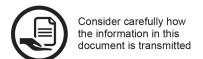


**AGENDA** 

**7 AUGUST 2024** 







### Welcome

Welcome to this Meeting of the Port Phillip City Council.

Council Meetings are an important way to ensure that your democratically elected representatives are working for you in a fair and transparent way. They also allow the public to be involved in the decision-making process of Council.

### About this meeting

There are a few things to know about tonight's meeting. The first page of tonight's Agenda itemises all the different parts to the meeting. Some of the items are administrative and are required by law. In the agenda you will also find a list of all the items to be discussed this evening.

Each report is written by a Council officer outlining the purpose of the report, all relevant information and a recommendation. Council will consider the report and either accept the recommendation or make amendments to it. All decisions of Council are adopted if they receive a majority vote from the Councillors present at the meeting.

## Public Question Time and Submissions

Provision is made at the beginning of the meeting for general question time from members of the public.

All contributions from the public will be heard at the start of the meeting during the agenda item 'Public Questions and Submissions.' Members of the public have the option to either participate in person or join the meeting virtually via Teams to ask their questions live during the meeting.

If you would like to address the Council and /or ask a question on any of the items being discussed, please submit a 'Request to Speak form' by 4pm on the day of the meeting via Council's website:

Request to speak at a Council meeting - City of Port Phillip





## MEETING OF THE PORT PHILLIP CITY COUNCIL

### **To Councillors**

Notice is hereby given that a **Meeting of the Port Phillip City Council** will be held in **St Kilda Town Hall and Virtually via Teams** on **Wednesday, 7 August 2024 at 6:30pm.** At their discretion, Councillors may suspend the meeting for short breaks as required.

### **AGENDA**

1	APOLOGIES			
2	MINU	MINUTES OF PREVIOUS MEETINGS		
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12	VIBR	ANT PORT PHILLIP
	12.1	Footpath Trading Guidelines (2024) - Consultation Outcomes and Adoption
	12.2	Cultural Development and Arts and Activation Funding (CDF, Love My Place and Rupert Bunny Foundation) Recommendations
13	WELL	_ GOVERNED PORT PHILLIP
	13.1	Councillor Expenses Monthly Reporting - June 2024 797
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15	REPO	ORTS BY COUNCILLOR DELEGATES
16	URGI	ENT BUSINESS
17	CONF	FIDENTIAL MATTERS 829
		formation contained in the following Council reports is considered to be Confidential pation in accordance with Section 3 of the Local Government Act 2020.
	17.1	Park Street Bike Link and Road Construction Tender Award
		3(1)(a). Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
		<b>Reason -</b> Contractual negotiations regarding the procurement of services for this project are still being undertaken and finalised, and the public release of the information in the report at this stage may negatively impair the Council's ability to negotiate and implement procurement arrangements effectively
	17.2	Procurement for the Maintenance of Paid Parking Machines
		3(1)(a). Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
		<b>Reason -</b> The report contains contractor price submissions, subjective evaluation summary notes and other information that may jeopardise Council's position in finalising contract negotiations related to this service yet to be finalised.
	17.3	Award of Carpentry & Handyman Services Panel Contract
		3(1)(g(i)). private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade



3(1)(g(ii)). private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

**Reason -** The report outlines a proposed contracting arrangement and comercially sensitive information that if made public would potentially expose parties to unfavourable disadvantage



### 1. APOLOGIES

### 2. MINUTES OF PREVIOUS MEETINGS

### **RECOMMENDATION:**

That the minutes of the Meeting of the Port Phillip City Council held on 17 July 2024 be confirmed.

- 3. DECLARATIONS OF CONFLICTS OF INTEREST
- 4. PUBLIC QUESTION TIME AND SUBMISSIONS
- 5. COUNCILLOR QUESTION TIME
- 6. SEALING SCHEDULE

### 7. PETITIONS AND JOINT LETTERS

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## <u>Item 7.1</u> Petition Response: Submission for Installation of Traffic Calming Devices Adjacent to Gill Reserve

A Petition containing 15 signatures, was received from local residents of Evan Street, Port Melbourne.

### The Petition states the following:-

We, the undersigned, are residents and/or owners of premises adjacent Gill Reserve.

Due to frequent excessive speeding and high traffic volumes on Evans Street giving rise to risks to safety of residents and users of Gill Reserve, we request our Council make arrangements for the installation of traffic calming devices adjacent Gill Reserve on Evans Street.

We note that speed humps have been installed on the western end of Evans Street, and also on the opposite side of North Port Station. We propose speed humps be installed adjacent the North Port Hotel.

In the event our request is to be considered by our Councillors during a meeting of our Council, we request that reasonable notice be given to all the undersigned, in order that we may attend and be heard in respect of this request. Otherwise, we look forward to advice from you as to how Council intends to proceed to satisfy our reasonable request.

### OFFICER COMMENT

### **BACKGROUND**

### **Existing conditions**

Evans Street between Raglan Street and Ingles Street is a two-way local road with an operating speed of 40 km/hr. On the north side of the street (residential side) parking restrictions vary between 2P and a Permit Zone. The south side of the street (the reserve side) is un-restricted.

Where Evans Street intersects with Ingles Street vehicle movements are restricted to exit only out of Evans Street.

### Site observations, traffic volume and speed review

On receipt of the petition, officers conducted a site investigation and commissioned traffic surveys between 21 to 28 June 2024 to better understand the operating traffic volumes and speeds on Evans Street.

The 85th percentile traffic speeds recorded on Evans Street between Raglan Street and Ingles Street was 43.6 km/hr, marginally above the posted speed limit. The 85th percentile speed of vehicles is used as the typical speed based on what 85 per cent of vehicles travel at or below. Officers use the 85th percentile speed to guide decision making.

The average weekday volume along Evans Street recorded was 576 vehicles per day which is within the typical volumes expected for a local street of this nature.



Table 1 Summary of traffic survey data for Evans Street

Traffic survey results	Evans Street between Raglan Street and Ingles Street
Average speed (km/hr)	37.1
85 <sup>th</sup> Percentile speed (km/hr)	43.6
Weekday average traffic volume (veh/day)	576

### **Crash history**

A review of crash history along Evans Street between Raglan Street and Ingles Street has found that there have been no recorded accidents along the street in the last available five-year period.

### Installation of speed humps

While speed humps serve to reduce vehicle speeds, their impact is generally localised to where they are installed. It is often observed that vehicles only reduce speeds temporarily and resume higher speeds once past the hump. Speed humps also create noise when vehicles travel over the hump and when vehicles accelerate departing the hump. This is particularly an issue for residents when vehicles are loud/modified or when utility vehicles carrying goods 'clank'.

The current traffic calming measures installed on Evans Street between Swallow Street and Farrell Street have been in place since 2015, these treatments replaced existing traffic calming devices following a resurface of the entire carriageway. Since the installation of these speed humps residents have raised concerns regarding the noise generated from the speed humps.

To understand the effectiveness of this treatment, traffic surveys were conducted from 21 to 28 June 2024 at a midway location between existing speed humps on Evans Street. The survey found the 85<sup>th</sup> percentile speed of 42.2km/h between the treatments this speed is comparable to the 85<sup>th</sup> percentile speed of 43.6 km/h observed midblock on Evans Street between Raglan and Ingles Street.

A high-level cost estimate from Council's project delivery area was obtained to understand the cost of speed humps in line with the petition:

- Installation of a speed hump adjacent the North Port Hotel.
- Installation of traffic calming devices adjacent to Gills Reserve in the form of two speed humps mid-block on Evans Street between Raglan Street and Ingles Street

The estimate indicates a cost of \$120,000 excluding GST (\$40,000 each) for the installation of three speed humps on Evans Street. This cost does not include surveying and service relocation costs.



### **Treatment options**

Officers have assessed the petition request to install speed humps on Evans Street between Raglan Street and Ingles Street. Noting the recorded 85th percentile speed of 43.6 km/h is only marginally above the posted speed limit, the absence of reported crashes, identified deficiencies and ongoing impacts of speed humps; Officers do not recommend the prioritisation of traffic calming in the form of speed humps to mitigate the observed speeding concerns.

To address the observed issues, officers propose the following targeted initiatives:

- Installation of an additional 40km/h speed sign on entry to Evans Street on North Port Hotel side and on the reserve side of the road, to ensure signs are visible to motorists.
- Install midblock repeater 40km/h speed limit signs on Evans Street between Raglan Street and Ingles Street.
- Conduct traffic volume and speed surveys 12 months after the proposed treatment is installed to identify if further treatment is required.

The implementation of new and repeater speed signage is anticipated to have a moderate impact on reducing the 85<sup>th</sup> percentile speeds in this section of Evans Street.

### Consultation

Officers have notified the head petitioner of the date that this response is to be tabled at Council.

Officers will advise of the outcome of Council's resolution to the head petition.

### OFFICER RECOMMENDATION

That Council:

- 1. Thanks the petitioners for raising their concerns.
- 2. Acknowledges there is community desire for safer speeds on Evans Street between Raglan Street and Ingles Street.
- 3. Requests officers to install additional 40km/h speed limit signs to improve compliance with the posted speed limit.
- 4. Requests officers to undertake additional traffic surveys 12 months after the installation of additional speed limit signs.
- 5. Advises the head petitioner of Council's resolution.

#### ATTACHMENTS Nil



### Item 7.2 CoPP Dogs Network Petition - Dog off-leash open space

A Petition containing 2,469 signatures, was received from local residents.

### The Petition states the following:-

The petition of the following named citizens draws the attention of the Council to dog owners' needs to fair and regular access to off-leash green spaces, the beaches and shared-use sports fields.

The overwhelming community response to City of Port Phillip's Draft Dog Off Leash Guidelines (May 2024 Stage 3 Engagement Summary Report) highlights the draft guidelines have failed to meet their objectives. The proposed guidelines are unfair to dog owners and fail to recognise the value of dogs in our community as companions and their contribution to the mental and physical wellbeing

The City of Port Phillip (CoPP) has the highest density of dogs per square kilometre of any Melbourne council, with almost 9,000 registered dogs. This number will grow considerably over the next few years.

The following Petitioners hereby request:

- No loss of current dog off-leash spaces or their present duration of usage.
- Provision of additional dog off-leash spaces commensurate to the current and future dog population.

### OFFICER RECOMMENDATION

That Council:

- 1. Receives and notes the petition.
- 2. Thanks the petitioners for their petition.
- 3. Notes that the response for this petition will be captured in the Dog Off Leash Guidelines Report to be considered by Council at the 21 August Council Meeting.

### ATTACHMENTS Nil





## 8. PRESENTATION OF CEO REPORT

Nil

### 9. INCLUSIVE PORT PHILLIP

9.1	LGBTIQA+ Advisory Committee Annual Report 2023-2024 12
9.2	Community Grants Program 2024-25 Recommendations 3



9.1 LGBTIQA+ ADVISORY COMMITTEE ANNUAL REPORT 2023-

2024

EXECUTIVE MEMBER: TARNYA MCKENZIE, INTERIM GENERAL MANAGER,

**COMMUNITY WELLBEING AND INCLUSION** 

PREPARED BY: THOMAS SUTHERLAND, DIVERSITY, EQUITY AND INCLUSION

**ADVISOR** 

TENEILLE SUMMERS, COORDINATOR DIVERSITY, EQUITY AND

**INCLUSION** 

### 1. PURPOSE

1.1 To present the City of Port Phillip LGBTIQA+ Advisory Committee Annual Report for 2023-2024.

### 2. EXECUTIVE SUMMARY

- 2.1 The purpose of the LGBTIQA+ Advisory Committee is to provide advice and feedback to Council on matters that affect LGBTIQA+ residents, businesses and community members who live, work and visit the City.
- 2.2 Council endorsed the establishment of an LGBTIQA+ Advisory Committee in April 2021, with inaugural Committee members appointed in December 2021. The selection criteria required nominees to work, study or reside in the City of Port Phillip. As far as practicable, the composition of community members was sought to reflect the diversity within the LGBTIQA+ community in Port Phillip.
- 2.3 The 2023-2024 Annual Report (attachment 1) represents the second full financial year of activities of the LGBTIQA+ Advisory Committee, highlighting the breadth and depth of their work and achievements.
- 2.4 The Annual Report has been developed by Council Officers in consultation with the LGBTIQA+ Advisory Committee, with the Committee's endorsement. This includes a joint message from the Chair and previous Chair.

### 3. RECOMMENDATION

That Council:

3.1 Notes the City of Port Phillip LGBTIQA+ Advisory Committee 2023-2024 Annual Report.

### 4. KEY POINTS/ISSUES

- 4.1 Council has a proud history of supporting and championing the contribution of LGBTIQA+ communities to the social, economic and cultural life of the City.
- 4.2 The City of Port Phillip is home to one of the highest rates of same-sex couples in Victoria, with the 2021 Census indicating that 5.1 per cent of couples residing in Port Phillip are same-sex.
- 4.3 It is estimated that Port Phillip has one of the largest LGBTIQA+ communities in Victoria, including supporters and allies, who help progress equality and fairness for all. Precise data relating to the presence of the LGBTIQA+ community is limited by the



- information collected through the national Census of Population and Housing undertaken every five years.
- 4.4 The LGBTIQA+ Advisory Committee provides a valuable pathway for engagement with LGBTIQA+ communities in Port Phillip, allowing for effective community consultation, communication and advocacy. Their representation in Council's planning, policies and strategies is part of the City of Port Phillip's inclusive practice and aligned to Council's Community Engagement Policy 2021.
- 4.5 The LGBTIQA+ Advisory Committee worked with Council to develop Port Phillip's first LGBTIQA+ Action Plan, which was endorsed by Council on 19 July 2023. The LGBTIQA+ Action Plan's purpose is to set out the needs and aspirations for LGBTIQA+ people in our municipality, established desired outcomes, and guide Council in its role of embedding LGBTIQA+ inclusion across Council activities to achieve these outcomes. The Committee continues to assist in the Action Plan's implementation.
- 4.6 In 2023-2024, Councillor Robbie Nyaguy and Councillor Peter Martin were the Councillor representatives on the LGBTIQA+ Advisory Committee.
- 4.7 In 2023-2024, the LGBTIQA+ Advisory Committee provided an LGBTIQA+ and intersectional lens on matters relating specifically to Council engagement and consultation.
- 4.8 Key highlights of the LGBTIQA+ Advisory Committee's achievements in 2023-2024 include:
  - 4.8.1 Working with Council to achieve endorsement of Port Phillip's first LGBTIQA+ Action Plan on 19 July 2023. This has the vision of an inclusive City where diverse LGBTIQA+ communities are safe, connected and celebrated.
  - 4.8.2 Providing advice to Council on the 21 June 2023 Notice of Motion, regarding the safe delivery of LGBTIQA+ programs, community events and recognition.
  - 4.8.3 Providing feedback and advice on a range of Council engagement topics, such as the draft Spatial Economic and Employment Framework, shaping the future of South Melbourne Market and Council's response to the Federal Government's Aged Care reforms.
  - 4.8.4 Giving advice on the planning of key mainstream festivals and events such as St Kilda Festival and St Kilda Film Festival, to ensure these events are safe, welcoming and inclusive.

### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 The LGBTIQA+ Advisory Committee comprises up to eleven community members who identify as LGBTIQA+ and work, study or reside in the City of Port Phillip. As far as practicable, membership aims to reflect the diversity within the LGBTIQA+ community with a variety of representatives from different organisations.
- 5.2 Attachment 1, 2023-2024 Annual Report outlines in more detail the contribution and advice provided to Council by the LGBTIQA+ Advisory Committee on issues impacting LGBTIQA+ communities in the City of Port Phillip.
- 5.3 In 2023-2024, the LGBTIQA+ Advisory Committee provided specific input into Council policies and plans including the following:
  - 5.3.1 LGBTIQA+ Action Plan



- 5.3.2 Draft Spatial Economic and Employment Framework (SEEF)
- 5.3.3 Shaping the future of South Melbourne Market
- 5.3.4 Supporting Positive Ageing in Port Phillip Aged Care Reforms
- 5.3.5 South Melbourne Structure Plan
- 5.3.6 Draft Council Plan and Budget (Year 4)

### 6. LEGAL AND RISK IMPLICATIONS

6.1 There are no known legal or risk implications.

### 7. FINANCIAL IMPACT

7.1 Council's operational budget makes provision to support the running of the LGBTIQA+ Advisory Committee, including administration, light refreshments and events production.

### 8. ENVIRONMENTAL IMPACT

8.1 LGBTIQA+ Advisory Committee meeting documentation is produced, circulated and presented digitally.

### 9. COMMUNITY IMPACT

- 9.1 The LGBTIQA+ Advisory Committee provides a direct civic engagement opportunity for our LGBTIQA+ community. It provides Council and its officers with relevant community views, knowledge and advice, and builds on its local strengths to keep people informed and connected.
- 9.2 It addresses Council's *Well-Governed* Strategic Direction. Through the Committee, Council recognises and encourages community leadership, and seeks to maximise community feedback in its decision-making process. It improves public confidence through demonstrating active community participation in the decision-making process.
- 9.3 It provides community engagement outcomes on issues impacting Council and LGBTIQA+ communities.
- 9.4 The Annual Report demonstrates community engagement with issues faced by our LGBTIQA+ communities around safe and inclusive events, discrimination and human rights.

### 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 The work of the LGBTIQA+ Advisory Committee delivers on the Council Vision: *Proudly Port Phillip: A liveable and vibrant City that enhances the wellbeing of our community.*
- 10.2 The Committee aligns primarily with the Council Direction of Inclusive: A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.

### 11. IMPLEMENTATION STRATEGY

### 11.1 TIMELINE

11.1.1 The outcome of this report will be presented in the August 2024 meeting of the LGBTIQA+ Advisory Committee and recorded in the minutes.

### 11.2 COMMUNICATION

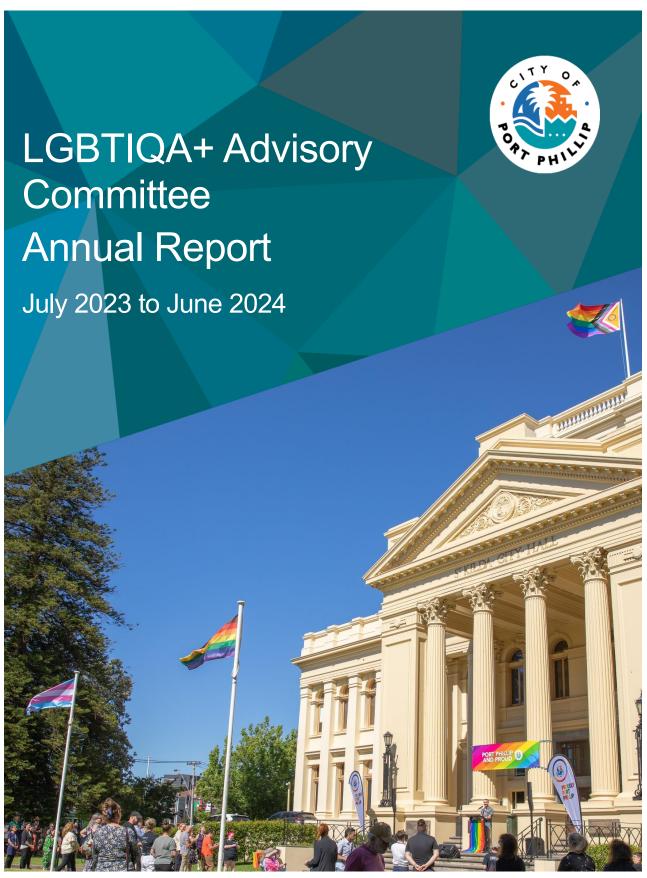


11.2.1 The outcome of this Council report will be communicated to the Committee and the 2023-2024 Annual Report will be published on the Council website.

### 12. OFFICER MATERIAL OR GENERAL INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS 1. LGBTIQA+ Advisory Committee Annual Report 2023-2024



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Figure 1: The City of Port Phillip's annual Pride Flag Raising Ceremony in 2023.



### City of Port Phillip

99a Carlisle Street St Kilda VIC 3182

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Email: portphillip.vic.gov.au/contact-us Website: portphillip.vic.gov.au



### **Interpreter Services**

- 廣東話 (Cantonese) 03 9679 9810
- 普通话 (Mandarin) 03 9679 9858
- Ελληνικά (Greek) 03 9679 9811
- Polski (Polish) 03 9679 9812
- Русский (Russian) 03 9679 9813

For all other languages phone 03 9679 9814



### **National Relay Service**

If you are deaf or have a hearing or speech impairment, you can phone us through the National Relay Service (NRS):

TTY users, dial 133677, ask for 03 9209 6777.

Voice Relay users, phone 1300 555 727, then ask for 03 9209 6777.

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## **Acknowledgement of Country**

The City of Port Phillip LGBTIQA+ Advisory Committee respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respect to their Elders, past and present. We acknowledge and uphold their continuing relationship to this land.

# About the LGBTIQA+ Advisory Committee

The LGBTIQA+ Advisory Committee was appointed by the City of Port Phillip in 2021 as part of its ongoing commitment to its Lesbian, Gay, Bisexual, Transgender, Intersex, Queer and Asexual (LGBTIQA+) communities. The Committee provides advice and feedback to Council on matters that affect LGBTIQA+ residents, businesses and community members who live, work and visit the City. It steered the development of Council's first LGBTIQA+ Action Plan and continues to assist in its implementation.

The Committee's objectives include providing advice to Council:

- On policies, plans and services that impact LGBTIQA+ communities.
- On matters affecting the needs, interests and wellbeing of LGBTIQA+ communities, including advocacy to other levels of government.
- On matters that affect LGBTIQA+ residents, businesses, creative organisations and community groups who live, work and visit the City.
- In relation to effective communication, engagement and consultation with LGBTIQA+ communities.
- On any other matters referred to the Committee by Council.

# Joint Message from the Chair and Previous Chair

We are thrilled to provide this message, on behalf of the LGBTIQA+ Advisory Committee, in support of the 2023-24 LGBTIQA+ Advisory Committee Annual Report.

In April 2021, the City of Port Phillip endorsed the establishment of the LGBTIQA+ Advisory Committee, and in December 2021, representatives from the City of Port Phillip's lesbian, gay, bisexual, trans and gender diverse, intersex, queer and asexual communities were appointed to the committee.

With a diverse, passionate group around the table, we hit the ground running.

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#### The LGBTIQA+ Action Plan

The first, and most important task, was to guide the development and implementation of the City of Port Phillip's LGBTIQA+ Action Plan. Consultation for the Action Plan was extensive, and representations from organisations, businesses, other Advisory Committees, and community were obtained to inform its development and creation.

The Action Plan built on the City's rich history of supporting and championing all members of its proud and vibrant communities. Back in May 1996, the City hosted a forum for the queer community. From this Forum, the Council adopted its 1996 Statement of Commitment to promote "a fair, just, tolerant and inclusive community". This Statement came from a long-standing awareness by the City of the importance of its queer and rainbow communities and their contribution to the economic, cultural and social development in the local area.

The responsibility for this legacy, set 27 years ago, has been allocated to and embraced by the LGBTIQA+ Advisory Committee.

The Action Plan is focused on creating positive and lasting change for the City. It represents a critical opportunity for the Council to foster and stand by its commitment to ensuring that LGBTIQA+ communities are safe in Port Phillip. This goal has become even more important in recent times where it is necessary to uphold freedom of expression and identity by ensuring protection from violence and threats to personal safety.

The Action Plan is focused on ensuring that the City's LGBTIQA+ communities are seen, counted, understood, and celebrated, supporting them to live, work and thrive in Port Phillip.

#### Other achievements

The LGBTIQA+ Advisory Committee has utilised a variety of opportunities to ensure that the City's diverse identities and experiences are connected, and to champion a local community in which diversity, intersectionality, and inclusion are celebrated.

The LGBTIQA+ Advisory Committee is proud to have made significant submissions on:

- the draft Accessibility Action Plan (2023-2025)
- co-signing a letter to the Council with the Multicultural Advisory Committee to support the "Yes" vote for the 2023 Australian *Indigenous Voice referendum*
- the draft Positive Ageing Policy (2023-2027).

The LGBTIQA+ Advisory Committee is proud to have engaged in the following significant work:

- working with the City to develop a Pride Program and protocols for Pride Flag raising ceremonies
- conducting a Councillor workshop on 12 October 2022
- providing advice in 2023 and 2024 on the Council's Notice of Motion tabled on 21 June 2023
- making budget submissions for 2022, 2023 and 2024.

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#### With thanks

The LGBTIQA+ Advisory Committee acknowledges the support, dedication and leadership provided by the City of Port Phillip's Community Building and Inclusion department. Their ongoing support and dedication have been pivotal to the committee's success. We also thank the Council's Employee Pride Network for their ongoing support and congratulate them on their work.

We also take this opportunity to acknowledge the support from other Advisory Committees, in particular, the Older Persons Advisory Committee and the Multicultural Advisory Committee. The support of other committees was vital as part of the advocacy for the establishment of the LGBTIQA+ Advisory Committee. Further, these connections have enabled us to work collaboratively with our local communities to embed principles of intersectionality and diversity.

We also take a moment to acknowledge that throughout this journey, we have been appointed as representatives for our communities. We acknowledge that we do not speak in the place of all members of our queer communities, which are many and varied. Instead, our goal has been to work constructively, cooperatively and respectfully to achieve social change in the City.

We look forward to the year ahead – to continue working towards an inclusive City of Port Phillip where diverse LGBTIQA+ communities are safe, connected and celebrated.

Ange Barry (she/her)
Chair, 2024—

Liam McAuliffe (he/him)
Chair, 2021–2024

## **Our LGBTIQA+ Community**

City of Port Phillip has a proud history of supporting and championing the contribution of LGBTIQA+ communities to the social, economic and cultural life of the City. It has been the home of the annual Midsumma Pride March down Fitzroy Street, St Kilda, since it began in 1996. In the same year, Council made a Statement of Commitment to its LGBTIQ community (the statement currently misses the "A+" in the acronym), to support and recognise its significant LGBTIQ population and their contribution to cultural, economic and social development in the municipality.

In 2021, the Victorian Pride Centre opened in St Kilda, as Australia's first purpose-built LGBTIQA+ centre. The Pride Centre serves as a hub for LGBTIQA+ groups and organisations to share ideas and resources and to further their work in supporting diversity, equity and inclusion across Victoria.

City of Port Phillip is home to one of the highest rates of same-sex couples in Victoria, with the 2021 Census indicating that 5.1 per cent of couples residing in Port Phillip are same sex. The City has one of the largest LGBTIQA+ communities in Victoria, including supporters and allies, who help progress equality and fairness for all. Precise data relating to the presence of LGBTIQA+ communities in Port Phillip is limited by the information collected through the national Census of

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Population and Housing undertaken every five years. It is hoped that enhanced information will become available through the 2026 Census.

Despite the progress that has been made for LGBTIQA+ inclusion in recent decades, LGBTIQA+ communities continue to face discrimination and marginalisation. These issues contribute to LGBTIQA+ people experiencing disproportionately poorer health and wellbeing experiences and outcomes than others in the community. This includes higher rates of mental health concerns, suicide and drug use, as well as poorer life satisfaction and general health than the general population (Victorian Local Government Association, 2020).



Figure 2: The Victorian Pride Centre in St Kilda in 2023, on the day of the annual Midsumma Pride March down Fitzroy Street.

## **Policy Context**

### **LGBTIQA+ Action Plan**

The City of Port Phillip's LGBTIQA+ Action Plan 2023-26, steered by Council's LGBTIQA+ Advisory Committee, was endorsed on 19 July 2023. It identifies opportunities for Council to

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recognise the needs and aspirations for LGBTIQA+ people in the municipality and guides Council decisions about its role in embedding LGBTIQA+ inclusion.

It is Council's first LGBTIQA+ Action Plan and focuses on responding to the specific needs, diversity and vulnerabilities of LGBTIQA+ people. The Plan contains 39 actions for Council to implement that focus on its five key roles as a service provider, ally, leader, consumer and workplace. The LGBTIQA+ Advisory Committee played a key role in the Action Plan's development and continues to assist in its implementation.

Relevant policy and legislation relating to LGBTIQA+ discrimination and inclusion and the Committee's work in pursuing best practice are described in table 1.

**Table 1:** Relevant Policy and Legislation to LGBTIQA+ Discrimination, Inclusion and the Committee's work

State	Charter of Human Rights and Responsibilities Act 2006, which sets out
	the basic rights, freedoms and responsibilities of all people in Victoria.
	<ul> <li>Disability Discrimination Act 1992, which makes it unlawful to</li> </ul>
	discriminate against a person because of their disability.
	<ul> <li>Equal Opportunity Act 2010, which aims to make public life free from</li> </ul>
	discrimination, sexual harassment and victimisation.
	Gender Equality Act 2020, which places obligations on public sector
	entities to plan, measure and track progress to improve gender equality.
	<ul> <li>Local Government Act 2020, which outlines the role and responsibilities</li> </ul>
	of local governments in Victoria.
	<ul> <li>Pride in our future: Victoria's LGBTIQA+ strategy 2022-32, Victoria's first</li> </ul>
	whole-of-government LGBTIQA+ strategy that provides the vision and
	plan to drive equality and inclusion for Victoria's diverse LGBTIQA+
	communities within all aspects of government work over the next decade.
	Rainbow Ready roadmap for local government – A guide for local
	governments to become more LGBTIQA+ inclusive and deliver on their
	commitment to drive LGBTIQA+ inclusion through Victoria's whole-of-
	government LGBTIQA+ strategy.
City of Port	Accessibility Action Plan
Phillip	Gender Equality Action Plan
	Integrated Council Plan 2021-2031
	LGBTIQA+ Action Plan
	Positive Ageing Policy
	Reconciliation Action Plan
	Welcoming Cities commitment

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# LGBTIQA+ Advisory Committee Membership 2023-24

The Committee membership aims to reflect the diversity of the LGBTIQA+ community in Port Phillip. When recruitment occurred in 2021, the selection criteria required nominees to work, study or reside in the City of Port Phillip. As far as practicable, the composition of community members was sought to reflect the diversity within the LGBTIQA+ community itself.

Members were selected on the basis of their:

- · Identification as LGBTIQA+
- Capacity to consult with the LGBTIQA+ community and represents a wide range of views
- · Understanding of the needs of the LGBTIQA+ community
- Capacity to analyse information and provide advice on issues affecting the LGBTIQA+ community

Following this selection process, Council appointed persons to the LGBTIQA+ Advisory Committee. Table 2 below illustrates those who sat on the LGBTIQA+ Advisory Committee in 2023-24.

The Terms of Reference allow for up to two Councillor representatives to sit on the committee. In March 2023, Councillor Nyaguy and Councillor Martin were appointed as Councillor representatives on the LGBTIQA+ Advisory Committee.

The Terms of Reference also provide for a Chair and Deputy Chair to be appointed from among its members. Liam McAuliffe served as the inaugural Chair for two terms until March 2024, with Ange Barry being elected as the next Chair. Shaun Williams served as the inaugural Deputy Chair until retiring in December 2023, with Felicity McIntosh being elected Deputy Chair from May 2024.

**Table 2:** Community members, officer bearers and Council representatives on the LGBTIQA+ Advisory Committee in 2023-24.

Member	Position
Justine Dalla Riva	Committee member from December 2021
James Seow	Committee member from December 2021
Liam McAuliffe	Committee member from December 2021
Dianne Toulson	Committee member from December 2021
Katie Lockett	Committee member from May 2023 until retirement in July 2023
David Demmer	Committee member from December 2021 until retirement in March 2024

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Ange Barry	Committee member from December 2021
Felicity McIntosh	Committee member from December 2021
Office Bearers	Position
Liam McAuliffe	Inaugural Chair until March 2024
Shaun Williams	Inaugural Deputy Chair until retirement in December 2023
Ange Barry	Chair from March 2024
Felicity McIntosh	Deputy Chair from May 2024
Council Representative	Ward
Cr Peter Martin	Gateway Ward
Cr Robbie Nyaguy	Lake Ward

### **Acknowledging Former Members and Office Bearers**

Council and the LGBTIQA+ Advisory Committee thank the following retiring members for bringing their commitment, knowledge and experience to the committee. Their activism and passion for supporting the LGBTIQA+ community was invaluable.

- Katie Lockett
- David Demmer
- Rebeckah Loveday
- Coco Dwyer
- Shaun Williams, former Deputy Chair
- Katherine Copsey, former City of Port Phillip Councillor and representative on the Committee.

Additionally, Council and the LGBTIQA+ Advisory Committee thank Liam McAuliffe for taking on the Chair role since the committee's first meeting in February 2022 until March 2024. His leadership, professionalism and advocacy have been much appreciated over his tenure.

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Figure 3: LGBTIQA+ Advisory Committee members at a Councillor workshop in October 2022. From left to right: Ange Barry, Felicity McIntosh, David Demmer, Rebeckah Loveday, Liam McAuliffe, Shaun Williams and James Seow.

# Consultation on Council Engagement Topics

Council recognises the value of community committees as noted in the Council Plan: "We will partner with our Older Persons Advisory Committee, Youth Advisory Committee, Multicultural Advisory Committee, Multifaith Network, LGBTIQA+ Advisory Committee and establish other committees, where relevant, to ensure the diversity of our community's experience is represented in decision-making."

From July 2023 to June 2024, the Committee provided input into the following engagement topics:

- Draft Spatial Economic and Employment Framework (SEEF)
- Shaping the Future of South Melbourne Market
- Supporting Positive Ageing in Port Phillip Aged Care Reforms
  - This particular engagement contributed towards action 1.8 from the LGBTIQA+
     Action Plan enable the voice of LGBTIQA+ communities in engagement on

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planning and reviews of Council services, including through the LGBTIQA+ Advisory Committee.

