



CARLISLE STREET STREETScape PLAN

DRAFT CONCEPT

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

DRAFT



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
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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 Principles for Carlisle Street

To achieve the five project objectives, a set of guiding principles have been prepared which articulate how the redesign of Carlisle Street should respond. These are fundamental to high quality street design and will guide decision-making during all phases of public realm upgrades along Carlisle Street and within the precinct. These principles have been informed by best practice industry guidelines including the Department of Transport Design Guidelines, Healthy Streets Scorecard, input from internal stakeholder workshops and community consultation. Adherence to these principles will help public realm upgrades contribute to the ongoing economic, social and environmental success of the local community.



Uniquely Carlisle Street

Carlisle Street should:

- Present a unified visual appearance.
- Highlight and maintain key landmarks and architectural features.
- Respect and complement heritage buildings and character.
- Maintain and reinforce key views and vistas to landmarks.
- Explore options for integrating public art and street art.
- Respond to history, memory and identity by engaging with local communities' needs and wants.



Comfortable

Carlisle Street should:

- Provide comfortable journeys and pedestrian amenity, including convenient provision of seating, drinking fountains, bins and shade.
- Support intuitive navigation and way finding.
- Maximise convenient crossing points to support walkability and pedestrian permeability.
- Maximise space for people along shop frontages and public open spaces.



Flexible

Carlisle Street should:

- Provide flexible spaces to facilitate group gathering, special events and festivals.
- Allow for integration of emerging technologies and low carbon materials.
- Facilitate street activities which support business, outdoor dining, way finding and improved pedestrian amenity.



Safe

Carlisle Street should:

- Reduce physical obstacles, de-clutter footpaths and remove barriers to access.
- Provide surfaces and transitions that are safe and comfortable for all abilities.
- Support low speed environments through traffic calming measures.
- Provide well-lit environments and complement night time use to improve perceived safety.



Inclusive

Carlisle Street should:

- Recognise, promote and celebrate the layers of history and the melting pot of cultures.
- Cater to a spectrum of user requirements through integrated universal design.
- Provide a diverse mix of spaces for everyone to enjoy.
- Maximise opportunities for community agency and expression.
- Support presence and participation of women and gender diverse people in public spaces.



Healthy

Carlisle Street should:

- Consider a range of blue-green infrastructure options suitable for the area to positively contribute to the urban forest and improved stormwater management
- Contribute to urban cooling through improved tree canopy cover and increased planting.
- Support biodiversity with an increase in native vegetation.
- Support the resident, visitor and worker populations with provision of high-quality open spaces, including integration of areas for community use.

2 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.

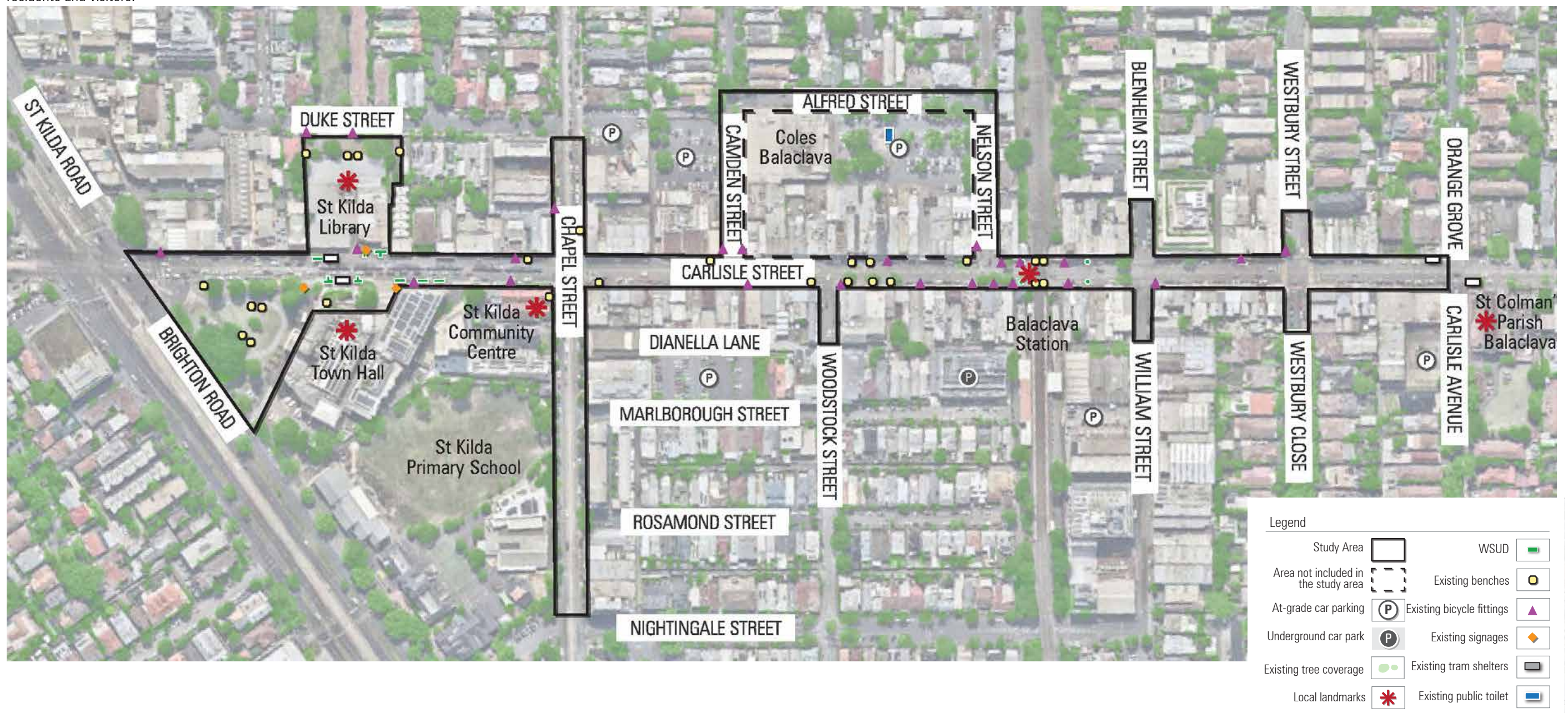


Figure 1 The Study Area

2.1 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.

