

## PART 4 – NEIGHBOURHOOD-SPECIFIC RECOMMENDATIONS

NB – This table addresses the Panel’s recommended changes to the amendment and does not discuss / highlight the aspects of the amendment which were supported.

### Wellington Street Neighbourhood – Northern Side

#### DDO Areas



Wellington Street, looking east



17-17A Wellington Street



47-55 Wellington Street



Wellington Street looking west

#### What the Framework says:

##### Vision

Wellington Street will be enhanced as a local and vibrant mixed use ‘village’, and a green link from Chapel Street to Albert Park.

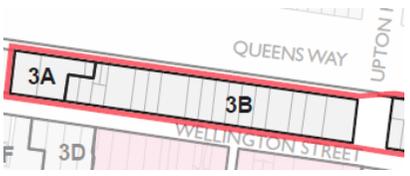
##### Built form

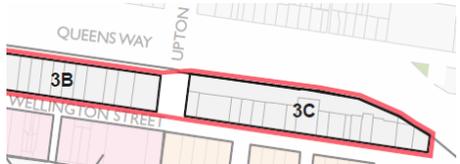
- Encourage a mixed residential and commercial character.
- Support emerging activity hubs, at the western end of the street and immediately east of Upton Road, by requiring active ground level uses.
- Create a sense of street cohesion through a consistent street wall (west of Upton Road).
- Reinforce the well-established street wall along Nelson Street.
- Reduce visual dominance of levels above the street wall through setbacks which maintain open views to the sky.
- 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, through a comparable street wall height and recessed upper levels.
- Maintain solar access to the southern footpath of the Wellington Street primary pedestrian link.

##### Land use

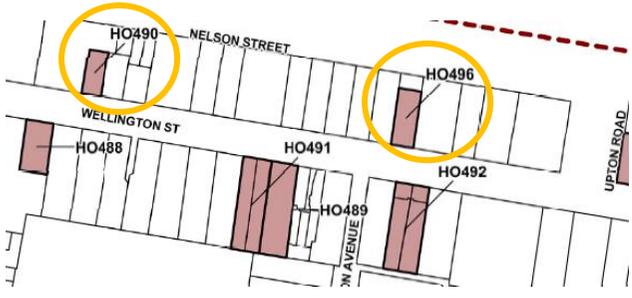
- Facilitate the further clustering of cafes, convenience retailing and spaces for community use at the western end of Wellington Street and immediately east of Upton Road.
- Encourage commercial activities and residential frontages which activate the balance of Wellington Street.
- Encourage residential use at upper levels.

## Building heights and street walls

Exhibited	Panel recommended changes	Officer recommended changes
 <p>St Kilda Junction</p> <p>10 Building height (storeys)   Mandatory height limit</p> <p>West of Upton Road (Areas 3A and 3B)</p>  <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• Close to the Junction, a mandatory 10 storeys is proposed to provide a transition to the higher built form at the Junction (Area 3A).</li> <li>• West of this, the mandatory 5 storeys reflects the established built form of up to 5 storeys.</li> <li>• A 5 storey maximum height also ensures that the southern footpath is not overshadowed – protecting the Wellington Street Primary Pedestrian Link.</li> <li>• The mandatory 3 storey street wall height reflects the scale of residential stores on the southern side, and will assist in creating a greater sense of visual coherence in the streetscape and in maximising solar access to the southern footpath.</li> </ul>	 <p>St Kilda Junction</p> <p>10 Building height (storeys)   Mandatory height limit</p> <p><b>Increase building heights east of Upton Street (Area 3C) by 1m from 13m to 14m.</b></p> <p><b>Change building heights in Areas 3A, 3B and 3C from mandatory to discretionary.</b></p> <p><b>Change street wall heights from mandatory to discretionary.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• The Panel does not believe mandatory height limits along the northern side of Wellington Street have been justified: <ul style="list-style-type: none"> <li>- The Framework and the Amendment do not address the excellent opportunity of the properties on the northern side to front Nelson Street and the Princess Highway/Queens Way and the embankment (which present an entirely different context to Wellington Street) (p. 65).</li> <li>- The Framework and the Amendment do not address the strategic context that the east end of Wellington Street is closer to the Chapel Street Activity Centre than St Kilda Road, and that Windsor Station is less than a five minute walk away (p. 65).</li> <li>- The Panel is not convinced that a relative scale transition between the north and south sides of Wellington Street (to respect heritage values) is necessary (p. 65).</li> </ul> </li> </ul>	 <p>St Kilda Junction</p> <p>10 Building height (storeys)   Mandatory height limit</p> <p><b>Accept the Panel's recommendation to make minor increases of up to a metre in height on the north side of Wellington Street.</b></p> <p><b>Vary the Panel's recommendation by retaining mandatory height and street wall controls.</b></p> <ul style="list-style-type: none"> <li>• Retain mandatory height and street wall controls but increase the overall building height in the 4 storey area from 13m to 14m (but retain as 4 storeys).</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• Implementing the street wall and overall building height in Wellington Street as mandatory controls ensures that critical design objectives of a transitional scale (along and on opposite sides of the street), protecting neighbourhood character, and maximising solar access to the southern footpath, are achieved without exception. The proposed heights have been supported in numerous VCAT decisions.</li> <li>• A minor increase to the height in metres is proposed to ensure floor to floor heights allow for retail / commercial uses at ground and adequate daylight. No change is proposed to the number of storeys.</li> <li>• The majority of properties fronting Nelson Street also front Wellington Street (that is, they have two frontages) and there are few development opportunities.</li> </ul>

Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="152 196 427 220">East of Upton Road (Area 3C)</p>  <p data-bbox="152 416 271 440"><b>Rationale:</b></p> <ul data-bbox="152 464 784 746" style="list-style-type: none"> <li>• Proposed 4 storeys reflects an average building scale – existing buildings range from 1-5 storeys, with most buildings 2-3 storeys.</li> <li>• Allows scope for an incremental increase in building height without overwhelming the low scale and heritage dwellings on the opposite side of the road.</li> <li>• A 2 storey (8m) discretionary street wall is proposed reflecting the scale of development on the south side of Wellington Street.</li> </ul>		<ul data-bbox="1458 196 2078 1062" style="list-style-type: none"> <li>• Higher development fronting Nelson Street is not supported as it would exceed the established building heights and would undermine the design objectives sought for Wellington Street, Nelson Street and St Kilda Road, including to: <ul data-bbox="1503 355 2078 651" style="list-style-type: none"> <li>- Reinforce the well-established street wall along Nelson Street.</li> <li>- Ensure height of new development respects and responds to the lower scale and heritage values of residential buildings on the southern side of the Wellington Street.</li> <li>- Maintain solar access to the southern footpath of the Wellington Street primary pedestrian link.</li> <li>- Concentrate higher built form at the Junction.</li> </ul> </li> <li>• It is also noted that VCAT has not supported higher scale development on Nelson Street in the area proposed for a mandatory 5 storey height control. For example, an application for an 8 storey building with a 5 storey street wall and the three upper levels recessed at least 5m from Wellington Street with all levels built to the Nelson Street boundary was refused on the grounds that <i>“the three additional storeys above the podium are not a satisfactory policy response, given the existing development in the Wellington Street Special Activity Centre and the one to three storey residential interface on the south side of Wellington Street”</i> (Sarino Park Pty Ltd v Port Phillip CC &amp; Ors [2012] VCAT 290). This decision reinforces that the established 5 storey character for this area is appropriate.</li> </ul>

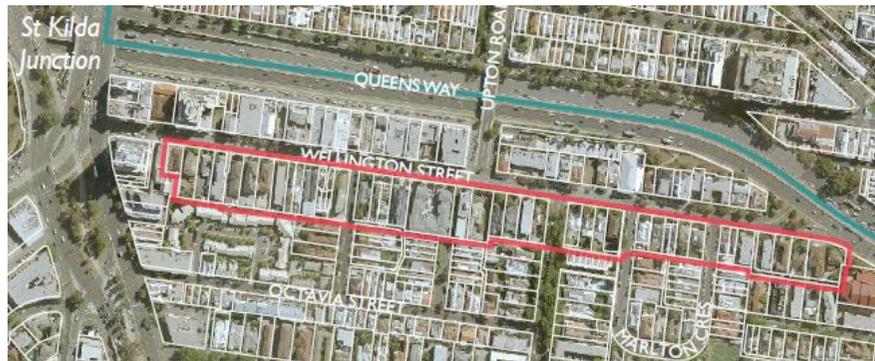
## Heritage

Exhibited	Panel recommended changes	Officer recommended changes
 <p>C122 proposes to apply new individual Heritage Overlay controls and insert new citations in the Port Phillip Heritage Review for properties on Wellington Street, including to 17-17A and 59-59A Wellington Street, St Kilda.</p> <p><b>Rationale:</b></p> <p><i>17-17A Wellington Street</i></p>  <ul style="list-style-type: none"> <li>Apply HO490 to the former motor garage brick building at 17-17A Wellington Street, St Kilda.</li> <li>The building is of historical significance (HERCON Criterion A: Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history).</li> <li>It is an example of a purpose-built motor garage with a separate commercial tenancy at ground floor level, and spaces above.</li> </ul>	<p><b>Remove 17-17A Wellington Street St Kilda (proposed HO490) and 59-59A Wellington Street (proposed HO496) from the proposed Heritage Overlay.</b></p> <p><b>Rationale:</b></p> <p><i>17-17A Wellington Street</i></p> <ul style="list-style-type: none"> <li>The Panel is not satisfied that the property meets the threshold of individual significance to justify the proposed Heritage Overlay (HO).</li> <li>There is insufficient remaining fabric to illustrate the former motor garage use (which underpins the heritage significance of the property), with the eastern ground floor vehicle opening now infilled.</li> <li>The Panel's view is that the 2013 assessment as 'contributory' is more appropriate than the proposed upgrading to an 'individually significant' grading and protection under the HO.</li> </ul> <p><i>59-59A Wellington Street</i></p> <ul style="list-style-type: none"> <li>The Panel is not satisfied that the property reaches the threshold of individual local heritage significance to justify protection through the HO.</li> <li>The threshold should be higher than 'reading as a survivor of the era' particularly when many better examples have been protected in the immediate locality.</li> <li>The property is less intact than 129 Wellington Street (for which the Panel accepted that the HO should apply) and its context means that it has less 'presence' in the street or linkage to the heritage precinct on the other side of the street.</li> </ul>	<p><b>Not accept the recommendation to remove 17-17A Wellington Street St Kilda (proposed HO490) and 59-59A Wellington Street (proposed HO496) from the proposed Heritage Overlay.</b></p> <p><b>Rationale:</b></p> <p><i>17-17A Wellington Street</i></p> <ul style="list-style-type: none"> <li>Council's independent heritage expert confirmed identification of 17-17A Wellington Street as an individually significant property.</li> <li>The statement of significance, included in the citation, notes that the ground floor facades and painted cement dressing of the first floor is not original and not significant.</li> <li>However, the stepped horizontal band separating ground and first floor, the cornice and brick parapet and window openings are original.</li> <li>The original interwar detailing at first floor level remains evident and the historical significance of the building as a purpose-built motor garage with spaces above also remains, as outlined in the statement of significance.</li> </ul> <p><i>59-59A Wellington Street</i></p> <ul style="list-style-type: none"> <li>The property was recommended for an individual Heritage Overlay as a result of historical research, a comparative analysis to determine how the property compared with buildings currently included in the Heritage Overlay and an assessment against the HERCON Criteria.</li> <li>Council's independent heritage expert states that: <ul style="list-style-type: none"> <li>59-59A Wellington Street is not part of a cohesive streetscape, that it is adjoined by modern buildings, and that these in part limit the visibility of the historic dwelling from Wellington Street.</li> <li>The proximate modern buildings do not prevent the building from being understood as an historic dwelling.</li> </ul> </li> </ul>