- South Melbourne Structure Plan
- Draft Council Plan and Budget (Year 4)

The below table illustrates high-level themes and issues raised by the committee in response to various engagement topics.

**Table 3:** General themes and issues raised by the committee in response to engagement topics.

Draft Spatial Economic	The framework needing to give more attention to Fitzroy
and Employment	Street and its revitalisation.
Framework (SEEF)	
Shaping the Future of	Ensuring safe and accessible infrastructure, including the
South Melbourne Market	provision of all gender bathrooms and self-contained toilets.
	The need for traders to implement inclusive business
	practices, e.g. ensuring respectful behaviours in their code of conduct and providing appropriate training for staff.
	<ul> <li>Additional recommended improvements for infrastructure included bike racks, quiet spaces and more outdoor eating areas.</li> </ul>
Supporting Positive	The need to educate and support older people in the
Ageing in Port Phillip -	transition as well as their support networks.
Aged Care Reforms	<ul> <li>The need for Council to advocate for its current clients in ensuring that it would be a smooth transition process.</li> <li>Advising Council to advocate for quality assurance reporting that includes LGBTIQA+ people, as currently this reporting relies on Census data. LGBTIQA+ people are not currently captured in Census data, thus alternative ways to capture the experience of LGBTIQA+ service users should be sought.</li> <li>Formal accreditation of services with diversity and inclusion considerations can be great, but not necessarily a perfect solution to inclusive services. Having appropriate policies such as a gender affirmation policy or gender and diversity plan can contribute to new providers being inclusive without necessarily being accredited.</li> </ul>
South Melbourne	Considering how Council's LGBTIQA+ Action Plan can be
Structure Plan	incorporated into the Structure Plan.

## Advocacy

The Committee has advocated on other topics or items relevant to Council, illustrated in table 4.

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Table 4: Topics or issues that the LGBTIQA+ Advisory Committee has advocated on.

## Notice of Motion regarding the safe delivery of LGBTIQA+ Programs, Events and Recognition

On 21 June 2023, Council moved a Notice of Motion to reaffirm its commitment to the inclusion of LGBTIQA+ people in the community and to condemn far right terrorism and hate speech perpetuated against the LGBTIQA+ community as well as their allies and supporters. It required Council to continue to work with the LGBTIQA+ Advisory Committee, Victorian Pride Centre, Municipal Association of Victoria, Victoria Police and other key bodies on the safe delivery of LGBTIQA+ programs, community events and recognition moving forward.

This Notice of Motion was tabled in LGBTIQA+ Advisory Committee meetings in its August, September and November 2023 meetings, as well as its May 2024 meeting. The Committee provided a range of advice on the topic, including:

- Understanding the impacts of postponed or cancelled events on the community and performers.
- Strategies to use in effectively planning, organising and running an event that may come with backlash, protestors/disruptors or hate speech.
- Having a thorough risk assessment to minimise the chance of events being cancelled.
- Working and developing closer relationships with Victoria Police, Rainbow Community Angels, other local governments and Municipal Association Victoria.
- Talking to the right level of leadership when consulting with organisations, as decisions
  made by those more senior in organisations may overrule the advice of those who are
  consulted with.

This advocacy has contributed to action **3.1** from the LGBTIQA+ Action Plan:

 Support Council's LGBTIQA+ Advisory Committee to identify and respond to issues and opportunities related to LGBTIQA+ inclusion and collaborate with other advisory committees to support intersectionality.

### Engagement on Event Planning – Action from LGBTIQA+ Action Plan

Action 1.2 from the LGBTIQA+ Action Plan stipulates:

 Engage the LGBTIQA+ Advisory Committee in the planning of key mainstream festivals and events, to ensure such events are safe, welcoming and inclusive, including through promotion and programming.

In the September 2023 meeting, Council's Events team met with the Committee to discuss the planning of St Kilda Festival and St Kilda Film Festival for 2024. Discussion points raised by the committee included:

- Potentially collaborating with Minus18 around the programming of events for youth at St Kilda Festival, noting that the festival comes at the end of Midsumma so there may be reduced capacity for involvement.
- Opportunities for outdoor programming at the Pride Centre for St Kilda Film Festival, noting that weather is an issue as the festival takes place during winter.
- Having representation from people of colour, LGBTIQA+ and First Nations communities in the Film Festival, noting the importance of highlighting different lived experiences and diverse backgrounds.

In the June 2024 meeting, Council's Events team met with the Committee again to discuss the planning of St Kilda Festival for 2025. Discussion points raised by the committee included:

- How the event can be safe with the provision of alcohol.
- How LGBTIQA+ communities be safe at the event and protected from vilification.

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City of Port Phillip LGBTIQA+ Advisory Committee

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2023-24 Annual Report

- How LGBTIQA+ artists and queer artists of colour can be highlighted and promoted in the festival's line-up, as opposed to 'othering' them.
- What the guiding documents and policies are used to ensure inclusive and effective programming for the event.

#### Voice to Parliament referendum

The LGBTIQA+ Advisory Committee co-signed a letter to the Council with the Multicultural Advisory Committee to support the Yes vote.

## Other Committee Activities

Table 5: Other activities that LGBTIQA+ Advisory Committee members have been part of.

### **Joint Advisory Committee Meeting**

Liam McAuliffe and Ange Barry attended the second Joint Advisory Committee meeting on 10 August 2023. Representatives of the Multifaith Network, the Multicultural, Older Persons, Youth and LGBTIQA+ Advisory Committees met to discuss topics such as Welcoming Cities, relevant action plans and policies and opportunities for alignment and advocacy.

### **Advisory Committee End of Year Celebration**

The end of year celebration for all advisory committees on 29 November 2023 acknowledged the dedicated service of members and celebrated their collective achievements. Liam McAuliffe and James Seow attended the event which provided an opportunity to network with other advisory committee members and volunteers.

### **Pride Flag Raising Ceremony**

On 30 January 2024, Council hosted its annual Pride Flag Raising Ceremony ahead of the Midsumma Pride March that takes place on Fitzroy Street in St Kilda. Ange Barry, Felicity McIntosh and Justine Dalla Riva attended the ceremony where the flags were raised, LGBTIQA+communities were celebrated and the important work still needed to combat discrimination was discussed.

### **International Women's Day**

On 8 March 2024, Justine Dalla Riva attended Council's event for International Women's Day. This was a morning tea to launch the 'HerStory' map commemorating women in the City of Port Phillip. The map displays places in the City where women are recognised and honoured in street names, parks and gardens, buildings and on monuments and other public artworks.

### Meeting with City of Monash Officers

In the Committee's February 2024 meeting, officers from the City of Monash presented an overview of their LGBTIQA+ work. This was an opportunity to learn what another local government is doing in this space and share ideas and resources. City of Monash's own LGBTIQA+ Advisory Committee, LGBTIQA+ Action Plan and associated programs, events and activities were discussed.

## Acknowledgement

This report was prepared by the LGBTIQA+ Advisory Committee, who endorsed the report on 5 July 2024.



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9.2 COMMUNITY GRANTS PROGRAM 2024-25

RECOMMENDATIONS

EXECUTIVE MEMBER: TARNYA MCKENZIE, INTERIM GENERAL MANAGER,

**COMMUNITY WELLBEING AND INCLUSION** 

PREPARED BY: GAVIN MURPHY, COORDINATOR GRANTS AND COMMUNITY

**BUILDING** 

### 1. PURPOSE

1.1 To seek Council endorsement of funding recommendations made by the Community Grants Assessment Panel for applications to the Community Grants Program 2024-25.

### 2. EXECUTIVE SUMMARY

- 2.1 The Community Grants Program works with not-for-profit groups and organisations to meet identified community needs, support local networks, promote and encourage participation in community life, facilitate innovation and promote access, inclusion and acceptance of diversity.
- 2.2 Council elections are scheduled for October 2024. To ensure delivery of the 2024-25 Community Grants program in compliance with Council's Election Period Policy, the program opened on 27 February 2024 and closed on 4 April 2024 to enable recommendations to be endorsed in August 2024.
- 2.3 A total of 62 applications were submitted to the Community Grants Program under three funding categories:
  - 2.3.1 Community Strengthening received 45 applications
  - 2.3.2 Social Inclusion Partnerships received 11 applications
  - 2.3.3 Program Support received 6 applications.
- 2.4 A total of \$445,097 was requested, with a total budget of \$285,000 available.
- 2.5 All applications were deemed eligible by officers for assessment.
- 2.6 Two Assessment Panels assessed 62 applications, with each panel consisting of one Councillor, two community members and an officer of City of Port Phillip Council.
- 2.7 This report presents Council with a list of the recommended grants for 2024-25 as assessed by the combined Community Grants Assessment Panel as well as recommendations for allocation of remaining funds.
- 2.8 The Panel has recommended grants applications which include programs that support social connection and programs that improve health and wellbeing, provide opportunities for skills development, build capacity of community agencies and groups, and engage community to address climate change.
- 2.9 In total, 46 applications from 29 organisations are recommended funding of \$262,468.45. The recommended allocations are detailed in Attachment 1 (confidential).



### 3. RECOMMENDATION

That Council:

- 3.1 Endorses the Community Grants Assessment Panel's funding allocation recommendations for the Community Grants Program 2024-25, as detailed in Attachment 1.
- 3.2 Makes public the list of successful applications for the Community Grants Program 2024-25 on Council's website.
- 3.3 Endorses reallocation of residual funds of \$22,531.55 from the Community Grants Program 2024-25 for potential allocation under the Quick Response Grants Program.
- 3.4 Formally thanks the voluntary members of the Community Grants Assessment Panel for their valuable time and contribution to the community life of the City of Port Phillip.

### 4. KEY POINTS/ISSUES

- 4.1 The Community Grants Program provides Council with a strategic opportunity to support initiatives that strengthen the community service sector and community groups. The program aims to promote social inclusion and community engagement by supporting projects that value the contribution and participation of the Port Phillip community.
- 4.2 Structure of the Community Grants Program:
  - 4.2.1 The Community Grants Program is an annual funding round established to support and encourage community organisations to develop and deliver projects and programs that respond to the needs of the Port Phillip community.
  - 4.2.2 There are three categories of funding: Community Strengthening, Social Inclusion Partnerships and Program Support:
    - The <u>Community Strengthening</u> category funds local organisations to design and deliver projects that meet the existing and emerging needs of local residents and encourage participation, social connection and value diversity. The aim is to strengthen and leverage the capacity of the local community and/or local community sector in supporting their ongoing sustainability, contribute to the health and wellbeing of the community, address health inequities, and support environmental and circular economy. The maximum funding for each grant under the Community Strengthening category is \$10,000.
    - The <u>Social Inclusion Partnership</u> category supports community organisations and groups to partner, develop and deliver projects and activities that increase social inclusion in the community. The aim is to engage residents who, for various reasons, may not otherwise have the opportunity to contribute to, participate in, or contribute to the broader community. The maximum funding for each grant under the Social Inclusion Partnership category is \$5,000.
    - The <u>Program Support</u> category recognises that many small groups require funding to run their activities which form an important part of people's lives and wellbeing, regardless of whether they are project based. Activities are generally social, such as group outings, or physical such as walking



groups. The maximum funding for each grant under the Program Support category is \$1,000.

- 4.2.3 Projects that have received funding previously may apply and be considered for funding in subsequent years. Projects that can demonstrate longer term sustainability are favourably viewed. There is no limit to how many applications a community organisation can submit across the three categories, but each application must be for a different project or program.
- 4.2.4 All organisations applying for funding, including those that have been funded in previous years, are required to demonstrate sound accountability practices. Project acquittals from previously funded organisations are checked to ensure compliance with acquittal and evaluation requirements.
- 4.3 Community Grants Application Process:
  - 4.3.1 To ensure delivery of the 2024-25 Community Grants program in compliance with Council's Election Period Policy, the program opened on 27 February 2024 and closed on 4 April 2024.
  - 4.3.2 The Community Grants 2024-25 Program was extensively advertised through Council's social media, Community Sector News, Council's website and through email to internal and external stakeholders.
  - 4.3.3 Two Grants Writing Skills Development workshops were offered to prospective applicants.
  - 4.3.4 Two public information sessions were held for prospective applicants to assist applicants in understanding the grants selection process and the use of the online grant application process.
  - 4.3.5 Once received, all applications were checked for eligibility by the Grants and Funding Team.
  - 4.3.6 Staff with relevant portfolio responsibility have provided feedback on strategic alignment of applications. This feedback was made available to Community Grants Assessment Panels for consideration in their deliberation.
- 4.4 Community Grant Application Assessment Process:
  - 4.4.1 Council received a total of 62 applications under three funding categories: Community Strengthening received 45 applications; Social Inclusion Partnerships received 11 applications and Program Support received 6 applications.
  - 4.4.2 A total of \$445,0967 was requested, with a total of \$285,000 funding available.
  - 4.4.3 62 eligible applications were assessed by two Assessment Panels, each consisting of one Councillor, two local community members endorsed by Council and a City of Port Phillip Council Officer.
  - 4.4.4 All applications were assessed against the Community Grants 2024-25 Guidelines (available on Council website).
  - 4.4.5 Recommendations include programs that:
    - Support our most marginalised community members to socially connect and access programs that improve health and wellbeing.



- Provide opportunities for skills development through educational workshops.
- Address isolation through creating opportunities for people from all backgrounds to participate in community life.
- Build capacity of local community agencies and groups, including through engaging and deploying volunteers.
- Continue to engage community activity to address environmental and climate change.
- 4.4.6 Applications which did not rate well against the selection criteria were not recommended for funding. All unsuccessful applicants will be offered the opportunity to receive feedback.
- 4.4.7 In some instances, applications have been recommended for a grant but at a lower level of contribution than sought. This has occurred mostly where some budgeted items requested to be funded were not considered aligned to the intent of the grants or allowable items. Grant applications specified where a reduced budget would still enable the program to proceed (sometimes at a reduced scale) and this was taken into consideration.
- 4.4.8 In total, 46 applications from 29 organisations are recommended to receive \$262,468.45 in funding. The recommended allocations are detailed in Attachment 1 (confidential).
- 4.4.9 Successful applicants who receive funding under the Community Grants 2024-25 Program will have until 1 June 2025 to submit their project status reports and end of December 2025 to submit their acquittal reports.

### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Staff with relevant portfolio responsibility have provided feedback on strategic alignment of applications. This feedback was made available to Community Grants Assessment Panels for consideration in their deliberation.
- 5.2 Eligible applications were assessed by two Panels. Panel A consisted of Cr Andrew Bond, a Council Officer and two local appointed community members. Assessment Panel B consisted of Cr Louise Crawford, a Council Officer and two local appointed community members. The four local community members were formally endorsed by Council.
- 5.3 Panel members assessed assigned applications individually prior to convening for group discussion and assessment over a series of meetings.
- 5.4 Panel members also provided feedback on the Community Grants 2024-25 Program and assessment process.
- 5.5 Council thanks the voluntary members of the Community Grants Assessment Panel for their valuable contribution to the community life of the City of Port Phillip.

### 6. LEGAL AND RISK IMPLICATIONS

- 6.1 There are no identified risks to Council in endorsing this recommendation.
- 6.2 Conflict of interest processes are embedded into the program to ensure unbiased decision making at each stage of the assessment process. All panel members are required to declare any potential conflict of interest as part of the assessment process.



- 6.3 Where a conflict of interest has been declared, the impacted panel member is not provided with the application, nor can they make comment or participate in the assessment process for that application.
- 6.4 In addition, all Councillors are required to declare any conflict of interest prior to consideration of the Council report.

### 7. FINANCIAL IMPACT

- 7.1 The Panel recommendations are to allocate funding to the value of \$262,468.45. This is within the total budget of \$285,000 allocated for the 2024-25 Community Grants Program.
- 7.2 Council could consider re-allocation of the residual \$22,531.55 of community grants funding, to the Quick Response Grants Program. This program has similar objectives to the Annual Community Grants program and provides funding for community-based initiatives that arise throughout the year. Council has already allocated \$20,100 this financial year to its Quick Response Grants Program.

### 8. ENVIRONMENTAL IMPACT

8.1 The Community Grants 2024-25 Program encourages applicants to apply for funding to deliver sustainability projects. All applications are requested to consider sustainability in their project planning and implementation.

### 9. COMMUNITY IMPACT

- 9.1 The Community Grants 2024-25 Program promotes social inclusion and community engagement by supporting projects that value contribution and participation to the Port Phillip community.
- 9.2 The Community Grants Program is one way that the Council ensures social justice for all in its delivery of services, programs and projects. This is achieved through the criteria for assessment having a strong emphasis on social inclusion and equity principles.
- 9.3 The Community Grants Program funds local community programs and services which enables continued employment in the Non-for-Profit Sector.

### 10. GENDER IMPACT ASSESSMENT

- 10.1 The Community Grants Panel embeds equity focus throughout its design, application and assessment process, including:
  - 10.1.1 Inviting applications that enhance diversity, and contribute to the building of healthy, strong and inclusive communities.
  - 10.1.2 Identifying a key objective of the program to enable access to inclusive and accessible events, programs and services. This includes sections of the community which may be vulnerable to exclusion, including people who identify as LGBTIQA+.
  - 10.1.3 Guidelines that encourage applicants to consider how they can ensure events are safe, welcoming and inclusive of LBGTQIA+ community.
  - 10.1.4 Requiring applicants to demonstrate consideration for how their project is inclusive and accessible for all participants.



10.1.5 Inclusion of grant panel members drawn from and reflective of the diversity in the community, including gender diversity.

### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 Applications are sought for projects that enhance diversity, enable community participation and decision making, and contribute to the building of healthy, strong and inclusive communities. Projects need to contribute to the Council Plan Strategic Directions and are evaluated according to how well they meet program priorities.
- 11.2 The Community Grants program aligns primarily with the Council Plan Strategic Directions: Inclusive Port Phillip, and Sustainable Port Phillip.
- 11.3 Council's Community Funding Policy provides a framework for the Annual Community Grants program, including through the application of policy principles that ensure strategic alignment to the Council Plan, good governance and transparency, robust program planning and design, and ensuring maximum community benefit.

### 12. IMPLEMENTATION STRATEGY

### 12.1 TIMELINE

- 12.1.1 Following Council endorsement, outcome letters will be emailed to both successful and unsuccessful applicants by late-August 2024.
- 12.1.2 Funding will be distributed to successful applicants from September 2024.
- 12.1.3 Successful applicant organisations and the funded projects will be made available on the Council website in September 2024.

### 12.2 COMMUNICATION

12.2.1 All applicants will be advised of the outcomes of their application in writing by email. Unsuccessful applicants will also be encouraged to seek feedback about their application.

### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS
1. Confidential- Attachment 1: Community Grants Program 2024-25 Recommendations for Funding



### 10. LIVEABLE PORT PHILLIP

10.1	Parking Management Policy 2020 Implementation Update	38
10.2	St Kilda Strategic Plan: Review	49
10.3	Port Phillip Housing Strategy - Adoption and Phase 3 Engagement Report	95
10.4	40 Alma Road St Kilda (PDPL/00299/2023)	407



10.1 PARKING MANAGEMENT POLICY 2020 IMPLEMENTATION

**UPDATE** 

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: KAREN ROACHE, COORDINATOR STRATEGIC TRANSPORT

MELANIE DARMANIN, HEAD OF CUSTOMER AND BUSINESS

**IMPROVEMENT** 

#### 1. PURPOSE

1.1 To seek Council endorsement on the changes to the implementation of the Parking Management Policy 2020-2028.

#### 2. EXECUTIVE SUMMARY

- 2.1 Council is committed to making it easy for our community to move around and connect with people and places in a way that suits them as our city grows.
- 2.2 Transport and parking are a priority in the Council Plan 2021-31 Liveable Strategic Direction: A City that is a great place to live, where our community has access to high-quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.
- 2.3 We want a city where residents, workers and visitors have travel choices that support liveability, promote health and wellbeing, and contribute to the city's economic vitality.
- 2.4 The Parking Management Policy (the Policy) delivers two high priority actions identified in the Move, Connect Live Integrated Transport Strategy:
  - 2.4.1 Action 30 Develop and implement a new Parking Permit Policy
  - 2.4.2 Action 31 Develop and implement a new Parking Controls Policy (paid and time controlled).
- 2.5 The Policy provides a foundation for management of on-street and Council-managed off-street car spaces in a fair and equitable manner to optimise parking availability for residents, workers and visitors.
- 2.6 The Policy was adopted in February 2020 and implemented from 1 July 2021.

  Outcomes from the one-year review of the Policy were endorsed by Council on 17 May 2023.
- 2.7 This report considers the delivery of key Policy settings, specifically:
  - 2.7.1 The introduction of digital permits for resident, foreshore, and combined parking permits
  - 2.7.2 The introduction of changes to the number and types of permits for residents. These changes came into effect for new applicants from 1 July 2021 and are due to come into effect for remaining applicants from 1 July 2025.

#### 3. RECOMMENDATION

That Council:

3.1 Notes the outcome of the community engagement process for digital parking permits.



- 3.2 Continues to work towards implementing digital registration-based parking permits (resident, combined and foreshore only) with a go-live date within Quarter 4 2025.
- 3.3 Does not implement the changes to parking permit entitlements for all existing permit holders from 1 July 2025 as detailed in Section 2.4.2 of the Parking Management Policy 2020 2028.
- 3.4 Authorises the Chief Executive Officer, or their delegate, to make editorial changes to the Parking Management Policy 2020-2028 to reflect this recommendation.

#### 4. KEY POINTS/ISSUES

#### **Development of the Policy**

- 4.1 The city currently has approximately 53,000 on-street car parks and approximately 4,000 spaces in Council managed off-street car parks to accommodate the needs of 110,000 residents, 80,000 employees and over 3 million visitors annually. As our population grows, demand for this finite space increases.
- 4.2 The Policy was adopted in 2020. The development of the Policy included:
  - 4.2.1 An existing conditions report identifying issues with the existing parking management.
  - 4.2.2 Benchmarking with councils across metro Melbourne, and similar municipalities in Sydney including surveys of adjoining councils: Banyule, Boroondara, Darebin, Maribyrnong, Moonee Valley, Moreland and Yarra.
  - 4.2.3 Extensive community engagement, including focus groups, in-depth interviews, telephone interviews and face-to-face interviews. The community included residents, businesses, workers, and visitors. An independent market and social research company was engaged to conduct the qualitative research.
  - 4.2.4 Engagement on the draft Policy through a survey and workshops promoted through Divercity, Leader newspaper ads, emails, flyers, face-to-face promotions, and social media.
  - 4.2.5 The majority of respondents supported the Policy.

#### **Policy Settings and Review**

- 4.3 Noting the limited number of on-street parking bays, the Parking Management Policy includes policy settings to encourage the use of off-street parking and reduce the number of parking permits issued. This was in response to community concerns that residents cannot find parking bays near their homes where they could use their residential parking permits.
- 4.4 The Policy includes 4 policy settings:
  - Hierarchy of parking allocation: prioritising parking to reflect the needs of people in a specific street or area (e.g., disability parking zones, drop off and pick up, customers, car-share, residents)
  - Parking availability targets: changing parking restrictions in response to parking demand to allow as many people as possible to access parking. (e.g., 15 mins, 30mins – 4 hours, 4+hours)



- Demand responsive pricing: changing paid parking in response to parking demand to allow as many people as possible to access parking.
- Parking permit management, including residential parking areas and parking permits.
- 4.5 A review of the Policy in 2022/23 focused on the settings implemented from 1 July 2021:
  - Permits issued outside the policy and legacy permit types
  - Parking permit provision and pricing
  - Residential parking area changes
  - Clarification of terminology and updates.
- 4.6 The next Policy review is scheduled for 2028.

#### **Digital Parking Permits (ePermits)**

- 4.7 The Policy provides for the implementation of digital parking permits to make our parking process simpler and provide an improved experience for our permit holders and community members. The first phase (Phase One) is the transition to digital parking permits for our registration-based permits, being resident, combined and foreshore permits. These make up approximately 14,000 of the 26,000 parking permits we issue each year.
- 4.8 Digital parking permits includes the removal of physical paper parking permits, and makes way for a range of additional benefits to customers when managing their permits. This includes reduction in touch points with Council through self-managed permits (i.e. when a customer needs to change their registration or address), introduction of longer-term permits without the need to re-issue permits (i.e. 3 year permits), and increased flexibility with swapping permits between verified vehicles with ease (i.e. moving your permit between parent A and parent Bs car reducing the need to have multiple permits).
- 4.9 There are also other benefits such as minimising waste (the yearly permit sticker), improved privacy removing the sticker from the vehicle, improving the management of permit misuse, and reducing permit processing and administration time (both in our back office, and at the customer service counters).
- 4.10 Recently Council Officers undertook an *inform* engagement piece with our community to ensure awareness of digital parking permit implementation which included a mail out (546 letters and 14,637 emails) to permit holders, posts in DiverCity and on our social media pages, two face-to-face community consultation sessions and consultation with our committees to explain the benefits and seek to understand the concerns for our community, and ensure we have addressed these as part of our implementation.
- 4.11 The proof of concept for delivery of the digital parking permits is completed, and whilst it was planned to go live towards the end of August, it is now proposed to go live in Quarter 4 2025. This provides time to work towards delivering additional benefits at the same time as moving to digital permits (benefits relating to self-management of parking permits). The Q4 roll out will ensure appropriate and thorough community communication about the change is not restricted by caretaker protocols over coming months.



## Changing parking permit entitlements for <u>existing</u> applicants from 1 July 2025 (These provisions have applied to new applicants since 2021)

#### Reasoning for policy setting

- 4.12 In many areas across the municipality, there is significant parking pressure due to the high number of parking permits issued compared to the available parking spaces.
- 4.13 Noting the constraints imposed by limited parking bays, the Parking Management Policy includes measures to reduce the number of parking permits issued. This change addresses community concerns that residents are not able to find parking bays near their homes where they could use their residential parking permits.
- 4.14 The Policy provides that existing permit holders would not have a reduced number of permits until 1 July 2025.

#### What are the changes?

- 4.15 The following changes are included in the Policy:
  - Foreshore permits reduced from 3 to 1.
  - Combined (resident & foreshore) permits reduced from 3 to 1 due to the reduction in foreshore permits.
  - Visitor permits reduced from 2 to 1.
  - A reduction in the number of permits for properties with a driveway this is to
    encourage off street parking where possible and because driveways remove kerb
    space for on street parking.
- 4.16 These changes have applied to all new applicants since the introduction of the Policy in July 2021. As of 9 July 2024, 6,411 properties operate under the new provisions.
- 4.17 This policy setting will apply to existing applicants who held parking permits prior to 1 July 2021 if they seek to renew their permits at their current properties after 1 July 2025.

#### Who will be impacted?

- 4.18 As of 9 July 2024, parking permits were issued to 14,134 properties across the municipality (existing and new applicants). This is the total number of properties for all combined, resident, visitor, and foreshore parking permits issued.
- 4.19 Of the 14,134 properties, 3,654 properties are new applicants. They already have the reduced entitlements and will not be impacted by the 1 July 2025 changes.
- 4.20 There are an additional 93 properties that hold other combinations of permits that do not fit into the current criteria, for example permits issued under exceptional circumstance. They are not impacted by these changes.
- 4.21 The remaining 10,387 properties will have reduced entitlements applied if they seek to renew their permits after 1 July 2025.
- 4.22 Of these 10,387 properties, 8,343 properties currently do not apply for permits that exceed the new provisions. As such, if these permit holders only seek to renew their existing permits there will be no impact for them from 1 July 2025.
- 4.23 Of the 2,044 properties that will be directly impacted by the changes from 1 July 2025:



- 462 properties have 2 or more combined permits—this will reduce to 1 combined permit (resident/foreshore) and a maximum of 1 resident and 1 visitor permit.
- 1327 properties have 2 visitor permits this will reduce to 1 visitor permit.
- 195 properties have 2 or more foreshore permits this will reduce to 1 foreshore permit.
- 4.24 Additionally, entitlements for residential parking permits vary if a property has a crossover/driveway. A crossover is the connection of a driveway, from the edge of the property to the road, which often crosses a footpath, nature strip, or kerb. A driveway allows vehicles to move between the property and the road. It is illegal to park across a driveway, and therefore the kerb space must be kept clear, which reduces the amount of space on the street available for parking. The change means:
  - Properties with a driveway less than 6m wide lose access to 1 residential permit (down from maximum 3 to 2 permits)
  - Properties with a driveway greater than 6m wide lose access to 2 residential permits (down from 3 permits to 1 permit)
- 4.25 These permit limits have been applied to new applicants with a driveway since July 2021 and, under the current Policy, will apply to all permit holders with a driveway from July 2025.
- 4.26 As outlined above, the driveway provisions are intended to encourage off-street parking as driveways reduce the amount of on-street space available for parking.
- 4.27 The process of measuring driveways cannot currently be automated and therefore an officer manually measures each crossover width via desktop or on site.
- 4.28 Rear access laneways are not considered in parking provision assessments, since only residential properties with a driveway from the street reduce on-street parking availability.
- 4.29 For example, Rose and her partner own two cars and live in a house with a double garage accessed by a 7-metre-wide driveway. This driveway takes away two parking spaces from the street supply. Since 2018, they've bought two resident permits to park both cars on the street. Their neighbours also own two cars but don't have any off-street parking. When the neighbours come home late, it's hard for them to find a parking spot on their street, so they often have to park on a different street and walk home. From 1 July 2025, Rose and her partner will only be eligible for a visitor permit and will lose access to the additional resident permits. This will encourage them to use their off-street parking, reducing the demand for street parking and making it easier for residents who rely solely on street parking.
- 4.30 Financial modelling around the proposed changes to existing applicants' access to parking permits have predicted a revenue loss of approximately \$120,000 for the 2025/26 financial year.
- 4.31 Two options have been developed in relation to the implementation of this part of the Policy.



## Option 1 - Continue with the implementation of the changes to parking permit entitlements for existing applicants in 2025.

- 4.32 Council has, via its website <u>Parking Management Policy</u>, advised the community of the July 2025 permit entitlement changes, including providing a self-assessment permit eligibility checker. The next step is notifying residents renewing their permits that their entitlements will change when they next renew their permits.
- 4.33 Council has informed new applicants questioning the different permit entitlements that the same rules will apply to all properties eligible for parking permits starting 1 July 2025.
- 4.34 As permits are renewed, the rollout of the new permit provisions will take 12 months to capture all existing applicants (to 30 June 2026).
- 4.35 Implementation of the Policy changes for existing applicants from 1 July 2025 will assist Council to meet its objective to:
  - address the City's existing and future growth and transport challenges, and
  - provide fairer and more reliable access to parking, particularly in locations where there are more permits issued than available parking bays.
- 4.36 Reducing foreshore permits will increase parking availability at the foreshore.
- 4.37 Reducing visitor permits aims to improve residents' ability to find parking spaces near their properties.
- 4.38 Proceeding with the change in July 2025 will eliminate the current two-tiered approach where residents who applied for permits after 1 July 2021 have access to fewer or different combinations permits depending on the presence and width of a driveway.

## Option 2 – Do not implement the changes to parking permit entitlements for existing applicants from 1 July 2025 (recommended)

- 4.39 Under this option, new applicants will continue to be subject to the reduced entitlements implemented since 2021. Existing applicants will not have their entitlement reduced after July 2025, as endorsed in the Policy.
- 4.40 This option recognises that:
  - 4.40.1 The existing policy settings have resulted in 26% of properties with a permit moving across to the new permit entitlements. While this transition has impacted particular property holders, the transition is generally progressing well.
  - 4.40.2 Implementation of the reduced entitlements to existing permit holders from 1 July 2025 will directly impact 2,044 properties who currently apply for these permit entitlements.
  - 4.40.3 This policy setting has been in place since 2021. Since then, there has not been a comprehensive review to assess the necessity and advantages for the broader community of a reduction in permit entitlements for the 2,044 properties who will be impacted in 2025.
  - 4.40.4 The current Policy ends in 2028. The development of a new Policy in the lead up to 2028 is an opportunity for Council to consider progress moving to the new policy settings and the benefits of reducing the entitlements of existing permit holders. This would give Council an opportunity to weigh the



- advantages of implementing the change for the wider community against the inconvenience experienced by existing permit holders losing their entitlements.
- 4.40.5 Choosing to not deliver the change to parking permit provisions for existing applicants would mitigate the revenue loss resulting from the reduction in parking permits. Financial modelling suggests that changes to existing applicants' access to parking permits will have a revenue loss of approximately \$120,000 for the 2025/26 financial year.
- 4.40.6 This option would continue the two-tiered approach for parking permit entitlements within our community.
- 4.41 This option would require Council to not implement this policy setting and make changes to the Policy to reflect this decision.
- 4.42 A communications plan outlining the change in direction will be develoed to address concerns from residents who have experienced reduced permit entitlements since 2021.
- 4.43 If this policy setting is not implemented from 2025, there is a risk that some of the 8,343 properties currently not using their maximum permit allowance may choose to purchase additional parking permits in the future, increasing demand for parking spaces.
- 4.44 Not proceeding with the implementation of this setting continues existing difficulties with the processing of a two-tiered system for technology, data management and permit administration. This includes additional checking of permit applications for these properties. This is equivalent to approximately 0.8 full time equivalent staff and would require funding to maintain this resourcing.