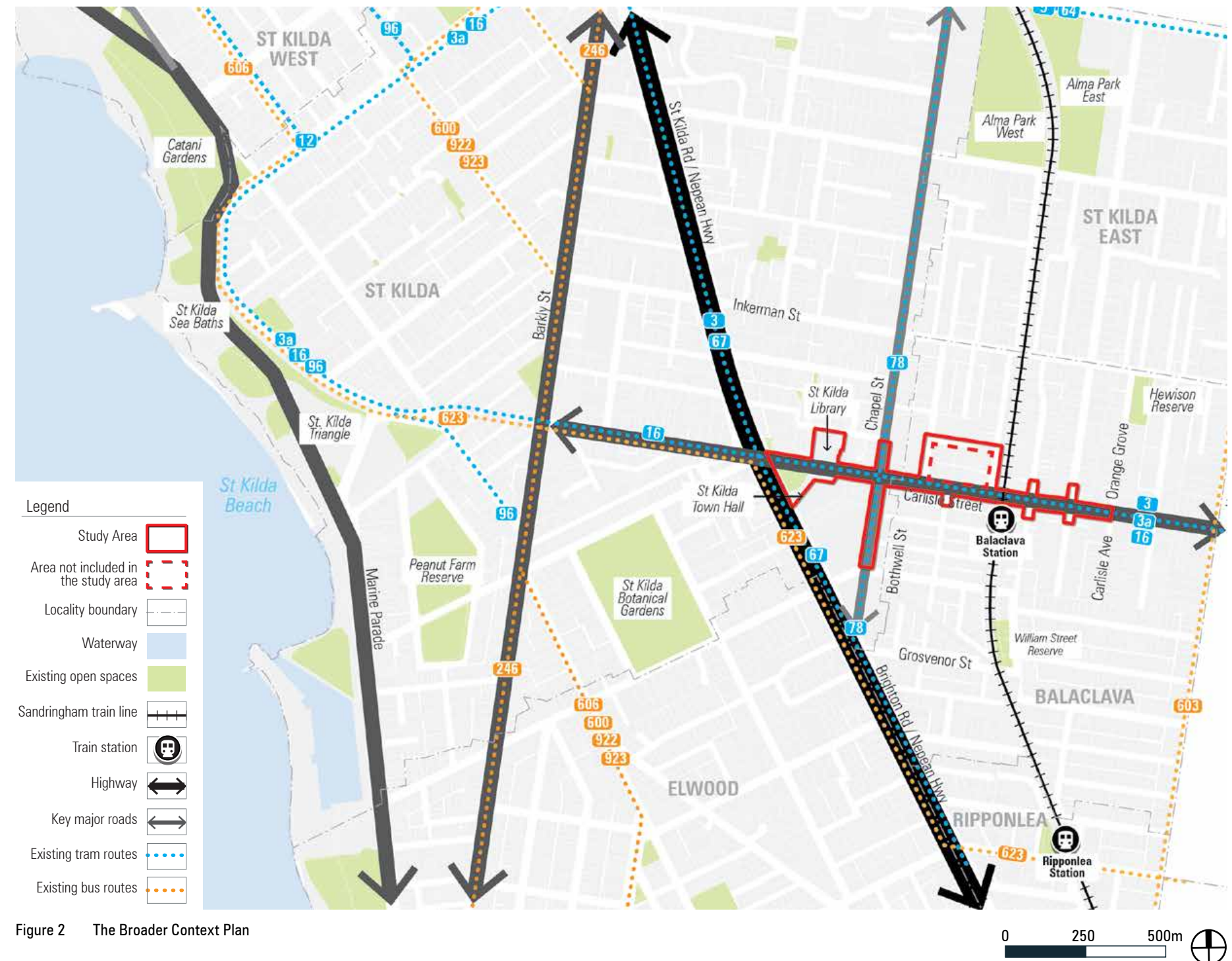


Figure 2 The Broader Context Plan

3 Overview of the Streetscape Plan

The Carlisle Street Streetscape Plan focuses on creating a high-quality, safe and coherent streetscape for all street users to move through, stay and enjoy.

A holistic review of Carlisle Street - from St Kilda Road/ Brighton Road to Orange Grove/ Carlisle Avenue and the public open spaces at the St Kilda Library and St Kilda Town Hall - coupled with an exploration of best practice design concepts and community engagement has informed a set of streetscape elements and design initiatives to guide public realm upgrades.

The Streetscape Plan outlines the following six key recommendations.

These recommendations are expanded upon in the following Elements of the Carlisle Street streetscape design initiatives.

- 1** Establish gateways to announce a sense of arrival to the precinct, and define key activity areas along Carlisle Street distinguished by local landmarks and feature elements.
- 2** Apply traffic calming measures to prioritise safe pedestrian movement and improve pedestrian permeability while facilitating other transport modes.
- 3** Standardise and simplify the footpath surface materials and furniture along Carlisle Street and surrounding side streets; and concentrate public amenities within key activity areas.
- 4** Improve legibility, safety and activation at night with improved pedestrian-level lighting in key activity areas and feature lighting overhead.
- 5** Increase the volume of greenery throughout the precinct through additional street tree planting, retention of healthy existing trees, creation of green corridors, and enhancements to public open spaces.
- 6** Strengthen the precincts capacity to accommodate flood events and inundation by utilising Water Sensitive Urban Design initiatives to capture, hold and filter stormwater.

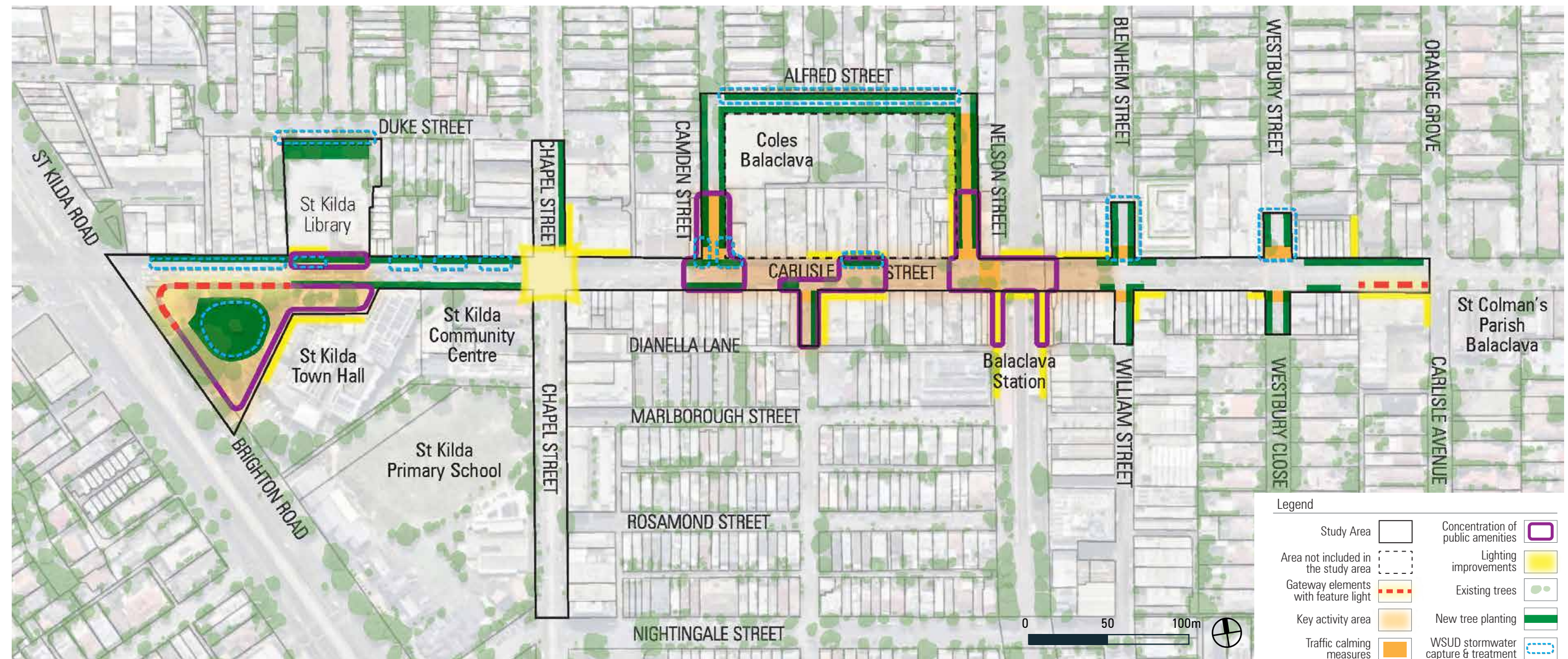


Figure 3 Overall Framework Plan

4 Elements of the Carlisle Street Streetscape Plan

4.1 Gateways and activity areas

Objective:

The streetscape plan seeks to define two primary iconic gateways at the east and west bookends of Carlisle Street, as well as a secondary gateway around the train station. The plan also seeks to establish key activity areas – one associated with the civic precinct to the west and the second around the train station and commercial precinct at the heart of Carlisle Street. The two precincts should each have a distinctive sense of place and visual identity.