Exhibited	Panel recommended changes	Officer recommended changes
<ul style="list-style-type: none"> <li>It was constructed at a time when most motor garages were built only to service motor vehicles. In this way the building is an unusual example of its type, although it no longer reads as a former garage.</li> <li>No submission was received at exhibition stage from the owners of this property.</li> </ul> <p>59-59A Wellington Street</p>  <ul style="list-style-type: none"> <li>Apply HO496 to the two-storey residential building at 59-59A Wellington Street, St Kilda.</li> <li>The property is of local historical significance.</li> <li>While not the original form of the building, the presentation of the façade with the western bay addition, is demonstrative of the early subdivision of the building (into two dwellings in 1909) and the western bay (added between 1909-1935) represents a comparatively early change in the history of the property.</li> <li>A submission was received at exhibition stage from the owners of this property. They did not consider their site was individually significant or support the application of the HO.</li> </ul>		<ul style="list-style-type: none"> <li>The building clearly reads as an historic dwelling, and is one of a collection of such dwellings distributed along Wellington Street.</li> <li>Placing an individual heritage control on this building will assist with the retention of the municipality's Victorian heritage, and with maintaining evidence of this important historical phase in St Kilda and the municipality.</li> </ul>

# Wellington Street Neighbourhood – Southern Side

## DDO Areas and Residential Areas outside the DDO



## What the Framework says

### Vision

Wellington Street will be enhanced as a local and vibrant mixed use 'village', and a green link from Chapel Street to Albert Park.

### Built form

- Reinforce the established scale: (1-2 storeys) east of Upton Road and 2-3 storeys west of Upton Road.
- Maintain the established rhythm of space between buildings and landscaping in the front setback in the Residential Zone.
- Ensure development in the Residential Zone contributes to Wellington Street as being a landscaped (green) pedestrian link.
- Support development that facilitates the emerging activity hub at the western end of the street, by requiring active ground level uses.
- Ensure new development respects the heritage values and lower two storey scale of the 'Tecoma Court' heritage shops/dwellings.

### Land use

- Ensure small scale retail uses activate the street level within the Commercial 1 zoned land.
- Maintain the established residential role of the balance of Wellington Street (south side), with opportunities for some additional medium density residential development consistent with the scale, neighbourhood character and heritage of the street.



38-44 Wellington Street, in the GRZ



Properties in the NRZ, between Marlton Cres east & west



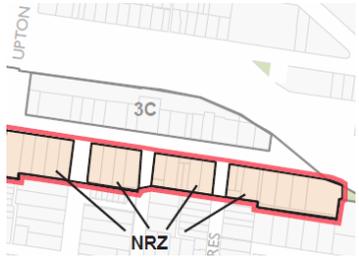
60 Wellington Street, in the GRZ



110 Wellington Street, in the NRZ

## Building heights

Exhibited	Panel recommended changes	Officers recommended changes
 <p>St Kilda Junction</p> <p>10 Building height (storeys)</p> <p>Mandatory height limit</p> <p>West of Upton Road</p>  <p>3A, 3B, 3D, GRZ</p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>A 3 storey mandatory height limit is proposed for Area 3D (land currently in the Commercial 1 Zone).</li> <li>The established streetscape character and scale of buildings east of Area 3D will be reinforced through application of the General Residential Zone (GRZ) with a mandatory 3 storey (10m) height limit.</li> <li>West of Upton Road, the neighbourhood character is more mixed, comprising residential development of generally 1-3 storeys apartment buildings.</li> <li>This pattern of residential development will be largely retained, given limited redevelopment opportunities.</li> </ul> <p>Cont.</p>	 <p>St Kilda Junction</p> <p>10 Building height (storeys)</p> <p>Mandatory height limit</p> <p><b>Increase overall building heights east of Marlton Crescent which will change the mandatory 2 storey height limit to a mandatory 3 storey height.</b></p> <p><b>(NB – Not a specific recommendation of Panel but is a consequence of the Panel recommendation to reduce the area in the Neighbourhood Residential Zone - NRZ) See recommendation below in Land use.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>Amendment VC110 introduced changes to the NRZ and GRZ during the course of the Panel hearing. VC110 applies mandatory 3 storey height controls to the GRZ that can be varied to an increased height with the use of a schedule.</li> <li>The Panel made recommendations where discretionary heights were proposed in Amendment, however this is not the case for Wellington Street where mandatory heights for both the GRZ and NRZ were proposed.</li> <li>The Panel considered the area the east of Marlton Crescent should be zoned GRZ with a 3 storey height of 11m. This was on the basis of the presence of a 3 storey building in this location, as well as the area's proximity to Chapel Street and Windsor Train Station.</li> </ul>	 <p>St Kilda Junction</p> <p>10 Building height (storeys)</p> <p>Mandatory height limit</p> <p><b>Not accept the Panel's recommendations to increase building heights east of Marlton Crescent from 2 storeys to 3 storeys.</b></p> <ul style="list-style-type: none"> <li>Maintain the mandatory two storey (9m) building height east of Marlton Crescent as exhibited.</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The area east of Marlton Crescent is predominantly single and two storey dwellings. There is one 3 storey block of flats. 3 storeys is not the predominant scale and is not supported in this heritage streetscape.</li> </ul>

Exhibited	Panel recommended changes	Officers recommended changes
<p data-bbox="152 196 338 220"><i>East of Upton Road</i></p>  <p data-bbox="152 507 271 531"><b>Rationale:</b></p> <ul data-bbox="152 555 763 762" style="list-style-type: none"> <li data-bbox="152 555 763 635">• East of Upton Road, there is an established pattern of mostly single detached dwellings which are protected by the Heritage Overlay.</li> <li data-bbox="152 655 763 762">• There are limited opportunities for increased residential development and any proposals must respect the identified neighbourhood character, heritage, environment and landscape characteristics.</li> </ul>		

## Land use

Exhibited	Panel recommended changes	Officers recommended changes
 <p><b>Rationale:</b></p> <p><i>East of Upton Road</i></p> <ul style="list-style-type: none"> <li>The Neighbourhood Residential Zone (NRZ) is proposed. A default 2 storey, 8m mandatory height limit would apply. This will ensure that future development respects and reinforces the established scale, heritage and neighbourhood character of the area.</li> </ul> <p><i>West of Upton Road</i></p> <ul style="list-style-type: none"> <li>It is proposed to rezone Area 3D from Commercial 1 Zone to Mixed Use Zone. Applying the Mixed Use Zone will enable a residential focus and will encourage opportunities for new housing whilst enabling 'active' retail and commercial uses at street level.</li> <li>East of Area 3D, it proposed that the General Residential Zone (GRZ) but with a 3 storey (10m) mandatory height limit.</li> </ul>	 <p><b>Maintain the existing GRZ on the south side of Wellington Street to the east of Marilton Crescent (rather than the exhibited NRZ).</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The block between Chapel Street and Marilton Crescent does not meet the criteria for applying the NRZ because of its proximity to Chapel Street and Windsor Train Station.</li> <li>Does not support a change of zone. The existing GRZ (the status quo) should be maintained. Analysis relating to either the RGZ or MUZ has not occurred and those who may be affected have not been consulted.</li> <li>The Panel considers it acceptable to distinguish this part of Wellington Street from land to the west given the fine grained approach Council has adopted in applying the proposed residential zones in Port Phillip via C123.</li> <li>Irrespective of whether the NRZ or GRZ applies, the new mandatory requirements for residential zones are likely to limit development at the eastern end of the southern side of Wellington Street as: <ul style="list-style-type: none"> <li>HO6 is likely to constrain demolition of buildings that contribute to the significance of the Precinct.</li> <li>The combination of the extent of existing development and the new garden area requirement create very significant challenges for further development, even if sites are consolidated.</li> </ul> </li> </ul>	 <p><b>Not accept the Panel's recommendation to retain the General Residential Zone (GRZ) instead of Neighbourhood Residential Zone (NRZ) east of Marilton Crescent.</b></p> <ul style="list-style-type: none"> <li>Maintain the proposed extent of NRZ on the southern side of Wellington Street.</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The application of the zones in Wellington Street reflects Council's wider application of the New Residential Zones through Amendment C123 (yet to be approved by the Minister).</li> <li>The application of the NRZ to Wellington Street complies with the State Government Practice Note 78 which guides the application of the residential zones. PN78 identifies that one of the criteria for the Neighbourhood Residential Zone (NRZ) is 'Residential areas with Heritage Overlays (larger heritage precincts, rather than individually recognised heritage sites)'</li> <li>The application of the Neighbourhood Residential Zone (NRZ) across the southern side of Wellington Street (east of Upton Road) recognises and seeks to protect the identified heritage values of Wellington Street (subject to the Heritage Overlay).</li> <li>This area has an established residential role with fine grain, low scale development (1-2 storeys) and has little relationship to Chapel Street.</li> </ul>

		<ul style="list-style-type: none"><li>• The vision for this area is that the established role and built form will be maintained and reinforced. As a result, the NRZ is proposed to reflect the more limited development potential of this area.</li><li>• While this area is physically close to Windsor Station, it is separated by Dandenong Road which represents a major physical barrier to pedestrians and cyclists.</li></ul>
--	--	---

# St Kilda Road Neighbourhood – Eastern side and St Kilda Junction

## DDO Areas



## What the Framework says:

### Vision

St Kilda Road 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.

