



TREET STREETScape PLAN

PART 1: BACKGROUND REPORT

Prepared for **City of Port Phillip**
October 2025



ACKNOWLEDGMENT OF COUNTRY

Hansen Partnership acknowledges the Traditional Owners of the diverse lands on which we live and work and recognise their deep spiritual connection to land, air and water as Custodians of Country.

We pay our respects to all First Nations people and to their ancient and enduring culture.

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Version	Title	Date	Issuer	Notes / changes
A	Carlisle Street Streetscape Plan - Part 1: Background Report	01/09/2025	CS	FINAL
B	Carlisle Street Streetscape Plan - Part 1: Background Report	02/10/2025	CS	FINAL

1 INTRODUCTION

1.1 Purpose of the Streetscape Plan project

The City of Port Phillip is investigating design opportunities for the uplift of the Carlisle Street precinct in Balaclava, with a focus on improving safety, activation, sustainability and inclusion. The aim of the project is to develop a preferred streetscape plan and public realm style guide to inform a cohesive and consistent design approach for future streetscape works and works within adjoining public open spaces. The plan is being developed in collaboration with Council and with input from the community, traders and stakeholders to ensure it is well-considered, site-responsive, and achievable.

1.2 Project Process

The project is a collaborative effort between Hansen Partnership, the City of Port Phillip that considers input from key stakeholders, and the local community. Community and stakeholder feedback will help inform and shape the design concepts. The project process is separated into four phases:

The project process is separated into four phases:

Phase 1 – Background review & Existing Conditions

Develop a clear understanding of the project, contributing documents, and related works.

Phase 2 – Site Analysis, Issues & Opportunities

Undertake site investigations to establish a clear understand the site, relevant issues, and consider design opportunities for further investigation and consideration.

Phase 3 – Draft Streetscape Plan

Develop a range of options illustrating possible design solutions for Carlisle Street. These options will be rigorously critiqued, tested and refined prior to a draft concept being presented to Council Officers at project workshops. Workshops to generally agree on principles, approach and level of service requirements.

Phase 4 – Final Streetscape Plan

Design to be refined following the workshops with a final draft Streetscape Plan prepared for community engagement. Final updates will be made to facilitate Council endorsement.

1.3 Project objectives

The streetscape plan will address the following objectives:

Develop a streetscape plan that outlines upgrades to materials, furniture and finishes, lighting, greening and services infrastructure to guide the future uplift of Carlisle Street improving access, safety, sustainability and inclusivity.

Identify and celebrate the distinctive sense of place associated with Carlisle Street.

Articulate the preferred future character of the public realm, and public assets adjoining development sites along Carlisle Street to enable more effective negotiation with developers.

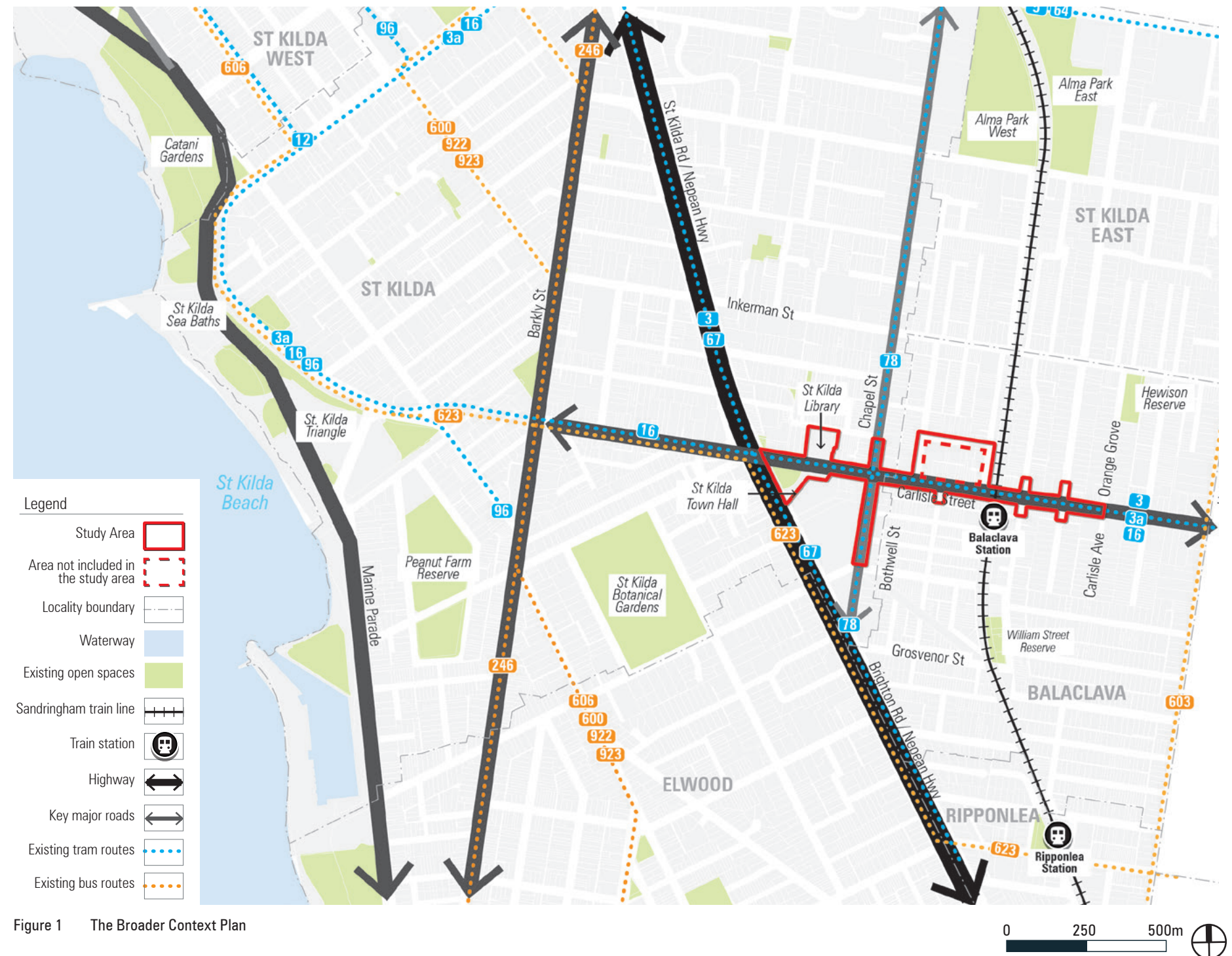
Define a palette of public realm materials and furniture to reinforce the identify of Carlisle Street and create a unified visual appearance throughout the streetscape environment.

Develop concept designs to inform future improvements to the existing public open spaces associated with the St Kilda Town Hall and St Kilda Library to encourage activation and community use.

1.4 The Broader Context

Carlisle Street is the central civic spine, acting as a focal point for commercial, social, and community activities. Located approximately 7 kilometres from the Melbourne CBD within the suburbs of Balaclava and St Kilda, the study area is bound by Brighton Road to the west, Inkerman Street to the north, Carlisle Avenue to the east, and Grosvenor Street to the south, as shown in Figure 1.

Carlisle Street is accessible via major arterial roads, public transport, and active travel routes. Public transport connectivity is highlighted by tram lines 3 and 16, which run along Carlisle Street, and is serviced by Balaclava Train Station providing direct access to Melbourne's CBD and surrounding suburbs located along the Sandringham rail line. Bus routes operate along Brighton Road to the west of the study area and within the broader region.



1.5 The Study Area

The study area encompasses Carlisle Street from Brighton Road to Orange Grove, a vibrant corridor that includes key civic, commercial, and residential zones. The streetscape plan focuses on enhancing this key activity street, along with its interfaces at intersecting streets.

This area also includes important public open spaces, such as Town Hall Reserve, a significant community gathering space near St Kilda Town Hall, and the rear open space of St Kilda Library, providing a valuable recreational and social setting for residents and visitors.

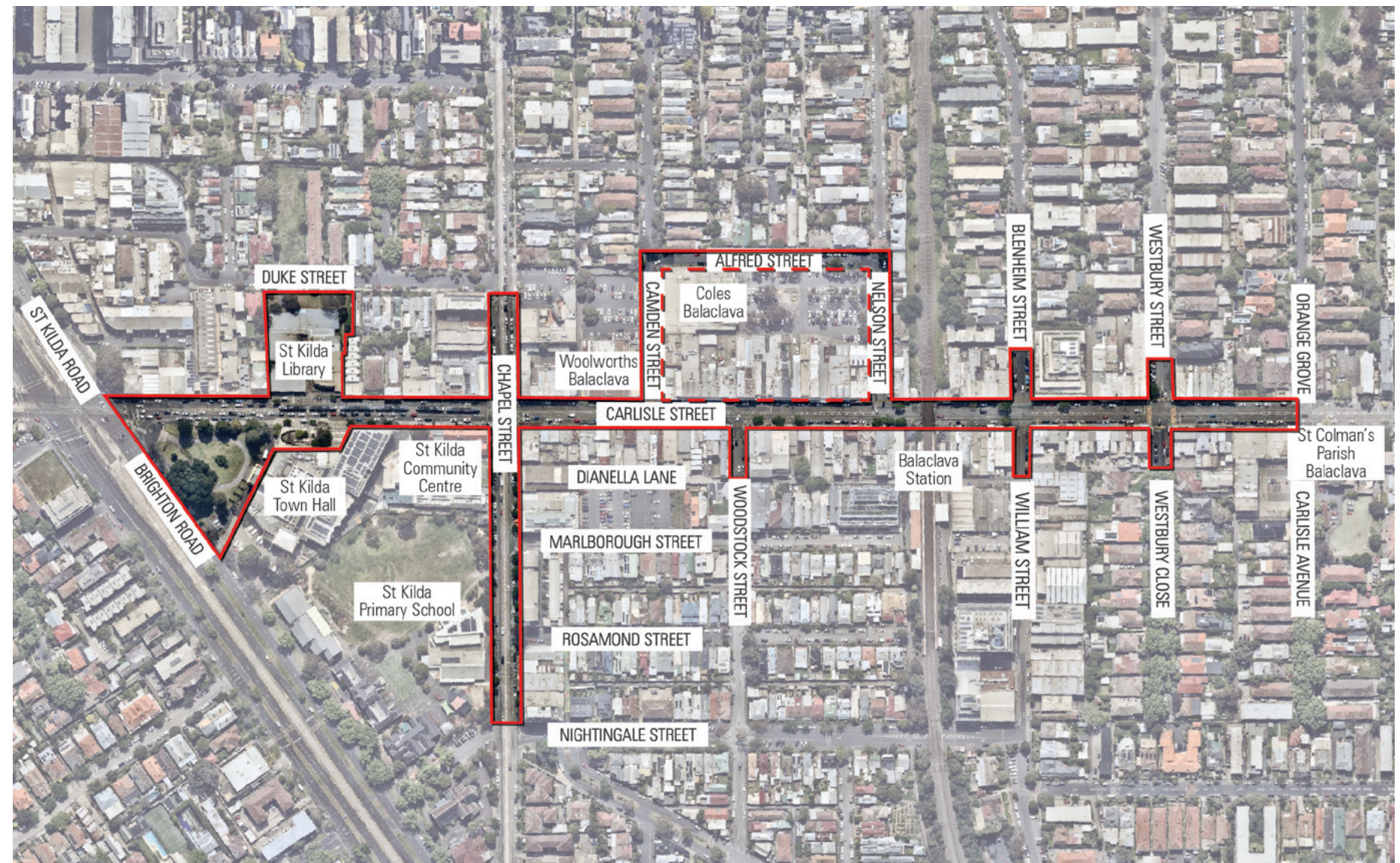
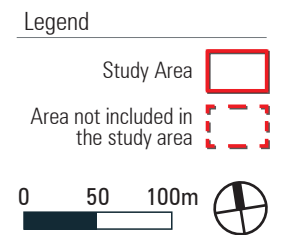


