

# **Amendment C122 - Documentation for Adoption**

## **1. Planning Scheme Ordinances**

The following new and revised planning scheme ordinances proposed by Amendment C122 are attached:

- Clause 21.04 - Land Use
- Clause 21.06 - Neighbourhoods
- Schedule 6 to the General Residential Zone
- Schedule 7 to the General Residential Zone
- Schedule 8 to the General Residential Zone
- Schedule 9 to the General Residential Zone
- Schedule 7 to the Neighbourhood Residential Zone
- Schedule to the Heritage Overlay
- Schedule 27 to the Design and Development Overlay (DDO27)

## **2. Planning Scheme maps**

The following planning scheme maps proposed by Amendment C122 are attached:

- Map 6 and 7 - Areas to be rezoned / new schedule to a residential zone to be applied
- Map 6HO and 7 HO - New individual Heritage Overlays
- Map 6DDO and 7DDO - DDO27

## **3. Incorporated Documents**

The following changes to the Port Phillip Heritage Review (existing Incorporated Document to the Port Phillip Planning Scheme) proposed by Amendment C122 are attached:

- Changes to the City of Port Phillip Heritage Policy Map
- Changes to the City of Port Phillip Neighbourhood Character Policy Map
- Introduction of new individual heritage citations.

NOTE –  
Edits to text shown in blue and red were exhibited changes to the MSS (in August/September 2016).

Changes in green are changes identified in Council's response to submissions (dated 1 February 2017).

## 21.04 LAND USE

14/11/2016  
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This section details objectives and strategies for *Land Use* under the themes of:

- 21.04-1 Housing and Accommodation
- 21.04-2 Activity Centres
- 21.04-3 Office and Mixed Activity Areas
- 21.04-4 Industry
- 21.04-5 Public Open Space and Foreshore
- 21.04-6 Tourism and the Arts
- 21.04-7 Subdivision
- 21.04-8 Social Impact Assessments

Refer to the *Land Use Framework Plan* showing land uses across the municipality.

### 21.04-1 Housing and Accommodation

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#### Key Issues

- The City of Port Phillip's resident population is projected to increase to 118,589 residents by the year 2026, which is a 31.1% increase from 2006 and an additional 28,131 people (Victoria in Future-2008).
- The Inner Regional Housing Statement (2005) identified that Port Phillip has the capacity to accommodate approximately 16,300 new dwellings by the year 2030.
- Meeting the demand for new housing must be carefully managed to protect the heritage, neighbourhood character and amenity of established residential areas, and the economic capacity of activity centres.
- Strategic redevelopment sites and precincts (such as former industrial areas now zoned for mixed use and the Fishermans Bend Urban Renewal Area) provide the key opportunity to accommodate a large proportion of Port Phillip's new housing growth. These precincts are well-located in relation to shops, services and public transport.
- Increased residential densities can also be provided within activity centres as part of shop-top housing or as larger mixed use developments on strategic sites. The intensity and scale of such developments will need to be in keeping with the scale and heritage qualities of these centres.
- It is important that new residential development in established residential areas, including around activity centres, is sympathetic to the valued heritage and / or neighbourhood character of these locations.
- As a part of housing growth, provision must be made for a variety of dwellings to target the needs of diverse households, lifestyles, income levels and lifecycle stages.
- Future housing development must respond specifically to the need for more affordable housing, for housing which is accessible and adaptable for people with disabilities and for older persons (to enable 'aging in place'), and larger dwellings suited to households with children. The private housing market is currently not adequately providing for all of these housing types.
- Backpackers' lodges, which are classified as a residential building, have become an integral feature of the City of Port Phillip, however they have a tendency to generate

off-site impacts on local residential amenity. It is important that they are appropriately managed to minimise their impact.

### Objectives and Strategies

1. **To provide significant opportunities for new residential development in designated locations which have the capacity for change, and which offer highest accessibility to public transport, shops, and social infrastructure.**
  - 1.1 Direct the majority of new residential development to preferred housing growth areas to achieve:
    - Substantial residential growth within strategic sites and precincts located within or in close proximity to a Major Activity Centre or the Fishermans Bend Urban Renewal Area. New housing will generally be in the form of higher density development, including tower-podium developments. The height, scale and massing of new development must be in accordance with any Design and Development Overlay for the area, the urban design local policy or must respect the surrounding built form context or in the case of the Fishermans Bend Urban Renewal Area, the Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016).
    - Moderate residential growth within the established retail / commercial strips of the Major Activity Centres, the Glen Huntly Road / Ormond Road Neighbourhood Activity Centre and the St Kilda Road ~~Business 2-Zone~~ Neighbourhood (St Kilda Road South Precinct). New housing will generally be housing above or to the rear of retail / commercial premises, or as part of more intensive mixed use developments on selected\* larger sites. The intensity and scale of new development must respect the existing streetscape character and commercial context of the centre.

\*As identified in Activity Centre Structure Plans.

2. **To ensure that new residential development does not compromise the heritage, neighbourhood character and amenity values of established residential areas.**
  - 2.1 Limit new residential development within established residential areas to achieve:
    - Incremental residential growth through well designed medium density infill development:
      - On sites with frontage to a Main Road adjacent to the (fixed rail) Principle Public Transport Network (PPTN).
      - Within areas proximate (approx 400m distance) to a Major Activity Centre, which have been identified by an approved Structure Plan or Urban Design Framework as having capacity for development based on a diverse neighbourhood character. All new development must be in accordance with the preferred character statement for the area.
      - On sites fronting Ormond Road and Glen Huntly Road, proximate to the Elwood Junction and Elwood Village activity centres. The height, scale and massing of new development must be in accordance with the Design and Development Overlay and, where applicable, the Heritage Overlay.
    - Limited residential growth in remaining residential areas (outside a Heritage Overlay), being locations which have a consistent neighbourhood character, or areas which do not offer proximity to a major activity centre or the fixed rail PPTN. New medium density

housing will not be encouraged within these areas. All new development shall respect the prevailing neighbourhood character of the area.

- Minimal residential growth in areas where an existing heritage overlay applies. All new development shall be in accordance with the Port Phillip Heritage Policy at Clause 22.04.

2.2 Ensure that the form and density of new residential development within established residential areas is determined by neighbourhood character considerations and not urban consolidation objectives.

**Definition of Housing Growth Areas:**

Substantial Residential Growth Areas	Strategically appropriate locations for higher density residential development (being proximate to major activity centres and / or the PPTN or within the Fishermans Bend Urban Renewal Area) which provide new housing opportunities as part of the renewal of precincts and large sites. They offer the potential for more intensive development through the creation of a new built form character.
Moderate Residential Growth Areas	Established retail / commercial strips within larger Activity Centres, which have the capacity to absorb some increase in development intensity. The location of development and level of intensification will vary across centres depending on the streetscape and heritage character, and lot size. New use and development must not compromise the economic function of the centre.
Incremental Residential Growth Areas	Established residential areas where there is justification for some further medium density infill housing, based on proximity to the PPTN and / or proximity to a Major Activity Centre, and where there is an existing diverse neighbourhood character capable of accommodating change.
Limited Residential Growth Areas	Established residential areas (outside a Heritage Overlay) where future medium density infill development is not encouraged based on: limited proximity to the PPTN and any Major or Neighbourhood Activity Centre, or the areas highly consistent neighbourhood character.
Minimal Residential Growth Areas	Established residential areas within a Heritage Overlay where new development will be minimised in order to retain recognised heritage values.

**3. To support a diverse range of housing types to suit the needs of Port Phillip’s community.**

- 3.1 Support private, public and community sector involvement in the provision of housing to ensure that a range of housing choices is available.
- 3.2 Support the retention and provision of affordable housing (public, community and private) for lower income households, including the provision of rooming / boarding houses, single bedroom and bed-sit flats, and crisis accommodation.
- 3.3 Discourage the conversion of registered rooming houses into other forms of residential buildings, such as backpackers’ lodges.
- 3.4 Encourage flexible housing design which enables adaptation as household needs change over time, and to enable people to work from home.
- 3.5 Encourage the retention of larger dwellings that are suitable for households with children.

**4. To ensure a high level of amenity for existing residents.**

- 4.1 Ensure that the reasonable expectations of amenity for existing residential uses are maintained, including privacy, access to sunlight and adequate open space.
- 5. To minimise potential amenity conflicts between residential and non-residential uses.**
- 5.1 Discourage non-residential land uses from locating within established residential areas, except where a net community benefit to the local community can be demonstrated and the amenity of the area will not be adversely affected.
- 5.2 Ensure new housing within Business 1, Business 2, Business 5 and Mixed Use Zones takes into account the amenity impacts of existing and potential future non-residential uses, through appropriate design and management measures including acoustic attenuation.
- 5.3 Ensure new housing within the Fishermans Bend Urban Renewal Area fully assesses the surrounding land uses to enable the continued operation of industry under the relevant environmental legislation. In some instances the new residential development may not be appropriate until industry has relocated.
- 5.4 Encourage new housing adjacent to industrial areas, main roads and rail lines to incorporate appropriate design measures to minimise amenity impacts, including acoustic attenuation.
- 5.5 Require backpackers' lodges to incorporate measures to minimise their impact on the amenity of the area, including noise mitigation.
- 5.6 Support a caretakers' house only where it can be demonstrated that is a necessary ancillary use to a building or business operation (existing or proposed) on the site.

### **Implementation**

These strategies will be implemented by:

### **Policy Guidelines**

- Applying the Heritage Policy (Clause 22.04) to manage new development in all areas covered by a Heritage Overlay.
- Applying the Urban Design Policy for Non Residential Development and Multi-Unit Residential Development (Clause 22.06) to ensure new development responds to the site and its context, contributes positively to neighbourhood character, is energy efficient and minimises detrimental impacts on neighbouring properties.
- Applying the Non-Residential Uses in the Residential Zone Policy (Clause 22.01) to ensure that the amenity of existing residential areas is protected from non-residential uses.
- Applying the Backpackers' Lodges Policy (Clause 22.02) to ensure that backpackers' lodges are appropriately located.
- Applying the Caretakers' Houses in Industrial and Business Zones Policy (Clause 22.03) to ensure that caretakers' houses are appropriately located.
- Applying Neighbourhood Policies at Clause 21.06 in the assessment of planning applications, to implement approved Structure Plans for Major Activity Centres or Strategic Framework Plans for Activity Areas.

## Application of Zones and Overlays

- Applying the Mixed Use Zone to former industrial areas on the periphery of major activity centres to provide opportunities for new well located residential development at increased densities.
- Applying the Design and Development Overlay to manage the design and built form of new higher density housing, in line with preferred character statements.
- Applying the Environmental Audit Overlay to ensure that potentially contaminated land that may be used for a sensitive use is identified.
- Applying Schedule 1 to the Capital City Zone to the Fishermans Bend Urban Renewal Area to facilitate the transition to a high density mixed use area with a commercial and residential focus.

### 21.04-2

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C62

## Activity Centres

### Key Issues

- Activity centres are centres for business, shopping, working and leisure. Some centres also contain community facilities related to public administration, education, health and emergency services and are important locations for the development of different types of housing, including forms of higher density housing. Port Phillip has four Major Activity Centres and six Neighbourhood Activity Centres, as designated under Melbourne 2030.
- Port Phillip has four smaller local centres – Inkerman / Grey Streets, St Kilda; Inkerman Street, East St Kilda; Brighton Road, Elwood; and Graham Street, Port Melbourne. These centres serve a limited convenience goods and services role (e.g. provision of milk and bread).
- It is important to retain a diverse business mix within Port Phillip's activity centres to ensure that they remain economically viable and continue to support the needs of the local and wider community. This, coupled with the projected retail demand in each of the centres, means that available built form capacity within existing commercially zoned areas will need to be maximised.
- Whilst retail and hospitality have traditionally featured strongly in the composition of Port Phillip's activity centres, it is important to explore means by which further office and employment-generating uses in activity centre can be fostered.
- The distinctiveness and diversity of individual centres are an important part of Port Phillip's identity and need to be protected and reinforced. Replacing these characteristics with more homogenous and generic offerings is undesirable.
- Port Phillip's activity centres play an important role in supporting and hosting visitation, including local and regional entertainment uses, which have local links and celebrate the creativity and diversity of the local community. Cultural tourism should continue to be provided for within activity centres and managed to minimise adverse affects on the amenity of the area.
- Port Phillip's activity centres are at a mature stage of development and perform a complex range of retail, commercial and entertainment functions. Many are subject to extensive heritage controls. Detailed structure plans will be required to determine where, and how much, housing can be accommodated whilst ensuring the viability of economic functions and protection of heritage character.
- Port Phillip has a number of established 'Community Hubs' located within the Major and Neighbourhood Activity Centres – related community facilities and services located together or close to each other in order to share resources, audiences and target groups.

It is important that access to these services and facilities are maintained and improved and that new services and facilities are clustered or co-located wherever possible.

### **Objectives and strategies**

- 1. To maintain and enhance a network of sustainable and viable activity centres.**
  - 1.1 Support land uses which contribute to Major and Neighbourhood Activity Centres being self sufficient in the provision of daily and weekly retail goods and personal services to the local community.
  - 1.2 Provide opportunities for retail growth within Major Activity Centres in accordance with approved Structure Plans, to support the projected increase in population and retail spending across Port Phillip.
  - 1.3 Accommodate retail growth through intensification of development within existing retail strips (Business 1 Zones) rather than expansion of retail strips, subject to heritage and character considerations.
  - 1.4 Consider the extension of existing retail strips only where this would:
    - Contribute significantly to an improvement in the integration of the established activity centre with the surrounding area, and/or create improved interface conditions;
    - Facilitate a correction of known retail gaps or shortfalls, or
    - Provide for an additional or improved public space.
  - 1.5 Achieve a continuous retail edge within the core retail areas of Major and Neighbourhood Activity Centres by encouraging office and other non-core retail uses to locate above and/or behind ground the floor frontage.
  - 1.6 Ensure new housing in activity centres takes into account the amenity impacts of established and future non-residential uses, through appropriate design and management measures, including noise attenuation.
- 2. To reinforce the distinctiveness and diversity of individual activity centres across Port Phillip.**
  - 2.1 Ensure new uses support the future strategic role and function of each activity centre, as defined in Table 1.
  - 2.2 Develop and implement Structure Plans for all Major Activity Centres to guide the future use and development of these centres.
- 3. To support cultural tourism in the activity centres that reflects the role and function of individual centres whilst minimising adverse amenity impacts.**
  - 3.1 Direct larger scale regional entertainment uses to the Port Melbourne Activity Centre (Bay Street), Port Melbourne and the St Kilda Activity Centre, as specified in Clause 21.06.
  - 3.2 Support smaller scale local entertainment uses in the Major and Neighbourhood Activity Centres identified in Table 1, where they do not adversely affect residential amenity, or displace the provision of retail goods and services.
  - 3.3 Discourage new bar or tavern uses, except in association with existing food and drink premises located on the ground floor.
  - 3.4 Minimise the exposure of residential uses to the negative impacts of tourism activities such as late night noise generated by entertainment and restaurant premises and traffic and parking congestion.

3.5

Discourage the location of entertainment uses outside designated activity centres. Where located outside activity centres, only consider applications for entertainment uses where:

- The amenity of adjoining properties will not be adversely affected by way of noise, hours or operation, and traffic and car parking issues.
- There is adequate access to public transport or other transport means (e.g. taxi ranks).

**Table 1: Activity Centres in Port Phillip.**

Refer to relevant neighbourhood in Clause 21.06 for more specific guidance on land uses.

Activity Centre Type	Location	Strategic role and function – future direction							
		Increased residential use (subject to heritage/amenity considerations, or as guided)	Retail showrooms / restricted retail / bulky goods	Local entertainment (includes restaurants and cafes)	Regional entertainment/tourism (includes taverns/nightclubs)	Convenience goods and services only (e.g. milk and bread)	Daily/weekly retail goods and services (local catchment)	Specialty retail goods / services (regional catchment)	Focus for community services / facilities.
<b>Major</b>	Bay Street, Port Melbourne								
	South Melbourne Central								
	Carlisle Street, Balaclava								
	Fitzroy / Acland Streets, St Kilda								
<b>Neighbourhood</b>	Centre Avenue, Garden City								
	Bridport / Victoria Streets, Albert Park								
	Armstrong Street, Middle Park								
	Glen Eira Road, Ripponlea								
	Tennyson Street, Elwood								
	Ormond / Glen Huntly Roads, Elwood								

**4. To ensure residential development within activity centres does not compromise the primary commercial and cultural role of these centres.**

- 4.1 Ensure new residential development within activity centres does not diminish future opportunities for retail expansion, particularly within core retail areas.
- 4.2 Facilitate new residential development within Major Activity Centres and on key sites and precincts, as defined by Structure Plans.
- 4.3 Encourage residential use and development above and/or behind the ground floor frontage in the Major Activity Centres and the Ormond Road / Glen Huntly Road Neighbourhood Activity Centre.
- 4.4 Ensure residential development in the Neighbourhood Activity Centres of Bridport Street / Victoria Avenue, Albert Park; Armstrong Street, Middle Park and Glen Eira Road, Ripponlea respects the heritage scale and form of these centres, recognising that the heritage controls may limit the ability to develop at higher densities.
- 4.5 Limit residential development in the Neighbourhood Activity Centres of Tennyson Street, Elwood and Centre Avenue, Port Melbourne, being locations which do not offer direct access to the Principle Public Transport Network.
- 5. To ensure new uses in activity centres do not adversely affect the amenity of adjacent residential areas.**
- 5.1 Clearly define the activity centre boundaries in Structure Plans.
- 5.2 Support opportunities to improve the interface of activity centres with surrounding residential areas by encouraging greater consistency in land use and built form intensity.
- 5.3 Discourage new uses that are incompatible with surrounding residential land use by way of the proposed level of activity, generation of traffic, hours of operation and car parking.
- 6. To ensure the location of community services and facilities are equitable and accessible, and meet community needs.**
- 6.1 Support new community facilities and services in locations where there are existing clusters (see Table 1), or other locations identified on the Neighbourhood Maps at Clause 21.06.
- 6.2 Support the development and redevelopment of flexible community facilities that respond to changing service needs and uses.
- 6.3 Ensure that community facilities are concentrated in activity centres which are well serviced by public transport.

### **Implementation**

These strategies will be implemented by:

### **Policy Guidelines**

- Applying Neighbourhood Policies at Clause 21.06 in the assessment of planning applications, to implement approved Structure Plans for Major Activity Centres.

### **Application of Zones and Overlays**

- Applying the Design and Development Overlay to guide the intensity of new development within activity centres.
- Applying the Heritage Overlay to ensure that the scale and heritage qualities of the traditional retail strips within activity centres are maintained.

**21.04-3 Office and Mixed Activity Areas**

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**Key Issues**

- Port Phillip's office and mixed activity areas are those areas that accommodate either predominantly office uses, or a mix of residential and business uses.
- Port Phillip has a key Activity Area in the Fishermans Bend Urban Renewal Area. The Activity Area will transition from a core industrial area to a genuine mixed use environment with residential and commercial focus. Clean industrial uses that adequately address potential amenity impacts will be encouraged in the Activity Area.
- St Kilda Road has traditionally provided a location for office and related commercial uses that support the capital city function, however this area is under increased pressure for housing. Albert Road in South Melbourne is also under increased pressure for housing, given its premier location adjacent to Albert Park reserve.
- Port Phillip's Mixed Use Zones provide for a range of residential, commercial, industrial and other uses that complement the mixed use function of the locality. It is important that the range of uses is managed appropriately to ensure that residential amenity is protected and at the same time ensuring that commercial opportunities are not unreasonably constrained.
- A number of Port Phillip's Mixed Use Zones are identified as key locations for increased housing growth. These areas are strategically located within / adjacent Major Activity Centres and therefore provide good access to retail goods and services and public transport infrastructure. The potential degree of change for these areas needs to be clearly defined and managed appropriately.

**Objectives and strategies**

- 1. To ensure new uses support the future strategic role and function of the office and mixed activity areas, as defined in Table 2.**
  - 1.1 Support the consolidation of the Business 5 zone areas and Schedule 1 to the Capital City Zone as vibrant office and higher density residential precincts.
  - 1.2 Encourage uses within the Business 5 zone areas and Schedule 1 to the Capital City Zone that cater for the daily convenience needs of people who live and work in these areas, including take away food premises, convenience shops and personal services.
  - 1.3 Support increased residential densities, generally in the form of higher density development, in all Mixed Use zones and Schedule 1 to the Capital City Zone.
  - 1.4 Discourage retail uses (shops) in the Mixed Use and Business 2 zones, unless it can be demonstrated that they do not compete with the primary retail function of an adjacent major activity centre and they do not adversely impact on the amenity of adjoining areas, including car parking impacts.
  - 1.5 Ensure retail showrooms and restricted retail uses to locate only in the precincts identified in Table 2.
  - 1.6 Allow new industrial uses in the Mixed Use Zone only where they do not adversely impact on residential amenity.
  - 1.7 Discourage new large scale heavy manufacturing uses in Schedule 1 to the Capital City Zone, while allowing the expansion of existing industries only where they do not adversely impact on residential amenity.

- 2. To facilitate viable and vibrant business activity in office and mixed-use precincts.**
- 2.1 Encourage businesses that cater for growing demand in the property and business services, cultural and recreation services, printing, publishing and media sectors.
- 2.2 Ensure that the nature and intensity of office and commercial activity is appropriate to its location.
- 2.3 Maintain and promote active land uses at ground floor that encourage pedestrian activity.
- 2.4 Encourage residential uses above the ground floor in the Business 2 and Business 5 zones, to ensure that commercial functions are not lost.
- 2.5 Maintain a variety of subdivision layouts and lot sizes to accommodate a range of commercial uses.
- 2.6 Encourage the provision of generous ground level floor-to-ceiling heights to provide for current or future commercial land uses.
- 2.7 Ensure new use and development provides appropriate car parking, storage and loading facilities.
- 2.8 Provide opportunities for retail growth within the Fishermans Bend Activity Area.
- 2.9 Ensure the impact of new big box retail developments within the Fishermans Bend Activity Area on surrounding Activity Centres and the transport network is adequately assessed.

**Table 2: Office and Mixed Use Activity Areas in Port Phillip**

Refer to relevant neighbourhood in Clause 21.06 for more specific guidance on land uses.

Activity Area (by zone)	Location  The boundaries of each centre are defined by the Zone boundaries, or in accordance with an approved Structure Plan or Strategic Framework Plans	Strategic role and function – future direction					
		Primary employment node	Commercial / office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms / restricted retail	Light industrial / warehouse role.
Schedule 1 to the Capital City Zone	Fishermans Bend Urban Renewal Area	P	P	P	P	S	S
Business 5 Zone	St Kilda Road, South Melbourne	P	P	P	S		
	Albert Road, South Melbourne	P	P	P	S		
Business 2 Zone	St Kilda Road South	<del>P</del> S	P	<del>S</del> P	P	S	
	<del>Wellington Street, St Kilda</del>	<del>P</del>	<del>P</del>		<del>P</del>		

Activity Area (by zone)	Location  The boundaries of each centre are defined by the Zone boundaries, or in accordance with an approved Structure Plan or Strategic Framework Plans	Strategic role and function – future direction					
		Primary employment node	Commercial / office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms / restricted retail	Light industrial / warehouse role.
Mixed Use Zone	Bay Street (southern end), Port Melbourne		S	P	P	S	
	Kings Way / Dorcas Street, South Melbourne	P	P	P			
	Kings Way Mixed Use Corridor, South Melbourne	S	S	P	S		
	Greeves Street, St Kilda		S	P			S
	Inkerman/Pakington Street, Balaclava		S	P	S		S
	Chapel Street, Balaclava		S	P	S		
	Crockford Street, Port Melbourne		P	P	P		
	Bay Street (north of Spring Street), Port Melbourne		P	P	P		
	<a href="#">Wellington Street, St Kilda</a>	<u>S</u>	<u>S</u>	<u>P</u>	<u>P</u>		

P = Primary function; S = Secondary / supporting function.

**3. To ensure uses do not adversely impact on residential amenity.**

- 3.1 Require all non-residential uses to manage off-site impacts such as noise, traffic generation and parking to limit the effect on residential amenity.
- 3.2 Discourage an industrial or warehouse use if it will have an adverse amenity impact upon surrounding residential uses, or if the site is currently used for a dwelling.
- 3.3 Ensure residential development addresses the amenity impacts of established and potential future non-residential uses, including noise attenuation measures in dwellings to protect future occupants.

**Implementation**

These strategies will be implemented by:

**Policy Guidelines**

- Applying Neighbourhood Policies at Clause 21.06 in the assessment of planning applications, to implement approved Structure Plans or Strategic Framework Plans for Major Activity Centres.

### Application of Zones and Overlays

- Applying Schedule 1 to the Capital City Zone to the Fishermans Bend Urban Renewal Area to facilitate the transition to a high density mixed use area with a commercial and residential focus.
- Applying the Design and Development Overlay to facilitate increased residential and commercial / office densities.
- Applying the Development Contributions Plan Overlay to the Port Melbourne Mixed Use Growth Area.
- Applying the Development Contributions Plan Overlay to the Fishermans Bend Urban Renewal Area to facilitate the provision of community facilities and infrastructure.

#### 21.04-4

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### Industry

#### Key Issues

- The industrial areas of Port Phillip represent one of the largest concentrations of industrial land in inner Melbourne and play an important role in generating employment, production and economic activity.
- Protecting the future viability and efficiency of Port operations and the associated rail and road network are crucial, but must be achieved in a sustainable manner. The potential impact of a growing Port and related freight transport corridors on the local environment and on local communities needs also needs to be carefully managed.
- A significant portion of older industrial building stock is under pressure for upgrading as technology and the requirements of industry change.
- Traditional land uses in the industrial zones are being replaced by new uses including offices, small-scale warehousing and high-tech industries.
- The designation of a large area of the traditional Port Phillip industrial area as the Fishermans Bend Urban Renewal Area has shifted the focus to a mixed use urban renewal area. Over time the area will transition towards a mix of commercial, office, high-tech industrial, and residential uses.
- There will be interface issues that need to be managed within the Fishermans Bend Urban Renewal Area as it develops and evolves.
- There is increasing tension between industry and surrounding residential areas due to traffic, noise and other amenity-related issues.

#### Objectives and strategies

1. **To ensure new uses support the future strategic role and function of the industrial areas, as defined in Table 3.**

**Table 3: Industrial Areas in Port Phillip (refer to relevant neighbourhood in Clause 21.06 for more specific guidance on land uses).**

Industry Type (by zone)	Location	Strategic role and function – future direction				
		Primary Employment Role	Core Industrial / Manufacturing Role	Light industrial / service business/ warehouse role	Office / commercial role	High technology/knowledge based industry cluster
Schedule 1 to the Capital City Zone	Fishermans Bend Urban Renewal Area	•		•	•	•
Industrial 1 Zone	South Melbourne	•	•	•		•
Industrial 3 Zone	William Street, Balaclava			•	•	
Business 3 Zone	Eastern Business District, SMC	•		•	•	•
	Western Business District, SMC	•		•	•	•

**2. To protect and enhance the economic viability and sustainability of Port Phillip’s industrial areas, including the Port.**

- 2.1 Support ongoing industrial uses in Fishermans Bend and Port Melbourne, as the area transitions towards a mixed use Urban Renewal Area.
- 2.2 Limit the expansion of commercial and office uses within industrial zones which are not ancillary to a primary industrial use on the site.
- 2.3 Encourage Port activities and operations which are commercially, environmentally and socially sustainable.
- 2.4 Protect industrial areas from encroachment by sensitive land uses.
- 2.5 Maintain a variety of subdivision layouts and lot sizes to accommodate a range of industrial uses.
- 2.6 Support uses that cater to the workers in the area.
- 2.7 Ensure new uses provide appropriate car parking, storage, and loading facilities.
- 2.8 Ensure that commercial operations are environmentally sustainable, particularly in relation to resource use and waste management.
- 2.9 Discourage caretakers’ houses in the Industrial 1, 3 and Business 3 zones, unless it can be demonstrated that is a necessary ancillary use to a building, operation or place proposed or existing on the site.

**3. To minimise the impacts of Port growth and related freight transport corridors, on the local environment and on local communities.**

- 3.1 Implement an efficient road and rail freight network which reduces the dependence on road freight, addresses road congestion and redirects freight traffic away from residential areas.
- 3.2 Enhance road freight access from Webb Dock to the Westgate Freeway via improvements to Todd Road.

- 3.3 Seek to establish buffer areas around the Port on Port land to protect the amenity at the Garden City residential interface.
- 3.4 Discourage the further encroachment of sensitive uses and intensification of residential development in Garden City and Beacon Cove.
- 4. To ensure that industrial areas co-exist harmoniously with adjoining residential and other land-use precincts and do not compromise the amenity of surrounding areas.**
- 4.1 Encourage all industries to adopt Environmental Management Plans.
- 4.2 Ensure new industrial uses incorporate measures to minimise environmental impacts including air, water, noise and soil pollution.
- 4.3 Ensure sufficient buffer distances between industrial and non-industrial land uses to minimise the potential for conflict.
- 4.4 Ensure new residential developments take into consideration the continued functioning of any industrial developments within and surrounding the Fishermans Bend Urban Renewal Area.

### Implementation

These strategies will be implemented by:

### Policy Guidelines

- Applying the Subdivision Policy (Clause 22.05) to ensure the retention of a range of lot sizes that can accommodate a range of industrial uses.
- Applying the Caretakers' Houses (Clause 22.03) to ensure that caretakers' houses are appropriately located and do not adversely affect the commercial / industrial functions of an area.
- Using the South Melbourne Central Structure Plan, 2007 in the assessment of planning applications in South Melbourne.

### Application of Zones and Overlays

- Applying Schedule 1 to the Capital City Zone to the Fishermans Bend Urban Renewal Area to ensure adequate environmental conditions are present where sensitive uses are proposed and that potential interface and amenity issues are adequately considered.
- Applying the Environmental Audit Overlay to former industrial sites which are now within residential and mixed use areas.

**21.04-5**  
02/06/2016  
C107

### Public Open Space and Foreshore

#### Key Issues

- Public open space refers to outdoor space that is in the public realm and is freely accessible. Port Phillip's vision for public open space is 'A city where public open spaces define the city's character and respond to its people's need for places to rest, recreate and be inspired'. The Open Space and Foreshore Framework Plan shows the public open space areas within Port Phillip.
- There is a range of programmed activities in public open space areas in Port Phillip, including beach and foreshore events, supervised playground activities, horticultural

activities and arts programs. The impacts of these events upon public access to open space needs to be monitored and managed.

- As the population increases, the public open space areas in Port Phillip will experience greater demand for use by residents and visitors alike. Existing public open space areas will need to be optimised, and new open space created where possible, to address this demand.
- The public realm is more inclusive, useable, safe and enjoyable if it is accessible to everyone. Changes to the physical environment which create access and equity are the key to inclusion of people with a disability in the community.
- Streetscapes provide opportunities for public use, particularly for communal meeting and exercise. The design and treatment of streetscapes should respond to these uses.
- Many of Port Phillip's parks and gardens were created in the 19th century and are of cultural heritage significance, particularly those with formal landscapes such as St Kilda Botanical Gardens and St Vincent Gardens in South Melbourne. The significance of these areas needs to be protected and balanced with their role as a place for leisure.
- The foreshore, from Webb Dock in Port Melbourne to Head Street in Elwood, is Port Phillip's most outstanding natural and cultural asset and plays a very important social and recreational role for the local and wider population. Sensitive environmental management is essential in ensuring that the foreshore remains an attractive destination and continues to support a range of local flora and fauna.
- The foreshore and Albert Park reserve are significant public open space assets and host a wide range of entertainment, sport and recreational activities. This influences the infrastructure needs of these areas and can impact on access to open space for local users.
- Recognise that Perc White Reserve provides a 'distance/separation' buffer between the Port, and residential uses and Sandridge Beach and provides important open space. Perc White Reserve contains remnant foreshore grassland of regional significance which must be protected from the environmental impacts of Port operations.

### **Objectives and strategies**

- 1. To create a public open space network that caters for a diverse range of users and is accessible to all.**
  - 1.1 Aim to provide all residents with access to high quality open space within walking distance of their home (400-500 metres).
  - 1.2 Ensure that public open space offers a diversity of functions and experiences and continues to host a range of leisure, tourism, recreation, cultural, social and sporting activities to meet the needs of all users.
  - 1.3 Ensure public open space areas and facilities are accessible for use by people of all ages and abilities.
  - 1.4 Maximise public safety within all public open space areas, through applying Crime Prevention Through Environmental Design principles to the design of all spaces and connections.
  - 1.5 Encourage facilities at key locations to provide information and signage about accessing key tourist/open space areas.
  - 1.6 Identify and support the establishment of new open space linkages, and the improvement of existing linkages, to connect public open space areas throughout Port Phillip and to the regional open space network.

- 1.7 Encourage the provision of adequate amounts of open space in the Fishermans Bend Urban Renewal Area and encourage linkages with existing and future open spaces outside the Area.
- 2. To ensure the retention and optimum provision of high quality public open space.**
- 2.1 Secure the future of existing open space sites through applying either a Public Park and Recreation Zone or Public Conservation and Resource Zone.
- 2.2 Ensure that there is no loss of land currently used for public open space, unless all of the following can be demonstrated:
- The available land offers poor amenity for public open space use (the criteria for poor amenity of public open space is that it is under utilised; offers poor connection to other spaces or streets; is unsafe for users; offers poor accessibility, and has little potential for improvement as functional public open space).
- Alternative sites of higher quality can be identified for acquisition.
  - Net community gain can be guaranteed by an alternative land use.
- 2.3 Pursue opportunities to acquire land in appropriate locations to increase the amount of useable open space, including adjacent to existing open space areas, to offset increases in population and the decline in the provision of private open space.
- 2.4 Prioritise the acquisition of new public open space in neighbourhoods identified as being currently deficient: Ripponlea, south of Glen Eira Road; East St Kilda, especially east of Hotham Street; South Melbourne, especially north of Park Street.
- 2.5 Require a minimum 5% (8% in the case of Fishermans Bend Urban Renewal Area) open space contribution (as either land or cash) in association with the future subdivision of all land, to support enhancement of the open space network or the creation of new open space opportunities through acquisition or the development of existing spaces.
- 2.6 Seek opportunities to develop public open space with other land managers such as schools, Parks Victoria and VicTrack.
- 2.7 Ensure the environmental or recreational value of any surplus Government land is considered prior to its sale or disposal.
- 2.8 Ensure that the buildings and private space within new developments adjacent public open space areas are clearly delineated and do not degrade the values of the existing public open space.
- 3. To protect and enhance the physical and cultural heritage values, and environmental attributes of public open space.**
- 3.1 Support commercial facilities in public open spaces only where:
- The facility is located in an existing building or an existing building is replaced with one of a scale and character which is sympathetic to the surrounding landscape or built form.
  - The facility will enhance the range of facilities available and not disadvantage existing users.
  - Environmental issues such as waste management, traffic movement and parking can be satisfactorily addressed.
- 3.2 Protect public open space from overshadowing by private development.

- 3.3 Protect the identified significant heritage features and qualities of Port Phillip’s gardens and parks, including identified natural heritage areas.
- 3.4 Protect environmentally sensitive sites (particularly sites that are important havens for native and introduced species), flora and fauna, water quality and ecosystems that make up public open space.
- 3.5 Support innovative and environmentally sustainable design approaches to landscape design and construction, including the greater use of indigenous plant species, recycled materials, low water use and recycling.
- 3.6 Retain and enhance the established mature trees that line Port Phillip’s streets and attractive landscape elements in the public realm.
- 3.7 Enhance the landscape quality of Port Phillip’s key boulevards including St Kilda Road, Brighton Road, Queens Road, Kings Way, Albert Road, The Boulevard, Beach Street, Beaconsfield Parade, Kerferd Road, Jacka Boulevard, The Esplanade, Marine Parade, Ormond Esplanade, Bay Street, and Fitzroy Street.
- 3.8 Require all development proposals involving works and building within historic parks and reserves to be considered in accordance with the relevant Management Plan.
- 3.9 Consider any relevant Management Plans when assessing applications for new use or development.
- 4. To achieve a sustainable balance between preserving public open space, including the foreshore, and meeting the needs of users.**
- 4.1 Ensure that new uses make a positive contribution to the public open space area and offer a net community benefit.
- 4.2 Consider the competing demands and potential conflicts of foreshore users, visitors and residents, and implement appropriate management measures.
- 4.3 Support measures to improve the coordination between various state and local authorities responsible for management of the foreshore and waters of Port Phillip Bay.
- 5. To protect, manage and enhance the foreshore as an important natural, recreational and tourism asset.**
- 5.1 Facilitate widespread use and visitation along the foreshore, through reinforcing a series of activity destinations including at Elwood, St Kilda and Port Melbourne, connected by high quality pedestrian and cycle links.
- 5.2 Ensure use and development on the foreshore:
- Maintains and contributes to the continuity of public access to the foreshore.
  - Supports active year round use of the foreshore.
  - Is located in an existing building or in a new building that replaces an existing building.
  - Is sympathetic to the surrounding coastal landscape and built environment and does not disrupt important views and vistas.
  - Does not reduce the net volume of public open space available to the general public on the foreshore.
  - Compliments and enhances the prevailing land uses in the area and does not disadvantage existing foreshore users.
  - Does not increase traffic congestion, parking, pedestrian or cyclist circulation problems.

- Does not increase air, water or noise pollution, result in the removal of significant vegetation, or pose any other threat to the sensitive natural environment.
  - Incorporates a waste management plan if the use involves the sale and consumption of food and drink.
  - Is appropriate in the context of the impacts of climate change.
- 5.3 Enhance the physical environment of the foreshore to provide a range of services and facilities to meet the needs of users and to maintain a high quality setting for recreation.
- 5.4 Consider any proposed expansion of Webb Dock and any other Dock activities or other water based activities against the potential impact on local residents and the needs of businesses.
- 6. To maintain an active waterfront of relevant coastal dependant uses.**
- 6.1 Discourage uses that do not rely on the foreshore for the operation of their activities.
- 7. To recognise the economic value and contribution of the foreshore to both the local and regional economy.**
- 7.1 Manage and enhance the foreshore as an important tourism asset which appeals to local, national and international visitors.
- 7.2 Support environmentally sustainable tourism services and facilities.
- 7.3 Support tourism and trade / freight services and facilities at Station Pier.

### **Planning Scheme Implementation**

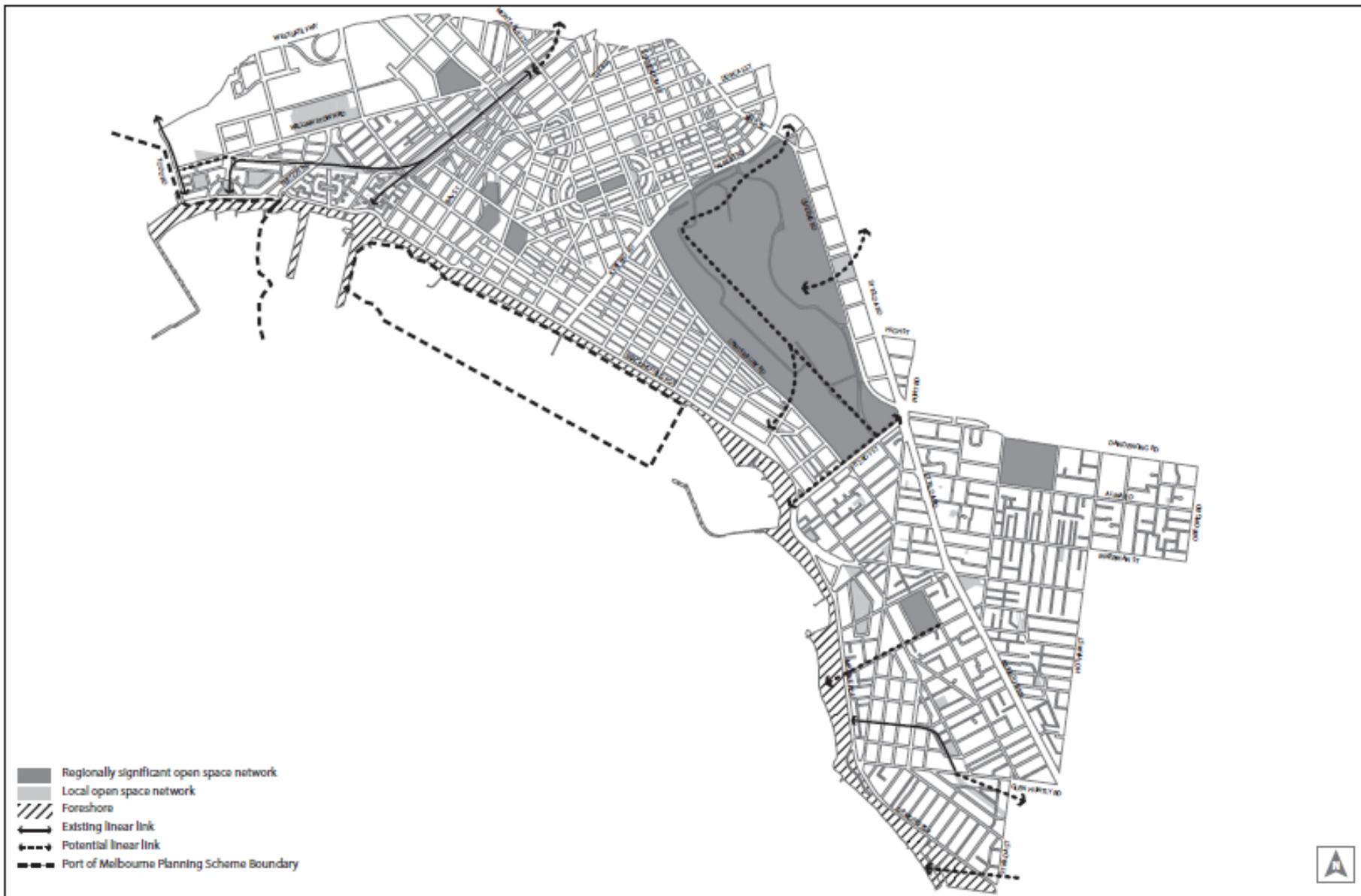
These strategies will be implemented by:

#### **Policy Guidelines**

- Applying the St Kilda Foreshore Area Policy (Clause 22.09) to ensure that new use and development achieves the objectives and strategies set out in the St Kilda Urban Design Framework 2002.