### Built form

- Reinforce the fine grain commercial streetscape character on the eastern side of St Kilda Road.
- Reinforce the characteristic hardedge alignment of built form to the street (through zero setback of the street wall).
- Activate the public realm and enhance the experience of the street as a pedestrian movement corridor.
- Maintain the prominence of the landmark St Kilda Post Office Hotel, and respect the scale of the Victorian era shop-fronts between Charnwood Road and Alma Road.

### Land use

- Encourage a diverse range of retail and complementary commercial uses at street level, including shops, restricted retail premises / showrooms and galleries.
- Support residential and office uses at the upper levels.



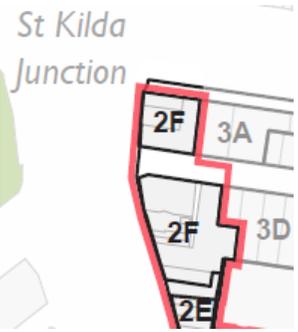
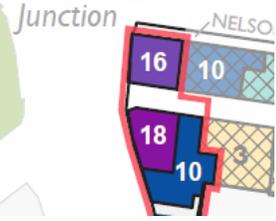
St Kilda Rd, Area 2B, south of Argyle St

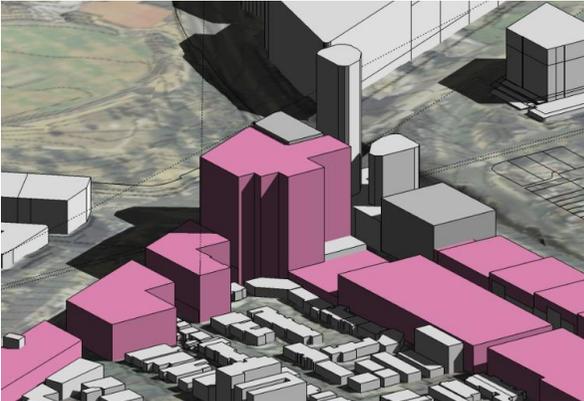
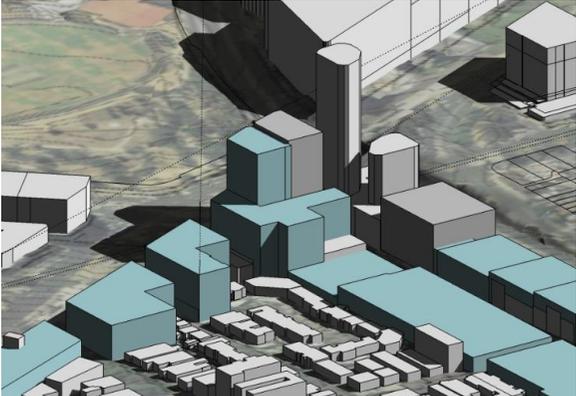


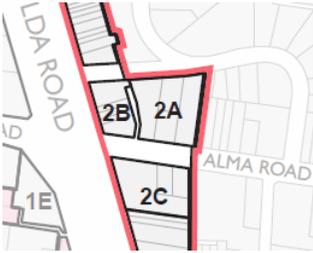
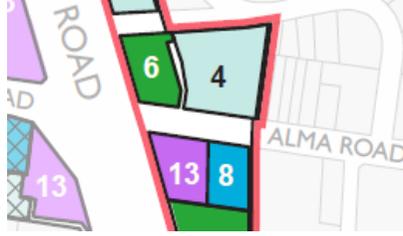
St Kilda Rd, Area 2D

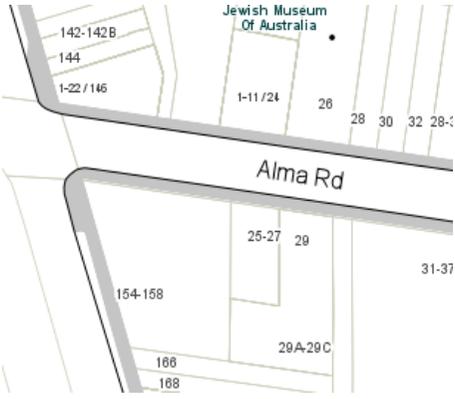
# Building heights and street walls



Exhibited	Panel recommended changes	Officer recommended changes
<p><b>St Kilda Junction (Area 2F)</b></p>  <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>A higher building scale of 10 storeys is proposed at St Kilda Junction (including the western end of Wellington Street) to reflect this space as the key entry point to St Kilda and provide greater visual definition to the Junction as a key urban space.</li> <li>Allowing higher scale buildings on both sides of Wellington Street will also assist in creating a sense of visual cohesion at this end of the street.</li> </ul>	<p><b>Increase preferred building height in Area 2F at the Junction from 10 storeys (35m) to 18 storeys (63m).</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel questions the merit of setting heights that anticipate major variation in the scale of adjoining buildings in terms of both strategic policy and urban design outcomes (p. 42).</li> <li>The built form provisions at the Junction to Alma Road should recognise the existing scale of development however the proposed ten storey heights at the Junction are only around one third of the scale of the tallest building in this location, which is low.</li> <li>The Panel considers a preferred maximum height of 16-18 storeys at the Junction would provide a better transition and strong urban form at this location.</li> </ul>	<p><b>Vary the Panel's recommendation for the Junction by increasing heights on specific sites to 16/18 storeys while maintaining the balance of sites at 10 storeys to provide a transition in scale to hinterland areas.</b></p>  <ul style="list-style-type: none"> <li>On the northern side of Wellington Street, increase the preferred building height from 10 storeys (as exhibited) to 16 storeys (Part of Area 2F).</li> <li>On the southern side of Wellington Street, split Area 2F into two areas. Increase the height from 10 storeys (as exhibited) to 18 storeys on the southern corner of Wellington Street and St Kilda Road but retain the exhibited 10 storeys for the balance of the Area (i.e. 22-28 and 30 St Kilda Road).</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel's recommendation which recognises the existing scale of development and creating a strong urban form by increasing heights at the Junction is supported. This will reinforce the urban design approach in the Framework which seeks to reflect the topographic high point of St Kilda Hill and the entry point of St Kilda Junction, through allowing for higher scale development in these locations. However officers consider that a step down to 10 storeys is required to transition to the hinterland areas.</li> <li>The proposed increase in height to 18 storeys on the south-east corner of St Kilda Road and Wellington Street recognises the 18 storey building that has now been constructed on the south-eastern corner of Wellington Street and St Kilda Road (2-6 St Kilda Road). 18 storeys would also apply to the three small sites which abut it. 10 storeys is recommended for retention for the adjoining sites to provide a greater transition in scale to the surrounding areas to the south-east.</li> </ul>

Exhibited	Panel recommended changes	Officer recommended changes
	 <p data-bbox="775 1337 1359 1390"><i>Panel recommended heights for St Kilda Junction at 10am at the Equinox, looking north west</i></p>	<ul data-bbox="1391 197 2092 919" style="list-style-type: none"> <li>• The proposed increase in height to a 16 storey discretionary height for the northern corner of Wellington St and St Kilda Road is consistent with the Panel's recommendation of 16-18 storey heights at the Junction. This recommendation recognises the change in context since the Framework was prepared (i.e. the approval / construction of several buildings that are significantly taller than the recommended heights).</li> <li>• Adopting the lower end of this recommendation is appropriate given that the control is discretionary and is consistent with the Panel's recommendations around limiting the scope for discretion to a maximum of 2 additional storeys in this location. The 16 storey discretionary height control would apply if the permit at 8-12 Punt Road lapses.</li> <li>• Retaining the exhibited height of 10 storeys over the balance of the area, rather than the Panel's recommendation of 18 storeys across this whole area, will create a better transition to: <ul data-bbox="1442 683 2092 791" style="list-style-type: none"> <li>- Area 3D to the east, where a mandatory maximum height of 3 storeys is proposed,</li> <li>- Area 2E to the south, where 8 storeys is proposed and</li> <li>- The residential area to the south-east in Octavia Crescent.</li> </ul> </li> <li>• It also maintains the intent of the exhibited heights which was to allow development at a scale that helps mediate the recent high scale development with the predominant low to mid-rise scale of the wider area, much of which will remain largely unchanged.</li> </ul>  <p data-bbox="1397 1337 2092 1390"><i>Officer recommended heights for St Kilda Junction at 10am at the Equinox, looking north west</i></p>

Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="152 193 734 248"><b>South-east Corner of St Kilda Road and Alma Road (Area 2C)</b></p>  <p data-bbox="152 544 271 568"><b>Rationale:</b></p> <ul data-bbox="152 592 734 799" style="list-style-type: none"> <li data-bbox="152 592 734 647">• The Framework specifically identifies Alma Road as a prominent corner within the Precinct.</li> <li data-bbox="152 663 734 799">• An 8 discretionary storey height is proposed for the south-east corner of Alma Road to reflect the higher scale of development on the western side of St Kilda Road, while providing a transitional scale to adjoining heritage and residential sites.</li> </ul>	<p data-bbox="775 264 1357 344"><b>Increase preferred building height in Area 2C at the corner of Alma Road from 8 storeys (28m) to 15 storeys (52.5m).</b></p> <p data-bbox="775 368 887 392"><b>Rationale:</b></p> <ul data-bbox="775 416 1357 647" style="list-style-type: none"> <li data-bbox="775 416 1357 528">• Scaling down to between 13-15 storeys at Alma Road (instead of the proposed 8 - 10 storeys) will emphasise the hill and intersection at the approximate scale of existing or approved development.</li> <li data-bbox="775 544 1357 647">• Key intersections should be marked by taller forms that scale down moving south along St Kilda Road: 13-15 storeys at Alma Road, nine storeys at Inkerman Street and up to seven storeys at Carlisle Street.</li> </ul>	<p data-bbox="1397 264 2069 400"><b>Vary the Panel's recommendation for the south-east corner of Alma Road by only increasing height of the site directly on the corner to 13 storeys while retaining the 8 storey height for the balance of sites to provide a transition in scale to hinterland areas.</b></p>  <ul data-bbox="1397 671 2029 839" style="list-style-type: none"> <li data-bbox="1397 671 2029 839">• Split Area 2C into two areas and: <ul data-bbox="1442 719 2029 839" style="list-style-type: none"> <li data-bbox="1442 719 2029 799">- Increase the height from 8 storeys (as exhibited) to 13 storeys on the south-east corner at 154 to 158 St Kilda Road.</li> <li data-bbox="1442 815 2029 839">- Retain 8 storeys as exhibited for 25-29 Alma Road.</li> </ul> </li> </ul> <p data-bbox="1397 863 1509 887"><b>Rationale:</b></p> <ul data-bbox="1397 911 2092 1318" style="list-style-type: none"> <li data-bbox="1397 911 2092 1158">• The Panel's recommendations are partially supported. In terms of the Alma Road streetscape, a potential 13 storey building on the south eastern corner of St Kilda Road and Alma Road would provide a more gradual transition to the corner from the 9 storey building (under construction) to the proposed 6 storey building on the RDNS site than the 15 storeys recommended by the Panel across the whole site. The height would be focussed on the corner to help minimise adverse impacts on the residential properties to the rear.</li> <li data-bbox="1397 1174 2092 1318">• In Area 2C, an increased discretionary maximum height of 13 storeys (an increase from 8 storeys) is considered appropriate to further reinforce the corner. The height also corresponds to the existing 13 storey building on the opposite side of St Kilda Road (181-185 St Kilda Road).</li> </ul> <p data-bbox="2029 1334 2092 1358" style="text-align: right;">Cont.</p>