Design Initiatives:

1. Establish high amenity gateways to Carlisle Street with spaces to gather and meet, way finding and public art. Key gateways include the bookends of the Carlisle Street precinct being the St Kilda Town Hall forecourt at the west and Orange Grove/Carlisle Avenue at the east, and Balaclava Train Station.
2. Establish shared zones along Nelson Street and Camden Street and remove delineation between modes through distinctive ground plane treatments and/or raised thresholds, suited to the conditions of the street. These areas are opportunities for additional greening and outdoor activation.
3. Enhance street amenity to support activation of the commercial core from Chapel Street to Westbury Street by providing sufficient space for pedestrian movement and dwelling. This includes increased space for activation, street furniture, public art and greening.
4. Encourage a streetscape environment that supports innovation and learning within the civic core between Brighton Road and Chapel Street by maintaining the generous footpath widths, easy connections to tram and bus stops, places to gather and increased greenery.
5. Build upon the iconic public art by drawing attention to it through lighting and maintaining open sight lines, and providing opportunities for new public art at pedestrian level and overhead on façades.
6. Maximise the vantage points from within St Kilda Town Hall Reserve to frame views of landscape features including the large fig tree and the Town Hall heritage building.



Generous footpaths, street trees, and outdoor seating activate the streetscape



Feature lighting installation within key activity area



Celebrate and retain existing murals and artwork

Gateways and activity areas



Figure 4 Distinctive sense of place plan

Western Gateway - St Kilda Town Hall

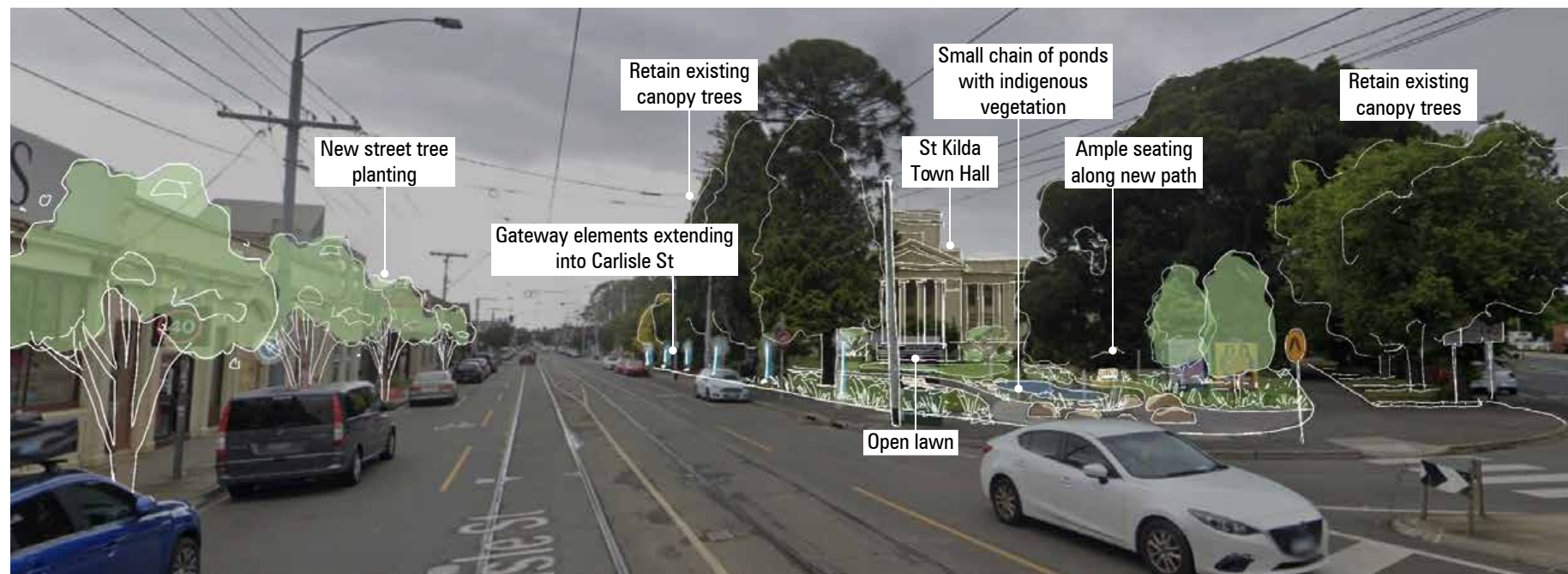


Figure 5 Perspective sketch illustrating western gateway to Carlisle Street and Town Hall Reserve, and new tree planting in footpath cutouts at the western end of Carlisle Street.

Eastern Gateway - Carlisle Avenue



Figure 6 Perspective sketch illustrating gateway features at the eastern end of Carlisle Street and new tree planting, garden beds and seating in kerb out stands along Carlisle Street.



4.2 Access & Pedestrian Connectivity

Objective:

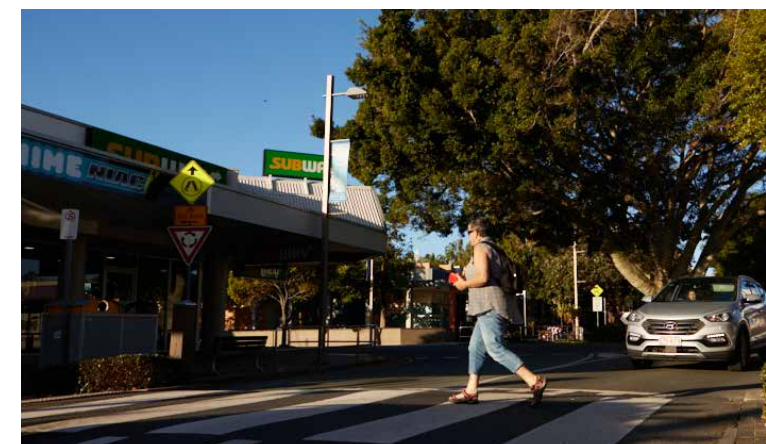
The streetscape plan aims to provide a well-connected pedestrian friendly environment without adversely impeding the movement of vehicles, trams and bicycles. Pedestrian priority is focused on sides streets by improving crossings and with the creation of shared zones on Nelson and Camden Streets.

Design Initiatives:

1. Maintain appropriate footpath widths to cater for both movement and place needs, including accommodating outdoor dining and retail.
2. Increase permeability of pedestrian movement across Carlisle Street by linking destinations and formalising desire lines. Will require advocacy with Department of Transport and Planning.
3. Manage the interface of pedestrians with other modes with varied surface treatments at pedestrian crossings.
4. Create a slow movement environment at intersecting streets through carriageway narrowing, kerb out stands, raised zebra crossings and other traffic-calming measures suited to the context.
5. Maintain on-street kerb-side parking along Carlisle Street, ensuring appropriate allowance of DDA parking and loading requirements.
6. Design kerb outstands at intersections to accommodate waste vehicles as a minimum, and allow for community buses and delivery trucks where they travel.
7. Improve legibility and navigation of the footpath by removing trip hazards.
8. Enhance north-south pedestrian connectivity across Carlisle Street by rationalising existing crossings and maximise opportunities for establishing safe mid-block crossings currently identified with pram crossings. Will require advocacy with Department of Transport and Planning.
9. Improve visual and physical connections between St Kilda Town Hall Reserve and Carlisle Street by providing pedestrian paths through the Reserve.
10. Reinforce pedestrian priority across side street junctions with at-grade and clearly line marked pedestrian crossings and reduced crossing distances by extending kerbs.
11. Support streamlined interchange journeys between Balaclava Station and the tram stop on Carlisle Street by enhancing pedestrian amenity along the access lanes and improving pedestrian crossing of Carlisle Street.
12. Establish shared zones along Nelson Street and Camden Street and remove delineation between modes through distinctive ground plane treatments and/or raised thresholds, suited to the conditions of the street. These areas are opportunities for additional greening and outdoor activation.