#### **Application of Zones and Overlays**

- Applying the Design and Development Overlay (Schedules 1, 5, 6, 7, 11 and 12) which specifies absolute maximum heights to all areas within the view shed of, and which may impact on, the foreshore, and to protect foreshore areas from overshadowing in mid-winter.
- Applying the Design and Development Overlay (Schedule 10) to the Port Phillip Coastal Area to manage all development to respect identified foreshore values.
- Applying the Public Acquisition Overlay in appropriate locations to facilitate the expansion of existing public open space areas.
- Applying the Special Use Zone to the St Kilda Triangle Site to facilitate the renewal of this strategic location as a cultural, recreational and entertainment node.
- Applying the Development Contributions Plan Overlay to the Fishermans Bend Urban Renewal Area to facilitate the provision of public open space areas.



city of port phillip open space and foreshore framework plan

**21.04-6**27/06/2011  
C62**Tourism and the Arts****Key Issues**

- Port Phillip is a major metropolitan, regional and national tourist destination with a range of entertainment uses, facilities and festivals. They are an important part of the local economy and contribute to the municipality's strong cultural identity.
- The social and cultural benefits of tourist and entertainment uses need to be balanced with the amenity impacts associated with such uses, to ensure that Port Phillip continues to be a desirable place to visit and to live.
- Tourism and entertainment uses evolve over time. It is important to recognise the changing nature of these uses in order to plan for their appropriate management.
- Council acknowledges the entertainment role of the existing gaming venues in the municipality, however gaming venues need to be appropriately sited and managed to ensure that the amenity, social and economic impacts of gaming on the community are minimised.
- Port Phillip is committed to facilitating the community's capacity to develop, appreciate and express creativity and vitality through arts and cultural activities.

**Objectives and Strategies**

- 1. To promote Port Phillip as a premier tourist destination.**
  - 1.1 Support festivals and cultural events which appeal to local, national and international visitors and deliver benefits to the local community.
  - 1.2 Encourage attractions and local tourism ventures in areas with capacity to accommodate visitation without amenity or environmental impacts.
  - 1.3 Encourage ecologically focussed tourism.
- 2. To improve access to Port Phillip's attractions.**
  - 2.1 Encourage the provision of a range of facilities and infrastructure to support tourism needs.
  - 2.2 Encourage the development of public transport links and alternatives to private motor vehicle transport to gain access to and around Port Phillip's major tourist nodes.
  - 2.3 Encourage 'way-finding' amenities, including signage in appropriate locations, to support Port Phillip's major tourist nodes and attractions.
- 3. To minimise the impact of tourism and entertainment uses.**
  - 3.1 Ensure harm minimisation and safety and amenity management is considered in tourism and entertainment uses.
  - 3.2 Require all festivals and cultural events to minimise adverse amenity impacts on the surrounding land use and the environment.
  - 3.3 Late night entertainment uses must not be concentrated to the extent that there are significant adverse cumulative impacts on the amenity of the surrounding area, including (but not limited to):
    - Noise emitted from the premises
    - Noise and disturbance from patrons arriving at and departing the premises

- Real and perceived impacts on community safety
  - Alcohol-related harm and anti-social behaviour in and around the premises
  - Littering, street fouling and vandalism
  - Congestion and noise from on-street, over-flow parking or vehicles accessing off-street car parking
- 3.4 Applications for entertainment uses operating after 10pm must submit a 'Noise and Amenity Action Plan' which demonstrates how amenity impacts, including the adverse cumulative impacts identified above, will be prevented and, where necessary, addressed.
- 4. To minimise the impact of gaming venues.**
- 4.1 Discourage new gaming venues from locating within the municipality, especially when an adverse social impact can be anticipated.
- 4.2 Ensure that existing gaming venues are appropriately managed to minimise their impact on surrounding residential and / or commercial areas.
- 5. To create an environment in which the arts can flourish.**
- 5.1 Support and encourage independent artist-managed exhibition spaces.
- 5.2 Support and encourage the development of affordable housing / commercial spaces suitable for use as artist residencies / studios.

### Implementation

These strategies will be implemented by:

### Policy Guidelines

- Applying the Gaming Policy (Clause 22.07) to ensure that gaming venues are appropriately located and minimise their impact on the community.

### 21.04-7 Subdivision

27/06/2011  
C62

### Key Issues

- Port Phillip's population is projected to increase to 112,897 residents by the year 2030, which is a 40% increase since 2001 and an additional 32,345 people. This, combined with the reduction in the provision of private open space, will place significant pressure on the existing public open space in Port Phillip.
- The lot size and dimensions, or 'grain' (frontage and depth), of a subdivision is an integral part of the urban character of an area. Any new lots that are created need to be similar in size to those in the surrounding area to assist in maintaining the urban character of the streetscape.
- Car parking is at a premium within the municipality, therefore any proposed subdivision needs to consider, and make adequate provision for, car parking to minimise the impact on the supply and demand for on-street car spaces.

### Objectives and Strategies

- 1. To ensure that the subdivision of land is appropriate in terms of its location, preferred land use and requirements for car parking provision.**
  - 1.1 Require the subdivision of land to respond to its context in terms of the size of lots and their layout in relation to the surrounding area.
  - 1.2 Ensure the subdivision of land supports any strategic land use direction identified for the site and / or locality.
  - 1.3 Ensure that the subdivision of land makes adequate provision for car parking, having regard to the use (existing and proposed) of buildings on the land.

### **Implementation**

These strategies will be implemented by:

### **Policy Guidelines**

- Applying the Subdivision Policy (Clause 22.05) to facilitate the appropriate subdivision of land.

## **21.04-8**

05/07/2012  
C102

### **Social Impact Assessments**

#### **Key Issues**

- Development can have significant impacts on the social fabric, capacity of services, facilities, networks and on the quality of life of people in local areas. It is therefore vital that the relationship between land use, development and social quality is given recognition.
- Council is committed to ensuring social issues are integrated with land use planning. Considering the social impacts of all significant proposals help to achieve sustainable development, deliver a positive social benefit to the community and better inform Council's decision making.
- By the year 2026, the City of Port Phillip's resident population is expected to increase by 31.1% to 118,6231. This is an additional 28,165 people or 19,455 new dwellings. Demographic trends indicate the municipality will see an increase in the older population. This will place additional pressure on services for older people and will result in a population with varying accommodation needs. There is a need to continue to support the disadvantaged, disabled and low-income to remain in the city through appropriately designed and located housing.
- Pressure for licensed premises and gaming venues is also growing. Both have an important entertainment role in the municipality, however they need to be appropriately sited and managed to ensure that their social impacts on the community are minimised. These impacts can include increased late night patronage, parking congestion and reduced amenity to nearby residential land uses due to noise and anti-social patron behaviour.

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<sup>1</sup> Department of Planning and Community Development, March 2009, *Victoria in Future 2008, Estimated Resident Population, Port Phillip Local Government Area.*

- Open space is a highly valued community asset and its loss has potential social, cultural and health impacts on the community. The limited supply is increasingly under pressure from high rates of use by residents and visitors, projected residential growth, decline of private open space and competing demands from other community uses.

### **Objective and Strategy**

**1. To ensure major land use and development proposals deliver a positive social benefit to the community.**

1.1 Consider and address the social impacts of major land use and development proposals, through requiring the preparation of a Social Impact Assessment in association with planning applications which meet one or more of the following criteria:

- Proposals for a residential development where the form or density is not anticipated by existing planning scheme policy and provisions, or by supporting strategic plans (including Activity Centre Structure Plans or Strategic Framework Plans, or Housing Strategy) and proposes 30 or more dwellings on the site.
- Proposals for a residential development expressly aimed at accommodating over 20 residents of a specific age cohort or with high needs.
- Where a planning permit or rezoning is required for a new venue or a change to an existing venue where gambling occurs.
- Proposals for new Taverns, Nightclubs and Hotels, or where an increase in the patron numbers to such Licensed Venues is proposed.
- Rezoning of land from an Industrial, Business or Public Use zone which enables residential use for the first time and that could result in the development of 30 or more dwellings.
- Rezoning of public open space.

**21.06**

14/11/2016  
GC50  
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Proposed  
C122

**NEIGHBOURHOODS**

The following sections detail the key planning challenges, vision and strategies that relate to particular neighbourhood areas within the municipality.

- 21.06-1 East St Kilda and Balaclava
- 21.06-2 Elwood and Ripponlea
- 21.06-3 Middle Park and Albert Park
- 21.06-4 Port Melbourne and Garden City
- 21.06-5 South Melbourne
- 21.06-6 St Kilda
- 21.06-7 St Kilda Road North Precinct
- 21.06-8 Fishermans Bend Urban Renewal Area

**21.06-1**

05/07/2012  
C102

**East St Kilda and Balaclava****Key Planning Challenges**

- Reinforcing the convenience and weekly shopping role of the Carlisle Street retail strip, whilst managing the increasing number of cafes / restaurants, bars and taverns.
- Maximising access to safe and direct pedestrian routes, recognising high rates of walking and the specific cultural needs of the Jewish community.
- Facilitating increased use of Balaclava Station, and improved integration with tram routes and other sustainable transport modes.
- Maximising opportunities for new affordable and social housing.
- Addressing the shortage of public open space, especially between Hotham Street and Orrong Road.
- Addressing the viability of smaller sized pockets of public open space and expanding them where possible.

**Vision**

- Carlisle Street Activity Centre retains its eclectic, bohemian and distinctly local character, and its range of independent businesses.
- The centre provides weekly retail goods and services and retains its civic and community focus, and continues to evolve by respecting and responding to the variety of cultures, ethnicities and community aspirations.
- The established residential areas retain their generally mixed architectural character and diverse housing stock, while heritage building and streetscapes are conserved and enhanced. Any new residential development respects the important setback and garden characteristics of the area.

**NOTE –**

Edits to text shown in blue and red were exhibited changes to the MSS (in August/September 2016).

Changes in green are changes identified in Council's response to submissions (dated 1 February 2017).

Changes in red (deletions and additions) are proposed changes in response to the Panel's recommendations from July 2017.

## Local Strategies

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided – take precedence:

### *In areas zoned Residential 1*

- 6.1.1 Ensure that the heritage and neighbourhood character of established residential areas is not compromised by new development, through providing significant new residential opportunities within the Carlisle Street Major Activity Centre to meet housing growth objectives.
- 6.1.2 Ensure any new residential development in established residential areas proximate to the Carlisle Street Major Activity Centre, is consistent with the level of change and the preferred neighbourhood character as identified in the Carlisle Street Activity Centre Structure Plan, 2009 (and implemented through policy at Clause 22.11).
- 6.1.3 Encourage new development to respond to the following specific character elements:
- The prevailing low rise (1 and 2 storey) development throughout most residential streets, with the exception of pockets of 2 and 3 storey flat development along main roads such as Alma Road, and Chapel, Hotham and Inkerman Streets.
  - The consistent single storey scale, small setbacks, architectural style and ‘fine grain’ subdivision pattern of development in streets generally located between the railway line and Chapel Street, and on the north side of Inkerman Street between the railway line and Hotham Street, which represent some of the earliest areas of development.
  - The larger setbacks and lot size and inter-war architectural style of the predominantly detached or semi-detached houses with front, rear and side setbacks that allow for landscaped larger open space areas with established trees, typical in the eastern part of the neighbourhood.
  - The mature street trees in some areas including along Dandenong Road, Westbury Grove, Ravens Grove, and Westbury Street, south of Carlisle Street.
  - The Sandringham Railway line including bridges and embankments, particularly the bridge over Carlisle Street.
- 6.1.4 Encourage development immediately west of Alma Park to address the Park.

### *Carlisle Street Major Activity Centre - General*

- 6.1.5 Enhance the Carlisle Street Major Activity Centre as a focus for the local community, offering a diverse mix of shopping, business and community services, leisure and living opportunities
- 6.1.6 Reinforce convenience retailing (daily and weekly shopping) as the centres primary role, augmented by speciality retailing, and personal and business services.
- 6.1.7 Facilitate the centre to retain its metropolitan role in the provision of specialist continental and kosher goods.
- 6.1.8 Reinforce the role of the activity centre as a sustainable transport hub focused on Balaclava Station, and supported by safe, convenient and connected pedestrian environment.

- 6.1.9 Encourage land uses which reinforce the civic and community services role, of the centre, particularly west of Chapel Street.
- 6.1.10 Encourage residential growth within the activity centre to take advantage of the proximity to public transport and other goods and services through:
- Providing significant new residential development opportunities at increased densities within Mixed Use Zones and as part of large scale mixed use developments.
  - Encouraging moderate intensification of housing within the Business 1 zone, subject to heritage and amenity considerations.
- 6.1.11 Ensure entertainment uses and eating premises (restaurants, bars and taverns):
- Supplement but do not undermine the primary retail role of the centre.
  - Are of a smaller scale and limited concentration to adequately cater for local needs whilst discouraging the centres development as a regional entertainment destination.
- 6.1.12 Facilitate land use change and new development within Alfred and Marlborough Streets which improves the interface of the activity centre with adjacent residential areas.
- 6.1.13 Ensure that new development respects the urban design principles and objectives for the activity centre, and the preferred character and objectives for individual precincts, as set out in the *Carlisle Street Activity Centre Structure Plan, 2009* and the *Carlisle Street Urban Design Framework, 2009*.
- 6.1.14 Encourage new development to respond to the following specific character elements of the centre:
- The predominant 2 storey heritage streetscape, human scale, and fine grain streetscape pattern of Carlisle Street.
  - The zero frontage setbacks of buildings.
  - The civic precinct west of Chapel Street, characterised by public buildings in a landscape setting including the Town Hall, library and state school which define the eastern end of the activity centre.
  - The established network of streets and lanes. New development will be encouraged to enhance, and where necessary reinstate, laneways to improve connections between activities and activate street edges throughout the centre.

***Carlisle Street Retail Strip (within the CSMAC)***

- 6.1.15 Encourage new retail floor-space in order to support an increasing retail demand and enhance the centre's retail offer.
- 6.1.16 Ensure new retail floor-space achieves a high level of integration with the existing retail strip.
- 6.1.17 Ensure new use and development contributes to continuous retail activity at street level.
- 6.1.18 Ensure residential and/or commercial uses are located above or behind retail premises.
- 6.1.19 Ensure the provision of efficient off-street parking facilities to support retail activity.

***St Kilda Road South Business 2 Zone (within the CSMAC)***

- 6.1.20 Support commercial (office) as the primary use, with opportunities for retail showrooms / restricted retail uses at street level and residential uses above.

***Chapel Street and Inkerman/ Pakington Street Mixed Use Zones (within the CSMAC)***

- 6.1.21 Facilitate the renewal of these precincts as preferred locations for housing growth within the activity centre.
- 6.1.22 Support transition of the Inkerman / Pakington Street precinct to a mixed residential and commercial (office) area, to provide new housing and employment opportunities.
- 6.1.23 Support transition of the Chapel Street precinct to predominantly residential use, with the opportunity for commercial uses to activate frontages to Chapel Street.
- 6.1.24 Discourage retail uses (shops) that would undermine the role of the Carlisle Street retail strip.

***William Street Industrial Precinct (within the CSMAC)***

- 6.1.25 Retain the William Street industrial precinct as a vibrant industrial / service industrial and specialist business cluster in the short term (1 – 5 years).
- 6.1.26 Review land use options for the William Street industrial precinct in the medium term (5 plus years) in accordance with the *Carlisle Street Activity Centre Structure Plan, 2009*; including on-going industrial use; providing for a broader industrial / commercial business mix; or comprehensive renewal to a mixed residential / commercial precinct.
- 6.1.27 Discourage caretakers' houses unless it can be demonstrated that they are required to support the primary industrial / commercial use on the site.

***Inkerman Street Local Activity Centre***

- 6.1.28 Encourage the provision of convenience retailing, and personal / business services.
- 6.1.29 Encourage new development to respond to:
- The predominant 2 storey scale of buildings in the centre.
  - The zero frontage setbacks of buildings.
  - The park at the corner of Orange Grove and Inkerman Street.

**Implementation**

The local strategies will be implemented by:

- Applying the Business 1 zone to the Carlisle Street Retail Strip and the Inkerman Street Local Activity Centre.
- Applying the Business 2 Zone to the St Kilda Road South Business Area.
- Applying the Industrial 3 Zone to the William Street Industrial area.
- Applying the Mixed Use Zone to the Chapel Street and Inkerman/Pakington Street Mixed Use Precincts.
- Applying the Public Acquisition Overlay to sites identified in the *Carlisle Street Activity Centre Structure Plan 2009*, as being required for the future provision of public open space.

**21.06-2**27/06/2011  
C62**Elwood and Ripponlea****Key Planning Challenges**

- The loss of existing single dwellings on larger garden allotments which contribute to the suburban character of Elwood and Ripponlea.
- Improving public transport connections.
- Managing the specific cultural needs of the significant Jewish community in Ripponlea, as they relate to access to safe and direct walking routes.
- Addressing the shortage of public open space in Ripponlea, south of Glen Eira Road.

**Vision**

- The distinctive suburban character of established suburban areas, including large front and rear set backs, established gardens and low rise building form is maintained.
- Marine Parade and Ormond Esplanade retain their residential character, built form and detached streetscape rhythm, and design of new development responds to the prominence of this area as a major seaside boulevard.
- Neighbourhood Activity Centres continue to be key hubs of community activity, offering local community, retail and entertainment facilities.
- Amenity and safety along the interface of Elwood Canal and abutting land uses is improved.

**Local Strategies**

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided – take precedence:

- 6.2.1 Encourage pedestrian and bicycle movement between the Elwood Junction and Elwood Village retail centres, the foreshore and along the Elwood Canal.
- 6.2.2 Encourage pedestrian and cycling links between the Ripponlea neighbourhood activity centre, the historic Ripponlea property and the Railway Station.

***In areas zoned Residential 1***

- 6.2.3 Protect the existing suburban character of Elwood and Ripponlea by encouraging the retention of large dwellings and single dwelling lots.
- 6.2.4 Discourage non residential uses from locating along Marine Parade and Ormond Esplanade.
- 6.2.5 Encourage new developments to respond to the following character elements:
- Detached dwellings on large allotments with generous front, rear and side setbacks that allow for attractively landscaped large open space areas with established trees.
  - The consistent architectural character of many areas created by the predominance of Federation and inter-war dwellings with hip or gable roof forms.

- Low building heights ranging from 1-2 storey for single residences and 2-3 storey for flats.
- The preferred character statements for the residential areas in Ormond Road, as identified in the Design and Development Overlay.
- The highly consistent and intact inter-war streetscapes in the ‘Poets’ streets in the part of Elwood generally bounded by Barkly, Dickens, Mitford and Shelley Streets.
- The mature street trees in almost all areas, particularly the ‘boulevard’ planting in streets such as Brighton Road and Broadway.

***Ormond / Glen Huntly Road Neighbourhood Activity Centre***

- 6.2.6 Support the daily / weekly retail goods and services role as a primary function of Elwood Junction and Elwood Village.
- 6.2.7 Support new local entertainment premises in Elwood Junction and Elwood Village where adequate on site car parking can be provided, and the use will complement the primary retail role.
- 6.2.8 Encourage moderate intensification of housing, subject to heritage and amenity considerations and consistent with Design and Development Overlay provisions.
- 6.2.9 Encourage development in Elwood Junction and Elwood Village to respond to the following character elements:
- The consistent 2 storey scale, architectural style and streetscape pattern of the Federation and Inter-war buildings.
  - The zero frontage setback.
  - Prominence of the ‘landmark’ buildings and the intersection that define the Elwood Junction centre.

***Tennyson Street Neighbourhood Activity Centre***

- 6.2.10 Support the daily / weekly retail goods and services role of the centre.
- 6.2.11 Encourage development to respond to the following character elements:
- The 2 storey scale of buildings.
  - The zero frontage setback.
  - The mature street trees.

***Glen Eira Road Neighbourhood Activity Centre***

- 6.2.12 Support the daily / weekly retail goods and services role of the centre.
- 6.2.13 Support new local entertainment uses where adequate on site car parking can be provided, and the use will complement the primary retail role of this centre.
- 6.2.14 Encourage development to respond to the following character elements:
- The consistent 2 storey scale, architectural style and streetscape pattern of the Federation and Inter-war buildings.
  - The zero frontage setbacks.
  - The Railway Station and surrounding reserve that defines the western end of the centre.

***Along Elwood Canal***

- 6.2.15 Protect the amenity of Elwood Canal Linear Park.

- 6.2.16 Discourage vehicle access directly from the Elwood Canal.
- 6.2.17 Encourage new development adjoining the Elwood Canal to address and provide visual surveillance over the canal.
- 6.2.18 Ensure new development does not overshadow the Elwood Canal Reserve.
- 6.2.19 Ensure new development along Elwood Canal is set back and landscaped so it does not dominate or detract from the landscape character of the canal corridor.

### **Implementation**

The local strategies will be implemented by:

- Applying the Business 1 Zone to the Ormond Road / Glen Huntly Road, Tennyson Street and Glen Eira Road neighbourhood activity centres.
- Applying the Design and Development Overlay along Ormond Esplanade and Marine Parade.
- Applying the Design and Development Overlay to Ormond / Glen Huntly Roads Neighbourhood Activity Centre and the adjoining residential land fronting Ormond Road.
- Applying the Public Acquisition Overlay on appropriate sites to facilitate the expansion of existing public open space areas.

### **21.06-3**

27/06/2011  
C62

### **Middle Park and Albert Park**

#### **Key Planning Challenges**

- Balancing commercial uses on public land (the foreshore and Albert Park Reserve) with the needs of residents and visitors.
- Addressing the viability of smaller sized pockets of public open space and expanding them where possible.

#### **Vision**

- The strong heritage character and substantially low rise form of existing residential areas is maintained.
- Beaconsfield Parade retains its strong residential role and character, existing heritage sites are respected and its boulevard qualities are enhanced.
- The Neighbourhood Activity Centres retain their low rise character defined by the 1 and 2 storey scale of Victorian buildings. These centres continue to be key hubs of local community activity.
- Albert Park Reserve and the foreshore continue to provide a range of passive and active recreational and sporting activities within an attractive setting accessible to the local and wider community.
- The boulevard character of Kerferd Road is enhanced.

## Local Strategies

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided – take precedence:

6.3.1 Protect the intact heritage character of the area.

### *In areas zoned Residential 1*

6.3.2 Encourage all development to respond to the following character elements:

- The historic, low-rise Victorian and Edwardian architectural character of the area.
- The low scale of development that is predominantly 1 and 2 storeys in most streets with the exception of some taller buildings along the foreshore and in the vicinity of Albert Road.
- The wide streets and boulevards, as well as the intricate network of small streets and back lanes.
- The small size of most residential lots in the neighbourhood.

### *Bridport Street / Victoria Avenue Neighbourhood Activity Centre*

6.3.3 Encourage the centre to retain its daily / weekly retail goods and services role.

6.3.4 Support new local entertainment premises where adequate on site car parking can be provided, and the use will complement the primary retail role.

6.3.5 Encourage community uses to establish in the centre.

6.3.6 Require all new development to respect the following elements:

- The predominant 1 and 2 storey scale of Victorian buildings, with higher development setback from the principle street to minimise its visibility.
- The prominence of landmark buildings including the ‘Biltmore’ (152 Bridport Street), the Windsor Hotel (107 Victoria Avenue), the Albert Park Hotel (85 Dundas Place) and the former ES&A Bank (95 Dundas Place).
- The regular streetscape pattern created by consistent frontage widths to buildings.
- Views toward the Bay from Victoria Avenue.
- The island open space reserve (Broadway Tree Reserve) in Albert Park Village.

6.3.7 Support the reinstatement of original verandah forms to the commercial buildings on Bridport Street and Victoria Avenue.

### *Armstrong Street Neighbourhood Activity Centre*

6.3.8 Support the daily / weekly retail goods and services role, and local entertainment role of the centre.

6.3.9 Require all new development to respect the following elements:

- The predominant 1 and 2 storey scale of Victorian buildings, with higher development setback from the principal street to minimise its visibility.

- The regular streetscape pattern created by consistent frontage widths to buildings.
- Views to Albert Park.

### **Planning Scheme Implementation**

The local strategies will be implemented by:

- Applying the Business 1 Zone to the Bridport Street / Victoria Avenue and the Armstrong Street neighbourhood activity centres.
- Applying the Design and Development Overlay along Beaconsfield Parade.
- Applying the Public Acquisition Overlay on appropriate sites to facilitate the expansion of existing public open space areas.

**21.06-4**

07/07/2016  
C103

### **Port Melbourne and Garden City**

#### **Key planning challenges**

- Establishing a new planning control framework for the now completed area of Beacon Cove, to ensure future development contributes to its established and consistent neighbourhood character.
- Managing the increasing number of visitors within the foreshore area and Station Pier.
- Enhancing the integration of the Bay Street Activity Centre in order to strengthen its activity mix, place identity, accessibility and sense of community.
- Strengthening linkages between the foreshore area and Bay Street Activity Centre.
- Managing the interface issues, relating principally to amenity and transport, between Garden City / Fishermans Bend and the Port of Melbourne.
- Advocacy to support the development of the Port and construction of Dockside Road and the reinstatement of Rail Infrastructure to the Port of Melbourne.
- Protect the existing industrial uses in the Fishermans Bend Urban Renewal Area whilst the area transitions to a mixed use residential area.
- Addressing the provision of public open space in these areas including Fishermans Bend Urban Renewal Area to provide recreation opportunities for the increasing residents and employees.
- Recognition of noise impacts as an important planning consideration in the Port interface areas and a reflection of this as such in the design of planning controls.
- Ensuring that when there is a change in land use adjacent to Station Pier appropriate noise mitigation measures are utilised in any new development to protect sensitive receivers and the ongoing operation of the Port infrastructure.
- Ensuring that new residential development and other noise sensitive uses constructed in the vicinity of Port infrastructure include appropriate measures to reduce noise levels within the building.
- Managing potential conflicts between land in the port environs and the adjoining Port of Melbourne do not threaten the port's 'Licence to Operate'. Ensuring that a two way approach is adopted for any new development adjacent to Station Pier to ensure the long term protection of port operations, infrastructure and associated storage facilities.

## Vision

- High quality residential environments in established residential areas distinguished by strong heritage character are maintained.
- Station Pier and the Waterfront Precinct act as a world class passenger shipping gateway to Melbourne.
- The Bay Street Activity Centre strengthens its role as the hub of Port Melbourne, and provides a mixed use, sustainable and diverse bayside centre that has a strong sense of identity and community.
- Station Pier retains its role as a trade / freight gateway.
- The needs of visitors are balanced with those of residents and the local community and the sensitive foreshore environment.
- The sense of “old” Port Melbourne is maintained through the retention of key heritage buildings.
- Bay Street Activity Centre is linked physically and visually to the foreshore area and Station Pier.
- A freight network, which includes the development of key road and rail infrastructure projects, is in place to minimise amenity impacts on local residents.
- In the Fishermans Bend Urban Renewal Area, higher density development is encouraged, including the achievement of design excellence and integration.

## Local Strategies

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided - take precedence:

- 6.4.1 Improve and encourage walking and cycling linkages within Port Melbourne, particularly between:
- Station Pier, Bay Street and the foreshore.
  - St Kilda and Port Melbourne along Beach Street, the foreshore promenade and Rouse Street.
  - The public open space network and connection between key reserves including Murphy Reserve and the foreshore.
- 6.4.2 Support links between the Bay Trail and the Capital City Trail.
- 6.4.3 Encourage land uses that support links between the foreshore, Bay Street and other parts of Port Phillip.

### *Garden City and Fishermans Bend Residential Estates*

- 6.4.4 Manage the interface of residential development in Garden City with future development in Webb Dock.
- 6.4.5 Discourage access to properties in Garden City from Todd Road.
- 6.4.6 Discourage the primary entry and orientation of new residential development in Garden City from facing or fronting Todd Road.
- 6.4.7 In the Garden City Estate, encourage development to respond to the following character elements:
- 2 storey scale of development.

- Highly uniform lot sizes, building styles, front and side setbacks and landscaping.
  - Uniform character of the streetscape.
  - Consistent use of similar materials.
  - The mature street trees in Garden City and along Williamstown Road.
- 6.4.8 In the Fishermans Bend Residential Estate (i.e. land south of Williamstown Road), encourage development to respond to the following character elements:
- The predominantly single storey scale of development, which reflects the working class origins of the neighbourhood.
  - The design of the individual dwellings as pairs and their consistent repetition of elements and massing.
  - Consistent use of similar materials.
  - Consistent low front fences.

***In remaining areas zoned Residential 1***

- 6.4.9 Encourage new development in established residential areas adjoining the Bay Street Activity Centre to respond to the character of the established residential area and any preferred neighbourhood character as identified in the *Bay Street Activity Centre Structure Plan (2014)* (and implemented through policy at Clause 22.14)
- 6.4.10 Ensure new development responds to the following character elements:
- The predominantly single storey scale of development in established residential areas, which reflects the working class origins of the neighbourhood (development above the ground floor should be setback from the principal street to maintain the single storey streetscape character).
  - The fine grain of the subdivision pattern and small lot sizes in all areas.
  - The mature street trees in some streets including Liardet Street, Station Street and Evans Street.

***Bay Street Activity Centre– General***

- 6.4.11 Diversify the business mix and facilitate the integration of land use activities along Bay Street, with a continued emphasis on local convenience shopping for the Port Melbourne community
- 6.4.12 Facilitate remaining opportunities for housing growth within the activity centre while protecting the heritage, low-rise character and amenity of the surrounding established residential areas.
- 6.4.13 Strengthen Bay Street’s sense of place and its role as a local civic and community hub.
- 6.4.14 Maintain and reinforce the distinct and contrasting urban character of different precincts within the Bay Street Activity Centre to form a sequence of urban experiences across the activity centre.
- 6.4.15 Facilitate an integrated and sustainable transport network that supports Bay Street’s primary role as a shopping street.
- 6.4.16 Strengthen the identity, connectivity and cohesion of the activity centre through enhancements to the public realm.

- 6.4.17 Facilitate the evolution of the activity centre as a sustainable precinct, which achieves a progressive reduction in local energy and water consumption.

*Activity and business mix*

- 6.4.18 Strengthen the convenience retail offer (i.e. daily and weekly shopping) as Bay Street's primary role.
- 6.4.19 Ensure the continued development of a vibrant multi-functional activity centre that provides convenient access to a wide range of goods and services, for locals and visitors.
- 6.4.20 Reinforce the distinct activity precincts that have emerged along Bay Street, and develop complementary activity clusters around key land use 'anchors'.
- 6.4.21 Facilitate the renewal of underutilised sites and precincts to support desired land use change and facilitate a vibrant activity mix across the centre.

*Housing opportunities*

- 6.4.22 Concentrate new housing growth opportunities in identified strategic precincts within the activity centre.
- 6.4.23 Protect heritage and neighbourhood character values of the low-rise, fine grain residential areas surrounding the activity centre.
- 6.4.24 Ensure new residential development contributes to a diversity of housing choice (in terms of size, type and tenure) and to the supply of accessible and adaptable housing.
- 6.4.25 Encourage an increase in the provision of well located affordable housing, including social (public and community) housing.
- 6.4.26 Minimise amenity impacts and the potential for conflict between residential and commercial land uses.

*Connecting the community*

- 6.4.27 Reinforce Bay Street's role as the local community's destination for services, facilities and information.
- 6.4.28 Strengthen existing 'clusters' and promote the co-location of community facilities and services.

*Reinforcing Urban Character*

- 6.4.29 Reinforce the urban structure and unique built form elements that contribute to the identity and legibility of Bay Street.
- 6.4.30 Protect Bay Street's village feel through reinforcing the low scale, heritage character of the traditional retail strip north of Graham Street.
- 6.4.31 Consolidate the new contemporary higher-rise character of the Port Melbourne mixed use area south of Graham Street while:
- Respecting remaining significant heritage places, and
  - Protecting the neighbourhood character values and amenity of the adjoining low rise, residential areas.
- 6.4.32 Ensure new development contributes positively to the public realm through reinforcing the spatial definition, safety and activation of streets, lanes and public spaces within the activity centre.

*Sustainable Access and Movement*

- 6.4.33 Reduce the impact of traffic along Bay Street recognising its primary role as a ‘shopping’ street and pedestrian priority area.
- 6.4.34 Develop a walk-friendly environment across the activity centre, through improving the safety, connectedness and comfort of pedestrian spaces and paths.
- 6.4.35 Enhance the legibility and continuity of the bicycle network and improve facilities available for cyclists.
- 6.4.36 Maintain an efficient supply of car parking to support the viability of the activity centre as a shopping destination, while facilitating a reduction in the reliance on car based travel.

*An integrated public realm*

- 6.4.37 Ensure that the activity centre’s streets and lanes provide legible, safe and direct connections between key destinations and from surrounding residential areas.
- 6.4.38 Facilitate ‘active edges’ across the activity centre to promote a safe and vibrant street-life.

*Sustainable precinct*

- 6.4.39 Facilitate the adoption of emissions reduction and water conservation measures.
- 6.4.40 Implement best practice integrated water management strategies at a precinct level.
- 6.4.41 Position the activity centre to respond and adapt to the impacts of a changing climate.

*Crockford Street Precinct*

- 6.4.42 Encourage renewal and redevelopment of the precinct by facilitating commercial and residential land uses.
- 6.4.43 Ensure new land use and development provides an active commercial frontage at ground level. Residential uses are encouraged at upper levels.
- 6.4.44 Ensure that new development creates a sense of entry to the activity centre, and development to step down to adjoining low scale residential context.

*Lalor and Heath Street Edge*

- 6.4.45 Encourage ‘rear of strip’ residential development to occur at the rear of Bay Street properties to create an improved interface with existing residential properties.
- 6.4.46 Ensure retention of shopfront buildings in Bay Street, and that development is recessed from view from the opposite side of Bay Street.

*Town Hall Business Precinct*

- 6.4.47 Provide opportunities for a broader range of commercial uses, including office based activity.
- 6.4.48 Encourage office-based business services and residential uses north of Bridge Street.
- 6.4.49 Ensure that any new development respects existing heritage and streetscape character attributes.

*Bay Street Southern Gateway*

- 6.4.50 Encourage a vibrant gateway and pedestrian environment, supported by cultural, tourism, leisure and retail based land uses.
- 6.4.51 Ensure active building frontages in new development, and through sensitive alterations to heritage places.
- 6.4.52 Ensure that new development enhances the gateway environs and is respectful of adjacent heritage places.

***Centre Avenue Neighbourhood Activity Centre***

- 6.4.54 Encourage convenience goods and services, and community facilities and services, which support the development of the centre as a Neighbourhood Activity Centre.
- 6.4.55 Build upon the centre's role as a public transport terminus.
- 6.4.56 Maintain the attractive, sunny streetscape and high level of amenity for users of the centre.

***Graham Street Local Activity Centre***

- 6.4.57 Encourage convenience goods and services.

***Bertie Street Business 3 Precinct***

- 6.4.58 Encourage office and commercial uses.

***Crockford Street Industrial 3 Precinct***

- 6.4.59 Allow office and commercial uses which complement the existing industrial role

***Beacon Cove Commercial- and Mixed Use Area***

- 6.4.60 Encourage new tourism, recreation and entertainment uses abutting the foreshore.
- 6.4.61 Ensure that access and use of public areas do not prejudice the development of Station Pier and its industrial service area, or the development of civic space and provision of visitor facilities and services.
- 6.4.62 Ensure the traffic impacts associated with the development of Waterfront Place and growth in visitation numbers to Station Pier are considered.
- 6.4.63 Manage the residential interface in Beacon Cove with future development along the foreshore, including Princes Pier, to minimise conflicts.
- 6.4.64 Require port related development on the foreshore, relating to Station Pier, to consider impacts on nearby foreshore activities and surrounding areas.
- 6.4.65 Encourage ferries and boats to provide visitor transportation to area.
- 6.4.66 Ensure new residential development provides for acoustic protection for future residents and incorporates appropriate measures to ensure noise levels in bedrooms do not exceed 30 dBA and 45 dBA in living areas.

***Beacon Cove Residential Area***

- Maintain the structural elements that contribute to the neighbourhood character of Beacon Cove, specifically the established movement and street hierarchy, the consistent built form typologies and the network of open spaces, views and vistas through the estate. To achieve this, the following strategies will be used:
  - Encourage new development to respond to the unique neighbourhood character elements of the high and low rise residential areas, in particular:

- The predominant 2 storey scale, consistent architectural style and regular lot sizes in the low rise areas.
- Low or no front fences.
- Consistent materials and colours for buildings and fences.
- The continuous height of 3-4 storey town houses, apartments and podiums punctuated by five slender high rise towers between Beach Street and the Promenade in the high rise residential area.

### **Implementation**

The local strategies will be implemented by:

- Applying the Commercial 1 Zone to the Bay Street retail strip, the Centre Avenue Neighbourhood Activity Centre and the Graham Street retail strip.
- Applying the Mixed Use Zone to the Crockford Street Precinct and the Town Hall Business Precinct (north of Spring Street East).
- Applying the Comprehensive Development Zone to Station Pier and Princes Pier.
- Applying the Design and Development Overlay to the Port Melbourne Mixed Use area, the Crockford Street Precinct, the foreshore and part of Garden City.
- Applying the Heritage Overlay to significant heritage places in Bay Street (south of Graham Street) and surrounding streets.

### **21.06-5**

05/07/2012  
C102

### **South Melbourne**

#### **Key Planning Challenges**

- Effective implementation of the South Melbourne Central Structure Plan and Urban Design Framework.
- Addressing development pressures especially in the northern precincts of South Melbourne Central (SMC) given their proximity to Southbank and the Central City.
- Linking the Park Street tram with the St Kilda Road tram.
- Protecting the core industrial role of the area's industrial precincts from pressure for alternative land uses.
- Managing the impacts of freight traffic.
- Improving the public realm in Kings Way and Clarendon Street.
- Addressing the shortage of public open space, especially north of Park Street.

#### **Vision**

- South Melbourne Central develops as a sustainable mixed use precinct focussed on the South Melbourne Major Activity Centre. It will continue to provide a unique urban village character and street life while the number of residents, workers and visitors continues to grow.
- High quality residential environments in established residential areas are maintained.
- The core retail role of the Activity Centre, in providing both local and specialised shopping is protected and enhanced. The South Melbourne Market continues to operate as an important community market.

- Emerald Hill develops as a major focus of cultural activity for the local and wider community.
- Excellence in the design of all development and the public realm, incorporating best practice environmentally sustainable design techniques is achieved.
- Kings Way and Albert Road are renowned for their boulevard character and important views and vistas to the Shrine of Remembrance and Albert Park Reserve.

### **Local Strategies**

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided - take precedence:

#### ***General strategies for South Melbourne Central (SMC)***

Support land use and development which meets the following principles outlined in the South Melbourne Central Structure Plan:

- 6.5.1 Promote activity, diversity and vitality by:
- Ensuring that the South Melbourne Central (SMC) Activity Centre retains its vital local convenience shopping role which serves surrounding residential communities and workers.
  - Promoting the community, leisure and cultural role of South Melbourne Central (SMC).
  - Encouraging the provision of active streetscapes, outdoor living and vibrant “people spaces”. In particular, encouraging active ground level frontages within the Activity Centre.
  - Encouraging mixed use developments, including vertical layering of land uses and active street frontages.
  - Encouraging a diversity of housing types, affordability and tenure.
- 6.5.2 Support the local economy by:
- Facilitating the development of South Melbourne Central (SMC) as a viable and creative business and retail location.
  - Promoting the important role of South Melbourne Central (SMC) Activity Centre as a sub-regional shopping destination that provides quality comparison shopping for the wider community of Kings Way, Docklands, Southbank and beyond.
  - Ensuring that retailing activities, such as supermarkets, locate within the defined SMC Activity Centre.
  - Continuing to support the existing economic base of South Melbourne Central (SMC) in business services and light industry.
  - Expanding the role of SMC as a location for knowledge based and creative industries, exploiting its strategic location adjacent to the Melbourne CAD.
  - Identifying suitable locations for restricted retail premises.
- 6.5.3 Create a great place to live by:
- Ensuring a high level of residential amenity is maintained and enhanced.

- Encouraging moderate intensification of housing, subject to heritage and amenity considerations, in the South Melbourne Central (SMC) Activity Centre.
- Ensuring new residential development is of a consistently high design quality and will enhance the visual and streetscape amenity of the area.
- Requiring new residential development within or adjacent to the Activity Centre to be sited, designed, and constructed in such a manner as to minimise the impacts of noise from nearby activities.
- Ensuring that intensification of business activity does not result in an undue loss of amenity to nearby residential properties.

6.5.4 Encourage cultural and community development by:

- Encouraging cultural and educational facilities (including an urban history centre) to establish in and adjacent to the Emerald Hill community hub.
- Encouraging existing corner hotels in South Melbourne Central (SMC) to accommodate arts uses such as performances.
- Encouraging the provision of small gallery spaces.

6.5.5 Improve the transport network by:

- Ensuring a high degree of pedestrian and cyclist permeability and connectedness from, to and throughout South Melbourne Central.
- Linking the Park Street tram with the St Kilda Road tram.
- Managing the impacts of freight traffic.

6.5.6 Enhance the natural and built environment by:

- Encouraging contemporary and innovative approaches, and sympathetic building height, scale and massing, to integrate new built form into a heritage context.
- Improving the public realm in Kings Way and Clarendon Street.
- Encouraging the provision of additional open space opportunities, particularly within the wide footpaths of SMC.
- Ensuring adequate floor-to-floor heights are provided to allow for the widest possible range of future uses and incorporate ESD in all new buildings or additions to existing buildings (i.e. a minimum of 4.5 metres for the ground floor and 3.8 metres for levels above).

6.5.7 Ensuring that development respects the following character elements:

- The views of the South Melbourne Town Hall clock tower in Clarendon and Park Street.
- The view of the Shrine of Remembrance along Bank Street.
- Views to the City and Albert Park.

***Clarendon Street Core Retail Strip (within SMC)***

In addition to the general policies for SMC:

- 6.5.11 Ensure that Clarendon Street Retail Strip remains the retail focus of SMC by directing daily / weekly retail goods and services to this precinct.
- 6.5.12 Encourage residential use or small offices above shops.