Exhibited	Panel recommended changes	Officer recommended changes
		<ul style="list-style-type: none"> <li>It is also noted that a 9 storey building is under construction on part of Area 2C at 25-29 Alma Road. This permit was approved by VCAT. It is proposed to maintain the 8 storey exhibited height for this specific site.</li> <li>There is also VCAT approval for a 6 storey residential development at 31-39 Alma Road (on the Royal District Nursing Service site) that abuts the DDO. There is a current a planning application for a 6 storey retirement village. The remainder of Alma Road is in a GRZ where a 3 storey mandatory height control now applies.</li> </ul>  <ul style="list-style-type: none"> <li>Any development in this location must ensure that it addresses amenity issues of overlooking, overshadowing and visual bulk with setbacks provided at the ground and upper levels to protect sensitive interfaces of heritage or residential properties to the south-east.</li> </ul>

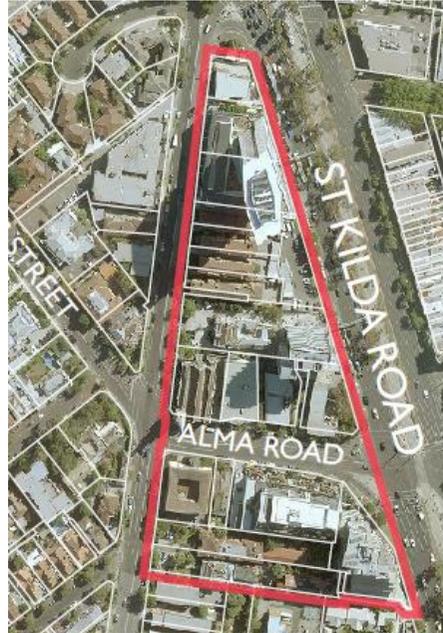
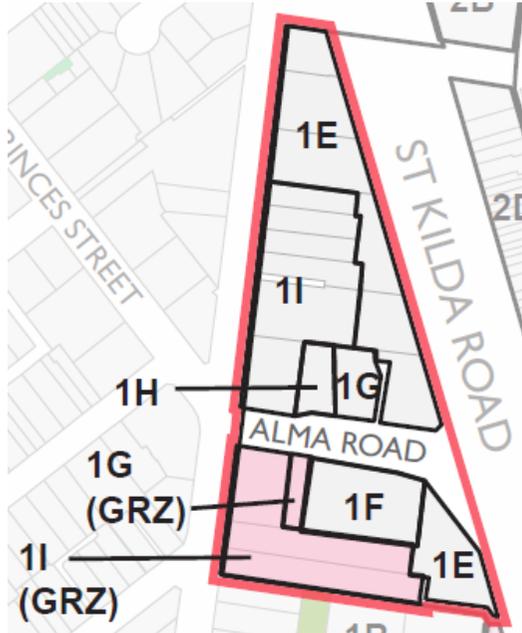
Exhibited	Panel recommended changes	Officer recommended changes
<p><b>Street walls on eastern side of St Kilda Road</b></p> <ul style="list-style-type: none"> <li>The eastern side of St Kilda Road has a well-established street wall height of approximately 3 storeys (which generally equates to a 2 storey scale for heritage buildings). This provides a ‘human scale’ at street level for buildings along the retail areas of St Kilda Road.</li> <li>For these reasons, it is recommended that the street wall height be implemented as a mandatory control along the eastern side.</li> <li>Above the street wall height, a 5m upper level setback will provide a sense of visual distinction between the ground and upper levels. This is particularly important for the groups of heritage shopfronts on the eastern side of the road, where there should be a clear differentiation between old and new building elements.</li> </ul>	<p><b>Change mandatory street wall requirements to discretionary, except in Area 2D where a mandatory 11m (three storey) or the verified height of the heritage buildings including parapets, should apply.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel considered that a higher street wall of a discretionary 11m in height would not detract from the visual cohesion of the area (as some buildings already have parapets) and would meet the objectives for the Precinct equally well, if not better the proposed 10m mandatory street-wall.</li> <li>On the north eastern side of St Kilda Road there is a well-established street wall height of approximately 3 storeys due to the presence of heritage buildings.</li> <li>In Area 2D the mandatory three storey street-wall should be set at 11m (or as verified including parapets) to preserve the heritage fabric, whilst supporting redevelopment.</li> <li>However, in areas that are relatively free of heritage buildings it should be set at 11m and changed to a discretionary control, to facilitate modern and commercially viable redevelopment.</li> </ul>	<p><b>Accept the Panel’s recommendation.</b></p> <ul style="list-style-type: none"> <li>Retain mandatory maximum street wall heights in St Kilda Road between Charnwood Road and Charnwood Crescent (Area 2D).</li> <li>Change mandatory street wall heights to discretionary, elsewhere on the eastern side of St Kilda Road.</li> </ul> <p><b>Accept the Panel’s recommendation to increase the three storey street wall requirement from 10m to 11m.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel’s recommendation to retain mandatory street wall heights on the eastern side of St Kilda Road between Charnwood Road and Charnwood Crescent is strongly supported given the group of intact heritage shop fronts in this location.</li> <li>In other locations on the eastern side of St Kilda Road, in line with the Panel’s recommendation, street wall requirements could be made more flexible without compromising Council’s strategic intent of creating human scale streets (through changing the control from a mandatory to a discretionary requirement). The requirement for a street wall would be maintained however controls would enable discretion to be applied on a site by site basis. A development should provide a 3 storey street wall unless it can demonstrate that an alternative design results in a high quality development.</li> <li>The Panel’s recommendation to increase street walls to 11m, including parapets, is accepted. As outlined with overall building heights in Part 1 – Precinct-wide Recommendations, this will facilitate generous floor to ceiling heights to accommodate modern retail /commercial development and promote access to daylight without compromising the human scale that is sought.</li> </ul>

## Land use

Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="152 260 562 284"><b>Site specific – 204-208 St Kilda Road</b></p>  <p data-bbox="203 667 544 778"> <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> General Residential Zone (GRZ)  <span style="display: inline-block; width: 15px; height: 10px; background-color: #d8bfd8; border: 1px solid black; margin-right: 5px;"></span> Commercial 1 Zone (C1Z)  <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb6c1; border: 1px solid black; margin-right: 5px;"></span> Road Zone Category 1 (RDZ1)         </p> <p data-bbox="152 807 271 831"><b>Rationale:</b></p> <ul data-bbox="152 855 752 1066" style="list-style-type: none"> <li>• No land use / zoning change is proposed to this area through Amendment C122.</li> <li>• However during the Panel hearing, it was identified that part of a property is within the DDO has two different zonings on it. The front of the property is zoned Commercial 1 Zone (C1Z) with the rear in the General Residential Zone (GRZ).</li> </ul>	<p data-bbox="772 304 1400 384"><b>Resolve the zoning of the rear of 204-208 St Kilda Road through the ‘Review Areas’ process or a site specific amendment.</b></p> <p data-bbox="772 416 891 440"><b>Rationale:</b></p> <ul data-bbox="772 464 1400 807" style="list-style-type: none"> <li>• The Panel believes that the zoning of this land should be resolved, it is conscious that adjoining properties to the east and south of the GRZ land have not had an opportunity to present their view on the appropriate zoning of the land.</li> <li>• The land appears to have been included in a ‘Review Area’ and that process should resolve the anomalous zoning.</li> <li>• There is also the option for the landowner to seek a separate Amendment or to advance a combined Amendment and permit process if plans for the site need to be resolved in advance of the Review.</li> </ul>	<p data-bbox="1433 304 1787 328"><b>No change to the Amendment.</b></p> <p data-bbox="1433 360 1552 384"><b>Rationale:</b></p> <ul data-bbox="1433 408 2085 1126" style="list-style-type: none"> <li>• It became apparent at the hearing that, while the Amendment proposes to apply DDO27 to the entire land holding, two of the titles that form this land holding are in different zones (the C1Z and the GRZ1) and one parcel (the most south easterly) is entirely in the GRZ1.</li> <li>• A single storey office with a very high parapet is located on 204-208 St Kilda Road. At the rear of the site, there is a large at grade car park.</li> <li>• To the north, there are new three storey apartments, to the south there is a two storey Victorian shop, to the east there are two storey Department of Housing town houses.</li> <li>• No change to the zoning was proposed for this site as part of C122 as the site was not identified as being in two different zones.</li> <li>• It is also noted the boundary of the commercial and residential zones has been in this location for many years.</li> <li>• The matter should be resolved through a separate amendment process.</li> <li>• As the adjoining residents have not had an opportunity to make a submission about the inclusion of the rear of 204-208 in the Commercial 1 Zone, it is not considered appropriate to make this change post-exhibition.</li> </ul>

# St Kilda Road Neighbourhood – Barkly Street (St Kilda Hill)

## DDO Areas



## What the Framework says:

### Vision

St Kilda Road 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.