Figure 2 The Study Area



2 BACKGROUND REVIEW

2.1 Planning Scheme Zones

2.1.1 Zones Within the Study Area

Commercial 1 Zone

The majority of the study area is designated as Commercial 1 Zone (C1Z). The purpose of this zone is to create a vibrant mixed use commercial centre for retail, office, business, entertainment and community uses. Residential uses are permitted at densities complementary to the role and scale of the commercial centre. Within the C1Z along Carlisle Street the scale of built form includes primarily single-storey west of Chapel Street and to the east a consistent heritage scale with traditional heritage shop-fronts. Further north of Carlisle Street between Chapel and Nelson Streets is larger retail comprising supermarkets and a mix of commercial uses with retail at street level.

Transport Zone

The entirety of Carlisle Street is subject to Transport Zone 2 (TRZ2). This zone provides for an integrated and sustainable transport system. This integrated system includes two-way vehicle access, two tram lines 3 and 16, bus routes and dedicated bicycle lanes. Access to the Balaclava Train Station catering to the Sandringham Train Line is also available from Carlisle Street via accessible ramps and stairs up to the rail bridge. There are also footpaths on both sides of Carlisle Street, of varying widths, catering for pedestrians and other informal modes of sustainable transport such as wheelchairs and prams.

Public Use Zone

With the western end of the study area, large properties are subject to the Public Use Zone (PUZ6) whose purpose is for Local Government land use. These sites include the St Kilda Town Hall to the south and the St Kilda Library to the north including their associated public open spaces. The zone ensures that the use of public land is for public utility and community services and facilities, hence any upgrades to the public open spaces will need to cater to these uses as well as the intent of the public land reservation or purpose.

2.1.2 Zones Adjacent to the Study Area

To the north of the study area:

- Residential Growth Zone 1 (RGZ1)
- General Residential Zone 8 (GRZ8)
- Neighbourhood Residential Zone 1 (NRZ1)

South of the Study Area:

- Mixed Use Zone (MUZ)
- Industrial 3 Zone (IN3Z)
- General Residential Zone 1&8 (GRZ1&GRZ8)
- Neighbourhood Residential Zone 1&5 (NRZ1&NRZ5)

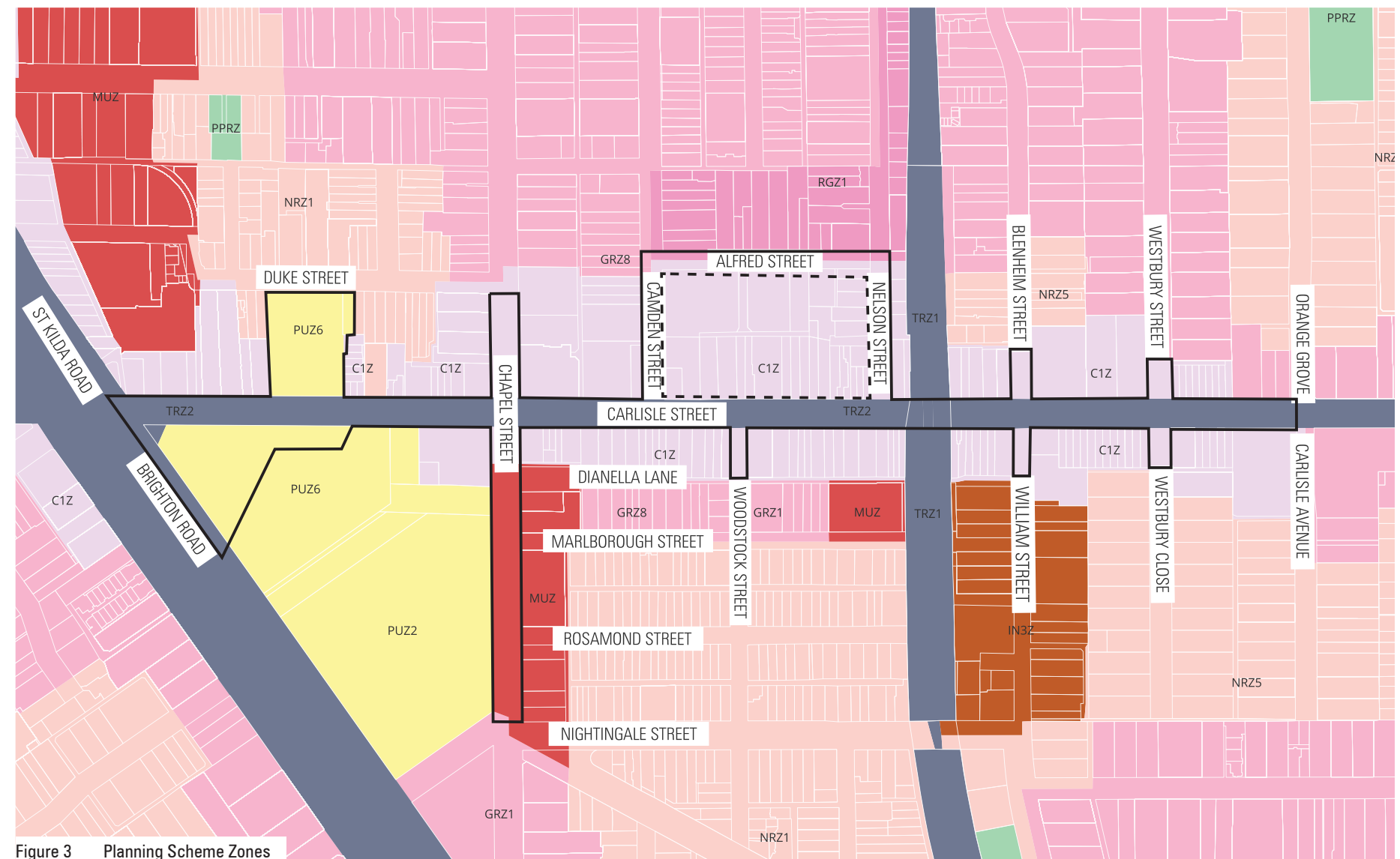
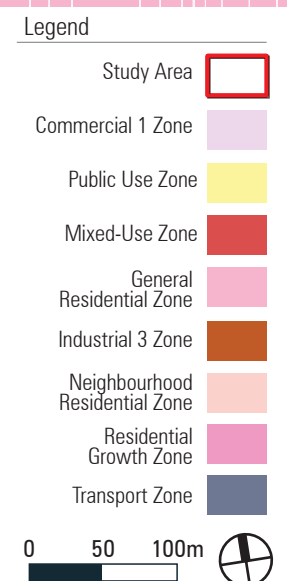


Figure 3 Planning Scheme Zones



2.2 Planning Scheme Overlays

2.2.1 Overlays Within The Study Area

Special Building Overlay

The study area is entirely covered by the Special Building Overlay (SBO1) which is in reference to the Melbourne Water main drain. The location of subsurface drainage infrastructure should be located and applicable build over guidelines considered with respect to any public realm upgrades, in particular initiatives that may impact overland flows. Melbourne Water is the relevant floodplain management authority under SBO1.

Under the SBO, land in urban areas is identified as being liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority, Melbourne Water. The authority is responsible for ensuring that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

The SBO also aims to protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.

Heritage Overlay

The Heritage Overlay (HO) applies to several buildings and areas within the study area, including landmarks like the St Kilda Town Hall. The purpose of this overlay is to conserve heritage significance of individual sites and precincts. Moving from west to east across the study area there multiple heritage overlays specific to key sites, including:

HO7 applies to almost the entire study area comprising Carlisle Street and many of the buildings fronting Carlisle Street between St Kilda Road and Westbury Street. It also includes the St Kilda Library and the public open space adjacent on Duke Street. Paint controls are applicable.

HO63 applies to the St Kilda Town Hall and surrounding landscape. There are controls applicable to existing trees, of which there are many large established trees within the public open space surrounding the building. The St Kilda Town Hall is also listed as a heritage place under the National Trust.

HO147 applies to the rail over road bridge on Carlisle Street where the Sandringham Railway line crosses over Carlisle Street. External paint controls apply to this heritage place. There is also existing well-known public artwork, the 'Lady of St Kilda' on the rail bridge facade.