***Coventry Street Specialty Shopping Centre (within SMC)***

In addition to the general policies for SMC:

- 6.5.13 Reinforce this street as a vital pedestrian link between Clarendon Street and the South Melbourne Market.
- 6.5.14 Encourage specialty retailing uses that serve a regional catchment (for example homewares).
- 6.5.15 Encourage restricted retail premises where an appropriate built form can be achieved consistent with the Design and Development Overlay and they do not undermine the core specialty retailing role.

***South Melbourne Market precinct (within SMC)***

In addition to the general policies for SMC:

- 6.5.16 Reinforce the role of the South Melbourne Market as a principal retail focus for the local and wider communities.
- 6.5.17 Maintain the South Melbourne Market as the dominant land use and presence on the Market site.
- 6.5.18 Encourage residential, community or commercial uses on the western edge of the Market where they do not detract from the operation of the market.

***Emerging Activity Precinct (within SMC)***

In addition to the general policies for SMC:

- 6.5.16 Diversify land uses to include mixed use development with retail or commercial frontages at ground level and office and / or residential above.
- 6.5.17 Ensure activities within this precinct complement and not compete with the core retail function of Clarendon Street.
- 6.5.18 Consider retail showrooms / restricted retail premises where an appropriate built form can be achieved consistent with the Design and Development Overlay.
- 6.5.19 Strengthen connections between the Clarendon Street Activity Centre and South Melbourne Market in the Emerging Activity Precinct.
- 6.5.20 Ensure the built form and public realm along York, Coventry and Market Streets enhances these routes as key pedestrian thoroughfares.

***Northern Mixed Activity Edge (within SMC)***

In addition to the general policies for SMC:

- 6.5.21 Support land uses that bring activity to the street such as cafes, bars and restaurants.
- 6.5.22 Support retail showrooms / restricted retail premises where an appropriate built form can be achieved consistent with the Design and Development Overlay.
- 6.5.23 Support conference or function centres on larger lot sizes, subject to parking considerations.
- 6.5.24 Support office or residential development above street level.
- 6.5.25 Support a greater range of local entertainment uses in balance with achieving an adequate level of amenity for nearby residential uses.

- 6.5.26 Strengthen Clarendon Street as a key pedestrian thoroughfare connecting SMC with the Central Activities District (CAD).

***Southern Mixed Activity Edge (within SMC)***

In addition to the general policies for SMC:

- 6.5.27 Support the existing range of uses including retail, service business, small-medium or home offices, and residential.
- 6.5.28 Manage the mix of uses to ensure late night entertainment uses such as restaurants and taverns do not impact upon residential amenity in this area.

***Eastern Business District (within SMC)***

In addition to the general strategies for SMC:

- 6.5.29 Maintain the substantial light industrial / service business role of the Eastern Business Precinct.
- 6.5.30 Support the expanding high technology / knowledge based industry business.
- 6.5.31 Support the development of small scale offices as incubators for start up and emerging business, and the creative arts.
- 6.5.32 Ensure the unique industrial character is maintained and for developments to respect the following elements:
- The regular street layout and finer grain of subdivision pattern and built form.
  - The predominant street wall height of 2 – 3 storeys (approximately 11 metres).
  - The wide main streets, open sky views and sunlight access to key pedestrian routes.

***Western Business District (within SMC)***

In addition to the general policies for SMC:

- 6.5.33 Maintain the substantial light industrial / service business and showroom role of the Western Business Precinct.
- 6.5.34 Encourage new office development and the area's expanding high technology / knowledge based industry business role.
- 6.5.35 Encourage restricted retail premises where an appropriate built form can be achieved consistent with the Design and Development Overlay
- 6.5.36 Ensure Market Street provides an attractive and vibrant interface between the precinct and the Activity Centre.
- 6.5.37 Ensure the unique industrial built form heritage is maintained and developments respect the following elements:
- The regular street layout and finer grain of subdivision pattern and built form.
  - The predominant street wall height of 2 – 3 storeys (approximately 11 metres).
  - The wide main streets, open sky views and sunlight access to key pedestrian routes.

***Kings Way Mixed Use Corridor (within SMC)***

In addition to the general strategies for SMC:

- 6.5.38 Encourage the precinct to develop as a regionally significant mixed use area with larger scale commercial development with high density residential use above.
- 6.5.39 Direct quality, higher density residential development to this precinct.
- 6.5.40 Ensure that business activity does not result in an undue loss of amenity to nearby residential properties.
- 6.5.41 Encourage active frontages along Kings Way.
- 6.5.42 Require excellence in the design of new buildings and the public realm to create an attractive boulevard between the Central Activities District and City of Port Phillip.

***Ferrars Street Light Rail Corridor (within SMC)***

In addition to the general strategies for SMC:

- 6.5.43 Support ‘out of centre’ and restricted retail premises where they will not detrimentally impact on the core retailing role of the activity centre and an appropriate built form can be achieved consistent with the Design and Development Overlay.
- 6.5.44 Encourage small scale convenience goods and services clustered around transport stops.
- 6.5.45 Encourage transit based development, such as mixed use retail and increased residential density.

***Emerald Hill Civic, Cultural and Community Hub (within SMC)***

In addition to the general strategies for SMC:

- 6.5.46 Direct cultural, community and educational facilities to establish in and adjacent to this hub.
- 6.5.47 Support the South Melbourne Town Hall as the focus of an integrated network of civic, cultural and community facilities.
- 6.5.48 Support the establishment of an Urban History Centre in the Emerald Hill precinct.

***In all areas zoned Residential 1***

- 6.5.49 Ensure all new development responds to the following character elements:
- The historic, low-rise Victorian and Edwardian architectural character of the area.
  - The low scale of development that is predominantly 1 and 2 storeys in most streets with the exception of some taller buildings along the foreshore and in the vicinity of Albert Road.
  - The wide streets and boulevards, as well as the intricate network of small streets and back lanes.
  - The small size of most residential lots in the neighbourhood.
  - The differences between the diversity contributing to the distinctive neighbourhood character of some of the smaller areas in Emerald Hill.

***Albert Road Mixed Activity Precinct***

- 6.5.50 Encourage new uses that support and enhance the strategic role of the area as a key location for office and related commercial development.

- 6.5.51 Encourage development of this centre as a preferred location for housing growth (subject to heritage and amenity considerations) at higher density and larger scale than in the established residential areas.
- 6.5.52 Encourage office and residential uses, including mixed developments on the same site.
- 6.5.53 Encourage the development of active frontages at street level, including convenience shops and restaurants that create a greater level of pedestrian activity and interest at the street level.

### Implementation

The local strategies will be implemented by:

- Applying the Mixed Use Zone to Kings Way Mixed Use Corridor.
- Applying the Business 3 Zone to the Western and Eastern Business Precincts
- Applying the Business 1 Zone to the South Melbourne Central Activity Centre.
- Applying the DDO to non-residentially zoned parts of South Melbourne Central, and Albert Road Business Precinct.
- Applying the Public Acquisition Overlay on appropriate sites to facilitate the expansion of existing public open space areas.

### 21.06-6

27/06/2014  
C62  
--/20--  
Proposed  
C122

### St Kilda

#### Key planning challenges

- Balancing the needs of visitors and tourists with those of local residents, especially in relation to the impacts of nightlife and entertainment.
- Balancing commercial events on public land with the needs of residents and visitors.
- Protecting the supply of social housing from redevelopment for other uses.
- Managing the St Kilda Foreshore revitalisation process (including the development of the Triangle site).
- Creating strong visual and physical linkages between Fitzroy Street, Acland Street and the St Kilda foreshore.
- Preparing a Structure Plan for St Kilda Major Activity Centre.
- Maintaining the special features, sense of community and cultural diversity that contribute to the “St Kilda-ness” of St Kilda.
- Improving the image and liveability of the St Kilda Road South Precinct and strengthening its sense of place as it transitions to increased residential uses.
- Managing the transition of the Greeves Street Mixed Use area to predominantly residential uses.
- Improving the safety, function and form of St Kilda Junction.

#### Vision

- St Kilda Major Activity Centre is renowned as a significant recreational, entertainment and leisure destination.

- St Kilda continues its role and function as a creative and cultural hub of Port Phillip.
- Residents of, and visitors to, St Kilda coexist harmoniously.
- Fitzroy Street retains its spacious boulevard atmosphere and continues to provide a good range of local retailing goods and services.
- Acland Street retains its distinctive village atmosphere created by the predominantly low rise, fine grain built form of the centre and continues to provide a good range of local retailing services.
- ~~The commercial opportunities in Wellington Street and St Kilda Junction /St Kilda Road South Specialised Activity Centres are realised.~~
- The St Kilda Road South Precinct evolves as a vibrant and diverse series of neighbourhoods each with a strong sense of place, community and local identity, as follows:
  - The St Kilda Road South Neighbourhood will continue to evolve as a lively niche retail and business area, with a growing residential community, based around a safe and friendly pedestrian environment.
  - The Wellington Street Neighbourhood will be enhanced as a local and mixed use ‘village’, and a green link from Chapel Street and Albert Park.
  - The Carlisle Street Neighbourhood will remain a residential neighbourhood of mixed dwelling types, set along a ‘green link’ between East St Kilda and St Kilda.
- Housing growth is realised in the Major and Specialised Activity Centres and Mixed Use areas.
- The established residential areas retain their unique heritage and character and generally low-rise built form.

### **Local Strategies**

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided – take precedence:

- 6.6.1 Manage the impact of through traffic and intrusion of tourist and visitor parking in established residential areas, especially at night and on weekends.
- 6.6.2 Manage the amenity impacts of the growing number of backpacker lodges arising from the location of several hostels in the area.
- 6.6.3 Support the ongoing use and operation of established hotels as incubators of independent local music and comedy talent.
- 6.6.4 Discourage the conversion of rooming houses and other forms of social housing to other uses.

#### ***In areas zoned Residential 1***

- 6.6.5 Carefully manage the future development of major non residential uses within the residential zone, such as St Michael’s Grammar, to ensure that the amenity of surrounding residential properties is not compromised.
- 6.6.6 Retain the residential role of existing residential properties fronting the St Kilda foreshore.
- 6.6.7 Encourage development to respond to the following character elements:

- The diverse architectural styles and forms that include an excellent collection of single and multi-dwelling developments dating from the nineteenth and early to mid twentieth centuries up to the present.
- The higher scale of development (predominantly 2-3 storey and sometimes 4 storey buildings) in streets such as Alma Road, Barkly Street, Beaconsfield Parade, Chapel Street to the north of Argyle Street and to the south of Carlisle Street, Grey Street, Inkerman Street, Marine Parade, Mitford Street, Princes Street and Robe Street.
- The stepping up of built form along The Esplanade from its low-rise edges at Fitzroy Street and Acland Street.
- Landmark ecclesiastic and public buildings including the National Theatre, Sacred Heart Campanile in Grey Street, the [Uniting Presbyterian Church](#) and spire at the corner of [Alma and Barkly](#) ~~and Princes~~ Streets and the Synagogue in Charnwood Grove.
- [The built form scale, existing neighbourhood character and heritage attributes of the Wellington Street and Carlisle Street Neighbourhoods.](#)

***St Kilda Major Activity Centre***

***Fitzroy Street retail strip***

- 6.6.8 Support the role of Fitzroy Street retail strip as an entertainment, tourist and retail precinct, whilst preventing the cumulative impacts of such uses on amenity and community safety.
- 6.6.9 Maintain the daily / weekly and convenience goods and services to meet the needs of local residents.
- 6.6.10 Encourage core retail uses to locate in Fitzroy Street between Princes and Acland Streets.
- 6.6.11 Encourage new office and non-retail commercial uses north of Princes Street and facilitate a transition to St Kilda Junction.
- 6.6.12 Support new retail opportunities on the south-east side of Fitzroy Street and on the St Kilda station site.
- 6.6.13 Encourage new office, non-retail commercial uses and residential development in the Business 5 Zone on the north-west side of Fitzroy Street, between Beaconsfield Parade and Canterbury Road.
- 6.6.14 Support moderate intensification of housing, subject to heritage and amenity considerations consistent with Design and Development Overlay provisions.
- 6.6.15 Ensure new development respects the following elements:
- The predominantly higher scale of development in Fitzroy Street, north of Grey Street with zero frontage setbacks that create a hard edged built form.
  - The slope of the street toward the sea.
  - The mixed residential and office character of the north-west side of Fitzroy Street with its variety of landscaped setbacks.
  - The spacious character of Fitzroy Street and the wide pavements.

***Acland Street retail strip***

- 6.6.16 Support the role of Acland Street Major Activity Centre as an entertainment, tourist, and specialty retail precinct, whilst preventing the cumulative impacts of such uses on amenity and community safety.

- 6.6.17 Maintain the daily / weekly and convenience retail goods and services to meet the needs of local residents.
- 6.6.18 Support the important role of Acland Street as a location for cosmopolitan food outlets that enhances the centre's tourist appeal.
- 6.6.19 Support moderate intensification of housing, subject to heritage and amenity considerations.
- 6.6.20 Ensure new development respects the strong sense of seaside location in Acland Street created by the low scale at the street edge and expansive sense of sky.

***St Kilda Triangle Site***

- 6.6.21 Ensure that future use and development on the St Kilda Triangle site enhances the liveability of the St Kilda neighbourhood.
- 6.6.22 Ensure use and development of the St Kilda Triangle site creates a hub focussed on the arts, entertainment and leisure, supported by some commercial and retail land uses, and includes large areas of open space and a highly pedestrianised environment that links Acland Street, Fitzroy Street and the foreshore.
- 6.6.23 Establish the St Kilda Triangle site as a key activity node within the St Kilda Foreshore area.

***Inkerman Street / Grey Street Local Activity Centre***

- 6.6.24 Encourage convenience retail goods and services.
- 6.6.25 Encourage buildings in Barkly, Vale and Inkerman Streets to have a zero setback from the street.

***Brighton Road Local Activity Centre***

- 6.6.26 Support the convenience retail goods and services role while maximising opportunities to improve the economic viability of the centre and strengthen its appeal to passing trade.
- 6.6.27 Ensure new development respects the predominant 2 storey scale of development in Brighton Road, and the consistent streetscape pattern and grain created by the inter-war shop fronts.

***St Kilda Road South Precinct***

***All Neighbourhoods***

***Strengthening 'identity and place'***

- 6.6.28 Ensure new development:
  - Contributes positively to the amenity, vibrancy and preferred built form character of each neighbourhood.
  - Strengthens the boulevard character of St Kilda Road.
  - Reinforces the topographic high point of St Kilda Hill, and St Kilda Junction as the entry point to the Precinct and the transition point to St Kilda Road North.
  - Creates visual cohesion within streetscapes through consistency of street-wall and building heights, and the regular spacing of buildings.
  - Achieves a transition down in scale to established residential areas.
- 6.6.289 Maintain the visual prominence of and preserve view lines to local landmarks and significant heritage places, including the St Kilda Presbyterian Church and the former St Kilda Post Office.

*Creating 'a great place to live'*

- 6.6.2930 Provide additional opportunities for well-located housing growth throughout the Precinct, recognising its proximity to public transport and activity centres.
- 6.6.301 Encourage a diversity of housing types, tenures and apartment sizes to meet different household needs, including dwellings suited to larger family households.
- 6.6.312 Ensure the interface between commercial and residential uses is well designed and non-residential uses are managed to protect residential amenity.
- 6.6.323 Discourage larger-scale licensed premises and bars, taverns and nightclubs.
- 6.6.334 Limit the hours of operation of licensed premises to 10pm.

*Creating 'streets and spaces for people'*

- 6.6.345 Encourage land uses that create activity nodes and community focal points for local residents and workers.
- 6.6.356 Require active land use 'edges' at street level throughout commercial and mixed use areas, to contribute to a vibrant street-life and enhance the pedestrian experience.
- 6.6.367 Ensure the design of new residential buildings presents an active edge, through windows, balconies and entries that address the street.
- 6.6.378 Ensure the design of streets and adjoining development promotes a safe, amenable and well-used pedestrian network.
- 6.6.389 Improve the amenity and function of St Kilda Road as a key pedestrian spine.
- 6.6.3940 Ensure that public realm spaces are well-defined, attractive, functional and safe.

*Creating 'easy access for all'*

- 6.6.401 Enhance pedestrian and cycling linkages to nearby activity centres and public transport, to maximise resident and worker access to a wide range of shopping and community facilities.
- 6.6.412 Ensure new use and development is self-sufficient in on-site car parking.
- 6.6.423 Ensure that new development provides on-site car, bicycle and motor-cycle parking, and loading facilities as follows:
- Dwellings: 1 car space to each 1 and 2 bedroom dwelling; 2 car spaces to each 3 or more bedroom dwelling.
  - Office: A 'sustainable rate' of 3.0 car spaces per 100m<sup>2</sup>.
  - For residential development, secure bicycle parking at a rate of 1 space per dwelling and publicly accessible bicycle parking for visitors at a rate of 1 space per 5 dwellings.
  - Motor-cycle parking at a minimum rate of 1 motor-cycle parking space for every 100 car parking spaces to be provided on-site within new development.
  - Residential and mixed use development proposals meet their obligations to provide on-site accessible car parking
  - In mixed use and commercial developments, provision of a loading bay

- In residential developments of six or more storeys, provision of off-street loading facilities and allocated spaces for service vehicles.

#### St Kilda Road Neighbourhood

6.6.434 Reinforce the established commercial role of St Kilda Road as a niche retail and business precinct to benefit from the profile and exposure of a St Kilda Road address.

6.6.445 Along the eastern side of St Kilda Road:

- Encourage a diverse range of specialty retail, display based retail uses and complementary commercial uses at ground level, including shops, convenience shops, restricted retail premises / showrooms and galleries, to create a continuous activated edge to the street.
- Support residential at upper levels and to the rear of commercial premises.
- Support office uses at the upper levels.

6.6.456 Support residential redevelopment in Alma Road (east of St Kilda Road).

6.6.467 Along the western side of St Kilda Road:

- Support residential development at the intersection of and north of Alma Road, as well as in Barkly Street, and Alma Road (west of St Kilda Road).
- Ensure new development south of Alma Road in the Commercial 1 Zone) achieves street level activation through incorporating small shops, cafes and/or spaces for community use.
- Consolidate the cluster of specialty retailing and cafes/restaurants at the intersection of Inkerman Street.
- Along Inkerman Street and its intersection with St Kilda Road - reinforce the specialty retail and hospitality cluster, through requiring shops, cafes/restaurants and spaces for community uses at street level.
- South of Alma Road ensure a residential edge is established at ground level within residential side streets.

6.6.478 Discourage late-night entertainment uses - bars, taverns and nightclubs (which do not present an active day time frontage) from occupying street level premises.

6.6.489 Encourage new dwellings to incorporate appropriate acoustic attenuation measures to limit the impacts of noise from St Kilda Road and non-residential uses in commercial and mixed use zones.

#### Wellington Street Neighbourhood

6.6.4950 Enhance Wellington Street as a local and vibrant mixed use 'village'.

6.6.501 Ensure development makes a positive contribution to the creation of Wellington Street as a landscaped (green) pedestrian link.

6.6.52 Along the north side of Wellington Street:

- Facilitate a transition from a commercial to a mixed use area with increasing residential uses.
- Facilitate the further clustering of cafes, convenience retailing and spaces for community use at the western end of Wellington Street and immediately east of Upton Road.
- Encourage commercial activities and residential frontages which activate the balance of Wellington Street.

- Encourage residential use at upper levels.
- Discourage land uses that have the potential to negatively impact on the residential amenity of the neighbourhood by way of emission of noise, artificial light, vibration, odour, traffic generation or appearance of any stored goods or materials.
- ~~Ensure development makes a positive contribution to the creation of Wellington Street as a landscaped (green) pedestrian link.~~

6.6.542 Along the south side of Wellington Street in a Residential zone:

- Maintain the established residential role, with opportunities for some additional medium density residential development consistent with the scale, neighbourhood character and heritage of the street.
- Maintain and reinforce the established low scale (1-2 storey) and fine grain of the heritage area, generally east of Upton Road.
- Reinforce the established 2-3 storey scale generally west of Upton Road, allowing for new well-designed ‘infill’ development on larger sites consistent with the established neighbourhood character.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback.
- ~~Ensure development makes a positive contribution to the creation of Wellington Street as a landscaped (green) pedestrian link.~~

6.6.523 Along the south side of Wellington Street at the western end in the Commercial 1 zone and Mixed Use zone:

- In the Commercial 1 Zone, ensure small scale retail uses activate the street.
- Support development that facilitates the emerging activity hub by requiring active ground level uses that contribute to a vibrant street-life, such as cafes and shops.

#### *Carlisle Street Neighbourhood*

6.6.534 Retain the established role of Carlisle Street as a residential area, with opportunities for additional medium density ‘infill’ residential development, consistent with the scale and neighbourhood character of the area.

6.6.545 Reinforce the the prevailing low to mid-rise scale (2 to 4 storeys) of residential development.

6.6.556 Ensure the height of new development respects and responds to the scale of existing residential buildings, through a comparable street-wall height and recessed upper level/s.

6.6.567 Ensure development makes a positive contribution to the development of Carlisle Street as a landscaped (green) pedestrian link.

6.6.578 Maintain the street rhythm of space between buildings and landscaping in the frontage setback.

6.6.589 Ensure buildings are designed to provide an active residential edge to the street, though ground level entries and windows, and upper level windows and balconies, which address the street.

6.6.5960 Maintain solar access to the southern footpath of Carlisle Street as a primary pedestrian link, between 10am and 3pm at the equinox (21 September).

~~6.6.601~~ 6.6.601 [Ensure new development utilises articulation and building form to create the sense of a fine-grain subdivision pattern.](#)

***St Kilda Junction / ~~St Kilda Road South Business 2 Zone~~***

~~6.6.28~~ 6.6.28 ~~Support commercial development as a primary function on sites that front St Kilda Road.~~

~~6.6.29~~ 6.6.29 ~~Support retail showrooms / restricted retail uses as a secondary function on sites that front St Kilda Road.~~

~~6.6.30~~ 6.6.30 ~~Encourage moderate intensification of housing, subject to heritage and amenity considerations, above and behind the St Kilda Road street frontage.~~

~~6.6.31~~ 6.6.31 ~~2~~ Encourage new development design which improves the function, safety and built form of St Kilda Junction.

~~6.6.32~~ 6.6.32 ~~6263~~ ~~Ensure new development responds and compliments the scale and setbacks of buildings along the east side of St Kilda Road.~~

***~~Wellington Street Specialised Activity Centre~~***

~~6.6.33~~ 6.6.33 ~~6364~~ ~~Encourage consolidation of this centre for commercial and office uses.~~

~~6.6.34~~ 6.6.34 ~~6465~~ ~~Discourage retail and new residential uses.~~

~~6.6.35~~ 6.6.35 ~~6566~~ ~~Ensure new development responds to the varied scale of 2 to 4 storeys along the north side of Wellington Street and 4 storeys to the south with varied setbacks.~~

***Greeves Street Mixed Activity Precinct***

~~6.6.36~~ 6.6.36 ~~6667~~ Encourage the redevelopment of this area as a preferred location for housing growth

~~6.6.37~~ 6.6.37 ~~6768~~ Support office and compatible light industrial / warehouse uses where they do not undermine the primary residential function of this area.

~~6.6.38~~ 6.6.38 ~~6869~~ Ensure new development respects the 4 and 5 storey scale of development in Inkerman Street and the lower 1 and 2 storey scale of development in other streets.

***St Kilda Foreshore Area***

~~6.6.39~~ 6.6.39 ~~6970~~ Ensure an integrated approach to the revitalisation of the St Kilda Foreshore area in relation to activity mix, built form and improvements to the public realm.

~~6.6.40~~ 6.6.40 ~~7071~~ Support and consolidate the area's historically significant role as a cultural and recreational destination.

~~6.6.41~~ 6.6.41 ~~7172~~ Retain and reinforce the unique cultural heritage of the area though ensuring new uses and development compliment and enhance established iconic buildings, spaces and attractions.

~~6.6.42~~ 6.6.42 ~~7273~~ Reinforce the role of key activity destinations including St Kilda Pier, St Kilda Harbour, West Beach area and the Triangle site.

~~6.6.43~~ 6.6.43 ~~7374~~ Enhance the network of public spaces through emphasis on design quality, connectivity and the provision of diverse recreational opportunities and experiences.

~~6.6.44~~ 6.6.44 ~~7475~~ Ensure that the area's important metropolitan tourism and recreational roles are balanced with the needs of local residents, the ecological health of the Bay and the environmental values of the Foreshore.

~~6.6.45~~ 6.6.45 ~~7576~~ Support cultural uses that complement and link the tourism and retail role of Acland Street and Fitzroy Streets and the St Kilda Triangle site.

- 6.6.~~467677~~ Encourage the potential of ferries and boats to provide visitor transportation to the St Kilda Foreshore area.
- 6.6.~~477778~~ Recognise the ongoing cultural significance of the Esplanade Hotel when assessing applications for change of use or development.

### Implementation

The local strategies will be implemented by:

- Applying the Special Use Zone to key destinations within the foreshore.
- Applying the Residential 1 Zone and Mixed Use Zone to residential areas [and areas transitioning to residential](#).
- Applying the Comprehensive Development Zone to major mixed use development sites in Fitzroy Street and Acland Street.
- Applying the ~~Business 2 Zone~~[Commercial 1 Zone](#) to St Kilda Road South ~~and Wellington Street~~.
- Applying the Design and Development Overlay to Wellington Street, [St Kilda Road South](#) ~~Business 2 Zone~~, the St Kilda Major Activity Centre (including Fitzroy Street and Acland Street) and the foreshore.
- Applying the Environmental Significance Overlay to the Coroboree Tree in Albert Park Reserve, near St Kilda Junction.

**21.06-7**  
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### St Kilda Road North Precinct

#### Key planning challenges

- Protecting the significance of the Shrine of Remembrance by managing the scale of buildings and maintaining a respectful urban setting.
- Protecting key vistas to the Shrine of Remembrance and adjacent parklands.
- Linking the Park Street tram with the St Kilda Road tram.
- Encouraging private development to create inviting publicly accessible spaces at street level, to integrate with the public realm.
- Improving the provision of community meetings spaces.
- Improving the public realm in Kings Way and Queens Way.

#### 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 maintains its role as a world famous boulevard and the Shrine of Remembrance maintains its prominence and landmark quality.
- St Kilda Road maintains its role as a premier office location supporting the Melbourne Central Activity District (CAD) and a preferred location for well designed, higher density residential development.
- Increased communal meeting spaces and public meeting points are provided.
- Through new development 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 apartments 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 the choice to live and travel car-free.
- Have a high quality well-landscaped public realm that supports convenient access to nearby parks, services and sustainable transport modes.

### **Local Strategies**

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

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided - take precedence:

#### ***All-Sub-Precincts***

- 6.7.1 Encourage the development of a vibrant inner urban mixed use area, providing for residential, commercial and community uses.
- 6.7.2 Ensure that development provides high quality living spaces.
- 6.7.3 Encourage future development 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
- 6.7.4 Encourage community spaces (such as meeting rooms) to be incorporated into new development.
- 6.7.5 Ensure new development is scaled to respect the significance of the Shrine of Remembrance.
- 6.7.6 Ensure development contributes to the landscape character of the Precinct by maintaining consistent front setbacks, where applicable.
- 6.7.7 Ensure development retains and respects significant heritage buildings.
- 6.7.8 Ensure new use and development contributes to an active, high quality pedestrian environment at street level and increases pedestrian connectivity.

#### ***Sub-Precinct 1: Edge of Shrine Memorial Gardens (Refer to DDO26-1)***

The Edge of Shrine Memorial Gardens forms the western backdrop to the Shrine and the edge to the Memorial Gardens and the Domain Parklands. The scale, form and detailed design elements of buildings within this sub-precinct are critical in respecting the sensitivity of the Shrine setting and require specific built form controls.

- 6.7.9 Ensure that buildings are of a scale, form and design detail that creates a respectful background to the Shrine of Remembrance and Memorial Gardens.

- 6.7.10 Ensure that buildings are designed to respect the sensitivity of the immediate vicinity of Shrine of Remembrance and the more distant elevated points of the Shrine of Remembrance site.
- 6.7.11 Ensure that new development reinforces the established and consistent built form pattern of low scale deep podium built form at street edge with high towers setback and over the podium.
- 6.7.12 Ensure new development respects the boulevard character of St Kilda Road and:
- Does not detract from the important views and vistas to and from the Shrine of Remembrance
  - Maintains the high standard of front setbacks landscaping along St Kilda Road.

***Sub-Precinct 2: Northwest Corner (Refer to DDO26-2)***

The Northwest Corner Sub-Precinct has a mixed character and role and presents considerable opportunity for development and change as a higher density residential or mixed use enclave, based around lively, pedestrian focussed streets.

- 6.7.13 Ensure that use and development creates a vibrant residential and mixed use environment, through an increased scale and density of development.
- 6.7.14 Reinforce the primacy of St Kilda Road by ensuring development provides a gradual visual and physical transition from the higher scale development of St Kilda Road across the sub-precinct to Kings Way.
- 6.7.15 Improve the streetscape of Kings Way and ensure that podium heights create and reinforce human scale along Kings Way.
- 6.7.16 Ensure that development provides for a fine grain character in the form and articulation of new buildings.
- 6.7.17 Maintain access to sunlight along the key pedestrian streets of Bank and Park Streets.
- 6.7.18 Ensure that the development in Kings Way creates a grand boulevard streetscape through high quality architectural design and a landscaped public realm interface.

***Sub-Precinct 3: Albert Road South (Refer to DDO26-3)***

The Albert Road South Sub-Precinct forms the edge of Albert Park and provides a transition in scale to the adjoining heritage residential neighbourhoods and parklands

- 6.7.19 Ensure that built form transitions in scale from its highest towards the Domain and gradually steps down along Albert Road from Kings Way to Moray Street and from Albert Road and Kings Way to the adjoining heritage neighbourhood in South Melbourne.
- 6.7.20 Ensure that a medium rise built form is established on the Palmerston Crescent and Raglan Street frontage providing an appropriate lower scale interface between the higher scale development on Albert Road and Kings Way for the adjoining heritage neighbourhood of South Melbourne.
- 6.7.21 Ensure that landscaped setbacks are provided to all street frontages and enhance the leafy character of the area.
- 6.7.22 Create active street frontages which appeal to pedestrians and contribute to lively, attractive and safe streets.
- 6.7.23 Ensure that building facades follow the street alignment and reflect the curvature of the underlying 19th century ‘city beautiful’ street pattern unique to the area.

- 6.7.24 Ensure that formal street planting is of a scale consistent with the podium levels in the precinct and reflective of the unique street pattern.

***Sub-Precinct 4: Albert Road North and Bowen Crescent (Refer to DDO26-4)***

The Albert Road North and Bowen Crescent Sub-Precinct is distinct part of the Precinct expressing a unique nineteenth century formal street layout. Higher scale buildings clustered around the Domain will sit in a landscaped setting serving as focal point within the overall Precinct and a point of transition along the St Kilda Road axis.

- 6.7.25 Ensure that built form creates a focal point within the wider St Kilda Road Precinct where Albert Road, St Kilda Road and Domain Road meet through the development of higher scale quality buildings.
- 6.7.26 Ensure that development reinforces the distinctive street pattern by building frontages following the curve of the street and are complemented by formal tree planting in setback areas.
- 6.7.27 Ensure that podium heights create and reinforce human scale at street level.
- 6.7.28 Protect the amenity of existing residential developments and adjoining residential neighbourhoods in South Melbourne.
- 6.7.29 Ensure that buildings are of a scale, form and design detail that creates a respectful background to the Shrine of Remembrance.
- 6.7.30 Ensure new development respects the boulevard character of St Kilda Road and:
- Does not detract from the important views and vistas to and from the Shrine of Remembrance.
  - Maintains the high standard of front setbacks landscaping along St Kilda Road.

***Sub-Precinct 5: St Kilda Road South of Kings Way (Refer to DDO26-5)***

The St Kilda Road South of Kings Way Sub-Precinct forms the southern section of the St Kilda Road boulevard between Kings Way and the Junction. Here, the streetscape is strongly defined by the scale and form of regularly spaced buildings, the consistent boulevard planting and the wide, straight road reserve with multiple lanes.

- 6.7.31 Retain and strengthen the grand landscaped boulevard character of St Kilda Road.
- 6.7.32 Ensure the development contributes to and maintains consistent and symmetrical building heights on both sides of St Kilda Road.
- 6.7.33 Ensure that development results in regularly placed buildings, with space between them to frame view corridors along St Kilda Road.
- 6.7.34 Ensure that development provides generous landscaped front setbacks to St Kilda Road that contribute to the leafy grand boulevard character.
- 6.7.35 Development contributes to landscaped links along east-west streets.
- 6.7.36 Ensure that the sub-precinct continues to develop as a premier office location outside of the Melbourne CAD and a highly desirable residential location.
- 6.7.37 Encourage the development of a high quality, high amenity mixed use area on Raleigh and Union Streets.
- 6.7.38 Provide a step down in height from development along St Kilda Road to provide an appropriate lower scale interface to the residential areas east of Punt Road.

- 6.7.39 Ensure that buildings are of a scale, form and design detail that creates a respectful background to the Shrine of Remembrance.
- 6.7.40 Ensure new development respects the boulevard character of St Kilda Road and
- Does not detract from the important views and vistas to and from the Shrine of Remembrance.
  - Maintains the high standard of front setbacks landscaping along St Kilda Road.
- 6.7.41 Ensure that development improves the pedestrian environment along Queens Lane with buildings designed to address and engage with the street edge while maintaining the service role of this lane.

***Sub-Precinct 6: Queens Road (Refer to DDO26-6)***

The Queens Road Sub-Precinct is distinct as a lower rise, predominantly residential area that forms the edge to Albert Park. There is a consistency of building scale and siting that creates a cohesive street

- 6.7.42 Reinforce the primacy of St Kilda Road boulevard by creating a preferred built form character which provides a transition in height from the high rise buildings along St Kilda Road to the medium rise buildings along Queens Road.
- 6.7.43 Ensure that development provides generous and consistent front setbacks and regular spacing between buildings.
- 6.7.44 Ensure that buildings are of a medium scale with towers setback above a podium.
- 6.7.45 Ensure that development frames long ranging views along Queens Road and forms an edge to Albert Park.
- 6.7.46 Ensure that front setbacks provide for canopy trees and other larger plants to enhance the streetscape and pedestrian space.
- 6.7.47 Ensure that development improves the pedestrian environment along Queens Lane with buildings designed to address and engage with the street edge while maintaining the service role of this lane.

**Implementation**

The local strategies will be implemented by:

- Applying Schedule 26 of the Design and Development Overlay to St Kilda Road North Precinct.

**21.06-8**

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**Fishermans Bend Urban Renewal Area**

**Key planning challenges**

- Managing the transition of Fishermans Bend Urban Renewal Area from a principally industrial area towards a genuine mixed use environment which provides for co-location of jobs with new dwellings.
- Ensuring the supply of housing keeps pace with population growth and demographic change.
- Ensuring a variety of built form outcomes.

- Ensuring the supply of adequate employment opportunities.
- Managing the interface issues, relating principally to amenity and transport, between the different uses in Fishermans Bend and the wider Port of Melbourne area.
- Ensuring the environmental condition of industrial land is adequate to allow sensitive uses.
- Managing the existing use and future relocation of large scale heavy industries.
- Ensuring the transport network is accessible and adequately serves the community and that the new area is linked to the Principal Public Transport Network (PPTN).
- Recognise that residential amenity in the Fishermans Bend Urban Renewal Area is not comparable to that of residential zones, and residential use and development in these zones must not compromise the other purposes and functions of the Fishermans Bend Urban Renewal Area.
- Ensure new retail development supports the surrounding area's new function without material impacts on the operation of existing centres.

### **Vision**

- Fishermans Bend is an innovative urban renewal project promoting a mix of residential, retail, commercial, entertainment and employment opportunities that complements the functions and built form of the Central City and Docklands.
- The Fishermans Bend urban renewal project will provide excellent access for residents to services and employment, improved housing affordability and choice and a diversity of activities in this key area of Melbourne. The area will provide opportunities for co-location of employment and housing, increasing productivity through decreased travel times for residents and reducing the need for fringe development.
- Fishermans Bend urban renewal project is driven by the fundamental principles of economic prosperity, social equity and environmental quality that takes advantage of its close proximity to existing employment, residential and transport links in the City/Southbank/ Docklands areas.

### **Local Strategies**

In addition to the objectives and strategies contained in 21.03, 21.04 and 21.05, the following local strategies must be considered and – where more specific detail is provided – take precedence:

- 6.4.67 Promote a genuine mix of uses in the area that provides for residential, commercial, retail, industrial and community facilities and uses.
- 6.4.68 Encourage the concentration and mix of uses to increase public and active transport use, reduce car dependence and promote multi-purpose trips.
- 6.4.69 Encourage the opportunity for significant levels of new residential dwellings to help meet the housing needs of the State.
- 6.4.70 Encourage the relocation of industrial uses to enable the area to transition to a mixed use residential area.
- 6.4.71 Allow existing industry to function and potentially expand in the short to medium term.
- 6.4.72 Support the development of new industrial uses which are employment intensive, clean and sustainable, including high technology uses, in a manner that reduces the amenity impacts.

- 6.4.73 Support the development of Fishermans Bend as the preferred location for clean, high profile, value added advanced manufacturing, research and development, and ancillary services.
- 6.4.74 Manage the interface of residential development in Fishermans Bend Urban Renewal Area with future development in Webb Dock.
- 6.4.75 Promote industry-leading sustainable design principles including the use of renewable energy. Waste recycling systems, co-generation and sharing, waste-to-energy facilities, green roofs/walls, stormwater capture and sustainable building materials.
- 6.4.76 Encourage a more visually pleasing urban form with improvements to both private and public realms with the introduction of residential land uses.
- 6.4.77 Discourage big box retail development without adequate retail impact assessments.
- 6.4.78 In the Fishermans Bend Urban Renewal Area development will respond to the Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016).
- 6.4.79 Encourage varied building heights within large sites capable of accommodating more than one building and across the entirety of the Fishermans Bend Urban Renewal Area.

### **Implementation**

The local strategies will be implemented by:

- Applying Schedule 1 of the Capital City Zone to the Fishermans Bend Urban Renewal Area and the Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016).
- Ensuring Schedule 1 of the Capital City Zone requires environmental remediation where necessary, prior to the commencement of sensitive uses or buildings and works associated with a sensitive use..
- Applying the Development Contribution Plan Overlay to the Fishermans Bend Urban Renewal Area to fund public transport and other infrastructure.

**21.07 INCORPORATED DOCUMENT**

04/05/2017  
C117  
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C122

St Kilda Foreshore Urban Design Framework (2002)

Port Phillip Heritage Review - Volumes 1-6 (~~Version 21, 21 March 2017~~ Adoption Version Amendment C122 September 2017) (Includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).

**Reference documents**

**General**

Community Plan (2007)

Council Plan 2009 - 2013

Health and Wellbeing Strategy (2007)

**Environmental sustainability**

Toward Zero Sustainable Environment Strategy (2007)

Sustainable Design Policy (2006)

Sustainable Transport Framework (2004)

Sustainable Transport Policy and Parking Rates (Ratio, 2007)

**Land use**

Port Phillip Housing Strategy (2007)

Port Phillip Activity Centres Implementation Plan (2007)

Port Phillip Activity Centres Strategy (2006)

Port Phillip Industry and Business Strategy (2003)

Open Space Strategy (2006, Revised 2009)

Open Space Strategy Implementation Plan Framework (2009)

Foreshore Management Plan (2004)

**Built form**

Port Phillip Housing Strategy (2007)

Port Phillip Design Manual (2000)

**Neighbourhoods**

South Melbourne Central Structure Plan (2007)

South Melbourne Central Urban Design Framework (2007)

Ormond Road Urban Design Guidelines (2007)

Beacon Cove Neighbourhood Character Guidelines 2010 (SJB Urban, 2010)

Carlisle Street Activity Centre Structure Plan (2009)

Carlisle Street Urban Design Framework (2009)

Design Guidelines 1-7 Waterfront Place, Port Melbourne (2014)

St Kilda Road North Precinct Plan (2013 – Updated 2015)

Bay Street Activity Centre Structure Plan – Parts 1 and 2 (2014)

St Kilda Road South Urban Design and Land Use Framework (2015)

## 22.04 HERITAGE POLICY

04/05/2017  
C117  
--/--/20--  
Proposed  
C122

This policy applies to all land within a Heritage Overlay.

### 22.04-1 Policy Basis

27/06/2011  
C62

This policy:

- builds on the SPPF heritage objective in Clause 15.03 to local circumstances;
- builds on the MSS objectives in Clause 21.05-1 relating to local heritage conservation, and
- applies the findings of the Port Phillip Heritage Review, Volumes 1-6.

### 22.04-2 Objectives

27/06/2011  
C62

- To retain and conserve all significant and contributory heritage places.
- To discourage the demolition of significant and contributory heritage places.
- To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.
- To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.
- To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.
- To encourage development, in particular use of materials, that responds to the historic character of laneways and to minimise elements that adversely impact on that character.
- To ensure that reconstruction and repair of significant heritage bluestone kerb and channelling, bluestone laneways and significant concrete kerb and channel is carried out in a way that reflects as closely as possible the original appearance.

### 22.04-3 Policy

08/12/2011  
C72

#### General

It is policy to:

- Encourage the restoration and reconstruction of heritage places (including the accurate reconstruction of original streetscape elements such as verandahs) in all areas, and in particular, in intact or substantially consistent streetscapes in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446).
- Encourage the removal of alterations and additions that detract from the heritage significance of a heritage place.
- Encourage new development to be respectful of the scale, form, siting and setbacks of nearby significant and contributory buildings.
- Disregard the impact of buildings that are obviously atypical to the character of the streetscape when determining the appropriate mass and scale for new buildings or extensions or upper storey additions.