#### 5. CONSULTATION AND STAKEHOLDERS

#### **Digital Permits**

- 5.1 Whilst digital parking permits was an output of the original Parking Management Policy consultation, this was over 4 years ago, an so additional community engagement was recently undertaken to ensure our community are aware of the implementation of digital parking permits, as well as understand their concerns to help inform our roll out.
- 5.2 Consultation was conducted over a six-week period from 15 April 2024 to 26 May 2024. As part of the process, we sent 14,939 emails and 546 letters to our permit holders (via their preferred contact method). This resulted in an email open rate of 79.7% (11,901), and 6.3% (746) clicked through to the dedicated Digital Parking Permit Have Your Say page. We received 25 emails in response to this email. We hosted two in-person sessions at our Port Melbourne and St Kilda Community Centres.
- 5.3 Our posts on social media reached 7,857 people and received 116 comments and 72 likes. We did see more commentary via community forums on Facebook regarding parking permits and considered the themes broadly as part of our process.
- 5.4 The Have Your Say page allowed customers to ask questions of the project team. We received 33 questions, from 30 customers on the page which were responded to.
- 5.5 As part of the community engagement process we heard from our community on a range of topics over multiple different forums.



- 5.6 It is important to note we received feedback from less than 1% of people who we directly contacted regarding digital parking permits, so whilst we can share what we heard from the community, it is not a representative sample of the broader population. Thus, we are unable to extract any statistically significant claims regarding the entire community's opinion.
- 5.7 The table below outlines the key themes we heard from our community, and the response from Council to address this. A copy of the full engagement report is available on Councils Have Your Say website.

Theme	Community members told us	Council Response
Parking Enforcement	Residents were worried about losing the ability to check permit stickers and know whether the vehicle was legally parked or not.	Digital parking permits will provide valuable data in relation to areas where there is a higher incidence of vehicles parking without permits, which will enable us to target our parking patrols accordingly.  Residents will still be able to log
		requests through our various channels to report alleged illegally parked vehicles and we will attend and issue infringements as necessary.
Parking Enforcement	Residents are concerned about increased incidents of illegal parking due to vehicles not having a parking permit displayed.	Discussions with other Councils that implemented digital parking permits, found they have not seen an increase in illegally parked vehicles.
		The data obtained through these permits has resulted in a more efficient and data informed parking enforcement service.
Non-Digital Customers	Residents are concerned that we were 'forcing' all residents online by making the permit digital and this does not support the entire community.	There are no changes to the way that customers obtain their permits now except that they no longer need the parking permit sticker.
	the entire community.	Customers who are unable or opt to not maintain their permit online (including apply or renew) will still be able to do so at the front counter or over the phone and receive physical copies of relevant information and renewal reminders.
Privacy Concerns around the proposed Digital Lookup function	Residents believe the lookup is not going to protect their privacy by providing information accessible by anyone to the general public.	Following feedback, we have decided to pause the external facing 'permit lookup' based on the privacy concerns raised by our community and to explore alternate options and functionality.



#### Changes to the Policy settings for existing applicants

5.8 Our community has been advised through the Parking Management Policy, Council website and the permit eligibility checker that changes will be made to permit eligibility for existing permit holders from 1 July 2025. This information has been available since the policy was endorsed in 2020.

#### 6. LEGAL AND RISK IMPLICATIONS

- 6.1 A comprehensive risk assessment has been developed for the roll out of digital permits.
- 6.2 Legal and risk reviews were undertaken on the Parking Management Policy in 2020.
- 6.3 The risks associated with delivery of options for existing applicant changes have been included this paper.
- 6.4 No further legal review has been undertaken.

#### 7. FINANCIAL IMPACT

#### **Digital Permits**

- 7.1 Phase One of Digital Parking Permits will result in efficiency savings, reduced processing and customer wait time.
- 7.2 Implementation of Phase One of digital parking permits will enable greater improvements to our Parking Permit Systems in the future. We have planned several additional developments to improve permit holder customer experience in future.

#### Changes to the Policy settings for existing applicants

- 7.3 Financial modelling around the proposed changes to existing applicants' access to parking permits have predicted a revenue loss of approximately \$120,000 for the 2025/26 financial year. This has been updated in the 10-year budget plan.
- 7.4 This loss does not consider additional revenue from paid parking along the Foreshore as more residents move to 'user-pays' approach.
- 7.5 The decision to not implement the changes to parking permit entitlements for existing applicants from 1 July 2025 (Option B) will require additional resources to ensure customer service levels are maintained in our Parking Permit Administration team.

#### 8. ENVIRONMENTAL IMPACT

#### **Digital Permits**

- 8.1 The implementation of digital parking permits aligns with our *Act and Adapt:*Sustainable Environment Strategy 2018 2028 by reducing carbon emissions and waste through the removal of paper, plastic, and postage.
- 8.2 Over a 12-month period, we have estimated that the issuing of paper-based parking permits contributes upwards of 75kg of CO<sup>2</sup> in direct and indirect emissions. This estimate is based on the Australia Post 2023 Environmental Report.

#### 9. COMMUNITY IMPACT

#### **Digital Permits**

9.1 Instant digital protection for registration parking permits (initially 60 days) will continue for the full period of the permit.



9.2 Digital parking permits will enable future benefits to customers when managing their parking permits. This includes reduction in touch points with Council through self-managed permits (ie. when a customer needs to change their registration or address) and increased flexibility by enabling residents to switch a permit between verified vehicles with ease (ie. moving your permit between parent A and parent B's car), thereby reducing the need to have multiple permits or working within the property's permit entitlements.

#### Changes to the Policy settings for existing applicants

- 9.3 The Parking Management Policy aims for a city where residents, workers and visitors have travel choices that support liveability, promote health and wellbeing, and contribute to the City's economic vitality.
- 9.4 Delaying implementation of the parking permit settings means that some community members are impacted by a two-tiered approach to parking permit entitlements.

#### 10. GENDER IMPACT ASSESSMENT

- 10.1 The completion of a Gender Impact Assessment was not a requirement at the time that the Policy was endorsed in 2020 and was therefore not completed.
- 10.2 The Policy seeks to provide fair and equitable access to residential parking for our community.
- 10.3 Officers recognise that the Policy has a direct and significant impact on the community, and any further review or changes should consider whether it meets the needs of people of different genders (women/girls, men/boys and people who are gender diverse) and other social factors such as age, Aboriginality, cultural identity/ethnicity religion, (dis)ability, sexual orientation and socio-economic status.

#### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 Council is committed to making it easy for our community to move around and connect with people and places in a way that suits them as our city grows.
- 11.2 Transport and parking are a priority in the Council Plan 2021-31 Liveable Strategic Direction: A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.
- 11.3 We want a City where residents, workers and visitors have travel choices that support liveability, promote health and wellbeing and contribute to the City's economic vitality.
- 11.4 The Parking Management Policy (the Policy) delivers two high priority actions identified in the Move, Connect Live Integrated Transport Strategy:
  - 11.4.1 Action 30 Develop and implement a new Parking Permit Policy
  - 11.4.2 Action 31 Develop and implement a new Parking Controls Policy (paid and time controlled).

#### 12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

#### **Digital Permits**

12.1.1 Continue to work towards implementation of Digital Parking Permits with a golive date in Q4 2025.



- 12.1.2 Councillors will be briefed in Q3 2024 to provide a project update prior to golive.
- 12.1.3 A final communication will be sent to our permit holders about the implementation of digital parking permits and to set expectations for their permit renewal once digital parking permits are in place.

#### Changes to the Policy settings for existing applicants

#### August 2024

- 12.1.4 Updating all existing communications to our residents including website and permit eligibility checker.
- 12.1.5 Update the Policy details for inclusion on Council website.

#### 2028

12.1.6 Review of the Policy to include consideration of progress towards new policy settings and the benefits of reducing the entitlements of existing permit holders.

#### 12.2 COMMUNICATION

#### **Digital Permits**

- 12.2.1 If roll out from Q3 is approved by Council, emails and letters will be sent to all current permit holders advising of the change to resident, combined and foreshore parking permits for all applications lodged on or after the go-live date.
- 12.2.2 All Council webpages pertaining to Parking Permits will be updated and the change highlighted, including how this will impact permit holders. We will develop supporting materials for the members of our community who chose not to or are unable to access the website to ensure all permit holders are aware of how to use their permit and permit terms and conditions.
- 12.2.3 Internal stakeholders will be provided with appropriate updates, training and process documents to support implementation, specifically our ASSIST Customer Service Team, Parking Permit Administration team, Parking Services, Appeals and Local Laws Teams.

#### Changes to the Policy settings for existing applicants

- 12.2.4 If approved by Council, a review and update of the existing communications channels will be completed to advise changes to the Policy.
- 12.2.5 Edit and update the Policy available on Council web site to capture the changes to the policy settings.
- 12.2.6 Provide updates and training to internal stakeholders including ASSIST and Parking Permit Administration team to advise of the changes to policy settings.

#### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

#### ATTACHMENTS

Nil



10.2 ST KILDA STRATEGIC PLAN: REVIEW

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: ALAYNA CHAPMAN, HEAD OF CITY STRATEGY

1. PURPOSE

1.1 This report considers the findings and recommendations of the *St Kilda Live Strategic Plan: Review*.

#### 2. EXECUTIVE SUMMARY

- 2.1 St Kilda is home to iconic retail precincts such as Acland and Fitzroy Streets, which boast vibrant nightlife, renowned events (e.g., St Kilda Festival, St Kilda Film Festival), and important landmarks (e.g., Luna Park, Palais Theatre). Balaclava, with its traditional shopping strip on Carlisle Street, contributes to the city's character, supporting ongoing daytime activity with traditional goods and food retail.
- 2.2 The COVID-19 pandemic significantly impacted these sectors, exacerbating preexisting economic challenges. Council is committed to facilitating business and employment growth in St Kilda and Balaclava by promoting a safe, vibrant, and conducive environment for economic activities.
- 2.3 The St Kilda Strategic Plan Volume 1: Plan and Volume 2: Background (the Plan), adopted by Council in December 2021, outlines recommendations and actions to revitalise these precincts by removing barriers to economic activity. This Plan provides a roadmap for future strategic planning, specifying the timing, priority, and sequencing of actions.
- 2.4 Despite mixed economic performance trends and pandemic impacts, the City of Port Phillip (CoPP) has made progress achieving the Plan's objectives. Key achievements include supporting local businesses through streamlined processes and targeted initiatives, preparing key strategies and policies that provide guide land use and development, and facilitating the development of several strategic sites, leading to investment and job creation.
- 2.5 The *St Kilda Strategic Plan: Review* (the Review) assessed the effectiveness of the Plan in achieving its objectives and determined if the recommendations adopted by the Council in December 2021 are still the most suitable approach.
- 2.6 The Review proposes to reduce the number of recommendations from twelve to seven. The updated recommendations include:
  - a) Adjusted timelines to better reflect CoPP priorities.
  - b) Revised cost estimations, ensuring distinct projects undergo separate business case development and budget allocation processes.
  - c) Removal of actions that do not meet success indicators or project objectives.
  - d) Simplified actions to streamline processes.
- 2.7 The updated recommendations span a 10-year period and ensure alignment with current strategies and policies, enhance support for local businesses, improve community infrastructure, and ensure the continued growth and vibrancy of St Kilda and Balaclava.



#### 3. RECOMMENDATION

That Council:

- 3.1 Notes the officer report on the *St Kilda Strategic Plan*, December 2021, and the *St Kilda Strategic Plan: Review*, July 2024.
- 3.2 Adopts the *St Kilda Strategic Plan: Review*, July 2024 at **Attachment 1** as the strategic justification and foundation for the future program of work for the study area, which includes parts of St Kilda and Balaclava (refer to **Map 1** in **Attachment 1**).
- 3.3 Authorises the Chief Executive Officer (or delegate) to make any minor editorial changes to the *St Kilda Strategic Plan: Review*, July 2024 at **Attachment 1** prior to publication.

#### 4. KEY POINTS/ISSUES

- 4.1 The St Kilda Strategic Plan was initiated in late 2020 to address identified social, economic, and environmental issues, including:
  - a) High vacancy rates and poor economic performance of activity centres within the study area.
  - b) Impacts of COVID-19, particularly on tourism and population growth.
  - c) Increased crime incident reports.
  - d) Lack of current policies or strategies providing strategic direction, particularly regarding housing, economic activity and community infrastructure.
  - e) Absence of a comprehensive built form and land use framework, such as a structure Plan, in the St Kilda Major Activity Centre (MAC).
- 4.2 The adopted Plan's primary objectives were to:
  - Identify and execute short-term activities to eliminate barriers to economic activity.
  - b) Develop recommendations for future strategic planning, including timing, priority, and sequence of actions.
  - c) Provide a roadmap to address challenges and opportunities.
  - d) Ensure alignment with the Council Plan and other Council and State Government strategies and policies.
- 4.3 The Plan, developed through high-level research, input from internal stakeholders, and targeted external stakeholder engagement, was adopted on December 21, 2021. The Plan is available at the City of Port Phillip's website: St Kilda Strategic Plan City of Port Phillip.
- 4.4 The Plan's recommendations are staged over a 20-year period and include primary and secondary recommendations. Additionally, the Plan identifies over a dozen potential actions to remove barriers for businesses. These actions do not have an associated timeline for completion.

St Kilda Strategic Plan: Review



- 4.5 Over two years since the Plan's adoption, CoPP has navigated the challenges posed by the COVID-19 pandemic and introduced new policies and strategies impacting the study area. These changes necessitate a review of the Plan.
- 4.6 The two-year Review evaluates the Plan's ongoing progress, assessing the effectiveness of the Plan in achieving its objectives and determining the suitability of the recommendations adopted in December 2021.
- 4.7 The Review's scope focused on work underway or completed and evaluating the primary and secondary recommendations of the Plan. It examined whether the right actions are being taken, how they are being implemented, and if there are better ways to achieve results. The Review does not reassess the study area boundary (refer to **Figure 1**) or introduce new recommendations.

Port Phillip Bay

| Carrier St. | Carrier St

Figure 1 - St Kilda Strategic Plan study area

### <u>Findings</u>

#### Policy context

- 4.8 Since the adoption of the Plan, significant updates to the policy context have occurred. Specifically, the following key foundational policies, plans and strategies have been adopted by CoPP, which support the implementation of the Plan:
  - a) Creative and Prosperous City Strategy 2023-2026
  - b) Live Music Action Plan 2021-2024



- c) St Kilda Live Music Precinct Policy, June 2023
- d) St Kilda Live Music Precinct Planning Study
- e) Act and Adapt Sustainable Environment Strategy 2023-2028
- f) Places for People Public Space Strategy 2022-2032
- g) City of Port Phillip Spatial Economic and Employment Framework (SEEF), March 2024
- h) Port Phillip Housing Strategy, Augst 2024
- i) Urban Forest Strategy 2024 2040
- i) City of Port Phillip Advocacy Strategy 2024-2027
- 4.9 The local policies in the Port Phillip Planning Scheme have been recently updated through Amendment C203port (gazetted on 14 April 2023). These updates aim to guide the use and development of land in Port Phillip in alignment with the Council's objectives. Notably, Clause 11.03-1L-06 (St Kilda Major Activity Centre) aims to reinforce St Kilda as a significant retail, recreational, tourism, entertainment, and leisure destination, whilst managing the cumulative impacts on local amenity and community safety. Similarly, Clause 11.03-1L-03 (Carlisle Street Major Activity Centre) focuses on Balaclava as a central point for the local community, promoting a diverse mix of retail, commercial, civic, and community services west of Chapel Street, alongside opportunities for leisure and residential living.
- 4.10 Overall, the current policy framework is now more robust, providing stronger guidance and support for the use and development of land within the study area compared to when the Plan was originally adopted.

#### Progress of recommendations

- 4.11 The twelve recommendations of the Plan were evaluated against the current policy context and progress status. Overall, progress has been made in implementing the St Kilda Strategic Plan. Of the 12 recommendations 5 are underway, and 2 have been completed. Additionally, of the 14 potential actions to remove barriers for businesses, 9 have been completed, 3 are in progress, and 2 are ongoing.
- 4.12 Most of the recommendations that are yet to be completed are still considered the right approach to achieving the plan's objectives. However, several changes have been made to enhance these recommendations.

#### Updated recommendations

- 4.13 The updated table of the Review (page 20-22) now includes seven recommendations instead of twelve. The updated recommendations aim to further streamline processes, enhance resource efficiency, and support local businesses.
- 4.14 The streamlined recommendations have integrated secondary and primary recommendations into a single, organised list categorised by timeline: short-term, medium-term, and long-term. Indicative costs have been updated, with each project subject to a separate budget process. The following list is a summary of key changes:
  - a) Feasibility investigation of catalyst sites: This recommendation has been updated to rename "catalyst sites" as "strategic development sites" to align with best practice planning and urban design terminology. It has also been expanded to include strategic development sites across the municipality. This expansion



ensures that other significant sites are developed to provide net community benefit and align with Council objectives. Establishing a consistent method for identifying and managing these sites will enhance efficiency in terms of resources and budget.

- b) Remove barriers for businesses: This recommendation has been reframed to focus more on supporting and facilitating the establishment and growth of businesses in the study area. This change better reflects the organisation's ongoing efforts. Reference to "Appendix 3" has been removed as its actions are either completed, ongoing, or Business as Usual (BAU).
- c) Arts and culture support: The recommendation now emphasises support for the arts and culture industries through arts, festivals, events, activation, promotion, and the continued development of the St Kilda Live Music Precinct.
- d) William Street precinct review: This recommendation has been incorporated into the proposal to initiate the structure planning process for the Carlisle Street MAC. This approach ensures thorough strategic planning that aligns the development of the William Street precinct with the overarching strategic goals of the broader MAC.
- e) Licensed premises policy: This recommendation has been removed due to ongoing state-led liquor licensing reforms.
- f) Community infrastructure needs assessment: The timing of this recommendation has been shifted to the medium-term, in line with current strategic planning priorities.
- g) Structure plans for the St Kilda and Carlisle Street MACs: These two recommendations have been updated to both commence in the short term. It is noted that while structure plans provide important broad integrated land use and development direction, they are complex and resource intensive projects that require several years each to complete.
- h) Activity Centre Strategy feasibility and Balaclava Walk Masterplan projects: These two recommendations have been removed as the work is complete.
- 4.15 The updated recommendations table focuses on:
  - a) Updating timelines to better reflect City of Port Phillip (CoPP) priorities.
  - b) Revising cost estimations, with distinct projects subject to separate business case development and budget allocation processes.
  - c) Removing actions that do not meet success indicators or project objectives.
  - d) Resolving mismatches of project team leads across council departments.
  - e) Aligning with current Council strategies, priorities, or intent.
  - Clarifying the delivery of primary and secondary recommendations to avoid overcommitment.
  - g) Better management of Council resources.
- 4.16 Overall, the St Kilda Strategic Plan has made significant progress despite challenges. The updated recommendations aim to further streamline processes, enhance resource efficiency, and support local businesses.



#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 The Review involved internal consultation with stakeholders from the following areas of Council: Arts, Festivals and Events, Open Space, Recreation and Community Resilience; Economic Growth and Activation; City Development; City Design; City Permits; Community Building and Inclusion; Partnerships and Transport.
- 5.2 Given the scope of the Review, there was no external consultation. However the review has responded to strategies and plans and programs across the organisation that have involved consultation. Updates will be provided on the project webpage following the Council meeting.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 Preparation of the Review accords with Council's obligations under the *Planning and Environment Act 1987*.

#### 7. FINANCIAL IMPACT

7.1 In 2021, the total expenditure to implement the Plan was estimated at \$1.9 million. The revised recommendations, as part of this review, have streamlined the estimated total expenditure to approximately \$1.17 million. To date, CoPP has committed a total of \$392,737 for short-term actions, extending to the financial year 2026/27 (outside of BAU activities). The remaining recommendations will be funded through the BAU operational budget or project-specific budget approval requests.

#### 8. ENVIRONMENTAL IMPACT

8.1 Environmental impacts and factors have been considered as part of the Review. The plan incorporates sustainable practices and policies aimed at reducing the environmental footprint of new developments and projects.

#### 9. COMMUNITY IMPACT

9.1 Community impacts and factors have been carefully considered throughout the Review process. The Plan aims to help revitalise St Kilda and Balaclava and foster community pride. The Plan aims to strengthen social connections, improve the quality of life for residents, and create a vibrant, inclusive community.

#### 10. GENDER IMPACT ASSESSMENT

10.1 The St Kilda Strategic Plan, adopted in 2021, did not include a Gender Impact Assessment (GIA). However, the projects listed in the updated recommendations table of the St Kilda Strategic Plan: Review, July 2024, are now required to incorporate a GIA.

#### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The Amendment aligns with and supports the following Council adopted documents:
  - a) The Council Plan 2021-31, particularity the 'Vibrant Port Phillip' strategic direction aimed at enhancing the City of Port Phillip's reputation as one of Melbourne's cultural and creative hubs.
  - b) The City of Port Phillip Spatial Economic and Employment Framework 2024, which includes an action to translate the St Kilda Live Music Precinct into local planning policy.



- c) The St Kilda Live Music Precinct Policy, June 2023, which advocates for more opportunities for live music in the precinct.
- d) The Creative and Prosperous City Strategy 2023-26, which emphasises festivals and events as integral to the council's commitment to arts and culture.

#### 12. IMPLEMENTATION STRATEGY

#### 12.1 Timeline:

a) The updated seven recommendations in the Review apply to land within the study area. This Review outlines a comprehensive program of work spanning a 10-year period, providing a detailed roadmap for future strategic planning. It guides the prioritisation and sequencing of necessary projects and initiatives, ensuring that efforts are aligned with the primary objective of the Plan for the area.

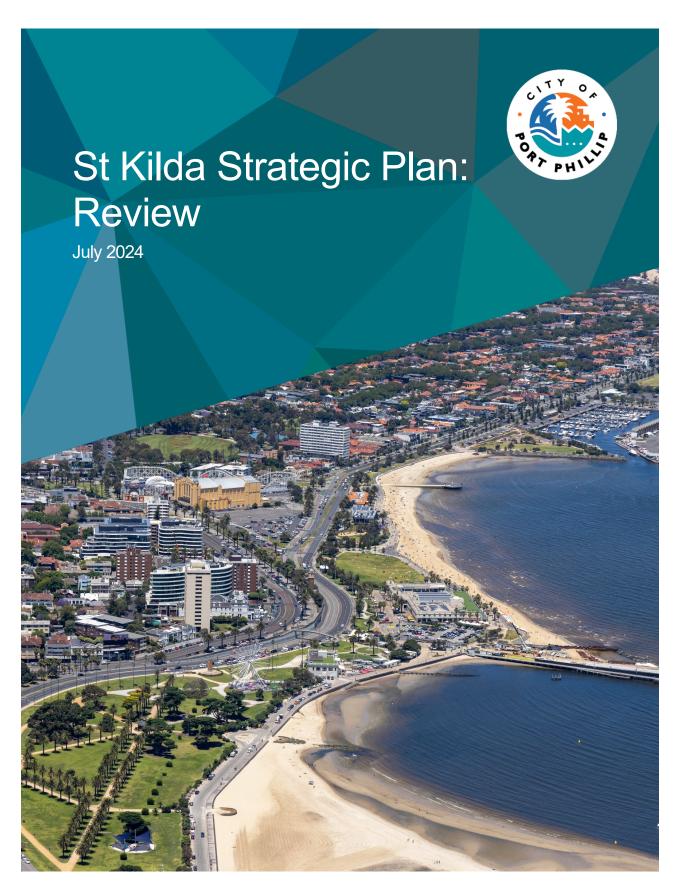
#### 12.2 Communication:

a) The Review will be published on the project webpage following the Council meeting.

#### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS 1. St Kilda Strategic Plan Review July 2024



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### **EXECUTIVE SUMMARY**

The review of the *St Kilda Strategic Plan* (*Volume 1: Plan*, and *Volume 2: Background*) evaluates the progress made in revitalising the area since the plan's adoption in December 2021. The primary objectives of the plan were to eliminate barriers to economic activity, develop strategic recommendations, and ensure alignment with the City of Port Phillip (CoPP) and State Government strategies.

Current trends show mixed economic performance, with the COVID-19 pandemic significantly impacting the study area, requiring targeted revitalisation efforts. Despite these challenges, CoPP has made notable progress in achieving the plan's objectives. Key achievements include supporting local businesses through streamlined processes and targeted initiatives, preparing nearly a dozen key strategies, policies, and plans that provide enhanced guidance for land use and development, and facilitating the development of several strategic sites, leading to increased investment and job creation.

To develop this review, the plan's recommendations were assessed against several identified indicators of success, including the status of recommendations, alignment with government priorities, timely delivery, efficient budget allocation, resource management, and relevance to the original project objectives.

The review proposes updated recommendations (refer to Table 1) to:

- Update timelines to better reflect CoPP priorities.
- Revise cost estimations, ensuring distinct projects undergo separate business case development and budget allocation processes.
- Remove actions that do not meet success indicators or project objectives.
- Simplify actions to streamline processes.

These updates aim to streamline processes, improve resource efficiency, enhance support for local businesses, and ensure the ongoing development and revitalisation of St Kilda in line with the plan's primary objectives. The updated recommendation table includes key tasks commencing in the 2024-2025 financial year:

- Identifying strategic development sites within the municipality.
- Progressing the HO7 and HO5 precinct reviews.

The revised recommendations ensure alignment with current strategies and policies, enhancing support for local businesses, improving community infrastructure, and ensuring the continued growth and vibrancy of St Kilda and Balaclava.



4

## PART ONE - INTRODUCTION

### **Purpose**

The purpose of this two-year review is to evaluate the ongoing progress and performance of the *St Kilda Strategic Plan* (*Volume 1: Plan*, and *Volume 2: Background*). This review assesses the effectiveness of the plan in achieving its objectives and determine if the recommendations adopted by the Council in December 2021 are still the most suitable approach.

#### Goal

This review aims to provide a comprehensive overview of the progress made in implementing the plan and its recommendations, justify spending priorities or savings, and guide corrective actions to ensure the original objectives are met.

#### Scope

This review focuses on identifying work underway or completed and evaluating the primary and secondary recommendations of the plan. It does not intend to reassess the study area boundary or introduce new recommendations.

#### Method

The methodology for this review includes the following steps:



**Define objectives and indicators:** Identify the original objectives of the plan and determine measurement criteria, including both quantitative and qualitative indicators.



**Data collection and analysis:** Establish baseline data and compare it with identified indicators to pinpoint gaps, trends, or issues to track the plan's progress and performance.

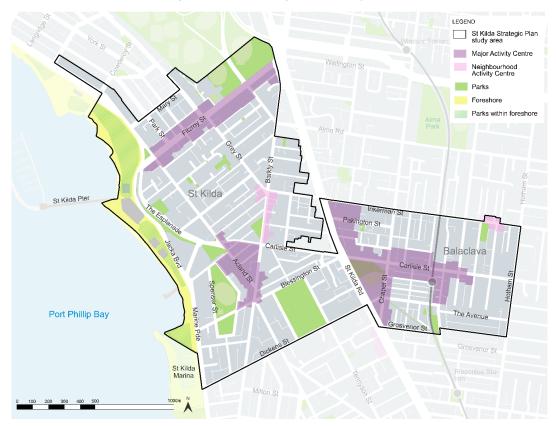


**Reporting and Communication:** Report and communicate the results of the evaluation in this document.

### Study area

The St Kilda Strategic Plan study area, adopted in 2021, includes two designated Major Activity Centres (MACs): St Kilda and Carlisle Street. These MACs feature key streets that serve as hubs for residential, economic, and entertainment activities and are located near community services and public transport:

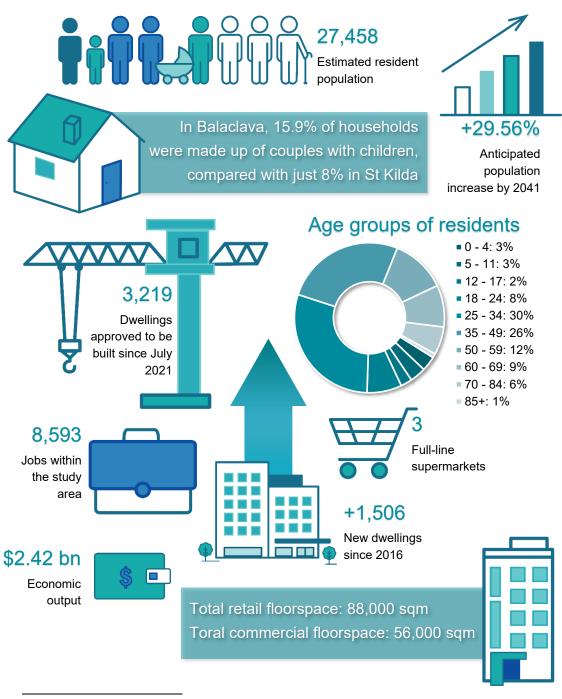
- St Kilda Major Activity Centre:
  - Fitzroy Street, St Kilda
  - Acland Street, St Kilda
- Carlisle Street Major Activity Centre:
  - Carlisle Street, Balaclava



Map 1 St Kilda Strategic Plan study area

### **Demographic snapshot**

Given that the plan was only adopted in 2021, the demographic information for the study area remains largely unchanged. The below shows current key facts<sup>1</sup>.



<sup>&</sup>lt;sup>1</sup> Source: Australian Bureau of Statistics 2021. Compiled and presented in profile.id by .id (informed decisions)

### **Background**

#### Why was the St Kilda Strategic Plan prepared?

The St Kilda Strategic Plan was initiated in late 2020 to address various issues identified, including:

- High vacancy rates and poor economic performance of the activity centres within the study area.
- Impacts of COVID-19, particularly on tourism and population growth.
- Increased crime incidents.
- Lack of current policies or strategies providing strategic direction, particularly regarding housing, economy, and community infrastructure.
- Absence of a comprehensive built form and land use framework, such as a structure plan, in the St Kilda MAC.

## What were the recommendations of the St Kilda Strategic Plan?

The plan was developed through high-level research, input from internal stakeholders, and targeted external stakeholder engagement. The plan outlines various recommendations and actions for the Council to remove barriers to economic activity in the area. It essentially serves as a roadmap for future strategic planning by specifying the timing, priority, and sequencing of actions necessary to address identified challenges and opportunities.

The recommendations, detailed in **Appendix A**, are staged over a 20-year period, and include both primary and secondary actions. At the time of writing this report, 5 of the 12 recommendations are underway, and 2 have been completed. Additionally, the plan identifies over a dozen potential actions to remove barriers for businesses, as outlined in **Appendix B** of this review. Of the 14 potential actions, 9 have been completed, 3 are in progress, and 2 are ongoing.

Complementary place-based and municipal-wide strategies and policies have also been developed to support the plan's implementation. CoPP provides updates on the plan's progress on its webpage.

#### Why is a review required?

Effective implementation relies on robust monitoring, review, and evaluation processes. It has been over two years since the adoption of the plan. During this time, CoPP has navigated the challenges posed by the COVID-19 pandemic. Additionally, CoPP and the Victorian Government have introduced new policies, strategies and plans impacting the study area. These changes to the strategic context necessitate a review of the plan's implementation to determine what aspects should be continued and what needs reconsideration, especially in light of the post-pandemic era.

## PART TWO - REVIEW

### St Kilda Strategic Plan objectives and indicators

#### Plan objectives

The primary objectives of the original plan were to:

- · Identify and execute short-term activities to eliminate barriers to economic activity.
- Develop recommendations for future strategic planning, including timing, priority, and sequence of actions.
- Provide a roadmap for addressing identified challenges and opportunities.
- Ensure alignment with the Council Plan and other adopted Council and State Government strategies and policies.

#### **Indicators of success**

To undertake this review, the following indicators have been identified by officers to track and evaluate the progress and performance of each of the recommendations:

- Progress Status: Status of recommendations to gauge overall progress and achievement of milestones.
- Alignment with Victorian Government and Council priorities: Alignment with current strategies, policies, and plans.
- **Timely delivery of recommendations:** Adherence to timelines for implementing the recommendations.
- Relevance to project objectives and identified issues: Effectiveness in addressing project objectives and resolving identified issues.
- **Budget and resource allocation:** Effectiveness of the use of budgetary resources for each recommendation.
- Appropriateness of approach: Employment of best practices and methodologies, considering alternative methods for greater effectiveness or efficiency.

These indicators cover essential aspects such as alignment with objectives, timely implementation, financial management, and progress tracking, providing a clear framework for the review of the plan.

### State of play

This section outlines the current situation in 2024, comparing it with the identified indicators and objectives to highlight any gaps, trends, or issues.

#### Local policy context

Since the adoption of the plan, significant updates to the local policy context have occurred. Specifically, the following key municipal plans and strategies have been adopted by CoPP, which support the implementation of the Plan:

- Creative and Prosperous City Strategy 2023-2026
- Live Music Action Plan 2021-2024
- St Kilda Live Music Precinct Policy, June 2023
- St Kilda Live Music Precinct Planning Study
- Act and Adapt Sustainable Environment Strategy 2023-2028
- Places for People Public Space Strategy 2022-2032
- City of Port Phillip Spatial Economic and Employment Framework, March 2024
- Port Phillip Housing Strategy, August 2024
- Urban Forest Strategy 2024 2040
- City of Port Phillip Advocacy Strategy 2024-2027

The current policy framework is now much more robust, providing stronger guidance and support for the use and development of land within the study area compared to when the plan was originally adopted.

Overview
<ul> <li>The plan includes the following relevant Strategic Directions:</li> <li>Liveable: A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within</li> <li>Sustainable: A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient</li> <li>Vibrant: A City that has a flourishing economy, where our community and local businesses thrive, and we maintain and enhance our reputation as one of Melbourne's cultural and creative hubs.</li> </ul>
The strategy provides objectives to support economic development, particularly acknowledging the role of creative industries.
The action plan recognises the vital role that live music plays in the everyday life of people in the City of Port Phillip.
The policy designates land in St Kilda as Victoria's first live music precinct and provides a series of recommendations to support it.