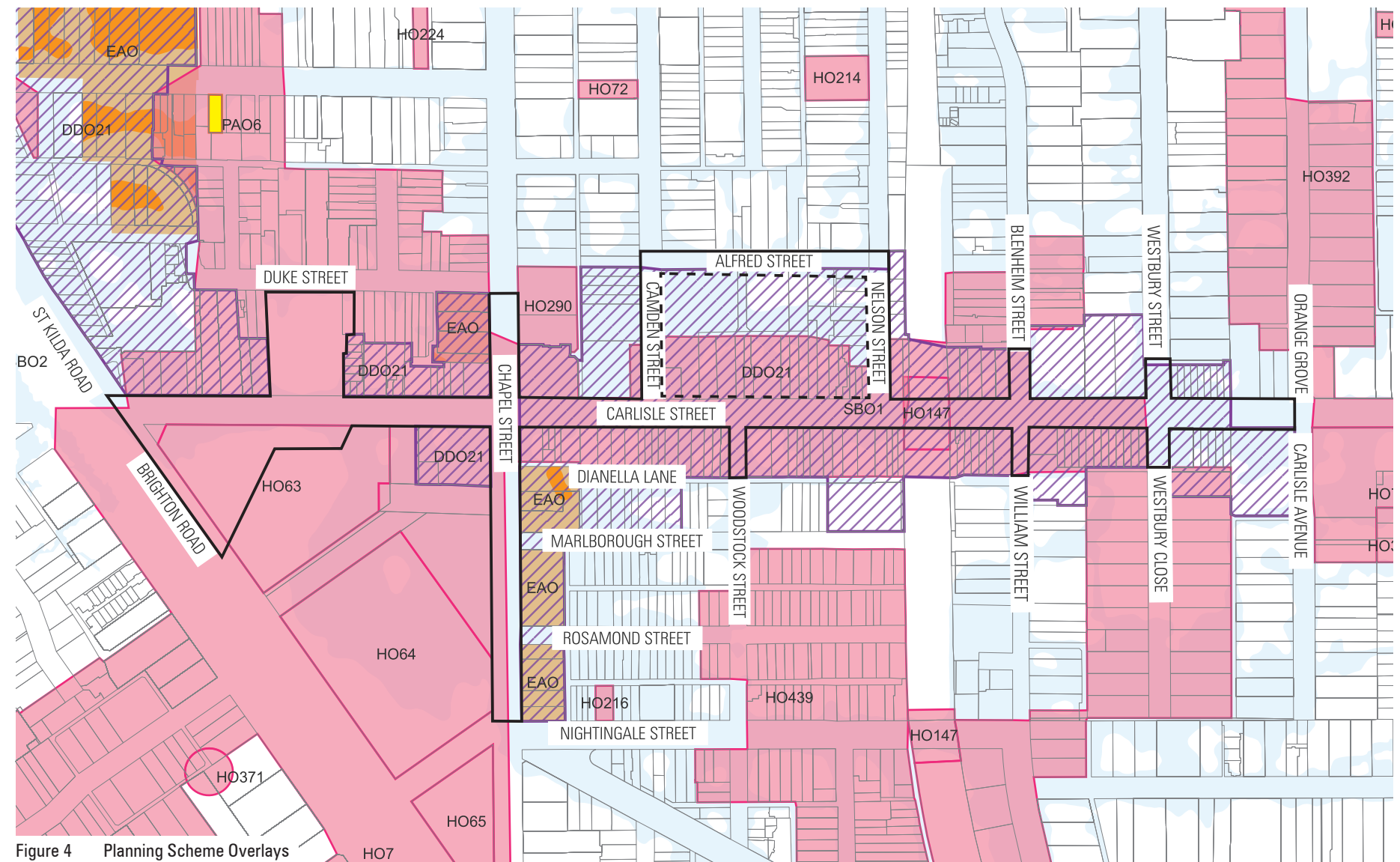
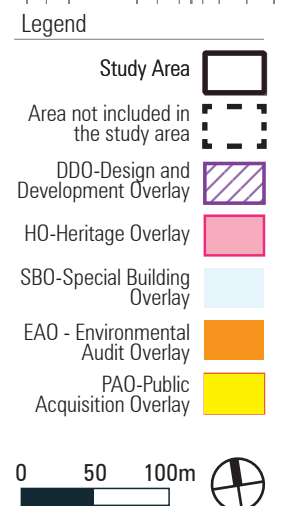


Figure 4 Planning Scheme Overlays



Design and Development Overlay

Sections of the study area fall under the Design and Development Overlay (DDO). DDOs are applied to sites and precincts to achieve specific design and built form requirements.

Specifically, DDO21 applies to the majority of buildings abutting and closely adjacent Carlisle Street and includes Carlisle Street between Chapel Street and east of Westbury Close. The Schedule to DDO21 divides areas into precincts as defined in the Carlisle Street Urban Design Framework (2009), refer Figure 5. Design objectives relating to urban structure and identity, built form character and cultural heritage, public realm and pedestrian environment, sustainable design and design excellence and residential amenity and interfaces are outlined under DDO21. Additionally, design objectives and requirements specific to each precinct are outlined to encourage a consistent neighbourhood character is maintained.

Each precinct is designated with preferred character features which are noted below.

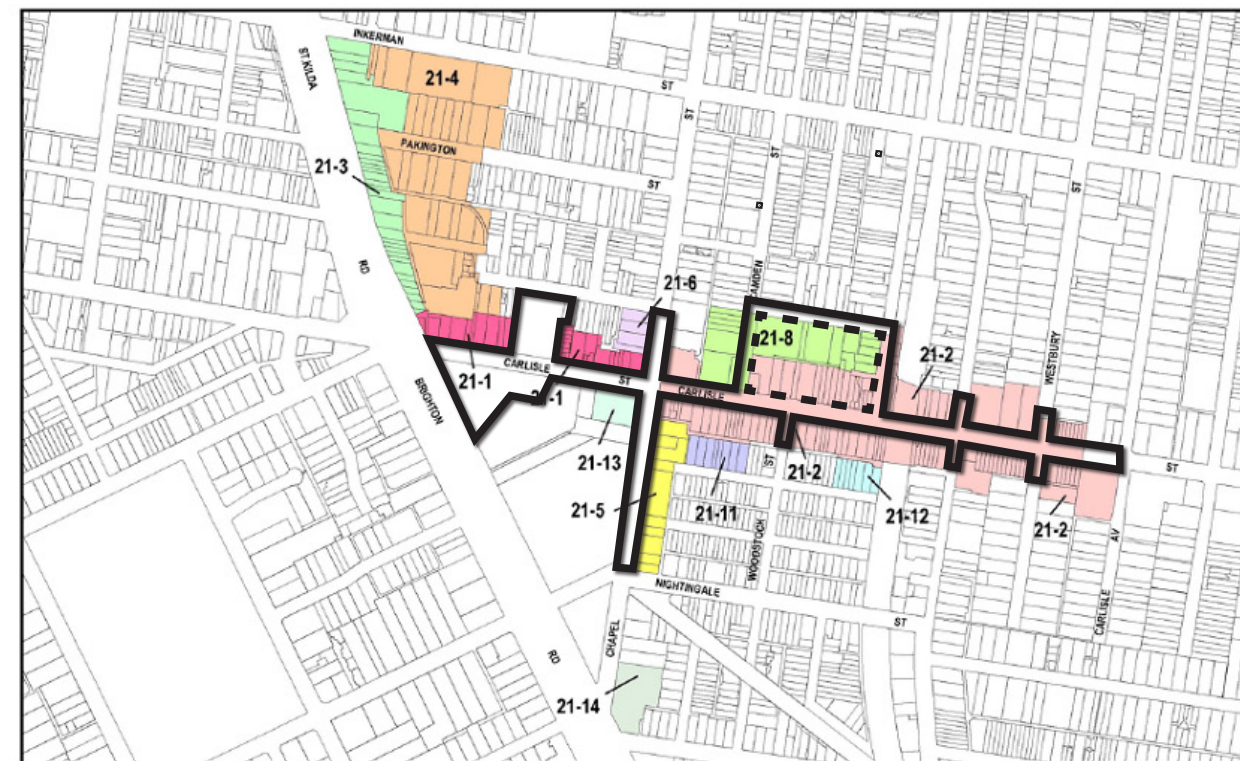
DDO21-1 Carlisle Street West Precinct comprises buildings on the north side of Carlisle Street. The preferred character here is to encourage activated frontages supporting the precinct as an extension of the active shopping strip to the east of Chapel Street. High quality public realm and enhanced public spaces are encouraged to support the centre as a 'civic node' and community services destination. Civic/community buildings including the St Kilda Town Hall and Library are dominant features, and a legible single-storey built form on the north side of Carlisle Street is encouraged.

DDO21-2 Carlisle Street Core Retail and Eastern Precinct encompasses the majority of the study area along Carlisle Street. The preferred character here is a vibrant, traditional shopping strip including a diverse mix of uses with retail at the street frontage. A consistent built form that retains the heritage scale of Carlisle Street with traditional heritage shop-fronts contrasted by contemporary design is encouraged. Carlisle Street is a key pedestrian thoroughfare that should be safe, comfortable and attractive. Unique building features, public art and signage in new development and importantly public realm improvements will strengthen the identity of the strip.

DDO21-3 St Kilda Road Business Precinct comprises the corner site south of Carlisle Street and west of Chapel Street including the St Kilda Community Centre, St Kilda Uniting Engagement Hub, employment services, a children's centre and an op shop. Preferred character elements for this precinct relate to built form guidelines.

DDO21-8 Supermarkets Precinct also applies to the study area. Preferred character attributes include a vibrant retail hub dominated by two renewed supermarkets which act as key 'anchors' attracting visitors to the centre. Built form should support a mix of uses, including retail at street level. Built form should respect the adjoining 'fine grain' residential areas and heritage scale of Carlisle Street. New development inclusive of public realm upgrades should create a safe and attractive pedestrian environment. The reinstatement of laneways to the rear of Carlisle Street shops is also encouraged to improve permeability and walkability of the activity centre.