- Encourage a contextual design approach for additions and/or alterations to a heritage place or for new development. A contextual approach is where the alteration, addition or new development incorporates an interpretive design approach, derived through comprehensive research and analysis. New development should sit comfortably and harmoniously integrate with the site and within the streetscape and not diminish, detract from or compete with the significance of the heritage place or streetscape character. This approach can include
  - Contemporary architecture and innovative design which is an important part of the contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature in a number of areas and is therefore an important component of Port Phillip’s heritage.
  - Accurate reproduction architecture may be employed in limited instances where detailed evidence, such as photographic evidence, exists for that alteration, addition or new development. This approach may be more appropriate in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446), but may have limited application elsewhere.

### Additions and/or Alterations to Heritage Places

It is policy that:

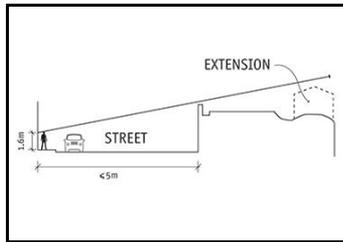
- Additions and alterations:
  - Do not change the original principal facade(s) or roof.
  - Are distinguishable from the original parts of the heritage place to be conserved, if a contemporary architectural approach is used.
  - Are based on research that can identify the elements, detailing and finishes originally employed.
  - Do not obscure or alter an element that contributes to the significance of the heritage place.
  - Maintain an existing vista or viewlines to the principal facade(s) of a heritage place.
- An upper storey addition is sited and massed behind the principal facade so that it preferably is not visible, particularly in intact or consistent streetscapes (see Performance Measure 1).

*Performance Measure 1*

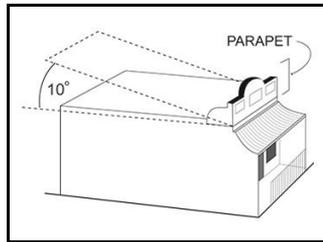
Upper storey additions may meet the above policy for siting and massing if the following measures, as appropriate, are achieved:

- They are sited within an “envelope” created by projecting a sight line from 1.6 metres above ground level (this being the eye level of an adult person of average height) to the front parapet or gutter on the main façade and taken from a point where the footpath meets the property line directly opposite the site, where the property has a frontage to a narrow street (5 metres or less) or laneway (illustration 1), or
- They are sited within an “envelope” created by projecting a line of 10 degrees from the height of the base of the front parapet or gutter line on the main façade and extending to the rear of the heritage place (**illustration 2 or 3**), or
- In exceptional cases where the heritage place is located in a diverse streetscape and the design of the proposed addition is considered to be an appropriate contextual response, they are sited within an “envelope” created by projecting a line of up to 18 degrees from the height of the base of the front parapet or gutter line on the main façade of the heritage place.

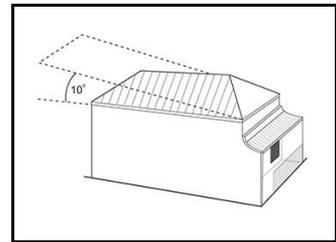
**Illustration 1**



**Illustration 2**



**Illustration 3**



- If visible from the front (principal) street, the roof of any addition is related to that of the heritage place in terms of form, pitch and materials.
- Where the property is located on a corner site, the upper storey addition is sited and massed so it is visually recessive from the front of the building, so that the scale of the heritage place is the dominant element in the front (principal) streetscape.
- In cases where the original heritage place has been altered, the previous alterations and additions are retained and conserved where they help to interpret the history of its development and they contribute to the significance of the heritage place.
- New openings in the principal facade(s) visible from the street are avoided, or if openings are visible, they are proportionally related to those of the heritage place.
- Walls, windows, roofs and fences are complementary to the heritage place in terms of materials, finishes, textures and paint colours and are appropriate to its architectural style.
- New development achieves environmentally sustainable outcomes, including upgrading existing fabric to reduce operational environmental impact of existing buildings, which is balanced with protecting the heritage significance of the site.

### **New Development in Heritage Overlay Areas**

It is policy that:

- New development maintains and enhances an existing vista to the principal facade(s) of the heritage place, where a new development is adjacent to a heritage place (see Performance Measure 2).

*Performance Measure 2*

Buildings and works may meet the above policy for maintaining and enhancing an existing vista to the principal facade(s) of a heritage place if the following measures, as appropriate, are achieved:

- New development, with a significant or contributory heritage place on one adjacent site, has an equivalent frontage setback to the heritage place or a setback configuration that maintains a reasonable vista to the heritage place.
- New development, with a significant or contributory heritage place on both adjacent sites with differing setbacks, has a setback no greater than the largest setback and no less than the smaller setback.

- New development generally reflects the prevailing streetscape scale and does not dominate the streetscape or public realm (see Performance Measure 3).

**Performance Measure 3**

Buildings and works may meet the above policy for building scale if the following measures, as appropriate, are achieved:

- If located in a street which has a consistent building scale and adjacent to a significant or contributory heritage place, the height of the building is no higher than the roof ridgeline of the highest adjacent heritage place when viewed from the street, but may include a higher component to the rear; or
  - If located in a street with a diverse building scale, and adjacent to a significant or contributory heritage place, the height of the new building is of a scale and mass that respects both the adjacent heritage place and the prevailing scale of the area.
- Front and side setbacks reflect those of the adjacent buildings and the streetscape, where this is an important element in the streetscape.
  - Roofs respond to any predominant roof form characteristic of the streetscape.
  - Door and window openings are complementary to the prevailing streetscape characteristics. Large expanses of glass or horizontal windows are generally avoided in principal front facades except where this is considered an appropriate design response.
  - If it is a major development site containing a significant or contributory heritage place that is to be retained, the new development respects the scale and setting of the heritage place whilst responding to the prevailing building scale of the heritage overlay area.
  - Visible wall elevations of the new building are articulated in a manner that is complementary to the streetscape through the use of different materials, massing and the inclusion of windows and doors where appropriate.
  - Materials, textures and finishes complement those evident in the streetscape.
  - Colour schemes complement the appearance and character of the streetscape.
  - Front fences are appropriate to the architectural style of the building.
  - For a contextual approach, front fencing interprets the prevailing character of fencing in the immediate environs and in particular responds to prevailing fence height, degree of transparency, form and materials.

**Demolition**

Where a permit is required for demolition of a significant or contributory building, it is policy to:

- Refuse the demolition of a significant building unless and only to the extent that:
  - the building is structurally unsound;
  - the replacement building and/or works displays design excellence which clearly and positively supports the ongoing heritage significance of the area.
- Refuse the demolition of a contributory building unless and only to the extent that:
  - the building is structurally unsound, and either
  - the replacement building and/or works displays design excellence which clearly and positively supports to the ongoing heritage significance of the area, or
  - in exceptional circumstances the streetscape is not considered intact or consistent in heritage terms.
- Require all applications for demolition of significant or contributory buildings to be accompanied by an application for new development.
- Allow the demolition of part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.

## Car Parking

It is policy to:

- Discourage new vehicle crossovers in the front of a property with a narrow street frontage or in streets with few or no crossovers.
- Encourage new on-site car spaces to be located at the rear of the property or in a side setback area.
- Encourage carports, garages and outbuildings, if visible from the main street frontage, to have wall openings, roof forms and materials that complement the main building and the streetscape.

## Laneways, Kerbs and Channels

It is policy that:

- Reconstruction of existing bluestone kerb and channelling occurs only when it is at the end of its useful life.
- Where an upper floor is proposed, it is incorporated into the roof space or stepped back from the laneway to reduce its bulk.
- There is zero setback from the laneway frontage (e.g. buildings / fences are built on the boundary line abutting the laneway).
- External materials are limited to those utilitarian materials common in the early periods of development, typically red face brickwork for walls.

## Street Furniture

It is policy that:

- Street furniture, including seats, litter bins, bicycle rails and drinking fountains, are designed and sited to ensure that they are not obtrusive in the streetscape, do not adversely affect the heritage significance of an area, and do not obstruct the views to a heritage place.

## 22.04-4 Application Requirements

27/06/2011  
C62

It is policy to require all applications for development to be accompanied by:

A written report that explains:

- The design approach adopted and the reason why.
- How the proposed building and/or works will clearly and positively support the ongoing significance of the heritage place and promote design excellence.
- In the case of any proposed demolition:
  - Why the building is considered to be structurally unsound with supporting information to Council's satisfaction.
  - How the replacement building and/or works clearly and positively support the significance of the heritage place.
- In the case of any proposed addition/alteration, how the proposal is respectful to the scale, massing and form of the significant or contributory heritage place.
- In the case of new development, how the proposal will complement existing heritage characteristics and be respectful of and respond to the prevailing scale, form, siting and setbacks of existing significant or contributory heritage places in the vicinity.

- Whether the addition and /or alteration or new development has met the performance measure 1, 2 or 3, where relevant, and in the cases where these performance measures have not been met, how the proposal achieves the relevant policy.

Plans showing the following:

- Fully scaled and dimensioned elevations and floor plans.
- Where facade restoration forms part of the proposal, plans must be prepared at a 1:20 scale.
- Where demolition forms part of the proposal, demolition plans and elevations showing the extent of all buildings, fences, etc to be demolished.
- A three dimensional building envelope that shows the potential new building volume if all the opportunities and constraints have been considered.
- Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site parking space locations and any other noteworthy features.
- A photo montage of the streetscape.
- A streetscape elevation which shows the existing streetscape and how the proposal sits within the streetscape.
- Information which shows the form of the proposal from oblique views from neighbouring streetscapes where any part of the proposal will be visible.
- A landscape plan.

## 22.04-5

27/06/2011  
C62

### Definitions

**Heritage place** is a place that has identified heritage value and could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land.

**Significant heritage places** include buildings and surrounds that are individually important places of either State, regional or local heritage significance and are places that together within an identified area, are part of the significance of a Heritage Overlay. These places are included in a Heritage Overlay either as an area or as an individually listed heritage place and are coloured “red” on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6.

**Contributory heritage places** include buildings and surrounds that are representative heritage places of local significance which contribute to the significance of the Heritage Overlay area. They may have been considerably altered but have the potential to be conserved. They are included in a Heritage Overlay and are coloured “green” on the City of Port Phillip Heritage Policy Map, in the Port Phillip Heritage Review, Volume 1-6.

**Non-contributory properties** are buildings that are neither significant nor contributory. They are included in a Heritage Overlay and have no colour on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6. However any new development on these sites may impact on the significance of the Heritage Overlay, and should therefore consider the heritage characteristics of any adjoining heritage place and the streetscape as covered in this policy.

## 22.04-6

04/05/2017  
C117  
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C122

### Incorporated Document

Port Phillip Heritage Review – Volumes 1 – 6 (~~Version 21, 21 March 2017~~ [Adoption Version Amendment C122 September 2017](#)) (includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).

**22.04-7 Reference Documents**

07/07/2016  
C103  
~~11/20~~  
Proposed  
C122

Port Phillip Design Manual, 2000 including:

- Fishermans Bend Guidelines (Updated 2010)
- Garden City Guidelines (Updated 2010)
- Dunstan Estate Guidelines (2007)
- Heritage Kerbs, Channels and Laneways Guideline (2006)

Review of Heritage Overlay 3, Heritage Alliance (2009) & Built Heritage (2010).

Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations (Lovell Chen, July 2011)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

Fishermans Bend Heritage Study (Biosis Pty Ltd, 2013)

Fishermans Bend additional heritage place assessments (Biosis Pty Ltd, 2015)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

[Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda \(Lovell Chen, May 2015\)](#)

[Heritage Review – Wellington Street \(Lovell Chen, \(Revised\) March 2017\)](#)

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C122

## SCHEDULE 6 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ6**.

### WELLINGTON STREET NEIGHBOURHOOD, ST KILDA

#### 1.0 Neighbourhood character objectives

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C122

- Reinforce the established 2-3 storey scale generally west of Upton Road, allowing for new well-designed ‘infill’ development on larger sites consistent with the established neighbourhood character.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback.
- Ensure development makes a positive contribution to the creation of Wellington Street as a landscaped (green) pedestrian link.

#### 2.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

--/20--  
C122

**Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?**

Yes

**Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?**

Yes

#### 3.0 Requirements of Clause 54 and Clause 55

--/20--  
C122

	Standard	Requirement
<b>Minimum street setback</b>	A3 and B6	None specified
<b>Site coverage</b>	A5 and B8	None specified
<b>Permeability</b>	A6 and B9	None specified
<b>Landscaping</b>	B13	None specified
<b>Side and rear setbacks</b>	A10 and B17	None specified
<b>Walls on boundaries</b>	A11 and B18	None specified
<b>Private open space</b>	A17	None specified
	B28	None specified
<b>Front fence height</b>	A20 and B32	None specified

#### 4.0 Maximum building height requirement for a dwelling or residential building

--/20--  
C122

A building used as a dwelling or a residential building must not exceed a height of 11 metres and 3 storeys.

This does not apply to:

- Sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more and the height of the building does not exceed the maximum building height by more than 1 metre.
- Architectural features such as domes, towers, masts and building services that do not exceed the maximum building height by more than two metres and do not exceed 10% of the gross floor area of the top building level.
- Where a site is covered by an SBO, the maximum building height may be exceeded by no more than the minimum additional building height required by the overlay provisions.
- Part of a pitched roof of a new building or extended building exceeds the maximum building height by less than 1 metre, the degree of pitch matches the pitch of other roof forms in the street and the part of the roof exceeding the maximum building height is no more than 30% of total area of the roof.
- An extension of an existing building or the construction of a new building within a Heritage Overlay may exceed the maximum building height specified in the schedule, so long as the height does not exceed that of the majority of heritage places (graded significant or contributory) within five properties either side on the same side of the street.
- The construction or extension of a building that incorporates a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) does not exceed the maximum building height by 1 metre.

## 5.0 Application requirements

--/20--  
C122

None specified

## 6.0 Decision guidelines

--/20--  
C122

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal respects the existing neighbourhood character, including height and form.
- Whether exceeding the maximum height would achieve consistency within a heritage streetscape.
- The impact of the proposal on adjoining or nearby heritage buildings.
- The visual impact and bulk of the proposal and its relationship with adjacent buildings.
- Whether the roof form exceeding the maximum height responds to the streetscape character.
- Whether architectural features contribute positively to the architecture of the building and neighbourhood character.
- Whether the proposal is consistent with the Preferred Future Character Statement for the Wellington St Neighbourhood in the *St Kilda Road South Urban Design and Land Use Framework (2015)*.
- Whether the proposal meets the Design Objectives and Design Requirements for the Wellington St Neighbourhood, and the General Design Requirements in the *St Kilda Road South Urban Design and Land Use Framework (2015)*.

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C122

## SCHEDULE 7 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ7**.

### BARKLY STREET & SITES ON WESTERN SIDE OF ST KILDA ROAD, ST KILDA

#### 1.0 Neighbourhood character objectives

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C122

- Protect the visual prominence of the St Kilda Presbyterian Church by creating a transition in the height of development from lower rise adjoining the Church to higher rise at the corner of Alma Road and St Kilda Road along Alma Road, east of the Church.
- Retain the low to mid-rise residential character (2 to 4 storeys) along Barkly Street.
- Ensure development along Barkly Street and Alma Road provides consistent landscaped front setbacks and regular spacing between buildings.
- Recreate a coherent edge to the western side of St Kilda Road through development that addresses the street through a reinstated street-wall and consistent building heights.
- Respect the fine grain heritage character of Charles, Vale and Blanche Streets and Waterloo Crescent.

#### 2.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

--/20--  
C122

**Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?**

Yes

**Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?**

Yes

#### 3.0 Requirements of Clause 54 and Clause 55

--/20--  
C122

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

#### 4.0 Maximum building height requirement for a dwelling or residential building

--/20--  
C122

A building used as a dwelling or a residential building must not exceed a height of 14.5 metres and 4 storeys.

This does not apply to:

- Sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more and the height of the building does not exceed the maximum building height by more than 1 metre.
- Architectural features such as domes, towers, masts and building services that do not exceed the maximum building height by more than two metres and do not exceed 10% of the gross floor area of the top building level.
- Where a site is covered by an SBO, the maximum building height may be exceeded by no more than the minimum additional building height required by the overlay provisions.
- Part of a pitched roof of a new building or extended building exceeds the maximum building height by less than 1 metre, the degree of pitch matches the pitch of other roof forms in the street and the part of the roof exceeding the maximum building height is no more than 30% of total area of the roof.
- An extension of an existing building or the construction of a new building within a Heritage Overlay may exceed the maximum building height specified in the schedule, so long as the height does not exceed that of the majority of heritage places (graded significant or contributory) within five properties either side on the same side of the street.
- The construction or extension of a building that incorporates a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) does not exceed the maximum building height by 1 metre.

#### 5.0 Application requirements

--/20--  
C122

None specified

#### 6.0 Decision guidelines

--/20--  
C122

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal respects the existing neighbourhood character, including height and form.
- Whether exceeding the maximum height would achieve consistency within a heritage streetscape.
- The impact of the proposal on adjoining or nearby heritage buildings.
- The visual impact and bulk of the proposal and its relationship with adjacent buildings.
- Whether the roof form exceeding the maximum height responds to the streetscape character.
- Whether architectural features contribute positively to the architecture of the building and neighbourhood character.
- Whether the proposal is consistent with the Preferred Future Character Statement for the St Kilda Road Neighbourhood in the *St Kilda Road South Urban Design and Land Use Framework* (2015).
- Whether the proposal meets the Design Objectives and Design Requirements for the St Kilda Road Neighbourhood, and the General Design Requirements in the *St Kilda Road South Urban Design and Land Use Framework* (2015).

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C122

## SCHEDULE 8 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ8**.

### CARLISLE STREET NEIGHBOURHOOD, ST KILDA

#### 1.0 Neighbourhood character objectives

--/20--  
C122

- Reinforce the prevailing low to mid-rise scale of residential development along Carlisle Street.
- Ensure the height of new development respects and responds to the scale of existing residential buildings, through a comparable street-wall height and recessed upper level/s.
- Maintain the street rhythm of space between buildings and landscaping in the frontage setback.
- Ensure buildings are designed to provide an active residential edge to the street, though ground level entries and windows, and upper level windows and balconies, which address the street.
- Ensure development makes a positive contribution to the development of Carlisle Street as a landscaped (green) pedestrian link and maintains solar access to the southern footpath.

#### 2.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

--/20--  
C122

**Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?**

Yes

**Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?**

Yes

#### 3.0 Requirements of Clause 54 and Clause 55

--/20--  
C122

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

#### 4.0 Maximum building height requirement for a dwelling or residential building

--/20--  
C122

A building used as a dwelling or a residential building must not exceed a height of 18 metres and 5 storeys.

This does not apply to:

- Sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more and the height of the building does not exceed the maximum building height by more than 1 metre.
- Architectural features such as domes, towers, masts and building services that do not exceed the maximum building height by more than two metres and do not exceed 10% of the gross floor area of the top building level.
- Where a site is covered by an SBO, the maximum building height may be exceeded by no more than the minimum additional building height required by the overlay provisions.
- Part of a pitched roof of a new building or extended building exceeds the maximum building height by less than 1 metre, the degree of pitch matches the pitch of other roof forms in the street and the part of the roof exceeding the maximum building height is no more than 30% of total area of the roof.
- An extension of an existing building or the construction of a new building within a Heritage Overlay may exceed the maximum building height specified in the schedule, so long as the height does not exceed that of the majority of heritage places (graded significant or contributory) within five properties either side on the same side of the street.
- The construction or extension of a building that incorporates a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) does not exceed the maximum building height by 1 metre.

#### 5.0 Application requirements

--/20--  
C122

None specified

#### 6.0 Decision guidelines

--/20--  
C122

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal respects the existing neighbourhood character, including height and form.
- Whether exceeding the maximum height would achieve consistency within a heritage streetscape.
- The impact of the proposal on adjoining or nearby heritage buildings.
- The visual impact and bulk of the proposal and its relationship with adjacent buildings.
- Whether the roof form exceeding the maximum height responds to the streetscape character.
- Whether architectural features contribute positively to the architecture of the building and neighbourhood character.
- Whether the proposal is consistent with the Preferred Future Character Statement for the Carlisle Street Neighbourhood in the *St Kilda Road South Urban Design and Land Use Framework* (2015).
- Whether the proposal meets the Design Objectives and Design Requirements for the Carlisle St Neighbourhood, and the General Design Requirements in the *St Kilda Road South Urban Design and Land Use Framework* (2015).

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C122

## SCHEDULE 9 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ9**.

### ALMA ROAD AND CORNER OF CARLISLE STREET AND ST KILDA ROAD, ST KILDA

#### 1.0 Neighbourhood character objectives

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C122

- Protect the visual prominence of the St Kilda Presbyterian Church by creating a transition in the height of development from lower rise adjoining the Church to higher rise at the corner of Alma Road and St Kilda Road along Alma Road, east of the Church.
- Ensure development along Alma Road provides consistent landscaped front setbacks and the regular spacing between buildings.
- Recreate a coherent edge to the western side of St Kilda Road through development that addresses the street through a reinstated street-wall and consistent building heights.
- Encourage high quality redevelopment that enhances the prominent corner of Carlisle Street and St Kilda Road.

#### 2.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

--/20--  
C122

**Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?**

Yes

**Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?**

Yes

#### 3.0 Requirements of Clause 54 and Clause 55

--/20--  
C122

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

#### 4.0 Maximum building height requirement for a dwelling or residential building

--/20--  
C122

A building used as a dwelling or a residential building must not exceed a height of 21.5 metres and 6 storeys.

This does not apply to:

- Sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more and the height of the building does not exceed the maximum building height by more than 1 metre.
- Architectural features such as domes, towers, masts and building services that do not exceed the maximum building height by more than two metres and do not exceed 10% of the gross floor area of the top building level.
- Where a site is covered by an SBO, the maximum building height may be exceeded by no more than the minimum additional building height required by the overlay provisions.
- Part of a pitched roof of a new building or extended building exceeds the maximum building height by less than 1 metre, the degree of pitch matches the pitch of other roof forms in the street and the part of the roof exceeding the maximum building height is no more than 30% of total area of the roof.
- An extension of an existing building or the construction of a new building within a Heritage Overlay may exceed the maximum building height specified in the schedule, so long as the height does not exceed that of the majority of heritage places (graded significant or contributory) within five properties either side on the same side of the street.
- The construction or extension of a building that incorporates a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) does not exceed the maximum building height by 1 metre.

#### 5.0 Application requirements

--/20--  
C122

None specified

#### 6.0 Decision guidelines

--/20--  
C122

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal respects the existing neighbourhood character, including height and form.
- Whether exceeding the maximum height would achieve consistency within a heritage streetscape.
- The impact of the proposal on adjoining or nearby heritage buildings.
- The visual impact and bulk of the proposal and its relationship with adjacent buildings.
- Whether the roof form exceeding the maximum height responds to the streetscape character.
- Whether architectural features contribute positively to the architecture of the building and neighbourhood character.
- Whether the proposal is consistent with the Preferred Future Character Statement for the St Kilda Road Neighbourhood in the *St Kilda Road South Urban Design and Land Use Framework* (2015).
- Whether the proposal meets the Design Objectives and Design Requirements for the St Kilda Road Neighbourhood, and the General Design Requirements in the *St Kilda Road South Urban Design and Land Use Framework* (2015).

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C122

## SCHEDULE 7 TO CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE

Shown on the planning scheme map as **NRZ7**.

### WELLINGTON STREET NEIGHBOURHOOD, ST KILDA

#### 1.0 Neighbourhood character objectives

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C122

- Maintain the established pattern of single, detached, 1-2 storey dwellings and fine grain character of the heritage area, east of Upton Road.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback.
- Ensure development makes a positive contribution to the creation of Wellington Street as a landscaped (green) pedestrian link.

#### 2.0 Minimum subdivision area

--/20--  
C122

None specified

#### 3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

--/20--  
C122

Requirement	
Permit requirement for the construction or extension of one dwelling on a lot	500 square metres
Permit requirement to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot	500 square metres

#### 4.0 Requirements of Clause 54 and Clause 55

--/20--  
C122

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

## 5.0 Maximum building height requirement for a dwelling or residential building

--/20--  
C122

A building used as a dwelling or a residential building must not exceed a height of 8 metres and 2 storeys.

This does not apply to:

- Sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more and the height of the building does not exceed the maximum building height by more than 1 metre.
- Architectural features such as domes, towers, masts and building services that do not exceed the maximum building height by more than two metres and do not exceed 10% of the gross floor area of the top building level.
- Where a site is covered by an SBO, the maximum building height may be exceeded by no more than the minimum additional building height required by the overlay provisions.
- Part of a pitched roof of a new building or extended building exceeds the maximum building height by less than 1 metre, the degree of pitch matches the pitch of other roof forms in the street and the part of the roof exceeding the maximum building height is no more than 30% of total area of the roof.
- An extension of an existing building or the construction of a new building within a Heritage Overlay may exceed the maximum building height specified in the schedule, so long as the height does not exceed that of the majority of heritage places (graded significant or contributory) within five properties either side on the same side of the street.
- The construction or extension of a building that incorporates a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) does not exceed the maximum building height by 1 metre.

## 6.0 Application requirements

--/20--  
C122

None specified.

## 7.0 Decision guidelines

--/20--  
C122

The following decision guidelines apply to an application for a permit under Clause 32.09, in addition to those specified in Clause 32.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal respects existing neighbourhood character, including height and form.
- Whether exceeding the maximum height would achieve consistency within a heritage streetscape.
- The visual impact and bulk of the proposal and its relationship with adjacent buildings.
- Whether the roof form exceeding the maximum height responds to the streetscape character.
- Whether architectural features contribute positively to the architecture of the building and neighbourhood character.
- Whether the proposal is consistent with the Preferred Future Character statement for the Wellington Street Neighbourhood in the *St Kilda Road South Urban Design and Land Use Framework* (2015).
- Whether the proposal meets the Design Objectives and Design Requirements for the Wellington Street Neighbourhood, and the General Design Requirements in the *St Kilda Road South Urban Design and Land Use Framework* (2015).

## **8.0 Transition provisions**

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C122

Schedule 9 to Clause 32.09 to the Neighbourhood Residential Zone does not apply to an application to construct a dwelling or residential building made before the approval date of the planning scheme amendment that introduced this schedule into the planning scheme. The requirements of Clause 54 as they apply to Clause 54.03-2 or of Clause 55 as they apply to clause 55.03-2 as in force immediately before the said approved date continue to apply.

Despite the provisions of Schedule 6 to Clause 32.08, these do not apply to an application under section 69 of the Act to extend a permit to construct or extend a development.

04/05/2017  
C117  
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Proposed  
C122

## SCHEDULE TO THE HERITAGE OVERLAY

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1	<i>Port Melbourne</i> Area generally bound by Clark Street to the north, Ingles and Boundary Streets to the east, Pickles Street to the south and Graham Street to the west	Yes	No	Yes – but limited to the Port Melbourne Light Rail Reserve, area zoned PPRZ.	No	No	No		No
HO2	<i>The Garden City Housing Estates</i> Port Melbourne	Yes	No	No	No	No	No		No
HO4	<i>City Rd Industrial Area</i> South Melbourne	Yes	No	No	No	No	No		No
HO5	<i>St Kilda Hill</i> Area generally bound by Fitzroy St to the North, Barkly St to the east, Carlisle St to the south and Port Phillip Bay to the west	Yes	No	No	No	No	No		No
HO6	<i>St Kilda East</i> Area generally bound by Wellington Rd and Dandenong Rd to the north, varying degrees of	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	Alma Rd to the south, St Kilda Rd to the east and Orrong Rd to the west								
HO7	<i>St Kilda, Elwood, Balaclava, Ripponlea</i> Area generally bound by Carlisle St to the north, Glenhuntly Rd to the south, Hotham St to the east and Mitford St and Broadway to the west	Yes	No	No	No	No	No		No
HO8	<i>Elwood-Glenhuntly Rd, Ormond Rd</i> Area generally comprising Glenhuntly Rd as the east-west spine, extending north just beyond Shelley St between Marine Parade and the Elwood Canal, and south generally between Ormond Rd and Ormond Esplanade	Yes	No	No	No	No	No		No
HO318	<i>Brighton Rd (Elwood)</i> Brighton Rd, Burns St, Glenhuntly Rd, Heaton St	Yes	No	No	No	No	No		No
HO316	<i>Carlisle St (East)</i> Carlisle St, Hawsleigh Ave	Yes	No	No	No	No	No		No
HO30	<i>Emerald Hill Estate</i> Bank, Clarendon, Park, Cecil, Dorcas, Marshall, Fishley, Layfield and Perrins Streets, South Melbourne	-	-	-	-	Yes Ref NoH1136	Yes		No
HO317	<i>Hotham St (Balaclava)</i> Nos. 113-125 Hotham St	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO315	<i>Inkerman St (East)</i> Chapel St, Inkerman St	Yes	No	No	No	No	No		No
HO258	<i>St Vincent Place Precinct</i> 1-99 St Vincent Place South and 2-94 St Vincent Place North and St Vincent Gardens East and St Vincent Gardens West and 10 Merton St and Montague St (Part), Albert Park	-	-	-	-	Yes Ref No H1291 (see also HO340/ H813 & H1291))	Yes		No
HO382	<i>Swallow Street Precinct</i> 49-77 Swallow Street, Port Melbourne	Yes	No	No	No	No	No		No
HO385	<i>Chusan Street Precinct</i> 1-37 Chusan Street, East St Kilda	Yes	No	No	No	No	No		No
HO386	<i>Godfrey Av/Raglan Street Precinct</i> 1-41, 2-36 Godfrey Avenue and 9-23 Raglan Street, East St Kilda	Yes	No	No	No	No	No		No
HO387	<i>Hammerdale Av Precinct</i> 2-24, 28-32, 3-17 Hammerdale Avenue, 2-8 Jervois Street, East St Kilda	Yes	No	No	No	No	No		No
HO388	<i>Holroyd Court Precinct</i> 1-7 Holroyd Court, East St Kilda	Yes	No	Yes – 4 mature camphor laurel street	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
				trees (cinnamomum camphora)					
HO389	<i>Kalymna Grove/Inkerman St Precinct</i> 1-35, 2-30 Kalymna Gr, 342-374 Inkerman Street, East St Kilda	Yes	No	No	No	No	No		No
HO390	<i>Mooltan Av Precinct</i> 10-16, 9-15 Mooltan Avenue, East St Kilda	Yes	No	No	No	No	No		No
HO391	<i>Murchison St/Alma Road Precinct</i> 1-29, 2-24 Murchison St, 20, 22, 26 Lansdowne Street, 160-188, 183-211 Alma Road, East St Kilda	Yes	No	No	No	No	No		No
HO392	<i>Orange Grove Precinct</i> 4-30, 11-33 Orange Gr and 331 Inkerman Street, East St Kilda	Yes	No	No	No	No	No		No
HO402	<i>Elwood Canal Precinct</i> Area covered by Elwood Canal and riparian margins, from Port Phillip Bay foreshore to St Kilda Street municipal boundary.	No	No	Yes	Yes	No	No		No
HO403	<i>Addison Street /Milton Street Precinct (Elwood)</i> 2 – 74 & 11-75 Addison St; 296 – 350 & 323 - 377 Barkly St; 77 – 85 Dickens St; 7 Hood St, 1 – 7 & 2 - 10 Lawson St; 1 – 12 Lytton St; 52 – 54 Marine Pde; 6 – 56 & 9 – 37 Meredith St; 53 – 83 & 66 –	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	100 Milton St; 6 – 24, 29 & 46 - 84 Ruskin St; 1 – 23 & 2 - 8 Thackeray St; Elwood								
HO404	<i>Byron Street / Mason Avenue Precinct (Elwood)</i> 2 – 24 & 9 -23 Byron St; 1 – 17 & 2 –18 Cyril St; 1 – 37 Mason St; 1 – 33 & 2 - 28 Moore St; Elwood	Yes	No	No	No	No	No		No
HO405	<i>McCrae Street Precinct (Elwood)</i> 31 – 33 John St; 1 – 13 & 2 – 14 McCrae St; Elwood	Yes	No	No	No	No	No		No
HO439	<i>Nightingale Street Precinct (Balaclava)</i> 31 – 55 Marlborough St, 24 – 58 Rosamond St, 27 – 57 Rosamond St, 32 - 58 Nightingale St, 19 - 47 Nightingale St, 19 & 21 Woodstock St, 1 – 17 Gibbs St, 2 – 20 Gibbs St and 1 to 5 Railway Place, Balaclava.	Yes	No	No	No	No	No		No
HO440	<i>Emerald Hill Residential Precinct</i> Area generally bound by Pickles St, York St and Kings Way to the north, Queens Rd to the east, Albert Rd to the south and Nelson and Ferrars St to the west	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO441	<i>St Vincent Place East</i> South Melbourne Bound By Park St, Cecil St, Albert Rd and Ferrars St	Yes	No	No	No	No	No		No
HO442	<i>Albert Park Residential Precinct / Part Montague Precinct</i> Area generally bound by Pickles St to the North, Ferrars St to the east, Kerferd Rd to the south and Beaconsfield Parade to the west (including shops and dwellings along City Road / Montague Street)	Yes	No	No	No	No	No		No
HO442 Interim Control Expiry date: 31/01/2018	Albert Park Residential Precinct / Part Montague Precinct Extension 496-510 City Road and 157-163 Montague Street, South Melbourne	Yes	No	No	No	No	No		No
HO443	<i>Bridport Street / Victoria Avenue Commercial Precinct</i> Albert Park	Yes	No	No	No	No	No		No
HO444	<i>Middle Park and St Kilda West Precinct</i> Bound by Kerferd Rd, Canterbury Rd, Fitzroy St and Beaconsfield Parade	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO445	<i>Armstrong Street Commercial Precinct</i> Middle Park	Yes	No	No	No	No	No		No
HO446	<i>Albert Park Lake Precinct</i> Area generally bound by Fitzroy St to the south, Queens Road to the east, Albert Road to the North and Canterbury Road to the west	Yes	No	No	No	No	No	Albert Park Master plan	No
HO9	<i>Christ Church complex</i> 14 Acland St and 1 St Leonards Ave, St Kilda	-	-	-	-	Yes Ref No H996	Yes		No
HO10	<i>Linden</i> 26 Acland St, St Kilda	-	-	-	-	Yes Ref No H213	Yes		No
HO11	<i>Halcyon</i> 53 Acland St, St Kilda	-	-	-	-	Yes Ref No H775	Yes		No
HO12	<i>South African Soldiers Memorial</i> 29A Albert Rd, Melbourne	-	-	-	-	Yes Ref No H1374	Yes		No
HO319	<i>Former BP House</i> 1-29 Albert Rd, Melbourne	Yes	No	No	No	No	No		No
HO320	<i>Offices</i> 31-33 Albert Rd, Melbourne	Yes	No	No	No	No	No		No
HO334	<i>Former Residence</i> 42 Albert Rd, Melbourne	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO361	<i>Houses</i> 140-144 Albert Road, South Melbourne	Yes	No	No	No	No	No		No
HO312	<i>Flats</i> 194 Albert Rd, South Melbourne	Yes	No	No	No	No	No		No
HO13	<i>Dalkeith</i> 314 Albert Rd, South Melbourne	-	-	-	-	Yes Ref No H840	Yes		No
HO14	<i>Corroboree Tree</i> Albert Park	No	No	Yes	No	No	No		Yes
HO15	<i>South Melbourne Cricket and Football Club grandstand</i> Albert Road Drive, Albert Park	Yes	Yes	No	No	No	No		No
HO393	<i>Houses</i> 31-35 Alexandra Street, East St Kilda	Yes	No	No	No	No	No		No
HO19	<i>Holmwood, including Canary Island date palm (6) jacaranda (2) Bhutan cypress (1)</i> 61 Alexandra St, Balaclava	Yes	Yes	Yes	No	No	No		No
HO18	<i>South African War Memorial</i> Alfred Square	-	-	-	-	Yes Ref No H1375	Yes		No
HO16	<i>House</i> 1 Alfred Square, St Kilda	Yes	Yes	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO17	<i>House</i> 2 Alfred Square, St Kilda	Yes	Yes	No	No	No	No		No
HO31	<i>Presbyterian Church</i> 2 Alma Rd, St Kilda	Yes	Yes	No	No	No	No		No
HO20	<i>Former Priory Ladies School</i> 61 Alma Rd, St Kilda	-	-	-	-	Yes Ref No H726	Yes		No
HO21	<i>Belmont Flats</i> 86 Alma Rd, St Kilda	-	-	-	-	Yes Ref No H805	Yes		No
HO350	<i>House</i> 127 Alma Rd, St Kilda East	Yes	No	No	No	No	No		No
HO23	<i>House</i> 200 Alma Rd, St Kilda East	Yes	No	No	No	No	No		No
HO25	<i>House</i> 217 Alma Rd, St Kilda East	Yes	No	No	No	No	No		No
HO26	<i>House</i> 63 Argyle St, St Kilda	Yes	Yes	No	No	No	No		No
HO407	<i>House</i> 6 Austin St, Elwood	Yes	No	No	No	No	No		No
HO408	<i>Zone Substation</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	36 Austin St, Elwood								
HO313	<i>House</i> 13 Baker St, St Kilda	Yes	No	No	No	No	No		No
HO394	<i>Former Factory</i> 5-7A Balston Street, East St Kilda	Yes	No	No	No	No	No		No
HO395	<i>Cottage</i> 16 Balston Street, East St Kilda	Yes	No	No	No	No	No		No
HO396	<i>Substation</i> 52 Balston Street, East St Kilda	Yes	No	No	No	No	No		No
HO369	Terrace Row, houses and Algerian Oak ( <i>Quercus canariensis</i> ) at the rear of 145 Bank Street and land beneath the canopy for a distance of five metres from the canopy edge. 141-147 Bank Street, 1-5 Palmer Street and 2-4 Wilson Street, South Melbourne	Yes	No	Yes	No	No	No		No
HO27	<i>Former South Melbourne Post Office</i> 195-207 Bank St, South Melbourne	-	-	-	-	Yes Ref No H1771	No		No
HO28	<i>South Melbourne Town Hall</i> 208-220 Bank St, South Melbourne	-	-	-	-	Yes Ref No H217	Yes		No
HO29	<i>South Melbourne Court House and Police Station</i> 209-213 Bank St, South Melbourne	-	-	-	-	Yes Ref No H1486	Yes		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO341	<i>Former Lauders Riding School (Emerald Hill)</i> 295 Bank St, South Melbourne	-	-	-	-	Yes Ref No H1749	Yes		No
HO32	<i>The Manse</i> 42 Barkly St, St Kilda	-	-	-	-	Yes Ref No H212	Yes		No
HO285	<i>House</i> 52 Barkly St, St Kilda	Yes	No	No	No	No	No		No
HO370	<i>Hampden, including two mature Canary Island Date Palms, scoria rock edging and tapered rough cast gate posts.</i> 74 Barkly Street, St Kilda	Yes	No	Yes	No	No	No		No
HO33	<i>Village Belle Hotel</i> 202 Barkly St, St Kilda	Yes	Yes	No	No	No	No		No
HO34	<i>House</i> 269 Barkly St, St Kilda	Yes	No	No	No	No	No		No
HO35	<i>Flats</i> 289 Barkly St, St Kilda	Yes	No	No	No	No	No		No
HO409	<i>Jerry's Milk Bar</i> 345 Barkly St, Elwood	Yes	No	No	No	No	No		No
HO38	<i>Former Morley's Coal Depot</i> 2-6 Bay St, Port Melbourne	Yes	Yes	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

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HO39	<i>Former Post Office and Naval drill hall</i> 40 Bay St, Port Melbourne	-	-	-	-	Yes Ref No H1378	Yes		No
HO452	<i>Former National Bank</i> 96 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO40	<i>Police station, lock up and court house</i> 113-119 Bay St, Port Melbourne	-	-	-	-	Yes Ref No H1318	Yes		No
HO41	<i>Port Melbourne Town Hall</i> 333 Bay St, Port Melbourne	Yes	Yes	Yes	No	No	No		No
HO42	<i>Shop</i> 397 Bay St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO43	<i>Princes Pier</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No H981	Yes		No
HO45	<i>Station Pier Northern Section</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No H984	Yes		No
HO465	<i>Station Pier Southern Section</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No H985	Yes		No
HO46	<i>Port Melbourne railway station</i> 98A Beach St, Port Melbourne	-	-	-	-	Yes Ref No H983	Yes		No
HO47	<i>Centenary bridge pillar</i>	Yes	No	No	No	No	No		No

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	Beach St, Port Melbourne								
HO48	Maskell and M <sup>c</sup> Nab Memorial Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO49	<i>Band Rotunda (opposite Stokes Street)</i> Beach St, Port Melbourne	-	-	-	-	Yes Ref No. H1735	No		No
HO50	<i>Public toilets</i> Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO51	<i>Bi-Centennial memorial</i> Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO362	<i>WW1 Memorial</i> Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO52	<i>Port Melbourne Yacht Club</i> Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO286	<i>Sandridge Hotel</i> 69 Beach St, Port Melbourne	Yes	No	No	No	No	No		No
HO44	<i>Leading lights</i> Beacon Vista and Hobsons Bay, Port Melbourne	-	-	-	-	Yes Ref No H982	Yes		No
HO53	<i>Cast iron lamp standards</i> Beaconsfield Pde, St. Kilda	Yes	No	No	No	No	No		No

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HO348	<i>Catani Gardens</i> Beaconsfield Pde and Jacka Blvd, St Kilda	-	-	-	-	Yes Ref No H1805	No		No
HO54	<i>Open sea bathing house</i> Beaconsfield Pde, St. Kilda	Yes	Yes	Yes	No	No	No		No
HO450	<i>Sea Wall and Promenade</i> Beaconsfield Parade (south side), between Cowderoy Street and McGregor Street, St Kilda West and Middle Park	Yes	No	No	No	No	No	Sea Wall and Promenade - September 2008	No
HO55	<i>Duart</i> 121 Beaconsfield Pde	Yes	Yes	No	No	No	No		No
HO56	<i>Hotel Victoria</i> 123 Beaconsfield Pde, Albert Park	-	-	-	-	Yes Ref No H820	Yes		No
HO57	<i>Hughenden</i> 177 Beaconsfield Pde, Middle Park	Yes	Yes	No	No	No	No		No
HO287	<i>Flats</i> 333 Beaconsfield Parade, St Kilda	Yes	No	No	No	No	No		No
HO58	<i>Shandon</i> 361 Beaconsfield Pde, St Kilda	-	-	-	-	Yes Ref No H669	Yes		No
HO59	<i>The Belford</i> 24 Belford St, St. Kilda	Yes	No	No	No	No	No		No