Raised zebra crossings on side streets to prioritise pedestrians



Improved mid-block crossings



Shared zone prioritising pedestrians with low-speed vehicle access



Maintain footpath width to support outdoor dining

Access & Pedestrian Connectivity



Figure 7 Access and pedestrian safety plan

Disclaimer: The potential removal and quantity of on-street car parking spaces is subject to further investigation.

Nelson Street

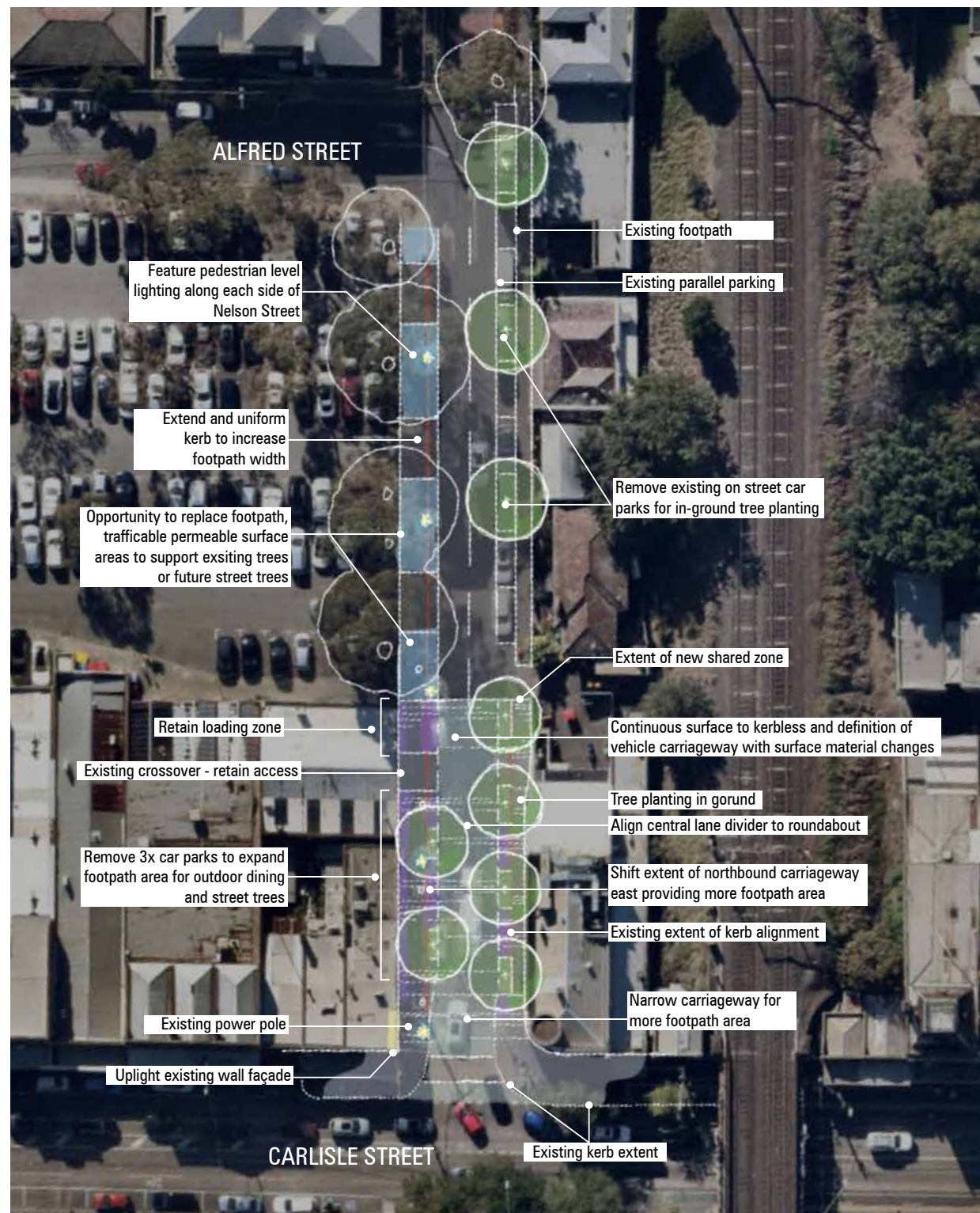


Figure 10 Sketch plan of Nelson Street illustrating opportunity for a shared zone at the southern end and new tree planting in tree planting, permeable area and pedestrian lighting at the northern end.

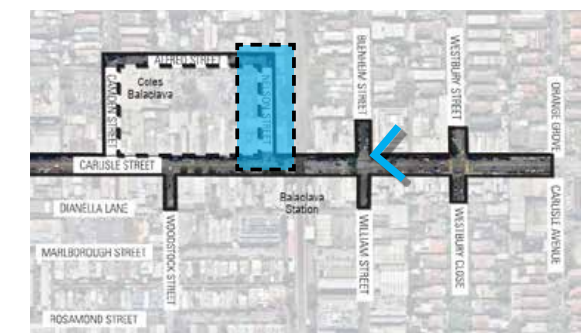
Westbury Street looking west



Figure 9 Perspective sketch view of Westbury Street looking west illustrating traffic calming with level change of the pedestrian crossing and a change in surface material and texture. Pedestrian safety and navigation is prioritised with a raised crossing, continuation of footpath material and removal of the yellow surface. Corner intersection build out on Westbury Street and kerb out stands on Carlisle Street allow for additional garden bed planting and permeable area. The kerb out stand on Carlisle Street allows additional space for seating at a comfortable rest point.



Figure 8 Existing conditions



4.3 Surfaces

Objective:

The streetscape plan seeks to create a unified visual appearance of the footpaths along Carlisle Street, with allowance for variance in paving to define the civic precinct. Variance may also be given to the surface material defining shared zones on Nelson and Camden Streets. The footpath treatments of sides streets is to be plain grey concrete or asphalt as per Council standards.

Design Initiatives:

- 1. Surface material to support a unified visual appearance across the Carlisle Street commercial precinct.
- 2. Feature paving including bluestone and feature concrete pavers to be used to highlight and distinguish the civic precinct near Balaclava Station, between Camden Street and Nelson Street, and in front of the St Kilda Library and Town Hall.

-  Bluestone Paving
 - Currently used near Balaclava Station. To be implemented along Carlisle Street between Camden Street and Nelson Street, and extended into these two streets and the south side of Alfred Street.
-  Feature concrete pavers with colour patterning
 - Currently used in front of Town Hall. To be implemented along the Carlisle Street footpaths west from the St Kilda Library to define key civic areas.
-  Standard grey concrete paving
 - Currently used along side streets and Carlisle Street. To be maintained and/or implemented south of Chapel Street and the north side of Alfred Street.
-  Asphalt paving with bluestone kerb
 - Currently used along side streets and Carlisle Street. To be maintained and/or implemented along Carlisle Street, Chapel Street north of Carlisle Street, Woodstock Street, William Street, Blenheim Street, and Westbury Street.
-  Permeable paving
 - To be implemented within key activity areas at Camden Street and Nelson Street, St Kilda Library and public open spaces to support water filtration and reduce surface runoff.