PORT PHILLIP PLANNING SCHEME SCHEDULE TO DDO21



Study Area 
Area not included in the study area 

LEGEND

-  21-1 Schedule 21-1: Carlisle Street West Precinct
-  21-2 Schedule 21-2: Carlisle Street Core Retail and Eastern Precinct
-  21-3 Schedule 21-3: St Kilda Road Business Precinct
-  21-4 Schedule 21-4: Inkerman /Pakington Streets Mixed-Use Precinct
-  21-5 Schedule 21-5: Chapel Street Mixed-Use Precinct
-  21-6 Schedule 21-6: Chapel Street North Precinct
-  21-8 Schedule 21-8: Supermarkets Precinct
-  21-11 Schedule 21-11: Marlborough Street Car Park Site
-  21-12 Schedule 21-12: Balaclava Station Car Park Site
-  21-13 Schedule 21-13: St Kilda Parish Mission Site
-  21-14 Schedule 21-14: Australia Post Delivery Centre Site



Figure 5 Port Phillip Planning Scheme Schedule to DDO21 with study area boundary overlay

2.3 Relevant Background Documents

The following relevant documents have been reviewed to provide an understanding of the site and the broader context of the study area.

Carlisle Street Activity Centre Structure Plan (November 2009)



The Carlisle Street Activity Structure Plan outlines strategic directions and precinct plans for future development and management.

This Structure Plan has been prepared to:

- Provide a local response to Melbourne 2030 (prepared in 2002).
- Co-ordinate Council's planning and services for the area

The Study Area for the Carlisle Street Activity Centre Structure Plan is bounded by; Brighton Road to the west, Inkerman Street to the north, Hotham Street to the east and the residential streets of Grosvenor and Gourlay to the south

A Vision Statement

In the year 2020 the Carlisle Street Activity Centre will be enhanced as a focus for the local community, offering a diverse mix of shopping, business and community services, leisure and living opportunities.

Key Strategic Directions

1. Activity and Business Mix: Develop a diverse and resilient business ecosystem that supports local needs and economic vitality.
2. A 'Community Hub': Strengthen the area as a civic and service hub for social interaction and community engagement.
3. Place Identity: Preserve the unique character of Carlisle Street, focusing on independent businesses, cultural diversity, and heritage streetscapes.
4. Street-Life and the Public Realm: Maximize public spaces for social and cultural activities, emphasizing walkability and street-level vibrancy.
5. Managing New Development: Integrate new buildings harmoniously with existing heritage structures, ensuring quality, sustainability, and functionality

6. Access and Movement: Prioritize sustainable transport modes and enhance pedestrian, bike riding, and public transport connectivity.
7. Residential Opportunities: Encourage higher-density residential developments near the activity center while safeguarding local heritage and character.

Balaclava Walk Masterplan (November 2012)



The Balaclava Walk Masterplan (2012) outlines a vision for improving the Balaclava Station precinct and its surrounding areas to enhance public spaces, connectivity, and transport infrastructure. The masterplan is structured into five key precincts:

1. Precinct One: Carlisle Street Interface and Transport Node
2. Precinct Two: Marlborough Street Housing and Balaclava Station
3. Precinct Three: Balaclava Walk West/Balaclava Walk East
4. Precinct Four: Nightingale Street Interface
5. Precinct Five: Balaclava Walk Southern Link

Key goals include:

- Redevelopment of Balaclava Station to improve accessibility, safety, and connectivity with the Carlisle Street Activity Centre.
- Enhancing public spaces such as Balaclava Walk to support pedestrian movement, passive recreation, and community events.
- Improving transport integration, including better connections between the train station and tram services.
- Redeveloping the station car park for a mix of private and community housing
- Upgrading streetscapes and infrastructure, including lighting, landscaping, and safety measures.
- Creating a sustainable transport interchange with a focus on pedestrian-friendly design, bike riding infrastructure, and public transport efficiency.
- Incorporating public art and urban design elements to reinforce local identity and improve the visual character of the precinct.

Urban Forest Strategy 2024 to 2040 Healthy, biodiverse, connected.



The document outlines goals, challenges, and actions to enhance the urban forest from 2024 to 2040.

Council's vision

In the City of Port Phillip, urban greening is healthy and abundant, biodiversity is valued and supported, and nature connects community.

Urban forest principles

Informed by the Port Phillip community, there are five shared principles that guide priorities for urban forest action.

Collectively with Council, community and industry partners:

1. We retain trees first, respecting established character, and adapt by adding more resilient plant species where they are most needed to reduce heat and flood vulnerabilities.
2. We work together to value, protect, grow and care for healthy and sustainable greening everywhere.
3. We prioritise biodiversity, supporting healthy ecosystems and creating habitat.
4. We invest in thriving integrated urban greening in streetscapes, buildings, parks and gardens.
5. We value the urban forest as a long-term asset that is critical to the health and wellbeing of our community and to our City's character and function, through quality design, construction and maintenance.

Key challenges for the urban forest in Port Phillip are climate change, population growth and higher density living, constrained spaces, urban forest health and biodiversity loss.

The objectives of this strategy are:

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

Places for People: Public Space Strategy 2022-32



The document focuses on creating well-connected and inclusive public spaces that support the health, wellbeing, and social connection of the community.

Council's vision

A well connected network of public spaces for all people that nurture and support the health, wellbeing, social connection, creative expressions, economy and environment of our community.

The outcomes sought to be achieved for the City through this strategy include:

- Diverse, attractive and inclusive
 - Public spaces are designed with all people and their needs in mind. Everyone, no matter their age, gender, ability or background, should feel welcome. Public spaces are able to host a variety of uses including active, informal and passive recreation for everyone to enjoy.
- Better access
 - Public space network is more extensive and better connected as we find ways to improve access to parks, gardens, reserves and high quality public space through enhanced green links, building on the movement and place network identified in Move, Connect Live Integrated Transport Strategy 2018-2028.

- Vibrant and adaptable
 - Public spaces maximise opportunities to improve community wellbeing and enhance the identity, sense of place and amenity in our City. Public spaces can be easily repurposed for physical distancing as well as facilitating increased active transport and stimulating social and economic recovery.
- Blue-green
 - Public spaces are greener incorporating water sensitive design and management. A diversity of healthy tree species and vegetation in streets and public spaces have a positive influence on the health and wellbeing of our community and support a range of biodiversity. Incorporating water in public spaces makes them greener and cooler, helps to mitigate flooding and ensure water is not wasted.
- Active
 - Public spaces encourage our community to be active and healthy.
- Cultural
 - Public spaces connect people to place and provide the opportunity to celebrate our culture, diversity and creativity.

The strategy aims to prioritise efforts to achieve the above City-wide outcomes using four key criteria. These have been applied to projects contained within the Strategy and will be used into the future to assess new ideas, potential projects and requests for public space.

Equity- Access to public space is important to the health and wellbeing of our community. Wherever possible, we prioritise equitable provision in our investment in public spaces across our municipality now and into the future.

Quantity- We are a dense and growing inner city municipality. Wherever possible, we prioritise improving the quality of existing open space and creating new open space (noting that there are limited opportunities to create new open space).

Multiple use - Public space is limited and sometimes contested. We prioritise investment in public spaces that lend themselves to a variety of uses including active, informal and passive recreation for everyone to enjoy and share.

Innovation- We see investment in public space as benefiting current and future generations. That's why we prioritise opportunities to invest in testing and trialling innovative and temporary solutions to deliver short-term outcomes and ensure the benefits of long-term investment are maximised.

An Action Plan has been prepared for our neighbourhoods to guide investment in our public spaces. The following proposed actions are relevant to our project:

- new public open spaces, including exploring land acquisition opportunities
- expansion of existing open spaces
- upgrades to existing open spaces
- new pedestrian crossings
- street tree planting

Priority actions: Balaclava / St Kilda East

13. Carlisle Street Activity Centre (Long term priority action: 2030-32)

As part of any future redevelopment of the Coles Supermarket site and adjacent car park, investigate options to provide a new open space to fill the gap in this area and create a community heart in the Carlisle Street Activity Centre, consistent with the Carlisle Street Activity Centre Structure Plan 2009.

19. Carlisle Street Activity Centre and Lansdowne Road (Short term priority action: 2022-25)

Trial a new temporary public space in Lansdowne Road (via a road closure) to test the proposed permanent space.

20. Carlisle Street Activity Centre (Short term priority action: 2022-25)

Use several carparks in the existing car park to create a temporary public space until future redevelopment occurs and permanent new public space is delivered.

26. Streets in the area bound by Carlisle Street, Albion Street/Oak Ave, Brighton Road and Hotham Street (Medium term priority action: 2026-29)

Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity

28. Carlisle Street Major Activity Centre (Medium term priority action: 2026-29)

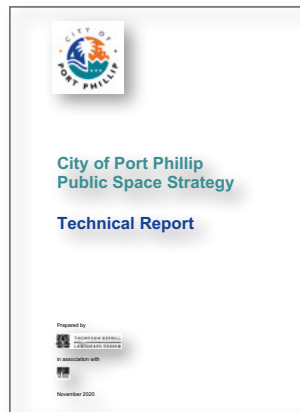
Prepare a new St Kilda Structure Plan, which includes consideration of the proposed new open space in the Carlisle Street Major Activity Centre and public realm outcomes. In the meantime, continue to implement the recommendations in the Carlisle Street Activity Centre Structure Plan 2009, including improvements to the pedestrian pavements and crossing points

Adjoining the study area

18. Woodstock Street Reserve (Medium term priority action: 2026-29)

Investigate opportunities to enlarge the reserve through reallocation of road space and undertake an upgrade. Further consultation to occur on removal of car parking.

City of Port Phillip Public Space Strategy Technical Report(November 2020)



The City of Port Phillip Public Space Strategy Technical Report provides the background information to inform Council's preparation of a new Public Space Strategy. The scope of the new Public Space Strategy is defined by Council as:

The Public Space Strategy will provide an integrated, long term framework to guide the provision, upgrade / design and allocation / programming of public spaces across the City of Port Phillip.

The scope of the Technical Report includes:

- Benchmark existing public open space provision and understand future needs having regard to the quantity, distribution and quality of the public open space in the context of the broader public realm.
- Prepare overarching frameworks/guidelines to assist Council to prioritise future investment in public space across the municipality.
- Prepare a framework for Council to guide the equitable and appropriate spending of open space contributions in public open space.

The City of Port Phillip Council Plan 2017-2027 aims to deliver the vision 'to remain a bold, liveable, caring and beautiful place, loved by residents and visitors'. The Council Plan sets out six **Strategic Directions** and **Outcomes** that work towards delivering the vision.