Act and Adapt Sustainable Environment Strategy 2023-28	The strategy outlines the City of Port Phillip's commitment to environmental sustainability for both the organisation and the wider community.
Move, Connect, Live: Integrated Transport Strategy 2018-28 (ITS)	The strategy is a long-term plan designed to help the community adapt to the increasing number of trips and the challenges of growing congestion. It aims to create diverse travel choices, prioritise effective and equitable access to transport options, and ensure the liveability and safety of streets.
Places for People Public Space Strategy 2022-32	The strategy sets the vision and blueprint for the future of public spaces in the City of Port Phillip. The strategy recommends a program of work to create new and temporary public open spaces, as well as upgrades to existing open spaces in both areas.
City of Port Phillip Spatial Economic and Employment Framework (SEEF) May 2024	The purpose of the SEEF is to provide an overview of the municipal economy, its influences and challenges and outline a series of strategic directions to support economic growth and prosperity over the coming years. It also aims to guide decisions and investment across the municipality, including employment land within the study area.
Port Phillip Housing Strategy, August 2024	The 15-year housing strategy outlines a housing vision, a residential development framework plan and preferred neighbourhood character statements to guide the growth and change of future housing in Port Phillip.
Urban Forest Strategy 2024 – 2040	The strategy outlines how CoPP will care for and increase trees and vegetation in Port Phillip up to 2040 - across public and private land. It recommends a range of actions from planting more trees and vegetation across each suburb in an equitable way, maintaining a healthy and diverse forest to strengthening the protection of existing trees and vegetation on private and public land and supporting individuals and community groups to act.
St Kilda Live Music Precinct Planning Study	The St Kilda Live Music Precinct Planning Study was adopted on 1 May 2024 and provides evidence-based recommendations. Authorisation has been requested from the Minister for Planning to prepare Amendment C220port, which implements the study. The amendment aims to establish a positive, discretionary planning framework for the SKLMP, supporting the retention, growth, and operation of live music entertainment venues in St Kilda while also managing amenity impacts.
Carlisle Street Activity Centre Structure Plan 2009	This structure plan is now 15 years old and guides land use and built form within the Carlisle Street MAC.
City of Port Phillip Advocacy Strategy 2024- 2027	The strategy provides Councillors, officers, and the community with a detailed advocacy process for prioritising, implementing, and reporting on advocacy priorities. The strategy aims to clarify the work of the advocacy team and ensure that the Council maximises future opportunities through proper resourcing and relationship management.

### Port Phillip Planning Scheme

Since the plan's adoption, the local policies in the Port Phillip Planning Scheme have also been updated via Amendment C203port (gazetted 14 April 2023).

Victorian Planning Provisions	Overview		
Municipal Planning Strategy	g and prosperous city with a dynamic economy, vibrant activity centres, and easily accessible 10-		
Planning policy framework – State and regional policy	<ul> <li>Clause 11.03-1S and 11.03-1R (Activity centres – Metropolitan Melbourne): These clauses define the role, function, and direction for land within activity centres.</li> <li>Clause 13.01-2S (Coastal inundation and erosion): This clause addresses the imperative to plan for and manage coastal hazard risk and climate change impacts. Notably, it outlines a strategy to plan for a sea level rise of at least 0.8 meters by 2100.</li> <li>3.07-3S (Live music): The aim is to encourage, create and protect opportunities for the enjoyment of live music.</li> <li>16.01-1S (Housing supply): This clause seeks to facilitate well-located, integrated, and diverse housing that meets community needs.</li> <li>16.01-1R (Housing supply - Metropolitan Melbourne). The provision aims to manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed-use development opportunities in locations that are (amongst others) in and around Metropolitan activity centres and major activity centres.</li> <li>Clause 17.01-1R (Diversified economy - Metropolitan Melbourne): This clause supports diverse employment-generating uses, including offices, innovation, and creative industries in identified areas within regionally significant industrial precincts.</li> <li>Clause 17.01-1R (Diversified economy - Metropolitan Melbourne - Inner Metro Region): This clause directs to "retain and encourage the development of areas in and around Collingwood, Cremorne, and South Melbourne for creative industries."</li> <li>17.02-1S (Business): This clause encourages development that meets the community's needs for retail, entertainment, office, and other commercial services.</li> <li>Clause 17.04-1S (Facilitating tourism): This clause supports retaining small-scale industries that service established urban areas through appropriate zoning.</li> <li>Clause 17.04-1S (Facilitating tourism): This clause encourages tourism development to maximise the economic, social, and</li></ul>		
Planning policy framework – local policy	<ul> <li>Clause 11.03-1L-03 (Carlisle Street Major Activity Centre): The aim on this policy is to enhance the Carlisle Street Major Activity Centre as a focus for the local community, with a diverse mix of retail, commercial, civic and community services (west of Chapel Street) and leisure and living opportunities.</li> <li>Clause 11.03-1L-06 (St Kilda Major Activity Centre): This policy aims to reinforce the St Kilda Major Activity Centre as a significant retail, recreational, tourism, entertainment, and leisure destination, whilst managing the cumulative impacts on local amenity and community safety.</li> <li>The following also are relevant to the study area:</li> <li>Clause 19.02-4L (Community)</li> </ul>		

12

- Clause 15.01-1L-02 (Urban Design)
- Clause 17.02-1L (Mixed Use and office areas)
- Clause 17.03-2L (Sustainable industry)
- Clause 17.04-1L (Tourism and the arts)
- Clause 18.01-3L-01 (Sustainable and safe transport in Port Philip)
- Clause 18.02-3L (Public transport)

Zones

Zones are the primary planning tool used to control land and development in Victoria. The zone profile fo the study area has not changed since the adoption of the plan in 2021. The map at Appendix D shows the zoning profile of the study area.

#### St Kilda Strategic Plan themes

The plan is structured around ten key themes. This section provides updates on these themes, demonstrating that many issues facing the study area remain consistent since the Plan's adoption.

#### Theme

#### Post-adoption update and analysis

#### Land use

The land use profile remains largely the same since the plan was adopted. Regarding the three activity areas:2

- Fitzroy Street, St Kilda: Fitzroy Street is particularly reliant on visitation from beyond the local area, especially to hospitality, entertainment, and accommodation businesses. The overall performance of the centre has declined noticeably over the past 10 years, first as consumer entertainment preferences evolved, and subsequently due to COVID pandemic impacts (which had greater impact on Fitzroy Street than other activity areas).
- Acland Street, St Kilda: Acland Street has benefited from a diverse range of retail and hospitality services targeted to residents and is performing well apart from pandemic impacts. The land use mix, target market and economic performance of Acland Street is very different to that of Fitzrov Street.
- Carlisle Street, Balaclava: Carlisle Street is physically separated from the other activity areas by the Nepean Highway and is undergoing transition away from traditional goods retailing towards food retail. The catchment profile here is more varied, however local employment and residential demand will support ongoing day-time activity.

Challenges and opportunities are consistent with the Plan, emphasising the need for an updated Activity Centre Strategy.

#### Economy & tourism

The economic and tourism dynamics of the study area have not significantly changed since the Plan's adoption. St Kilda, in particular, was highly exposed to the impacts of the COVID-19 pandemic due to its economic specialisations in tourism, events, music, and hospitality.

#### Economy:

The study area accommodates approximately 10% of the municipality, a relatively low proportion given the spatial breadth of the area and the presence of some of Port Phillip's most important tourism and hospitality attractions and precincts.3

Across the MACs there is more than 88,000sqm of retail floorspace. This is a substantial quantum relative to the local population and reflects the reliance on ongoing visitation to the centres (especially Fitzroy Street) to support the scale and type of businesses currently operating.

There is emerging demand for health, lifestyle, personal services and fresh food, especially in Acland Street and Carlisle Street, which aligns with St Kilda's advantages in terms of access to open space and recreation (such as the beach, foreshore and Albert Park).

Source: Urban Enterprise. "City Of Port Phillip Spatial Economic and Employment Framework – Technical Report." December 2023
 Source: Urban Enterprise. "City Of Port Phillip Spatial Economic and Employment Framework – Technical Report." December 2023

The long-term economic impacts of COVID-19 on St Kilda and Balaclava remain a concern. Analysis of consumer spending habits over six years (2019-2024) revealed notable trends:

- In 2020, the retail economy in St Kilda and Balaclava shrank by 26% compared to 2019.
- In subsequent years (2021 and 2022), total sales volumes did not return to 2019 levels.
- By 2023, sales volumes finally surpassed 2019 levels.<sup>4</sup>

The contraction of business activity during the pandemic led to many closures, resulting in higher vacancy rates in activity centres like Acland Street. Despite improved occupancy rates in 2023, economic activity has had minor declines in total revenue. Sustained economic health requires ongoing visitation and diversification of land uses and employment types, particularly in Fitzroy Street.<sup>5</sup>

Population growth in the study area will generate demand for retail and services space in the activity centres and support recovery and growth of business types meeting population needs.

#### Tourism:

During the pandemic, tourism visitation declined dramatically - international visitation is not expected to return to 'normal' levels until 2024. This will create ongoing economic challenges for businesses in St Kilda which rely on visitation. St Kilda's economy has traditionally thrived on its vibrant nightlife, hospitality scene, renowned events (e.g., St Kilda Festival, St Kilda Film Festival), iconic landmarks (e.g., Luna Park, Palais Theatre), and its beach and foreshore. The pandemic significantly impacted all these sectors, exacerbating pre-existing economic challenges, especially in Fitzroy Street.

An analysis of the Port Phillip tourism industry revealed:

- The pandemic caused a drastic reduction in tourism expenditures, with revenues plummeting by over half from 2019-2020 to 2020-2021.
- While tourism revenue has gradually improved since 2022, it has yet to reach pre-pandemic levels.
- Fitzroy Street's decline in foot traffic and spending during the pandemic exacerbated economic challenges, making its revitalisation a critical focus for local policy and investment efforts.

### Built environment

Challenges and opportunities for the study area, including the St Kilda MAC and the Carlisle Street MAC, remain consistent. With there still being a clear gap is clear vison for the Macs and absence of up to date and comprehensive built form and land use framework.

Clarifying the roles of each activity area and developing associated planning policies is crucial. Encouraging redevelopment, land use transition, and employment intensification within existing centres, along with accommodating retail sector growth in areas convenient to new residential development, remains essential.

#### Development

The study area is still experiencing significant population and development growth.

#### Residential:

Within St Kilda and Balaclava, there are 1,652 major redevelopment projects (developments over 10 dwellings) currently proposed, up from 1,584 dwellings in 2021. This includes no detached houses, 115 townhouses, and 1,537 apartments, reflecting the municipality's shift towards apartment living. On 20 September 2023, the State Government introduced new planning provisions into the Port Phillip Planning Scheme to facilitate and expedite significant residential and economic development, with costs exceeding \$50 million. This program is expected to intensify development activities at key strategic sites within the study area and across the municipality.

<sup>&</sup>lt;sup>4</sup> Source: Spend Map, Council iQ, Port Phillip Vacancy Database

<sup>&</sup>lt;sup>5</sup> Source: Spend Map, Council iQ, Port Phillip Vacancy Database

<sup>&</sup>lt;sup>6</sup> Source: Urban Enterprise. "City Of Port Phillip Spatial Economic and Employment Framework – Technical Report." December 2023

<sup>&</sup>lt;sup>7</sup> Source: Spend Map, Council iQ, Port Phillip Vacancy Database

<sup>&</sup>lt;sup>8</sup> Source: Victorian Government. "Urban Development Program 2022 – Metropolitan Melbourne." Department of Environment, Land, Water and Planning, 17 May 2024. https://www.planning.vic.gov.au/guides-and-resources/data-and-insights/urban-development-program/urban-development-program-2022-metropolitan-melbourne/get-the-data.

#### Commercial

Population growth in the study area will drive demand for retail and service spaces in activity centres, supporting the recovery and growth of businesses that meet the population's needs. This growth has necessitated increase residential development and a greater focus on convenience retail and services.

Substantial investment has been made in cultural and visitor facilities, notably the Victorian Pride Centre, Junction Oval (as the new base for Cricket Victoria) and major apartment and hotel developments which are targeted at the luxury market, notably the Saint Moritz apartment development on the Esplanade. There is also significant local government and private sector investment in key projects such as:

- The redevelopment of the St Kilda Marina which will create new opportunity for business attraction and drive additional visitation and employment at the St Kilda foreshore.
- St Kilda Triangle precinct, one of the last bayside renewal sites, offers opportunities to establish new public spaces, cultural attractions, and/or tourism facilities.
- The St Kilda Pier redevelopment by Parks Victoria, which commenced construction in early 2022 and is expected to be complete in late 2024.

#### Housing

The Major Activity Centres (MACs) in the study area are integral to meeting both State and local housing policy goals. These MACs have the potential to support around 1,292 new dwellings.

The 2021 St Kilda Strategic Plan called for the creation of a comprehensive municipal housing strategy. The new *Port Phillip Housing Strategy* guides the placement and types of housing within CoPP and identifies key development sites and areas for future housing growth. The Housing Strategy envisions MACs, including St Kilda and Carlisle Street, as capable of accommodating moderate housing growth over time. This is due to the constraints many activity centres in the CoPP face, such as existing settlement patterns (small lots, narrow streets), built form, environmental factors (e.g., flooding), and heritage attributes.

#### Public space & amenity

The Places for People Public Space Strategy identifies 35 open spaces in St Kilda / St Kilda West and eight open spaces in Balaclava / St Kilda East. Since the Plan's adoption, the following projects have progressed in the area:

#### St Kilda:

- Construction has commenced on a new plaza outside the Palais Theatre through the reallocation of road space.
- Improvements to Rotary Park have been completed.
- The design process for upgrades to the St Kilda Adventure Playground and improvements to foreshore paths and crossover safety between Donovans and Marina Reserve has begun.
- Council-led improvements to the foreshore in front of the Pier have commenced.
- Advocacy and partnership projects for the foreshore, including St Kilda Pier and St Kilda Marina, are ongoing.

#### Balaclava:

- Two properties adjacent to Pakington Street Reserve have been acquired for a future reserve, and CoPP is investigating the acquisition of additional land for new open spaces.
- A pop-up park is being trialled on Dickens Street.

### Climate change & sustainability

Challenges and opportunities for the study area remain unchanged. Climate change is a global challenge, and Port Phillip faces issues such as flooding, coastal erosion, and heat island effects. The recently adopted *Act and Adapt Sustainable Environment Strategy 2023-28* highlights key initiatives, including the development of the new Port Phillip EcoCentre in the St Kilda Botanic Gardens. The EcoCentre will be a world-class facility with net zero energy and low water usage, achieving a 6-Star Green Star certification. It is set to open in late 2024. Additionally, the strategy highlights the St Kilda Repair Cafe's promotion of sustainability through free repair services to the community.

Large parts of the study area are covered by the Special Building Overlay (SBO) in the Planning Scheme. Melbourne Water is currently refreshing CoPP's flood mapping, which will include increases in rainfall and runoff due to sea level rise. This work is anticipated to be completed in late

#### Transport & parking

The following transport challenges and opportunities are identified for the study area:

- The St Kilda study area is serviced by one train station (Balaclava on the Sandringham Line, serving the Carlisle Street MAC). In 2023, the total passenger volume for Balaclava station was 726,350 passengers. While outside the study area in the Domain Precinct, Anzac Station (opening 2025) will offer improved rail network access for St Kilda tram routes 3, 16, and 67.
- Tram routes in the study area (3, 12, 16, 67, and 78) are still frequently served by older nonaccessible rolling stock, and many stops are not upgraded to DDA standards. Route 96 is almost entirely operated by low floor trams; however, one inaccessible stop remains at Fitzroy St/Canterbury Road.
- Parking statistics show that St Kilda has 6,932 parking permits for residents and 8,314 parking bays. The five streets with the most parking bays are Blessington Street (305 bays), Barkly Street (288 bays), Lower Esplanade Car Park (273 bays), Chapel Street (267 bays), and St Kilda Road (233 bays).
- The study area has limited safe and separated cycling infrastructure, and connectivity remains an issue. The Fitzroy Street separated bike lane is not integrated with St Kilda Road separated bike lanes (north of St Kilda Junction). The Victorian Government has not yet delivered previously announced extension of the St Kilda Road separated bike lanes from St Kilda Junction to Carlisle Street.

#### Community infrastructure

St Kilda has long been a hub of community infrastructure that supports the health and wellbeing of all residents, including marginalised and vulnerable groups. The challenges and opportunities for this area remain consistent. Several Council-owned facilities within the study area, such as the Cora Graves Community Centre, the Avenue Childcare, and Eildon Road Childcare, need to be reviewed to ensure they are fit for purpose.

#### Social issues

The study area has a complex social identity, made up of a diverse and evolving community of people drawn there to live, work, be entertained and access services. As a result of this, social challenges in the study area are complex and evolving. In 2021, the year the plan was adopted, the suburbs of St Kilda and Balaclava recorded a total of 3,522 criminal incidents<sup>9</sup>. By 2023 (the most recent data available) this number had risen slightly to 3,593 incidents, reflecting a small increase of 2.02%. Notably, St Kilda still has the highest proportion of criminal incidents within the municipality, while Balaclava had the least. 10

When compared to other members of the Melbourne 9 (M9) council alliance11, Port Phillip ranked third highest in offender incident rate, criminal incident rate, victim report, and victimisation rate. It held the fifth highest position in terms of offender incidents. Overall, Port Phillip's safety level aligns with that of the other nine metro Melbourne councils.

<sup>9</sup> A criminal incident is an event that may include multiple offences, alleged offenders and/or victims that is recorded on the LEAP

database on a single date and at one location.

10 Source: Victorian Government. "Latest Crime Data by Area." Crime Statistics Agency, 17 May 2024.

https://www.crimestatistics.vic.gov.au/crime-statistics/latest-crime-data-by-area.

11 M9 is an alliance of the nine inner Melbourne councils (Port Phillip, Darebin, Hobsons Bay, Maribyrnong, City of Melbourne, Merribek, Moonee Valley, Stonnington, and Yarra) that work cooperatively and collectively advocate for issues and projects

# PART THREE – RECOMMENDATIONS

This section evaluates the progress and ongoing appropriateness, effectiveness, and efficiency of the plan in addressing issues and achieving objectives. It examines whether the right actions are being taken, if they are being implemented correctly, and if there are better ways to achieve results.

### **Progress of the plan**

#### **Progress status update**

A significant amount of work has progressed that supports the implementation of the plan. in additional to nearly a dozen local strategies, plans and policies that support the implementation, at the time of writing this report, 5 of the 12 recommendations of the plan are underway, and 2 have been completed. For a comprehensive status update, please refer to **Appendix A** of this review. Additionally, the plan identifies over a dozen potential actions to remove barriers for businesses. Of the 14 potential actions, 9 have been completed, 3 are in progress, and 2 are ongoing. For a detailed update on the progress of these actions, please refer to **Appendix B** of this review.



#### **Evaluation summary**

The 12 recommendations of the plan have been evaluated against each indicator of success, current policy context and progress status as outlined in **Appendix A** and **Appendix B**. Overall, most of the recommendations that have not yet been completed are still considered the right approach to achieving the plan's objectives. However, several changes have been suggested to enhance these recommendations. For a comprehensive summary of the evaluation and proposed alternative approaches, refer to **Appendix C** of this review.

### **Updated recommendations**

Table 1 presents updated recommendations (reduced from 12 to 7) for continued project success, integrating secondary and primary recommendations into a single, organised list by timeline: short-term, medium-term, and long-term. Indicative costs are updated, with each project subject to a separate budget process. The following list includes a summary of key changes:

- Feasibility investigation of catalyst sites: This recommendation has been updated to
  rename "catalyst sites" as "strategic development sites" to align with best practice planning and
  urban design terminology. It has also been expanded to include strategic development sites
  across the municipality. This expansion ensures that other significant sites are developed to
  provide net community benefit and align with Council's objectives. Establishing a consistent
  method for identifying and managing these sites will enhance efficiency in terms of resources
  and budget.
- Remove barriers for businesses: This recommendation has been reframed to focus more on supporting and facilitating the establishment and growth of businesses in the study area. This change better reflects the organisation's ongoing efforts. Reference to "Appendix 3" has been removed as its actions are either completed, ongoing, or Business as Usual (BAU).
- Arts and culture support: The recommendation now emphasises support for the arts and culture industries through arts, festivals, events, activation, promotion, and the continued development of the St Kilda Live Music Precinct.
- William Street precinct review: This recommendation has been incorporated into the
  proposal to initiate the structure planning process for the Carlisle Street MAC. This approach
  ensures thorough strategic planning that aligns the development of the William Street precinct
  with the overarching strategic goals of the broader MAC.
- **Licensed premises policy:** This recommendation has been removed due to ongoing state-led liquor licensing reforms.
- **Community infrastructure needs assessment:** The timing of this recommendation has been shifted to the medium-term, in line with current strategic planning priorities.
- Structure plans for the St Kilda and Carlisle Street MACs: These two recommendations
  have been updated to both commence in the short term. It is noted that while structure plans
  provide important broad integrated land use and development direction, they are complex and
  resource intensive projects that require several years each to complete.
- Activity Centre Strategy feasibility and Balaclava Walk Masterplan projects: These two
  recommendations have been removed as the work is complete.

The updated recommendations table (refer to Table 1) focuses on:

- Updating timelines to better reflect CoPP priorities.
- Revising cost estimations, with distinct projects subject to separate business case development and budget allocation processes.
- Removing actions that do not meet success indicators or project objectives.
- Resolving mismatches of project team leads across council departments.
- · Aligning with current Council strategies, priorities, or intent.
- Clarifying the delivery of primary and secondary recommendations to avoid overcommitment.
- · Better management of Council resources.

#### **Budget allocation**

In 2021, the estimated total expenditure to implement the adopted St Kilda Strategic Plan was approximately \$1.9 million. The revised recommendations, as part of this review, have streamlined the estimated total expenditure to approximately \$1.17 million, ensuring efficient use of resources while maintaining alignment with the plan's primary objectives.

To date, CoPP has committed a total of \$392,737 for short-term actions, extending up until the financial year 2026/27 (outside of BAU activities). The remaining recommendations will be funded through the BAU operational budget or project-specific budget approval requests. Detailed budget estimates are shown in Table 1.



**Table 1. Updated St Kilda Strategic Plan recommendations** 

No.	Recommendation	Anticipated Commencement	Indicative cost <sup>12</sup>	Responsibilities
		0-5 years (short-ter	m)	
1.	<ul> <li>a) Undertake initial feasibility investigation of identified strategic development sites within the municipality, which may include: <ul> <li>context analysis.</li> <li>constraints and opportunities analysis.</li> <li>extent to which each site can achieve an economic, environmental, or social benefit.</li> </ul> </li> <li>b) Work with proponents to facilitate development of strategic development sites that have an economic, environmental, or social benefit through site specific planning scheme amendments (if required) or planning permit applications<sup>13</sup>.</li> </ul>	2024/25FY	\$100,000 allocated for the initial feasibility assessment of up to five selected sites within the municipality per Financial Year (FY).  Budget allocated for up to five sites in 2024/25FY.	Council (lead: City Design in partnership with Strategic Planning)
2.	Contribute to building a resilient and sustainable local economy by delivering initiatives, projects, services, policies, and advocacy that attract new businesses and support the retention and growth of existing ones.  Support the arts and culture industries in the area	Ongoing	BAU	Council (lead: various)  Council (lead: City Growth and
J.	through arts, festivals, events, activation and promotion, and the continued development of the St Kilda Live Music Precinct.	Origoing	DAU	Council (lead: City Growth and Culture) Partnership with Arts organisations
4.	Complete and implement the HO7 precinct review and commence the HO5 precinct review.	HO7 precinct review: 2022/23FY	HO7 precinct review: \$70,000 allocated for the planning	Council (lead: Strategic Planning)

<sup>&</sup>lt;sup>12</sup> These indicative costings may change as further work/business cases are prepared for each future project.

<sup>13</sup> This will follow and adhere to the statutory requirements of the *Planning and Environment Act 1987* which includes public exhibition and the opportunity for submissions to be lodged and considered.

		HO5 precinct	scheme amendment	
		review: 2024/25FY	implementation.	
			HO5 precinct review:	
			\$100,000 allocated to	
			undertake the Stage 1	
			preliminary review of Heritage	
			Overlay 5 and surrounds.	
			Budget allocated for HO5 and	
			HO7 precinct reviews in	
			2024/25FY.	
5.	Prepare a Structure Plan for St Kilda MAC, which may	2025/26FY	\$300,000 for preparation.	Council (lead: Strategic
	include:			Planning)
	<ul> <li>A review of the activity centre boundary,</li> </ul>		\$120,000 for planning scheme	
	including of sub-precincts (such as the		amendment implementation.	
	inclusion of Inkerman Street between Barkly			
	Street/St Kilda Road and sections of Barkly			
	Street north and south of Inkerman Street).			
	An Urban Design Framework, which includes a			
	built form review to inform planning controls,			
	such as DDOs.			
	A plan to guide the development of the St Kilda			
	foreshore.			
	A full retail demand and competition analysis.			
	A review of land uses.			
	Alignment with any foreshore management			
	plan.			
	A review car parking demand and issues and			
	the need for any car parking controls.			

6.	<ul> <li>Consideration of public safety and CPTED principals.</li> <li>Co-location and clustering of community facilities in accessible locations.</li> <li>Considers the future Vision for precincts, including Fitzroy Street.</li> <li>A focus on resilient centres.</li> <li>Undertake a land use and built form review of the Carlisle Street MAC and prepare a revised Carlisle Street Structure Plan, with implementation plan, which may include:         <ul> <li>A review of car parking and the need for any car parking controls within the Carlisle Street MAC.</li> <li>A further investigation of the need for a review of the land use and built form controls of the William Street precinct.</li> <li>A review of heritage sightline requirements.</li> <li>A review of the ongoing relevance of mandatory and discretionary requirements of DDO21.</li> </ul> </li> </ul>	2025/26FY	\$300,000 for preparation. \$120,000 for planning scheme amendment.	Council (lead: Strategic Planning)
		5-10 year (medium-te	·	
7.	Undertake a municipal-wide Community Infrastructure Needs Assessment to determine the community facilities and services required.	2027/28FY	\$40,000 - \$60,000 for preparation.	Council (lead: Community Building and Inclusion)

## **APPENDICES**

## **Appendix A: Progress update on recommendations**

This table provides a progress update on the recommendations of the St Kilda Strategic Plan.

No.	Recommendation	2021 Timeline	Progress status	Comments
			Primary rec	ommendations
1	a) Undertake initial feasibility investigation of selected catalyst sites within the St Kilda MAC, including:  context analysis.  constraints and opportunities analysis.  extent to which each site can achieve an economic or social benefit.	0-5 (short- term)	Commenced	The redevelopment of most key development sites identified in the Plan in 2021 and also shown at Appendix E of this review have now been either approved or constructed:  Victorian Pride Centre, 79-81 Fitzroy Street, St Kilda: Constructed.  QT Hotel, 35–37 Fitzroy Street, St Kilda (expansion of existing hotel): Amendment C196Port to facilitate the development approved 10 June 2021.  St Moritz (residential development): Constructed.  St Kilda Pier (redevelopment by Parks Victoria): Construction commenced.  21 William Street, Balaclava (office and brewery Development): Constructed.  St Kilda Marina: No update.  6-10 William, Balaclava: No update.
	b) Work with proponents to facilitate development of catalyst sites that have an economic or social benefit through site specific planning scheme amendments (if required) or planning permit applications.	0-5 (short- term)	Ongoing	To date, officers have provided detailed feedback on the redevelopment of the Cosmopolitan. Specifically, the proponent has requested that Council officers consider the merits of a proposed site-specific amendment to the Port Phillip Planning Scheme to rezone the consolidated land holding known as 2-8 Carlisle Street, 3 Albert Street, and 3-9 Havelock Street in St Kilda. This planning scheme amendment (including combined Section 96a of the <i>Planning and Environment Act 1987</i> combined planning scheme amendment and planning permit application) is being assessed via the Department of Transport and Planning's Development Facilitation Program and is still awaiting a final decision.
2	Remove barriers to new and temporary businesses opening, and existing business expanding, in existing activity centres through an advocacy strategy and business improvement initiatives within the organisation. (See Appendix 3)	0-5 (short- term)	Commenced	Refer to <b>Appendix B</b> of this review for status updates on each action.

3	Prepare a Structure Plan for St Kilda MAC sub-precinct which includes:	5-10 years (mid-term)	Not started	Significant progress has been made on two critical spatial strategies that will underpin and support the structure planning process:
	Review of the activity centre boundary, including of sub-precincts (such as the inclusion of Inkerman Street between Barkly Street/St Kilda Road and sections of Barkly Street north and south of Inkerman Street).  An Urban Design Framework, which includes a built form review to inform planning controls, such as DDOs.  A plan to guide the development of the St Kilda foreshore.  A full retail demand and competition analysis.  Review of land uses.  Alignment with any foreshore management plan.  Review car parking demand and issues and the need for any car parking controls.  Consideration of public safety and CPTED principals.  Co-location and clustering of community facilities in accessible locations.  Considers the future Vision for precincts, including Fitzroy Street.	(IIIIu-ieiiii)		Strategic Economic and Employment Framework (SEEF), March 2024.  Port Phillip Housing Strategy, August 2024.  These strategies will provide a comprehensive foundation for defining CoPP's preferred economic and housing directions within the Major Activity Centres (MACs). They offer clarity on evolving community needs and will support the structure planning process, which guides changes to land use, built form, and public spaces. Together, these changes aim to achieve economic, social, and environmental objectives for the area.
	Focus on resilient centres.			
		S	Secondary re	commendations
4	Create and curate St Kilda Arts precinct (e.g. brand development, wayfaring, street signs, promotions, etc), to capitalise on existing arts organisations.	0-5 (short- term)	Commenced	The Great Places and Precincts Project is guided by the Creative & Prosperous City Strategy, aiming to deliver on key outcomes from that vision:  A City of dynamic and distinctive precincts and places.  A prosperous City that attracts and grows businesses.  A City where arts, culture and creative expression are part of everyday life.  A City where community, creativity and business and connected and engages.  The project commenced with audits of key precincts within the municipality, with a focus on significant business or high streets. Audits were undertaken by Councillors, Council staff and local community stakeholders. The audits included facets such as activation opportunity, asset maintenance or improvement, safety concerns and amenity.  Opportunities identified were then assessed and where approved, implemented by Council

				as part of existing programs or as standalone projects. Delivery of projects and further audits will continue throughout 2024/ 25FY.
				Street audits have been completed on major high streets within the St Kilda Structure Plan: Acland, Carlisle & Fitzroy Streets. The resulting works are currently underway and expected to be delivered within the 2024/25FY years and beyond.
				Additionally, Council has prepared several key documents to support the local live music scene: Live Music Action Plan 2021-2024, St Kilda Live Music Precinct Policy June 2023, and the St Kilda Live Music Precinct Planning Study. In May 2024, CoPP requested that the Minister for Planning authorise the preparation of Amendment C220port, which implements the findings of the St Kilda Live Music Precinct Planning Study. CoPP is the first council in Victoria to aim to incorporate a live music precinct into a planning scheme.
				Port Phillip Council's vision to transform the St Kilda Triangle into a 5,000-person standing capacity live music venue is progressing. Recent consultation in 2023 showed community support for the plan, while a market sounding report identified supply gaps in Melbourne's live music industry, highlighting unmet demand for a flexible live music and performance venue.
				Regarding other matters, the wayfinding signage component has been completed, and resources will be allocated in the coming financial year to develop branding and identities for St Kilda. Ongoing work involves business-as-usual activities related to arts and activations.
5	Complete and implement the HO7 precinct review (2021-2022) and the HO5 precinct review (2023-2024).	0-5 (short- term)	Commenced	Council completed a review of Heritage Overlay 7 (St Kilda, Balaclava, Ripponlea, and Elwood) and surrounds in 2022. Council has requested the Minister for Planning authorise the city to undertake an amendment to the Port Phillip Planning Scheme (Amendment C206port) to implement the findings of the HO7 Review. No timeframe on a decision has been provided. However, it is expected that authorisation will be granted in the 2024/25FY, and that the amendment will be completed in 2026/27FY.
				Council will shortly undertake a review of Heritage Overlay 5 (St Kilda Hill) and surrounds. The Stage 1 preliminary review is scheduled to begin in 2024/25FY, and the Stage 2 detailed assessment scheduled to commence in 2025/26FY. An amendment to the Port Phillip Planning Scheme to implement the findings of the HO5 Review will begin at the conclusion of the Stage 2 detailed assessment.
6	Further investigate the need for a review of the land use and built form controls of the William Street precinct.	0-5 (short- term)	Not started	No update.
7	Review and investigate the feasibility of completing the following key Balaclava Walk masterplan projects:  Balaclava Walk West. Nightingale Street works.	0-5 (short-term)	Completed	CoPP assessed the feasibility of a raised pedestrian crossing across Nightingale Street, connecting the rail line walking path west of the rail line. A Project Idea Definition (PID) was developed to secure funding for the project. The project scope includes design and lighting assessment to occur in the 2024/25FY and construction in the 2025/26FY. The project aims to address objectives in the Balaclava Walk Masterplan for improved walking connections for Nightingale Street and aligns with:
				Council's Places for People: Public Space Strategy 2022 – 2032: Identifies transformative projects requiring further investigation, such as installing kerb

				extensions and a pedestrian zebra crossing on Nightingale Street adjacent to the rail line overpass.     'Green Line' project proposed by PECAN: Utilises existing public open space and walking paths to create an accessible connection between South Yarra Station and Gardenvale Station.
8	Following completion of the Spatial Economic and Employment Framework and the Housing Strategy, further investigate the need for a new Activity Centres Strategy.	0-5 (short- term)	Completed	The City of Port Phillip's Spatial Economic and Employment Framework (SEEF) was adopted by the Council on 6 March 2024. The SEEF does not identify the need for a gaps analysis of each activity centre or the preparation of a list of 'desired' businesses for each centre to fill missing services or goods. Therefore, this action is deemed completed.
9	Develop a Licenced Premises Policy to guide the appropriate location and design of licensed premises to ensure they make a positive contribution commensurate to the role of each activity centre and to effectively manage amenity impacts.	0-5 (short- term)	Not Started	A 2023 review by the Department of Treasury and Finance (DTF) found that duplication of planning and liquor licensing processes costs licensed venues in Victoria significant time and money. In May 2024, officers met with the DTF to provide feedback on options to streamline these processes, reducing regulatory burdens and costs for hospitality businesses.
10	Undertake a Community Infrastructure Needs Assessment to determine the community facilities and services required in each centre. To be completed before Structure Plan.	0-5 (short- term)	Commenced	Officers have commenced investigating the preparation of a Social Infrastructure Framework to establish guiding principles for Council's approach to social and community infrastructure.
11	Undertake a built form review for Carlisle Street MAC (this may take the form of a review the existing 2009 Urban Design Framework) which includes, but is not limited to:	0-5 (short- term)	Not started	Refer to response to recommendation 3.
	<ul> <li>Review of heritage sightline requirements.</li> <li>Review ongoing relevance of mandatory and discretionary requirements of DDO21.</li> </ul>			
12	Prepare a revised Carlisle Street Structure Plan, with implementation plan, which includes:	10 – 20 years (long- term)	Not started	Refer to response to recommendation 3.
	<ul> <li>Review of car parking and the need for any car parking controls within the Carlisle Street MAC.</li> </ul>			
	This assumes there is no requirement for a UDF (as completed above).			

