park is a heritage park and has significant biodiversity value through remnant vegetation in the adjacent railway reserve and in exotic, native and indigenous plantings.
6	Hewison Reserve	Existing	Canopy area: 2,908m2 Canopy cover: 55%	A playspace upgrade occurred in Hewison Reserve. Hewison Reserve Upgrade - City of Port Phillip. There is community interest in developing communal garden beds.
7	Woodstock Street Reserve	Existing	Canopy area: 155m2 Canopy cover: 80%	A medium term priority (2026-29) in the Public Space Strategy is to investigate opportunities to enlarge Woodstock Street Reserve through reallocation of road space and undertake an upgrade. Further consultation to occur on removal of car parking.
8	St Kilda Town Hall Reserve	Existing	Canopy area: 1,585m2 Canopy cover: 41%	The Reserve outside the Town Hall has been identified for improvements. A concept redesign for this area will be covered by the parallel work on the Carlisle Street Streetscape Plan. This reserve will be covered in the forthcoming Carlisle Street Streetscape Plan.
9	William Street Reserve	Existing	Canopy area: 3,303m2 Canopy cover: 63%	This open space has abundant and varied tree planting.
•	Railway Place Community Gardens	Existing	Canopy area: 122m2 Canopy cover: 18%	A small community garden with plots for food production. Given the small size, there may be limited opportunity to increase canopy cover.
•	Te Arai Reserve	Existing	Canopy area: 962m2 Canopy cover: 56%	There is community interest in enhancing biodiversity and community growing opportunities in Te Arai Reserve.



FUTURE IMPLEMENTATION PROCESS

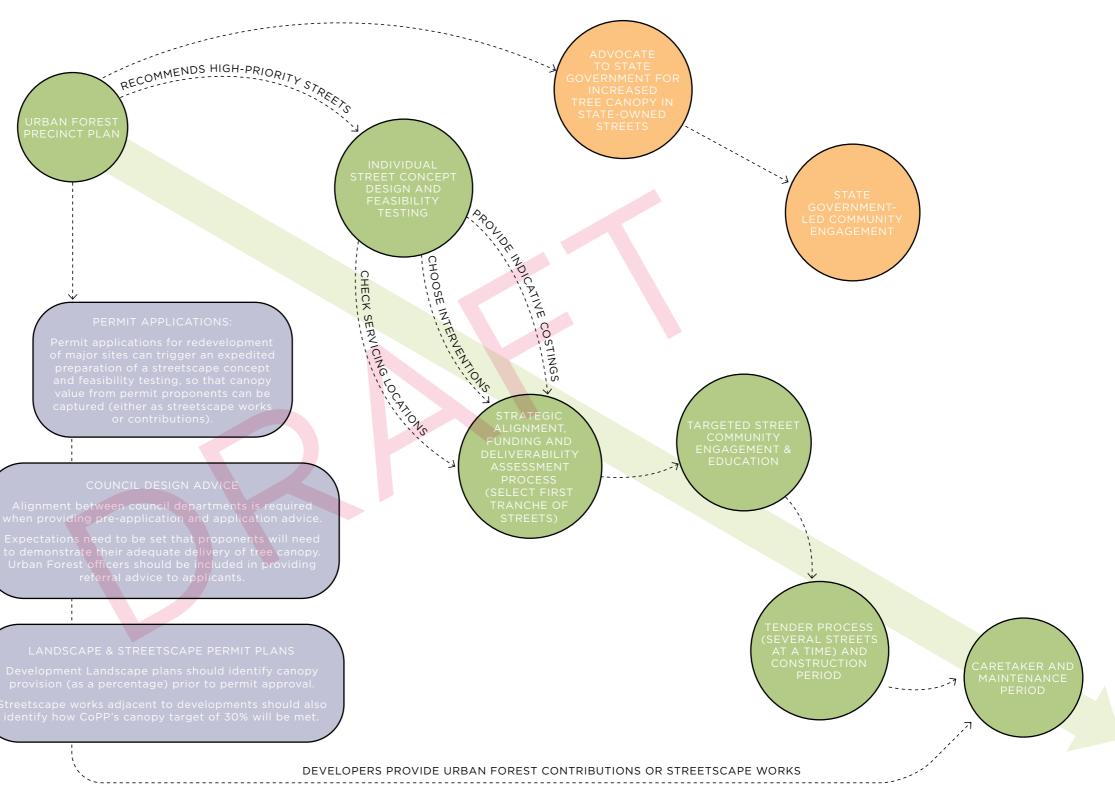
The City of Port Phillip can enhance its urban forest through a coordinated approach across departments, ensuring alignment towards the shared goal of increasing tree canopy. The process map (shown to the right) outlines how CoPP can leverage internal synergies and external partnerships to achieve this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

There are three primary processes for implementation:

- Direct Action by CoPP The council can actively increase tree canopy within streets, parks, and open spaces under its jurisdiction. This may involve planting new trees, maintaining existing vegetation, and integrating urban greening initiatives into infrastructure projects.
- Advocacy to the State Government Many key roads and public spaces are owned or managed by the state government. CoPP can advocate for increased tree planting and improved greenery in these areas by collaborating with state agencies and influencing urban planning policies at a higher level.
- Advocacy and Enforcement through Permit Applications

 CoPP can encourage and mandate tree planting
 in private developments and public realm projects
 through its planning and permit approval processes. By
 setting clear canopy targets, enforcing urban greening
 requirements, and working with developers, the council
 can drive increased tree cover across the municipality.

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





OTHER IMPLEMENTATION CONSIDERATIONS

SPECIES MIXES BEST-PRACTICE

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

One of the most popular species mix standards is the 10-20-30 rule (Santamour, 1990), which recommends that no more than 10% of trees should belong to a single species, 20% to a single genus, and 30% to a single family. This mitigates risks from pests and diseases (e.g., Dutch Elm Disease, Myrtle Rust).

However, the 10-20-30 rule for tree species diversity is often criticised for oversimplifying urban forestry needs. It may not suit all climates, as some regions have limited species options that can thrive in urban conditions. Prioritising diversity can also reduce the use of native species, which support local biodiversity. Practical challenges include nursery availability, increased maintenance complexity, and inconsistent streetscapes. Additionally, the rule lacks strong scientific backing, and a more functional approach—selecting species based on resilience, ecosystem services, and site-specific conditions—may be more effective for long-term urban forest health.

The 'Tree Species Selection Guidelines for the City of Melbourne' acknowledges these issues and as a result, the City of Melbourne proposes to implement an altered benchmark to reduce vulnerability. The City of Melbourne LGA is in close proximity to CoPP and therefore species guidance is transferrable.

It is proposed that the UFPP follows similar species diversity targets.

It is recommended that species diversity of the neighbourhood should be composed of:

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

Supporting best practice guidance:

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

TREATING ROOT ZONES LIKE A 'UTILITY'

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

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

WATER SENSITIVE URBAN DESIGN

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

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



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