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HO410	<i>Houses</i> 1 – 5 Bell St, Ripponlea	Yes	No	No	No	No	No		No
HO357	<i>Former Australian Natives Association Hall</i> 49A Blanche Street, St Kilda	Yes	No	No	No	No	No		No
HO344	<i>St Kilda Botanical Gardens</i> 55 Blessington St, St Kilda	-	-	-	-	Yes Ref No H1804	Yes		No
HO60	<i>House</i> 4 Blessington St, St Kilda	Yes	No	No	No	No	No		No
HO349	<i>Public Reserve</i> Bowen Cres, Melbourne	No	No	Yes	No	No	No		No
HO62	<i>Biltmore private hotel</i> 152 Bridport St, Albert Park	-	-	-	-	Yes Ref No H475	Yes		No
HO63	<i>St Kilda Town Hall</i> Brighton Rd, St Kilda	Yes	Yes – but limited to the interior of the original 1890 and 1939 Town Hall building only	Yes	No	No	No		No
HO64	<i>Primary School No. 1479</i> 2 Brighton Rd, St Kilda	-	-	-	-	Yes Ref No H1712	Yes		No

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HO371	<i>Moreton Bay fig in the northwest corner of 43 Brighton Road and land beneath the canopy for a distance of five metres from the canopy edge.</i> 39-43 Brighton Road (part), 4 Dickens Street (part) and 1-5 Mozart Street (part), St Kilda	No	No	Yes	No	No	No		No
HO65	<i>Holy Trinity complex</i> 2 Brighton Rd, St Kilda	Yes	Yes	No	No	No	No		No
HO355	<i>House</i> 148 Brighton Road, Ripponlea	Yes	No	No	No	No	No		No
HO66	<i>Fire Station complex</i> 201 Brighton Rd, Elwood	Yes	No	No	No	No	No		No
HO67	<i>Windermere Flats</i> 49 Broadway, Elwood	-	-	-	-	Yes Ref No H911	Yes		No
HO411	<i>Houses</i> 2, 4 & 6 Browning St, Elwood	Yes	No	No	No	No	No		No
HO68	<i>Wilgah</i> 6 Burnett St, St Kilda	-	-	-	-	Yes Ref Nos H760	Yes		No
HO453	<i>Wilgah</i> 8 Burnett St, St Kilda	-	-	-	-	Yes Ref No H761	Yes		No
HO69	<i>Fenagh Cottage</i>	-	-	-	-	Yes Ref No H629	Yes		No

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	7 Burnett St, St Kilda								
HO343	<i>Marion Terrace</i> 14-24 Burnett St, St Kilda	-	-	-	-	Yes Ref No H1802	Yes		No
HO70	<i>Oberwyl</i> 33-35 Burnett St, St Kilda	-	-	-	-	Yes Ref No H214	Yes		No
HO71	<i>Fleurs</i> 48 Burnett St, St Kilda	-	-	-	-	Yes Ref No H753	Yes		No
HO412	<i>House</i> 32 Byron St, Elwood	Yes	No	No	No	-	No		No
HO413	<i>Ravensmead House</i> 38 Byron St, Elwood	Yes	No	No	No	-	No		No
HO72	<i>Former Salvation Army Citadel</i> 17 Camden St, Balaclava	Yes	No	No	No	No	No		No
HO378	<i>Pepper tree at the rear of 208 Canterbury Road and land beneath the canopy for a distance of five metres from the canopy edge.</i> 208-209 Canterbury Road, St Kilda West	No	No	Yes	No	No	No		No
HO73	<i>The Canterbury</i> 236 Canterbury Rd, St Kilda	-	-	-	-	Yes Ref No H1836	No		No

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HO74	<i>National Theatre</i> 20 Carlisle St, St Kilda	-	-	-	-	Yes Ref No H2092	Yes		No
HO288	<i>Funeral Parlour</i> 88 Carlisle St, St Kilda	Yes	No	No	No	No	No		No
HO75	<i>St. Colman's Church</i> 291 Carlisle St, Balaclava	Yes	Yes	No	No	No	No		No
HO76	<i>Luna Park</i> 18 Cavell St, St Kilda	-	-	-	-	Yes Ref No H938	Yes		No
HO454	<i>Luna Park- local significance</i> 18 Cavell St, St Kilda	Yes	No	No	No	No	No	Luna Park	No
HO289	<i>Southern Cross Hotel</i> 78 Cecil St, South Melbourne	Yes	No	No	No	No	No		No
HO77	<i>Port View House</i> 153 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H702	Yes		No
HO78	<i>Finn Barr</i> 155 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H715	Yes		No
HO79	<i>Former Mechanics Institute (Italian Club Cavour)</i> 170-172 Cecil St, South Melbourne	-	-	-	-	Yes Ref No H537	Yes		No

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HO466	<i>Former St Vincent de Paul Boys Orphanage</i> 231-241 Cecil St and 199-201 Napier St and 34 Church St, South Melbourne	-	-	-	-	Yes Ref No H2170	Yes		No
HO80	<i>Former Free Presbyterian Church</i> Chapel St, St Kilda East	Yes	Yes	No	No	No	No		No
HO81	<i>All Saints Church, Hall and former Vicarage 2</i> Chapel St, St Kilda East	-	-	-	-	Yes Ref No H1364	Yes		No
HO82	<i>St Georges Uniting Church</i> 4 Chapel St, St Kilda	-	-	-	-	Yes Ref No H864	Yes		No
HO83	<i>The Astor Theatre</i> 1-9 Chapel St, St Kilda	-	-	-	-	Yes Ref No H1751	No		No
HO84	<i>Drill Hall</i> 10 Chapel St, St Kilda East	Yes	Yes	No	No	No	No		No
HO85	<i>Cloyne</i> 12 Chapel St, St Kilda	-	-	-	-	Yes Ref No H733	Yes		No
HO86	<i>Rondebosch, also known as Elmwood</i> 25 Chapel St, St Kilda	-	-	-	-	Yes Ref No H754	Yes		No
HO351	<i>Flats</i> 45-47 Chapel Street, St Kilda	Yes	No	No	No	No	No		No
HO87	<i>Mahnud</i>	Yes	No	No	No	No	No		No

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	65 Chapel St, St Kilda								
HO290	<i>Police Station</i> 92 Chapel St, St Kilda	Yes	No	No	No	No	No		No
HO88	<i>Charnwood Oaks</i> 4-8 Charnwood Cr, St Kilda	Yes	Yes	No	No	No	No		No
HO89	<i>St Kilda Hebrew Congregation Synagogue</i> 10-12 Charnwood Grove, St Kilda	-	-	-	-	Yes Ref No 1968	Yes		No
HO90	<i>Houses</i> 80-82 Chaucer St, St. Kilda	Yes	No	No	No	No	No		No
HO91	<i>House</i> 9 Church St, South Melbourne	Yes	Yes	No	No	No	No		No
HO92	<i>Ballarat</i> 51 Church St, South Melbourne	Yes	Yes	No	No	No	No		No
HO93	<i>Wayside Inn Hotel</i> 448 City Rd, South Melbourne	Yes	No	No	No	No	No		No
HO291	<i>Shop</i> 155 Clarendon St, South Melbourne	Yes	No	No	No	No	No		No
HO367	<i>Prefabricated Cottage</i> 17 Coventry Place, South Melbourne	-	-	-	-	Yes Ref No H1958	Yes		No

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HO96	<i>House</i> 378 Coventry St, South Melbourne	Yes	Yes	No	No	No	No		No
HO97	<i>Bellhouse Iron House and Iron House</i> 399 Coventry St and 6 Patterson Place, South Melbourne	-	-	-	-	Yes Ref No H220 & Ref No H1888	Yes		No
HO98	<i>Beaconsfield Hotel</i> 20 Cowderoy St, St Kilda	Yes	Yes	No	No	No	No		No
HO99	<i>Fountain Inn</i> 1 Crockford St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO100	<i>Eden Terrace</i> 4-18 Dalgety St, St Kilda	-	-	-	-	Yes Ref No H847	Yes		No
HO414	<i>Electrical Substation</i> 13 Daley St, Elwood	Yes	No	No	No	-	No		No
HO101	<i>Ornamental Tramway Overhead Poles</i> Dandenong Rd, St Kilda	-	-	-	-	Yes Ref No H1023 (see also HO125)	Yes		No
HO102	<i>Park Keeper's Lodge</i> Alma Park, Dandenong Rd, St Kilda	Yes	Yes	No	No	No	No		No
HO103	<i>St Mary's Church</i> 208 Dandenong Rd, St Kilda	-	-	-	-	Yes Ref No H750	Yes		No

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HO104	<i>Former Ardoch Educational Centre</i> 216-238 Dandenong Rd and 1-9 Ardoch Ave and 2-8 Pilley St and 2-10 Ardoch Ave, St Kilda East	-	-	-	-	Yes Ref No H969	Yes		No
HO455	<i>St Kilda Cemetery</i> 260-288 Dandenong Rd, St Kilda East	-	-	-	-	Yes Ref No H1081	Yes		No
HO105	<i>House</i> 70 Dickens St Elwood	Yes	No	No	No	No	No		No
HO106	<i>Glenronald</i> 75 Dickens St, St. Kilda	Yes	No	No	No	No	No		No
HO415	<i>Antigone Flats</i> 34 Docker St, Elwood	Yes	No	No	No	No	No		No
HO107	<i>Monterey Flats</i> 35 Docker St, Elwood	Yes	No	No	No	No	No		No
HO108	<i>St Luke's Church</i> 210 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H218	Yes		No
HO109	<i>Former Salvation Army Citadel</i> 232 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No		No
HO110	<i>Former Baptist Church</i> 250 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No		No

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HO111	<i>Primary School No 1253</i> 284 - 304 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H1346	Yes		No
HO112	<i>Former Presbyterian Church</i> 327 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No		No
HO113	<i>Former Queens Arms Hotel</i> 330-334 Dorcas St, South Melbourne	-	-	-	-	Yes Ref No H1827	No		No
HO114	<i>House</i> 337 Dorcas St, South Melbourne	Yes	Yes	No	No	No	No		No
HO115	<i>Former Morley and Carrick Warehouse</i> 93 Dow St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO116	<i>State School</i> 113 Eastern Rd, South Melbourne	Yes	Yes	No	No	No	No		No
HO347	<i>Biltmore</i> 36 Eildon St, St Kilda	-	-	-	-	Yes Ref No H1809	No		No
HO119	<i>Albert Park railway station complex</i> 365 Ferrars St, Albert Park	-	-	-	-	Yes Ref No H1558	Yes		No
HO120	<i>South Melbourne railway station complex</i> 221 Ferrars St, South Melbourne	-	-	-	-	Yes Ref No H1593	Yes		No

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HO121	<i>Balladonia</i> 40 Ferrars Pl, South Melbourne	-	-	-	-	Yes Ref No H772	Yes		No
HO122	<i>Former Freemasons Hall</i> 254-256 Ferrars St, South Melbourne	-	-	-	-	Yes Ref No H538	Yes		No
HO336	<i>Emerald Hill Estate Residences</i> 2 Fishley St, South Melbourne	-	-	-	-	Yes Ref No H1727	Yes		No
HO438	<i>Emerald Hill Estate Residences</i> 6 Fishley St, South Melbourne	-	-	-	-	Yes Ref No H1728	Yes		No
HO125	<i>Ornamental Tramway Overhead Poles</i> Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1023 (see also HO101)	Yes		No
HO345	<i>Summerland Mansions</i> 17-27 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1808	Yes		No
HO126	<i>Tolarno Hotel</i> 42 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H2207	Yes		No
HO123	<i>Former St Kilda railway station complex</i> 60 Fitzroy St and 352 Canterbury Rd, St Kilda	-	-	-	-	Yes Ref No H1719	Yes		No
HO366	<i>St Kilda Bowling Club</i> 66 Fitzroy Street, St Kilda	-	-	-	-	Yes Ref No H1913	Yes		No

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HO124	<i>Primary School No 2460</i> 70 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H1637	Yes		No
HO127	<i>George Hotel</i> 123-127 Fitzroy St and 2-10 Grey St, St Kilda	-	-	-	-	Yes Ref No H706	Yes		No
HO128	<i>Former Wesleyan Methodist Church</i> 167 Fitzroy St, St Kilda	-	-	-	-	Yes Ref No H818	Yes		No
HO129	<i>Ritz Mansions</i> 171 Fitzroy St, St Kilda	Yes	Yes	No	No	No	No		No
HO416	<i>Duplex</i> 22 – 22A Foam St, Elwood	Yes	No	No	No	No	No		No
HO131	<i>House</i> 108 Gladstone St, Southbank	-	-	-	-	Yes Ref No H834	Yes		No
HO132	<i>House</i> 110 Gladstone St, Southbank	-	-	-	-	Yes Ref No H835	Yes		No
HO133	<i>House</i> 112 Gladstone St, Southbank	-	-	-	-	Yes Ref No H836	Yes		No
HO134	<i>House</i> 114 Gladstone St, Southbank	-	-	-	-	Yes Ref No H837	Yes		No

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HO135	<i>House</i> 116 Gladstone St, Southbank	-	-	-	-	Yes Ref No H838	Yes		No
HO372	<i>Maisonettes, including the courtyard garden and the mature bull bay magnolia, privet, Bhutan cypress and concrete pond.</i> 3 Glen Eira Road, Ripponlea	Yes	No	Yes	No	No	No		No
HO373	<i>House and Gleneira, including the black locust trees at the front and rear western boundary of 12 Glen Eira Road and land beneath the canopy of these trees for a distance of five metres from the canopy edge.</i> 10-12 Glen Eira Road and 3 Victoria Avenue, Ripponlea	Yes	No	Yes	No	No	No		No
HO137	<i>Ripponlea railway station complex</i> 11-13 Glen Eira Rd, Ripponlea	-	-	-	-	Yes Ref No H1588	Yes		No
HO136	<i>Brinsmeads Pharmacy</i> 71-73 Glen Eira Rd, Ripponlea	-	-	-	-	Yes Ref No H725	Yes		No
HO219	<i>St Columbas Church complex</i> 24 and 26 Glenhuntly Rd and 2 Normandy Rd, Elwood	Yes	Yes	No	No	No	No		No
HO354	<i>Flats</i> 60-66 Glenhuntly Road, Elwood	Yes	No	No	No	No	No		No

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HO138	<i>House</i> 136 Glenhuntly Rd, Elwood	Yes	No	No	No	No	No		No
HO139	<i>Former Gasworks complex with wall</i> Graham St, South Melbourne	Yes	Yes	No	No	No	No		No
HO140	<i>Palmville</i> 240 Graham St, Port Melbourne	Yes	No	No	No	No	No		No
HO141	<i>Former shop and house</i> 249 Graham St, Port Melbourne	Yes	No	No	No	No	No		No
HO142	<i>State School</i> 415 Graham St, Port Melbourne	Yes	Yes	Yes	No	No	No		No
HO143	<i>Ripplemere</i> 34 Grey St, St Kilda	-	-	-	-	Yes Ref No H747	Yes		No
HO144	<i>Eildon</i> 51 Grey St, St Kilda	-	-	-	-	Yes Ref No H746	Yes		No
HO145	<i>Residences</i> 77-79 Grey St, St Kilda	-	-	-	-	Yes Ref No H796	Yes		No
HO146	<i>Sacred Heart Church, Hall and Presbytery</i> 83-87 Grey St, St Kilda	-	-	-	-	Yes Ref No H1765	No		No
HO147	<i>Rail overbridge</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	Grosvenor St, Balaclava								
HO374	<i>Stone pine (Pinu pinea) in rear garden and land beneath the canopy for a distance of five metres from the canopy edge.</i> 3, 5, 5A and 7 Hammerdale Ave, St Kilda East	No	No	Yes	No	No	No		No
HO375	<i>Hawsleigh Court and central courtyard garden, including two mature Liquidambers (Liquidamber styraciflua), and silver birch.</i> 2B Hawsleigh Court, Balaclava	Yes	No	Yes	No	No	No		No
HO417	<i>Hood's Court Flats</i> 2 Hood St, Elwood	Yes	No	No	No	No	No		No
HO418	<i>House</i> 2 Hotham Gve, Ripponlea	Yes	No	No	No	No	No		No
HO419	<i>Houses</i> 7 – 9 Hotham Gve, Ripponlea	Yes	No	No	No	No	No		No
HO149	<i>House</i> 23 Hotham Gve, Elsternwick	Yes	No	No	No	No	No		No
HO150	<i>Road overbridge</i> Hotham St, Elsternwick	Yes	Yes	No	No	No	No		No
HO397	<i>House</i> 42 Hotham Street, East St Kilda	Yes	No	No	No	No	No		No

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HO292	<i>House</i> 45 Hotham St, St Kilda East	Yes	No	No	No	No	No		No
HO293	<i>Flats</i> 50 Hotham St, St Kilda East	Yes	No	No	No	No	No		No
HO152	<i>Congregational Church</i> 72 Hotham St, Elsternwick	Yes	Yes	No	No	No	No		No
HO337	<i>B'nai B'rith House</i> 99 Hotham St, Balaclava	Yes	No	No	No	No	No		No
HO153	<i>Robert Russell House and former Congregational Church Hall</i> 30-33 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H574	Yes		No
HO154	<i>Former Congregational Church</i> 34-36 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H573	Yes		No
HO155	<i>Hazelwood Terrace</i> 46 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H221	Yes		No
HO156	<i>Hazelwood Terrace</i> 47 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H222	Yes		No
HO157	<i>Hazelwood Terrace</i> 48 Howe Cr, South Melbourne	-	-	-	-	Yes Ref No H223	Yes		No

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HO158	<i>Experimental Concrete Houses</i> 324-326 Howe Pde, Port Melbourne	-	-	-	-	Yes Ref No H1863	Yes		No
HO164	<i>Former J. Kitchen and Sons Pty Ltd offices</i> Ingles St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO165	<i>Former Australian Motor Industries Factory</i> 289 Ingles St, Port Melbourne	Yes	No	No	No	No	No		No
HO294	<i>Former St Kilda Council Depot Offices- Destructor Building</i> 33 Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO159	<i>House</i> 59 Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO160	<i>Telephone exchange</i> 62 -78 Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO161	<i>Shops</i> 77-79 Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO162	<i>Shops</i> 268-276 Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO163	<i>House</i> 290 Inkerman St, St Kilda	Yes	No	No	No	No	No		No

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HO356	<i>Flats</i> 290A Inkerman St, St Kilda	Yes	No	No	No	No	No		No
HO398	<i>Houses</i> 316-320 Inkerman Street, East St Kilda	Yes	No	No	No	No	No		No
HO167	<i>Former bandstand</i> Jacka Boulevard, St. Kilda	Yes	Yes	No	No	No	No		No
HO168	<i>St Kilda Seabaths</i> Jacka Boulevard, St Kilda	Yes	Yes	No	No	No	No		No
HO169	<i>Catani arch</i> Jacka Boulevard, St. Kilda	Yes	No	No	No	No	No		No
HO170	<i>Obelisks</i> Jacka Boulevard, St. Kilda	Yes	No	No	No	No	No		No
HO171	<i>The Stoke House</i> 30 Jacka Boulevard, St. Kilda	Yes	No	No	No	No	No		No
HO172	<i>Dressing Pavilion</i> 40 Jacka Boulevard, St. Kilda	Yes	Yes	No	No	No	No		No
HO173	<i>Wattle House</i> 53 Jackson St, St Kilda	-	-	-	-	Yes Ref No H632	Yes		No
HO420	<i>Houses</i>	Yes	No	No	No	No	No		No

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	24 – 30 John St, Elwood								
HO342	<i>Terrace</i> 27-35 Kerferd Rd, Albert Park	-	-	-	-	Yes Ref no H1831	Yes		No
HO176	<i>MacRobertson Girls High School</i> 350 Kings Way, Melbourne	-	-	-	-	Yes Ref No H1641	Yes		No
HO177	<i>Houses</i> 328 Kings Way, South Melbourne	Yes	No	No	No	No	No		No
HO175	<i>Kingsley Court</i> 4-6 Kingsley St, Elwood	Yes	No	No	No	No	No		No
HO421	<i>Cromer Court</i> 22 – 24 Kingsley St, Elwood	Yes	No	No	No	No	No		No
HO295	<i>House</i> 40 Kingsley St, Elwood	Yes	No	No	No	No	No		No
HO178	<i>McAdam House</i> Lakeside Drive, Albert Park	Yes	Yes	No	No	No	No		No
HO179	<i>Tecoma</i> 18 Lansdowne Rd, St. Kilda East	Yes	No	No	No	No	No		No
HO180	<i>House</i> 26 Lansdowne Rd, St. Kilda East	Yes	No	No	No	No	No		No

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HO296	<i>House</i> 40 Lansdowne Rd, St Kilda East	Yes	No	No	No	No	No		No
HO182	<i>Former Fire Station</i> 147 Liardet St, Port Melbourne	Yes	No	No	No	No	No		No
HO422	<i>House</i> 19 Lindsay Ave, Elwood	Yes	No	No	No	No	No		No
HO226	<i>St Kilda F</i> Off Lower Esplanade, St Kilda	-	-	-	-	Yes Ref No 1533	Yes		No
HO184	<i>Palais Theatre</i> 14 Lower Esplanade, St Kilda	-	-	-	-	Yes Ref No H947	Yes		No
HO186	<i>Tintara</i> 20 Lyndon St, Ripponlea	-	-	-	-	Yes Ref No H842	Yes		No
HO187	<i>Beacon</i> Marine Pde, Elwood	Yes	No	No	No	No	No		No
HO298	<i>Houses</i> 1-2 Marine Pde, Elwood	Yes	No	No	No	No	No		No
HO299	<i>House</i> 19 Marine Parade	Yes	No	No	No	No	No		No
HO300	<i>House</i>	Yes	No	No	No	No	No		No

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	29 Marine Parade, Elwood								
HO188	<i>House</i> 32 Marine Pde, St Kilda	Yes	No	No	No	No	No		No
HO423	<i>Garden Court Flats</i> 73 Marine Pde, Elwood	Yes	No	No	No	No	No		No
HO301	<i>House</i> 77 Marine Parade, Elwood	Yes	No	No	No	No	No		No
HO365	<i>Flats</i> 4 & 4A Meredith St, Elwood	Yes	No	No	No	No	No		No
HO191	<i>Hartpur</i> 9 Milton St, Elwood	Yes	Yes	No	No	No	No		No
HO190	<i>Hartpur Court complex</i> 9-11 Milton St, Elwood	-	-	-	-	Yes Ref No H767	Yes		No
HO192	<i>Birnam apartments</i> 15 Mitford St, Elwood	Yes	No	No	No	No	No		No
HO368	<i>Residence and Air Raid Shelter</i> 23 Mitford St, St Kilda	-	-	-	-	Yes Ref No H616	Yes		No
HO376	<i>Poets Corner, including Bhutan cypress and two Italian cypress.</i> 38 Mitford St, Elwood	Yes	No	Yes	No	No	No		No

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HO194	<i>Houses</i> 86-88 Mitford St, Elwood	Yes	No	No	No	No	No		No
HO195	<i>House</i> 96 Mitford St, Elwood	Yes	No	No	No	No	No		No
HO196	<i>Rail overbridge</i> Montague St, South Melbourne	Yes	No	No	No	No	No		No
HO218	<i>Former Dunlop Pneumatic Tyre Co. mill</i> 66 Montague Street, South Melbourne (see also 223-229 Normanby Rd, South Melbourne)	Yes	No	No	No	No	No		No
HO197	<i>Residence</i> 83 Montague St, Southbank	-	-	-	-	Yes Ref No H830	Yes		No
HO198	<i>Residence</i> 85 Montague St, Southbank	-	-	-	-	Yes Ref No H831	Yes		No
HO199	<i>Residence</i> 87 Montague St, Southbank	-	-	-	-	Yes Ref No H832	Yes		No
HO200	<i>Residence</i> 89 Montague St, Southbank	-	-	-	-	Yes Ref No H833	Yes		No
HO201	<i>State School</i> 90 Montague St, South Melbourne	Yes	Yes	No	No	No	No		No

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HO202	<i>Golden Fleece Hotel</i> 120 Montague St, South Melbourne	Yes	No	No	No	No	No		No
HO203	<i>Former Talbot Inn</i> 144 Montague St, South Melbourne	Yes	No	No	No	No	No		No
HO272	<i>Former residence and shop</i> 146 Montague St, South Melbourne	Yes	No	No	No	No	No		No
HO204	<i>St Peter and Paul Church and school complex</i> 217 Montague St, South Melbourne	Yes	Yes	No	No	No	No		No
HO302	<i>Flats</i> 8 Mooltan Ave, East St Kilda	Yes	No	No	No	No	No		No
HO205	<i>Maori Chief Hotel</i> 117-119 Moray St, South Melbourne	Yes	No	No	No	No	No		No
HO206	<i>Former Freer's Family Hotel</i> 147 Moray St, South Melbourne	Yes	No	No	No	No	No		No
HO207	<i>Temperance House</i> 175 Moray St, South Melbourne	Yes	No	No	No	No	No		No
HO208	<i>House</i> 347 Moray St, South Melbourne	Yes	Yes	No	No	No	No		No

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HO209	<i>Park House</i> 352 Moray St, South Melbourne	-	-	-	-	Yes Ref No H224	Yes		No
HO210	<i>House</i> 1 Morris St, South Melbourne	Yes	Yes	No	No	No	No		No
HO377	<i>WA Flowering Gum at 27 Murchison Street and land beneath the canopy for a distance of five metres from the canopy edge.</i> 27 Murchison Street, East St Kilda	No	No	Yes	No	No	No		No
HO211	<i>House</i> 88 Napier St, South Melbourne	Yes	Yes	No	No	No	No		No
HO212	<i>Former St Vincent de Pauls Girls Orphanage</i> 179-197 Napier St and 114-128 Raglan St and 25 Church St, South Melbourne	-	-	-	-	Yes Ref No H1531	Yes		No
HO213	<i>Former Temperance Hall</i> 199-207 Napier St, South Melbourne	Yes	Yes	No	No	No	No		No
HO214	<i>Kindergarten, including Pepper tree at rear of property.</i> 23 Nelson St, St. Kilda East	Yes	No	Yes	No	No	No		No
HO215	<i>Rail overbridge</i> Nightingale St, Balaclava	Yes	No	No	No	No	No		No
HO216	<i>House</i>	Yes	No	No	No	No	No		No

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

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	Ormond Esplanade, Elwood Foreshore								
HO427	<i>Community Centre &amp; Cafe</i> Ormond Esplanade, Elwood Foreshore	Yes	No	No	No	No	No		No
HO428	<i>Surf Lifesaving Club</i> Ormond Esplanade, Elwood Foreshore	Yes	No	No	No	No	No		No
HO220	<i>Surry Court</i> 71 Ormond Rd, Elwood	Yes	No	No	No	No	No		No
HO303	<i>House</i> 77 Ormond Rd, Elwood	Yes	No	No	No	No	No		No
HO221	<i>Former Chemist shop</i> 90 Ormond Rd, Elwood	-	-	-	-	Yes Ref No H782	Yes		No
HO222	<i>Avalon</i> 285 Orrong Rd, St. Kilda East	Yes	No	No	No	No	No		No
HO223	<i>House</i> 311 Orrong Rd, St Kilda East	Yes	No	No	No	No	No		No
HO224	<i>Former Church of Christ</i> 96 Pakington St, St. Kilda	Yes	No	No	No	No	No		No
HO304	<i>Shops &amp; Residence</i> 116 Park St, South Melbourne	Yes	No	No	No	No	No		No

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HO225	<i>Royal Melbourne Yacht Squadron</i> Pier Rd, St. Kilda	Yes	No	No	No	No	No		No
HO458	<i>Abercrombie House</i> 8 Patterson Place, South Melbourne	-	-	-	-	Yes Ref No H404	Yes		No
HO429	<i>Flats</i> 33 Pine Ave, Elwood	Yes	No	No	No	No	No		No
HO227	<i>Point Ormond and Surrounding Landscape</i> Point Ormond Rd, Elwood	No	No	Yes	No	No	No		Yes
HO228	<i>House</i> 4 Pozieres Ave, St. Kilda	Yes	No	No	No	No	No		No
HO229	<i>Residence, also known as Berkeley Hall</i> 11 Princes St, St Kilda	-	-	-	-	Yes Ref No H491	Yes		No
HO230	<i>House</i> 24 Princes St, St Kilda	Yes	Yes	No	No	No	No		No
HO231	<i>Vacunce</i> 112 Princes St, Port Melbourne	Yes	No	No	No	No	No		No
HO232	<i>Former shop and residence</i> 14-16 Punt Rd, St Kilda	Yes	Yes	No	No	No	No		No

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HO463	<i>St Kilda Cricket Ground</i> Queens Road and Fitzroy Street and Lakeside Drive, St Kilda	-	-	-	-	Yes Ref No H2234	Yes		No
HO233	<i>Netherby</i> 8 Queens Rd, South Melbourne	Yes	No	No	No	No	No		No
HO330	<i>Sports Pavillion</i> Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO321	<i>Lancaster House</i> 18 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO234	<i>Former Bendigonia</i> 25 Queens Rd, Melbourne	-	-	-	-	Yes Ref No H909	Yes		No
HO235	<i>Newburn flats</i> 30 Queens Rd, Melbourne	-	-	-	-	Yes Ref No H578	Yes		No
HO335	<i>Former Brookwood Flats</i> 32 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO346	<i>Stanhill</i> <i>The heritage place includes Residential apartment building</i> 33-34 Queens Rd, Melbourne	-	-	-	-	Yes Ref No H1875	No		No
HO322	<i>Formerly Lanark</i>	Yes	No	No	No	No	No		No

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	55 Queens Rd, Melbourne								
HO323	<i>Former John Bateman Motor Inn</i> 69 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO324	<i>Avalon</i> 70 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO325	<i>Former residence</i> 72 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO326	<i>Former Queenslodge Motor Inn</i> 81 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO328	<i>The Mansion</i> 83 Queens Rd, Melbourne	Yes	No	No	No	No	No		No
HO236	<i>Chinese Temple</i> 76 Raglan St, South Melbourne	-	-	-	-	Yes Ref No H219	Yes		No
HO237	<i>House</i> 115 Raglan St, South Melbourne	Yes	Yes	No	No	No	No		No
HO238	<i>Our Lady of Mt Carmel complex</i> Richardson St, Middle Park	Yes	Yes	No	No	No	No		No
HO239	<i>Primary School No 2815</i> 194 Richardson St, Middle Park	-	-	-	-	Yes Ref No H1711	Yes		No

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HO240	<i>House</i> 21 Ross St, Port Melbourne	Yes`	No	No	No	No	No		No
HO241	<i>Denmark Villa</i> 123 Ross St, Port Melbourne	Yes	No	No	No	No	No		No
HO242	<i>The Presbytery</i> 127 Ross St, Port Melbourne	Yes	No	No	No	No	No		No
HO305	<i>Shop</i> 207 Ross St, Port Melbourne	Yes	No	No	No	No	No		No
HO243	<i>St Joseph's Mission complex</i> 268-274 Rouse St, and 93-95 Stokes St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO306	<i>House</i> 41 Ruskin St, Elwood	Yes	No	No	No	No	No		No
HO246	<i>Gunnersens Pty. Ltd.</i> 112 Salmon St, Port Melbourne	Yes	No	No	No	No	No		No
HO460	<i>Tram shelter</i> St Kilda Rd and Dorcas St, Melbourne	-	-	-	-	Yes Ref No H1869	No		No
HO247	<i>Tram shelter</i> St Kilda Rd and Lorne St, Melbourne	-	-	-	-	Yes Ref No H1867	No		No

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

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	490 St Kilda Rd, Melbourne								
HO332	<i>Warwilla</i> 572 St Kilda Rd, Melbourne	Yes	No	No	No	No	No		No
HO255	<i>Former Gas Valve House</i> 617 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H675	Yes		No
HO333	<i>Flats</i> 628 St Kilda Rd, Melbourne	Yes	No	No	No	No	No		No
HO256	<i>Ulimaroa</i> 630 St Kilda Rd, Melbourne	-	-	-	-	Yes Ref No H658	Yes		No
HO257	<i>Luzmore Terrace</i> 641-649 St Kilda Rd, Windsor	Yes	No	No	No	No	No		No
HO461	<i>St Kilda Street Bridge</i> St Kilda St, Elwood	-	-	-	-	Yes Ref No H2080	No		No
HO435	<i>Park Court Flat</i> 473 St Kilda St, Elwood	Yes	No	No	No	No	No		No
HO340	<i>Rochester Terrace</i> 33-51 St Vincent Place South, Albert Park	-	-	-	-	Yes Ref No H813 and Ref No H1291	Yes		No
HO259	<i>House</i>	Yes	No	No	No	No	No		No

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PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	20 Scott St, Elwood								
HO431	<i>Scots Church</i> 31a Scott St, Elwood	Yes	No	No	No	No	No		No
HO432	<i>Elwood Children's Centre</i> 31a Scott St, Elwood	Yes	No	No	No	No	No		No
HO260	<i>State School</i> 201 Scott St, Elwood	Yes	No	No	No	No	No		No
HO399	<i>Shirley Court</i> 20 Shirley Grove, East St Kilda	Yes	No	No	No	No	No		No
HO400	<i>House, including iron gateway</i> 22 Shirley Grove, East St Kilda	Yes	No	Yes - Canary Island (2) date palm (Phoenix canariensis)	No	No	No		No
HO433	<i>House</i> 54 Southey St, Elwood	Yes	No	No	No	No	No		No
HO261	<i>Elenora</i> 51 Spenser St, St. Kilda	Yes	No	No	No	No	No		No
HO262	<i>Los Angeles Court flats</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	81A Spenser St, St Kilda								
HO352	<i>House</i> 2A Spray Street, Elwood	Yes	No	No	No	No	No		No
HO434	<i>House</i> 54 & 56 Spray St, Elwood	Yes	No	No	No	No	No		No
HO244	<i>Former Swallow &amp; Ariell Biscuit Factory</i> 1 Stokes St and 241-265 Rouse St and 40-44 Princes St and 29-53 Stokes St and 2-14 Capistrano Pl and 2-10 Murtons Way, Port Melbourne	-	-	-	-	Yes Ref No H567	Yes		No
HO263	<i>Former Masonic Hall</i> 18 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO264	<i>Longwell Terrace</i> 20-24 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO497 Interim control Expiry date: 30/09/2017	<i>Edith</i> 26 Stokes Street, Port Melbourne	Yes	No	No	No	No	No		No
HO265	<i>Former Swallow and Ariell offices</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	60 Stokes St, Port Melbourne								
HO308	<i>Thelma</i> 106 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO309	<i>Carmel</i> 108 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO266	<i>Former St. Osyth Hotel</i> 135 Stokes St, Port Melbourne	Yes	Yes	No	No	No	No		No
HO267	<i>Woodlands</i> 168 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO310	<i>House</i> 169 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO268	<i>Former shop and residence</i> 175 Stokes St, Port Melbourne	-	-	-	-	Yes Ref No H1789	No		No
HO269	<i>Bundalohn</i> 6 Tennyson St, St Kilda	Yes	Yes	No	No	No	No		No
HO436	<i>Flats</i> 63 - 69 Tennyson St, St Kilda	Yes	Yes	No	No	No	No		No
HO270	<i>Glanfell</i> 87 Tennyson St, Elwood	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO437	<i>Flats</i> 104 - 108 Tennyson St, St Kilda	Yes	Yes	No	No	No	No		No
HO271	<i>House</i> 109 Tennyson St, Elwood	Yes	No	No	No	No	No		No
HO117	<i>The Esplanade Hotel</i> 11 The Esplanade, St Kilda	Yes	Yes	No	No	No	No		No
HO118	<i>Belvedere</i> 22 The Esplanade, St Kilda	-	-	-	-	Yes Ref No H812	Yes		No
HO272	<i>Factory</i> 79 Thistlethwaite St, South Melbourne	Yes	No	No	No	No	No		No
HO273	<i>House</i> 28 Vale St, St Kilda	Yes	No	No	No	No	No		No
HO274	<i>House</i> 30/30A Vautier St, Elwood	Yes	Yes	No	No	No	No		No
HO61	<i>Primary School No 1181 (and former Wesleyan Methodist Church)</i> 2-38 Victoria Avenue, Albert Park	-	-	-	-	Yes Ref No H1629	Yes		No
HO275	<i>Mona</i> 12 Waterloo Cr, St Kilda	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO276	<i>Residence</i> 34 Waterloo Cr, St Kilda	-	-	-	-	Yes Ref No H780	Yes		No
HO363	<i>Flats</i> 22 Wellington Street, St Kilda	Yes	No	No	No	No	No		No
HO364	<i>House</i> 67 Wellington Street, St Kilda	Yes	No	No	No	No	No		No
HO359	<i>House</i> 99 Wellington Street, St Kilda	Yes	No	No	No	No	No		No
HO360	<i>Former Tramway Engine House</i> 105 Wellington Street, St Kilda	Yes	No	No	No	No	No		No
HO277	<i>House</i> 48 Westbury St, St. Kilda East	Yes	No	No	No	No	No		No
HO278	<i>Frenchay</i> 89 Westbury St, St Kilda East	Yes	No	No	No	No	No		No
HO279	<i>Flats</i> 54-56 Wilgah St, St. Kilda East	Yes	No	No	No	No	No		No
HO282	<i>Former BALM Paints offices</i> 339 Williamstown Rd, Port Melbourne	Yes	No	No	No	No	No		No
HO280	<i>Fire Station complex</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	425 Williamstown Rd, Port Melbourne								
HO281	<i>Former Disco Manufacturing corporation P.L. factory</i> 477 Williamstown Rd, Port Melbourne	Yes	No	No	No	No	No		No
HO283	<i>Petrol filling station complex</i> north-west cnr, Williamstown Rd and Salmon St, Port Melbourne	Yes	No	No	No	No	No		No
HO284	<i>House</i> 33 Wordsworth St, St. Kilda	Yes	No	No	No	No	No		No
HO401	<i>House</i> 34 Young Street, East St Kilda	Yes	No	No	No	No	No		No
HO311	<i>Former Albion Hotel</i> 172 York St, South Melbourne	Yes	No	No	No	No	No		No
HO447	<i>Port Melbourne Cricket Ground</i> 525 Williamstown Road, Port Melbourne	Yes	No	No	No	No	No		No
HO448	<i>Edwards Park</i> 219 Esplanade East, Port Melbourne	No	No	Yes	No	No	No		No
HO470	<i>Substation</i> 98 Johnson Street (corner of Johnson and Munro Streets)	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO471	<i>Horse Trough</i> Ingles Street, near intersection of Ingles Street and Williamstown Road	Yes	No	No	No	No	No		No
HO472 Interim Control Expiry date: 31/01/2018	<i>Rootes Group Automobile Factory</i> 19 Salmon Street & 299 Williamstown Road, Port Melbourne	Yes	Yes – 19 Salmon Street only	No	No	No	No		No
HO449	<i>Former WJ Carr Warehouse</i> 95 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO451	<i>Exchange Hotel</i> 39 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO456	<i>Former Australasian Sugar Refining Company complex</i> Land bounded by Beach, Rouse, Dow Streets and Esplanade West except the north western corner	Yes (10 Beach Street only)	No	No	No	No	No		No
HO457	<i>Former Army and Navy Hotel, 95 Dow Street</i> Part 100-128 Bay Street, Port Melbourne - fronting Dow Street	Yes	No	No	No	No	No		No
HO459	<i>Four shops</i>	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	79-85 Bay Street, Port Melbourne								
HO462	<i>Pier Hotel</i> 1 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO464	<i>Former Mission to Seamen</i> 49 Beach Street, Port Melbourne	Yes	No	No	No	No	No		No
HO485	<i>Local Hotel</i> 22 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO486	<i>Shop</i> Part 100-128 Bay Street, Port Melbourne	Yes	No	No	No	No	No		No
HO487	<i>Three houses</i> 183-187 Rouse Street, Port Melbourne	Yes	No	No	No	No	No		No
<a href="#">HO488</a>	<a href="#">Tecoma Court</a> <a href="#">16-20a Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO489</a>	<a href="#">Earls Court</a> <a href="#">44 Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO490</a>	<a href="#">Motor garage/commercial</a> <a href="#">17-17a Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO491</a>	<a href="#">Duplex</a> <a href="#">38-40 Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>

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PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
<a href="#">HO492</a>	<a href="#">Terraces</a> <a href="#">56-58 Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO493</a>	<a href="#">Shops with residences</a> <a href="#">81-81a Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO494</a>	<a href="#">Residence</a> <a href="#">129 Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>
<a href="#">HO496</a>	<a href="#">Residences</a> <a href="#">59-59a Wellington Street, St Kilda</a>	<a href="#">Yes</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>	<a href="#">No</a>		<a href="#">No</a>

**NOTE –**  
[Changes in blue](#) are changes identified in Council’s response to submissions (dated 1 February 2017).

[Changes in red](#) (deletions and additions) or [green](#) (relocated text) are proposed changes in response to the Panel’s recommendations from July 2017.

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**SCHEDULE 27 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO27**.

**ST KILDA ROAD SOUTH PRECINCT – ST KILDA ROAD AND WELLINGTON STREET NEIGHBOURHOODS**

The ~~area affected by this~~ Overlay ~~comprises~~ applies to land generally fronting Alma Road, Barkly Street, St Kilda Road (south of the St Kilda Junction), and Wellington Street. ~~The extent of the area is~~ shown in Map 1.

**Map 1: St Kilda Road South Precinct and Neighbourhoods**



## Definitions

**Street-wall** is the front façade of a building where it is built on or within 5 metres of the street boundary. The height is to be measured from the pavement or ground level adjoining the site.