## **Appendix B: Progress update on potential actions**

This table provides a progress update on the potential actions for removing barriers to businesses identified at Appendix 3 of the St Kilda Strategic Plan.

No.	Recommendation	Progress Status	Comments
1	Undertake a pilot program of a commercial/retail mix mapping project to develop a spatial understanding of the current mix in centres and identify clear clusters, gaps in the supply and current anchor tenants and compare them to global best practice retail mix benchmarks and strategies, includes consultation and collaboration with real estate agents (pilot program currently being developed for Acland Street).	Commenced	<ol> <li>A project plan was completed and approved in January 2023. The plan includes the following approach:         <ol> <li>Audit: understand the current retail mix on Acland Street.</li> <li>Research: Desktop research of demographics and psychographics to gain insights on existing residents and visitors to the precinct.</li> <li>Identify: Develop an ideal retail tenant mix based on insights provided during the Research phase. Based on the Audit, identify existing gaps in the ideal retail tenant mix.</li> </ol> </li> <li>Community consultation to understand what is missing from the street and where opportunities lie.</li> <li>Attract: Engage external stakeholders and share results to encourage placement of ideal tenants.</li> <li>Actions 1, 2, 3 and 4 have been completed. Community consultation included a survey on Council's Have Your Say webpage (1-30 November 2023) and Neighbourhood Engagement Program conversations on 10, 11and 17 November 2023. A community engagement summary report was published on Council's website in May 2024.</li> </ol>
2	Continue to progress proposed local VicSmart application types through Planning Scheme Review Planning Scheme Amendment C203 - particularly relevant to minor buildings and works, signage and liquor licenses (all within limited parameters) Amendment C203 is due to commence exhibition shortly.	Completed	Amendment C203port (Planning Scheme Review) was approved by the Minister for Planning and was gazetted on 14 April 2023, which means it has now come into effect in the Port Phillip Planning Scheme.  The Amendment updates the local policies in the Port Phillip Planning Scheme by replacing the Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) at Clause 21 and Clause 22 with a Municipal Planning Strategy (MPS), local policies within the Planning Policy Framework (PPF) and selected local schedules, particular provisions, and operational provisions.

Attachment 1:

3	Convene internal working group to triage new business enquiries and applications (ideally led by the ASSIST business concierge), attended by representatives from City Permits, Health, Building and Planning services, City Design, Economic development team etc.	Completed	This action has been led by the Economic Development team with support from the ASSIST team. The role of business concierge and responsibility for delivery of the service has transitioned from the ASSIST team to the Economic Development team.  Council has enhanced its Business Concierge Service to be a whole of organisation approach to supporting people navigate Council's business permits and approvals processes, as well as providing general business advice and information. The service is coordinated by Council's Business Engagement Lead who acts as the first point of contact for business enquiries, especially those that require multiple permits or have complex questions. The Business Engagement Lead works closely with several teams including Planning, Health Services, Building and City Permits to provide a single coordinated response and additional tailored business support information. An internal Business Concierge Network that includes these and other teams has been established for internal referrals in response to business enquiries.
4	Investigate whether rates rebates/ concessions would be an effective incentive for premises within commercial/ MUZ/ industrial zoned areas are leased at lower/ temporary rates to new and/ or targeted businesses and/ or to part of the premises (noting many vacant premises may be too big to attract desired businesses).	Commenced	When properties are left derelict or vacant it has a negative impact on our community. This can include changes to the look and feel of the area, increased anti-social behaviour, and may lead to residents feeling less safe in their neighbourhoods. We also know that empty retail shops significantly impact the activation of our retail precincts, which has been seen in streets such as Carlisle, Fitzroy, and Acland streets.  One Council action to support vibrant and safe neighbourhoods is a proposal to increase rates for owners of derelict and vacant land, as well as inactivated retail land, to discourage landowners from leaving them unused. The intent is to incentivise landowners and discourage neglect linked to safety and amenity concerns. Higher differential rates will be set for derelict land, inactivated retail land and vacant land to assist with the development of our city consistent with the objectives set out in the Council Plan. This reflects the objectives to ensure the timely development, use and activation of all land and property within the municipality.  Following public consultation and consideration of all feedback, on 26 June 2024 Council adopted the updated <i>Rating Strategy 2022-25</i> including the expansion of differential rating in 2024/25 to land types that are negatively impacting the municipality.
5	Once the SEEF is completed – review the need for a gaps analysis of each activity centre and use as a basis to prepare list of 'desired' businesses for each activity centre (i.e. to plug missing services/ goods), and then incentivise these businesses through concierge service/ rates rebates etc.	Completed	The City of Port Phillip's Spatial Economic and Employment Framework (SEEF) was adopted by the Council on 1 May 2024. The SEEF does not identify the need for a gaps analysis of each activity centre or the preparation of a list of 'desired' businesses for each centre to fill missing services or goods. Therefore, this action is deemed completed.
6	Investigate a fast track process for any local laws and health permits required for new and temporary businesses and/ or 'deemed to comply' standards to avoid permits.	Ongoing	The City Permits Unit continues to seek improvements to the customer experience when applying for local laws permits. Customers are encouraged and guided to use the online self-service portal, My Port Phillip, for self-lodging applications.  Trader liaison and pre-application advice is being provided, to increase understanding of permitting requirements and exemptions. Proposed improvements to the One Council workflow processes for permitting are being resolved and prioritised for implementation in 2024/25 FY.

			Community and trader engagement on the Footpath Trading Guidelines took place from 19 April 2024 to 17 May 2024. These guidelines offer a framework for the sustainable use and management of footpath trading areas, making the process clearer and easier for everyone to understand and proposes a faster way for officers to consider variations to these guidelines when circumstances allow, in-turn reducing customer wait times for these decisions.
7	Consider appointing a commercial priority planner & adopt commercial priority process (based on the Moreland model) for new & expanding businesses.	Completed	This is an ongoing role. The senior planner continues to deal with planning applications that relate to any business in CoPP. This is also extended to Project Services and our major business partners across our city e.g., Luna Park recently submitted a planning application and this weas dealt with by the business planner.
8	Prepare and adopt advocacy strategy that advocates State government for the following:  a) For temporary businesses & businesses wishing to trial expansion (in both cases for up to 6 months) within Commercial/ MUZ/ industrial zoned areas:	Completed	On 6 March, the Council endorsed the <i>City of Port Phillip Advocacy Strategy 2024-2027</i> . This strategy provides Councillors, officers, and the community with a detailed advocacy process for prioritizing, implementing, and reporting on advocacy priorities. The strategy aims to clarify the work of the advocacy team and ensure that the Council maximises future opportunities through proper resourcing and relationship management.
	<ul> <li>Waive building regulations requirements (not fire, but include DDA, toilet requirements).</li> <li>Waive planning requirements for use (within certain parameters such as typical business hours), car parking, internal B&amp;W.</li> <li>Introduce State-wide VicSmart provisions for buildings and works, liquor and signage matters.</li> </ul>		Each year, Council officers will prepare a prioritised list of advocacy items for consideration and endorsement by the executive and Councillors. This proposal will be presented to the Council between June and July each year, allowing advocacy priorities to reflect the outcomes of Federal and State elections, Council budgets, and alignment with grant funding opportunities and Council's membership review. Additionally, advocacy items can be added out of cycle if they meet the relevant assessment criteria. Continued advocacy on these items will be reviewed during the annual Council advocacy priority reviews in June each year.
	b) For new non-temporary businesses within commercial/MUZ/ industrial zoned areas:  • Small v Big businesses:  - Confirm parameters to define each (eg <500 sqm floor area, certain customer or staff numbers, etc).  • Small businesses:  - Waive planning requirement for car parking, internal B&W.  - Introduce VicSmart provisions for buildings and works, use (within certain parameters such as		
	typical business hours), liquor and signage matters.	Commission	This action was completed in mid 2000
9	Set up a Planning services procurement panel, in order to enable agile use of contract staff to support statutory, compliance and strategic planning services in light of recruitment issues, particularly short-term vacancies.	Completed	This action was completed in mid-2022.

10	Investigate advisory/ mentoring program for new businesses - businesses can get advice on what to consider when starting up and info on regulatory requirements.	Completed	Advice for new businesses is a key feature of the enhanced Business Concierge Service which offers tailored 1:1 advice and support, including helping businesses with:  Navigating the permit process for opening, growing, or buying a business. Finding the right permits and approvals. Getting information advice across Council. Improving the quality of information in applications. Accessing Business Victoria workshops, webinars, mentoring and business advice. Businesses also have access to Council's online business support tools: Business Permit Finder and Commercial Property Lookup.  Council's revamped/updated business webpages include information on: Open for business guidelines and factsheets. Start, grow, or buy a business. Business permits and approvals. Business support and resources. Creative industries. Business Victoria learning and advice, mentoring and webinars. Victorian Small Business Commission.
11	Once a business has opened and the regulatory aspects have been finalised, handover business information on to Economic Growth. Economic Growth team can:	Commenced	Businesses that make enquiries to or are referred to the Business Concierge service are provided with business support information and a link to subscribe to the mailing list for Council's business e-newsletter.
	a) Introduce these businesses to support opportunities & resources through Council. b) Ensure the businesses receive dedicated Port Phillip business updates by including them in the Economic Growth mailing list.		In addition, a project is underway to develop and trial business welcome packs for new business within the municipality. The welcome packs will provide information on business supports, opportunities and resources, as well as support relationship building and continuous engagement between Council and new businesses.

Attachment 1:

12	Tailored Fact Sheets/checklist to assist & guide new businesses. E.g., Setting/ taking over a hospitality business.	Completed	Council partnered with five other councils in a Victorian Government funded project to develop guidelines and fact sheets for people looking to start a business. Published on Council's website in 2023, all the information is simplified and tailored to the type of business. The guidelines provide general industry specific information. The fact sheets provide more detailed technical information on topics such building code requirements, acoustic attenuation, and planning zones. The guidelines and fact sheets are:  • Entertainment and recreation • Fitness • Hospitality • Music Venues • Personal Services • Small Industry and manufacturing • Planning • Liquor and Food • Building • Acoustics • Local Laws
13	Increase officer attendance at Business Association meetings. Topics and variety of presence.	Ongoing	Over the years 2022 to 2024, Business Advisory Group meetings have included presentations from various Council officers on the following topics:  Customer experience and service improvements. ePermitting (digital parking permits). My Art Walk App. Housing, Homelessness and City amenities. Local Law Review. Winter marketing campaign. My Art Walk App update. Spatial Economic and Employment Framework. Welcoming Cities. St Kilda Triangle Community Engagement. South Melbourne Market Upgrade Community Engagement. Footpath Trading Guidelines Feedback. South Melbourne Structure Plan. Dumped rubbish and precincts. Parking permit review. Care Share Policy and Guidelines consultation.
14	Resource and prioritise review of Footpath Trading Guidelines adopted by Council in 2010, (amended in 2017).	Completed	Community and trader engagement on the Footpath Trading Guidelines took place from 19 April 2024 to 17 May 2024. These guidelines offer a framework for the sustainable use and management of footpath trading areas, making the process clearer and easier for everyone to understand and proposes a faster way for officers to consider variations to these guidelines when circumstances allow, in-turn reducing customer wait times for these decisions. The final version of these Guidelines is due to be considered by Council at its meeting in mid-2024.

## **Appendix C: Evaluation of recommendations**

The 12 recommendations of the plan have been evaluated against each indicator of success, current policy context and progress status.

No.	Recommendation	Project progress	Evaluation	Change
			Primary recommendations	
1.	<ul> <li>a) Undertake initial feasibility investigation of selected catalyst sites within the St Kilda MAC, including:</li> <li>context analysis.</li> <li>constraints and opportunities analysis.</li> <li>extent to which each site can achieve an economic or social benefit.</li> </ul>	On track	The study area is experiencing increasing development pressure, particularly on catalyst sites—larger areas identified in existing strategic work for redevelopment that can accommodate higher-density residential and economic growth. The redevelopment of five of the eight the key development sites identified in the plan in 2021 have now being either approved or constructed. Refer to <b>Appendix E</b> of this review for details.  Given this, there is an opportunity to extend this recommendation to other strategic development sites across the municipality. Similar sites face challenges due to the absence of a comprehensive planning framework to guide development outcomes. It is crucial to ensure these significant sites are developed to provide net community benefits and align with the Council's objectives.  Establishing a consistent method for identifying and managing these sites will make the process more efficient in terms of resources and budget. This holistic approach aligns with the Council's vision for fostering responsible and visionary development. Formally defining and renaming the catalyst sites as strategic development sites and extending the initiative could streamline the process and ensure consistency.  The recommendation should also be reworded to include the word "environmental" because it emphasises the importance of considering the environmental impact of development projects. This addition ensures that environmental benefits are explicitly recognised alongside economic and social benefits, promoting sustainable and responsible development practices.	The recommendation should be reworded to:  "Undertake initial feasibility investigation of identified strategic development sites within the municipality, which may include:  • A context analysis. • A constraints and opportunities analysis. • The extent to which each site can achieve an economic, environmental, or social benefit."  This recommendation should be led by City Design.

	b) Work with proponents to facilitate development of catalyst sites that have an economic or social benefit through site specific planning scheme amendments (if required) or planning permit applications.	On track	Adding the word "may" to this recommendation introduces flexibility and acknowledges that not all components may be feasible or necessary for each strategic development sites.  Prioritising and progressing the investigation of sites is dependent on development pressures and emerging opportunities, potentially involving collaborations with the Victorian Government or developer-led initiatives.  Refer to the evaluation item 1. a) for justification on the inclusion of the word "environmental."	The recommendation should be reworded to: "Work with proponents to facilitate development of strategic development sites that have an economic, environmental, or social benefit through site specific planning scheme amendments (if required) or planning permit applications."
2.	Remove barriers to new and temporary businesses opening, and existing business expanding, in existing activity centres through an advocacy strategy and business improvement initiatives within the organisation. (See Appendix 3)	On track	Simplifying the process for new and existing businesses will foster economic growth and align with the Council's strategic goals. However, terms like 'remove' and 'barriers' do not accurately reflect the work undertaken across the organisation to support local enterprises.  The reference to "Appendix 3" of the St Kilda Strategic Plan should be removed from this recommendation, as the potential actions are either business-as-usual (BAU), ongoing, or completed, and duplicate the recommendations in the main body of the plan.	The recommendation should be reworded to: "Contribute to building a resilient and sustainable local economy by delivering initiatives, projects, services, policies, and advocacy that attract new businesses and support the retention and growth of existing ones."
3.	Prepare a Structure Plan for St Kilda MAC sub-precinct which includes:  Review of the activity centre boundary, including of sub-precincts (such as the inclusion of Inkerman Street between Barkly Street/St Kilda Road and sections of Barkly Street north and south of Inkerman Street).  An Urban Design Framework, which includes a built form review to inform planning controls, such as DDOs.  A plan to guide the development of the St Kilda foreshore.  A full retail demand and competition analysis.  Review of land uses.  Alignment with any foreshore management plan	On track	As a designated major activity centre, St Kilda plays an important role in achieving the objectives of Plan Melbourne 2017-2050, particularly in terms of housing and employment. The area faces significant development pressure and requires revitalisation. A structure plan is necessary to provide a cohesive and clear framework for managing change, ensuring a balanced approach to economic and population growth while enhancing the overall urban environment. It is noted that while structure plans provide important broad integrated land use and development direction, they are complex and resource intensive projects that require several years each to complete. Adding the word "may" to this recommendation introduces flexibility and acknowledges that not all components may be feasible or necessary for the final Structure Plan. This allows for a tailored approach based on evolving priorities, resource availability, and stakeholder input.	<ul> <li>The recommendation should be reworded to:</li> <li>"Prepare a Structure Plan for St Kilda MAC, which may include:</li> <li>A review of the activity centre boundary, including of sub-precincts (such as the inclusion of Inkerman Street between Barkly Street/St Kilda Road and sections of Barkly Street north and south of Inkerman Street).</li> <li>An Urban Design Framework, which includes a built form review to inform planning controls, such as DDOs.</li> <li>A plan to guide the development of the St Kilda foreshore.</li> <li>A full retail demand and competition analysis.</li> <li>A review of land uses.</li> <li>Alignment with any foreshore management plan.</li> </ul>

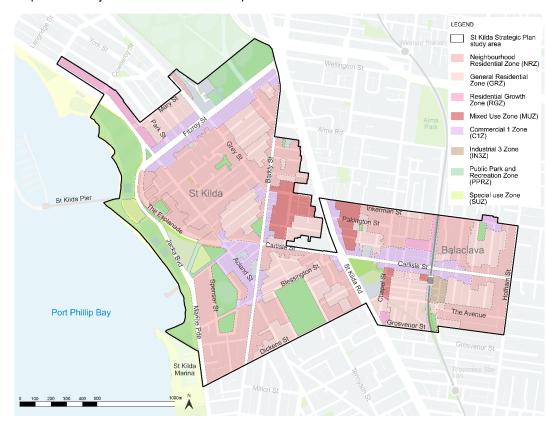
	<ul> <li>Review car parking demand and issues and the need for any car parking controls.</li> <li>Consideration of public safety and CPTED principals.</li> <li>Co-location and clustering of community facilities in accessible locations.</li> <li>Considers the future Vision for precincts, including Fitzroy Street.</li> <li>Focus on resilient centres.</li> </ul>		Secondary recommendations	<ul> <li>A review car parking demand and issues and the need for any car parking controls.</li> <li>Consideration of public safety and CPTED principals.</li> <li>Co-location and clustering of community facilities in accessible locations.</li> <li>Considers the future Vision for precincts, including Fitzroy Street.</li> <li>A focus on resilient centres."</li> <li>Given the need for this work, the timeline should be moved from the medium term to the short-term.</li> </ul>
4.	Create and curate St Kilda Arts precinct (e.g., brand development, wayfaring, street signs, promotions, etc), to capitalise on existing arts organisations.	At risk	Supporting arts and culture aligns with the Creative and Prosperous City Strategy 2023-2026 and promotes St Kilda as a vibrant cultural hub. However, the adopted strategy does not specifically mention the creation of a "St Kilda Arts Precinct," instead referring only to South Melbourne. Additionally, there is now a designated live music precinct in St Kilda. The omission of the St Kilda Live Music Precinct in the plan is clear, and this recommendation should be reworded to reference the work being undertaken in that space.	The recommendation should be reworded to:  "Support the arts and culture industries in the area through arts, festivals, events, activation and promotion, and the continued development of the St Kilda Live Music Precinct."
5.	Complete and implement the HO7 precinct review (2021-2022) and the HO5 precinct review (2023-2024).	At risk	These two precinct reviews form part of Council's Heritage Program implementation and have both commenced. CoPP continues to experience strong development pressure, which results in more heritage buildings and historical context being adapted, redeveloped, or destroyed. Ongoing review of existing and potential heritage places and the associated underlying heritage documents are required to ensure heritage places are protected and heritage controls are robust and up to date. Additionally, State government requirements for heritage places continue to change, resulting in a statutory obligation on Council as the planning authority to review existing heritage documents and policies.  Council has requested the Minister for Planning authorise CoPP to undertake an amendment to the Port Phillip Planning Scheme (Amendment C206port) to implement the findings of the HO7 Review. While no timeframe for a decision has been provided, this is beyond the Council's control, and there is a risk that it may affect timeframes and delivery.	No change

6.	Further investigate the need for a review of the land use and built form controls of the William Street precinct.	At risk	The William Street precinct requires further strategic planning. This recommendation, also identified in the <i>Carlisle Street Major Activity Centre Structure Plan 2009</i> , should be integrated into a broader review of the Carlisle Street MAC. This comprehensive review should include a review of the existing zoning and built form controls, reflecting best practice in urban planning by considering the precinct within the wider context of the MAC. This integrated approach will ensure a cohesive and efficient use of resources, ultimately saving money and staff time.	This recommendation should be incorporated into recommendation 11.
7.	Review and investigate the feasibility of completing the following key Balaclava Walk masterplan projects:  Balaclava Walk West. Nightingale Street works.	Completed	This work is deemed to be completed. Transport assessed the feasibility of a raised pedestrian crossing across Nightingale Street, connecting the rail line walking path west of the rail line. This recommendation should be removed.	This recommendation is now completed and should be removed.
8.	Following completion of the Spatial Economic and Employment Framework and the Housing Strategy, further investigate the need for a new Activity Centres Strategy.	Completed	The adopted SEEF investigated the need for and subsequently recommended the development of a new activity centre strategy.	This recommendation is now completed and should be removed.
9.	Develop a Licenced Premises Policy to guide the appropriate location and design of licensed premises to ensure they make a positive contribution commensurate to the role of each activity centre and to effectively manage amenity impacts.	Off track	A 2023 review by the Department of Treasury and Finance found that duplication of planning and liquor licensing processes costs licensed venues in Victoria significant time and money. As part of the Whole of Victorian Government Regulatory Reform program, options are being explored to streamline these processes, reducing regulatory burdens and costs for hospitality businesses. Given that liquor licensing reform is being addressed by the State Government, this recommendation should be removed from the St Kilda Strategic Plan. State-led reform will reduce costs to Council and streamline processes. Future structure planning in the study area would not be impacted by not completing this work.  This change will save CoPP approximately \$40k for preparation and \$70k for planning scheme amendment implementation (as indicated in the plan).	This recommendation should be removed.
10.	Undertake a Community Infrastructure Needs Assessment to determine the community facilities and services	At risk	This assessment will ensure that community infrastructure supports population growth and community wellbeing, aligning with other strategic documents. St Kilda has significant community infrastructure needs that support health and wellbeing. A new assessment will also benefit from all the work	This recommendation should be reworded to: "Undertake a municipal-wide Community Infrastructure Needs Assessment to

	required in each centre. To be completed before Structure Plan.		done post the adoption of the St Kilda Strategic Plan. However, it does not need to be completed before structure planning can commence, as demonstrated by the development of the South Melbourne Structure Plan.	determine the community facilities and services required."  Given that no work has commenced, this recommendation should be moved to a medium-term priority.  It is also more appropriate for this task to be led by Community Building and Inclusion rather than strategic planning.
11.	Undertake a built form review for Carlisle Street MAC (this may take the form of a review the existing 2009 Urban Design Framework) which includes, but is not limited to:  Review of heritage sightline requirements. Review ongoing relevance of mandatory and discretionary requirements of DDO21.	At risk	The last structure plan of Carlisle Street, completed in 2009, is now outdated and requires updating to address the increasing development pressures within the MAC. A new structure plan should reflect best practice in urban planning by integrating considerations such as zoning, built form controls, heritage sightlines, mandatory and discretionary development requirements, access and movement, design quality, amenity, sustainability, and public spaces, including streets and parks.  Adding the word "may" to this recommendation introduces flexibility and acknowledges that not all components may be feasible or necessary for the final Structure Plan. This allows for a tailored approach based on evolving priorities, resource availability, and stakeholder input.	This recommendation should be combined with recommendation 12 and reworded to:  "Undertake a land use and built form review of the Carlisle Street MAC and prepare a revised Carlisle Street Structure Plan, with implementation plan, which may include:  • A review of car parking and the need for any car parking controls within the Carlisle Street MAC.  • Further investigation of the need for a review of the land use and built form controls of the William Street precinct.  • A review of heritage sightline requirements.  • A review of the ongoing relevance of mandatory and discretionary requirements of DDO21."  Given the need for this work, the timeline should be moved from the long-term to the short-term.
12.	Prepare a revised Carlisle Street Structure Plan, with implementation plan, which includes:  Review of car parking and the need for any car parking controls within the Carlisle Street MAC.  This assumes there is no requirement for a UDF (as completed above).	On track	Refer to comments in relation to recommendation 11.	Refer to comments in relation to recommendation 11.

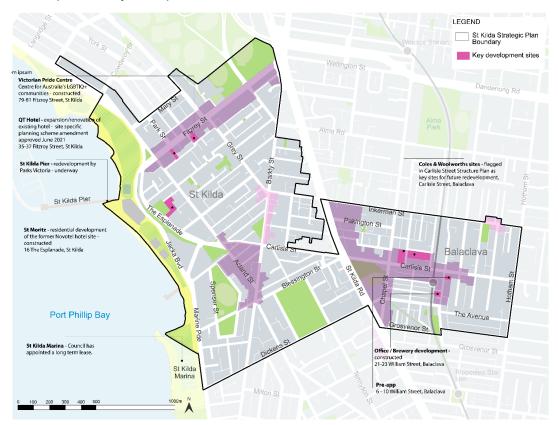
## **Appendix D: Zone profile**

Map of the study area of the current zone profile.



## Appendix E: Update on key development sites

Status update on key development sites identified in the Plan.





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10.3 PORT PHILLIP HOUSING STRATEGY - ADOPTION AND

PHASE 3 ENGAGEMENT REPORT

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: LUKE ROGERS, STRATEGIC PLANNER

SAMINDI YAPA, STRATEGIC PLANNER

LINGNA ZHANG, SENIOR STRATEGIC PLANNER

#### 1. PURPOSE

1.1 The purpose of this report is to:

- Report on responses to the final stage of community engagement on the draft *Port Phillip Housing Strategy* (the Strategy) and outline the changes made to the Strategy; and
- b) Seek Council adoption of the Strategy; and
- c) Seek Council endorsement of a position on the State Government's draft housing target to guide officers in providing a submission to *Plan for Victoria*.

#### 2. EXECUTIVE SUMMARY

- 2.1 As more people choose to call Port Phillip home, housing growth and change will need to maintain the city's liveability, accessibility, and diversity to meet the evolving needs of its residents.
- 2.2 A new *Port Phillip Housing Strategy (Strategy)* has been prepared to help direct and manage housing growth over a 15-year period, providing certainty and consistency of housing outcomes. To view the Strategy, refer to **Attachment 1**.
- 2.3 Overall, the Strategy found there is enough residentially zoned land in Port Phillip to meet projected housing growth. However, some intervention is needed to ensure that the housing provided is diverse, well-designed, in character with the area, affordable, and sustainable.
- 2.4 The development of the Strategy was informed by technical studies and three phases of community engagement.
- 2.5 The final phase of consultation was conducted over five weeks from March April this year. The key outcomes and themes from the engagement include:
  - a) The need to direct housing to areas that can accommodate growth.
  - b) A desire to preserve valued neighbourhood character.
  - c) Seeking a balance of heritage and character with the need for new housing.
  - d) An emphasis on sustainable housing and good design.
  - e) Overall support for the introduction of an affordable housing target.
- 2.6 Key implementation mechanisms include a planning scheme amendment, active monitoring of residential land use trends and data, as well as advocacy efforts.
- 2.7 Subject to Council adopting the Strategy, the next step will be to commence the planning scheme amendment processes.



- 2.8 In June 2024, the State Government released draft local government housing targets in Plan for Victoria for public consultation. This includes a draft housing target for the City of Port Phillip of an additional 56,000 new dwellings by 2051.
- 2.9 While the City of Port Phillip currently has enough existing capacity (without rezoning) to accommodate the target, officers recommend seeking transparency in how the draft targets were determined.

#### 3. RECOMMENDATION

That Council:

- 3.1 Notes the officer report in relation to the adoption of a municipal-wide housing strategy for Port Phillip.
- 3.2 Notes the consultation approach in the preparation of the final *Port Phillip Housing Strategy* at Attachment 1.
- 3.3 Adopts the final *Port Phillip Housing Strategy* at Attachment 1 and technical reports at Attachments 2, 3 and 4 as the strategic justification and basis for:
  - a) future decisions on housing and management of residential land; and
  - b) a future amendment to the Port Phillip Planning Scheme to introduce new and amended planning provisions.
- 3.4 Endorses the scope of the response to the State Government's Draft Housing Target, for inclusion in the City of Port Phillip's submission to *Plan for Victoria*, as detailed in paragraph 4.45 to 4.49 of this report.
- 3.5 Authorises the Chief Executive Officer (or their delegate) to make any minor editorial changes to the final *Port Phillip Housing Strategy* at Attachment 1 prior to publication and before applying to the Minister for Planning for authorisation to prepare an Amendment, under section 8A of the *Planning and Environment Act 1987*.

#### 4. KEY POINTS/ISSUES

#### Rationale for a new Housing Strategy

- 4.1 State planning policy requires councils to proactively plan for projected population growth over at least a 15-year period and provide clear direction on locations where growth should occur.
- 4.2 A Housing Strategy is the key foundational strategic planning document that assists Council in planning for our residents' current and future housing needs.
- 4.3 Council's existing Housing Strategy, adopted in 2007, lapsed in 2017. Since it was adopted, there have been important changes to Port Phillip's planning framework and the state planning policy context, including:
  - a) Rezoning the Fishermans Bend Urban Renewal Area ('Fishermans Bend') in 2012 to accommodate residential land uses and development. Fishermans Bend will be Australia's largest urban renewal area. It is anticipated that the Port Phillip portion will accommodate 68,000 residents.
  - b) Introduction of a new suite of residential zones in 2013 (reformed in 2017), which provided local government with the opportunity to better direct the location and scale of residential change.



- c) Updated State Government population and household projections.
- d) Victoria's Housing Statement (2023) sets a target to build 800,000 homes in Victoria over the next decade. According to the draft housing target released for public consultation, in the City of Port Phillip, an additional 56,000 new dwellings are to be built by 2051.
- 4.4 An up-to-date Housing Strategy provides direction on where, and how housing should be accommodated in across the municipality. This supports Council in undertaking precinct level structure planning.
- 4.5 The Strategy is one of two key spatial planning strategies being progressed by Council. The other companion strategy is the *Spatial Economic and Employment Framework* (SEEF). SEEP is a spatial strategy for employment land and was adopted by Council on 6 March 2024. To improve cost-effectiveness and resource efficiency officers propose consolidating the implementation of both strategies in a single planning scheme amendment.

#### **Housing Strategy Approach**

- 4.6 A Housing Strategy must be prepared in accordance with State Government requirements with a clear strategic justification for any proposed planning scheme changes.
- 4.7 The Strategy is informed by several technical investigations, including:
  - a) Affordable Housing Needs Study (SGS Economics and Planning) Attachment
     2.
  - b) Neighbourhood Character Study (LatStudios) Attachment 3.
  - c) Housing capacity model and market analysis (Urban Enterprise) Attachment 4.
- 4.8 The Strategy has undergone a peer review to ensure its strategic robustness and ensure alignment State policy.
- 4.9 The Strategy aligns with other projects being undertaken by Council, including the municipal-wide *Spatial Economic and Employment Framework* and the *South Melbourne Structure Plan*.

#### Vision and Objectives of the Housing Strategy

4.10 The vision for the Housing Strategy is:

A City with liveable neighbourhoods and places to live that meet the needs of our diverse and growing community.

An evolving City that respects its rich history while looking and adapting to the future. A City of safe, distinct, inclusive, interconnected neighbourhoods. A City that continues its long-standing commitment to providing affordable housing and is a home to our diverse community. A City that is sustainable and resilient to meet the challenges of a changing environment.

- 4.11 To achieve the vision, the Strategy sets out 6 objectives:
  - a) Objective 1: Ensure adequate housing supply.
  - b) Objective 2: Direct new housing to appropriate locations.



- c) Objective 3: Encourage new housing respond to neighbourhood character and heritage values of established residential areas.
- d) Objective 4: Encourage a range of housing options to support our diverse community.
- e) Objective 5: Support new housing to be well-designed and resilient to the impacts of climate change.
- f) Objective 6: Facilitate the provision of more affordable housing.
- 4.12 Detail on each of these objectives and how they will be achieved is outlined in the Strategy, below is a summary of the Objectives and key recommendations.

#### Objective 1: Ensure adequate housing supply.

- 4.13 By 2036, we expect an extra 43,510 people will move to our city and live in an additional 21,480 homes (Victoria in Future population projections, 2023)
- 4.14 Port Phillip has a strong housing supply pipeline (0 to 5 years) to meet expected short-term demand, and sufficient residential land to accommodate projected housing demand over the next 15 years. Therefore, the Strategy recommends monitoring and reviewing development trends.