Council Standard Footpath Specifications	
Type	Drawing Reference
Footpath Pavement Asphalt	CPP1301 - Footpath Pavement Asphalt https://www.portphillip.vic.gov.au/media/ruph3hyc/footpath-pavement-asphalt.pdf
Footpath Pavement Concrete	CPP1302 - Footpath Pavement Concrete https://www.portphillip.vic.gov.au/media/lytoerrh/footpath-pavement-concrete.pdf
Footpath Pavement Unit Paver	CPP1304 - Footpath Pavement Unit Paver https://www.portphillip.vic.gov.au/media/onig2qi1/footpath-pavement-unit-paver.pdf
Bluestone or concrete pavers	



Bluestone Paving



Feature Concrete Pavers



Standard grey concrete paving



Asphalt paving



Permeable pavers

Surfaces



Figure 11 Surfaces plan

4.4 Furniture

Objective:

The streetscape plan seeks to define a furniture palette to unify the visual appearance of public amenities along Carlisle Street. Clustering of public amenities and opportunity for custom furniture are recommended within key activity areas. Rest points with seating opportunities are encouraged at regular intervals.

Design Initiatives:

1. Furniture palette to support a unified visual appearance across Carlisle Street and comprise of warmer, soft tones and textures such as timber-look aluminium and brushed stainless steel.
2. Street furniture to be designed and sited with consideration to universal access.
3. Opportunity for unique furniture elements within key gathering spaces, such as feature seating in the form of integrated public art. Any form of feature furniture should incorporate some reference to the general furniture palette to support a common design language.
4. Reduce the distance between rest points along Carlisle Street by introducing accessible seating at regular intervals.
5. Provide drink fountains, bins, seating and shade within key gathering spaces.
6. Provide convenient on-street bicycle parking and e-scooter parking aligned with key gathering spaces.
7. Prioritise the use of recycled and environmentally responsible materials.
8. Ensure seating near intersections meets safety standards, including view line clearance, and is set back sufficient from pedestrian crossings to allow free pedestrian movement.

Council Standard Furniture Specifications	
Type	Drawing Reference
Standard Timber Bench	1895mm x 650mm x 885mm CPP4301 - Seating Timber Slatted https://www.portphillip.vic.gov.au/media/hiukyoke/seating-timber-slatted.pdf
Bike Hoop	CPP4101 - Bike Hoop https://www.portphillip.vic.gov.au/media/of3dwmap/bike-hoop.pdf
Standard Bin	CPP4201 - Bin Enclosures https://www.portphillip.vic.gov.au/media/hial00qt/bin-enclosures.pdf
Drinking Fountain	CPP4504 Drinking Fountain https://www.portphillip.vic.gov.au/media/5nteblyp/cpp4504_drinking-fountain.pdf

Council Standard Landscaping Specifications	
Type	Drawing Reference
Bio Retention Tree Pit	CPP3302 - Bio Retention Tree Pit https://www.portphillip.vic.gov.au/media/y5cetiab/bio-retention-tree-pit.pdf
Tree Guard and Grate	CPP3411 - Tree Guard And Grate (148 KB) https://www.portphillip.vic.gov.au/media/3bcf0qa4/tree-guard-and-grate.pdf
Tree Pit In Paved Area	CPP3301 - Tree Pit In Paved Area https://www.portphillip.vic.gov.au/media/na0jjyyl/tree-pit-in-paved-area.pdf



Timber-look seating adds natural warmth and texture whilst maintaining durability, creating a comfortable and welcoming streetscape atmosphere



Example of how street furniture supports diverse user while maintaining a cohesive and uncluttered streetscape



Feature seating offers flexible use and encourages social interaction in shaded, well-designed gathering areas



Integrated tree infrastructure supports healthy urban canopy growth



Feature furniture with integrated lighting enhances visibility and safety and contributes to unique character

Furniture

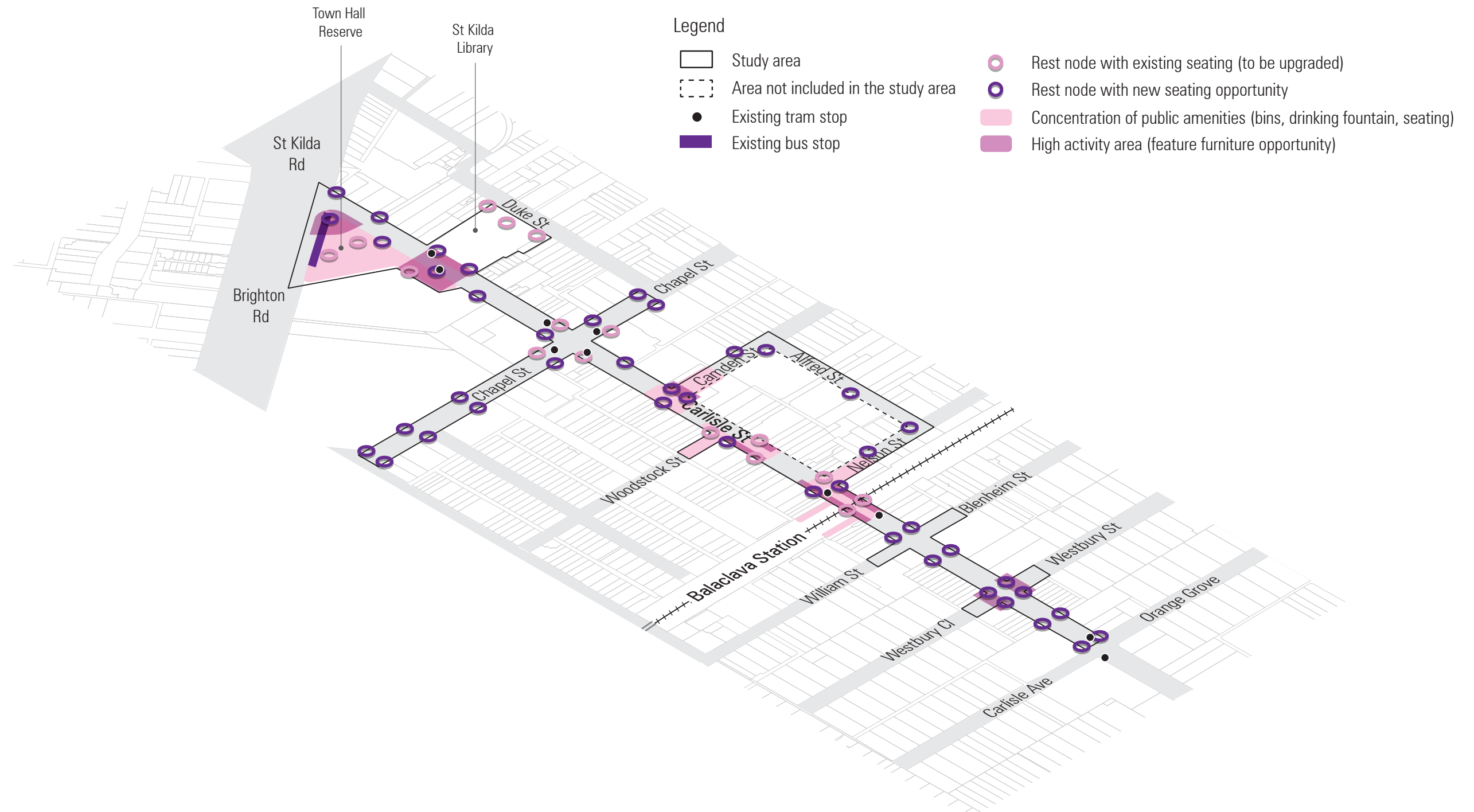


Figure 12 Furniture plan

Disclaimer: The potential removal and quantity of on-street car parking spaces is subject to further investigation.