### Built form

- Retain the low to mid-rise residential character of Barkly Street.
- Respect and enhances the presence of heritage places along Barkly Street.
- Achieve consistency in built form scale on both sides of Barkly Street through a transition in scale down to the street frontage and the spacing of buildings.
- Prevent overshadowing of residential properties on the western side of Barkly Street.
- Ensure that the height and siting of new development maintains the visual prominence of the St Kilda Presbyterian Church when viewed from the footpath at the north-western corner of Alma Road and St Kilda Road.

### Land use

- Support residential redevelopment.



Alma Rd/St Kilda Rd intersection, looking south

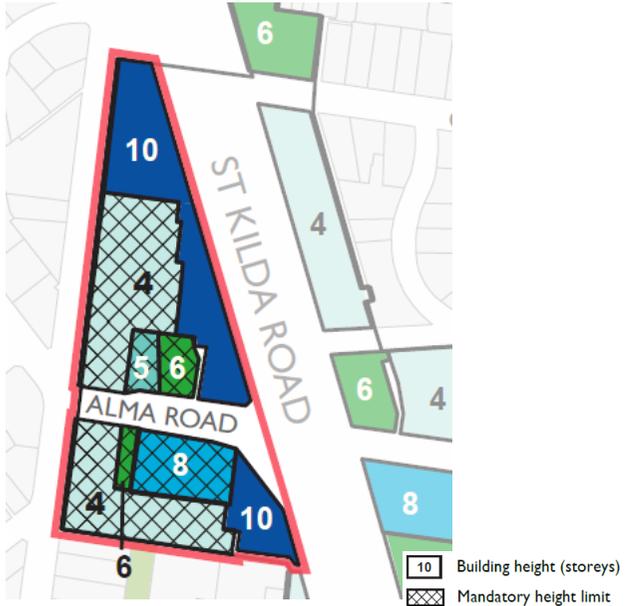
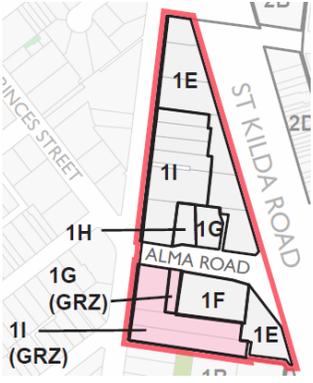


St Kilda Hill, looking north-west

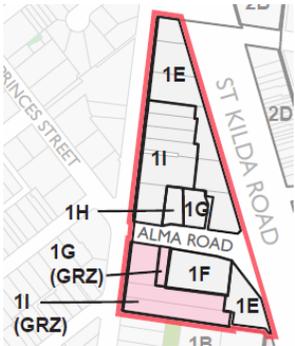


Barkly St/St Kilda Rd intersection, looking south

## Building heights and street walls

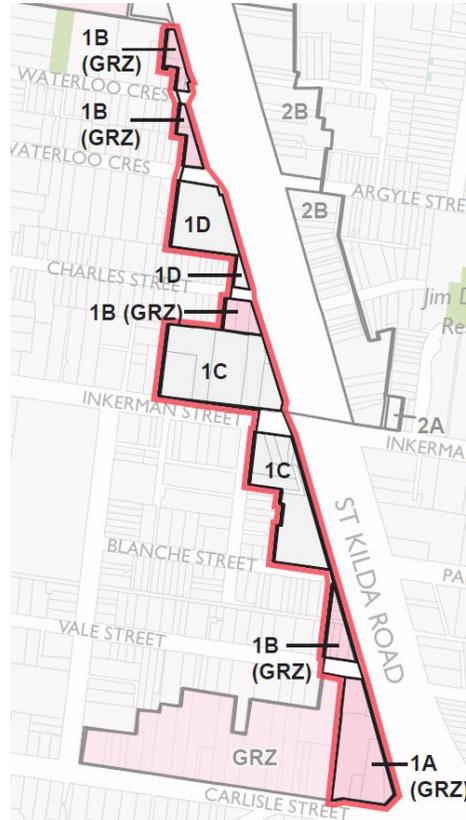
Exhibited	Panel recommended changes	Officer recommended changes
 <p data-bbox="152 906 779 938"><b>St Kilda Hill (fronting St Kilda Road) - Area 1E</b></p> 	 <p data-bbox="801 965 1429 1021"><b>Increase preferred building heights in Area 1E at the St Kilda Junction from 10 to 18 storeys (63m).</b></p> <p data-bbox="801 1037 1429 1125"><b>Increase the preferred building heights in Area 1E at the corner of Alma Road from 10 to 15 storeys (52.5m).</b></p> <p data-bbox="801 1149 1429 1173"><b>Rationale:</b></p> <ul data-bbox="801 1197 1429 1412" style="list-style-type: none"> <li>• The Panel regards the ten storey height proposed by Council for the Junction as low, at nearly one third the scale of the tallest buildings at this location.</li> <li>• The Panel does not see any merit in setting heights that anticipate major variation in the scale of adjoining buildings – built form provisions should recognise the scale of existing development.</li> </ul>	 <p data-bbox="1447 965 2074 1077"><b>Vary the Panel's recommendation for St Kilda Hill by increasing heights to 13 and 16 storeys for sites fronting St Kilda Road north of Alma Road and 13 storeys south of Alma Road.</b></p> <ul data-bbox="1447 1093 2074 1332" style="list-style-type: none"> <li>• Split Area 1E north of Alma Road into two areas: <ul style="list-style-type: none"> <li>- North of 3-5 St Kilda Road, increase the preferred maximum building height from 10 storeys (as exhibited) to 16 storeys</li> <li>- South of 95 St Kilda Road, increase the preferred maximum building height from 10 storeys (as exhibited) to 13 storeys.</li> </ul> </li> </ul>

Exhibited	Panel recommended changes	Officer recommended changes
<p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• A 10 storey discretionary height is proposed for this section St Kilda Road. The intent is to allow development at a scale that helps mediate the recent high scale development with the predominant low to mid-rise scale of the wider area, much of which will remain largely unchanged.</li> <li>• The 10 storey discretionary heights also emphasise the topographic high point of St Kilda Hill and the Junction to the north.</li> </ul>	<ul style="list-style-type: none"> <li>• The Panel considers a preferred maximum height of 16-18 storeys at the Junction would provide a better transition and strong urban form at this location.</li> <li>• Scaling down to between 13-15 storeys at Alma Road (instead of the proposed 8 -10) will emphasise the hill and intersection at the approximate scale of existing or approved development (p. 42).</li> <li>• Key intersections should be marked by taller forms that scale down moving south along St Kilda Road for example 13-15 storeys at Alma Road, nine storeys at Inkerman Street and up to seven storeys at Carlisle Street (p. 42).</li> </ul>	<p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• Some additional height is supported for St Kilda Hill where it fronts St Kilda Road.</li> <li>• 16 storeys is supported for land north of and including the 28 storey development at 3-5 St Kilda Road. There is one remaining development site north of the 28 storey tower. This maintains the transitional approach sought in the Framework but recognises the higher scale of new development that has now occurred.</li> <li>• A 16 storey building would provide an appropriate marker for the prominent Barkly Street / St Kilda Road corner.</li> <li>• Some additional overshadowing across Barkly Street in the mornings would result from a 16 storey building. (Noting the 28 storey building at 3-5 St Kilda Road already overshadows these properties.)</li> <li>• South of 3-5 St Kilda Road, it is proposed that the height scales down to 13 storeys. 13 storeys would reflect a consistent height on three of the corners at the intersection of Alma and St Kilda Roads (reflecting the existing 13 storey building on the south-west corner). It is noted that a 6 storey height was supported by the Panel near the north-eastern corner of this intersection.</li> <li>• The 13 storey height would apply to 95 St Kilda Road (the existing car yard) and 14 Alma Road (an existing 3 storey apartment building). These sites sit on either side of an existing 16 storey building at 101 St Kilda Road.</li> <li>• The 13 storey height would maintain the transition in heights to the west along Alma Road down to the church on the corner of Alma Road and Barkly Street. Heights would transition from 13, 6, 5 to 4 storeys.</li> <li>• The recommended heights will not increase overshadowing of the four 4 storey properties to rear fronting Barkly Street or properties on the western side of Barkly Street. It is noted that the four storey properties are already overshadowed by 3-5 St Kilda Road.</li> <li>• While higher than the exhibited heights, these heights will still achieve the key objective in the Framework of moderating the heights of the existing taller buildings.</li> </ul>

Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="152 185 763 209"><b>Alma Road &amp; Barkly Street - Areas 1I, 1H, 1G &amp; 1F</b></p>  <p data-bbox="152 598 271 622"><b>Rationale:</b></p> <ul data-bbox="152 643 775 1114" style="list-style-type: none"> <li>• Transitional heights were proposed to ensure the spire of the Presbyterian Church at the corner of Alma Road and Barkly Streets remains a focal point at this corner.</li> <li>• Along Alma Road on both sides of the road, sites east of the Church transition stepping up in increments from 4 storeys to 10 storeys on the corner of Alma Road.</li> <li>• A building scale of 4 storeys along Barkly Street, between Alma Road and the new development at 42 Barkly Street will form a respectful scale within the context of the heritage and character of buildings within this group.</li> <li>• Given the sensitivity of the Church's immediate setting, it is regarded as imperative that the specific design objective of a clear transitional scale is observed without exception, with the height controls for surrounding buildings implemented as mandatory.</li> </ul>	<p data-bbox="804 240 1366 320"><b>Change the mandatory maximum building height requirements in Areas 1I, 1H, 1G and 1F to discretionary maximum building heights.</b></p> <p data-bbox="804 352 922 376"><b>Rationale:</b></p> <ul data-bbox="804 400 1426 587" style="list-style-type: none"> <li>• The Panel recognises the Church as an important element of the urban fabric and supports the intent to preserve the views to the Church (p. 45). However, the Panel considers that the proposed height provisions around the Church should be discretionary rather than mandatory, to allow consideration of design responses on a site by site basis.</li> </ul>	<p data-bbox="1456 240 2067 320"><b>Not accept the Panel's recommendation to remove mandatory controls to protect the transition in height to the Church.</b></p> <ul data-bbox="1456 344 2078 424" style="list-style-type: none"> <li>• Retain mandatory maximum building heights (as exhibited) in Areas 1I, 1H, 1G and 1F to provide an appropriate transition to the Church.</li> </ul> <p data-bbox="1456 443 1574 467"><b>Rationale:</b></p> <ul data-bbox="1456 491 2078 826" style="list-style-type: none"> <li>• Changing the heights from mandatory to discretionary is not supported. The protection of views to the Church and scaling down of development is considered an essential element of the Framework.</li> <li>• While the Panel recommends discretionary heights, Areas 1I and 1G are in the General Residential Zone (GRZ) and the default height of 11m mandatory height will apply (as a result of the recent changes to the residential zones).</li> <li>• To address this issue, it is proposed that a new schedule to the GRZ will be added which provides for the 4 and 6 storey heights in this location.</li> </ul>

# St Kilda Road Neighbourhood – Western Side

## DDO Areas



## What the Framework says:

### Vision

St Kilda Road 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.