#### Objective 2: Direct new housing to appropriate locations.

- 4.15 The location of new housing is critical to creating a sustainable city. Victoria's Housing Statement talks about building more homes closer to transport, roads, hospitals, and schools. Within a local context, Port Phillip seeks to facilitate 10-minute neighbourhoods which requires locating housing and jobs "close to existing (or soon to be completed) high quality pedestrian routes and frequent public transport services that connect to key destinations like schools, employment, shops and community facilities." (Move, Connect, Live: Integrated Transport Strategy 2018-28).
- 4.16 In response, the Strategy directs housing growth to areas close to services, jobs, public transport, and areas within and around activity centres and where there is capacity for change. Housing development will be more limited in established residential areas to protect heritage and neighbourhood character.
- 4.17 Areas surrounding Major Activity centres, Neighbourhood Activity Centres and train stations (within 800 metres) are flagged for further investigation as key strategic opportunities for new housing, particularly 'infill' development. Further strategic work is required to determine the appropriate level of housing growth. This approach acknowledges several key considerations:
  - Both Port Phillip's Major Activity Centres (Bay Street, Clarendon Street, Fitzroy and Acland Streets and Carlisle Street) and Neighbourhood Activity Centres (including Armstrong Street, Middle Park, Ormond Road / Glenhuntly Road, Elwood, Bridport Street/Victoria Avenue, Albert Park) have a role to play in facilitating 10-20 minute neighbourhoods – this is a shift from current policy which focuses only on Major Activity Centres.
  - Community feedback from previous consultation indicated support for increased housing and greater housing diversity near existing infrastructure and services.
- 4.18 Some of those areas are protected by Heritage Overlays (HO). While the HO does not prohibit development it requires compliance with the council's heritage policy and will impact development outcomes and potential yields. While the HO is often seen as the



reason for limiting growth, it is the combination of the residential zone (which restricts building height), HO, and various land constraints - including lot sizes, street width and site access - that shape outcomes. The strategy proposes to investigate whether additional housing capacity may be achieved through upzoning some of this land. This would be further investigated through feasibility testing and capacity modelling.

#### Residential Development Framework Plan

- 4.19 The Housing Strategy includes a Residential Development Framework Plan (the Plan). This is a spatial plan that identifies areas with different levels of future housing change (minimal, incremental, moderate, substantial). This provides certainty to the community about where growth and intensification will be encouraged. A summary of the change areas definition and criteria is in the Strategy at Chapter 4.1
- 4.20 The Plan is a key implementation tool that, along with the preferred Neighbourhood Character Statements (see objective 3 below), will be translated into local planning policy, residential zones and zone schedules to provide statutory guidance on the level of housing change, typology and built form / character outcomes desired.

## Objective 3: Ensure new housing responds to neighbourhood character and heritage values of established residential areas.

- 4.21 When planning for future housing growth, valued existing neighbourhood character elements, where it exists, and preferred future character guide new development. The Neighbourhood Character Study focuses on established residential areas where no specific built form or heritage controls apply. This study area is predominately in the south of CoPP (Elwood and Ripponlea, Balaclava and St Kilda East, St Kilda and St Kilda West), and Port Melbourne, parts of Middle Park, Albert Park and South Melbourne.
- 4.22 The Study identified six 'Character Areas' and prepared Preferred Future Neighbourhood Character Statements to reflect the valued features and characteristics of an area and be 'forward-looking' to ensure contemporary housing needs are met.
- 4.23 The development of the Preferred Future Neighbourhood Character Statements was informed by community engagement in July 2023. These Statements will inform new design objectives, standards and requirements to be incorporated into the Planning Scheme through changes in the residential zones.

#### Objective 4: Encourage a range of housing options to support our diverse community.

- 4.24 There is a lack of diversity in terms of bedroom mix and dwelling typology being delivered. For example, the majority (67 per cent) of dwellings in our city have two or less bedrooms.
- 4.25 As such, the Strategy recommends strengthening local planning policy to include minimum bedroom ratios for developments of 10 dwellings or more. Given that local planning policy cannot impose a mandatory diversity requirement, the final diversity ratio will predominantly be influenced by market dynamics. The Strategy provides Council's statutory planners with strategic guidelines when assessing development applications and a policy position to enter negotiations with developers.
- 4.26 Consistent with Australia-wide trends, our population is ageing. Ageing in place in secure housing, or other accommodation, is fundamental for health and wellbeing. The Strategy encourages new residential development to incorporate design features that provide accessibility to people of all ability. This will be implemented through design



guidelines. The Strategy also supports the delivery of diverse aged care models in areas close to services, public transport and activity centres.

## Objective 5: Support new housing to be well-designed and resilient to the impacts of climate change.

- 4.27 The cost and lack of land available in Port Phillip for development of new separate houses means that apartments will continue to be the predominant housing typology for new housing. It is important that they are well-designed, liveable and provide a level of internal and external amenity to improve the occupant's health, wellbeing, and overall quality of life. The Strategy recommends advocating to the State Government to update the Apartment Design Guidelines Victoria to address gaps to achieve amenity and liveability in new apartment developments.
- 4.28 The current suite of Environmentally Sustainable Development (ESD) requirements in the Port Phillip Planning Scheme are not adequate to tackle climate change. Port Phillip is working with the Council Alliance for a Sustainable Built Environment (CASBE) and 23 other councils to introduce new planning policy that elevates ESD in new development and encourages a move towards net zero carbon development. Council is also updating the Sustainable Design Strategy during 2024-25, which will set new standards for building design in City of Port Phillip. To support this the Housing Strategy recommends continued advocacy to the State Government to progress Elevating ESD Targets Planning Scheme amendment.

#### Objective 6: Facilitate the provision of more affordable housing.

- 4.29 The Housing Strategy adopted the Affordable housing definition in the *Planning and Environment Act* (1987) (the *P& E Act*)
- 4.30 Affordable housing, as defined by the *P & E Act*, includes public housing and community housing that is owned, controlled, or manged by registered housing agencies.
- 4.31 The In Our Backyard Growing Affordable Housing In Port Phillip 2015-2025 (IOBY) Strategy represents Council's overall vision and aspiration in Affordable Housing (including public housing and community housing).
- 4.32 The Housing Strategy will help implement the In Our Backyard Strategy using appropriate planning tools to facilitate affordable housing. Being a planning document, its main leverage will be working with the private sector to deliver affordable housing, which is often managed by registered housing agencies.
- 4.33 Figure 1 below outline how the different type of affordable housing addresses the needs of different households. For details, refer to page 48 of the Attachment 1 the Draft Housing Strategy.



Figure 1. Affordable housing as defined under the Planning and Environment Act

### Affordable Housing

Planning and Environment Act 1987 – s. 3AA (1) ... Affordable Housing is housing, including social housing, that is appropriate to the needs of very low, low and moderate-income households.

#### **Social Housing**

Housing Act 1983 - s. 4(1)

(a) Public housing

(b) Housing owned, controlled or managed by a ... registered agency

#### Other Affordable Housing

There are a wide range of possible types, including:

#### **Public Housing**

"Non-profit housing in the public sector" (i.e. owned and managed by the Director of Housing)

## Registered Housing Agencies

Comprises of 10 Registered Housing Associations and 29 Registered Housing Providers

- Rental housing for very low income households provided through not-for-profit providers which are not registered housing agencies – ranging from large providers registered in other states to small faith-based providers
- discounted home ownership products provided by land developer
- below market rental products such as the National Rental Affordability Scheme (where not managed by a registered housing agency).

Source: diagram adapted based on Affordable-Housing-Agreements DIGITAL.pdf (chiavic.com.au))

- 4.34 Affordable housing is essential for sustainable, inclusive, and productive communities.
- 4.35 A proposed key action of the Strategy is introducing a new affordable housing local planning policy which proposes that 10 per cent of new dwellings in future major developments (except in Fishermans Bend) should be affordable housing.
- 4.36 Over 75 percent of the online responses collected in the final engagement agree that the 10% target is appropriate or believe it should be higher.
- 4.37 The proposed affordable housing target of 10% for major developments (20 or more dwellings):
  - Aligns with Housing Assistance Need: 10 per cent of all households in Port Phillip are in severe or moderate rental housing stress.
  - b) Aligns with Victoria Housing Statement: At least 10 per cent Affordable Housing is encouraged in significant residential developments that utilise the State Government's development facilitation program & surplus public land development.
  - c) Progressive increase of social housing stock: 6.5 per cent of the housing stock in Port Phillip is classified as social (public and community) housing. In 2015, the same figure was 7.2 per cent. The proposed 10 per cent target aims to maintain the current proportion of social housing stock and to gradually increase the proportion of affordable housing units in Port Phillip over time.



- d) Alignment with existing targets in Structure Plans: both the Bay Street Activity Centre Structure Plan and Carlisle Street Activity Centre Structure Plan propose a 10 per cent target.
- e) Consistency within the range of housing targets proposed in recent strategies by other Councils. (e.g., Yarra, Maribyrnong, Merri-bek).
- f) Is not a mandatory requirement. Local government cannot impose mandatory affordable housing targets under the state policy framework. Affordable housing (under most circumstances) can only be facilitated through voluntary agreement, as part of the planning permit application process. A practice guideline could be developed to assist planners and developers in the planning assessment and negotiation process.
- g) The actual contribution would be determined case-by-case. Factors to be considered include development feasibility, available government subsidies etc. Developers would enter a voluntary agreement with Council to provide affordable housing (a 's173 agreement'). This is the approach in Fishermans Bend.

#### Why propose a development threshold of 20 or more dwellings?

- 4.38 This approach is preferred as it:
  - a) Exempts small-scale / 'mum & dad' developers.
  - b) Captures a high proportion (89%) of potential new dwellings.

#### What can Council do to incentivise developers?

- 4.39 The implementation of the Housing Strategy would explore incentives for developers, such as the fast tracking of planning permits.
- 4.40 Developers are encouraged to partner with registered housing providers to ensure affordable housing is appropriately provided and managed.

#### Plan for Victoria

- 4.41 The Victorian Government is updating *Plan Melbourne* the Victorian Government's current city strategy spanning 2017-2050 and expanding it to cover the whole state. This new plan, *Plan for Victoria*, will set the strategic planning directions for the state over the coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in liveable and sustainable neighbourhoods.
- 4.42 Although the State Government is yet to release a draft for the new plan, they are currently undertaking preliminary engagement (from 22 February until 30 August 2024) with stakeholders on the high-level pillars that will inform the future development of the plan. The four pillars are:
  - a) Affordable housing and choices.
  - b) Equity and jobs.
  - c) Thriving and liveable suburbs and towns.
  - d) Sustainable environments and climate action.
- 4.43 In June 2024, as part of broader engagement of *Plan for Victoria*, the State Government released draft local government housing targets for public consultation until 30 August 2024.



4.44 Officers are currently preparing a submission to *Plan for Victoria*, which will include Council's position on Port Phillip's draft housing target (outlined below) and will be based on other relevant endorsed Council documents.

#### Response to State Government Draft Housing Target for Port Phillip

- 4.45 The draft housing target for the City of Port Phillip is to deliver **56,000 new dwellings** by 2051.
- 4.46 The State Government has advised officers that the draft targets are "policy aspirations" for the state of Victoria and are subject to validation through further modelling and consultation.
- 4.47 The City of Port Phillip currently has enough existing capacity (without rezoning) to accommodate **up to 59,000 new dwellings** across the municipality if every site is developed to its full potential. The following issues have been identified and are proposed for inclusion in Council's submission to *Plan for Victoria*:
  - a) Lack of supporting information: The State government has not provided supporting evidence or methodology on how the numbers were calculated.
  - b) **Barriers to Housing Supply:** Market conditions significantly influence the timing and completion of planned developments. Currently, only a portion of approved dwellings are under construction, highlighting uncertainties in predicting future construction rates.
  - c) Infrastructure Provision in Fishermans Bend: Fishermans Bend holds substantial potential for housing growth, but its realisation depends heavily on timely infrastructure development amidst market uncertainties such as inflation and labour shortages. Council advocates for infrastructure delivery by the state government.
  - d) Additional Infrastructure in established Areas: Population growth in established residential areas strains existing infrastructure. The draft target does not include provision of updated or additional infrastructure.
  - e) Planning framework update and housing diversity: Reviewing and updating the planning framework is essential to ensure adequate guidance on housing projects such as Build to Rent. In addition, council supports affordable and diverse housing options. The draft housing target should include an affordable housing target and housing diversity target.
- 4.48 The Department of Transport and Planning (DTP) are building models to validate the draft targets before including the final targets in Plan for Victoria. Councils are asked to provide feedback on new growth expectations and implementation approach. It is challenging to provide meaningful feedback without the details of the modelling.
- 4.49 Officers will advocate for following to be considered as part of the modelling:
  - a) Household sizes and housing diversity
  - b) Affordable housing provision
  - c) Health and education infrastructure capacity
  - d) Access to open space
  - e) Retention of canopy coverage



- f) Planning for adequate employment land
- g) Funding mechanism for new infrastructure

#### Melbourne Water Flooding Advice

- 4.50 Many areas in the municipality are at risk of increased flooding and extreme weather events.
- 4.51 To understand the impact of flooding on future housing, the Strategy was referred to Melbourne Water for advice.
- 4.52 Melbourne Water's response, received in May 2024, focused on levels of change expected in residentially zoned land. These levels of change are categorised by the Strategy as Substantial, Moderate, Incremental and Minimal.
- 4.53 Melbourne Water advice suggested the following:
  - a) The Housing Strategy should incorporate and respond to the findings of the City of Port Phillip flood study when they become available (after October 2024), prior to its finalisation.
  - b) The Housing Strategy should include an action to clearly state change areas are subject to review following the release of new climate and flood hazard data.
  - c) That Council use a level of conservatism. Areas that are currently flood affected in incomplete flood mapping data should not be identified for future density increases unless flood mitigation is considered.
- 4.54 Officers do not recommend changes to the Strategy at this time in response to the MW advice. However, Council is currently conducting a comprehensive flood study in partnership with Melbourne Water. Once the flood study is completed, Council will seek advice from Melbourne Water and the state government on proposed changes to the Strategy. This may involve identifying areas with flood risk that require intervention for housing capacity to be realised and exclude areas from future housing development due to flooding risks.
- 4.55 Legal advice on the approach to flooding confirmed that it is appropriate to downgrade certain areas at this time.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Extensive community consultation over three phases shaped the strategy. In addition, informal consultation with internal and external stakeholders has occurred throughout the project.
- 5.2 The table below outlines the engagement phases:

Phase	Purpose	Timing
Phase 1	High level engagement to introduce the project to the community and understand their values and concerns regarding housing.	September – October 2022 (completed)
Phase 2	Stakeholder and community feedback on the key ideas in the Discussion Paper	April – May 2023 (completed)



Phase 3	Stakeholder and community comment on the draft Places to Live – Port Phillip Housing Strategy	March – April 2024
		(completed)

#### **Summary of Phase 3 Community Consultation**

- 5.3 Phase 3 tested whether the draft Strategy accurately reflected the needs and aspirations of the community.
- 5.4 The community consultation was through the following methods:
  - a) Approximately 7,719 direct emails.
  - b) Divercity article.
  - c) Targeted ads via CoPP social media channels.
  - d) Have Your Say (HYS) webpage.
  - e) 3 online information and question sessions.
  - f) 6 1-on-1 meetings.
  - g) 2 meetings with government agencies.
  - h) Attendance at three Council Advisory Committee meetings.
- 5.5 The project page had 2,501 visitors with 1,663 visitors accessing the interactive map which showed site-specific information.
- 5.6 13 written submissions were received and 63 responses to the online survey.
- 5.7 **Attachment 5** contains the Phase 3 Engagement Report which summarises the engagement process and outcomes.
- 5.8 **Attachment 6** provides a high-level summary of the key changes made to the Housing Strategy post phase 3 community consultation.

#### 6. LEGAL AND RISK IMPLICATIONS

- 6.1 Preparation of the Housing Strategy accords with Council's obligations under the Planning and Environment Act 1987
- 6.2 State Government's update to Plan Melbourne 2017-2050 is due to be released. The new plan for Victoria is set to establish housing targets for local government areas, which may have implications for the provision of housing in Port Phillip. However, officers will mitigate this risk by working closely with DTP to provide up-to-date information on housing capacity within Port Phillip.
- 6.3 The implementation of the Strategy will be through a planning scheme amendment process, for which Council needs authorisation from the Minister for Planning to proceed. The potential delay in authorisation of the future Housing Strategy planning scheme amendment will in turn delay the implementation of the Strategy into the Port Philip Planning Scheme.

#### 7. FINANCIAL IMPACT

7.1 Development of the Strategy was budgeted over 3 years, from FY2022/23 to FY2024/25. The development of the Draft Strategy and Phase 3 community



- engagement are included in the project budget for the FY2023/24 which has a budget of \$165,000.
- 7.2 Implementation of the Housing Strategy will be via a planning scheme amendment. This is a separate process which will be subject to a future budget bid through the planning scheme amendments program.
- 7.3 Implementation of specific Actions of the Housing Strategy will be subject to future budget bids.

#### 8. ENVIRONMENTAL IMPACT

8.1 The Strategy aims to ensure that new housing will cope with our future environment by ensuring housing is energy efficient, climate resilient and located to encourage sustainable and active modes of travel.

#### 9. COMMUNITY IMPACT

- 9.1 The Strategy has been prepared to ensure the current and emerging housing needs of Port Phillip's community will be met over the next 15 years.
- 9.2 The Strategy will provide a robust strategic framework for the management of housing growth and change in the municipality, thereby providing greater certainty and consistency for participants in the planning process.
- 9.3 The Strategy has been developed with input from the community.
- 9.4 Implementation of the Strategy via a Planning Scheme Amendment will impact owners of property that may be used for residential purposes. The degree of impact will vary depending on the housing outcomes desired for each site.

#### 10. GENDER IMPACT ASSESSMENT

10.1 The Strategy will address key issues and needs in the municipality, including those that have direct and significant impacts that differ between people of different genders. The Strategy will seek to address housing diversity, accessibility, and affordability and make recommendations on effective ways to increase the provision of this type of housing. This is of particular significance to women/girls and people who are gender diverse, as these are sections of the community that are increasingly and/or disproportionally affected by housing insecurity.

#### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The Strategy is informed by Council's policies and strategies and will contribute to achieving the strategic directions outlines in the current Council Plan 2021-31.

#### 12. IMPLEMENTATION STRATEGY

12.1 The *Port Phillip Housing Strategy* provides a vision, objectives, strategic directions, actions, and a spatial framework plan, to inform future decision making by the city on the evolution, growth, and development of residential land within the municipality. The Strategy's implementation will include active monitoring of land use trends and data and fostering collaborative partnerships and advocacy efforts. The primary implementation of the Strategy will occur via a future planning scheme amendment.

#### **Future Planning Scheme Amendment**

12.2 Following adoption, the *Port Phillip Housing Strategy* will provide the strategic basis for an amendment to the Port Phillip Planning Scheme. The amendment would seek to



- introduce new and amended residential planning provisions to reflect the key strategic directions outlined in the documents. The amendment would also include the *Port Phillip Housing Strategy* and technical report as background documents in the scheme.
- 12.3 So that employment land policy aligns with housing Council will pursue an Amendment that combines the implementation of the *Port Phillip Housing Strategy* and the *City of Port Phillip Spatial Economic and Employment Framework*.

#### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

#### **ATTACHMENTS**

- 1. Attachment 1 Draft Housing Strategy 🗓 🗓
- 2. Attachment 2 Affordable Housing Needs Report Final
- 3. Attachment 3 Neighbourhood Character Study
- 4. Attachment 4 Port Phillip Housing Market and Capacity Assessment
- 5. Attachment 5 Housing Strategy Detailed Engagement Report Phase 3
- 6. Attachment 6 Changes made to the strategy post phase 3 Engagement

**Draft Housing Strategy** 

# City of Port Phillip Housing Strategy 2024-2039

1

## Attachment 1: Draft Housing Strategy

#### Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respect to their Elders, past and present. We acknowledge and uphold their continuing relationship to this land.

August 2024

Attachment 1: Draft Housing Strategy

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## **Foreword**

When planning for future housing in Port Phillip, we acknowledge that housing is more than dwellings. It is also about environments, people, and places where residents want to live and become involved in their community.

In an era when cities face the increasingly severe impacts of climate change, economic crises, and global interruptions, we look at the role housing plays in ensuring the social and economic resilience of our city and community.

City of Port Phillip Housing Strategy (the Strategy), written in 2024, is a 15-year land use plan to realise the housing needs and aspirations of our current and future residents. It aspires to achieve Port Phillip's community vision of a liveable and vibrant city that enhances the wellbeing of our community.

The fundamental housing needs for our community are the following:

- Sufficient land is available to accommodate projected population growth.
- New housing is in appropriate locations close to jobs, public transport, open space, and other key facilities and services.
- New housing respects heritage and responds to preferred neighbourhood character.
- People can access a range of well-designed housing choices that consider the environment, health, and wellbeing (design quality and sustainability).
- People have access to housing choices that are fit for purpose for people at different life stages and of varied abilities and needs.
- People have access to affordable housing choices regardless of changing social or economic status (affordable housing).

We look forward to collaborating with communities, government agencies and industry partners to implement the Strategy over the next 15 years.



## **Part 1: Introduction**

The City of Port Phillip Housing Strategy guides housing growth and change over the next 15 years to enhance the City's resilience, liveability, diversity, and valued character. It outlines the housing vision and key strategies to accommodate our residents' projected population and household needs.

The Strategy is set out in five parts:

Part 1: Introduction

Part 2: Context

Part 3: Objectives

Part 4: Residential Development Framework Plan

Part 5: Implementation and Delivery

The Strategy aspires to achieve Port Phillip's community vision as a liveable and vibrant city. It has been informed by in-depth background research, other Council strategies, and the community members who shared their housing priorities as part of the engagement process.

We have created a municipal-wide housing vision to guide the Council's actions over the next 15 years as we meet our evolving community's housing needs and aspirations.

#### **Housing Vision:**

A City with liveable neighbourhoods and places to live that meet the needs of our diverse and growing community.

An evolving City that respects its rich history while looking and adapting to the future. A City of safe, distinct, inclusive, interconnected neighbourhoods. A City that continues its long-standing commitment to providing affordable housing and is a home to our diverse community. A City that is sustainable and resilient to meet the challenges of a changing environment.

Our housing vision directly responds to the community vision in our Council Plan: "Proudly Port Phillip: A liveable and vibrant City that enhances the wellbeing of our community."

We will achieve our housing vision through six objectives:

- 1: Ensure adequate housing supply
- 2. Direct new housing to appropriate locations
- Ensure new housing responds to neighbourhood character and heritage values of established residential areas
- 4. Encourage a range of housing options to support our diverse community
- 5. Support new housing that is well-designed and resilient to climate change impacts
- 6. Facilitation the provision of more affordable housing

## 1.1 Why do we need a new housing strategy?

State planning policy requires Councils to proactively plan for projected population growth at a municipal level over at least 15 years and provide clear direction on where growth should occur.

A housing strategy is the key foundational strategic planning document that assists Council in planning for our residents' current and future housing needs.

Council's previous Housing Strategy was finalised over 15 years ago and lapsed in 2017. It was based on sound strategic principles of providing opportunities for new residential development in well-serviced locations with a high capacity for change. However, the City is facing several new challenges and opportunities, as well as changes to Port Phillip's planning framework and local context, which have significant implications, including:

- a) Port Phillip's Declaration of Climate Emergency in 2019 and preparation of a Climate Emergency Plan (updated 2023) provide an important basis for planning new housing, ensuring its location and design respond to our changing climate.
- b) Rezoning the Fishermans Bend Urban Renewal Area (Fishermans Bend) in 2012 to accommodate residential land uses and development. Fishermans Bend will be Australia's largest urban renewal area. The Sandridge, Wirraway and Montague precincts in Port Phillip are anticipated to accommodate 68.000 residents.
- c) A new suite of residential zones was introduced in 2013 (reformed in 2017), allowing local government to better direct the location and scale of residential change.
- d) Changes to the Victorian Government policy context, including:
  - Updated Victoria in Future 2023 Victorian Government population and household projections.
  - The Victoria Housing Statement was released. It aims to deliver 80,000 new homes annually across the state between 2024 and 2034. It affirms that 70 per cent of new homes are to be built in established areas. Additionally, the statement foreshadows a new plan for Victoria that will establish local government targets for where those homes will be built. According to the draft housing target released by the Victorian Government for public consultation in June 2024<sup>1</sup>, the City of Port Phillip will be expected to deliver additional 56,000 new homes by 2051.

Our Strategy provides direction on what, where, and how much housing should be accommodated in areas across the municipality. It will also help us undertake precinct and area-based planning, such as structure planning.

The Strategy is aligned with other Council strategies and policies such as Move, Connect Live: Integrated Transport Strategy, Spatial Economic and Employment Framework, South Melbourne Structure Plan, and Climate Emergency Action Plan.

We will implement the Strategy through an amendment to update the Port Phillip Planning Scheme and non-statutory implementation, such as advocacy and improvements to operations.

<sup>&</sup>lt;sup>1</sup> Department of Transport and Planning, <u>Statewide housing targets | Help us shape the future for Victoria | Engage Victoria</u>

#### 1.2 Our role

Each level of government has a role to play in relation to housing. Figure 1 sets out the responsibilities of various levels of government.

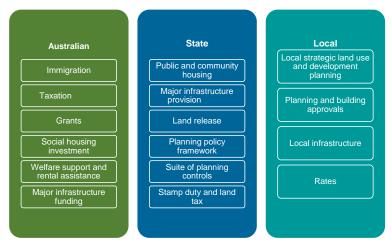


Figure 1. Government planning responsibilities. Adapted from Understanding the Housing Policy Levers of Commonwealth, state and territory, and local government | AHURI

Alongside each level of government, the community housing sector is vital to providing affordable housing. Community housing is a form of social housing comprising various forms of rental housing owned and managed by community housing organisations (CHOs) or not-for-profit companies. In 2021, the 100 largest CHOs managed 122,000 social and affordable tenants in the country.<sup>2</sup>

Notably, the sector has expertise in looking after affordable and social housing tenants who sometimes have complex needs, and it is also closely regulated by the government. These regulations are typically designed to prevent the conversion of affordable units into market-rate housing, maintain income eligibility requirements, and protect the interests of low and moderate-income households. This makes the community housing sector an increasingly important partner for the private and public sectors when delivering and managing affordable housing over the longer term. In such arrangements, affordable housing delivered by private developers can be transferred to the CHOs with or without cost. For optimal affordable housing outcomes, the private sector is often encouraged to partner with CHOs at the planning application stage through an agreement under section 173 of the planning scheme.

#### Role of local government in housing

Most of the housing in Port Phillip is delivered by the privately operated market, which is influenced by various geographic, regulatory, and economic factors. Local government does not control many of the drivers behind the market. However, Council does play a role in facilitating an efficient housing market.

Local government is the only tier of government that:

- Undertakes a comprehensive review of local housing needs and demand.
- Reviews land capacity and land use trends to ensure the land supply meets the community's needs.
- Provides detailed guidance on how local housing needs and demands should be met regarding housing type, size, amenity, character, and location.
- Leads the implementation of local housing strategies, including changes to local planning policy, zones
  and planning controls in the planning scheme to achieve desired housing outcomes.
- · Approves the vast majority of the planning applications.

<sup>&</sup>lt;sup>2</sup> Community Housing Industry Association, 2023, Australian's community housing industry in profile, Communityhousing.com.au/wp-content/uploads/2023/06/CHIA-Profile-2023-Final-1.pdf?x44516

## 1.3 Housing Strategy as a planning document

This Strategy is an important local planning document that helps us plan for housing growth and change in the municipality. It incorporates findings from a Neighbourhood Character Study and Preferred Character Statements (LatStudios, 2024), providing vision and direction for preferred character outcomes in specific areas in our established residential areas.

In addition to the existing built form guidance for our heritage precincts and activity centre areas, which are already contained in the Port Phillip Planning Scheme, this character work will ensure clear guidance for preferred built form outcomes for all residential development.

This Strategy considers the following questions:

- Housing need and capacity how much housing do we need to accommodate the projected population?
- Housing location where should new housing be located to create liveable and sustainable neighbourhoods and best use infrastructure and transport networks?
- Housing diversity what types of new housing would best meet the needs of our community and provide appropriate housing choices for people throughout their lives?
- Housing quality how should housing be designed to be more liveable and consider the changing environment?
- Housing character how do we maintain and enhance the things we love about Port Phillip? How do we ensure future housing collectively contributes to our preferred neighbourhood character?
- Housing affordability how can we support the market in delivering more affordable housing options?

Affordable housing: This document identifies opportunities for housing development and encourages a diversity of housing and higher-density housing. The coordination, delivery, and management of affordable (including social) housing are beyond the scope of this strategy and are addressed in our strategy *In Our Backyard Growing Affordable Housing in Port Phillip*.

The Strategy has been prepared in accordance with Victorian Government requirements outlined in Planning Practice Notes 90 and 91. We also undertook three rounds of detailed community engagement.

Our strategy is informed by technical investigations, including:

- Port Phillip Housing Market and Capacity Assessment City of Port Phillip, November 2022
   Urban Enterprise
- Port Phillip Housing Market and Capacity Assessment City of Port Phillip (update), June 2024
   Urban Enterprise
- City of Port Phillip Affordable Housing Needs Report, SGS Economics, 2023

The Strategy applies to all land that can be used for residential purposes, as shown in Figure 2.



Figure 2. Land in Port Phillip subject to this Housing Strategy

## 1.4 What we heard from the community

Three rounds of community consultation, outlined in Figure 3, have informed and supported the development of the strategy.



Figure 3. Housing Strategy Community Consultation Timeline

#### Phase one engagement – September to October 2022

The first phase of community engagement helped us understand, at a high level, the local community's priorities and ideas for housing in Port Phillip. During this phase, we received 354 contributions through various engagement activities.

#### Key findings:

- Our community values housing that is well-designed, energy efficient, and affordable.
- Most people believed new housing should be close to public transport, parks, open spaces and local shops.
- The community indicated they would like more affordable and public housing, increased neighbourhood character protection, and more focus on green and open space.
- Trees, landscaping, and vegetation in front gardens were identified as neighbourhood character elements that people liked most about their area.

#### Phase two engagement - April to May 2023

The second community engagement phase helped us gather specific feedback on the issues and opportunities presented in Places to Live, the City of Port Phillip Housing Strategy Discussion Paper. It was released for consultation in April and May 2023, with more detailed Neighbourhood Character conversations in July 2023. We heard from 211 people who provided input through the online survey, workshops, pop-ups, and one-on-one meetings. The community's feedback helped to inform a draft Strategy, which was released for consultation in March and April 2024.

#### Kev findings:

- The Vision: We received feedback that the initial draft Vision was too generic and required more tangible outcomes.
- Housing needs: Design quality (access to well-designed and energy efficient housing) was
  identified as the most significant, followed by preferred neighbourhood character, housing
  diversity and accessibility, and appropriate location of future housing. Housing location and
  supply were also of considerable interest to the community. The community recognised the
  need for diverse, accessible, well-designed housing close to infrastructure and amenities as
  being of great importance.
- Future of housing: The community indicated that they wanted diverse housing needs to be
  accommodated, neighbourhood character to be preserved, and homes to become more
  affordable. The community is looking for various innovative housing solutions facilitated by the
  Council. We need to balance development while protecting what people value about their
  neighbourhoods. Meeting housing needs while addressing affordability is central to shaping a
  future where everyone can find suitable housing in Port Phillip.

#### Phase three engagement - March to April 2024

During the final phase, the community was invited to provide feedback on the draft Housing Strategy to ensure it accurately reflected the needs and aspirations of the current and future community. We received 63 responses to our online survey, 12 submissions and had six one-on-one meetings with community members. The community's feedback helped to refine and finalise our priorities and actions.

#### Key findings:

- Overall, community members supported key elements of the draft Housing Strategy, including
  the affordable housing target in new development, its emphasis on maintaining neighbourhood
  character, and the focus on sustainability and climate change.
- Participants wanted to see some areas strengthened, including the affordable housing target
  and measures to protect neighbourhood character. Other areas people would like the Strategy
  to focus on include increasing the supply of social housing, addressing the need for larger
  apartments, and addressing the impact of population growth on infrastructure.
- The highest priority objectives for survey respondents were 'Directing future housing to appropriate locations' and 'Encouraging a range of housing options to support a diverse community.'

It is important to note that the feedback captured throughout the engagement processes represents the views of people who chose to participate in the engagement activities and is not representative of the whole Port Phillip community.

#### Quotes from the community:

"For families looking to move into the area and have space for kids, it can be guite expensive."

"It is mostly apartment living, and the new ones are really small. It is also quite expensive. In saying that, there are some very nice places to live in Port Phillip."

"I think the issues are bigger than Port Phillip, and there needs to be more of a coordinated effort between all levels of government."

"Incentivise good developers to include more social housing and energy efficiency in their developments."

"An increase in the supply of quality infill / medium density housing. This can be done as build to sell or build to rent - quality and sustainability are important and ensure that adaptive, diverse housing options are priced."

"Accept not everyone can live in Port Phillip - continue to keep it a desirable place to live."

"Implement a plan for Fishermans Bend. There are a range of housing types, but developers are building apartments and not family housing."

"Port Phillip needs to house people who work locally. Better low and medium-density designs would enhance liveability and discourage 'nimbyism'. Enabling and encouraging communal utilities (laundry, community solar batteries) and spaces would enhance liveability and be part of being resilient to climate change."

## Part 2: Context

## 2.1 Policy context

The state and local plans, strategies, and policies outlined in the table below have informed the development of this document.