1. We embrace difference, and people belong
 - Outcome - A safe and active community
 - Outcome - Community diversity is valued and celebrated
2. We are connected and it's easy to move around
 - Outcome - Our streets and places are designed for people
3. We have smart solutions for a sustainable future
 - Outcome - A greener, cooler and more liveable City
 - Outcome - A City that is adapting and resilient to climate change
 - Outcome - A water sensitive City
 - Outcome - A sustained reduction in waste

4. We are growing and keeping our character
 - Outcome - Liveability in a high density City
 - Outcome -A City of diverse and distinctive neighbourhoods
5. We thrive by harnessing creativity
 - Outcome - A City where arts, culture and creative expression is part of everyday life
6. Our commitment to you

Of relevance to the project, the report states that the key retail streetscapes in the activity centres complement the public open space network. Carlisle Street is identified as a major activity centre attracting both local and regional visitors.

Carlisle Street existing and future public space opportunities

Carlisle Street has a civic focus between Brighton Road and Chapel Street, featuring excellent winter sunlight and views from St Kilda Town Hall. A signalized crossing connects the St Kilda Library and Town Hall, with opportunities to enhance the library plaza. East of Chapel Street, the street becomes a vibrant retail hub with outdoor cafés, two major supermarkets, and key parking facilities. Due to limited nearby public open space, there is potential for a larger green public square along Carlisle Street, offering sunlight access and accommodating diverse recreational needs.

Act and Adapt Sustainable Environment Strategy 2023-2028



The City of Port Phillip's Act and Adapt: Sustainable Environment Strategy 2023-2028, which provides a framework for enhancing sustainability and climate resilience in public spaces.

The Strategy established a pathway to transition Port Phillip into a greener, cooler, more liveable city with lower carbon emissions; a water sensitive city adapting and resilient to climate change and with a sustained reduction in waste.

This Act and Adapt: Sustainable Environment Strategy 2023-28 sets the commitments for the next five years.

The following priority and initiatives are relevant to the project:

1. A water sensitive city

- Continue to investigate stormwater harvesting opportunities and
- Implement where opportunities are feasible.
- Continue seeking opportunities to implement water sensitive urban design infrastructure.
- Develop methods and tools to easily quantify permeability.

2. A greener, cooler and more liveable city

- Implement permeability initiatives such as de-paving, increasing green space and building green infrastructure.
- Use technical guidance to influence and advocate for regulatory interventions to protect vegetation and increase canopy cover on private property, including green roofs, walls and façades.

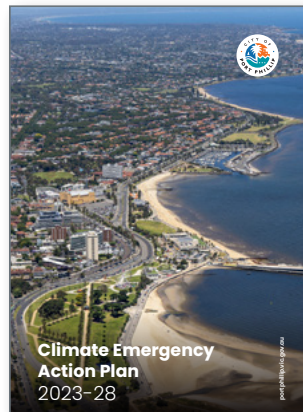
3. A city with lower greenhouse gas emissions

- Introduce minimum sustainability performance standards for key asset classes, such as drains, footpaths, buildings and open space.
- Develop a business case to identify and prioritise additional street lighting upgrade opportunities.
- Reduce greenhouse emissions by replacing old street lights with more efficient LEDs, as identified in the business case.
- Implement initiatives in Move, Connect, Live: Integrated Transport Strategy 2018-28 to support sustainable transport, including walking, bike riding, public transport, car share and new alternative forms of transportation.

4. A city that is adapting and resilient to climate change

- Assess opportunities to support community resilience to climate change impacts.
- Continue maintenance of stormwater assets to ensure they operate effectively.
- Explore partnerships to deliver infrastructure and design approaches to protect against flooding and sea level rise.

Climate Emergency Action Plan 2023-28



The Climate Emergency Action Plan 2023–2028 outlines how City of Port Phillip will respond and collaborate with our community to cut emissions and prepare for the future. The purposes of this document is to provide an easy reference point to see what actions are planned over the next five years and which strategy they belong to.

The following impacts are seen in Port Phillip and globally: Rising temperatures, decreasing rainfall, and rising sea levels are already affecting the region. Extreme weather events, heat risks, and environmental challenges are expected to intensify by the 2050s, leading to infrastructure damage, biodiversity loss, and safety concerns.

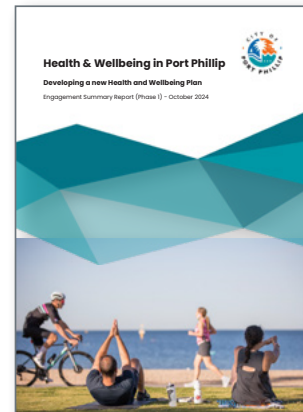
City of Port Phillip is committed to creating a Sustainable Port Phillip by focusing on five priorities:

1. Enhancing community resilience
2. Minimising greenhouse gas emissions
3. Enabling more sustainable transport options
4. Creating resilient and liveable public spaces
5. Planning for buildings and places

The Plan brings together other existing commitments under the following documents:

- *Move, Connect Live (Integrated Transport) Strategy 2018-28*
- *Don't Waste It (Waste) Strategy 2018-28*
- *South Melbourne Market Sustainability Strategy*
- *Act and Adapt (Environmental Sustainability) Strategy 2018-28.*

Health & Wellbeing in Port Phillip Engagement Summary Report (Phase 1)



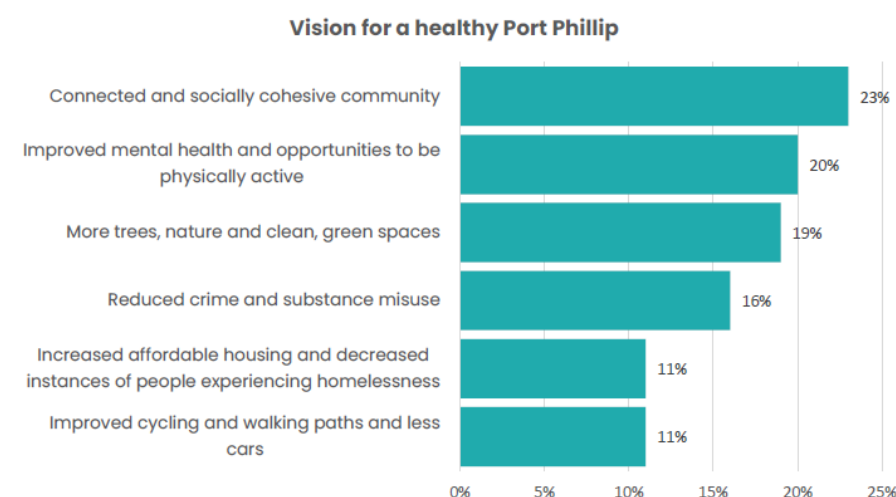
This document is an Engagement Summary Report for the development of a new Health and Wellbeing Plan in Port Phillip.

The objectives of this initial engagement were to:

- Understand community and stakeholder views about the relative importance of different health and wellbeing priority areas.
- Gather ideas to enhance health and wellbeing across different health and wellbeing priority areas.

Community members and stakeholders were asked their opinion of what a healthy Port Phillip looks like. Overall, the 152 responses painted a picture of a green, open space Port Phillip with more social cohesion and connection for a physically and mentally healthy community.

The result for a vision for a healthy Port Phillip:



Community members and stakeholders were asked what they thought was needed to address the health priority areas in the City of Port Phillip. Overall, a range of different ideas were provided which are grouped under seven themes:

1. Places & spaces

- providing exercise equipment in parks
- opening up more land for public open space
- providing more green spaces
- providing more community gardens
- increasing availability of dog parks
- increasing and/or improving sporting fields
- providing spaces for people to meet and pursue hobbies
- providing more areas for socialising
- providing a youth space/hub
- ensuring access to toilets to enable sustained use of public places and spaces.

2. Streets & movement

- improving walkability (e.g., addressing overhanging branches, uneven footpaths)
- increasing bike riding infrastructure
- improving street lighting
- increasing greenery and tree canopy as a way to support urban cooling (public and private land)
- reducing vacant shops to entice movement around everyday locations
- keeping streets cleaner
- having a stronger police presence to support positive perceptions of safety and entice people to get out and about.

3 EXISTING CONDITIONS

3.1 Introduction

This section provides an overview of the existing conditions on Carlisle Street. It documents existing facilities, uses, and functions through a series of thematic maps classified under the following themes:

- Access and Movement
- Existing Land Uses
- Built Form and Street Interfaces
- Surfaces and Materials
- Landscape and Public Realm
- Drainage and Topography



The "Lady of St Kilda" artwork by Alex Nemirovsky on Carlisle St

3.1.1 Access and Movement

- Nepean Highway to the west of the study area provides a key north-south route.
- Carlisle Street functions as the primary vehicular route carrying general traffic.
- Carlisle Street is the main pedestrian spine, supporting high levels of foot traffic and access to public transport, retail, and community facilities.
- Continuous footpaths, approximately 2.5 to 3.5 metres wide are present on both sides of Carlisle Street.
- Laneways connect Carlisle Street to the surrounding area.
- Multiple pedestrian crossings are located along Carlisle Street, including crossings near Balaclava Station and at major intersections.
- Signalised intersections are located at key junctions, including Carlisle Street's intersections with Brighton Road, Chapel Street and Wesbury Street..
- Carlisle Street features on-road bike lanes that connect cyclists to key destinations including St Kilda Road, Chapel Street, Balaclava Station, and nearby routes like Inkerman Street and Alma Road, forming part of the broader cycling network.
- Shared mobility options, including e-scooters and bike share, contribute to movement within the area.
- Marlborough Street is a one-way street.
- Raised crossing treatments are present at most intersection between Carlisle Street with surrounding streets.
- Balaclava Station is the key interchange point, linking train and tram services with pedestrian and cyclist access.