## 1.0

### Design Objectives

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### Precinct-Wide Objectives

#### Strengthening ‘identity and place’

- ~~▪ To reinforce the established urban structure and built form elements of the Precinct and each neighbourhood.~~
- ~~▪ To strengthen the identity and legibility of the Precinct and each neighbourhood.~~
- To reinforce the boulevard character of St Kilda Road as a primary urban boulevard connecting St Kilda Road North and Brighton Road.
- To reflect the topographic high point of St Kilda Hill, and St Kilda Junction as the entry point to the Precinct and the transition point to St Kilda Road North.
- To avoid building heights which create intrusions within the streetscape and detract from the higher scale clusters at St Kilda Hill and St Kilda Junction.
- To ensure a lower scale of development along Wellington ~~and Carlisle~~ Streets responds to ~~their~~ its established fine grain, residential context.
- To maintain the visual prominence of and preserve view lines to local landmarks and significant heritage places, including the St Kilda Presbyterian Church and the former St Kilda Post Office.
- ~~▪ To create visual cohesion within streetscapes through consistency in street wall heights and overall building heights, and the regular spacing of buildings.~~
- To ensure new development reinforces prominent corners through a strong address to each street frontage, including the intersection of the Junction and Barkly Street, and the intersection of St Kilda Road with Wellington Street, Alma Road, Inkerman Street and Carlisle Street.
- ~~▪ To ensure new development, particularly on larger sites, expresses the scale and rhythm of the wider streetscape.~~
- ~~▪ To maintain the visual prominence of and preserve view lines to local landmarks and significant heritage places, including the St Kilda Presbyterian Church and the former St Kilda Post Office.~~
- To ensure development does not compromise the heritage values of any adjoining or nearby properties.
- Encourage the adaptive reuse of buildings which contribute to the heritage or built form character of the streetscape.
- ~~▪ Incorporate urban art in new development that expresses the identity and cultural heritage of the area.~~

#### Creating ‘a great place to live’

- To ensure new development achieves a transition down in scale to established residential areas.
- To ensure the amenity of adjoining and nearby residential development is not unreasonably impacted (in terms of visual bulk, access to daylight, outlook and overshadowing).
- ~~▪ To incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design of new buildings and the public realm.~~

### Creating ‘streets and spaces for people’

- To contribute to a vibrant, safe and attractive public realm with active edges at ground level and an enhanced pedestrian environment.
- ~~▪ To ensure buildings clearly define the public and private realm and street space, and create a sense of street enclosure.~~
- ~~▪ To ensure new development is designed to address the street and provides an active edge to the public realm at ground level.~~
- ~~▪ To ensure new development maximises passive surveillance of the public realm.~~
- To maintain solar access to key pedestrian streets and spaces green links, including St Kilda Road, Wellington Street, Alma Road and Carlisle Street.
- ~~▪ To limit the visibility of car parking, access ways and services from the public realm.~~

### Fostering ‘beautiful buildings’

- To ensure new development is of a high architectural standard in terms of its form, scale, massing, articulation, and use of materials; ~~and that these elements respond appropriately to the streetscape and neighbourhood context.~~
- To ensure the design of buildings provides a high standard of internal amenity for residents ~~(including providing for outlook, access to sunlight and natural light, natural ventilation, visual and acoustic privacy, and adequate living and storage space.)~~
- To ensure buildings are flexibly designed to enable adaptation to a variety of future uses.
- To provide a diversity of dwelling types and sizes within new residential development.
- To ensure new development achieves best practice sustainable design outcomes.

### Neighbourhood Objectives

#### **St Kilda Neighbourhood – Preferred character (Areas No. 1 and 2)** **(Detail included in Neighbourhood Objectives)**

- ~~▪ A reinstated street edge on the western side with buildings that address the street.~~
- ~~▪ Built form that supports a mix of land uses and contributes to activation at street level.~~
- ~~▪ A variation in building scale that reinforces the topography of St Kilda Hill and St Kilda Junction.~~

#### **St Kilda Road Neighbourhood – ~~General Objectives~~ (Areas No. 1 and 2)**

##### **General**

- ~~▪ To ensure a high standard of new development contributes to the role and identity of St Kilda Road as a primary urban boulevard connecting St Kilda Road North and Brighton Road.~~
- To create visual cohesion and strengthen the boulevard character along St Kilda Road by achieving greater consistency in:
  - The street-wall height along each side of St Kilda Road.
  - ~~— Overall building scale across opposite sides of St Kilda Road.~~
  - Overall building scale along each side of St Kilda Road within key sections of the streetscape, including:
    - ~~— 4-6 storeys~~ on the western side of St Kilda Road between Carlisle Street and Waterloo Crescent and.

- ~~4-6 storeys~~ on the eastern side of St Kilda Road between Inkerman Street and 166 St Kilda Road and between Alma Road and Octavia Street.
- ~~▪ To reinforce the higher scale clusters at St Kilda Hill and St Kilda Junction.~~
- ~~▪ To ensure the design of new development activates the public realm and enhances the experience of St Kilda Road as a pedestrian movement corridor.~~
- ~~▪ To protect the established views to the St Kilda Presbyterian Church and Spire when viewed from Barkly Street, Alma Road and St Kilda Road.~~
- To ensure that the height and siting of new development maintains the visual prominence, protects established views and respects the setting of the St Kilda Presbyterian Church (including the spire, tower and south-eastern corner of front façade) by:
  - Requiring landscaped setbacks along Alma Road and Barkly Street to maintain key views from the:
    - footpath at the north-western corner of Alma Road and St Kilda Road,
    - eastern side of Barkly Street looking south from the northern property boundary of 38 Barkly Street, and
    - southern property boundary of 44-46 Barkly Street looking north.
  - Creating a transition in the height of development from lower rise adjoining the St Kilda Presbyterian Church to higher at the corner of Alma Road and St Kilda Road along Alma Road, east of the Church.
- To enhance a cohesive boulevard streetscape, with a well-defined street edge. To ensure new development reinforces prominent corners at Inkerman Street and Alma Road through development which creates a strong address to each street frontage.

### **St Kilda Road Neighbourhood – Objectives (Area No. 1 – Western side and Barkly Street (St Kilda Hill))**

#### **St Kilda Road - Western side (Area No. 1)**

- To recreate a coherent edge to the western side of St Kilda Road through development that addresses the street through a reinstated street-wall and consistent building heights.
- ~~▪ To ensure that the height and siting of new development maintains the visual prominence and respects the setting of the St Kilda Presbyterian Church and spire, when viewed from the footpath:~~
  - ~~— on the eastern side of Barkly Street looking south from the northern property boundary of 38 Barkly Street, or~~
  - ~~— at the southern property boundary of 44-46 Barkly Street looking north.~~
- ~~▪ To retain the low to mid-rise residential character (2 to 4 storeys) along Barkly Street.~~
- To re-establish a fine grain of development through articulation of building form on larger sites.
- To reinforce the well-defined street edge emerging along both sides of Inkerman Street.
- To encourage high quality redevelopment that enhances the prominent corner of Carlisle Street and St Kilda Road.

#### **Barkly Street (St Kilda Hill) (Area No. 1)**

- To retain the low to mid-rise residential character (2 to 4 storeys) along Barkly Street.
- ~~▪ To achieve a consistent built form scale on both sides of the street through a transition down in scale from the rear of sites to the street.~~
- To ensure development provides consistent landscaped front setbacks and the regular spacing between buildings, characteristic of ~~the street~~ Barkly Street and Alma Road.

- ~~▪ To ensure that the height and siting of new development maintains the visual prominence and respects the setting of the St Kilda Presbyterian Church (including the spire, tower and south-eastern corner of front façade) when viewed from: the footpath at the north-western corner of Alma Road and St Kilda Road.~~
- To provide for high quality high-rise development ~~north of Waterloo Crescent~~ that enhances the prominent corner of Barkly Street and St Kilda Road and emphasises the topography of the St Kilda Hill.
- To prevent the overshadowing of residential properties on the western side of Barkly Street.
- ~~▪ To ensure that new development respects and enhances the presence of heritage places along Barkly Street.~~

### **St Kilda Road Neighbourhood – Objectives (Area No. 2 – Eastern side and St Kilda Junction (Area No. 2))**

- To reinforce the characteristic hard-edge alignment of built form to the street (through zero setback of the street-wall) on the eastern side of St Kilda Road.
- To reinforce the fine grain commercial streetscape character on the eastern side of St Kilda Road, including ~~To ensure new development respects the scale of~~ the Victorian-era shop-fronts between Charnwood Road and Alma Road.
- To ensure new development maintains the prominence of the landmark St Kilda Post Office.
- To provide for high quality development that enhances the prominent corner of Wellington Street (north-side) and St Kilda Road as an entry point to St Kilda Junction and the Precinct.

### **Wellington Street Neighbourhood – Preferred Character (Area No. 3) (Detail included in Neighbourhood Objectives)**

- ~~▪ A residential and mixed use streetscape set around a safe and attractive public realm.~~
- ~~▪ Built form that enhances the human scale and ‘village feel’ of the street.~~
- ~~▪ Built form that responds to the lower scale of heritage sites and residential interfaces, while transitioning to a higher scale of development in the commercial area close to the St Kilda Junction.~~
- ~~▪ A pedestrian friendly ‘green link’ connecting Chapel Street, St Kilda Road and Albert Park.~~

### **Wellington Street Neighbourhood – Objectives (Area No. 3)**

#### **General**

- To ensure the built form responds to the lower scale of heritage sites and residential interfaces, while transitioning to a higher scale of development in the commercial area close to the St Kilda Junction.
- To support development of an emerging activity hub at the western end of the street, by providing spaces for active ground level uses that contribute to a vibrant street-life such as cafes and shops.

#### **Wellington Street - Northern side**

- To support development that encourages a mixed residential and commercial character and enhances the human scale and ‘village feel’ of the street.
- ~~▪ To ensure ground level uses and building design provide an active edge to the street, and upper level windows and balconies provide natural surveillance.~~
- To maintain solar access to the southern footpath of the Wellington Street primary pedestrian link connecting Chapel Street, St Kilda Road and Albert Park.

- To reduce visual dominance of levels above the street-wall through setbacks which maintain open views to the sky.
- To reinforce the well-established street-wall condition along Nelson Street.
- West of Upton Road:
  - To create a sense of cohesion in the streetscape through a consistent street-wall edge.
  - To ensure the height of new development respects and responds to the scale of the residential buildings on the southern side of the street, through a comparable street-wall height and recessed upper levels.
- East of Upton Road:
  - To ensure the height of new development respects and responds to the lower scale and heritage values of residential buildings on the southern side of the street.
  - To retain the regular spacing between buildings.
  - To support an emerging activity hub immediately east of Upton Road, by facilitating active ground level uses that contribute to a vibrant street-life, such as cafes and shops.

#### Wellington Street - Southern side

- To reinforce the established 2-3 storey scale to achieve consistency within the wider context of the streetscape along the southern side of Wellington Street.
- To ensure new development respects the heritage values and lower two storey scale of the 'Tecoma Court' heritage shops/dwellings.

## 2.0

### **Buildings and works: exceptions to mandatory requirements (Building height criteria moved to Precinct-wide Requirements)**

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A permit cannot be granted to vary any mandatory requirements in this Schedule (these preceded by the verb 'must'). This does not apply to the following circumstances:

- A permit may be granted to allow architectural features such as domes, towers, masts and building services, including enclosed stairwells that do not exceed the required height by more than 4 metres. The floor area of these features must not exceed 10% of the gross floor area of the top building level.
- A permit may be granted to increase the street wall height by up to 1 metre to accommodate balcony balustrades. Increased street wall heights must comply with any solar access requirement.
- A permit may be granted to modify the street-wall requirements for a corner sites within Areas 2F-2I and 2H that has a frontage or abuttal to St Kilda Road.
- A permit may be granted for sites where the slope of the natural ground level of any cross section wider than 8m is 2.5 degrees or more to increase the street-wall height or overall by no more than 1 metre.
- A permit may be granted allow the construction of a green roof (defined as a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks) or communal open space that does not exceed the mandated building height by more than 2 metres.

~~A permit may be granted to vary any of the discretionary requirements as specified in this Schedule, subject to the proposal achieving the Precinct wide and Neighbourhood specific Objectives.~~

~~The responsible authority will only consider granting a permit for a development that exceeds a discretionary maximum height where it can be clearly demonstrated that the proposed development will meet the relevant Design Objectives, and achieve the following:~~

- ~~In areas where a discretionary height of up to seven storeys is specified, development:~~
  - ~~Does not overwhelm adjoining properties in a residential zone in terms of building scale or bulk.~~

- ~~— Contributes to achieving greater overall consistency of scale within the streetscape.~~
- ~~— Is designed to reduce the visual dominance of levels above the street wall.~~
- ~~— Does not detract from the distinct higher rise built form outcomes sought at St Kilda Hill or the Junction.~~
- ~~▪ In areas where a discretionary height of seven to eight storeys or greater is specified, development:~~
  - ~~— Does not overwhelm adjoining properties in a residential zone in terms of building scale or bulk.~~
  - ~~— Moderates the difference between low rise or mid rise development and existing taller high rise structures.~~
- ~~— In areas where a discretionary height of ten storeys is specified, development:~~
  - ~~— Moderates the height of buildings on adjoining sites. For corner sites, this includes the site on the opposite street/laneway corner.~~
  - ~~— Transitions down in height to adjacent areas that have a lower height limit, so as not to visually dominate or compromise the character of adjacent existing low scale development areas.~~
  - ~~— Does not overwhelm adjoining/adjacent/neighbouring residential dwellings in terms of building scale or bulk, access to daylight, outlook and overshadowing.~~
  - ~~— Does not unreasonably overshadow adjoining residential properties to the west and south west in Barkly Street for the 10 storey areas in St Kilda Hill and residential properties to the east and south east of 10 storey areas at St Kilda Junction.~~
  - ~~— Minimises building bulk and promotes vertical articulation in its design.~~
  - ~~— On prominent corner sites is of a high architectural standard in terms of form, scale, massing, articulation and use of materials and provide a positive address to all street frontages.~~
  - ~~— Supports high levels of pedestrian amenity through street definition and a sense of openness, and microclimate conditions within the public realm including acceptable levels of sunlight access and wind.~~

### **3.0 Buildings and works: Precinct-Wide Requirements**

#### **Architectural quality**

- ~~▪ New development should make a positive contribution to the image and identity of each neighbourhood, and is responsive to the scale, form and articulation of existing buildings.~~
- New development should use materials, colours and finishes that complement the appearance and character of the neighbourhood and street.
- All visible sides of a building should be fully designed and include variations in form, materials, openings and colour.

#### **Building separation / side and rear setbacks**

- For development with an overall building height of 5 storeys or more:
  - Development above the street-wall height and development below the street-wall height where the adjoining site has an existing building with habitable room windows / balconies facing the side or rear boundary must be set back a minimum of 4.5 metres from common side and rear boundaries and at least 9 metres from existing buildings on the same or an adjoining site(s); or
  - Development may be constructed to a side boundary (0m setback) where:
    - The adjoining site has a blank boundary wall, with no habitable room windows or balconies, which has been constructed within 200mm of the boundary; or

- The adjoining site has not been developed above the street-wall height or where no street-wall height is specified, the adjoining site has not been developed to or above the preferred height;

Providing:

- The primary living areas of all proposed dwellings have a main window(s) / balconies oriented to the front or rear of the site.
- The proposed development does not unreasonably compromise the ability of the adjoining site(s) to be developed
- There are no existing habitable windows / balconies on the adjoining site within 4.5m of the proposed development.

A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.

NOTE - This requirement does not apply to development of 4 storeys or less in a Residential Zone (including the Mixed Use Zone)- of 4 storeys or less where the provisions of ResCode (Clause 54 and 55, as applicable) apply.

- Where an adjoining site has existing habitable room windows and balconies facing the shared side or rear boundary, development should provide a positive address to this boundary and avoid blank walls.

### **Building heights**

- One additional storey will be considered above the preferred height where the preferred height is up to seven storeys. Up to two additional storeys will be considered above the preferred height where the preferred height is eight storeys, or higher. This does not apply where mandatory controls are specified elsewhere in this Schedule.
- All applications seeking height above the preferred height must meet all of the relevant Design Objectives, as well the following, as appropriate, all to the satisfaction of the Responsible Authority:

In areas where a discretionary height of up to seven storeys is specified, development must:

- Not overwhelm adjoining properties in a residential zone in terms of building scale or bulk, access to daylight, outlook and overshadowing..
- Achieve a greater overall consistency of scale within the streetscape and moderate the difference between mid-rise development and existing taller high rise structures.
- Be designed to reduce the visual dominance of levels above the street wall.
- Not detract from the distinct higher-rise built form outcomes sought at St Kilda Hill or the Junction.
- Respect the fine grain of adjoining sensitive residential interfaces.

In areas where a discretionary height of eight storeys or greater is specified, development must:

- Moderate the height of buildings on adjoining sites, including the site on the opposite street or laneway for corner sites.
- Transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate, overwhelm or compromise the character of adjacent existing lower scale development areas.
- Provide a visual distinction between upper and lower levels to create a 'human scale' providing visual interest and activity for pedestrians at the street edge, ameliorate wind effects and provide access to sunlight and sky views.
- Not overwhelm adjoining and / or adjacent residential dwellings in terms of building scale or bulk, access to daylight, outlook and overshadowing.

- Be of a high architectural standard in terms of form, scale, massing, vertical articulation, use of materials and provide a positive address to all street frontages.
- Support high levels of pedestrian amenity through street definition, the retention of sky views and the minimisation of the impacts of overshadowing and wind tunnelling.
- Where land is subject to inundation or in a Special Building Overlay, the overall building height may be increased by the minimum floor level determined by the relevant drainage authority.

#### **Street-wall heights**

- Where a street-wall is required, it ~~The street wall~~ should be built to the side boundaries, unless otherwise specified.
- Development should create a visual distinction between the lower (street-wall) levels and upper levels of a building through setbacks / recessed development, well-articulated design and the use of varying materials and colour.
- Any variation to a discretionary street-wall height should demonstrate that it contributes to a more coherent and consistent streetscape having regard to the scale and form of buildings on adjacent sites.
- Where land is subject to inundation or in a Special Building Overlay, the street wall height may be increased by the minimum floor level determined by the relevant drainage authority.

#### **Upper level setbacks above the street-wall**

- In Areas 2D, 3A, 3B and 3D, ~~Where a street wall is required,~~ all levels above the ~~designated~~ mandatory maximum street-wall height must be set back 5m from the front façade so as to be visually recessive.  
This requirement may be varied to reduce the setback by up to 2m from the front façade for buildings up to 6 storeys and by up to 3m from the front façade for those above 6 storeys, where:
  - new development does not cast a shadow beyond the southern kerb-line of Wellington Street, between 10am and 3pm at the Equinox (21 September), and
  - the design of upper levels renders it distinctly different and visually recessive through variations in form, openings and detailed design (materials and colour), and ~~and,~~
  - the site is not included in, or adjoining, a Heritage Overlay, unless it can be demonstrated that the significance, definition and prominence of the heritage fabric is maintained.A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- In Areas 3A, 3B and 3D, where new development is set back from the street frontage, a street-wall no greater than the maximum street-wall height specified must be provided within 5 metres of the street frontage. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- In Area 3C, levels above 2 storeys should be recessed and have regard to adjoining development.
- In all other areas, all levels above a designated street-wall should be visually recessive and set back 5m from the front façade.  
Any variation to this upper level setback should demonstrate that:
  - the design of upper levels renders it distinctly different and visually recessive through variations in form, openings and detailed design (materials and colour)

- development will not create additional overshadowing of the opposite footpath.
- the significance, definition and prominence of any heritage fabric of a heritage place or adjoining heritage place is maintained.

#### **Landscaped front ~~Front~~ setbacks**

- Development in Area 2D must provide a zero setback to the St Kilda Road street frontage. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- Development should provide a zero setback from the street frontage along St Kilda Road, in Areas 3A and 3B on Wellington Street and Nelson Street and in Areas 1C and 1K on Inkerman Street. This may be increased where a greater setback would result in a well-designed, safe, and publicly accessible space at ground level to enhance activation of the street.
- Development in Areas 1E, 1G, 1H and 1I must provide a landscaped front setback of:
  - at least 2 metres to the northern side of Alma Road
  - at least 4 metres at the eastern boundary and 2 metres at the western boundary of 6 Alma Road
  - at least 3 metres at 44-46 Barkly Street.

A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- Development should provide a landscaped front setback to Wellington Street (in Areas 3C and 3D), Alma Road (southern side west of St Kilda Road), Barkly Street (excepting nos 44-46), Waterloo Crescent, Charles Street, Blanche Street, Vale Street and Carlisle Street, generally consistent with adjoining properties, except on corner sites.
- Development should provide a zero, minimal or landscaped front setback to Charnwood Crescent, Alma Road (east of St Kilda Road), Inkerman Street (east of St Kilda Road), Argyle Street, Charnwood Road and Octavia Street, generally consistent with adjoining properties, except on corner sites.
- New development located on corners should be built to the front and side property boundary and provide a transition to, and respect the setbacks of adjoining properties in the side street.
- Where a corner site abuts a lane or other street at its rear, a transition to the adjoining properties in the side street is not required.
- Where front setbacks greater than 1 metre are provided, the setback area should:
  - Include well-designed landscaping and planting.
  - Not include open / at-grade car parks.
  - Provide either low or no front fencing.
  - Include clearly defined pedestrian access-ways that are visible from the street.

#### **Active frontages**

- Pedestrian entrances should open directly to the street, have adequate weather protection, be clear glazed and designed as a key feature of the façade.
- The frontages of all new developments should be designed to avoid blank walls, large areas of reflective surfaces and high fences.
- At upper levels, windows and balconies or terraces should overlook the street and laneways to maximise passive surveillance of the public realm.

- Developments which abut lanes should include lighting, entry doors and habitable room windows, to provide for passive surveillance.

~~Lighting should be incorporated in the façade design provide visual interest and to contribute to a sense of safety at night.~~

~~**Active frontages – Retail and commercial design**~~

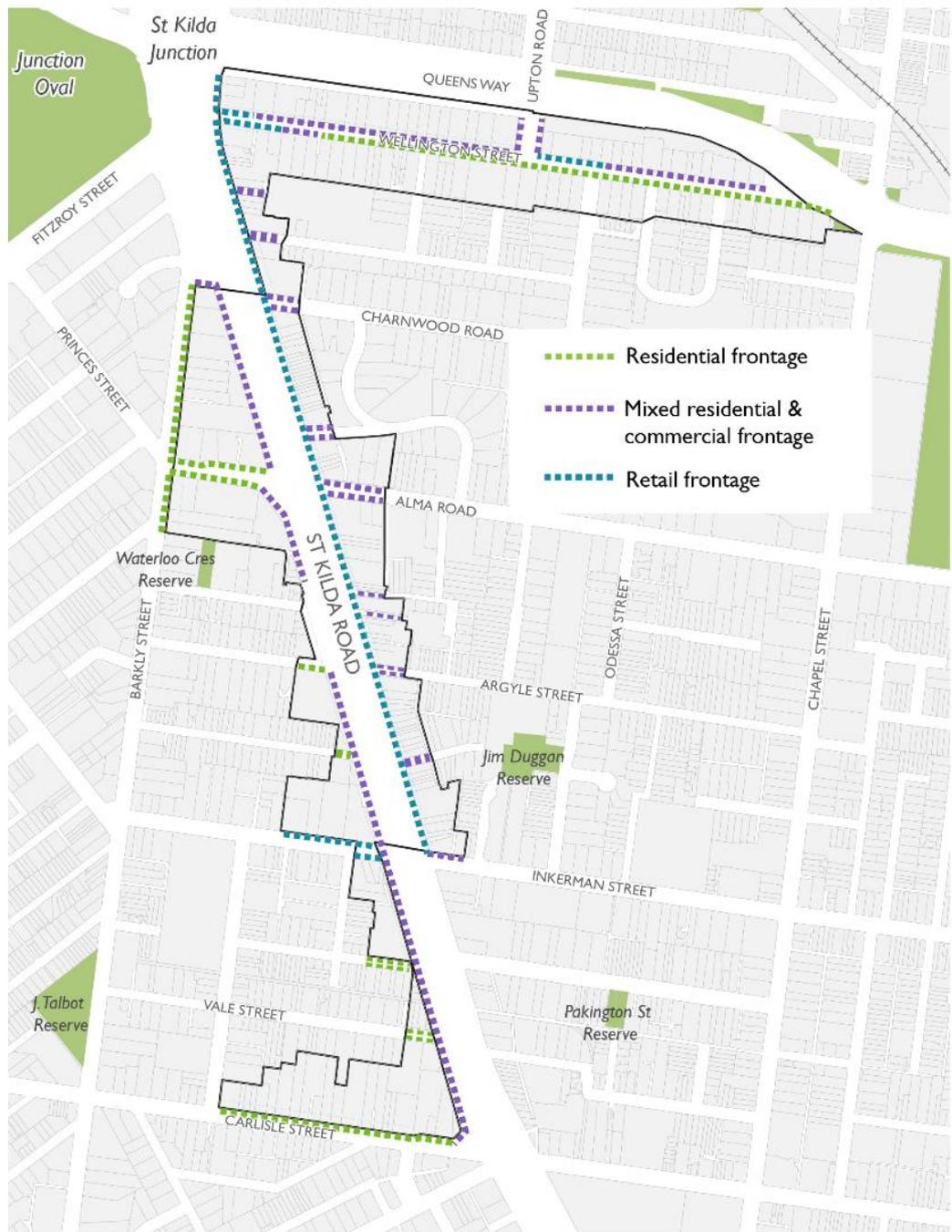
- New retail or commercial development should provide an active frontage to any adjoining street (except on laneways) specified on Map 2, as follows:
  - A ‘retail active edge’ should be characterised by a clear-glazed façade for at least 80% of the width of street frontage (for each individual premises) and from footpath level to a height of 2 metres. Pedestrian entries should be every 10 - 15 metres.
  - A ‘commercial active edge’ should be characterised by at least 60% clear-glazing between a height of 1 metre and 2 metres above the footpath level. Pedestrian entries should be at least every 30 metres.
- Where a retail frontage is required, ground floor levels should provide a minimum floor to floor height of 4.0 metres.
- Ground floor entries to retail premises should be level with the footpath.

~~Lighting should be incorporated in the façade design provide visual interest and to contribute to a sense of safety at night.~~

~~**Active frontages – Residential design**~~

- New ground level residential development should have a clear address to any adjoining street (except on laneways) as specified on Map 2 and should incorporate multiple entries and clear glazing at street level to allow for surveillance whilst still providing privacy.

Map 2: Active frontages



### Design detail

- Corner sites should achieve a high quality design outcome and address both street frontages with either door openings or street level windows.
- On sites with a frontage over 10 metres in width, building facades should be well articulated through variations in form, materials, openings, colours or the inclusion of vertical design elements.
- New development, particularly on larger sites, should express the scale and rhythm of the wider streetscape.
- Balconies should be designed as an integral part of the street-wall or building façade.
- Awnings or verandas providing weather protection should be constructed to match the height and coverage of the footpath of awnings or verandas on adjoining properties.
- ~~Crime Prevention Through Environmental Design (CPTED) principles should be applied to the design of buildings and spaces at ground level, building entry points and car park areas.~~
- ~~New development should incorporate locally contextual urban art in accordance with Clause 22.06 of this planning scheme.~~

### Heritage

- Any new development on land within a Heritage Overlay is required to comply with the Heritage Policy at Clause 22.04 of the Port Phillip Planning Scheme.
- New development is to respect the form, massing and siting of heritage buildings on the development site, or any adjoining or nearby site.

### Overshadowing

- New development must not cast a shadow between 10am and 3pm at the Equinox (21 September) beyond the southern kerb-line of:
  - Carlisle Street
  - Wellington Street (for Areas 3B and 3C).

A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- New development should not cast a shadow between 10am and 3pm at the Equinox (21 September) beyond the:
  - Eastern kerb-line of St Kilda Road
  - Southern kerb-line of Alma Road
  - Southern kerb-line of Inkerman Street.
  - Southern kerb-line of Wellington Street (for Areas 2F and 3A).

### Residential amenity

- ~~New residential developments should include a mix of 1, 2 and 3 bedroom apartments and be a minimum size of 50m<sup>2</sup>, 70m<sup>2</sup> and 95m<sup>2</sup> respectively.~~
- New residential developments should be sited, oriented and configured to ensure dwellings receive adequate solar access, natural light and natural ventilation.
- ~~Development should incorporate private open space through balconies, roof terraces, and courtyards.~~
- Roof and vertical gardens should be encouraged in new or refurbished buildings.
- New residential developments within commercial and mixed use zones, and along St Kilda Road should incorporate acoustic attenuation measures ~~within.~~

### Interfaces with residential zones

- New development with frontages to Vale, Blanche, Market or Charles Streets or Waterloo Crescent is required to respect the fine grain heritage character of these streets by providing an appropriate transition in scale and ensuring development on larger sites expresses the fine grain of the street on these frontages through scale and articulation.
- Development adjoining properties in a residential zone should incorporate upper level setbacks to avoid amenity impacts from overshadowing of existing secluded private open space or habitable room windows, overlooking or visual bulk.
- Development adjoining properties in a residential zone, including where separated by a laneway, must meet the following objectives of Clause 55.04 - Amenity Impacts of the Port Phillip Planning Scheme:
  - Clause 55.04-1 (Side and Rear Setbacks)
  - Clause 55.04-2 (Walls on boundaries)
  - Clause 55.04-3 (Daylight to existing windows)
  - Clause 55.04-4 (North facing windows)
  - Clause 55.04-5 (Overshadowing of open space)
  - Clause 55.04-6 (Overlooking)
  - Clause 55.04-7 (Internal views)
  - Clause 55.04-7 (Noise impacts).

A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.

### Vehicular access, car parking, and loading areas

- The visibility of car parking areas and vehicle entrances from the public realm should be minimised.
- Open and at-grade car parks should not be located in front setback areas.
- Vehicle crossovers should be:
  - no more than 6m wide, ~~and~~
  - only one provided per site frontage.
  - ~~Vehicular access should be~~ provided from the rear or side of lots wherever possible.
- integrated with the design of the building, must not dominate the facade and should be visually permeable to allow passive surveillance.
- Where car parks are located above ground, they should be at the rear of the site, and must be sleeved with habitable rooms presenting to the street.
- Exhaust stacks or vents from underground car parks should be located away from main pedestrian areas and incorporated into the building design or adequately screened.
- The height of car parking levels within a building should match the height of other uses in the same building to enable future adaptation for habitable uses.

### Waste management and building services

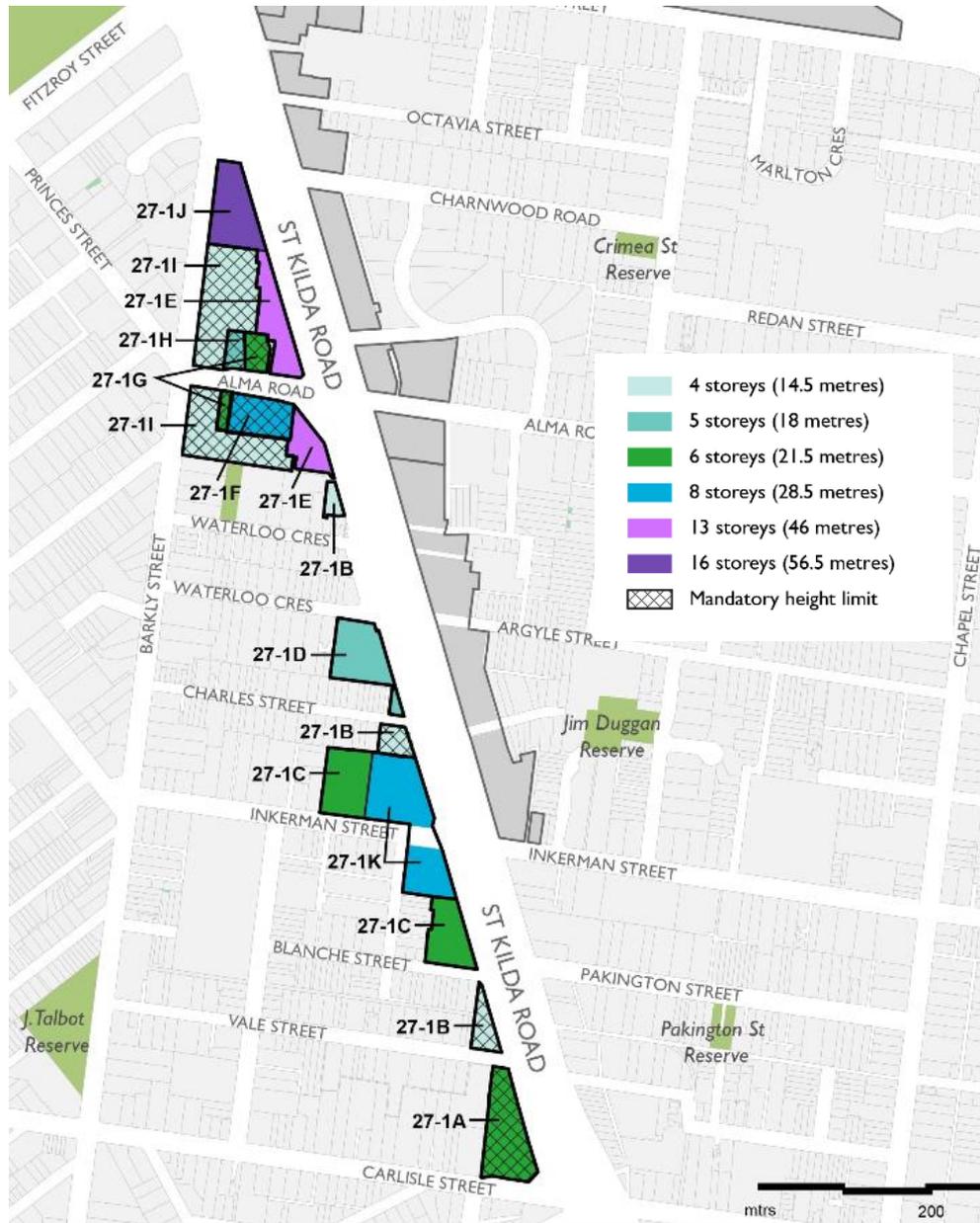
- New development should provide on-site bin and waste material storage areas which should be located at the rear of the site, be screened from public view and not impede pedestrian access.
- New buildings should provide on-site loading facilities and service vehicle parking within or at the rear of buildings.

- Rooftop building services (lift over-runs / plant rooms) should be integrated into the design of the building, screened from surrounding streets and adjoining properties, and attenuated to mitigate unreasonable noise impacts.
- Developments should incorporate noise attenuation measures and suppression techniques to ensure noise does not unreasonably affect the amenity of public areas and nearby residences.

**3.04.0 Buildings and works: Neighbourhood Requirements**

**St Kilda Road Neighbourhood – Area No. 1 Western side and Barkly Street (St Kilda Hill) (DDO27-1)**

**Map 3: Building heights - St Kilda Road Neighbourhood – Area No. 1**



The following requirements are additional to the precinct wide requirements and relate specifically to the Neighbourhood. They must be read and applied in conjunction with the precinct wide requirements.

## Requirements applying to all areas within the neighbourhood (Detail moved to Precinct-wide Requirements)

- ~~Development should provide a zero setback from the street frontage along St Kilda Road. This may be increased where a greater setback would result in a well designed, safe, and publicly accessible space at ground level to enhance activation of the street.~~
- ~~Any variation to a discretionary street wall height should demonstrate that it contributes to a more coherent and consistent streetscape having regard to the scale and form of buildings on adjacent sites.~~
- ~~Where a street wall is required, all levels above the designated street wall must be set back 5m from the front façade so as to be visually recessive.~~  
 This requirement may be varied to reduce the setback by up to 2m from the front façade for buildings up to 6 storeys and by up to 3m from the front façade for those above 6 storeys, where:
  - ~~the design of upper levels renders it distinctly different and visually recessive through variations in form, openings and detailed design (materials and colour) and,~~
  - ~~development will not create additional overshadowing of the opposite footpath, and~~
  - ~~the site is not included in, or adjoining, a Heritage Overlay, unless it can be demonstrated that the significance, definition and prominence of the heritage fabric is maintained.~~
 A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~New development should not cast a shadow beyond the eastern kerb line of St Kilda Road between 10am and 3 pm at the Equinox (21 September).~~
- ~~New development should not cast a shadow beyond the southern kerb line of Alma Road and Inkerman Street between 10am and 3pm at the Equinox (21 September).~~

### Area 1A

- The street-wall height should not exceed ~~10m-11m~~ (3 storeys).
- ~~Development should must not exceed the maximum building height of 17m-18m-21.5 (5-6 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~New development must not cast a shadow beyond the southern kerb line of Carlisle Street, between 10am and 3pm at the Equinox (21 September). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- New development should provide a landscaped setback to Vale Street and Carlisle Street generally consistent with adjoining properties.

### Area 1B

- The street-wall height should not exceed ~~10m-11m~~ (3 storeys).
- ~~Development should must not exceed the maximum building height of 13m-14.5m (4 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~New development is required to protect and respect the fine grain heritage character of Vale, Blanche and Charles Streets and Waterloo Crescent.~~
- ~~New development should provide a landscaped setback to Waterloo Crescent, Vale Street and Charles Street generally consistent with adjoining properties.~~

### Area 1C

- ~~▪ Development must provide a zero setback from the street frontage on Inkerman Street. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- The street-wall height should not exceed ~~40m-11m~~ (3 storeys) fronting St Kilda Road and ~~17m-18m~~ (5 storeys) fronting Inkerman Street.
- Development should not exceed the maximum building height of ~~20m-21.5m~~ (6 storeys).
- ~~▪ New development is required to protect and respect the fine grain heritage character of Market and Blanche Streets.~~
- ~~▪ New development should provide a landscaped setback to Blanche Street generally consistent with adjoining properties.~~

### Area 1D

- The street-wall height should not exceed ~~40m-11m~~ (3 storeys).
- Development should not exceed the maximum building height of ~~17.5m~~ (5 storeys).
- ~~▪ New development should protect and respect the fine grain heritage character of Charles Street and Waterloo Crescent.~~

### Area 1E

- Development should not exceed the maximum building height of ~~35m-46m~~ (~~10-13~~ storeys).
- ~~▪ New development must provide a landscaped setback of at least 2 metres to the northern side of Alma Road to maintain pedestrian views to the Church and Spire and the landscaped character of Alma Road. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~▪ New development should provide a landscaped setback to Barkly Street and the southern side of Alma Road generally consistent with adjoining properties.~~

### Area 1F

- Development must not exceed the maximum building height of ~~28.5~~ m (8 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ Development should provide a landscaped setback to Alma Road generally consistent with adjoining properties.~~

### Area 1G

- Development must not exceed the maximum building height of ~~20m-21.5m~~ (6 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ New development must provide a landscaped setback to the northern side of Alma Road of at least 2 metres to maintain pedestrian views to the Church and Spire and the landscaped character of Alma Road. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~▪ New development should provide a landscaped setback to the southern side of Alma Road generally consistent with adjoining properties.~~

### Area 1H

- Development must not exceed the maximum building height of ~~17m~~18m (5 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~Development must provide a landscaped setback to Alma Road of at least 2 metres when measured at the eastern property boundary and 4 metres measured at the western property boundary to maintain key views to the Church, Spire and south-east corner of the front facade and enhance the landscaped character of Alma Road. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~

### Area 1I

- Development must not exceed the maximum building height of ~~13m~~14.5m (4 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~Development at 44-46 Barkly Street must provide a landscaped front setback to Barkly Street of at least 3 metres to maintain pedestrian views to the Church and Spire and the landscaped character of Barkly Street. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~Development should provide a landscaped setback to Barkly Street (excepting 44-46 Barkly Street) or Alma Road generally consistent with adjoining properties.~~
- ~~Front, side and rear setbacks are to be provided in accordance with the requirements of Clause 54 or 55 (as applicable).~~

### Area 1J

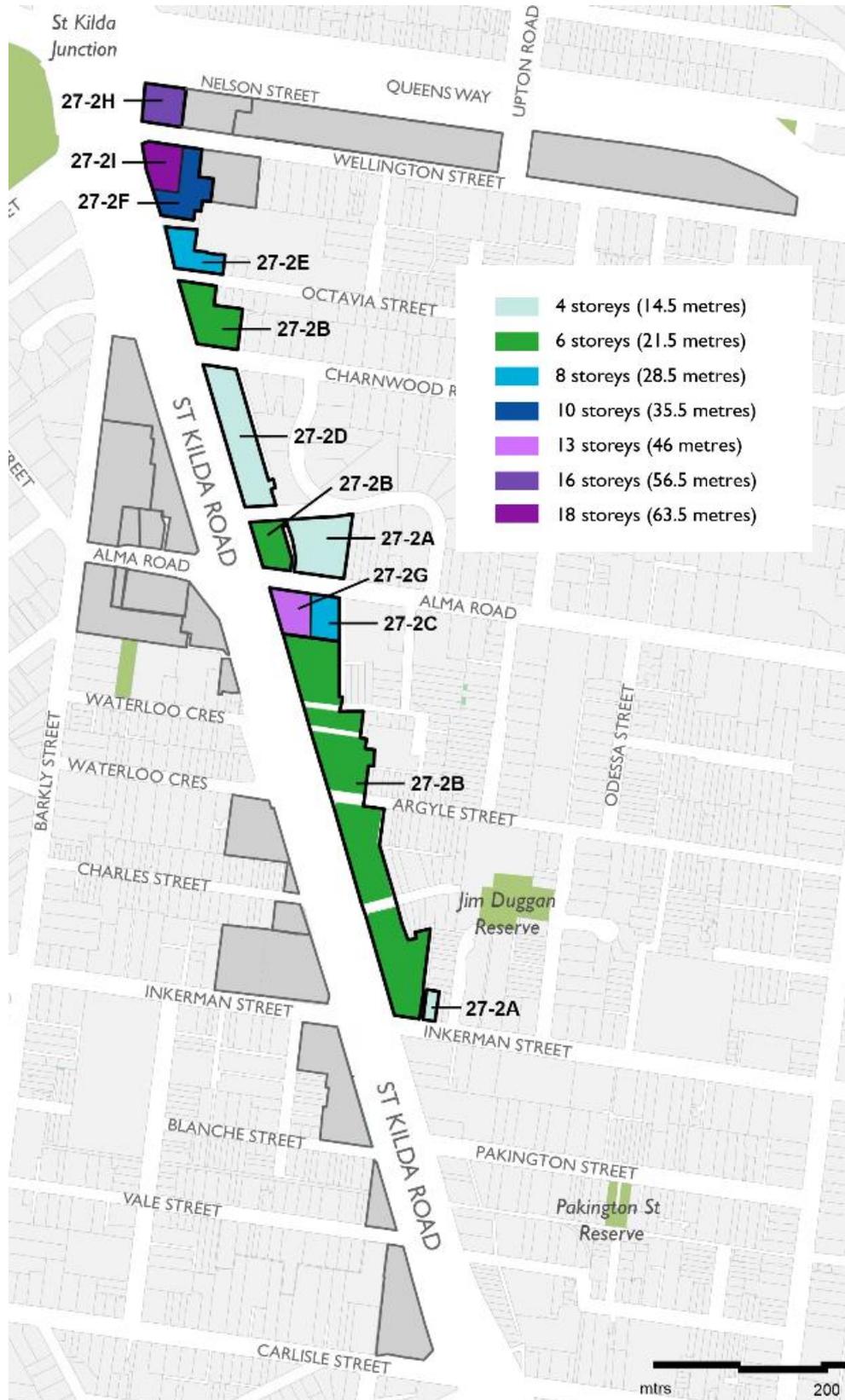
- Development should not exceed the maximum building height of 56.5m (16 storeys).