### Built form

- Recreate a coherent edge along the western side of St Kilda Road through development that addresses (and presents and active edge to) the street.
- Re-establish a fine grain of development on the western side of the road through articulation of building form on larger sites.
- Encourage creative design solutions for new development on the vacant sites including site consolidation, where appropriate.
- Enhances the prominent corner of Carlisle Street and St Kilda Road.
- Reinforce the well-defined street edge emerging along both sides of Inkerman Street.
- Ensure that the height and siting of new development maintains the visual prominence of the St Kilda Presbyterian Church 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.

### Land use

- Ensure new development in the Commercial 1 Zone along St Kilda Road achieves street level activation through incorporating small shops, cafes and/or spaces for community use.
- Ensure a residential edge is established at ground level within residential side streets.



Inkerman St / St Kilda Rd intersection



Northern edge of Area 1B, north of Waterloo Cres

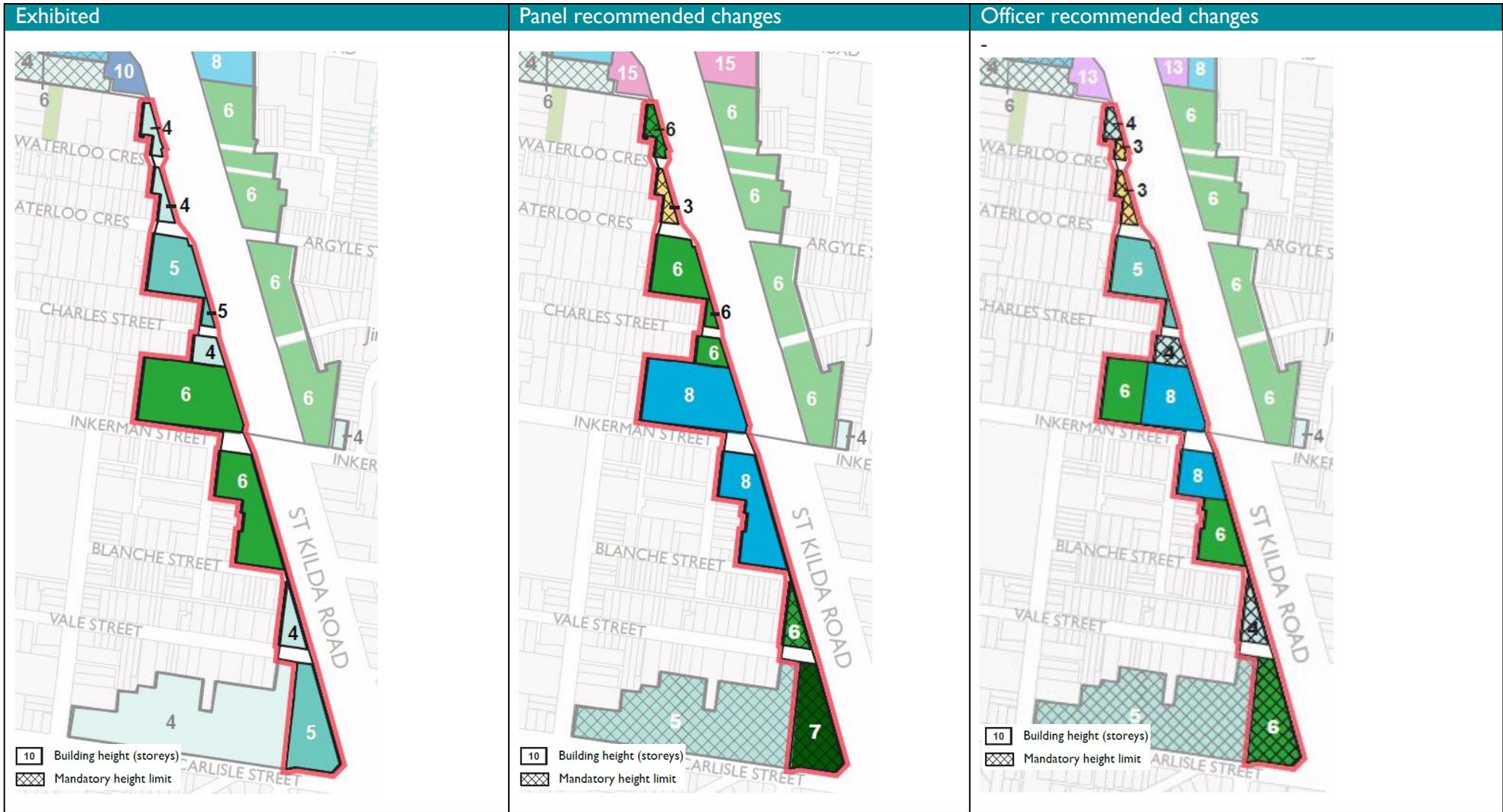


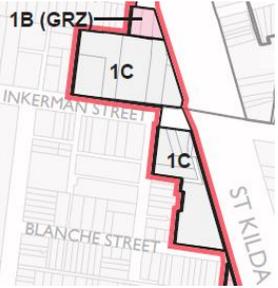
Area 1C, south of Inkerman St

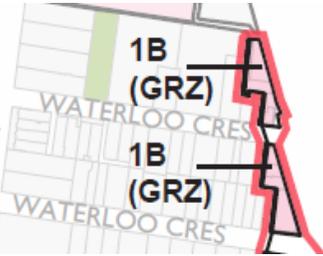


Waterloo Crescent interface with St Kilda Road

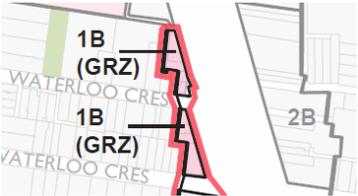
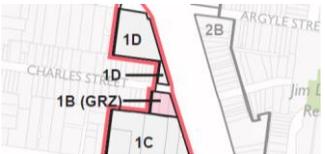
# Building heights and street walls

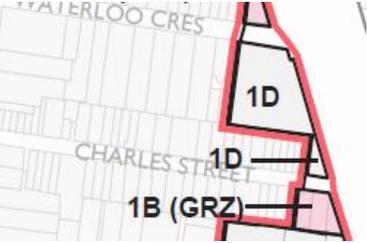
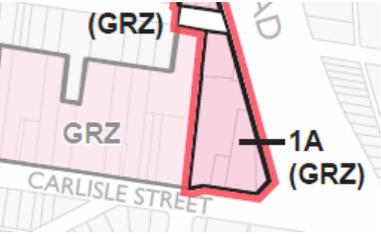


Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="159 185 763 209"><b>Corner of St Kilda Road &amp; Inkerman Street (Area 1C)</b></p> <p data-bbox="159 233 271 256"><b>Rationale:</b></p>  <ul data-bbox="159 576 786 967" style="list-style-type: none"> <li>• For Area 1C, C122 proposes a height of 6 storeys for the corner of Inkerman Street. Limiting heights to 6 storeys would avoid isolated high scale buildings scattered throughout the Precinct, which is contrary to the urban design principle of achieving a consistent built form rhythm and scale and recognition of the topography of St Kilda Hill.</li> <li>• A 6 storey height also reflects the upper height of recent development within the Precinct (such as development at the rear of the former St Kilda Post Office and sites along Inkerman Street).</li> <li>• A five storey street wall applies along Inkerman Street to match the height of development in Inkerman Street. With a 3 storey street wall height applies in St Kilda Road.</li> </ul>	<p data-bbox="819 233 1346 280"><b>Increase the preferred maximum height from 6 storeys to 8 storeys.</b></p> <p data-bbox="819 312 1391 424"><b>The Panel recommends increasing the street wall height where Area 1C (corner of St Kilda Road and Inkerman Street) fronts St Kilda Road from 3 storeys to 5 storeys (17.5m).</b></p> <p data-bbox="819 440 931 464"><b>Rationale:</b></p> <ul data-bbox="819 488 1391 1062" style="list-style-type: none"> <li>• The Panel considers a 6 storey height in Area 1C is somewhat low given the context of the lots fronting onto St Kilda Road and the emerging character.</li> <li>• The corners of Inkerman Street could accommodate some extra height to emphasise the urban structure of the Precinct and mark the corner (p. 58).</li> <li>• Also, it suggests that the large amalgamated sites could accommodate 8 storey development and provide a transition to sensitive interfaces (p. 58).</li> <li>• The Panel recognises the transition to lower existing and emerging residential forms here of predominately five to six storeys with a couple of seven storey approvals.</li> <li>• The Panel supports a five storey street wall at the corner of Inkerman Street because it believes that a strong street wall treatment should define the edge of the boulevard and that the width of St Kilda Road can absorb development at a more significant scale.</li> </ul>	<p data-bbox="1424 233 2085 360"><b>Vary the Panel's recommendation for the Inkerman Street intersection by increasing heights on specific sites near the corner to 8 storeys while maintaining the balance of sites at 6 storeys to provide a transition in scale to hinterland areas.</b></p>  <ul data-bbox="1424 679 2085 807" style="list-style-type: none"> <li>• Increase the preferred maximum height from 6 storeys to 8 storeys in Area 1C, excepting 62 and 78 Inkerman Street and 331-335 St Kilda Road where the exhibited 6 storey height should remain to provide a step down to adjoining lower scale properties.</li> </ul> <p data-bbox="1424 831 1939 855"><b>Accept the Panel's for an increased street wall:</b></p> <ul data-bbox="1424 879 2051 983" style="list-style-type: none"> <li>• Increase the maximum street wall height which applies to St Kilda Road in Area 1C (intersection of St Kilda Road and Inkerman Street) from 10m (three storeys) to 17.5m (5 storeys). (Would remain as discretionary.)</li> </ul> <p data-bbox="1424 1015 1536 1038"><b>Rationale:</b></p> <ul data-bbox="1424 1062 2085 1310" style="list-style-type: none"> <li>• The Panel's recommendation for an increased height of 8 storeys discretionary is supported for the sites closest to St Kilda Road. This would recognise the existing higher buildings along Inkerman Street by marking the corner with a higher scale of development. It also recognises that sites in this location have been consolidated into a single ownership. This would enable a development to accommodate higher scale development while ameliorating the potential amenity impacts on the surrounding area.</li> </ul> <p data-bbox="2029 1374 2085 1398" style="text-align: right;">Cont.</p>