Laneway connection at the rear of St Kilda Library



Carlisle Street and Chapel Street signalised intersection



Existing on-road bicycle lane with no landscape buffer



Key interchange point at Balaclava Station

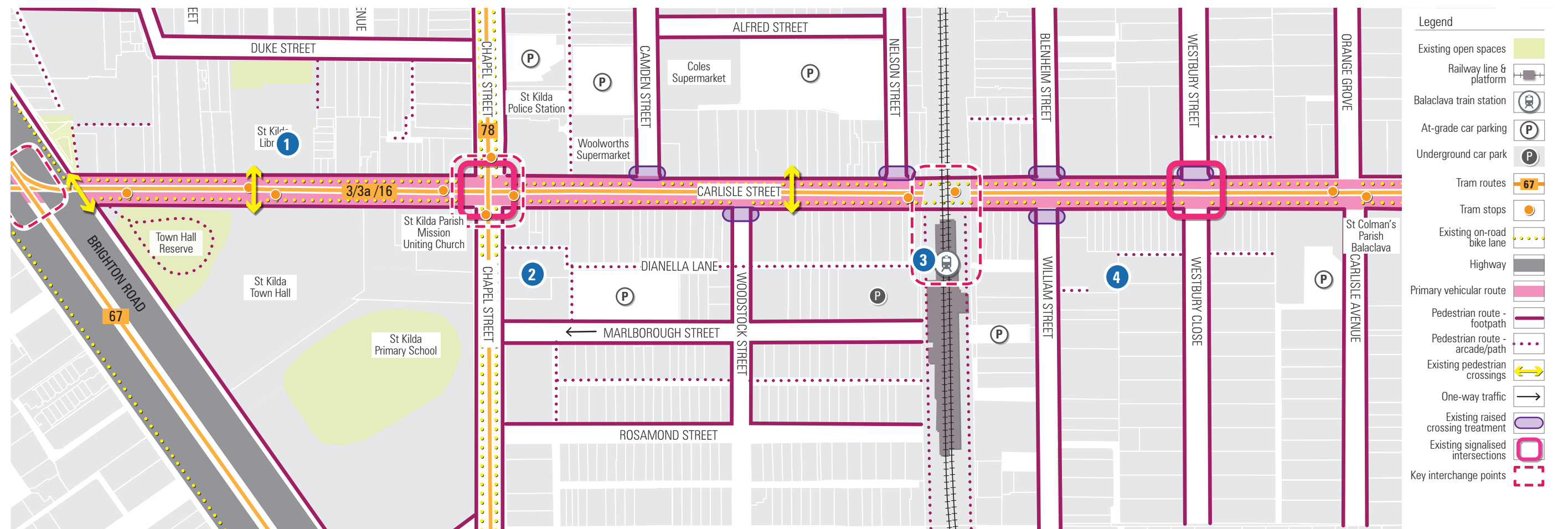


Figure 6 Access and Movement Plan

3.1.2 Existing Land Uses

- The study area includes commercial and retail uses, particularly along Carlisle Street, with key examples including Woolworths, Coles, and various local shops near Balaclava Station.
- Notable community facilities include St Kilda Town Hall, St Kilda Uniting Engagement Hub, St Kilda Library, St Kilda Primary School and St Kilda Police Station.
- The surrounding streets are predominantly residential, featuring low- and medium-density housing.
- Open spaces such as Town Hall Reserve and the rear of St Kilda Library provide greenery and recreational opportunities, supporting passive recreation, community events, gatherings, and flag-raising ceremonies.
- William Street features industrial uses, including warehouses and an at-grade car park.

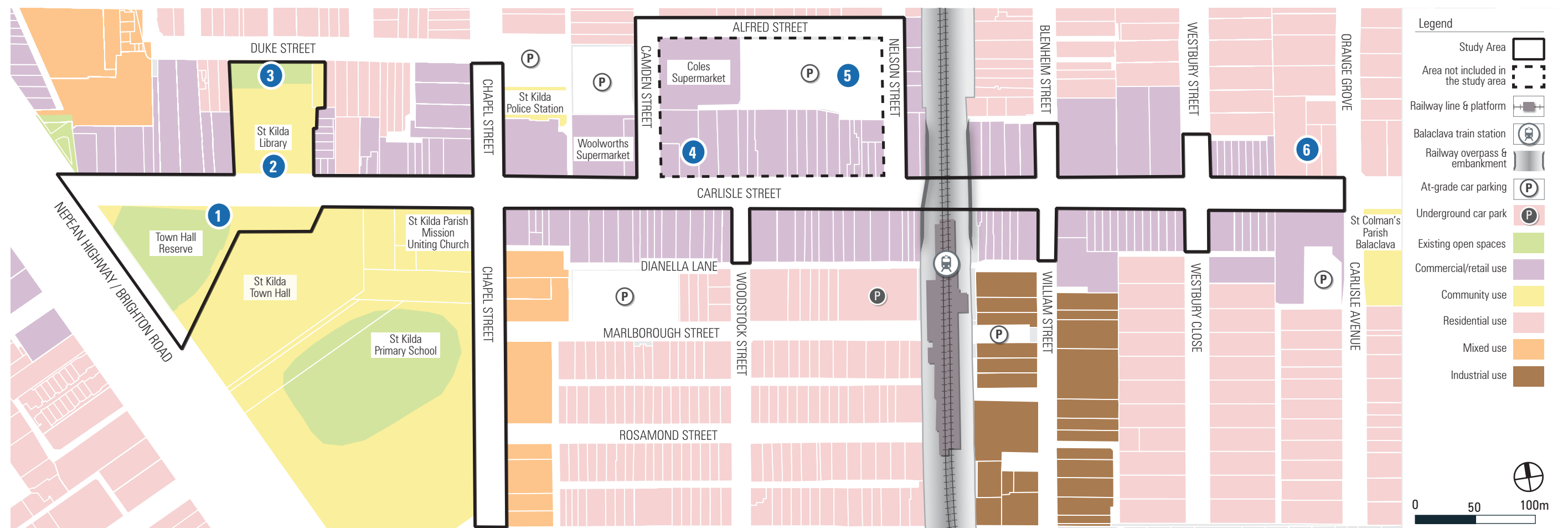


Figure 7 Existing Land Uses Plan

3.1.3 Build Form and Street Interface

- The study area predominantly features 1- to 2-storey buildings, reflecting a fine-grain subdivision pattern for commercial and residential uses.
- Taller buildings of 3 to 4 storeys are scattered along Carlisle Street, with rare 5 to 6 storey developments.
- Heritage overlays apply to most buildings within the study area, with key landmarks including St Kilda Town Hall, St Kilda Parish Mission Uniting Engagement Hub, and St Kilda Library.
- Carlisle Street features continuous active frontage, characterised by retail, dining, and commercial activities.

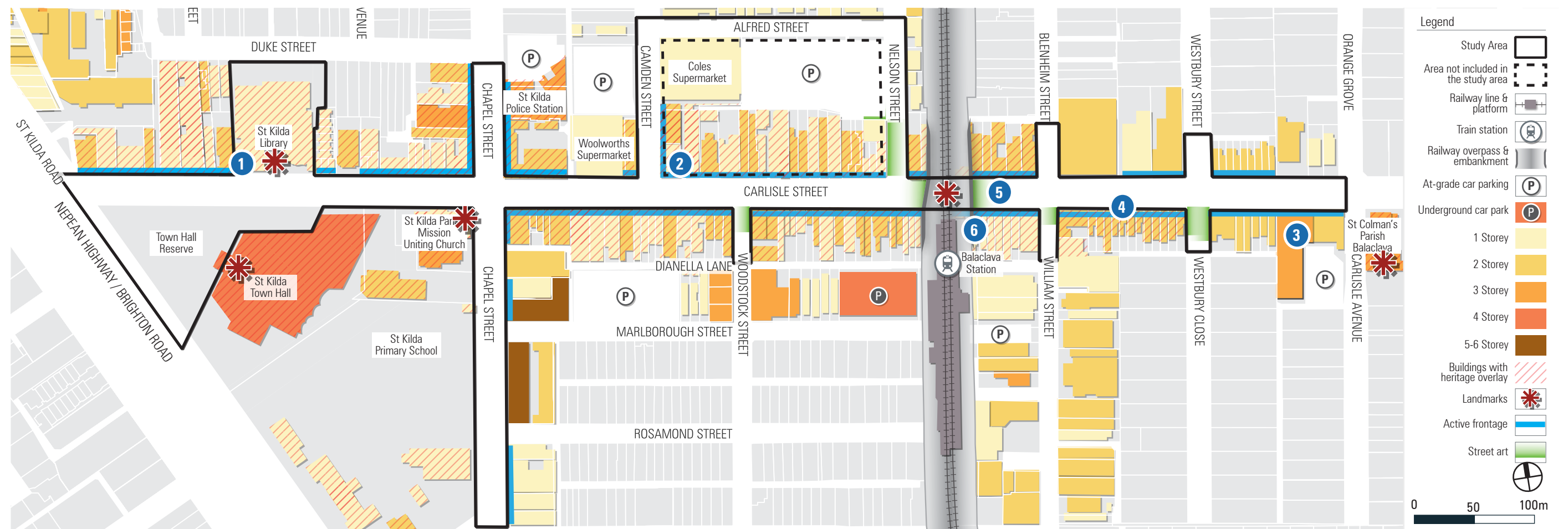
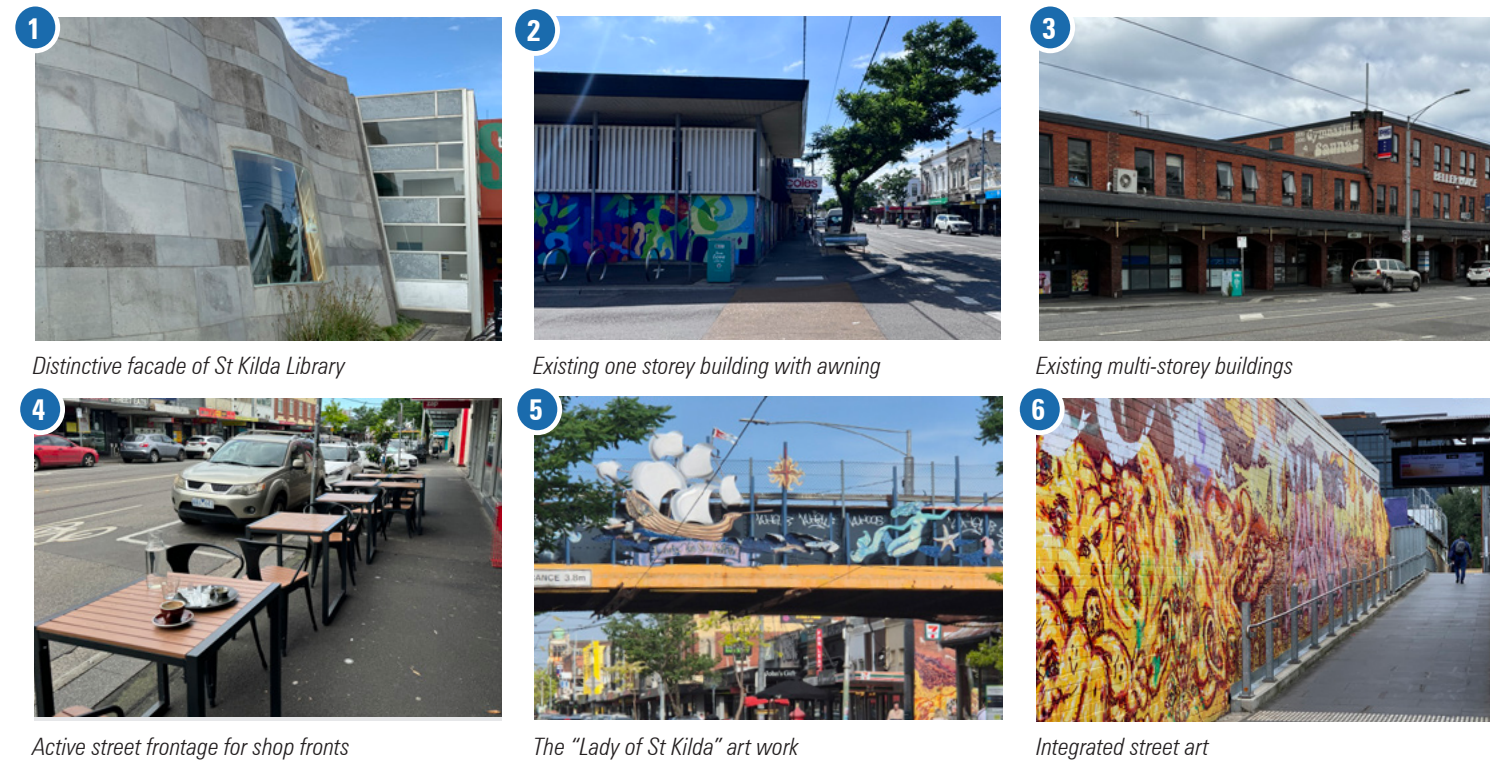