4.5 Lighting

Objective:

The streetscape plan aims to improve the pedestrian experience at night with feature lighting installations. Light will feature existing landmarks, heritage facades, feature walls, the major intersection at Chapel Street, gateway elements and the underside of the rail bridge.

Design Initiatives:

1. Draw attention to landmarks or emphasise unique architectural features by lighting vertical façades to improve visual appearance of brightness, revealing textures enabling a dynamic environment.
2. Create a 'trail of light' along Carlisle Street comprised of a family of light features connecting key activity zones and defining and unifying the streetscape.
3. Improve lighting at the Balaclava Train Station entrances, including feature lighting such as lighting of façades and use of warm light.
4. Up light the underpass of the rail bridge for improved visibility, safety and visual identity.
5. Provide pedestrian level lighting along Carlisle Street and intersecting streets and laneways.
6. Provide pedestrian level warm lighting within the St Kilda Town Hall Reserve to support navigation, way finding and night time use.
7. Provide safety lighting to the St Kilda Library open space on Duke Street to improve safety and way finding.
8. Utilise warm lighting in gathering spaces.
9. Focus implementation of feature lighting installations within the key activity zones which provide more space for installations, gathering and public amenities.
10. Ensure lighting in flood overlay areas is resilient, with waterproof fittings and elevated mounts.
11. Address biodiversity impacts of lighting at the St Kilda Town Hall by adopting wildlife-sensitive lighting approaches.



Warm feature lighting for comfort, visibility, and street activation



Underpass lighting brings colour and vibrancy to the streetscape



Artistic light projections to activate blank façades, highlight landmarks, and emphasise unique architectural features.



Tree uplighting for enhanced way finding



Feature lighting installation within key activity area

Refer to Night-time Concept Design for Carlisle Street, prepared by Arup Lighting for the City of Port Phillip, November 2024 for further design theme recommendations.

Lighting



Figure 13 Lighting plan

4.6 Greenery & Environmental Resilience

Objective:

The streetscape plan seeks to increase the tree canopy cover along Carlisle Street, side streets and within public spaces, along with an increase in biodiversity and native planting.

Design Initiatives:

1. Increase greening at street corner intersections with Carlisle Street through expanded kerb out stands accommodating in ground canopy trees and planting and/or Water Sensitive Urban Design (WSUD) interventions like rain gardens. Tree planting at intersections must not obstruct sight lines.
2. Incorporate in ground garden beds with understorey planting below 600mm high to enhance character, maintain open sight lines and contribute to urban cooling.
3. Retain and support existing canopy trees including the large mature trees within St Kilda Town Hall Reserve, within and around the carpark along Nelson Street and Alfred Street and established trees along Carlisle Street.
4. Establish a 'green link' along Nelson Street, as identified in the Urban Forest Precinct Plan, through increased tree canopy cover, understorey planting, and WSUD interventions. This will create a cooler and greener environment that supports urban cooling, provides healthy ecosystems and habitat, and offers open spaces for people to seek respite and enjoy a sustainable, vibrant city.
5. Establish a 'primary street' along Westbury Street, as identified in the Urban Forest Precinct Plan with new tree canopy planting, understorey vegetation and WSUD interventions, complemented by open spaces for people to seek respite and support urban cooling.
6. New tree and understorey plant species to be suited to changing climatic conditions including tolerances to drought, heat waves and limited soil and water availability.
7. Address a flood prone streetscape with creative and integrated water management, while supporting Carlisle Street's role as an important public transit and commercial corridor. See also the Waterwise Infrastructure section.



Green corridor created by canopy trees, supporting local biodiversity and urban cooling



Expanded tree canopy and greening on the ground plane to provide shade and cooling in larger activity areas



Retain and enhance healthy mature trees within public spaces and along the streetscape



Tree planting in kerb extension improves streetscape greenery and pedestrian safety

Greenery & Environmental Resilience

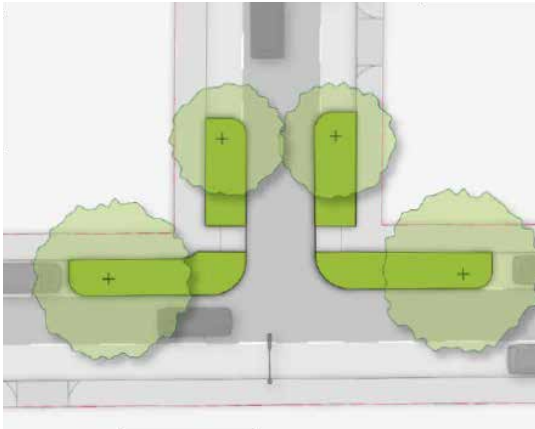
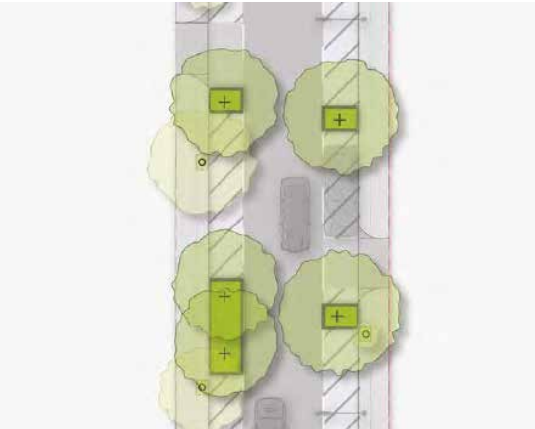
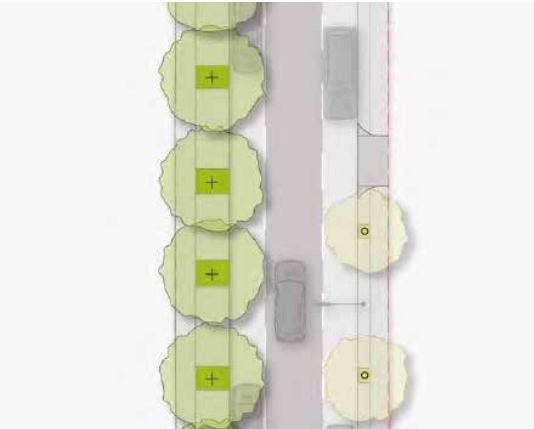
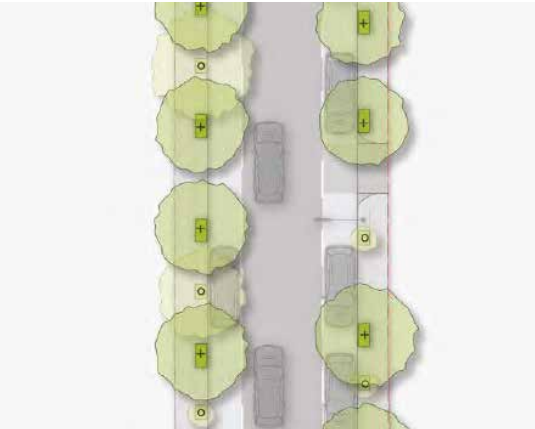


Figure 14 Greenery and environmental resilience plan

Disclaimer: The potential removal and quantity of on-street car parking spaces is subject to further investigation.