Table 1. Policy context: state and local strategies, policies and plans

State framework	
Planning and Environment Act 1987	Sets the legislative framework for Victoria's planning system. Section 4 sets out the objectives of planning in Victoria, which the Minister for Planning has delegated to the City of Port Phillip to implement within the municipal boundaries. The Act establishes the Victorian Planning Provisions, a set of standard provisions for Victoria to be used as the 'planning tools' to achieve specific land use and development outcomes.
Planning Policy Framework	The PPF is the integrated policy context of a planning scheme and includes state, regional and local policies. It sets out Council's (as planning authority) obligations in planning for population growth and housing change.
	The key PPF housing and settlement State and Regional policies include:
	<ul> <li>Clause 11.01-1S – Settlement</li> <li>Clause 11.02-1S – Supply of urban land</li> <li>Clause 15.01-5S – Neighbourhood Character</li> <li>Clause 16.01-1S - Housing Supply</li> <li>Clause 16.01-1R – Housing Supply for Metropolitan Melbourne</li> </ul>
Plan Melbourne 2017-2050 – Metropolitan Planning Strategy	Establishes a vision for Melbourne by integrating land use, infrastructure, and transport planning to meet the City's future environmental, population, housing, and employment needs. The three key directions of Plan Melbourne are:
	<ul> <li>Ensure a 15-year supply of land to accommodate projected population growth and provide clear direction on locations where growth should occur.</li> <li>Location of 70 per cent of net additional dwellings within established Melbourne and 30 per cent in the growth areas.</li> <li>Residents can access most everyday needs within a 20-minute walk, bike-riding, or public transport trip from a person's home</li> </ul>
Homes for Victorians – Affordability, access and choice 2017	The strategy aims to improve housing choice by outlining a coordinated approach across government.
Victoria's Housing Statement: The decade ahead 2024–2034 September 2023	The Statement aims to boost the supply, affordability and quality of housing across Victoria through numerous recommendations including policy reforms. The subsequent planning scheme amendments (VC242 and VC243) implemented some of the actions.
Planning for housing Planning Practice Note 90 – December 2019 (PPN90)	Provides information and guidance to Councils about how to plan for housing growth and protect neighbourhood character to ensure a balanced approach to managing residential development in planning schemes. PPN90 highlights the need for Councils to undertake local strategic studies for the development of a Residential Development Framework.
Planning Practice Note 43 – Understanding Neighbourhood Character (PPN43)	Provides guidance for applicants, the community and Councils about understanding what is meant by neighbourhood character and preparing or assessing permit application with respect to neighbourhood character objectives and standards in the planning scheme.
Using the Residential Zones Planning Practice Note 91 December 2019 (PPN91)	Provides guidance to Councils on how residential zones should be applied across their municipality once the Residential Development Framework has been prepared. Further clarification is also provided on the objectives to be applied to the residential zones by Councils.

Fishermans Bend Framework 2018 (the Framework)	The Framework is a long-term strategic plan for the development of Fishermans Bend to 2050. It will guide investment and development by the Victorian Government, local governments and the private sector. The Framework provides direction on how the transition of the area will be managed, creating certainty for the community, landowners, developers, businesses, and investors. The Framework provides:
	<ul> <li>a long-term plan extending to 2050</li> <li>a guide to inform the preparation and consideration of planning permit applications</li> <li>clear strategic planning directions to inform public and private investment</li> <li>a plan that enables the community, businesses and investors to make informed decisions that will assist in the realisation of the Vision.</li> </ul>
	The Framework has been incorporated into the Port Phillip Planning Scheme through the application of zones and other planning controls.
Local framework	
City of Port Phillip Council Plan 2021-2031	Outlines the community vision for Port Phillip: Proudly Port Phillip: A liveable and vibrant City that enhances the wellbeing of our community.  A key initiative of the Plan is to update Port Phillip's Housing Strategy to effectively manage growth, land use change and support community sustainability, health, and wellbeing.
Climate Emergency Plan 2023-2028	Port Phillip Council declared a Climate Emergency in 2019, recognising that climate change is a global and that everyone must play their part. The declaration responds to the critical climate situation and demonstrates Council's commitment to act. The five-year plan outlines what Council will do, what the Port Phillip community can do and what Council is advocating for the Victorian and Australian Governments to do. The Plan includes measurable targets and practical actions to respond to the climate emergency and adapt and thrive.
Move, Connect, Live Integrated Transport Strategy 2018-2028	Aims to create neighbourhoods with access to key services within a 10-minute walk. It seeks Victorian Government funding for early delivery of connections to public transport, public space and streetscapes, footpaths and bike lanes in Fishermans Bend; and to optimise wider transport connections for both current and future residents and workers.
Places for People Public Space Strategy 2022-2032	Sets the vision and blueprint for the future of our public spaces in Port Phillip.
Act and Adapt Sustainable Environment Strategy 2023-28	Outlines the City of Port Phillip's commitment to environmental sustainability for the organisation and the wider community. It establishes a pathway that will help transition the City to a greener, cooler more liveable City where we are all reducing our impact on the environment and are more resilient to the impacts of climate change.
In Our Backyard – Growing Affordable Housing in Port Phillip, 2015-2025	Identifies Council's role and actions it will take to grow the supply and diversity of affordable housing in the Port Phillip to address priority local housing needs. It sets up overall vision and policies to increase the supply of social and affordable housing in our municipality. The Housing Strategy will explore planning tools to help implement the In our Backyard Strategy.
Think and Act: Homelessness Action Strategy 2015-2020	Think and Act: Homelessness Action Strategy is our specific homelessness strategy. It seeks to reduce the risks associated with homelessness through agreed actions, continuing Council's role as a leader, advocate, planner, facilitator and service provider.
Draft Urban Forest Strategy 2040	The Draft Urban Forest Strategy will replace the 2011 Urban Forest Strategy. It will set a 20-year vision or aspiration for how we want Port Phillip's Urban Forest to be in 2040 – so we know what we are working towards. It will include a set of Principles that will help guide the decisions and action that we take.
Spatial Economic and Employment Framework	The Framework sets out a Vision and a series of objectives and directions to support economic growth and vitality over the coming years.
Port Phillip Planning Scheme	The Scheme is a statutory document that outline policies, zones, overlays, and other provisions to manage the use and development of land in a consistent and sustainable manner.
Structure Plans, Precinct Plans and Framework Plans	Port Phillip has numerous structure plans, Precinct Plans and Framework Plans that provide guidance to development and land use in specific areas. While the specific roles and definitions may vary, generally, these plans serve to provide a vision, set objectives, and establish guidelines for development within the City of Port Phillip.
	Current plans include Bay Street Activity Centre Structure Plan (Parts 1 and 2, 2014), Carlisle Street Activity Centre Structure Plan (2009), St Kilda Road South Urban Design and Land Use Framework Plan (2015), Ormond Road Urban Design Guidelines (2007), St Kilda Road North Precinct Plan (updated 2015), South Melbourne Structure Plan (2024).

Port Phillip Heritage Review Volumes 1 – 6,	The main heritage review document for Council, providing a municipal-wide, post-European contact environmental history, and includes citations for heritage precincts and
Incorporated Document	individual heritage places as well as maps identifying the gradings of places within the heritage overlay (Heritage Policy Map) and contributory heritage places not included by
	a heritage overlay (Neighbourhood Character Map). This document underpins heritage policy and heritage overlays in the Port Phillip Planning Scheme.

## 2.2 Port Phillip Planning Scheme

This section overviews the Planning Policy Framework and relevant Victoria Planning Provisions that influence Council's housing provision.

#### **Residential Zones**

The residential zones in Port Phillip are:

- Mixed-use Zone
- · Residential Growth Zone
- General Residential Zone
- · Neighbourhood Residential Zone

The Capital City Zone, Commercial 1 Zone, and Comprehensive Development Zone also allow residential use, though it is in combination with other land uses.

#### Overlays

Several overlays are used across Port Phillip to achieve different built form outcomes. Within Port Phillip's residential areas, these are predominately:

- Heritage Overlay applied to individual sites and precincts to conserve heritage significance.
- Neighbourhood Character Overlay applied to areas of special character.
- Design and Development Overlay applied to sites and precincts to achieve specific design and built form requirements.

#### Particular provisions

- Residential development provisions, known as Rescode, Clause 54 One dwelling on a lot or a small second dwelling on a lot, and Clause 55 – Two or more dwellings on a lot and residential buildings
- Apartment Design Standards, Clause 58 Apartment developments

#### State and Local Planning Policy Framework

Essential housing and settlement policies in the Local Planning Policy Framework include:

16.01-1R	Housing Supply – Metropolitan Melbourne	
16.01-1L-01	Housing diversity	
16.01-1L-02	Location of residential development	
16.01- 2S	Housing Affordability	
16.01-2L	Affordable housing	
16.01-4L	Community care accommodation	
16.01-5L	Residential aged care facilities	

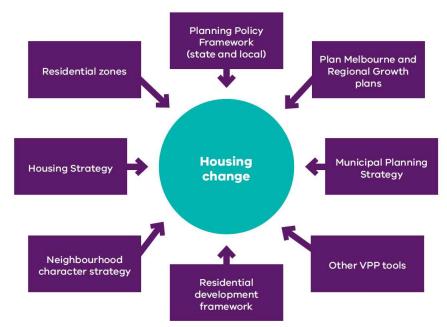


Figure 4. Planning for housing change, Source: Planning Practice Note 90, Department of Transport and Planning

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## 2.3 Community profile

#### Who are we?







Dwellings: 63,299



Over 95 per cent of residents in the City of Port Phillip are employed, and 41 per cent live by themselves.



Gender: 51.2 per cent female



Median age: 38 years



Largest age group: 11.7 per cent 30-34 year olds



People with a disability: 3.7 per cent\*



Employed population: 95.5 per cent

\* The people with a disability figure reflects people who reported needing help in their day-to-day lives due to disability and does not represent all disability needs in the City.

Source: City of Port Phillip: Estimated Resident Population. [Online] Profile id, 2023g

#### Where do we come from?



Born overseas: 33.1 per cent (Residents of Greater Melbourne born overseas: 35.7 per cent)

Born overseas, arriving in the last 5 years: 8.9 per cent



Residents speaking a language at home other than English: 21% (34.1% in Greater Melbourne)



Most common language spoken at home (other than English): Greek

(Most common for residents of Greater Melbourne: Mandarin)

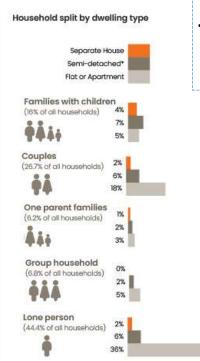
Source: City of Part Phillip: Estimated Resident Population. [Online] Profile .id, 2023b

#### Key facts:

- Our young workforce aged between 25 and 34 has declined slowly, from 28.4 per cent in 2006 to 22.7 per cent in 2021. This trend contradicts Greater Melbourne and other inner metropolitan Melbourne Councils, where this age workforce has grown over the past 15 years.
- Port Phillip is culturally diverse with over 33 per cent of our community born overseas, and 21 per cent of our community speaking a language other than English at home.
- In 2021, 3.7 per cent of the population in Port Phillip reported needing help in their day-to-day lives due to disability. The largest age group needing assistance were those 85 years and over.

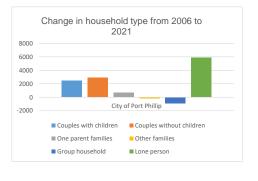
#### 2021 Snapshot - household makeup





#### Key facts:

- Our average household size is 1.88 people, which is lower compared to the Greater Melbourne average of 2.58 people. This reflects a declining trend from 1.91 in 2016.
- Our most common household type is Lone persons (41 per cent), followed by Couples without children (24.7 per cent). These are both higher than the Greater Melbourne averages at 23.7 per cent and 23.5 per cent respectively.
- The proportion of families (both couples and one parent) with children has grown steadily from 17.3 per cent in 2006 to 20.6 per cent in 2021 however remains low in comparison to the rest of Greater Melbourne (43 per cent at 2021).



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## 2021 Snapshot - Education and empolyment

#### Median weekly income







Individual: \$1,289

Family: \$3,051

Household: \$2,069

#### HIGH INCOMES



44 per cent of people aged 15+ are in the highest income individuals aged 15+ are in quartile (\$1,475+ per week), compared with Greater Melbourne at 27 per cent.



A third of the households are in the highest income quartile (\$2,947+ per week), compared with Greater Melbourne at 28 per cent.

## LOW INCOMES

About 12,882 (16 per cent) of the lowest income quartile, earning less than \$375 per week.

Nearly I in every 5 households (9,204 households in total) are in the lowest income quartile, earning less than

#### Key facts:

- Overall, 31 per cent of the households earned a high income, and 16.8 per cent were low-income households, compared with 25.3 per cent and 19 per cent, respectively, for Greater Melbourne.
- 48.9 per cent of people in the City of Port Phillip had a Bachelor or Higher degree qualification in 2021, higher than Greater Melbourne. This represents an increase of 5,365 people since 2016.
- The most popular industry sector was: Professional, Scientific and Technical Services (representing 9,911 people or 16.2 per cent of people). In comparison, in Greater Melbourne, 9.6 per cent of people were employed in Professional, Scientific and Technical Services.
- The level of volunteering can indicate the cohesiveness of the community and how readily individuals are able to contribute to that community. In 2021, 15.3 per cent of the Port Phillip population reported doing some form of voluntary work, a greater proportion than 12.1 per cent in Greater Melbourne.

#### **Industry Sectors**



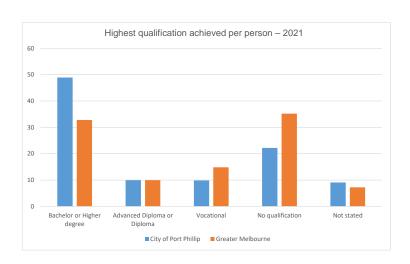
16.2 per cent work in Professional, Scientific and Technical Services



11.8 per cent work in Health Care and Social Assistance



8.6 per cent work in Education and Training



## 2.4 Housing profile

What types of dwellings do we live in?

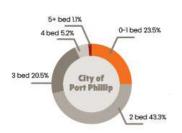
per cent in 2021.

## Other High density Medium density Separate house City of Port Phillip 55.5% 7.7% 2.3% 35.5% 0.5% 21.6% 65.1% Definitions: High density includes apartment buildings in block of 3 storeys or more DATA HIGHLIGHT: Medium density includes semi-detached, row or terrace houses, townhouses, and flats or apartments in 1-2 storey block High density apartments make up 55.5 per cent of our housing stock, Other includes caravans and cabins 4 times that of Greater Melbourne. Source: City of Port Phillip: Estimated Resident Population. [Online] Profile .id, 2023d Key facts: • The City of Port Phillip continues to the be the most densely populated local area in Victoria. We have a population density of 5,029 people per square km compared to 493 people per square km in Greater Melbourne. • A majority of the dwellings in Port Phillip have two bedrooms or less (66.8 per cent).

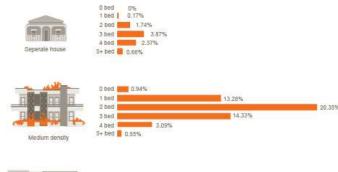
• The percentage of separate houses has slowly declined from 8.4 per cent in 2016 to 7.7

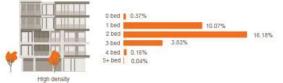
## What do our dwellings look like?

#### Number of Bedrooms



#### Types of dwellings and their bedroom split



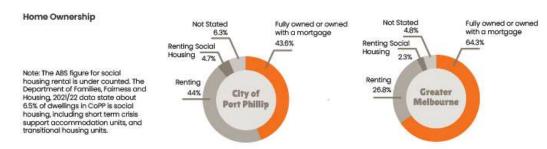


Source: ABS Census 2021

## Attachment 1:

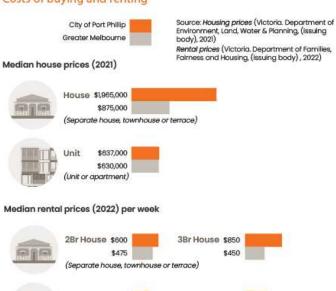
## **Draft Housing Strategy**

## Home ownership



Source: City of Port Phillip: Estimated Resident Population. [Online] Profile Jd, 2023e.

## Costs of buying and renting



2Br Unit

\$500

\$450

Places to Live: City of Port Phillip Housing Strategy

(Unit or apartment)

\$350

\$360

#### Key facts:

- There is an estimated shortfall of 6,600 affordable housing units across Port
  Phillip. Without policy intervention, the estimated shortfall will increase to 12,600
  by 2041.
- Median house prices and rental prices for separate, townhouse and terrace houses in Port Phillip are higher than the Greater Melbourne average.

## 2.5 Housing development trends

#### Summary

- Approvals for new dwellings have been relatively consistent since 2014, at between 1,000 and 1,300 each year. More than half of all dwelling approvals over this period were in areas in the northern section of the municipality, including Fishermans Bend, South Melbourne, and St Kilda Road North (including Domain).
- The volume of dwelling approvals in the financial year to December 2023 has already
  exceeded the annual volume of the preceding two financial years, indicating a strong increase
  in development rates after two years below trend.
- Larger residential redevelopments (50 or more dwellings) have been concentrated around St Kilda (along Nepean Road and St Kilda Road), South Melbourne (Albert Road, Kings Way, Queens Road and the South Melbourne Activity Centre), St Kilda Road and Queens Road and in Fishermans Bend.
- Medium-sized residential developments (10 to 50 dwellings) are more evenly distributed spatially, with concentrations in St Kilda, Elwood, Port Melbourne, and South Melbourne.
- Developments with 10 or more dwellings (apartment buildings) have been the dominant dwelling typology in Port Phillip over the past decade.
- Almost all (99 per cent) of new dwellings approved in 2021 were apartments. 66 per cent of the apartments approved were in buildings over 20 storeys high.
- Recent permit data indicates that 92.51 per cent of new major residential development (with 10 dwellings or more) is located outside Port Phillip's Activity Centres in the areas of Fishermans Band, the St Kilda Road corridor (including the Domain Precinct) and St Kilda.

Figures 6, 7 and 8 explore the development trends in Port Phillip between the years 2005 to 2016.

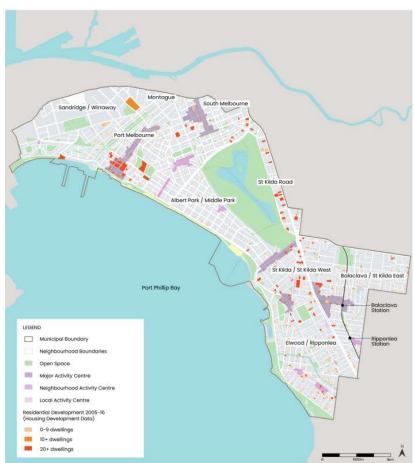


Figure 5. Residential Development Locations 2005 to 2016

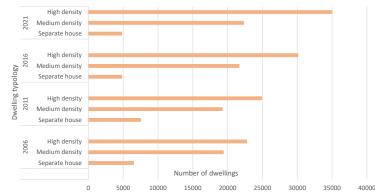


Figure 6. Typology trends 2006 - 2021, Source: ABS Census 2021

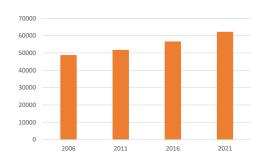


Figure 7. Total number of dwellings in the City of Port Phillip 2006 to 2021, Source: ABS Census 2021

#### Summary

- In 2021, the majority of dwellings delivered in Port Phillip had two or less bedrooms.
   This is a continuing trend over the last 15 years.
- Three-bedroom dwellings have seen a steady increase over this time; however, the increase is not as substantial in comparison.

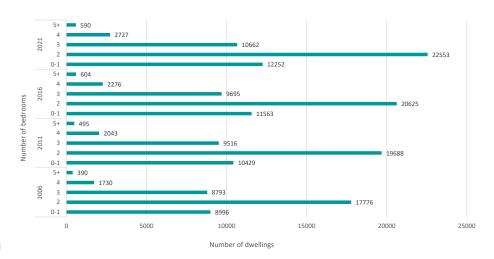


Figure 8: Dwelling typology trends (bedroom split) 2006 to 2021, Source: ABS Census 2021

## 2.6 Key housing challenges

As a City, we face several challenges that impact the decisions made regarding planning for our community's future housing. These include:

#### Climate change - increasing flood risk and urban heat

Climate change is driving unprecedented changes in weather, with disasters resulting from increased storm severity and extreme temperatures. As a result, we are experiencing floods, storm surges, heatwaves, bushfires and erosion more frequently.

#### Flood risk

As a coastal municipality with over half of the city below three metres above sea level, we are vulnerable to rising sea levels and increasing coastal erosion with more frequent and intense storm surges.

The rising sea levels intensified rainfall, and greater frequency of storm surges could substantially impact the future location and design of new housing in Port Phillip. This mainly affects low-lying urban renewal areas like Fishermans Bend and established regions like South Melbourne, Port Melbourne, Albert Park, Middle Park, St Kilda, Balaclava, and Elwood. Flood risk is mapped across Port Phillip through the Special Building Overlay (SBO) in the Port Phillip Planning Scheme. However, the current mapped risk does not reflect the latest data, which is likely to indicate that flooding impacts a larger area than currently shown. A comprehensive flooding study is underway. The Strategy, particularly the Housing Framework Plan, will be updated upon the study's completion and throughout the document's life cycle to incorporate the best available science.

#### Urban heat

Across our state, the average annual temperature has risen 1°C since 1910², while average annual rainfall has decreased. Rising temperatures are changing our city, and the most vulnerable in our community are the most affected.

Urban heat is an increasing threat to liveability and productivity because cities have less vegetation cover than surrounding land. Instead, they're full of concrete, brick, and asphalt – hard and dark materials that absorb heat. These materials worsen summer heat extremes and jeopardise the health and wellbeing of people, pets, and native wildlife. In addition, temperatures are intensified by climate change, with more frequent and extreme hot weather and heatwaves.

Increased densification and larger houses have resulted in the loss of large canopy trees across Port Phillip. However, trees and greenery benefit individual households and the whole municipality.

#### Planning for population growth and changing households

<sup>2</sup> State of the Climate 2016, State of the Climate 2016: Bureau of Meteorology (bom.gov.au)

The Victorian government has projected that our population will grow by another 43,510³ people. As it grows, the types of households will keep changing. Given the Victoria Housing Statement's aspirational target of building 80,000 dwellings per year,⁴ the City of Port Phillip will be expected to accommodate its fair share of this growth. In fact, according to the Victorian Government's newly released draft housing target, the City of Port Phillip is expected to accommodate an additional 56,000 new homes by 2051.⁵

#### Smaller household size

The projected change in households in Port Phillip from 2021 to 2036 (15 years) indicates a growth in the number of couples without children (27 per cent), while the proportion of families with children will decline from 21.8 per cent in 2021 to 19.7 per cent. The number of people living by themselves is projected to remain steady at 41 per cent and continue to be the most common household structure in Port Phillip.

#### Ageing population

By 2041, people aged 60 and older are forecast to represent almost 21 per cent of the Port Phillip population. In areas such as Port Melbourne, South Melbourne, Albert Park and Middle Park, at least one in four residents will be over sixty.<sup>7</sup>

#### Improving housing affordability

Victoria has the nation's fastest-growing population, and as the costs of living rise and housing becomes more expensive, it is increasingly becoming more difficult for people to afford to buy and rent places to live in Melbourne.

The housing affordability problem for rental properties and home ownership has deepened over the last 25 years in Port Phillip. It results from many interconnected factors, including supply and demand dynamics, gentrification, interest rates, and government tax incentives. New housing supply contributes to making housing more affordable, but it is only one part of the solution.

Improving housing affordability is a shared responsibility across the levels of government – Australian, state and local – and each tier has a different role to play.

#### Providing affordable housing

As the population and household numbers grow, the need for affordable housing choices also increases. In 2021, about 10,500 households (20 per cent) needed housing assistance. Half of those in need are in severe or moderate rental stress, spending more than 30 per cent of their income on housing. Another half are either experiencing homelessness or living in social housing.

If the current supply of social housing dwellings stays the same, the need for housing assistance will increase to 17,300 households by 2041, indicating an estimated shortfall of 12,600 affordable dwellings.<sup>9</sup>

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<sup>&</sup>lt;sup>3</sup> Victoria in Future (VIF), Department of Transport and Planning 2023

Victoria's Housing Statement the decade ahead, 2024-2034, <a href="https://content.vic.gov.au/sites/default/files/2023-09/DTP0424">https://content.vic.gov.au/sites/default/files/2023-09/DTP0424</a> Housing Statement v6 FA WEB.pdf

<sup>&</sup>lt;sup>5</sup> Department of Transport and Planning, <u>Statewide housing targets | Help us shape the future for Victoria | Engage</u> Victoria

<sup>6</sup> ABS Census 2021

<sup>&</sup>lt;sup>7</sup> City of Port Phillip Positive Ageing Policy 2023-2027

<sup>&</sup>lt;sup>7</sup> This refers to the proportion of future households that will require access to social or affordable housing to alleviate rental stress or avoid homelessness – that is, they are very low to moderate-income households spending more than 30 per cent of their income on housing. City of Port Phillip Affordable Housing Needs Report, SGS Economics, 2023

<sup>&</sup>lt;sup>8</sup> City of Port Phillip Affordable Housing Needs Report, SGS Economics, 2023

 $<sup>^{\</sup>rm 9}$  City of Port Phillip Affordable Housing Needs Report, SGS Economics, 2023

#### Managing conflict in mixed-use areas

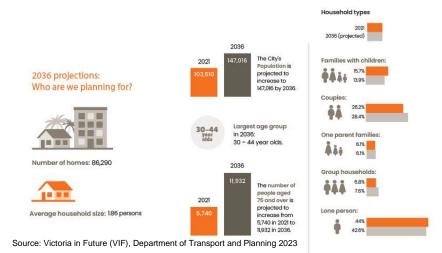
Mixed-use areas (such as activity centres and employment precincts) are where both residential and commercial development does and will co-exist. The City is becoming an increasingly mixed-use environment. With more housing being accommodated in or close to areas where there are existing or planned commercial uses (such as retail, hospitality or office spaces), there is potential for conflict to arise around amenity impacts (such as noise), traffic and parking. While there are benefits associated with locating housing in our activity centres and some employment areas, it must be carefully managed to harmonise the different uses.

#### Balancing heritage values, neighbourhood character objectives and sustainable development

Port Phillip has some of Melbourne's most extensive heritage areas, with some of the earliest European settlement patterns and development. Our community values our heritage and neighbourhood character, contributing to our sense of place. Most of our municipality is also well located, close to public transport, shops, jobs, and services. Striking the balance between protecting our valued heritage and character and supporting housing growth and development in critical locations for walkable, healthy communities is a challenge that warrants careful consideration.

#### Facilitating quality design, especially in apartments

According to the ABS Census 2021, 99 per cent of housing approved in 2021 was for new apartments. In total, 66 per cent of the apartments approved were buildings over 20 storeys. Apartments are projected to continue to be the primary type of housing built in Port Phillip. Facilitating quality design, especially in apartments, is crucial for the health and wellbeing of our community.



#### Key facts:

- By 2036, it is projected that there will be 86,290 dwellings in Port Phillip. This is a 41
  per cent increase from the 2021 figure of 63,299.
- Consistent with Australia-wide trends, our population is ageing. In 2021, more than 19,000 people aged 60 years and older, representing 19 percent of our population, resided in the City of Port Phillip. This is an increase of approximately 3,000 older residents since 2016.
- By 2041, people aged 60 years and older are forecast to represent almost 21 per cent of the Port Phillip population, and in areas such as Port Melbourne, South Melbourne, Albert Park and Middle Park at least one in four residents will be over sixty.

Table 2. Housing Need and Shortfall of Affordable Housing in Port Phillip

	Port Phillip			
Household type <sup>^</sup>	Total			
	2021	2041		
Experiencing homelessness	1,200	1,900		
Experiencing nemoleconess	2%	2%		
Severe rental stress	2,500	5,400		
	5%	6%		
Moderate rental stress	2,900	5,300		
moderate remai stress	6%	6%		
Living in social housing	3,900	4,700†		
	7%	6%		
Total need for assistance	10,500	17,300		
. Star iissa is. addistarios	20%	21%		
Affordable housing shortfall	6,600	12,600		

<sup>^</sup>Rental stress includes very low to moderate income households spending more than 30 per cent of their income on housing. Numbers have been rounded to the nearest 100 and totals may not add

 $<sup>\</sup>uparrow$  Assumes an additional 800 affordable housing dwellings from Fishermans Bend based on the assumption that the 6% affordable housing target would be fully implemented.

Notes: Percentages (%) are a share of all households. The count of social housing comprises long-term accommodation (not temporary accommodation), source: Department of Families, Fairness and Housing.

Source: SGS Economics and Planning 2023, Housing Assistance Demand Model (based on 2021 ABS Census)

## Part 3: Objectives

We have created a municipal-wide housing vision to guide the Council's actions over the next 15 years as we meet our evolving community's housing needs and aspirations.

## Our housing vision:

# A City with liveable neighbourhoods and places to live that meet the needs of our diverse and growing community.

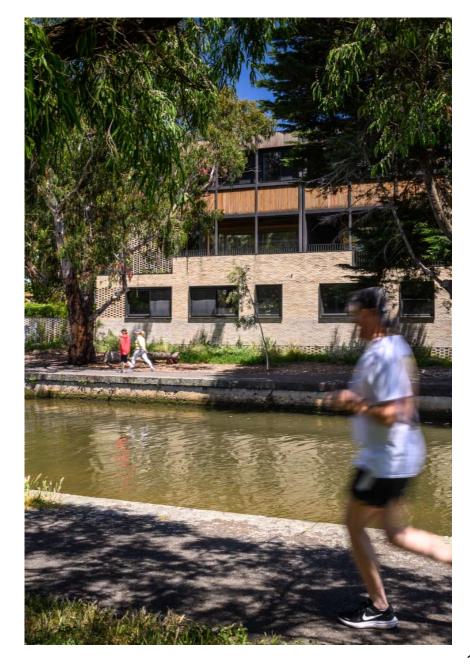
An evolving City that respects its rich history while looking and adapting to the future. A City of safe, distinct, inclusive, interconnected neighbourhoods. A City that continues its long-standing commitment to providing affordable housing and is a home to our diverse community. A City that is sustainable and resilient to meet the challenges of a changing environment.

Our housing vision directly responds to the community vision in our Council Plan: "Proudly Port Phillip: A liveable and vibrant City that enhances the wellbeing of our community."

This section outlines how we will achieve our housing vision through six objectives:

- 1: Ensure adequate housing supply
- 2. Direct new housing to appropriate locations
- Ensure new housing responds to neighbourhood character and heritage values of established residential areas
- 4. Encourage a range of housing options to support our diverse community
- 5. Support new housing that is well-designed and resilient to climate change impacts
- 6. Facilitation the provision of more affordable housing

Each objective includes the relevant housing needs, key messages, what the community told us, and a detailed discussion section. It also includes strategies to achieve the desired aims and ambitions for housing and residential development and actions to implement our objectives.



## Objective 1: Ensure adequate housing supply

#### Relevant housing needs

Ensuring sufficient land is available to accommodate projected population growth (land supply).

#### Key messages

- Population growth is a key driver of housing demand and the property market over the long term.
- We expect an additional 43,510 people to move to our city and live in an additional 21,480 homes by 2036.
- Port Phillip has a strong housing supply pipeline (currently up to five years) to meet expected demand (short term).
- There is sufficient residential land in Port Phillip to accommodate projected housing demand over the next 15 years (long term).
- It is important to ensure that residential uses complement, rather than displace, economic activity and employment.

#### What the community told us

At the industry workshop during our phase two engagement, we wanted to hear from industry professionals (most of whom are involved in the delivery of housing) what they saw as the main roadblocks to housing supply. Issues with approval processes and the availability of affordable land in Port Phillip were raised as key issues. Balancing community concerns about development and meeting housing demand was also discussed.

#### Discussion

Before the COVID-19 pandemic, Port Phillip's population grew at an average of 1.5 per cent per year (1,489 people) between 2006 and 2020, mainly due to strong overseas migration.<sup>10</sup>

Port Phillip's population growth corresponded with an increase in residential development activity during this period, with an average annual increase in dwellings equating to approximately 1,000 per year.

Figure 9 shows that 2010/11, 2013/14 and 2015/16 were the years with the most significant growth in dwelling stock.

In 2021, Port Phillip's population declined sharply by 6.31 per cent from the previous years (108,627 in 2016) to 103,508. In June 2022, the population increased by 0.53 per cent. The return to growth is consistent with other parts of inner Melbourne and reflects the temporary impacts on population levels caused by pandemic period restrictions and very low migration rates.

It is expected that population growth, along with demand for inner-city living, the attractiveness of Port Phillip as a place to live, and State policies that support urban consolidation, will continue to drive the demand for housing in Port Phillip in the longer term, in line with Victorian Government projections.<sup>10</sup>

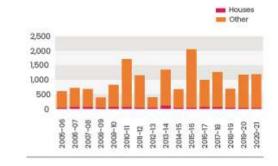


Figure 9. Annual net new dwellings

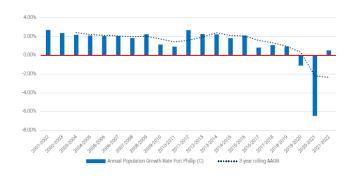


Figure 10. Annual population growth rate (June 2001 to June 2022)

Places to Live: City of Port Phillip Housing Strategy

<sup>&</sup>lt;sup>10</sup> City of Port Phillip: Estimated Resident Population. [Online] Profile .id, 2023g. Available at: https://profile.id.com.au/port-phillip/population-estimate [Accessed 25 January 2023]

<sup>&</sup>lt;sup>10</sup> Victorian Government Department of Transport and Planning, Victoria in Future 2023: Population and household projections to 2051

#### Population and dwelling projections

Victorian Government population and household projections forecast that by 2036, an extra 43,510 people will move to the City of Port Phillip and live in an additional 21,480 homes.<sup>12</sup>

The projected change in households in Port Phillip from 2021 to 2036 (15 years) indicates a growth in the number of couples without children (27 per cent), while the proportion of families with children will decline from 21.8 per cent in 2021 to 19.7 per cent. The number of people living by themselves is projected to remain steady at 41 per cent and continue to be the most common household structure in Port Phillip.