Figure 8 Built Form and Street Interfaces Plan

3.1.4 Surfaces and Materials

- A variety of surface treatments are used along Carlisle Street to define zones and support functionality:
 - Standard grey concretes: Used primarily along footpaths in less prominent pedestrian areas.
 - Concrete pavers: Found in high-use zones, such as near the library and Town Hall.
 - Honed concrete pavers and bluestone pavers: Concentrated near Balaclava Station and high-traffic areas.
 - Yellow-coloured anti-skid surfaces: Applied at mid-block crossings, intersections, and side road entries.



3.1.5 Landscape and Public Realm

- The landscape and public realm plan includes key open spaces, such as Town Hall Reserve and the green spaces at the rear of St Kilda Library, with tree clusters providing shade and aesthetic value.
- There is a lack of trees in certain sections, particularly in the western part of Carlisle Street, resulting in limited shade for pedestrians.
- Street tree planting adjacent the town hall and library is supported by WSUD infrastructure whereby bioretention tree pits receive passive irrigation from diverted stormwater.
- Some existing street trees near power lines and awnings are heavily pruned.
- Key infrastructure elements, including bike racks, tram stop shelters, signage, bins, and public seating, are integrated along Carlisle Street to support user needs and complement the material palette. The following page shows site photos of existing street furniture forming the furniture palette of Carlisle Street.

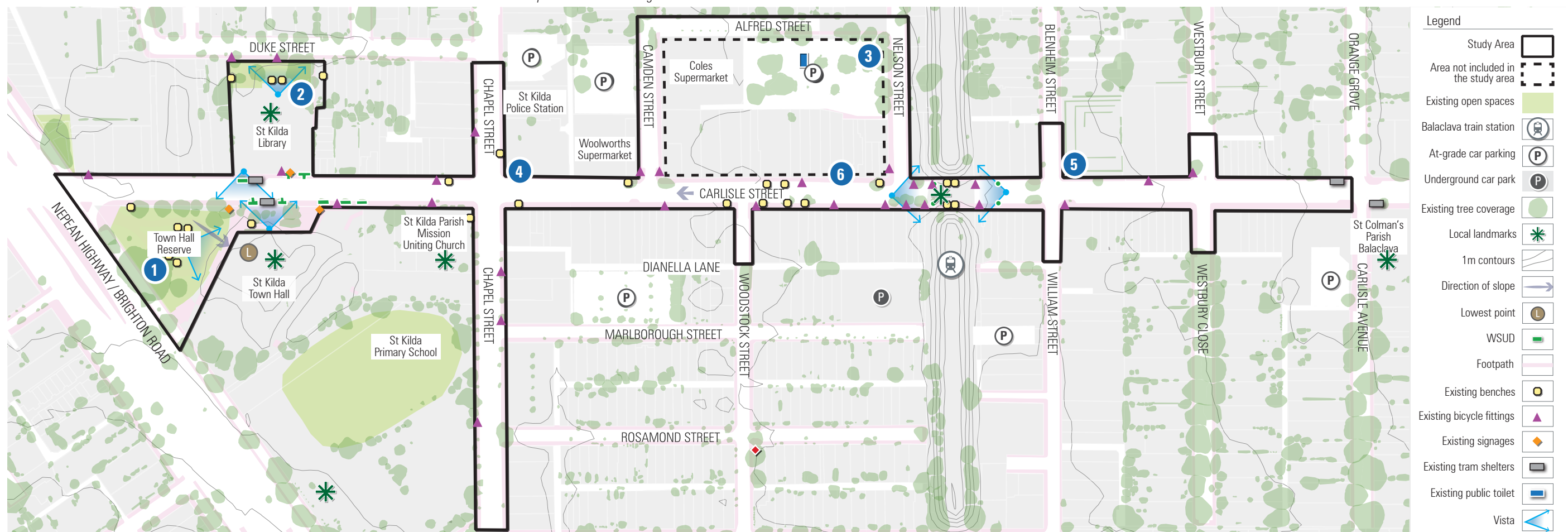


Figure 10 Landscape and Public Realm Plan

3.1.6 Existing Street Furniture Palette

The street furniture palette features a variety of functional elements, including standard bins, bike hoops, benches (stainless steel, timber, and park-style), tree pits, and drinking fountains, designed to meet user needs. Signage and tactile ground surface indicators further enhance accessibility, while commemorative and wayfinding signs contribute to the area's identity and usability.



Newly constructed public toilet within off-street carpark



Existing tram stop shelter



Existing pedestrian lean rail



Tactile ground surface indicators



Existing bike hoops on the footpath



Existing recycle and rubbish bins



Existing bike repair station



Existing drinking fountain



Existing stainless steel bench



Existing timber bench



Existing green-painted park bench



Existing concrete seat wall in front of the library



Existing wayfinding signage integrating with art



Commemorative sign in front of Town Hall



Standard information sign outside the library



Existing planter boxes



Existing bioretention tree grate and guard



Existing circular tree grate



Existing drainage grate



City of Port Phillip outdoor trading marker

3.1.7 Drainage and Topography

This map shows the relationship between existing drainage pipes and topography:

- The area features gradual slopes, with the lowest point located near the Town Hall.
- The entire site is affected by the Special Building Overlay, and some areas may be inundated during minor storm events.
- Existing infrastructure includes WSUD elements near St Kilda Library, side entry pits, junction pits, and tree pits for local water management.
- There is a lack of garden beds along the street to support passive irrigation.
- Certain areas are already affected by flooding at the current sea level, with depths reaching up to 1.46 meters in select locations. The extent of flooding and resulting depths for the 1% Annual Exceedance Probability (approximately a 1-in-100-year event) are significant. Given these depths, it's unrealistic to expect significant flood mitigation through street-scape works alone. A mitigation strategy should be prepared for areas frequently inundated during minor storm events.
- Some of the areas identified for mitigation following on site investigations include:
 - Woolworths car park and lane
 - Blenheim Street intersection
 - Westbury Street intersection
 - Orange Grove intersection