### Area 1K

- The street-wall height should not exceed 17.5m (5 storeys) fronting Inkerman Street or St Kilda Road.
- Development should not exceed the maximum building height of 56.5m (8 storeys).

**St Kilda Road Neighbourhood - Area No. 2 - Eastern side and St Kilda Junction (DDO27-2)**

**Map 4: Building heights - St Kilda Road Neighbourhood - Area No. 2**



The following requirements are additional to the precinct-wide requirements and relate specifically to the Neighbourhood. They must be read and applied in conjunction with the precinct-wide requirements.

**Requirements applying to entire neighbourhood**  
**(Detail moved to Precinct-wide Requirements)**

- ~~Development must have a zero setback to St Kilda Road and Wellington Street. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~Where a street wall is required, all levels above the designated street wall must be set back 5m from the front façade so as to be visually recessive.~~  
~~This requirement may be varied to reduce the setback by up to 2m from the front façade for buildings up to 6 storeys and by up to 3m from the front façade for those above 6 storeys, where:~~
  - ~~— the design of upper levels renders it distinctly different and visually recessive through variations in form, openings and detailed design (materials and colour) and;~~
  - ~~— development will not create additional overshadowing of the opposite footpath, and~~
  - ~~— the site is not included in, or adjoining, a Heritage Overlay, unless it can be demonstrated that the significance, definition and prominence of the heritage fabric is maintained.~~~~A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~

**Requirements applying to specific areas within the neighbourhood**  
**(Detail moved to Precinct-wide Requirements)**

**Area 2A**

- Development should not exceed the maximum building height of ~~13m~~14.5m (4 storeys).
- ~~New development should provide a zero, minimal or landscaped setback to Charnwood Crescent, Alma Road and Inkerman Street generally consistent with adjoining properties.~~
- ~~New development should not cast a shadow beyond the southern kerb line of Alma Road and Inkerman Street between 10am and 3pm at the Equinox (21 September).~~

**Area 2B**

- The street-wall height to St Kilda Road ~~must~~should not exceed ~~10m~~11m (3 storeys). ~~A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- Development should not exceed the maximum building height of ~~20m~~21.5m (6 storeys).
- ~~New development should provide a zero, minimal or landscaped setback to Inkerman Street, Argyle Street, Alma Road, Charnwood Road and Octavia Street generally consistent with adjoining properties.~~
- ~~New development should not cast a shadow beyond the southern kerb line of Alma Road and Inkerman Street between 10am and 3pm at the Equinox (21 September).~~

**Area 2C**

- The street-wall height to St Kilda Road ~~must should~~ not exceed ~~10m-11m~~ (3 storeys). ~~A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- Development should not exceed the maximum building height of 28.5m (8 storeys).
- ~~New development should provide a zero, minimal or landscaped setback to Alma Road generally consistent with adjoining properties.~~

**Area 2D**

- The street-wall height to St Kilda Road must not exceed ~~10m-11m~~ (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- Development should not exceed the maximum building height of ~~13.5m~~14.5m (4 storeys).
- ~~New development should provide a zero, minimal or landscaped setback to Charnwood Road and Charnwood Crescent generally consistent with adjoining properties.~~

**Area 2E**

- Development should not exceed the maximum building height of 28.5m (8 storeys).
- ~~New development should provide a setback to Octavia Street generally consistent with adjoining properties.~~

**Area 2F**

- The street-wall height to Wellington Street must not exceed ~~10m-11m~~ (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~Development on the corner of Wellington Street and St Kilda Road (at 2 St Kilda Road and 3 Wellington Street) should not express the street wall requirement for Wellington Street on the St Kilda Road frontage.~~
- Development should not exceed the maximum building height of 35.5m (10 storeys).
- ~~New development should not cast a shadow beyond the southern kerb line of Wellington Street, between 10am and 3pm at the Equinox (21 September).~~

**Area 2G**

- Development should not exceed the maximum building height of 46m (13 storeys).

**Area 2H**

- The street-wall height to Wellington Street must not exceed 11m (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- Development at 3 Wellington Street should not express the street-wall requirement for Wellington Street on the St Kilda Road frontage.
- Development should not exceed the maximum building height of 56.5m (16 storeys).

**Area 2I**

- The street-wall height to Wellington Street must not exceed 11m (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- Development at 2-6 St Kilda Road should not express the street-wall requirement for Wellington Street on the St Kilda Road frontage.
- Development should not exceed the maximum building height of 63.5m (18 storeys).

**Wellington Street Neighbourhood - Area No. 3 (DDO27-3)**

**Map 5: Building heights - Wellington Street Neighbourhood - Area No.3**



The following requirements are additional to the precinct-wide requirements and relate specifically to the Neighbourhood. They must be read and applied in conjunction with the precinct-wide requirements.

**Requirements applying to entire neighbourhood  
(Detail moved to Precinct-wide Requirements)**

- ~~In Areas 3A, 3B and 3D, levels above the designated street wall height must be set back 5m from the front facade.~~  
 This requirement may be varied to reduce the setback by up to 2m from the front façade for buildings up to 6 storeys and by up to 3m from the front façade for levels higher than 6 storeys, where:
  - new development does not cast a shadow beyond the southern kerb line of Wellington Street, between 10am and 3pm at the Equinox (21 September);
  - the design of upper levels renders it distinctly different through variations in form, openings and detailed design and;
  - the site is not included in, or adjoining, a Heritage Overlay, unless it can be demonstrated that the significance, definition and prominence of the heritage fabric is maintained.
 A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~In Area 3C, levels above 2 storeys should be recessed and have regard to adjoining development.~~

**Requirements applying to specific areas within the neighbourhood  
(Detail moved to Precinct-wide requirements)**

**Area 3A**

- ~~▪ New buildings should have zero setback to Wellington Street. This may be increased where a greater setback would result in a well designed, safe, and publicly accessible space at ground level to enhance activation of the street.~~
- The street-wall height to Wellington Street must not exceed 10m-11m (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ In Areas 3A, 3B and 3D, where new development is set back from the street frontage, a street wall no greater than the maximum street wall height specified must be provided within 5 metres of the street frontage. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- Development must not exceed the maximum building height of 35.5m (10 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ New development should not cast a shadow beyond the southern kerb line of Wellington Street, between 10am and 3pm at the Equinox (21 September).~~

**Area 3B**

- ~~▪ New buildings should have zero setback to Wellington Street and Nelson Street. This may be increased where a greater setback would result in a well designed, safe, and publicly accessible space at ground level to enhance activation of the street.~~
- The street-wall height along:
  - Wellington Street must not exceed 10m-11m (3 storeys).
  - Nelson Street must not exceed 17m-18m (5 storeys).

A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ Where new development is set back from the street frontage, a street wall no greater than the maximum street wall height specified must be provided within 5 metres of the street frontage. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- Development must not exceed the maximum building height of 17m-18m (5 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ New development must not cast a shadow beyond the southern kerb line of Wellington Street, between 10am and 3pm at the Equinox (21 September). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~

**Area 3C**

- The street-wall height should not exceed 8m (2 storeys).
- Development must not exceed the maximum building height of 13m-14.5m (4 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.

- ~~▪ New development must not cast a shadow beyond the southern kerb line of Wellington Street, between 10am and 3pm at the Equinox (21 September). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- ~~▪ Front, side and rear setbacks are to be provided in accordance with the requirements of Clause 54 or 55 (as applicable).~~
- ~~▪ New development should have a landscaped front setback generally consistent with adjoining properties.~~

### Area 3D

- The street-wall height must not exceed ~~10m-11m~~ (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ Where new development is set back from the street frontage, a street wall no greater than the maximum street wall height specified must be provided within 5 metres of the street frontage. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.~~
- Development must not exceed the maximum building height of ~~10m-11m~~ (3 storeys). A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by Clause 2.0 of this schedule.
- ~~▪ New development should have a landscaped front setback to Wellington Street generally consistent with adjoining properties.~~

## 5.0 Application requirements

~~---/20--  
Proposed  
C122~~

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A site analysis and urban context report, which demonstrates how the proposal achieves the:
  - Precinct Objectives of this schedule;
  - ~~▪ Preferred Character Statement of the relevant neighbourhood;~~
  - Design Objectives of the relevant Neighbourhood;
  - General Requirements and Neighbourhood Requirements.
- Development proposals for buildings over 5 storeys should be accompanied by a wind study analysis to demonstrate that pedestrian spaces will not be affected by additional wind.
- A Traffic and Parking Assessment Report which includes an examination of the cumulative impacts of traffic and parking in the Precinct.
- Development proposals must be accompanied by a shadow analysis to demonstrate solar access will be maximised on southern footpaths, key spaces and adjoining properties between 10am and 3pm at the Equinox.
- A Sustainable Design Assessment or a Sustainability Management Plan.

## 6.0 Decision guidelines

~~---/20--  
Proposed  
C122~~

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Responsible Authority must consider, as appropriate:

- Whether the proposed buildings or works achieve the Design Objectives for the Precinct and the Neighbourhoods
- ~~▪ Whether the proposed buildings or works achieve the Preferred Character for the Neighbourhoods~~

- Whether the proposed buildings or works are in accordance with the General Requirements and the Requirements for the relevant Neighbourhood and Area detailed in this schedule.

## **7.0 Reference documents**

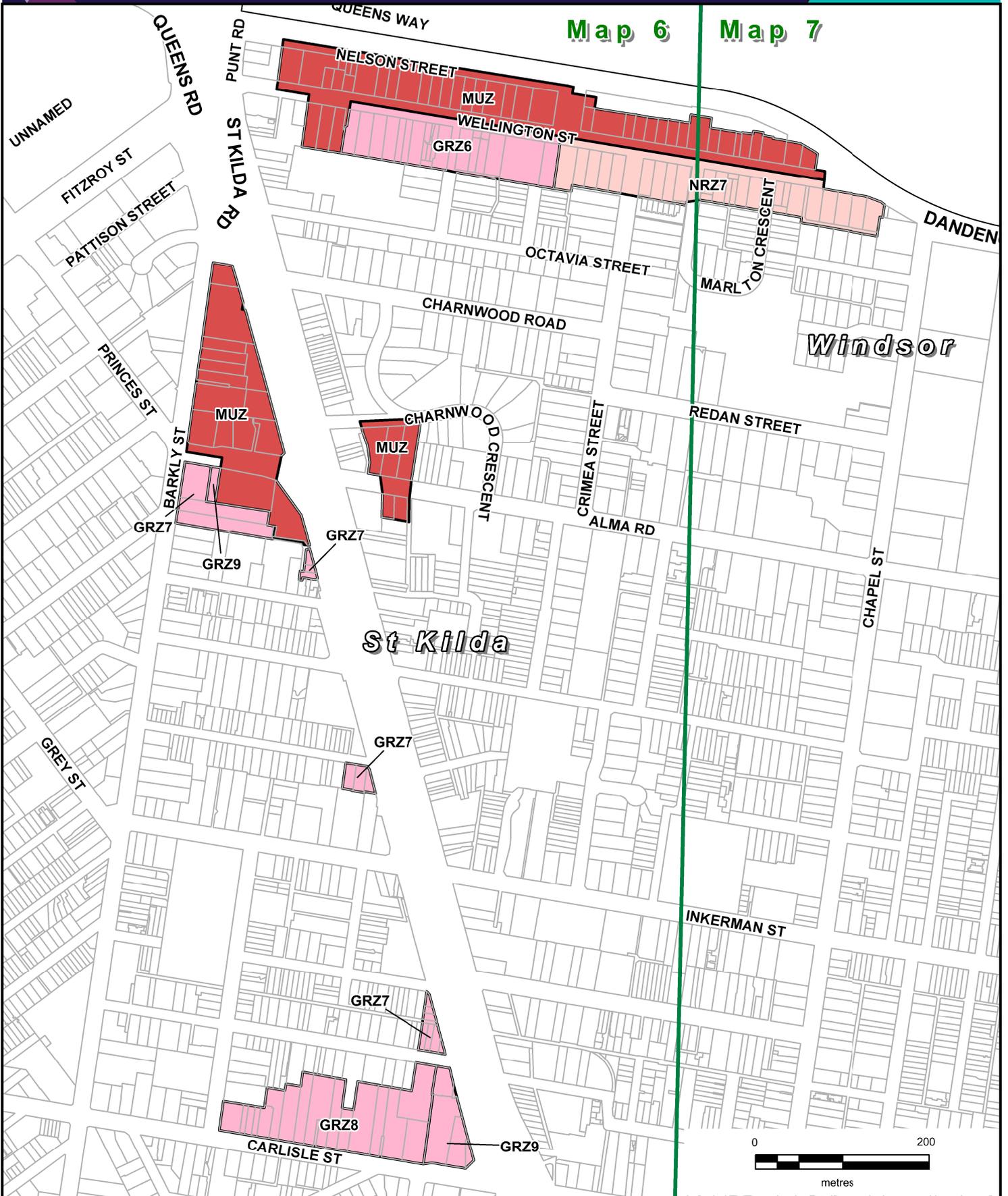
--/20--  
Proposed  
C122

*St Kilda Road South Urban Design and Land Use Framework* (November, 2015)

# PORT PHILLIP PLANNING SCHEME

Map 6

Map 7



## LEGEND

- GRZ GENERAL RESIDENTIAL ZONE
- NRZ NEIGHBOURHOOD RESIDENTIAL ZONE - SCHEDULE 7
- MUZ MIXED USE ZONE

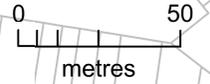
Part of Planning Scheme Maps 6 & 7

# AMENDMENT C122



# PORT PHILLIP PLANNING SCHEME

Map 6 Map 7



## LEGEND

 HERITAGE OVERLAY

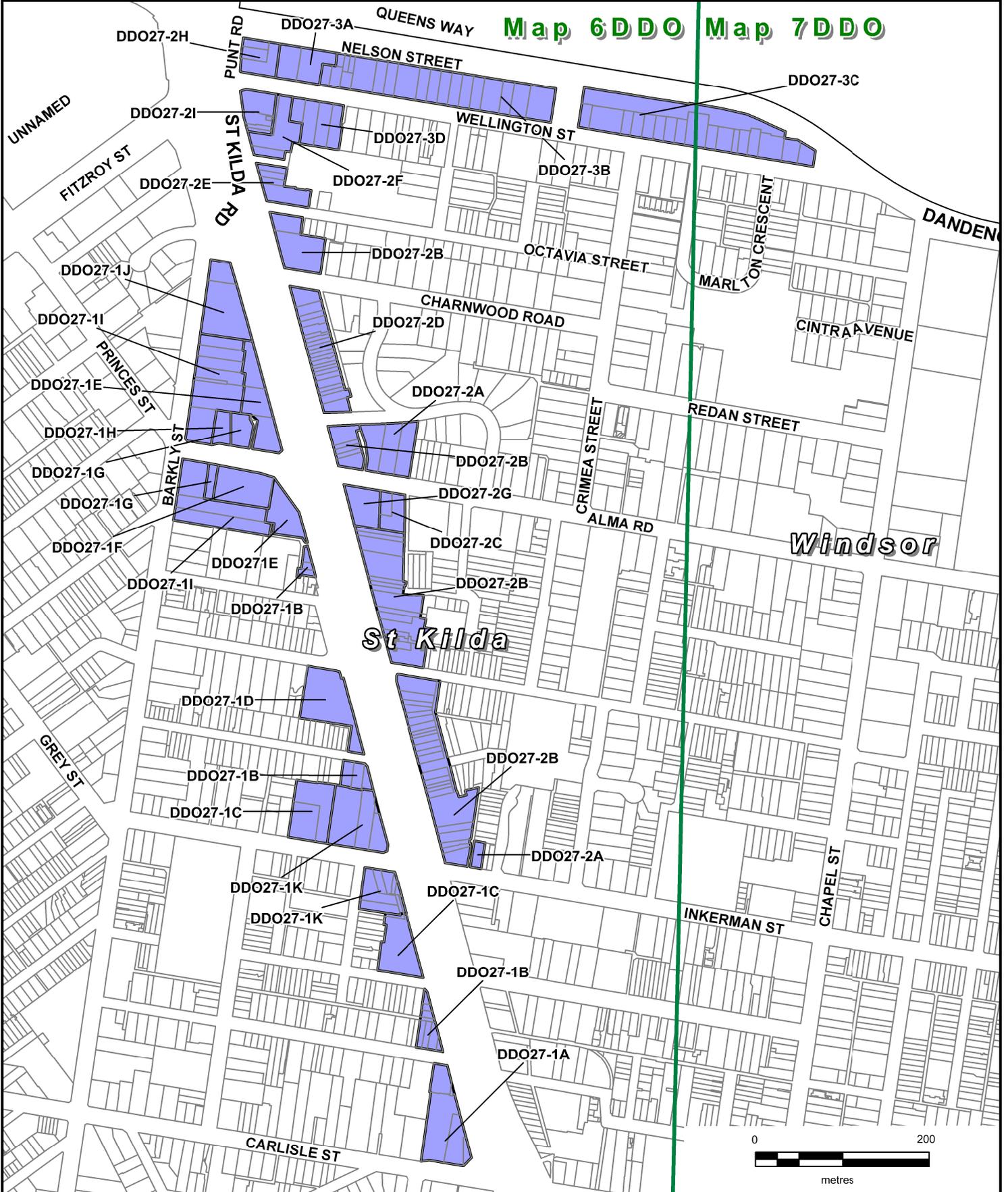
Part of Planning Scheme Maps 6HO & 7HO

## AMENDMENT C122



# PORT PHILLIP PLANNING SCHEME

Map 6DDO Map 7DDO



## LEGEND

**DDO** DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 27

Part of Planning Scheme Maps 6DDO & 7DDO

# AMENDMENT C122



03/08/2017  
GC68  
~~1-120~~  
Proposed  
C122

## SCHEDULE TO CLAUSE 81.01 TABLE OF DOCUMENTS INCORPORATED IN THIS SCHEME

### 1.0

#### Incorporated documents

03/08/2017  
GC68

Name of document	Introduced by:
10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements, January 2017	C136
114-124 Albert Road, South Melbourne	NPS1
12 Acland Street, St Kilda	NPS1
12B Chapel Street, St Kilda, September 2013	C96
1-29 Albert Road, South Melbourne	NPS1
132-134 Bank Street and 223-227 Moray Street, South Melbourne	NPS1
14-16 The Esplanade, St Kilda	NPS1
167 Fitzroy Street, St Kilda	NPS1
29 Fitzroy Street, St Kilda	NPS1
315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda	NPS1
360-370 St Kilda Road, Melbourne, Revised November 2001	C33
400 - 430 City Road, Southbank, December 2010	C85
400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne	NPS1
414-416 and 418 St Kilda Road, Melbourne	NPS1
582-584 St Kilda Road, Melbourne	NPS1
89 Fitzroy Street, St Kilda	NPS1
Acland Courtyard Development Plan	NPS1
Acland Street Upgrade Project Incorporated Document, December 2015	C124
Albert Park Master Plan	NPS1
Beacon Cove Development, Port Melbourne (revised) 2013 (including Beacon Cove Concept Plan No.1, Beacon Cove Precinct Plan No. 1, Beacon Cove Residential Component Guidelines No.1 and Plan named Beacon Cove Port Melbourne showing areas subject to an environmental audit)	C104
Becton, Port Melbourne Development Concept Plan and Building Envelope Plan	NPS1
City of Port Phillip Heritage Policy Map ( <del>Updated March</del> <a href="#">Adoption Version Amendment C122 September 2017</a> ) (Part of Port Phillip Heritage Review)	<del>C117</del> C122
City of Port Phillip Neighbourhood Character Map ( <del>Updated March 2017</del> <a href="#">Adoption Version Amendment C122 September 2017</a> ) (Part of Port Phillip Heritage Review)	<del>C117</del> C122
Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016)	GC50
Incorporated Plan - Sea Wall and Promenade - September 2008	C70
Luna Park	NPS1
M1 Redevelopment Project, October 2006	C58

Name of document	Introduced by:
Major Promotion Signs – Permit Provisions December 2008	C100
Melbourne CityLink Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44
Melbourne Metro Rail Project Incorporated Document, December 2016	GC45
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, May 2016	GC67
Melbourne Sports & Aquatic Centre, Albert Park	NPS1
Part 61 Bertie Street, Port Melbourne, November 2001	C33
Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) July 1999	C13
Port Phillip Heritage Review - Volumes 1-6 (Version <del>21, 21 March 2017</del> <a href="#">22, Exhibition Version Amendment C122 September 2017</a> )	<del>C117</del> <a href="#">C122</a>
Prince Apartments Stage 2 Development Plans – 29 Fitzroy Street, St Kilda (December 2013)	C94
Shrine of Remembrance Vista Controls, April 2014	C140
St Kilda Foreshore Urban Design Framework, 2002	C36
St Kilda Seabaths	NPS1
St Kilda Station Redevelopment plans prepared by Billard Leece Partnership dated July 1999	C9
State Sports Facilities Project Albert Park, September 2009 (amended May 2012)	C120
Stokehouse – 30 Jacka Boulevard, St Kilda, July 2014	C110
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
Victorian Cricket and Community Centre, St Kilda Cricket Ground, May 2016	C119
West Beach Pavilion Precinct Incorporated Plan, 2004	C36

# Amendment C122 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



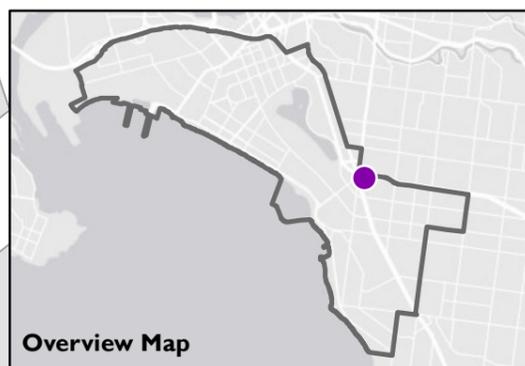
## Heritage Policy Map

### Current

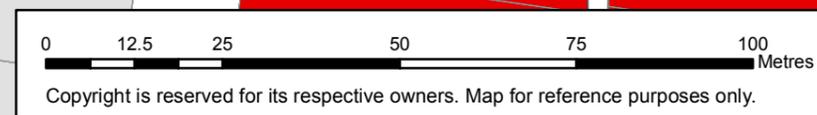
-  Significant Heritage Place - inside HO
-  Contributory Heritage Place - inside HO

### Proposed

-  Significant Heritage Place - inside HO
-  Contributory Heritage Place - inside HO
-  Non-Contributory - inside HO



Overview Map



# Amendment C122 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



# Amendment C122 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Neighbourhood Character Map (Incorporated Document)



## Neighbourhood Character Map

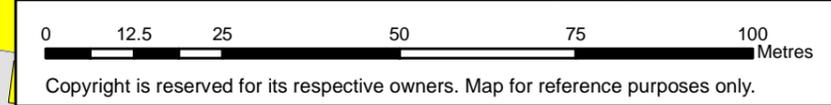
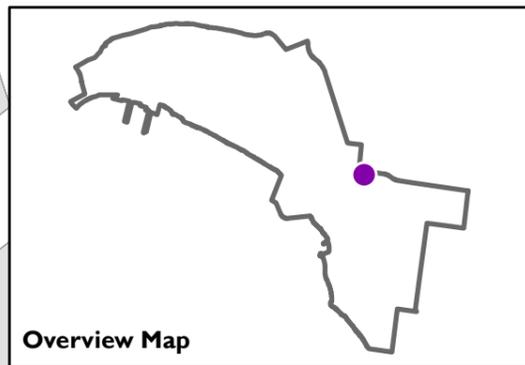
### Current

 Contributory Heritage Place - outside HO

### Proposed

 Contributory Heritage Place - outside HO

 Remove from NC Map



# Amendment C122 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Neighbourhood Character Map (Incorporated Document)



## Neighbourhood Character Map

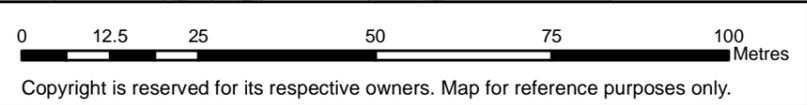
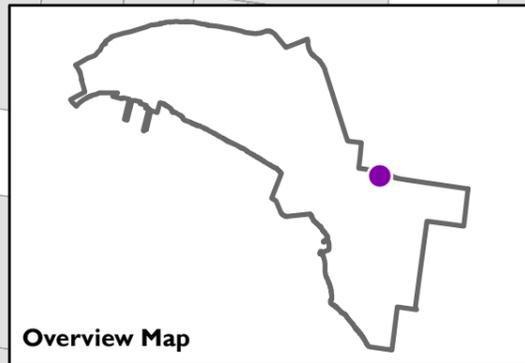
### Current

 Contributory Heritage Place - outside HO

### Proposed

 Contributory Heritage Place - outside HO

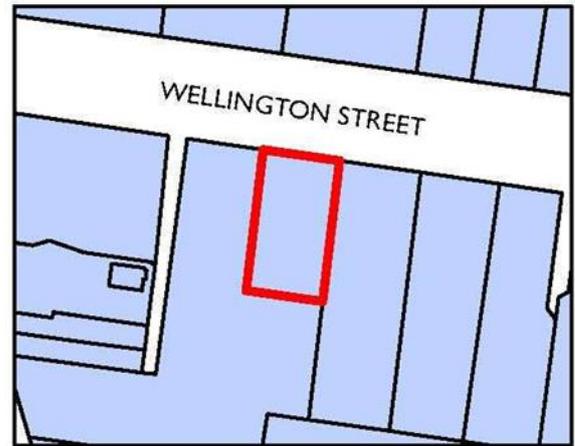
 Remove from NC Map



# City of Port Phillip Heritage Review

**Place name:** Tecoma Court  
**Other names:** Shops and Flats

**Citation No:**  
**2374**



**Address:** 16-20A Wellington Street, St Kilda

**Heritage Precinct:** Not applicable

**Category:** Residential: flats, Commercial: shops

**Heritage Overlay:** HO488

**Style:** Interwar: Moderne

**Graded as:** Significant

**Constructed:** 1935

**Victorian Heritage Register:** No

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

## Significance

### *What is significant?*

Tecoma Court, constructed in 1935, at 16-20A Wellington Street, St Kilda is significant. It is a two-storey interwar period brick building with shops/retail spaces to the ground floor and residential flats above that applies Moderne detailing to the parapet and utilises typical materials such as clinker bricks and glazed roof tiles. It has a symmetrical presentation to Wellington Street, given emphasis by a cement rendered stepped parapet with applied 'TECOMA COURT' lettering to the centre. The front portion of the building has a tiled hipped roof surmounted by brick chimneys, with twin hipped and tiled roofs to the rear wings. At first floor level is a centrally located recessed balcony with a projecting brick balustrade, flanked by large timber-framed tripartite windows. A simple cantilevered boxed awning, with pressed metal ceiling (soffit) runs the length of the north façade, above ground floor level. The shopfront glazing and tiles to the three ground floor shops are not original, although the recessed entries may reflect the original plan.

### *How is it significant?*

Tecoma Court at 16-20A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

Tecoma Court is of local historical significance, as an example of a combined shops and residential flats building, constructed in 1935 to a main road in St Kilda. It is one of a number of similar contemporary

developments in St Kilda in this period, demonstrating a trend at the time which also emphasizes the ongoing popularity of flat development in the area in the 1930s.

Architecturally, Tecoma Court is a substantially externally intact example of an interwar building, which is well resolved and generally simply detailed, and which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces. It compares favourably with several other similar developments in St Kilda in the 1930s. The property is also a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

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## Thematic context

### Victoria's framework of historical themes

- 5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
- 6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

- 5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years
- 

## History

### Contextual history

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

*It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahra Telegraph, 18 October 1919, p.4)*

The building of flats accelerated during the 1920s:

*In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market,*

*rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. 1, pp.34-5)*

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164 blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

## Tecoma Court, 16-20A Wellington Street

At the end of the nineteenth century, the site of the future Tecoma Court appears to have been occupied by a shop and residence to the rear. In 1899, the renumbering of Wellington Street occurred and the site was numbered 16 and 18. Throughout the early twentieth century, the shop was variously occupied by dressmakers/drapers, grocers, confectioners and boot makers, with numerous occupants of the residence to the rear.

In c.1935, the present building was constructed for F.A. Graham. The three shops were given the address of 16-20 Wellington Street, with the flats above at 20A Wellington Street. The property at 16-20A Wellington Street was first listed in the *Sands & McDougall Directories* in 1937. At this time, the three ground floor shops were occupied by Mrs P. Tullock cakes (no. 16), Snuggle Inn Coffee Lounge (no. 18) and Ellisons Pty Ltd estate agents (no. 20).

## References

MMBW Detail Plan No. 1358, City of St Kilda, 1898

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

*Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015*

Property Service Plan, South East Water

*Sands and McDougall Directories: 1898-1900, 1915, 1919, 1925, 1930, 1935-1938.*

## Description

Tecoma Court is a two-storey interwar brick building with shops/retail spaces to the ground floor and residential flats above that applies Moderne detailing to the parapet and utilises typical materials such as clinker bricks and glazed roof tiles. It has a symmetrical presentation to Wellington Street (north façade). The shopfront glazing and tiles to the three ground floor shops are not original, although the recessed entries may reflect the original plan. An arched entry to the east end of the Wellington Street façade provides access to the flats above. The entry passageway is illuminated by three large arched windows, with coloured glazing, to the east elevation at ground floor level. At first floor level is a centrally located recessed balcony with a projecting brick balustrade. Flanking this are large timber-framed tripartite windows. A simple cantilevered boxed awning, with pressed metal ceiling (soffit) runs the length of the north façade, above ground floor level. The front portion of the building has a tiled hipped roof surmounted by brick chimneys. It is partly concealed by a cement rendered stepped parapet, with returns to the side elevations, and applied 'TECOMA COURT' lettering to the centre parapet. The rear of the building has twin hipped and tiled roofs, over the rear wings.

The external plan of the building appears to be generally intact to that shown on a 1935 property service plan and a 1945 aerial image. With the exception of the ground floor shopfronts, the exterior of the building also appears to be largely intact.



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## Comparative analysis

There are several examples of interwar buildings with shops and residences above in St Kilda, which are graded as 'significant' heritage properties in Port Phillip, and provide some comparison with Tecoma Court. These include Boncap, at 49 Fitzroy Street, St Kilda (included in HO5), a 1935 three storey building with shops to the ground floor, flats above, and bachelor flats to the rear. It is in the Functionalist style. There is also the two storey shops constructed in 1930 in the Art Deco style at 81-85 Acland Street, St Kilda (included in HO5); and Acland Court, two storey shops with flats above constructed in 1935 in the Spanish Mission style at 91-93 Acland Street, St Kilda (also included in HO5).

All the examples cited were built in the 1930s, generally contemporary with Tecoma Court. All the examples also differ in style, but share a common brick construction material, awning to ground floor level, and balconies to the flats above (save for 81-85 Acland Street), as well as a similar degree of external intactness. In architectural terms, Tecoma Court is a well resolved example of a generally simply detailed interwar building, which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

Tecoma Court is of local historical significance, as an example of a combined shops and residential flats building, constructed in 1935 to a main road in St Kilda. It is one of a number of similar contemporary developments in St Kilda in this period, demonstrating a trend at the time which also emphasizes the ongoing popularity of flat development in the area in the 1930s.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

The property is also a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Architecturally, Tecoma Court is a substantially externally intact example of an interwar building, which is well resolved and generally simply detailed, and which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces. It compares favourably with several other similar developments in St Kilda in the 1930s.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

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Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage appraisal. 16-20A & 44 Wellington Street, St Kilda*, March 2015

## Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20<sup>th</sup> century architectural study*, Volume 3, 1992

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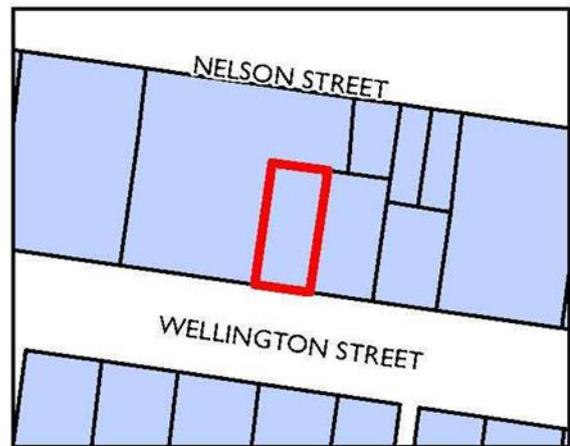
## Other images

-

# City of Port Phillip Heritage Review

**Place name:** Motor Garage & shop (former)  
**Other names:** -

**Citation No:**  
**2375**



**Address:** 17-17A Wellington Street,  
St Kilda

**Heritage Precinct:** Not applicable

**Category:** Transport: Garage, Retail &  
Wholesale: Shop

**Heritage Overlay:** HO490

**Style:** Interwar

**Graded as:** Significant

**Constructed:** 1926

**Victorian Heritage Register:** No

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

## Significance

### What is significant?

The building at 17-17A Wellington Street, St Kilda, originally constructed in 1926 and used as a motor garage, is significant. It is a two-storey brick building on a square plan, with a symmetrical presentation to Wellington Street, and no setback. It is of face brick with a wide stepped horizontal band separating ground and first floors, and a cornice below the brick dentilated parapet. The detailing carries across pilasters located at the facade edges and in the centre of the building. The first floor has a pair of timber-framed sash windows, with multi-paned uppers, located centrally to each bay. The roof has no visibility to Wellington Street, although two squat brick chimneys are evident above the visible east elevation. The ground floor facades, which have been modified, are not significant.

### How is it significant?

The former Motor Garage at 17-17A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### Why is it significant?

The building at 17-17A Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1926, in an area of Wellington Street which has historically accommodated mixed use and mixed forms of development, including commercial development. It is an example of a purpose-built motor garage with a separate commercial tenancy at ground floor level, and spaces above. It was

constructed at a time when motor car ownership and usage was increasing, and motor garages were being built across inner Melbourne. Most were built for a single purpose, i.e. to service motor vehicles, although some also incorporated other uses, as is the case with no Wellington Street. In this way the building is an unusual example of its type, although it no longer reads as a former garage. The use of the building as a motor garage, or a motor vehicle related operation from the 1920s until at least the mid-1970s, is also of note.

Aesthetically, 17-17A Wellington Street, St Kilda, is significant as a largely externally intact former garage, which combined other uses (Criterion E). It has simple interwar detailing, with a symmetrically composed presentation to Wellington Street. The first floor facade has a wide stepped horizontal band above ground floor level and a cornice below the dentilated parapet. The eastern ground floor bay originally contained a vehicle opening, which was subsequently modified and is now infilled. This would also have been a prominent element to Wellington Street. As a building type, the historical multi-purpose use and spaces is also of note.

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## Thematic context

### Victoria's framework of historical themes

- 5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
- 6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

- 5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years
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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

### Motor Garage (former, later café), 17-17A Wellington Street

In 1925, 17 Wellington Street was occupied by Mrs Ann Tovey. The following year, in 1926, she constructed the existing brick building on the site (PSP). After the building's construction, no 17 Wellington Street was occupied by Mrs Tovey as a furniture deliverer; and no 17a was occupied by R Tovey (presumably her husband or son) as a motor garage. No 17 went on to be used for a variety of commercial or retail purposes, including a dairy producer and confectioner before 1945; while no 17a was

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used until at least the mid-1970s as a motor garage, or a motor vehicle related operation, including a towing service. Interestingly, from 1945, no 17 is listed in the *Directories* as a residence (SM). It is assumed that this relates to the upper level spaces, although there is no evidence of a separate entrance as might be expected for a first floor residence. The first floor spaces may also have been used as offices associated with the commercial operations below.

Throughout much of the twentieth century, this section of Wellington Street remained commercial, variously comprising a laundry/dry cleaner, hairdresser, coffee lounge and cafe.

## References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 969, City of St Kilda, 1896

*Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015*

Property Service Plan (PSP), South East Water

*Sands and McDougall Directories (SM) 1900-1974.*

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## Description

The building at 17-17A Wellington Street, St Kilda, dates from 1926, and is a two-storey brick building on a square plan, with a symmetrical presentation to Wellington Street, and no setback. The building contains commercial tenancies at ground floor level, and spaces above. It was originally constructed and used as a motor garage, with the ground floor space on the west side used for other commercial/retail purposes. It is of face brick, with a wide stepped horizontal band separating ground and first floors, a cornice below the brick dentilated parapet, and non-original painted render contrasts. The detailing carries across the pilasters located at the facade edges and in the centre of the building. The first floor has a pair of timber-framed sash windows, with multi-paned uppers, located centrally to each bay. At least one of these windows is a replacement, which matches the originals.

The ground floor facades have been modified, with timber stall boards, modern glazing in metal framing to the western-most bay, and panelled infill to the eastern-most bay. This appearance is not original; the infilled eastern bay at ground floor level was originally used for vehicle access, and evidence of the crossover remains in the footpath to the front of the building. The roof has no visibility to Wellington Street, although two squat brick chimneys are evident above the visible east elevation. The east elevation is otherwise largely bereft of detail, with a large section of wall having been over-painted. There have also been changes to the openings to the rear elevation. Save for the ground floor facades and the painted render contrasts, the building is largely externally intact as it presents to Wellington Street.

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## Comparative analysis

Motor garages were constructed across inner Melbourne in the early decades of the twentieth century, as motor car ownership and usage increased. They were mainly built for a single purpose, i.e. servicing motor vehicles, although some also incorporated other uses, as is the case with 17 Wellington Street. In Port Phillip, there are several historic garages which are broadly comparable in terms of the subject building's principal original use, if not in form and styling. A brick garage constructed in 1927 at 126 Carlisle Street, Balaclava (included in HO7, the St Kilda, Elwood, Balaclava, Ripponlea Precinct), is a single-storey building with a gable end, and simple Spanish Mission style detailing. It has a more conventional interwar garage appearance, with vehicle openings (three) across the facade, and no inclusion of a separate shop or commercial tenancy, or first floor spaces. The subject building is differentiated from this Port Phillip example.

Outside the municipality, there are some comparable garage/office/shop buildings. These include a 1920s garage at 18-22 Johnston Street, Fitzroy, which has a similar arrangement of vehicle opening to one bay of the facade, with a separate office to the other bay (City of Yarra HO334, South Fitzroy Precinct); this building is rendered, with simple Moderne styling. A smaller c.1930 garage at 119 Scotchmer Street, Fitzroy North, has no separate office or tenancy, but first floor spaces over the double-width vehicle opening to the facade (in HO327, North Fitzroy Precinct). An earlier, more elaborate garage at 396-398 Brunswick Street, Fitzroy, has a central vehicle entrance flanked by office/retail spaces (HO311, Brunswick Street Precinct). It has Art Nouveau styling, again simply detailed, albeit over-painted brick. .

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

The building has occupied this site since 1926, in an area of Wellington Street which has historically accommodated mixed use and mixed forms of development, including commercial development. It is an example of a purpose-built motor garage with a separate commercial tenancy at ground floor level, and spaces above. It was constructed at a time when motor car ownership and usage was increasing, and motor garages were being built across inner Melbourne. Most were built for a single purpose, i.e. to service motor vehicles, although some also incorporated other uses, as is the case with no Wellington Street. In this way the building is an unusual example of its type, although it no longer reads as a former garage. The use of the building as a motor garage, or a motor vehicle related operation from the 1920s until at least the mid-1970s, is also of note.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

Not applicable.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Aesthetically, 17 Wellington Street, St Kilda, is significant as a largely externally intact former garage, which combined other uses. It has simple interwar detailing, with a symmetrically composed presentation to Wellington Street. The first floor facade has a wide stepped horizontal band above ground floor level and a cornice below the dentillated parapet. The eastern ground floor bay originally contained a vehicle opening, which was subsequently modified and is now infilled. This would also have been a prominent element to Wellington Street. As a building type, the historical multi-purpose use and spaces is also of note.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.



*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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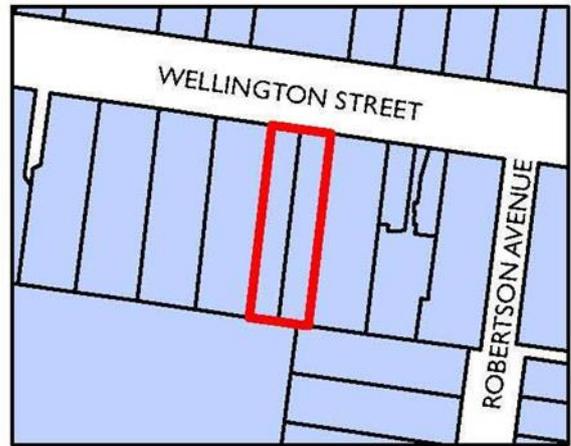
## Other images

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# City of Port Phillip Heritage Review

**Place name:** Duplex  
**Other names:** Attached Houses

Citation No:  
**2376**



**Address:** 38-40 Wellington Street, St Kilda

Heritage Precinct: Not applicable

**Category:** Residential: Houses

Heritage Overlay: HO491

**Style:** Federation/Edwardian: Arts & Crafts

Graded as: Significant

**Constructed:** 1908

Victorian Heritage Register: No

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

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## Significance

### *What is significant?*

The building at 38-40 Wellington Street, St Kilda, constructed in 1908 as a duplex pair of single-storey gabled dwellings in the Arts and Crafts style, is significant. The pair is of unpainted red brick with contrasting cream brick detailing, and over-painted roughcast render to the gable ends. The pair has matching long hipped roofs clad in slate, with terracotta ridge caps and finials, and two brick chimneys per dwelling. Entries are located to the east and west sides of the dwellings respectively, accessed via side verandahs which have large arched brick openings including to the brick front walls. The other main feature of the facades is tripartite windows with timber-framed canopies (hoods) over. The duplex pair has a high level of external intactness, as visible from Wellington Street.