Street tree planting interventions

To achieve an increase in street tree canopy cover, planting opportunities can be applied in various ways along Carlisle Street and the associated side streets. The table below outlines the design interventions that may be suitable for each street section within the study area. These recommendations have been informed by the Draft Urban Forest Precinct Plan - Greening Balaclava & St Kilda East.

	CORNER/INTERSECTION BUILD-OUTS	KERB OUT STANDS (WITHIN ROAD)	FOOTPATH WIDENING	TREE CUT OUTS (WITHIN FOOTPATH)
Carlisle Street	X	X		
Carlisle Street - between St Kilda Road and Chapel Street	X			X
Nelson Street	X	X	X	X
William Street	X	X	X	X
Alfred Street	X	X	X	X
Woodstock Street	X	X	X	X
Duke Street (abutting St Kilda Library Reserve)	X	X	X	X
Camden Street	X	X	X	X
Blenheim Street	X	X	X	X
Orange Grove	X	X	X	X
Carlisle Avenue	X			
Westbury Street south	X			
Westbury Street north	X	X		
				
	Figure 15 Plan view of corner / intersection build-out of kerbs	Figure 16 Plan view of kerb out stands (within road)	Figure 17 Plan view of footpath widening	Figure 18 Plan view of tree cut outs (within footpath)

Figures 15-18 from the Draft Urban Forest Precinct Plan - Greening Balaclava & St Kilda East.

Woodstock Street south

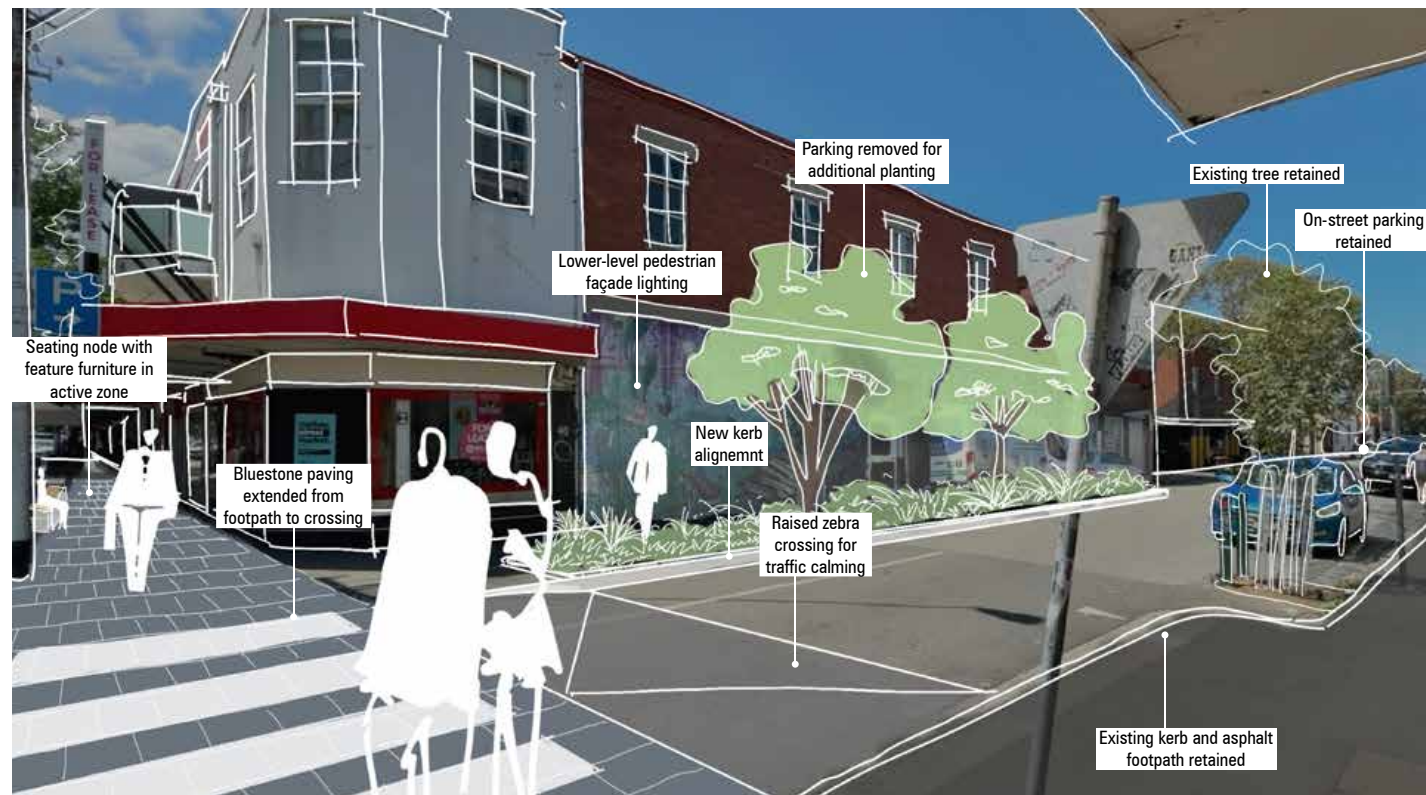


Figure 19 Perspective sketch view of Woodstock Street looking southeast illustrating improvements to the existing pedestrian crossing to slow vehicles upon approach with level change and a change in surface material and texture. Corner build-outs allow for new street tree planting, and footpath widening maintains pedestrian circulation with additional space for footpath activation and garden beds.



Figure 21 Existing conditions

Alfred Street



Figure 20 Perspective sketch view of Alfred Street looking west illustrating how kerb out stands may provide for improved street tree planting and additional garden beds and seating areas. Along the north side of Alfred Street there may be opportunity to widen existing tree cutouts in the footpath for improved tree root health and permeable area; and retrofit bioretention tree pits with kerb outlets for stormwater runoff collection and passive irrigation of street trees.



Figure 22 Existing conditions



4.7 Waterwise infrastructure

Objective:

The streetscape plan aims to increase the capacity of the streetscape environment and public spaces to cope with flood events. WSUD opportunities are identified along the northern side of Carlisle Street and within side streets, along Alfred Street and Nelson Street and within the Town Hall Reserve

Design Initiatives:

1. Establish rain gardens at intersections with Orange Grove, Westbury Street, Blenheim Street, Nelson Street and Camden Street to reduce pressure on the stormwater network by providing additional water storage in flash flood events. Planted rain gardens will also enhance streetscape character and contribute to urban cooling.
2. Incorporate planted in ground rain gardens and/or in ground garden beds at street intersections with Carlisle Street to provide stormwater runoff filtration improving the quality of water that enters the stormwater system and Port Phillip Bay.
3. Incorporate stormwater storage and filtration interventions along Carlisle Street with use of bioretention tree pits. This includes maintaining the existing bioretention tree pits within the civic precinct.
4. Increase the extent of permeable surface area along Carlisle Street within larger public spaces including the St Kilda Library and Town Hall forecourts, the carpark at Nelson Street and Alfred Street and along Camden Street and Nelson Street.
5. Where footpath space permits, expand the permeable area surrounding existing trees in paving cut-outs along Carlisle Street to reduce root compaction and provide tree roots increased access to oxygen and water.