Exhibited	Panel recommended changes	Officer recommended changes
		<ul style="list-style-type: none"> <li>It is recommended to apply the proposed 6 storey height to the sites excepting 62 and 78 Inkerman Street and 331-335 St Kilda Road, to provide a transition down to 5 and 6 storey character of Inkerman Street and to scale down to the established residential areas of Blanche Streets.</li> <li>The frontage of properties fronting Blanche Street is identified as a sensitive residential interface. Any development on site at the corner of St Kilda Road and Blanche Street must ensure development is appropriately scaled and does not overwhelm those properties. The amenity of those properties must also be protected.</li> <li>The proposed increase in street wall height for the St Kilda Road frontage is considered appropriate as it would assist in marking the corner and would match the proposed 5 storey street wall in Inkerman Street.</li> </ul>
<p><b>Waterloo Crescent (Area 1B)</b></p> <p><b>Rationale:</b></p>  <ul style="list-style-type: none"> <li>The lower overall scale of 4 storeys proposed for the residential zoned sites reflect their realistic development outcomes – considering their interface conditions and the sensitivity of established residential areas.</li> </ul>	<p><b>Remove the properties fronting Waterloo Crescent and the pathway and embankment fronting St Kilda Road from the Design and Development Overlay.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel is of the view that the properties at the eastern end of Waterloo Crescent do not have a frontage to, presence in or physical interaction with St Kilda Road – they relate directly to Waterloo Crescent.</li> </ul>	<p><b>Accept the Panel's recommendation to remove properties fronting Waterloo Crescent from the DDO and reduce the height from 4 to 3 storeys.</b></p>  <ul style="list-style-type: none"> <li>Remove the properties fronting Waterloo Crescent and the pathway and embankment fronting St Kilda Road (22, 31-39 Waterloo Crescent and 195 St Kilda Road) from the Design and Development Overlay and reduce the height in the Framework from 4 storeys to 3 storeys.</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>Removing Waterloo Crescent from the DDO is supported. These properties, while adjacent to St Kilda Road, do not directly front the boulevard and relate to the residential area to the west.</li> </ul>

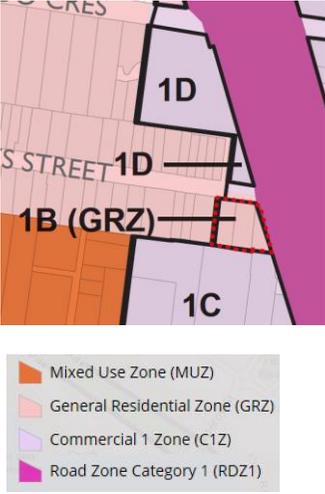
Exhibited	Panel recommended changes	Officer recommended changes
		<ul style="list-style-type: none"> <li>• A 3 storey / 11m mandatory height will apply as a result of changes to the GRZ. While 4 storeys was exhibited, some lots which are narrow in size and it acknowledged that the DDO applies to some sites that are not developable. Some individual small sites will not have the ability to build up to height limits expressed for the wider area.</li> <li>• Given this and considering the Panel's recommendation, a 3 storey height would better recognise the constraints of these sites and their relationship to Waterloo Crescent rather than St Kilda Road.</li> </ul> 

Exhibited	Panel recommended changes	Officer recommended changes
<p><b>St Kilda Road between Blanche and Vale Streets and between Charles Street and Waterloo Crescent and 189-193 St Kilda Road (Areas 1B &amp; 1D)</b></p> <ul style="list-style-type: none"> <li>A proposed mid-rise scale of 4-6 storeys for most of St Kilda Road (generally south of Alma Road) provides for a change in height from low-mid-rise scale buildings at Carlisle Street to the higher scale cluster at St Kilda Hill and the Junction.</li> </ul> <p><i>Between Blanche and Vale Streets</i></p>  <p><i>189-193 St Kilda Road</i></p>  <p><i>43-47 Charles Street</i></p>  <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>A 4 storey height is proposed for the triangular piece of land between Blanche and Vale Streets. Similarly a maximum discretionary building height of 4 storeys was proposed for the three small properties at 43-47 Charles Street.</li> </ul>	<p><b>Increase the preferred building heights from four storeys to six storeys.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel considers the proposed 4 and 5 storey heights in Areas 1B and 1D is somewhat low given the context of the lots fronting onto the busy arterial and the emerging character, and proposes 6 storeys instead.</li> <li>The Panel does not support Council's approach where development along the west side of St Kilda Road has preferred heights that are lower than those currently being approved in the hinterland neighbourhood (p. 57).</li> <li>It advises that 6-8 storey development would be preferable along St Kilda Road – an appropriate scale for an urban boulevard along such a wide road – while protecting residential amenity through appropriate setbacks at sensitive interfaces (p. 40).</li> <li>The Panel proffers that if an urban boulevard on such a wide road was considered in isolation from its hinterland then significantly taller development along St Kilda Road would be a sound response. However, encouraging heights of 6-8 storeys along the remainder of St Kilda Road (south of Waterloo Crescent) except where sensitive heritage issues apply, provides for a transition to lower scale development in adjoining residential areas and to the south in Brighton Road (p. 42).</li> </ul>	<p><b>Not accept the Panel's recommendations.</b></p> <ul style="list-style-type: none"> <li>Retain the building height of 4 storeys in St Kilda Road between Blanche and Vale Streets &amp; 189-193 St Kilda Road (Area 1B) noting that the heights will become mandatory (as a result of recent changes to the residential zones).</li> <li>Retain the preferred building height of 5 storeys in St Kilda Road between Waterloo Crescent south and Charles Street (Area 1D).</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The Panel's recommended increase in heights in this location are not supported on the basis of the established fine grain, low scale development in the immediately adjoining areas. The Panel's focus was on development on St Kilda Road rather than the hinterland. Its approach emphasises new development responding to the St Kilda Road context, rather than the residential interfaces.</li> </ul> <p><i>Between Blanche and Vale Streets &amp; 189-193 St Kilda Road &amp; 43-47 Charles Street (Area 1B)</i></p> <ul style="list-style-type: none"> <li>Area 1B is affected by the changes to the residential zones. The changes mean that a mandatory height must now be applied.</li> <li>The exhibited 4 storeys is proposed to be retained for the area between Alma Road and Waterloo Crescent. As noted earlier, the properties fronting the crescent itself are proposed to be removed from the DDO and have a lesser height of 3 storeys applied as a result.</li> <li>4 storeys is also considered appropriate for the properties at 43-47 Charles Street given the context of these sites. Charles Street is a narrow one way street mainly characterised by small lots and single dwellings.</li> <li>Similarly the 4 storey height is proposed to be retained for lots between Blanche and Vale Streets. The area is characterised by small and narrow lots.</li> </ul> <p style="text-align: right;">Cont.</p>

Exhibited	Panel recommended changes	Officer recommended changes
<ul style="list-style-type: none"> <li>The lower overall scale of 4 storeys proposed for the residential zoned sites reflect their realistic development outcomes – considering their interface conditions and the sensitivity of established residential areas.</li> </ul> <p><i>Between Waterloo Crescent south and Charles Street (Area 1D)</i></p>  <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>5 storeys was proposed for the land between Charles Street and Waterloo Crescent south. This site is slightly largely and can accommodate slightly higher heights.</li> <li>It is noted that the heights were proposed as discretionary to allows a site specific design response to achieving the design objectives / outcomes sought and the flexibility for these smaller sites to be incorporated into larger sites.</li> </ul>		<ul style="list-style-type: none"> <li>It is noted that while the maximum height is four storeys, some sites may not be able to achieve the maximum height.</li> </ul> <p><i>Between Waterloo Crescent south and Charles Street (Area 1D)</i></p> <ul style="list-style-type: none"> <li>The 5 storey exhibited height for land between Charles Street and Waterloo Crescent south is proposed to be retained. Like the other sites in this area, the sensitive context means that higher heights are not supported. It is also noted that in July 2015 VCAT considered an application for an 8 storey development on this site and did not support this scale of development for the site (Aroona Properties Pty Ltd v Port Phillip CC [2016] VCAT 151).</li> <li>Development on all these sites must also take account of requirements for residential interfaces which may result in setbacks from the established residential areas.</li> </ul>
<p><b>Corner St Kilda Road and Carlisle Street (Area 1A)</b></p> 	<p><b>Specify the preferred maximum height of 17m (five storeys) in the Design and Development Overlay and a mandatory maximum height of 24m (seven storeys) in the schedule to the General Residential Zone.</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>At the Carlisle Street and St Kilda Road intersection, the Amendment proposes a preferred maximum of five storeys. VC110 now means that a mandatory 3 storey height applies to the site.</li> </ul>	<p><b>Vary the Panel’s recommendation for Carlisle Street intersection to allow only an additional storey rather than 2.</b></p> <ul style="list-style-type: none"> <li>Increase the preferred height of 5 storeys (as exhibited) to 6 storeys mandatory (in response to changes in the residential zones.)</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>Area 1A is affected by the changes to the residential zones. The changes mean that a mandatory height must now be applied.</li> </ul> <p style="text-align: right;">Cont.</p>