### *How is it significant?*

The duplex pair at 38-40 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

The property at 38-40 Wellington Street, St Kilda is of historical interest. It has occupied this site since 1908, in an area of Wellington Street which has historically accommodated mixed forms of development. As a duplex pair, the dwellings as a type follow on from the common and historically popular Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings.

Edward Fitch, of E Fitch & Sons, builders, constructed the pair, and at the time was also based in Wellington Street, at no 44 to the east.

Architecturally, although the duplex is relatively modest in size, and simply detailed, it nevertheless represents a finely executed and well resolved pair of Arts and Crafts dwellings (Criterion E). The gables to Wellington Street are well proportioned, with the facades below symmetrically arranged with hooded tripartite windows and striking arched entries to the side verandahs. The form of the verandahs is also of note, with the large arched openings giving the verandahs an open arcaded character, unusual for modest dwellings of this size. Generally, the overall proportions are well balanced, and the symmetry of the design is visually pleasing. The Arts and Crafts styling is in a general sense unusual for a pair of semi-detached dwellings, although more common in St Kilda. The duplex pair also displays a high level of external intactness.

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## Thematic context

### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the Inter-War years

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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

### Duplex, 38 & 40 Wellington Street

Prior to the construction of the duplex at 38-40 Wellington Street, St Kilda the subject site was unoccupied. The duplex was constructed in 1908 for builder Edward Fitch (PSP), in an area of Wellington Street which has historically accommodated mixed forms of development. The mixed uses were in part due to the tram route along the street, and the attraction this held for commercial development.

In 1908, E. Fitch & Sons, builders, was located at 44 Wellington Street to the east. The duplex was originally occupied by A Macintosh (no 38) and Mrs Fanny Groves (no 40), however by 1910 no 40 was occupied by Edward Fitch. The duplexes were variously occupied as single dwellings throughout the twentieth century, including for a period of at least twenty years in the 1940s-1960s by W.B. Croxon (no 38) and Michael

McGann (no 40) (SM). As a duplex pair, the dwellings as a type follow on from the common Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings.

## References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 1358, City of St Kilda, 1898

Property Service Plan (PSP), South East Water

*Sands and McDougall Directories (SM)*, 1906-1970

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## Description

The properties at 38 and 40 Wellington Street, St Kilda contain a duplex (semi-detached) pair of single-storey gabled dwellings in the Arts and Crafts style, constructed in 1908. The pair is of unpainted red brick with contrasting cream brick detailing. The gable ends above a cream brick string course have plain bargeboards and over-painted roughcast render. The matching long hipped roofs are slate clad, with terracotta ridge caps and finials. Each of the dwellings has brick chimneys, on the outward facing roof planes.

The entry to each dwelling is located to the east and west sides of the Wellington Street facades, respectively, given emphasis through large arched openings to side verandahs. The form of the openings is outlined in cream brick. Larger arched openings are located to the verandah sides (east and west elevations respectively), giving the verandahs an open arcaded character. The larger openings have a timber fretwork frieze. The verandahs also have tessellated tiling to the floors. The entry doors are largely concealed from the street, being at the end of the verandahs, but to the side walls.

The other main feature of the facades is tripartite windows with timber-framed canopies (hoods) over. The windows have arched heads, framed by cream brick. The hoods have a timber fretwork detail.

The duplex pair has a high level of external intactness, as visible from Wellington Street. The external plan of the building also appears to be generally intact to that shown on a 1908 property service plan.

Both dwellings have small front garden setbacks; limited side setbacks; and complementary high timber paling fences to the Wellington Street boundary which are not original.

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## Comparative analysis

Duplex dwellings are not uncommon in St Kilda or the broader municipality. There are also several examples of single-storey duplexes in St Kilda, which are graded as 'Significant' heritage properties in Port Phillip, and provide some comparison with 38-40 Wellington Street. These include 80-82 Chaucer Street, St Kilda (individually listed as HO90), an Arts and Crafts style duplex constructed in 1913; 17-19 Havelock Street, St Kilda (included in HO5, St Kilda Hill Precinct), an Arts and Crafts style brick duplex constructed in the 1920s, which share the same hipped roof and gable end; and 6-8 Robertson Street, St Kilda (included in HO6, St Kilda East Precinct, just around the corner from these houses), a Queen Anne style duplex constructed in c.1910. The Robertson Street duplex has contrasting individual dwellings presentations to the street.

All of the examples cited were constructed in the c.1910s or 20s, generally contemporary with 38-40 Wellington Street. Comparably, 38-40 Wellington Street is more simply detailed than the examples cited, but still distinguished by elements such as the striking arched entries to the arcaded side verandahs.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

The property at 38-40 Wellington Street, St Kilda is of historical interest. It has occupied this site since 1908, in an area of Wellington Street which has historically accommodated mixed forms of development. As a duplex pair, the dwellings as a type follow on from the common and historically popular Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings. Edward Fitch, of E Fitch & Sons, builders, constructed the pair, and at the time was also based in Wellington Street, at no 44 to the east.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

Not applicable.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Architecturally, although the duplex is relatively modest in size, and simply detailed, it nevertheless represents a finely executed and well resolved pair of Arts and Crafts dwellings. The gables to Wellington Street are well proportioned, with the facades below symmetrically arranged with hooded tripartite windows and striking arched entries to the side verandahs. The form of the verandahs is also of note, with the large arched openings giving the verandahs an open arcaded character, unusual for modest dwellings of this size. Generally, the overall proportions are well balanced, and the symmetry of the design is visually pleasing. The Arts and Crafts styling is in a general sense unusual for a pair of semi-detached dwellings, although more common in St Kilda. The duplex pair also displays a high level of external intactness.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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## Other images

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# City of Port Phillip Heritage Review

**Place name:** **Albuera Terrace**  
**Other names:** **Terrace Houses**

Citation No:  
**2378**



**Address:** **56-58 Wellington Street, St Kilda**

Heritage Precinct: Not applicable

**Category:** **Residential: Terrace Houses**

Heritage Overlay: HO492

**Style:** **Victorian: Italianate**

Graded as: Significant

**Constructed:** **c.1888**

Victorian Heritage Register: No

**Designer:** **Unknown**

**Amendment:** **C122**

**Comment:** **New citation**

## Significance

### *What is significant?*

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is significant. It is a pair of substantial two-storey terrace houses, with secondary rear wings and over-painted rendered walls. The dwellings have double-height verandahs; rectilinear window openings, and entrance doors framed by sidelights and toplights. The roof forms are hipped and slate clad; a high balustraded parapet with a central pediment conceals the roof from Wellington Street. There are also pairs of large, double-width rendered chimneys to the east and west side elevations of the dwellings. The two-storey verandahs have decorative iron work in the form of arched friezes and first floor balustrades. The terrace pair is largely externally intact, as viewed from Wellington Street.

### *How is it significant?*

Albuera Terrace at 56-58 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is of historical significance (Criterion A). The property was built when Melbourne's famous 1880s Boom was nearing its end, however the dwellings' large size and high and prominent parapets are reflective of the Boom period optimism and affluence as expressed architecturally. The size of the dwellings is also consistent with their 'main road' address, and association with the historically important Wellington Street. The latter is evident as an early

main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The subject pair provide evidence of the prestigious residential status of the street in the nineteenth century. Of interest, between 1895 and 1902 no 58 Wellington Street was also briefly a nurses' home.

Architecturally, Albuera Terrace is a largely externally intact pair of two-storey Victorian terrace houses (Criterion E). The dwellings are large and prominent, their presentation to Wellington Street distinguished by double-height verandahs with decorative ironwork, and other Victorian features including symmetrically arranged rectilinear windows, entrance doors framed by sidelights and toplights, and pairs of large double-width rendered chimneys to the side elevations. The prominence is enhanced by the high balustraded parapet with a central pediment and other Victorian detailing. The property is also a representative example of Victorian terraces, incorporating other typical features such as slate clad hipped roof forms and secondary rear wings. (Criterion D)

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## Thematic context

### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.3 The late nineteenth century boom

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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

### Albuera Terrace, 56-58 Wellington Street

The pair of two-storey terraces at 56-58 Wellington Street were constructed in c.1888 and named Albuera Terrace (SM). In 1899, the south side of Wellington Street was renumbered and the terraces, originally numbered 53-55 Wellington Street, were renumbered to 56-58 Wellington Street. The terraces were originally single dwellings occupied by William A. Stokes and Mrs Donald McLeod, although between 1895 and 1902, no 58 Wellington Street was occupied as a nurses' home. Mrs Margaret Sargeant was the first matron of the nurses' home, although a year later Miss E Crabtree was matron (later superintendent) (SM).

The pair date from c.1888, constructed when Melbourne's famous 1880s Boom was nearing its end. While the dwellings do not necessarily display some of the more ornate features and detailing which was synonymous with Boom-style terraces, their large size and high and prominent parapet are reflective of the optimism and affluence of the period.

## References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983, 1989*

MMBW Detail Plan No. 1358, City of St Kilda, 1898

Property Service Plan, South East Water

*Sands and McDougall Directories (SM), 1887-1910*

(1) Albuera, or La Albuera, is in Spain, and was the site of a famous battle in 1811 during the Peninsula War, involving British, Portugese and Spanish forces against the French. See: <http://www.britishbattles.com/peninsula/albuera.htm> (accessed 11 August 2015)

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## Description

Albuera Terrace at 56-58 Wellington Street, St Kilda, is a pair of substantial two-storey c.1888 terrace houses, with over-painted rendered external walls. The dwellings have double-height verandahs; a symmetrical arrangement of rectilinear window openings at ground and first floor levels with timber-frames and double-hung sashes, or alternately French-style double doors (not original); and entrance doors framed by sidelights and toplights. The roof forms are slate clad, with matching hips to the front part of the terrace pair, and a single long hipped roof to the secondary rear wings. A high balustraded parapet with a central pediment, and dentillated cornice, modillions and urns conceals the roof from Wellington Street. Each terrace also has two large, double-width rendered chimneys with corniced tops, to the east and west side elevations respectively.

The two-storey verandahs have decorative iron work in the form of arched friezes and first floor balustrades, with the exception of the ground floor frieze at no 58 which is a plain arch. The iron work is not consistent between the terraces; earlier streetscape views indicate that the iron work to no 56 is not original, having been replaced between 2007 and 2009. A dentillated string course between ground and first floor levels is also evident in no 56, but not to no 58.

The terrace pair is otherwise largely externally intact, as viewed from Wellington Street. The external plan of the building also appears to be generally intact to that shown on the 1898 MMBW plan, albeit with some changes to the rear.

Both dwellings have front garden setbacks; limited side setbacks; and high solid masonry fences to the Wellington Street boundary which are not original and conceal views of the ground floor facades.

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## Comparative analysis

Terrace houses, including two-storey terrace pairs, are not uncommon in St Kilda or the broader municipality. There are also a number of examples of two-storey Victorian terraces in Port Phillip, which are graded as 'Significant' heritage properties and provide some comparison with 56-58 Wellington Street, St Kilda.

These include 'Elwood House' at 30-30A Vautier Street, Elwood, a pair of early terraces constructed in 1854-55 (individually listed as HO274). Although substantially earlier than the subject terrace pair, Elwood House has been subject to stages of alterations including being altered in the 1870s (when adapted to a single dwelling), again in 1917-18 (adapted to flats) and then again in 1978 (reverted back to two terraces). Other examples of Victorian terraces include several in South Melbourne, such as 'Mt Durand Terrace' at 152-156 Cecil Street (included in HO440, Emerald Hill Residential Precinct), a row of three large and

ornate terraces constructed in 1884; 'Vermont Terrace' at 37-41 Cardigan Place (included in HO442, Albert Park Residential Precinct), a row of three terraces constructed in 1885 which share a large central triangular pediment; and an earlier terrace row at 15-17 Howe Crescent (included in HO441, St Vincent Place East Precinct), three terraces constructed in 1869. While these cited terraces are all rows of three rather than a pair, the grouping of terraces in pairs, threes and longer rows is a characteristic of the housing type, and highly prevalent in the Victorian streetscapes of inner Melbourne. The terrace dwellings at 56-58 Wellington Street share this general approach, and although less detailed than some of the ornate examples cited above, still compare favourably. They are also generally on par with other 'Significant' terrace houses in Port Phillip.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is of historical significance. The property was built when Melbourne's famous 1880s Boom was nearing its end, however the dwellings' large size and high and prominent parapets are reflective of the Boom period optimism and affluence as expressed architecturally. The size of the dwellings is also consistent with their 'main road' address, and association with the historically important Wellington Street. The latter is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The subject pair provide evidence of the prestigious residential status of the street in the nineteenth century. Of interest, between 1895 and 1902 no 58 Wellington Street was also briefly a nurses' home.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

The property is also a representative example of Victorian terraces, incorporating other typical features such as slate clad hipped roof forms and secondary rear wings.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Albuera Terrace is a largely externally intact pair of two-storey Victorian terrace houses. The dwellings are large and prominent, their presentation to Wellington Street distinguished by double-height verandahs with decorative ironwork, and other Victorian features including symmetrically arranged rectilinear windows, entrance doors framed by sidelights and toplights, and pairs of large double-width rendered chimneys to the side elevations. The prominence is enhanced by the high balustraded parapet with a central pediment and other Victorian detailing.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*



Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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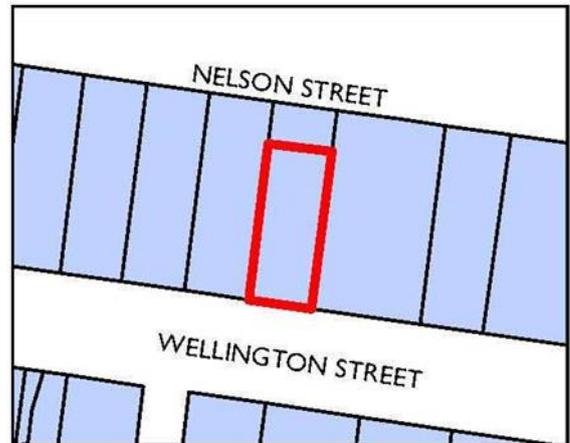
## Other images

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# City of Port Phillip Heritage Review

**Place name:** Houses  
**Other names:** Residence

Citation No:  
**2379**



**Address:** 59-59A Wellington Street,  
St Kilda

**Category:** Residential: House

**Style:** Victorian

**Constructed:** c.1885, c.1909

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

Heritage Precinct: Not applicable

Heritage Overlay: HO496

Graded as: Significant

Victorian Heritage Register: No

## Significance

### *What is significant?*

The pair of houses at 59-59A Wellington Street, St Kilda are of local significance. The building was constructed in c.1885 as a two-storey villa, which was later adapted and extended or rebuilt to form two dwellings, including the addition of an extra bay to the west side. As it currently presents to Wellington Street, the building has a generally symmetrical two-storey form, with rendered external walls, a slate clad main hipped roof, two-storey verandah with decorative iron work, rectilinear windows at first floor level, two large canted bay windows at ground floor level and separate entrance doors. While an addition, the western bay is of some age and appears to have been constructed in the early twentieth century.

### *How is it significant?*

The houses at 59-59A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

The property at 59-59A Wellington Street, St Kilda, is of local historical significance. It was originally constructed in c.1885 as a single dwelling, one of a number of Victorian residential dwellings in Wellington Street at this time. It was subdivided into two dwellings in c.1909, with the western bay added between 1909 and c.1925-35 to accommodate this change.

Architecturally, the property presents as a generally symmetrical two-storey form distinguished by a two-storey verandah with decorative iron work, canted bay windows and a slate clad roof. While not the

original form of the building, the presentation of the facade with the western bay addition, is demonstrative of the early subdivision of the building and represents a comparatively early change in the history of the property.

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## Thematic context

### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.3 The late nineteenth century boom

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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

### Houses, 59-59A Wellington Street

The first listing for a building at 59 Wellington Street (then numbered 39 Wellington Street) in the *Sands & McDougall Directories* is in c.1885 (SM). At this time it was a single dwelling occupied by Mrs Sarah Buckland. The north side of Wellington Street was renumbered in 1891, at which time the dwelling was renumbered no 59 and was occupied by Mrs E. Stubb. On the basis of the Property Service Plan, it appears that the building was divided into two separate dwellings in 1909. However, the first listing for two separate dwellings at 59 and 59A Wellington Street in the *Sands & McDougall Directories* was in 1915, when 59 Wellington Street was occupied by Mrs M. McGrath and 59A Wellington Street was occupied by Mrs A.V. Webb.

### References

c.1925 aerial view of St. Kilda Junction and Junction Oval, State Library of Victoria

Kearney map (1855), State Library of Victoria

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 969, City of St Kilda, 1896

Property Service Plan, South East Water

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*Sands and McDougall Directories (SM), 1879-1915*

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## Description

The building at 59-59A Wellington Street, St Kilda, has a generally symmetrical two-storey form, with rendered external walls, a slate clad main hipped roof, two-storey verandah with decorative iron work, rectilinear windows at first floor level, two large canted bay windows at ground floor level, and separate entrance doors of Victorian form. It also has a front garden setback. The building currently presents to Wellington Street as a Victorian terrace pair, albeit of unusual form.

This presentation to Wellington Street is not original, but appears to date to the early twentieth century. The history of the building (see below) reveals that it was originally a single dwelling as constructed in c.1885, before being subdivided internally into two separate residences in 1909. This involved adding an extra bay to the west side, into what was originally a side setback, and extending the facade to the west property boundary, together with the verandah and roof section over. In addition to the western extension of the building, an additional entrance door, window at first floor level and the canted bay windows were all added later, presumably at the time the building was subdivided into two dwellings. These works appear to have occurred sometime between 1909 and c.1925-35, as the existing building footprint is evident on a c.1925-35 aerial image of Wellington Street. It remains unclear however whether the c.1885 building was modified to the current form, or if the original building was substantially/ totally rebuilt as the existing front setback and overall building footprint remains the same as the original building form.

The rear of the building, not visible from Wellington Street, has been altered and the front fences are not original.

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## Comparative analysis

There are several examples in Port Phillip of single dwellings which have been subdivided into multiple dwellings or which were constructed as dual occupancy buildings. These include 106 Tennyson Street, Elwood, which was constructed as one of a row of three two-storey terraces constructed in 1890 and converted into a pair of flats in c.1925. These terraces at 104-108 Tennyson Street are individually identified as HO437 in the schedule to the Heritage Overlay of the Port Phillip Planning Scheme. Other examples of purpose built multiple-occupancy buildings include the flats at 57 Acland Street, St Kilda, constructed in 1915 as a 'two flat home' (included in HO5, St Kilda Hill Precinct); and the flats at 199 Beaconsfield Parade, South Melbourne, constructed in c.1920 and massed to present the separate flats as a single house (included in HO444, Middle Park and St Kilda West Precinct).

Terrace houses, including two-storey terrace pairs, are not uncommon in St Kilda or the broader municipality. The pair of two-storey terraces at 56-58 Wellington Street are comparative examples of Victorian terraces in the vicinity.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

The property at 59-59A Wellington Street, St Kilda, is of local historical significance. It was originally constructed in c.1885 as a single dwelling, one of a number of Victorian residential dwellings in Wellington Street at this time. It was subdivided into two dwellings in c.1909, with the western bay added between 1909 and c.1925-35 to accommodate this change.

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*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

Architecturally, the property presents as a generally symmetrical two-storey form distinguished by a two-storey verandah with decorative iron work, canted bay windows and a slate clad roof. While not the original form of the building, the presentation of the facade with the western bay addition, is demonstrative of the early subdivision of the building and represents a comparatively early change in the history of the property.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Not applicable.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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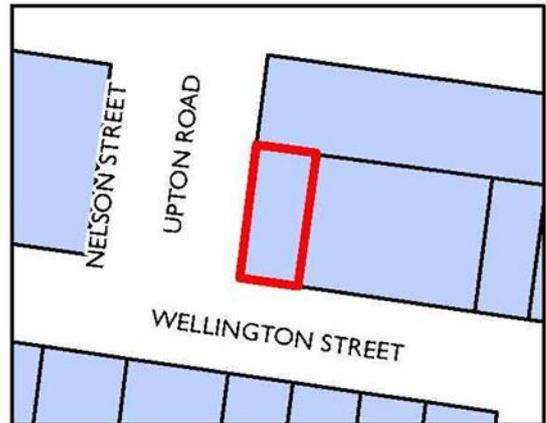
## Other images

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# City of Port Phillip Heritage Review

**Place name:** Shops and flats  
**Other names:** -

Citation No:  
**2380**



**Address:** 81-81A Wellington Street,  
St Kilda

Heritage Precinct: Not applicable

**Category:** Residential: flats, Commercial:  
shops

Heritage Overlay: HO493

**Style:** Interwar

Graded as: Significant

**Constructed:** 1930

Victorian Heritage Register: No

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

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## Significance

### *What is significant?*

The building at 81-81a Wellington Street, St Kilda, constructed in 1930, is significant. It is a substantial two-storey brick building, comprising two separate retail tenancies at ground floor level, entered from Wellington Street, and residential accommodation above. The building is generally simply detailed, with a symmetrical presentation across the wide principal frontage, and a large and dominant single-hipped tile-clad roof to the main building component. A rear secondary wing, with a hipped roof form, is visible to Upton Road. The first floor to Wellington Street comprises deep roofed balconies with patterned masonry and rendered balustrades. The balconies are flanked by brick piers, with alternating protruding brick courses, a pattern used elsewhere in the building, including to the brick porch surrounds to the residential entrance on Upton Street. Windows include timber-framed doubled hung sashes, in boxed frames, and multi-paned glazing. The building has a comparatively high level of external intactness.

### *How is it significant?*

The building at 81-81a Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

The building at 81-81a Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1930, in an area of Wellington Street which has historically accommodated mixed forms of development, including commercial development. It is also an example of a purpose-built

combined shops and residential building, constructed in the 1930s to a main road in St Kilda, and is one of a number of similar contemporary developments in the suburb in this period. Historically, the property has been used as a shop since at least the turn of the nineteenth century, and interestingly for many decades was occupied by a fruiterer/greengrocer, including Frank Avitabile who built, and then operated out of, the subject building. Various tenancies occupied the building until recent times, with the current use as a cafe and delicatessen continuing the retail use.

Architecturally, 81-81a Wellington Street, St Kilda is significant as a largely externally intact and substantial 1930 brick corner building which historically combined shops at ground floor level, with residences above (Criterion E). It is a simply detailed yet well resolved interwar building, with a symmetrically composed presentation to Wellington Street. It compares favourably with several other similar developments in St Kilda in the 1930s, which share characteristics such as brick construction and balconies to the first floor residential spaces. The building is distinguished by its wide principal frontage with a large and dominant single-hipped tiled roof above. Details of note include the deep roofed balconies with patterned rendered masonry balustrades; brick piers with alternating protruding brick courses; the stepped entrance porch to the first floor residences on the west elevation, framed by patterned brickwork; and timber-framed multi-paned windows in boxed frames. The building is also prominently located and highly visible to its corner site, with views of the long west elevation enhancing its prominence.

81-81a Wellington Street is also of local architectural significance, as a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies (Criterion D).

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## Thematic context

### Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

## Shops & flats, 81-81A Wellington Street

At the turn of the nineteenth century and throughout the 1910s and 20s, the property on the corner of Upton Road (then St David Street) was occupied by a shop. The occupants varied throughout this time, but the shop was consistently a fruiterer/greengrocer (SM). The shop was immediately adjacent to the Royal Mail Hotel at 83-85 Wellington Street, which is no longer extant (MMBW).

The current substantial brick building was constructed on this site in 1930 for Frank Avitabile; he was again a greengrocer and fruiterer. The building incorporated two separate retail tenancies, with residential accommodation above. Avitabile had, for a time, occupied the previous shop on this site and was listed in the *Sands & McDougall Directories* as one of the occupants of 81 and 81a Wellington Street until at least 1945. Subsequently, C.F. Avitabile, grocer, and assumed to be the son or daughter of Frank, was variously listed as one of the occupants of the property in the 1950s-1970s (SM). Occupants of the other tenancy included in 1930, a dairy purveyor; and in 1935, a hairdresser. By 1974 no 81 Wellington Street was occupied by C.F. Avitabile as a milk bar (SM).

It has occupied this site since 1930 in an area of Wellington Street which has historically accommodated mixed forms of development. The mixed uses were in part due to the tram route along the street, and the attraction this held for commercial development.

## References

Kearney map (1855), State Library of Victoria

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 968, City of St Kilda, 1896

*Port Phillip Heritage Review* (PPHR) Volume 1, Version 17, September 2015

Property Service Plan, South East Water

*Sands and McDougall Directories: 1930-1974*

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## Description

The property at 81-81a Wellington Street, St Kilda is a substantial brick two-storey building constructed in 1930, and comprising two separate retail tenancies at ground floor level, entered from Wellington Street, and residential accommodation above. The building is generally simply detailed, with a symmetrical presentation across the wide principal frontage, and a large and dominant single-hipped tile-clad roof to the main building component. A rear secondary wing is visible to Upton Road; this too has a hipped roof form and a slender brick chimney to the west roof plane, expressed in a chimney breast to the west wall of the building. The ground floor shopfronts are modern, with large expanses of metal-framed glass, and boxed awnings over with shop signage. The first floor to Wellington Street is original, and comprises deep roofed balconies with patterned masonry balustrades, which are rendered over. The balconies are flanked by brick piers, with a pattern of alternating protruding brick courses. Original windows include timber-framed doubled hung sashes, in boxed frames, and multi-paned glazing. The original stepped entrance porch to the first floor residences is also located on the west elevation, and is framed by brickwork, again patterned with alternating brick courses. Timber skillion additions are located to the rear.

The building has no setback to Wellington Street, or to Upton Road on the west side, for the front part of the building.

Save for the non-original shopfronts at ground floor level, the building has a comparatively high level of external intactness.

## Comparative analysis

There are several examples of interwar buildings with shops and residences above in St Kilda, which are graded as 'Significant' heritage properties in Port Phillip, and provide some comparison with 81 Wellington Street. These include Boncap, at 49 Fitzroy Street, St Kilda (included in HO5), a 1935 three storey building with shops to the ground floor, flats above, and bachelor flats to the rear. It is in the Functionalist style. There is also the two storey shops constructed in 1930 in the Art Deco style at 81-85 Acland Street, St Kilda (included in HO5); and Acland Court, two storey shops with flats above constructed in 1935 in the Spanish Mission style at 91-93 Acland Street, St Kilda (also included in HO5).

Tecoma Court at 16-20a Wellington Street, St Kilda (not currently a graded building or included in the Heritage Overlay to the Port Phillip Planning Scheme, but identified as 'Significant'), is also a two-storey interwar brick building with shops/retail spaces to the ground floor and residential flats above.

All these examples were built in the 1930s, and are generally contemporary with 81 Wellington Street. The examples also differ in style, but share a common brick construction material, shopfronts to the ground floor facade, separate entrances to the residences, and balconies to the flats above (save for 81-85 Acland Street), as well as a similar degree of external intactness.

## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

The building at 81-81a Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1930, in an area of Wellington Street which has historically accommodated mixed forms of development, including commercial development. It is also an example of a purpose-built combined shops and residential building, constructed in the 1930s to a main road in St Kilda, and is one of a number of similar contemporary developments in the suburb in this period. Historically, the property has been used as a shop since at least the turn of the nineteenth century, and interestingly for many decades was occupied by a fruiterer/greengrocer, including Frank Avitabile who built, and then operated out of, the subject building. Various tenancies occupied the building until recent times, with the current use as a cafe and delicatessen continuing the retail use.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

81-81a Wellington Street is also of local architectural significance, as a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

81-81a Wellington Street, St Kilda is significant as a largely externally intact and substantial 1930 brick corner building which historically combined shops at ground floor level, with residences above. It is a simply detailed yet well resolved interwar building, with a symmetrically composed presentation to



Wellington Street. It compares favourably with several other similar developments in St Kilda in the 1930s, which share characteristics such as brick construction and balconies to the first floor residential spaces. The building is distinguished by its wide principal frontage with a large and dominant single-hipped tiled roof above. Details of note include the deep roofed balconies with patterned rendered masonry balustrades; brick piers with alternating protruding brick courses; the stepped entrance porch to the first floor residences on the west elevation, framed by patterned brickwork; and timber-framed multi-paned windows in boxed frames. The building is also prominently located and highly visible to its corner site, with views of the long west elevation enhancing its prominence.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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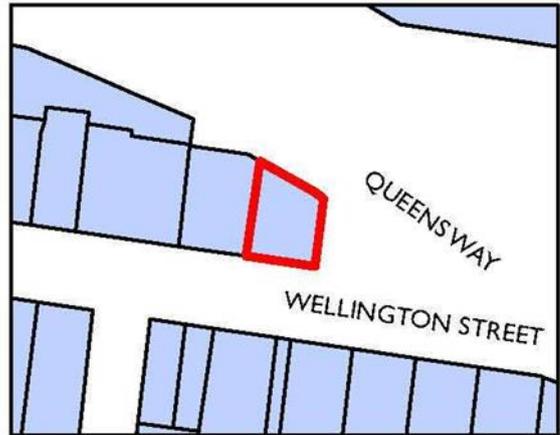
## Other images

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# City of Port Phillip Heritage Review

**Place name:** House  
**Other names:** -

Citation No:  
**2381**



**Address:** 129 Wellington Street, St Kilda

Heritage Precinct: Not applicable

**Category:** Residential: House

Heritage Overlay: HO494

**Style:** Victorian: Italianate

Graded as: Significant

**Constructed:** c.1885

Victorian Heritage Register: No

**Designer:** Unknown

**Amendment:** C122

**Comment:** New citation

## Significance

### *What is significant?*

The house at 129 Wellington Street, St Kilda, constructed in c.1885, is significant. It is a single-storey bichrome brick Victorian Italianate dwelling, on an asymmetrical plan. It has a slate-clad hipped roof form, with bracketed eaves and three visible chimneys, also in bichrome brick with brick cornices. There is a protruding bay to the west side, with its own roof hip, and an adjoining verandah to the remaining frontage. The entrance is located under the verandah, with the door set in a Victorian arrangement of timber side and top lights. The timber-framed and double-hung sash windows to the principal facade are large and with rounded heads. The verandah has turned timber posts, has lost its decorative iron work, but retains its original unusual curved form. The main component of the dwelling is substantially externally intact.

### *How is it significant?*

The house at 129 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

### *Why is it significant?*

The house at 129 Wellington Street, St Kilda, is of historical significance (Criterion A). It is demonstrative of Victorian residential development in Wellington Street, where there is now a concentration of surviving residences at the eastern end of the street. While it is currently the last house on the north side at this end, it was originally part of a more extensive group which continued further eastwards to Chapel Street. These houses were demolished in the late 1960s, as part of the broader work involving the St Kilda Junction upgrade. The association with Wellington Street is also significant in that the street is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which

was also removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The dwelling, while not large, is a handsome example of an Italianate villa, which befits its 'main road' address and provides evidence of the prestigious residential status of Wellington Street in the nineteenth century.

Architecturally, 129 Wellington Street, St Kilda is a well resolved and substantially externally intact example of an 1880s single-storey Victorian brick Italianate villa (Criterion E). It is also prominently sited at the east end of Wellington Street. The bi-chrome brickwork, combined with the highly visible slate-clad hipped roof forms and chimneys enhance its presentation. The verandah form is also of note.

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## Thematic context

### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.3 The late nineteenth century boom

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## History

### Contextual history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

### House, 129 Wellington Street

By the late 1880s, the north side of Wellington Street in the vicinity of no 129 had generally been developed (SM). In the late nineteenth and early-mid twentieth centuries, 129 Wellington Street formed part of a residential streetscape on the north side of Wellington Street that continued to the east to Chapel Street (MMBW). However, all of the dwellings to the east of no 129 were demolished as part of the late 1960s St Kilda Junction works, including for the construction of the link between St Kilda and Dandenong roads, which the subject property abuts (Longmire 1989:200). It now terminates the east end of the street on its north side.

The north side of Wellington Street was renumbered several times in the late nineteenth century, in 1885 and again in 1891, to accommodate new development at this time. The first listing for a building at 129 Wellington Street (then numbered 101 Wellington Street) appears in the *Sands & McDougall Directories* in

c.1885. At this time the dwelling was occupied by William McIlwrick. In 1891, when the dwelling was renumbered 129, it was occupied by Dr James Robertson (SM).

## References

Kearney Plan (1855), State Library of Victoria

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983, 1989*

MMBW Detail Plan No. 968, City of Prahran, 1896

Property Service Plan, South East Water

*Sands and McDougall Directories (SM), 1887-1910*

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## Description

No 129 Wellington Street, St Kilda, is a c.1885 single-storey bi-chrome brick Victorian Italianate dwelling, on an asymmetrical plan. It has a slate-clad hipped roof form, with bracketed eaves and three visible chimneys, also in bi-chrome brick with brick cornices. The façade displays tuck-pointed bi-chrome brickwork with red face brick elsewhere. There is a protruding bay to the west side, with its own roof hip, and an adjoining verandah to the remaining frontage. The entrance is located under the verandah, with the door set in a Victorian arrangement of timber side and top lights. The timber-framed and double-hung sash windows to the principal facade are large and with rounded heads. Throughout, the bi-chrome brickwork has been used to emphasise openings and building corners. The verandah has turned timber posts, has lost its decorative iron work, but retains its original unusual curved form. The curve of the verandah has been sympathetically integrated into the brick patterning of the east wall of the western bay.

The dwelling has a large rear addition, which is visible from Wellington Street, albeit set well back into the property. The addition appears to have subsumed the original secondary rear wings. The generous setback enables the 1880s building to remain prominent and forward to the street, and to retain its overall Victorian presentation. In this way, the main component of the dwelling is substantially externally intact. The dwelling has a small front garden setback, and side setbacks including driveways to either side of the dwelling. The front fence is not original.

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## Comparative analysis

Late nineteenth century single-storey brick Italianate dwellings, including those on asymmetrical plans, are found throughout the inner suburbs of Melbourne. However, this particular dwelling is distinguished by its intactness (to the main building component), and its materials and detailing, including bi-chrome brickwork and slate-clad hipped roof forms. In the vicinity of the subject property, there are single-storey bi-chrome brick Victorian dwellings in Wellington Street, which are also graded as 'significant' heritage properties. No. 90 Wellington Street is a larger dwelling, with an asymmetrical plan and return verandah with canted bay; while 102 Wellington Street is a smaller dwelling, albeit still comparable to the subject dwelling. Both the latter bi-chrome brick houses are included in HO6, St Kilda East Precinct.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

The house at 129 Wellington Street, St Kilda, is of historical significance. It is demonstrative of Victorian residential development in Wellington Street, where there is now a concentration of surviving residences at

the eastern end of the street. While it is currently the last house on the north side at this end, it was originally part of a more extensive group which continued further eastwards to Chapel Street. These houses were demolished in the late 1960s, as part of the broader work involving the St Kilda Junction upgrade. The association with Wellington Street is also significant in that the street is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was also removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The dwelling, while not large, is a handsome example of an Italianate villa, which befits its 'main road' address and provides evidence of the prestigious residential status of Wellington Street in the nineteenth century.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

Not applicable.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Architecturally, 129 Wellington Street, St Kilda is a well resolved and substantially externally intact example of an 1880s single-storey Victorian brick Italianate villa. It is also prominently sited at the east end of Wellington Street. The bi-chrome brickwork, combined with the highly visible slate-clad hipped roof forms and chimneys enhance its presentation. The verandah form is also of note.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.

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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

## Other studies

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## Other images

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# City of Port Phillip Heritage Review

**Place name:** Earls Court  
**Other names:** Harcia Flats

Citation No:  
**954**



**Address:** 44 Wellington Street, St Kilda

Heritage Precinct: Not applicable

**Category:** Residential: Flats

Heritage Overlay: HO489

**Style:** Interwar

Graded as: Significant

**Constructed:** 1932

Victorian Heritage Register: No

**Designer:** Unknown

**Amendment:** C122

**Comment:** Revised citation

## Significance

### What is significant?

Earls Court, constructed in 1932, at 44 Wellington Street, St Kilda is significant. It comprises an identical symmetrical pair of two-storey flat blocks in the interwar vernacular style with some Arts and Crafts influences. Each block has a long hipped and tiled roof, and external walls of roughcast render above a brick plinth. The blocks have long rectilinear plans, extending to the rear (south) of the property; and are separated by a narrow driveway, the entrance to which is defined by an archway. The blocks each have a projecting double-height breakfront balcony to the front (north façade); and windows are typically rectilinear, timber-framed, with multi-paned uppers and brick or timber sills, the latter with bracket detailing. The blocks are substantially externally intact.

### How is it significant?

Earls Court is of local historical and architectural significance to the City of Port Phillip.

### Why is it significant?

Earls Court, constructed in 1932, is of local historical significance. It is an example of an interwar 'walk up' flat block development in St Kilda, built in the period when flat block development was popular. Wellington Street was the focus of some flat block construction, and Earls Court (originally 'Harcia Flats') is demonstrative of the growing trend to flat living in the first decades of the twentieth century, with a particular concentration in St Kilda.

Architecturally, Earls Court is a substantially externally intact flat block development, distinguished by its identical 'twin' block planning and strongly symmetrical presentation. The latter is given weight by the

projecting two-storey balcony bays to the building frontage. Although a later example of Arts and Craft styling, the detailing is simple and well resolved. Elements of note include the double height breakfront balcony, with rendered columns and a cartouche detail to the spandrel panel; and the timber-framed multi-paned windows, with bracketed timber sills. The long central driveway is also a strong original element of the design

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## Thematic context

### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

### Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

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## History

### Contextual history

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

*It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)*

The building of flats accelerated during the 1920s:

*In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. I, pp.34-5)*

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164 blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong

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Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

### Earl's Court (former Harcia flats), 44 Wellington Street

At the end of the nineteenth century, the site of the future Earls Court comprised a single dwelling with stables, occupied by Ebenezer Fitch, E Fitch & Sons, builders. At that time, the property was numbered 41 Wellington Street. In 1899, the renumbering of Wellington Street occurred and the site was renumbered 44.

The two flat blocks were constructed in c.1932 for Messrs. Ratz and Le Gassick. The flats, then known as 'Harcia Flats', were first listed in the *Sands & McDougall Directories* in 1934. The 1932 MMBW property service drainage plan (no. 21144) indicates internal staircases at ground and first floor levels, located at about the halfway point of each block. The flats were still called 'Harcia Flats' as recently as 1974. The non-original archway header above the driveway entrance was added relatively recently, when it replaced a narrow timber arch as shown in an earlier (1990s) image of the property.

### References

MMBW Detail Plan No. 1358, City of St Kilda, 1898

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

*Port Phillip Heritage Review* (PPHR) Volume 1, Version 17, September 2015

Property Service Plan, South East Water

*Sands and McDougall Directories: 1898-1900, 1915, 1919, 1925, 1930, 1934-1938.*

### Description

Earls Court comprises an identical symmetrical pair of two storey flat blocks in the interwar vernacular style with some Arts and Crafts influences. Each block has a long hipped and tiled roof, and external walls of roughcast render above a brick plinth. The blocks have long rectilinear plans, extending to the rear (south) of the property; and are separated by a narrow driveway, the entrance to which is defined by an archway headed by a bracketed rendered name panel with raised lettering (the property name and panel are not original). The blocks each have a projecting double-height breakfront balcony to the front (north façade), with rendered columns and a cartouche detail to the spandrel panel between ground and first floors. Bands of smooth render also separate the ground and first floors. The elevations facing the central driveway maintain the roughcast render material, while the side elevations facing away from the blocks are face brick. Windows are typically rectilinear, timber-framed, with multi-paned uppers and brick or timber sills, the latter with bracket detailing. Several simply detailed rendered chimneys are visible to the roof.

The blocks are substantially externally intact, although an addition has been constructed in the former garage area to the rear of the property. Other alterations include lengthening the central brick piers to the front brick fence and, as noted, the archway header above the driveway entrance. The steel palisade gates are also not original.

### Comparative analysis

There are several examples of similar two-storey flat blocks in St Kilda, which are graded as 'Significant' heritage places in Port Phillip, and provide some comparison with Earls Court. The examples cited here all

share the identical symmetrical separated 'twin' flat block plan, at least to the front components of the blocks. These include Beaufort, two storey walk up flats constructed in the 1920s in the Mediterranean style at 13-15 Ormond Esplanade, Elwood; the two storey maisonettes constructed in 1916 in the Arts and Crafts style at 327-328 Beaconsfield Parade, St Kilda; and Lurnea, two storey walk up flats constructed in c.1920 at 50 (ex48a) Dalgety Street, St Kilda; also in a simplified Arts and Crafts style. Earls Court, although a later example of Arts and Craft styling, sits comfortably within this context. The detailing by comparison is simple, but well resolved.

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## Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

*Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.*

Earls Court, constructed in 1932, is of local historical significance. It is an example of an interwar 'walk up' flat block development in St Kilda, built in the period when flat block development was popular. Wellington Street was renowned for its flat blocks, and Earls Court (originally 'Harcia Flats') is demonstrative of the growing trend to flat living in the first decades of the twentieth century, with a particular concentration in St Kilda.

*Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.*

Not applicable.

*Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*

Not applicable.

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

Earls Court is of local architectural significance. It is a substantially externally intact flat block development, distinguished by its identical 'twin' block planning and strongly symmetrical presentation. The latter is given weight by the projecting two-storey balcony bays to the building frontage. Although a later example of Arts and Craft styling, the detailing is simple and well resolved. Elements of note include the double height breakfront balcony, with rendered columns and a cartouche detail to the spandrel panel; and the timber-framed multi-paned windows, with bracketed timber sills. The long central driveway is also a strong original element of the design.

*Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

Not applicable.

*Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*

Not applicable.

*Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.*

Not applicable.



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## Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

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## Primary source

Lovell Chen, *Heritage Appraisal - 16-20A & 44 Wellington Street, St Kilda*, March 2015

## Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20<sup>th</sup> century architectural study*, Volume 3, 1992

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## Other images

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