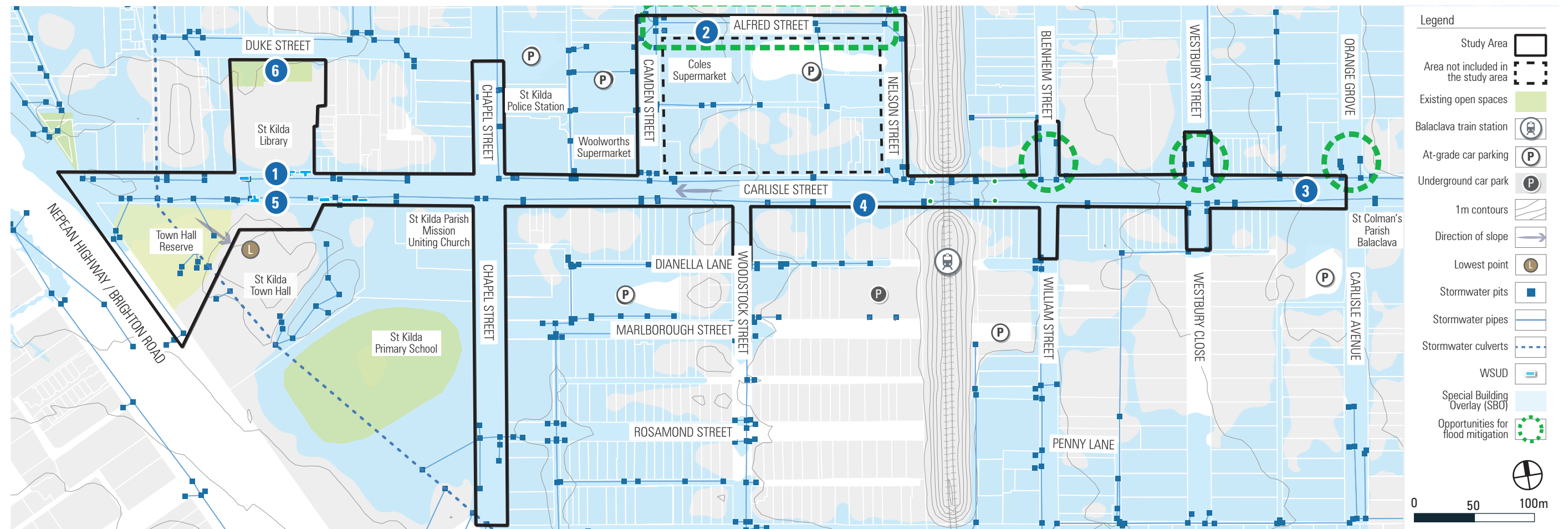
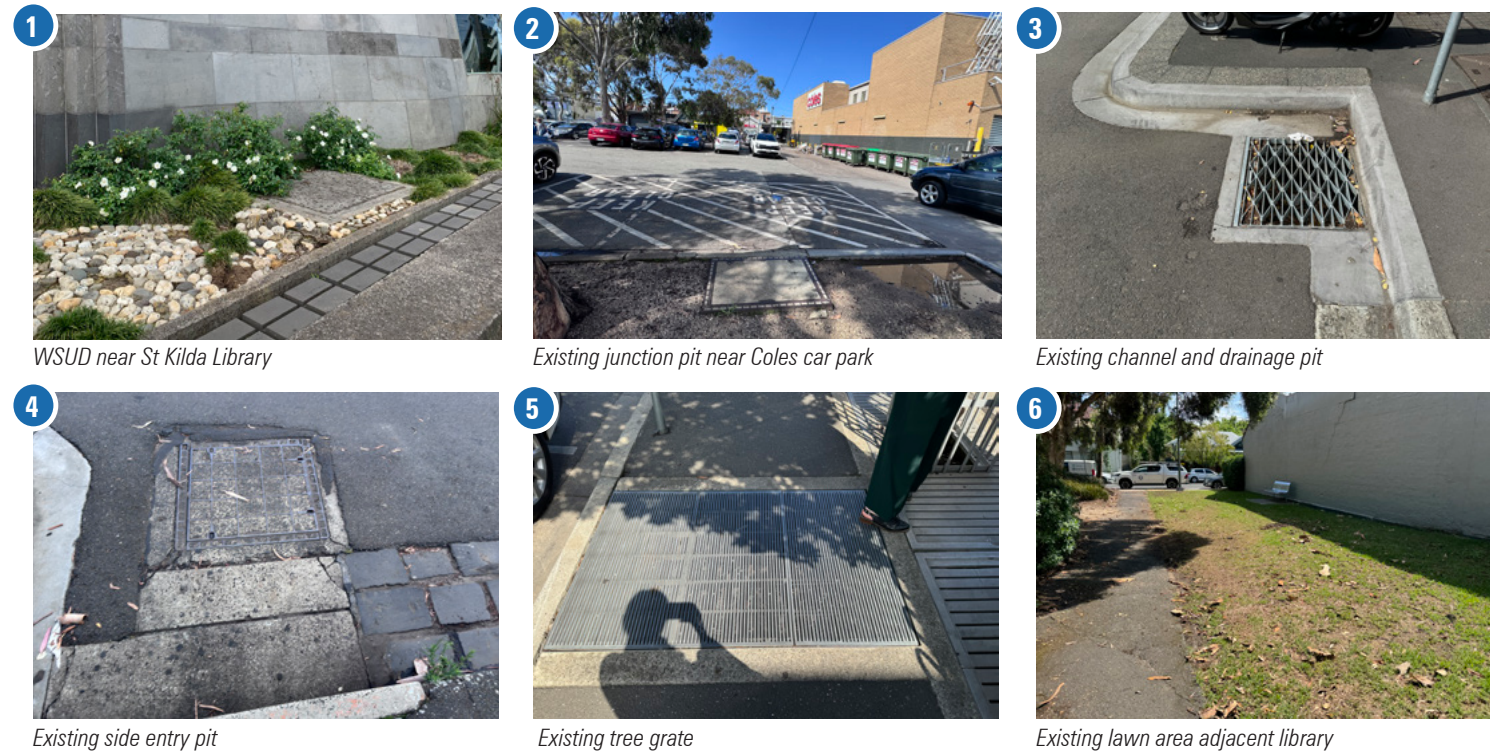


Figure 11 Drainage and Topography Plan

3.2 Healthy Streets Assessment

As part of the site analysis for Carlisle Street, the Healthy Streets Design Check Tool for Australia was utilised to evaluate existing conditions summarised in a Healthy Streets Assessment.

Healthy Streets is a framework of 10 indicators which describe what humans need from their streets. When we improve these 10 indicators we deliver better places for people to live in and thereby improve health and wellbeing.

The Healthy Streets indicators focus on aspects such as ease of pedestrian navigation, comfort including shade and shelter and rest points and safety.

The measurement of sections of Carlisle Street has been undertaken against 19 metrics, each one having a direct effect on one or more of the 10 Healthy Streets Indicators. The metrics are assessed by making use of traffic count data, assessing the streets weakest point, how the street performs as a whole and how buses are catered for within the street.

Each metric is given a score of 0-3, based on detailed guidance. A '0' score represents a design element that is not meeting basic human needs and is a critical safety issue.



Design Check Metric	Healthy Streets Indicators									
	Everyone feels welcome	Easy to cross	Shade and Shelter	Places to stop and rest	Not too noisy	people choose to walk and cycle	People feel safe	Things to see and do	People feel relaxed	Clean air
1 Traffic speed	●	●			●	●	●		●	●
2 Volume of motorised Traffic	●	●			●	●	●		●	●
3 Mix of vehicles	●	●			●	●	●		●	●
4 Conflict between cycles and turning vehicles	●					●	●		●	
5 Turning speeds at side-street intersections	●	●				●	●		●	
6 Ease of crossing mid-block	●	●				●	●		●	
7 Priority of crossing at intersections	●	●				●	●		●	
8 Quality of footpath	●					●			●	
9 Space for walking	●			●		●	●		●	
10 Appropriate seperation of people walking from traffic	●				●	●	●		●	
11 Space for cycling	●			●		●	●		●	
12 Lighting	●					●	●		●	
13 Availability of drinking water	●			●		●	●	●	●	
14 Public seating	●			●		●		●	●	
15 Cycle parking	●			●		●			●	
16 Shade for walking	●		●			●		●	●	
17 Shade for cycling	●		●			●		●	●	
18 Reducing through traffic	●	●			●	●			●	
19 Bus Stops	●		●	●		●			●	

The benefit of undertaking a Healthy Streets Design Check is to enable a comparison between the existing environment and a proposed new environment that the project may ultimately lead to. The tool can also be used to assess the existing environment to help direct future masterplans and urban renewal strategies.

The assessments were divided into four sections to enable a more focused assessment. These are represented in Figure 12 and include:

- Brighton Road to Chapel Street
- Chapel Street to Balaclava Station
- Balaclava to Westbury Street
- Westbury Street to Carlisle Avenue

The final Healthy Streets score is out of 100. A score of 60 is considered to be a street that is meeting most people's basic needs. A score of above 80 is a welcoming space for most people. **The average score across Carlisle Street based upon existing conditions is 33.** The Healthy Street Design Check assessment scores, for each of the four sections along Carlisle Street, is presented to the right.

3.2.1 Key measures

Key measures resulting from the Healthy Streets assessment to improve Carlisle Street include:

- Reducing traffic speed where possible through design.
- Tighter intersection radii.
- More space for walking.
- Increasing ease of mid-block crossings
- Pedestrian priority at side streets and mid-blocks
- Improved lighting designs



Figure 12 Healthy Streets Assessment Area divided into four sections to enable a more focused assessment.

Name of Street:	Carlisle Street	Existing Layout Score
Start:	Brighton Road	
End:	Chapel Street	
Healthy Streets Score	28	
Everyone feels welcome	30	
Easy to cross	33	
Shade and shelter	0	
Places to stop and rest	39	
Not too noisy	20	
People choose to walk and cycle	30	
People feel safe	33	
Things to see and do	42	
People feel relaxed	30	
Clean air	22	

Name of Street:	Carlisle Street	Existing Layout Score
Start:	Balaclava Station	
End:	Westbury Street	
Healthy Streets Score		35
Everyone feels welcome		33
Easy to cross		24
Shade and shelter		44
Places to stop and rest		44
Not too noisy		20
People choose to walk and cycle		33
People feel safe		28
Things to see and do		67
People feel relaxed		33
Clean air		22

Name of Street:	Carlisle Street	Existing Layout Score
Start:	Chapel Street	
End:	Balaclava Station	
Healthy Streets Score	35	
Everyone feels welcome	35	
Easy to cross	29	
Shade and shelter	33	
Places to stop and rest	44	
Not too noisy	20	
People choose to walk and cycle	35	
People feel safe	33	
Things to see and do	58	
People feel relaxed	35	
Clean air	22	

Name of Street:	Carlisle Street	Existing Layout Score
Start:	Westbury Street	
End:	Balston Street	
Healthy Streets Score		34
Everyone feels welcome		35
Easy to cross		29
Shade and shelter		33
Places to stop and rest		39
Not too noisy		20
People choose to walk and cycle		35
People feel safe		33
Things to see and do		58
People feel relaxed		35
Clean air		22

3.2.2 Key recommendations

Key recommendations of the Healthy Streets report are as follows:

- Ensure Healthy Streets Practitioners and Designers are leading decision making in the project team.
- Ensure that the Healthy Streets Design Check is completed at every stage of the project development to ensure the potential to maximise Healthy Streets outcomes are being considered.
- Ensure a comprehensive Healthy Streets Assessment – comprised of the data sources collected at baseline (existing conditions) and post-construction review – to demonstrate the success of the project in delivering the Healthy Streets Approach.
- As a project objective, make a commitment for the Healthy Streets score to increase, not decrease, as a result of spending public funds on public streets.
- In collaboration with the City of Port Phillip, develop a Streetscape Improvement Plan that specifies the concept designs, material and landscape palette, lighting strategy, costings and staging, in a manner that complements the City’s Urban Design Framework.

The Healthy Streets tool is instrumental in benchmarking existing conditions and will guide design interventions to enhance the street’s functionality and appeal. Considerations will be made during the streetscape design phase to address the measures raised and focus on improving the streetscape environment.

Details of the Healthy Streets Assessment conducted for Carlisle Street can be provided upon request.