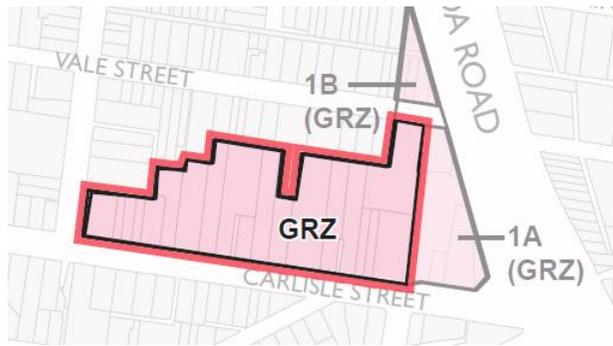
Exhibited	Panel recommended changes	Officer recommended changes
<p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>A 3 storey street-wall and five storey maximum building height is proposed in Area 1A – the corner of Carlisle Street and St Kilda Road.</li> <li>The Framework recognises the corner site on St Kilda Road at the intersection with Carlisle Street as having a gateway role, providing for a higher 5 storey building to match the height allowed on the opposite north-east corner of the street under the existing DDO21 controls. (Adjoining sites allow for 4 storey development). The Amendment seeks <i>“to encourage high quality redevelopment that enhances the prominent corner of Carlisle Street and St Kilda Road”</i>.</li> </ul>	<ul style="list-style-type: none"> <li>To address this issue, the Panel recommends specifying a preferred five storey height in the DDO with a mandatory seven storey maximum height in a schedule to the GRZ. It considers this would be sufficient to mark the corner while recognising the intent of the discretionary provision (p. 41).</li> <li>Key intersections should be marked by taller forms that scale down moving south along St Kilda Road, achieving up to seven storeys at Carlisle Street.</li> </ul>	<ul style="list-style-type: none"> <li>As discussed in the Precinct-wide Recommendations table, it is considered appropriate to increase the discretionary height by 1 storey (rather than 2) to allow for the additional level of built form which may have been permitted under the discretionary height.</li> <li>A 6 storey mandatory height would maintain the scale relationship with sites on the north-east corner of the intersection of St Kilda Road and Carlisle Street in DDO21 and within the Carlisle Street Activity Centre. (Noting buildings of 5 storeys are permitted in this location.)</li> </ul>

## Land use

Exhibited	Panel recommended changes	Officer recommended changes
<p data-bbox="152 268 555 292"><b>Site specific - 43 – 47 Charles Street</b></p>  <p data-bbox="152 818 271 842"><b>Rationale:</b></p> <ul data-bbox="152 866 761 1106" style="list-style-type: none"> <li>• No land use / zoning change is proposed to this area through Amendment C122.</li> <li>• However at the hearing, as a result of the changes to the residential zones which would apply a mandatory height control to the site, the land owner submitted that they would support the application of the Mixed Use Zone or Commercial 1 Zone. In these zones, the height would be set by the DDO. A discretionary height was proposed.</li> </ul>	<p data-bbox="799 316 1344 395"><b>Rezone 43 – 47 Charles Street to Commercial 1 Zone (rather than the Schedule 5 to the General Residential Zone).</b></p> <p data-bbox="799 411 913 435"><b>Rationale:</b></p> <ul data-bbox="799 459 1388 986" style="list-style-type: none"> <li>• The Panel believes that the Framework, and therefore the Amendment, did not critically examine opportunities for site consolidation and therefore underestimated redevelopment opportunities.</li> <li>• The Panel advises that the proposed GRZ does not align well with the strategic intent for this area. The recent changes to introduce mandatory building height and garden area requirements add to the justification for an alternative zoning.</li> <li>• 43-47 Charles Street is a location where the single ownership changes the development potential but is not recognised by the planning framework proposed by the Amendment.</li> <li>• Either the MUZ or C1Z could implement the strategic intent for this area, however, the C1Z is preferred as it would continue the zoning along St Kilda Road to the north and south.</li> </ul>	<p data-bbox="1420 316 2060 363"><b>Not accept the Panel's recommendation to rezone 43-47 Charles Street.</b></p> <ul data-bbox="1420 387 2060 443" style="list-style-type: none"> <li>• Retain 43-47 Charles Street in the General Residential Zone (GRZ).</li> </ul> <p data-bbox="1420 459 1534 483"><b>Rationale:</b></p> <ul data-bbox="1420 507 2060 1337" style="list-style-type: none"> <li>• The Panel considered that the Framework, and in turn C122 did not examine the potential for site consolidation. Moreover, it is considered that the changes to the residential zone provisions as part of VC110 have created a constraint on this area.</li> <li>• The issue of changes to heights in the GRZ is discussed above and in Part 1 – Precinct-wide Recommendations.</li> <li>• Application of the Commercial Zone would permit a range of commercial activities including retail. The Mixed Use Zone (MUZ) would be most appropriate of the options identified by the Panel as it allows a more limited range of commercial activities.</li> <li>• However both these zones differ significantly to the current GRZ which generally does not permit commercial and retail uses.</li> <li>• A broader alternative suggested by the Panel in Recommendation 29 is the application of the Residential Growth Zone (RGZ) which does not include a mandatory height limit.</li> <li>• It is considered the zoning should be resolved through a separate amendment process or through the Housing Strategy if a RGZ is considered appropriate.</li> <li>• As the adjoining residents have not had an opportunity to make a submission about the inclusion of the properties in the Commercial 1 Zone or a MUZ, it is not considered appropriate to make this change post-exhibition.</li> </ul>

# Carlisle Street Neighbourhood

## DDO Areas



North side of Carlisle Street



North side of Carlisle Street



South side of Carlisle Street

## What the Framework says:

### Vision

Carlisle Street will remain a residential neighbourhood of mixed dwelling types, set along a 'green link' between East St Kilda and St Kilda.

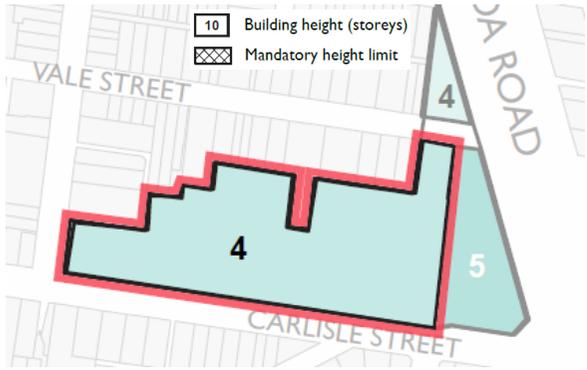
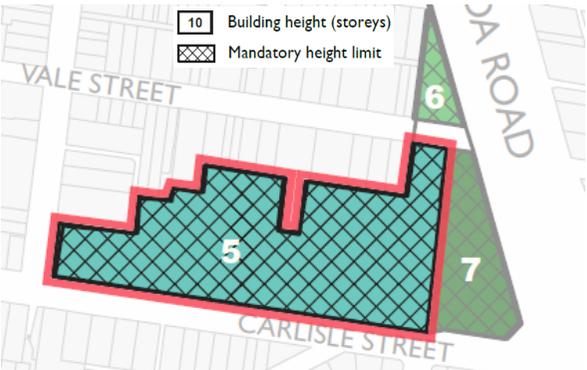
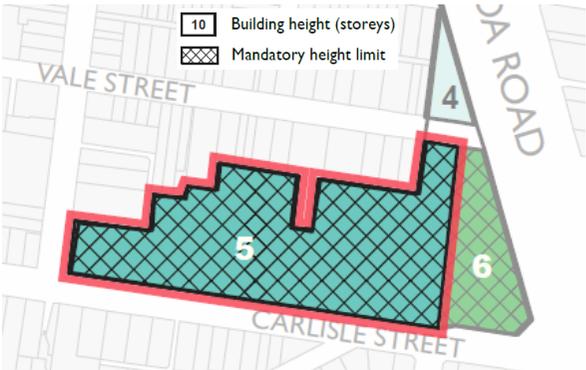
### Built form

- Consolidate the residential role and character of Carlisle Street
- Maintain the low to mid-rise scale of development, but allow an incremental increase in height on large sites where setbacks from the street front and adjoining properties can be provided.
- Encourage a mix of dwelling types.
- Enhance Carlisle Street as a local 'green link' between St Kilda and East St Kilda and strengthen the landscape setting
- Allow adequate front and side setbacks for planting to retain the sense of spaciousness in the streetscape.

### Land use

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

## Building heights

Exhibited	Panel recommended changes	Officer recommended changes
 <p>10 Building height (storeys) Mandatory height limit</p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The proposed heights and setbacks reflect the existing patterns of development scale and spatial rhythm in Carlisle Street, which comprises a mix of residential development, mostly between 1-3 storeys.</li> <li>The proposed street wall height of 3 storeys on the northern side of Carlisle Street will provide a transitional scale to the residential sites opposite and maximise solar access to the southern footpath.</li> <li>Where sites have the potential to provide appropriate setbacks at the interface with adjoining residential sites and recessed upper levels an overall height of 4 storeys is acceptable.</li> <li>These heights will consolidate the role and character of Carlisle Street as a low-mid rise residential area in close proximity to nearby activity centres and transport, with opportunities for higher density housing on larger sites.</li> </ul>	 <p>10 Building height (storeys) Mandatory height limit</p> <p><b>Specify the preferred maximum height of 13m (four storeys) in the Design and Development Overlay and a mandatory height of 17m (five storeys) in the Schedule to the General Residential Zone schedule.</b></p> <p><b>Consider including in the Design and Development Overlay to specify a discretionary preferred maximum height (in addition to a mandatory maximum height specified in the zone).</b></p> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>VC110 introduced the 'maximum building height' during the course of the Panel hearing. Mandatory height standards now apply in the residential zone in Carlisle Street.</li> <li>Translating discretionary heights into mandatory controls as a result of these changes to residential zones should allow an extra one to two storeys. This should be achieved by setting the preferred maximum height identified in the schedule to the zone character statements and decision guidelines or an extended DDO27 (p. 48).</li> </ul>	 <p>10 Building height (storeys) Mandatory height limit</p> <p><b>Accept the Panel's recommendation for Carlisle Street to allow an additional storey.</b></p> <p><b>Not accept the Panel's recommendation to include Carlisle Street in the DDO.</b></p> <ul style="list-style-type: none"> <li>Increase the preferred height of 4 storeys (as exhibited) to 5 storeys mandatory (in response to changes in the residential zones.)</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>The 5 storey height is considered appropriate to allow for an additional level of built form which may have been permitted under the discretionary height.</li> <li>This part of the street has a mixed character with a range of building heights. However, recently 5 storey developments have been approved at 78-82 and 88 Carlisle Street.</li> <li>It is also noted that the 3 storey street wall and mandatory Equinox overshadowing controls for the southern footpath of Carlisle Street, to provide a transitional scale and protect this key pedestrian route, will continue to apply.</li> </ul>

