

**11.03-6L-03 St Kilda Road South Precinct**

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Proposed C203port

**Policy application**

This policy applies to the St Kilda Road South Precinct, as shown on the map to this clause. [new, from St Kilda Road South Urban Design and Land Use Framework 2015].

## General [new]

### Objective

To strengthen the St Kilda Road South Precinct's image, liveability and sense of place as it transitions to increased residential uses. [21.06-6KPC8, amended]

### Strategies

Create a diverse series of neighbourhoods with a strong sense of place, community and local identity. [21.06-6V6, amended]

Encourage land uses that create activity nodes and community focal points for local residents and workers. [21.06-6s6.6.37]

Provide additional opportunities for housing growth throughout the Precinct due to its proximity to public transport and activity centres. [21.06-6s6.6.31]

Improve the amenity and function of St Kilda Road as a key pedestrian spine by providing active land use 'edges' at street level throughout commercial and mixed use areas. [21.06-6s6.6.38]. [21.06-6s6.6.41, amended] [blended]

Maintain solar access to key pedestrian streets and green links, including St Kilda Road, Wellington Street, Alma Road and Carlisle Street. [21.06-6s6.6.43]

Ensure the interface between commercial and residential uses is well designed and non-residential uses are managed to protect residential amenity. [21.06-6s6.6.30]

Discourage larger-scale licensed premises, bars and nightclubs that may impact on the amenity of the surrounding area. [21.06-6s6.6.35]. [21.06-6s6.6.35] [blended].

### Policy guidelines

Consider as relevant:

- Designing development to be self-sufficient in on-site car parking and providing on-site parking as follows:
  - Residential development:
    - One car space to each one and two bedroom dwelling. Two car spaces to each three or more bedroom dwelling. [21.06-6s6.6.47dp1, amended]
    - Secure bicycle parking at a rate of one space per dwelling. [21.06-6s6.6.47dp3, amended]
    - Publicly accessible bicycle parking for visitors at a rate of one space per five dwellings. [21.06-6s6.6.47dp3, amended]
  - Office: Three car spaces per 100 square metres.
  - Motor-cycle parking at a minimum rate of one motor-cycle parking space for every 100 car parking spaces to be provided on-site within new development.
  - Residential development of six or more storeys: Off-street loading facilities and allocated spaces for service vehicles. [21.06-6s6.6.47, amended]
- Limiting the hours of operation of licensed premises to 10pm.

## Wellington Street Neighbourhood [21.06-6s6.6.54, amended]

### Objective

To enhance the Wellington Street Neighbourhood as a local and mixed use 'village', and a green link between Chapel Street and Albert Park. [21.06-6V6.2, amended] [21.06-6s6.6.55, amended]. [blended].

### Strategies

Ensure development makes a positive contribution to the creation of a landscaped (green) pedestrian

link along Wellington Street. [21.06-6s6.6.55, amended]

Along the north side of Wellington Street (DDO35): [21.06-6s6.6.56]

- Facilitate a transition from a commercial to a mixed use with increasing residential uses. [21.06-6s6.6.56dp1]
- Facilitate clustering of cafes, convenience retailing and spaces for community use at the western end of Wellington Street and immediately east of Upton Road. [21.06-6s6.6.56dp2, amended]
- Encourage commercial activities and residential frontages that activate the balance of Wellington Street, with upper level residential use. [21.06-6s6.6.56dp4]. [21.06-6s6.6.56dp3, amended]. [blended]
- Limit land uses with the potential for adverse residential amenity impacts. [21.06-6s6.6.56dp5, amended, part repeats general amenity policy].

Along the south side of Wellington Street in a residential zone: [21.06-6s6.6.57, amended]

- Maintain the established residential role, with some additional medium density residential development consistent with the scale, neighbourhood character and heritage of the street.
- Reinforce the established low scale (1-2 storey) and fine grain of the heritage area, generally east of Upton Road.
- Reinforce the established 2-3 storey scale generally west of Upton Road, with well-designed 'infill' development on larger sites consistent with the established neighbourhood character.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback. [21.06-6s6.6.57, amended]

Along the south side of Wellington Street at the western end in the Commercial 1 and Mixed Use zones (DDO35) [21.06-6s6.6.58, amended] facilitate an emerging activity hub by ensuring active, small scale ground level retail uses that contribute to street-life, such as cafes and shops. [21.06-6s6.6.58dp2, amended]. [21.06-6s6.6.58dp1, amended]. [blended]

## St Kilda Road Neighbourhood

### Objective

To reinforce the St Kilda Road Neighbourhood as a niche retail and business area, a growing residential community and a safe and friendly pedestrian environment. [21.06-6s6.6.48]. [21.06-6V6.1, amended] [blended]

### Strategies

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

Along the eastern side of St Kilda Road (DDO34):

- Create a continuous activated edge to the street through a diverse range of ground level retail and complementary commercial uses. [21.06-6s6.6.49dp1, amended]
- Support upper level office [21.06-6s6.6.49dp3] and residential, and residential to the rear of commercial premises. [21.06-6s6.6.49dp2, amended]

Along the western side of St Kilda Road (DDO27 and DDO36): [21.06-6s6.6.51]

- Support residential development at the intersection of and north of Alma Road, and in Barkly Street, and Alma Road. [21.06-6s6.6.51dp1, amended]
- Establish a ground level residential edge within residential side streets, south of Alma Road. [21.06-6s6.6.51dp7, amended]