Rain garden within kerb extension filters runoff while providing green space and seating



Incorporate low-level planting to maintain sight lines



Bioretention tree pits to reduce flood risks and improve tree health



Consider permeable paving to improve drainage and reduce surface runoff. Smaller pavers may be used to create a more human scale environment.

Waterwise Infrastructure



Disclaimer: The potential removal and quantity of on-street car parking spaces is subject to further investigation.

The feasibility of implementing new tree planting and Water Sensitive Urban Design (WSUD) elements at the proposed locations may be limited due to existing underground services.

Figure 23 Waterwise infrastructure plan

5 Open Space Design Investigations

5.1 St Kilda Library Reserve

Existing conditions

The patch of open space behind and north of the St Kilda Library along Duke Street comprises an open expanse of lawn area, a range of native trees within garden beds comprising plants of medium height (below 1m). There are a handful of seats in exposed areas but not connected to any paths. There are existing light poles along the northern edge lighting the space, and some undercroft lighting from the library itself. A continuous low concrete ledge runs along the library facing the open space tucked underneath the library canopy. The ledge is wide, slightly slanted and slightly higher than a comfortable seat height which may deter casual use. The ledge, and the area underneath, is prone to rough sleepers. More dense vegetation on the western side blocks sightlines and creates semi-concealed corners. There are also two concrete vehicle accessways that bisect the open space but are required for library access and loading. A narrow asphalt path provides access from Duke Street south into the Library via a ramp.

Challenges

The space has been identified as an underutilised green space. The primary concerns as voiced by the community include limited visibility and access, and dark or semi-secluded corners which warrant unwanted behaviours. The area feels like a back-of-house area with minimal passive surveillance from the associated library and a lack of public amenities to encourage use.

Objective:

To create a more user-friendly public open space with open sight lines, accessible pathways and accessible public amenities.

Design initiatives:

1. Strategically locate new seating areas within easy access from the Duke Street footpath and paths within the open space. Ensure seating areas are visible and seats backs are not exposed (i.e. back onto a planted out garden bed).
2. Retain an area of open lawn space to cater for passive recreation and community gathering.
3. Retain the existing light poles and ensure they are in good working condition. Introduce additional light poles along new permeable gravel path from Duke Street across the site through to the path leading into the library.
4. Consider additional lighting of the north-facing library facade and seating ledge.
5. Widen the path from Duke Street to the library and resurface as concrete to maintain ease of access for all abilities.
6. Encourage use of the library seat ledge with gravel paths; and limit access to the seat ledge on the west side of the library with planted out garden beds in front.
7. Provide evergreen tree and low understory planting along the east and western interfaces screening the abutting fences and walls.
8. Increase the extent of planted garden bed areas with native and indigenous species and additional native tree planting to support an increase in tree canopy cover and biodiversity.



Figure 24 St Kilda Library Reserve conceptual design plan



5.2 Town Hall Reserve

Existing conditions

The St Kilda Town Hall is a grand landmark anchoring the western entrance to Carlisle Street. It is significantly setback from the road, with a wide expanse of lawn area in front and flanked on the north and west by large mature trees, including an enormous feature Fig tree along Brighton Road. A wide path loops around the lawn area which was once a main access to the entrance, but is now bollarded and primarily for pedestrians. Part of this path on the west side has been pulled up and replaced with a vegetated swale.

Challenges

There are limited amenities within the existing Town Hall Reserve open space. There are a few seats which are highly exposed and not associated with paths thus inaccessible for some user groups. There are no direct accessible pedestrian paths from Brighton Road through the reserve to Carlisle Street. Whilst the mature trees are fantastic natural features, the general landscape of manicured lawn bisected by a wide concrete path and exotic garden beds with high plants blocking sight lines is dated and provides little use value. Existing vegetation also conceals part of the view to the Town Hall building which is a key architectural feature and anchors the western end of the Carlisle Street precinct.

Objective:

Revitalise the public open space by improving its function, use, environmental impact and accessibility. Create a statement and iconic gateway feature to draw people into the space and through to Carlisle Street.

Design initiatives:

1. Retain and maintain healthy mature trees for biodiversity, amenity and to buffer noise and visual impacts from Brighton Road. Consider uplifting parts of the canopy of the existing Fig Tree to unlock shade and open sight lines.
2. Create a new accessible path from Brighton Road through to Carlisle Street and connecting to the Town Hall entrance stair. Additional paths to circulate through the open space providing access to seating, rest points and landscape features.
3. Celebrate the existing Town Hall building facade as a feature and gateway that draws people into the space and further along Carlisle Street. Support feature facade lighting and remove vegetation that directly blocks views from the Carlisle Street-Brighton Road intersection.
4. Remove garden bed within the lawn area (that currently blocks views of Town Hall and surrounds) and maintain an open accessible lawn area enabling gathering and recreation. Introduce a small chain of ponds landscape at the northwest corner to attract wildlife, boost amenity and improve the areas capacity to cope with storm events by acting as a detention pond system to store water and protect against flooding.
5. Increase amenity value with ample accessible seating and rest areas along paths and centred around natural landscape features including the ponds and open lawn area supporting family-friendly, worker-oriented and interactive community use.
6. Replace existing understorey garden beds with native and indigenous plant species to support biodiversity, education and reference the pre-colonial landscape.



Figure 25 Town Hall Reserve conceptual design plan



Figure 26 Step stones as part of a chain of ponds parkland



Figure 27 Seating within public park along pathways with tree canopy shade and open lawn area



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6 Next Steps

The Carlisle Street Streetscape Plan will assist the City of Port Phillip, land holders, land managers and developers to identify streetscape and public realm projects to guide the future uplift of Carlisle Street, the St Kilda Town Hall Reserve and St Kilda Library open space to be delivered through Capital Works Programs or other funding streams.

The design principles for Carlisle Street and the elements of street character communicate the ideal outcome for the design, function and use of Carlisle Street. Where the design principles and character objectives are not met, based upon the existing condition of the street and/or public space, projects should be identified for prioritisation.

Street and public realm upgrade priorities should be determined through a range of other relevant factors, including projects that:

- Respond to community consultation feedback and priorities for the Carlisle Street Activity Centre within the City of Port Phillip as defined in Plan Melbourne.
- Improve amenity along streets which have or will experience significant new development and change in land use.
- Respond to the key goals of the Balaclava Walk Masterplan to improve safety, access and connectivity between Balaclava Train Station and the Carlisle Street precinct.
- Support the City of Port Phillip Urban Forest Precinct Plan.
- Support the place objectives outlined the Places for People: Public Space Strategy 2022-2032.
- Demonstrate a successful trial of temporary public space activation and considered for permanent implementation.
- Complement planned major infrastructure or development projects.
- Have in-principle strategic support from Department of Transport and Planning and relevant service authorities.
- Provide new open space to support the amenity and function of existing destinations.
- Address sub-optimal footpath widths, alleviate pedestrian congestion or improve poor quality pavement.
- Address flooding and/or drainage impacts along Carlisle Street.

The type of projects this Streetscape Plan could inform include:

Project Type	Description	Indicative Timeframe
Minor street upgrade	Interim or small upgrades and interventions that build on the design principles and initiatives. May be initiated by private development requiring upgrades to the adjoining public realm, or by public works projects. Public realm projects should be prioritised for design and delivery.	5 years
Major street upgrade	Transformative projects that re-envisage streets and public realm spaces in response to the design principles and initiatives. Larger projects may require further consultation and approval from land managers and service authorities.	10+ years
Operational projects	Smaller projects requiring ongoing funding to support operation of uses within the street or public spaces.	2–3 years