We need to support the development of new housing to meet the demands of the growing residential population. The Strategy investigates ways to ensure that new housing is designed to meet the community's needs and adapt to its proliferation in the coming years.

This will facilitate transitions between life stages, including shared, sole-person, couple, and family housing, and downsizing later in life. More housing choices will also be required to attract and retain families with children in the area and ensure the continuation of a diverse population in the City of Port Phillip.

#### Total residential land capacity

There must be enough suitable residential land for housing change and growth to ensure Port Phillip can accommodate the projected additional 23,000 to 26,700 dwellings required between 2021 and 2036.<sup>11</sup>

The supporting technical document to this strategy, the Housing Capacity Report, Urban Enterprise, 2024, has identified the potential to incorporate approximately 52,000 to 59,000 additional dwellings across the municipality. This considers all feasible sites being developed to the maximum extent the planning controls allow. Some residential land is unsuitable or likely to be redeveloped for additional housing – refer to Table 3 for sites excluded from the capacity assessment. Although this is a theoretical capacity figure and practical development will be somewhat less, a current housing development pipeline of almost 15,000 dwellings indicates that significant developments, at least in aggregate terms, will likely provide substantial new dwelling supply in the coming years relative to demand.

Table 3. Sites excluded from the capacity assessment

No	Issue	Exclusion Metric	Applies to	Basis
1	Recent and high value improvements	Construction year after 2010	All zones	Recently constructed buildings are unlikely to be redeveloped in the study timeframe given the economic life of the improvements.
2	·	Market value of the property including both land and all improvements	All zones	Properties with higher value improvements are less likely to be redeveloped than sites with lower value improvements, especially in infill areas such as the NRZ.1
3	Lot size	Lot size < 500 sqm	C1Z, MUZ, RGZ	Small lots are less likely to be redeveloped or subdivided for higher density development due to the physical constraints associated with the lot size.

Fragmented Strata title or similar NRZ, Strata titled properties can be difficult to GRZ redevelop given the need to acquire all ownership properties within a development. The exclusion has not been applied to zones with policy support for high density development where incentives to consolidate are greater. 5 Sites with more than All Redevelopment of properties with a large 20 residential units zones number of existing units and separate landowners is less likely to be achieved given the difficulty in acquiring units. 6 State heritage significance likely to constrain Heritage and Victorian Heritage ΑII character Register development. zones restrictions Significant Heritage NRZ Individual sites that are separately identified as Significant Heritage Places are less likely to be Places (Clause redeveloped in the NRZ where heritage 22.04) buildings typically occupy a large proportion of the site. Redevelopment of Significant Heritage Places has occurred in other zones, for example by retaining facades and major heritage elements while redeveloping the balance of sites. 8 Overlay promotes neighbourhood character Neighbourhood ΑII consistent with existing development, Character Overlay zones therefore lots are less likely to be redeveloped. Other Public Acquisition All Permit application will trigger public land Overlay zones acquisition. 10 School, childcare. Assumed that these land uses will remain over ΑII aged care, public zones the assessment timeframe and not be use, public housing, available for redevelopment infrastructure.

Source: Urban Enterprise, amended

<sup>&</sup>lt;sup>12</sup> Victorian Government Department of Transport and Planning, Victoria in Future 2023: Population and household projections to 2051

<sup>&</sup>lt;sup>11</sup> Port Phillip Housing Market and Capacity Assessment City of Port Phillip, June 2024 Urban Enterprise

 $<sup>^{12}</sup>$  Port Phillip Housing Market and Capacity Assessment City of Port Phillip, June 2024 Urban Enterprise

#### Residential precinct capacity

Fishermans Bend alone can accommodate approximately 30,000 additional dwellings (57 per cent of the total capacity). <sup>13</sup> A further capacity of 7,900 dwellings (15 per cent of the total 51,000 capacity) can be accommodated in the St Kilda Road Precinct. Apartments in mid- and high-rise towers will continue to be the predominant housing type in these areas. Most of the future housing capacity exists due to existing planning controls permitting medium and high-density residential development within Fishermans Bend and the St Kilda Road North Precinct, which includes the Domain Precinct. Table 4 summarises the capacity results by precinct.

Port Phillip's Major Activity Centres have relatively limited housing capacity by comparison, with the potential for approximately 2,900 to 3,700 dwellings across all Major, Neighbourhood and Local Activity Centres.

The capacity study also suggests that residential infill opportunities are limited in the established residential areas of South Melbourne, Middle Park and Albert Park. However, more substantial infill opportunities exist in the established residential areas of Port Melbourne, St Kilda and Elwood, especially in areas zoned as Residential Growth Zone (RGZ) and General Residential Zone (GRZ), where new low-rise apartments are already being built.



Figure 11. Residential land supply

Table 4. Capacity results summary - Net additional dwellings

Precinct	C1Z	MUZ	RGZ	GRZ	NRZ	Total	% of total
St Kilda Road Precinct	6,491	3,322	1,060	0	0	10,873	18%
St Kilda Road South Precinct	1,011	353	0	126	1	1,491	3%

Fitzroy Street Major Activity 702 713 1% Centre Acland Street Major Activity 357 0 0 28 0 385 Centre Bay Street Major Activity 235 477 0 30 742 1% 0 Centre South Melbourne Central 30 895 864 0 0 1% Major Activity Centre South Melbourne Precinct 299 174 2% 211 13 25 722 Balance Carlisle Street Major 542 298 1% 0 59 8 907 Activity Centre Armstrong Street 43 0 0 43 2% Neighbourhood Activity Centre Ormond Road / Glenhuntly 222 0 0 16 238 0% Road Neighbourhood Activity Centre Bridport Street / Victoria 141 0 0 141 0% Avenue Neighbourhood Activity Centre Local Activity Centres 566 10 О 576 1% Sub-total - Centres and 11,385 4,779 1,073 438 51 17,726 30% Precincts St Kilda Balance 65 488 0 1.973 117 2.643 4% Port Melbourne Balance 372 217 1,316 0 606 121 2% Elwood Balance 0 5% 500 2,054 655 3,209 South Melbourne Balance 0 14 0 28 131 173 0% Albert Park Balance 12 0 0 89 161 262 0% Balaclava Balance 0 0 92 842 86 1.020 2% Ripponlea Balance 0 0 0 338 14 352 1% St Kilda East Balance 0 0 999 99 1,098 2% Middle Park Balance 0 0 355 90 445 1%

<sup>&</sup>lt;sup>13</sup> Port Phillip Housing Market and Capacity Assessment City of Port Phillip, November 2022 Urban Enterprise

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St Kilda West Balance	0	0	436	2	41	479	1%
Windsor Balance	0	0	191	0	0	191	0%
Sub-total – Suburb balance	77	874	1,825	6,801	1,611	11,188	19%
Fishermans Bend	0	0	0	0	0	29,937	51%
Total	11,462	5,653	7,898	7,239	1,662	58,851	
Percentage of total	19%	10%	5%	12%	3%	100%	

Source: Urban Enterprise, 2024, Port Phillip Housing Market and Capacity Assessment

#### Housing supply pipeline

In the short term, the City has a strong housing supply pipeline to meet expected housing demand. According to the 2022 Urban Development Program data, 85 planned major residential development projects (ten or more dwellings) are at different stages of the development timeline, which propose to deliver 14,464 new dwellings in Port Phillip in total.<sup>14</sup>

It is difficult to predict when or what percentage of the planned developments will proceed through construction. Based on the same data, in 2022, about 6,000 (42 per cent) of those dwellings have been approved, and about 2,500 (18 per cent) were under construction. It is important to note that while Council has a direct role in approving planning permits, the timing for the development of these sites is up to landowners and developers and can be influenced by changes in market conditions such as inflation, construction costs and labour shortage.

While Council cannot foresee future market conditions, we will continue to work with the Victorian and Australian Governments to increase the housing supply in appropriate locations. Additionally, reviewing activity centre heritage and built form controls should be considered to ensure they facilitate and support growth.

#### Employment land and precincts - land zoned for economic activity

Many of the City's employment precincts and activity centres also have the potential to include housing under the existing zoning controls. In Port Phillip, less than 20 per cent (410 hectares) of land is designated primarily for employment uses. Of this, only about 1.14 per cent (23 hectares) of the land is set aside exclusively for employment purposes, zoned as Commercial 2 or Industrial 1 or 3. All housing, particularly in commercial and mixed-use zoned areas in activity centres and employment precincts. Table 5 shows the employment land precincts in Port Phillip.

While this provides economic benefits for these areas, including increased local expenditure and a more stable labour supply for local businesses, this land use flexibility presents a challenge as it intensifies the competition between spaces designated for residential living and those designated for employment.

At the municipal level, the estimated additional development capacity of activity centres and employment precincts (excluding Fishermans Bend) is 1.71 million sqm of gross floorspace, substantially higher than the projected floorspace demand of 562,000 sqm over the period to 2041.

Where possible, land use and development outcomes are considered, however, the opportunity for residential development in most areas reduces the employment floorspace that may be delivered. This would reduce overall employment capacity to approximately 520,000 sqm, while net additional employment floorspace could be as low as 181,000 sqm if all developable sites in employment zones were developed with a land use mix weighted towards residential.

This capacity assessment demonstrates the importance of employment-only zones (such as the Commercial 2 Zone in South Melbourne) for safeguarding land for employment uses in the context of strong competition for inner urban land from residential alternatives.

A key direction of the *Port Phillip Spatial Economic and Employment Framework* is to align housing, transport, and employment policy and to ensure that residential land use complements, rather than displaces, economic activity and employment. In locations where residential and non-residential land uses are permitted under current zoning, local planning housing policy direction is needed to balance complementary land uses, as opposed to crowding out of non-residential uses.

<sup>14</sup> Urban Development Program – 2022, Department of Transport and Planning, <a href="https://www.planning.vic.gov.au/guides-and-resources/data-and-insights/urban-development-program/urban-development-program-2022-metropolitan-melbourne/get-the-data">https://www.planning.vic.gov.au/guides-and-resources/data-and-insights/urban-development-program-2022-metropolitan-melbourne/get-the-data</a>

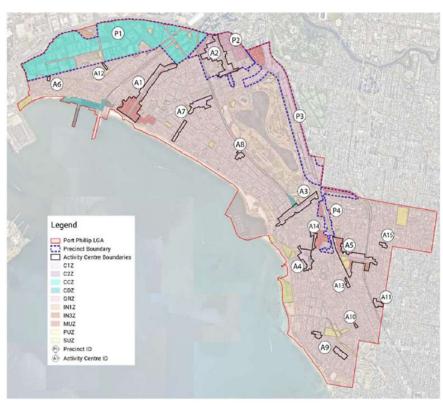


Figure 12. Port Phillip employment land precincts. Source: Urban Enterprise

Table 5. Employment land precincts

Code	Name	Location	State policy categorisation	Local Policy Categorisation	
Major I	Precinct				
P1	1 Fishermans Bend Port Melbou		State significant commercial	Urban Renewal Area	
P2	South Melbourne Central	South Melbourne	Regional Industrial	Industrial Area	
P3	St Kilda Road North / Albert Road	Melbourne / South Melbourne	State significant commercial	Primary Employment Node	
P4	St Kilda Road South	St Kilda	Local commercial area	Secondary Employment Node	
Activit	y Centres				
A1	Bay Street	Port Melbourne	Major Activity Centre	Major Activity Centre	
A2	South Melbourne	South Melbourne	Major Activity Centre	Major Activity Centre	
A3	Fitzroy Street	St Kilda	Major Activity Centre	Major Activity Centre	
A4	Acland Street	St Kilda	Major Activity Centre	Major Activity Centre	
A5	Carlisle Street	Balaclava	Major Activity Centre	Major Activity Centre	
A6	Centre Avenue	Port Melbourne	Local commercial area	Neighbourhood Activity Centre	
A7	Bridport Street / Victoria Avenue	Albert Park	Local commercial area	Neighbourhood Activity Centre	
A8	Armstrong Street	Middle Park	Local commercial area	Neighbourhood Activity Centre	
A9	Ormond Road / Glenhuntly Road	Elwood	Local commercial area	Neighbourhood Activity Centre	
A10	Tennyson Street	Elwood	Local commercial area	Neighbourhood Activity Centre	
A11	Glen Eira Road	Ripponlea	Local commercial area	Neighbourhood Activity Centre	
A12	Graham Street	Port Melbourne	Local commercial area	Local centre	
A13	Brighton Road	Elwood	Local commercial area	Local centre	
A14	Inkerman and Grey Streets	St Kilda	Local commercial area	Local centre	

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A15	Inkerman Street	Balaclava	Local commercial	Local centre
			area	

Source: Urban Enterprise

#### Infrastructure provision

To ensure a liveable municipality, Port Phillip's residents require access to infrastructure and community facilities, such as quality roads, drainage, public transport routes, public open space and health or childcare facilities. New housing should be directed to areas with existing infrastructure capacity wherever possible. However, as our population grows, this will likely strain the existing infrastructure. New or upgraded infrastructure will be necessary in our neighbourhoods to appropriately service our community.

Providing sufficient infrastructure and services is challenging for local governments in a constrained budget environment. One method to fund critical projects is the introduction of a Development Contribution Plan (DCP). A DCP sets contribution rates for developers and outlines how future residents, visitors and workers will be provided with timely access to the services and infrastructure they need. An existing DCP applies to development in Fisherman's Bend, as this area requires a significant investment in new facilities for the projected population. A similar DCP could be adopted in other areas or the entire municipality; however, Council has no policies to adopt additional DCP. This strategy will create the background for further work to assess if there is a need for or benefit from a DCP.

Strate	gies and actions	Role	Timeframe	Lead or Partner	Business impact	
1.1	Balance the need to accommodate housing growth with adequately supporting employment land to accommodate growth in businesses and jobs.					
1.1.2	Review the local planning policy, specifically Clause 11 (Settlement), Clause 16 (Housing), and Clause 17 (Economic Development), to ensure consistency among these policies. Ensure that the policy balances the need for housing growth with the need to allocate sufficient employment land to support business expansion and job creation.	Deliver	Short-term	Lead	Subject to annual plan and budget	
1.2	Monitor population growth, land capacity, a to plan for future housing growth and needs		ng developme	nt trends	in Port Phillip	

1.2.1	Establish a housing monitoring system that identifies and tracks key indictors to inform strategic planning projects. It might include:  • Maintaining the housing capacity study • Reviewing population forecasts • Reviewing current housing stock • Reviewing proposed housing stock • Reviewing available rental housing accommodation • Correlating yearly forecast population to current and proposed Port Phillip housing stock • Identifying the proposed shortfall in housing capacity • Identifying areas suitable for future residential development • Capturing data from the planning permit and building occupancy stages.	Deliver	Ongoing	Lead	Operating budget/ Business as usual
1.2.2	Provide annual updates to Council on the Port Phillip Housing Strategy, reporting on residential housing patterns and the delivery of actions to ensure an adequate supply of residential land for future housing and population growth.	Deliver	Ongoing	Lead	Operating budget/ Business as usual
1.2.3	Investigate the feasibility, potential benefits, and challenges of applying a Development Contribution Plan in areas of the municipality beyond Fishermans Bend.	Deliver	Medium	Lead	Operating budget/ Business as usual

## Objective 2: Direct new housing to appropriate locations

#### Relevant housing needs

New housing in appropriate locations close to jobs, public transport, open space, and other key facilities and services.

#### Key messages

- The location of new housing is critical to supporting liveability and creating a city that is environmentally sustainable and resilient to climate change.
- Although Fishermans Bend alone has sufficient development capacity, this does not mean that all
  housing growth should be concentrated in this urban renewal area.
- Most of Port Phillip's neighbourhoods are highly walkable, thanks to the compact settlement pattern
  and established transport network.
- New housing will be directed to areas close to services, jobs, public transport, activity centres and that
  have the capacity for change.
- Housing development will be limited compared to the rest of the established residential areas to protect
  valued heritage and neighbourhood character.
- Some medium-density infill development can be accommodated in established residential areas with diverse neighbourhoods near activity centres and the fixed rail Principal Public Transport Network.
- Some well-serviced areas are also areas most at risk from climate change impacts, such as increased flooding and extreme weather events, and this challenge cannot be resolved based on the data available at this time.

#### What the community told us

Throughout the engagement, the participants expressed the desire for well-designed, accessible, and energy-efficient housing options in the right locations. Locating future housing near infrastructure and amenities is seen as crucial. Infrastructure and open space were seen as important when planning for new housing. Participants also believed that new development should adequately consider existing infrastructure capacity and ensure adequate provision of open spaces.

"To maintain the liveability of neighbourhoods, we need first to have considered that everyone has access to adequate green space, green canopy cover, public transport, schools and distance to shops before we add more housing stock that will result in more people using the existing resources" – Phase 3 survey respondent.

#### Discussion

Deciding where to locate new housing can impact liveability and help to create a city that is environmentally sustainable and resilient to climate change. The fact that there is sufficient development capacity in Fishermans Bend alone does not mean that all housing growth should be concentrated in this urban renewal area. It is important to direct housing growth to areas close to services, jobs, public transport, and activity centres that have the capacity for change.

#### <sup>15</sup> Method of travel to work | City of Port Phillip | Community profile (id.com.au)

Places to Live: City of Port Phillip Housing Strategy

#### Living locally

The Victorian Government's long-term strategy, Plan Melbourne 2017-2050, is guided by the principle of 20-minute neighbourhoods. These neighbourhoods focus on living locally and sustainably. They allow people to meet most of their daily needs within 800 m of home, with safe bike riding and local transport options. This represents a 10-minute walk to a destination and a 10-minute walk home.

Notably, the concept focuses on the role of Neighbourhood Activity Centres (especially those with good public transport connections), which, in addition to Major Activity Centres, can provide a range of local goods, services, and employment for our local community. For a healthy, walkable activity centre to survive and thrive and enable people to live locally, they need enough people living within the walkable catchment to support them.

#### 10-minute walkable neighbourhoods

Council's Integrated Transport Strategy: Move, Connect, Live 2018-28 aims for 10-minute walking neighbourhoods. This strategy involves locating housing and jobs "close to existing (or soon to be completed) high-quality pedestrian routes and frequent public transport services that connect to key destinations like schools, employment, shops and community facilities."

Our established compact housing settlement pattern (excluding Fishermans Bend) and well-connected transport network mean that accessing work, shops, and recreation is already possible within a 10-minute walk from our neighbourhoods. Most of the municipality performs well as walkable neighbourhoods (Walk Score, 2023), with a larger percentage of Port Phillip's population walking to work than the Melbourne average (4.7 per cent compared to 2.0 per cent, respectively). <sup>15</sup>



Figure 13. Council's proposed transport network. Source: Move, Connect, Live 2018-28

#### Facilitating housing in and around activity centres

During the three rounds of engagement, the community consistently expressed a strong preference for housing located close to public transport, open space, and local shops.

There are several activity centre categories in Port Phillip (refer to Table 6 below), with each playing a different role. Port Phillip's activity centres are generally preferred locations for new housing given their proximity to services, facilities and public transport. There are economic benefits that flow from locating housing in activity centres, including increased local expenditure and the generation of new land uses and

<sup>16</sup> Hananel R, Fishman R, Malovicki-Yaffe N. Urban diversity and epidemic resilience: The case of the COVID-19. Cities. 2022 Mar;122:103526. doi: 10.1016/j.cities.2021.103526. Epub 2021 Dec 10. PMID: 34908641; PMCID: PMC8660207 commercial formats. Research in Melbourne's city centre during the COVID-19 pandemic confirmed the importance of a mix of commercial and residential land uses for improving retail resilience. <sup>16</sup> Additionally, the *Port Phillip Spatial Economic and Employment Framework* identified that in certain parts of the municipality, such as St Kilda, an increase in housing and population could contribute to economic recovery from challenging conditions for tourism, hospitality, and entertainment businesses.

The benefits of locating housing within centres need to be balanced with ensuring the ongoing economic viability of potential land use conflicts that may arise due to the competing needs of commercial and residential uses, including amenity impacts such as noise, traffic, and parking.

Port Phillip's activity centres are anticipated to accommodate a moderate amount of additional housing capacity, with the potential for approximately 2,900 to 3,700 new dwellings across all centres. Most of Port Phillip's activity centres are located within areas with a strong heritage and neighbourhood character values, constraining their growth potential and constraints such as small lot sizes and fractured land ownership. So, while the physical aspects such as fine grain, walkability, heritage and character make these locations desirable places to live, they also pose barriers to redevelopment.

Structure plans provide the overarching vision and direction for future growth, land uses and built form in activity centres. They are also the basis for updating planning provisions in a planning scheme. Currently, the Major Activity Centres of Bay Street, Port Melbourne and Carlisle Street, Balaclava, have existing structure plans, with the work for a new South Melbourne MAC Structure Plan underway. The St Kilda MAC currently does not have a structure plan; hence, this work must be undertaken for the activity centre to ensure that its role in accommodating housing, population and economic growth is realised.

Port Phillip also has several Neighbourhood Activity Centres, which provide a key opportunity to support the 10-minute walkable neighbourhood concept of Council and the delivery of the Victorian Government's Housing Statement.

The Port Phillip Spatial Economic and Employment Framework outlines the increasingly important role of these centres in accommodating more employment uses and recommends that we explore opportunities to encourage and support housing and employment growth in the Neighbourhood Activity Centre. It further recommends to re-categorise 'Centre Avenue Port Melbourne' and 'Tennyson Street Elwood' from Neighbourhood Activity Centres to local centres, reflecting the current scale and role of these centres, and prioritise locations including Bridport Street Albert Park, Ripponlea, Ormond Road. Elwood and Armstrong Street Middle Park. Ormond Road is the only Neighbourhood Activity Centre with detailed land use and built form quidance.

Areas surrounding Major Activity centres, Neighbourhood Activity Centres and train stations (within 800 metres) provide a potential opportunity for new infill housing to support 10-to-20-minute walkable neighbourhoods. Further strategic work is required to determine the appropriate level of housing growth that could be accommodated in these areas because Heritage Overlays protect some of the areas. While a Heritage Overlay does not prohibit development, it requires compliance with the Council's heritage policy and will impact development outcomes and potential yields. While a Heritage Overlay is often seen as the reason for limiting growth, it is the combination of the residential zone (which restricts building height and

site coverage), a Heritage Overlay, and various land constraints, including lot sizes, street width and site access. We will investigate whether additional housing capacity could be achieved through up-zoning some of this land through feasibility testing and further capacity study.

Table 6. Port Phillip activity centres

Activity centre name	Activity centre category
Bay Street	Major Activity Centre
South Melbourne	Major Activity Centre
St Kilda (Fitzroy and Acland streets)	Major Activity Centre
Carlisle Street	Major Activity Centre
Centre Avenue	Neighbourhood Activity Centre
Bridport Street and Victoria Avenue	Neighbourhood Activity Centre
Armstrong Street	Neighbourhood Activity Centre
Ormond Road and Glen Huntly Road	Neighbourhood Activity Centre
Tennyson Street	Neighbourhood Activity Centre
Glen Eira Road	Neighbourhood Activity Centre
Graham Street	Local centre
Brighton Road	Local centre
Inkerman and Grey Streets	Local centre
Inkerman Street	Local centre

#### Managing the impacts of coastal inundation and flooding in future housing development

Sustainable settlement requires planning residential areas to be resilient to climate change impacts over time. As a coastal municipality, Port Phillip is particularly vulnerable to the impacts of coastal inundation and flooding because of climate change. The rising sea levels, intensified rainfall, and greater frequency of storm surges could substantially impact the future development of Port Phillip. This mainly affects low-lying urban renewal areas like Fishermans Bend and established regions like South Melbourne, Port Melbourne, Albert Park, Middle Park, St Kilda, Balaclava, and Elwood.

The Special Building Overlay (SBO) covers many of these areas. Conditions that apply to development in these locations include ground floor levels being set above the flood level, increased boundary setbacks, and limitations on the design of basement parking and access.

#### **Current state**

In October 2021, the Minister for Planning approved Amendment VC171, which revised the Victoria Planning Provisions (VPPs) and planning schemes, including Port Phillip's Planning Scheme, to strengthen coastal hazard planning and implement the Marine and Coastal Policy 2020.

Amendment VC171 replaced the previous requirement for Councils to plan for sea level rise to 2040 with a new requirement to plan for a sea level rise to 2100. It also emphasises the need to consider the combined effects, such as tides, storm surges, coastal processes, and local conditions, when assessing climate change-related risks.

These changes have highlighted more locations vulnerable to flooding than what is currently affected by the SBO, including additional sites either susceptible to flooding or facing an elevated flood risk. This information is not currently reflected in the Planning Scheme.<sup>17</sup>

Melbourne Water has provided 2018 flood data, modelling, and mapping to assist our City in considering this new benchmark. The *Water Act* 1989 and State Planning Policy require us to use this data to determine flood levels. This modelling is an interim measure while planning scheme amendments are prepared to introduce the new controls into the Port Phillip Planning Scheme to identify land subject to future flooding and to ensure appropriate referrals to Melbourne Water.

In January 2024, the Department of Energy, Environment and Climate Action (DEECA) released the Port Phillip Bay Coastal Hazard Assessment (PPBCHA). This project provides additional and different modelling on coastal erosion, permanent and tidal inundation, and groundwater.

Until Melbourne Water and Council have compressively reviewed the Assessment data, we will continue to rely on the Melbourne Water 2018 sea level rise data and mapping as the best available to inform statutory and strategic planning processes and decisions. This is an interim measure while planning scheme amendments are being prepared to introduce the new controls into the Port Phillip Planning Scheme to ensure appropriate statutory referrals to Melbourne Water. These amendments are anticipated to commence in 2024.

Melbourne Water. In the interim, Council planners have been using the best available science to assess planning applications and refer applications informally to Melbourne Water for input.

<sup>&</sup>lt;sup>17</sup> At the time of drafting this Strategy, Council is preparing a new amendment to introduce new controls into the Port Phillip Planning Scheme to identify additional land subject to future flooding and ensure appropriate referrals to

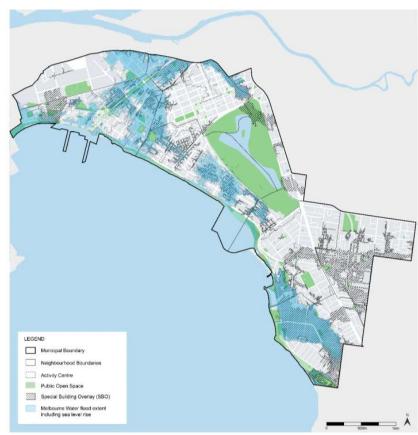


Figure 14. Melbourne Water Forecast data - Sea Level Rise (1 in 100-year), 2018

**Disclaimer:** The map is subject to change and will be regularly updated to reflect best available data. Users of the document should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process.

#### A proactive approach to flood risk mitigation

Flood mitigation can be addressed at the precinct or individual lot scale. In 2019, the Victorian Government released the Guidelines for Development in Flood-Affected Areas to assist with managing the impact of flood risk on our community.

At present, under the direction of Melbourne Water and the Victorian Government, flood risk is managed on a site-by-site basis by elevating finished floor levels. At the precinct level, it is managed through larger-scale flood mitigation measures (such as infrastructure projects to mitigate the impacts of flooding). Managing flood impacts site-by-site is generally addressed at the planning permit application stage. During this stage, Melbourne Water, as the floodplain manager, provides statutory referral comments on new development, primarily regarding minimum floor levels based on current flood mapping.

Melbourne Water has provided preliminary guidance at the precinct level for South Melbourne to proactively steer high levels of built form and development density away from areas at elevated risk of flooding, as defined by the safety criteria outlined in the Guidelines for Development in Flood Affected Areas. The Structure Plan is well placed as a forward-looking strategic planning document to support flood mitigation efforts in the area, including formulating land use policies considering flood risk.

At a higher level, the Housing Strategy can also direct future housing growth to areas with lower risk through the Residential Development Framework Plan. This aligns with Clause 13.1-1S on Natural Hazards and Climate Change impacts.

Council is currently conducting a comprehensive flood study in partnership with Melbourne Water. This study includes flood modelling and mapping across the entire municipality to identify areas affected by riverine, overland flooding, and coastal inundation. Once completed, the Council will seek guidance from Melbourne Water and the Victorian Government to update the Residential Development Framework Plan. The update might involve identifying areas with flood risk that require intervention for housing capacity to be realised and excluding any areas from future housing development due to safety risks. We are committed to regularly updating the flood mapping. The Residential Development Framework Plan will be updated whenever new flood information becomes available. Property owners are encouraged to contact us to discuss any future development plans.

#### Car parking

Including a car parking space in a residential development can add up to \$50,000 to the cost of each apartment. <sup>18</sup> Minimum car parking requirements can encourage an oversupply of car parking, which results in increased traffic, noise and emissions and a poorer quality urban environment <sup>19</sup>. Currently, minimum car parking requirements are mandated through Clause 52.06 of the Scheme, a state-standard provision that

<sup>&</sup>lt;sup>18</sup> P.Hatch, "Kids but no car: Meet one of the rarest families in Melbourne", The Age, January 4 2023, National Infrastructure Victoria, "Our home choices, How more housing can make better use of Victoria's infrastructure", March 2023

<sup>&</sup>lt;sup>19</sup> Department of Transport and Planning Victoria, Modernising car and bicycle parking requirements, Discussion paper, October 2023

applies the same rates across the state. This does not allow Council to require a reduction to the standard rates to encourage more sustainable development.

The Victorian Government has shown a willingness to update minimum car parking requirement provisions to move to a public transport accessibility level system, a measure of public transport connectivity. The public transport accessibility level of a location is a representation of how well it is connected to public transport services. The shift to a more site-specific approach will support the reduction in reliance on cars and the oversupply of car parking in areas where it is less required. This will mitigate the issues that result from minimum car parking requirements and provide the community benefits of more active and public transport.

Much of Port Phillip is well-serviced by public transport through trains, trams and buses. Onsite car parking in some areas that could be better connected to public or active transport modes and amenities is necessary but can be improved through access to electric vehicle charging facilities to lessen future emissions. Less onsite car parking is often appropriate in well-connected areas to support Council's commitment to achieve a zero-net emission carbon City. Through advocacy, the Strategy will support modernising minimum car parking requirement policies. This will promote an integrated land-use and transport approach to reduce the impact of growth and congestion by shifting trips away from vehicles.

#### The Residential Development Framework Plan

We have developed a Residential Development Framework Plan (the Plan) to plan for housing change over 15 years and provide guidance on where new housing should be located in Port Phillip.

In preparing the Plan, we have considered the following aspects:

- · Existing contexts, including neighbourhood context, existing land use zones and overlays
- Constraints including Heritage Overlays, Neighbourhood Character Overlays, environmental considerations such as flooding
- Opportunities including activity centres, strategic areas and sites and transport accessibility including
  existing and proposed train stations.

The Plan directs growth based on the principles that:

- Most new housing is directed to designated locations with the capacity for change that are located close to shops, services, public transport, and jobs.
- Housing development will be limited compared to the rest of the established residential areas to protect valued heritage and neighbourhood character.

Further details on the Residential Development Framework Plan are outlined in Part 4.

	Strategies and actions	Role	Timeframe	Lead	Business impact
2.1	Direct new housing to appropriate locations.				
2.1.1	Designate land suitable for substantial, moderate, incremental, and minimal change in a Residential Development Framework Plan.	Deliver	Short-term	Lead	Operating budget/

A Residential Development Framework Plan identifies housing change areas suitable for different levels of growth. It provides certainty to the community about where growth and intensification will be encouraged. It also defines where valued neighbourhood character will be protected and where development is constrained.

					Business as usual
2.1.2	Implement the Residential Development Framework Plan by including it in the Port Phillip Planning Scheme, updating local planning policy to provide guidance on the appropriate location for new housing, and update residential zones and schedules.	Deliver	Short-term	Lead	Subject to budget in Planning Scheme Amendme nts Program
2.1.3	Undertake a program of structure planning for Port Phillip's Major Activity Centres (prioritising St Kilda – Fitzroy Street and Acland Street) and Neighbourhood Activity Centres to guide the appropriate location and form of new housing.	Deliver	Ongoing	Lead	Subject to annual plan and budget
2.1.4	Investigate opportunities for new infill housing within established residential areas proximate (within 800 m) to major activity centres, neighbourhood activity centres and existing and future train stations.	Deliver	Medium- term	Lead	Operating budget/ Business as usual
2.1.5	Review local planning policy to manage land use conflicts between residential and commercial uses in mixed use environments.	Deliver	Medium- term	Lead	Operating budget/ Business as usual
2.1.6	Advocate for changes to the on-site parking rates mandated through Clause 52.06 of the Planning Scheme for residential developments in appropriate locations.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual
2.2	Ensure the location of housing upholds direction from state and local overland flood management, foreshore management and coastal adaptation plans to reduce risk to				

ensure the location or nousing upnoids direction from state and local overland flood management, foreshore management and coastal adaptation plans to reduce risk to population, infrastructure, ecosystems and property from sea level rise, storm surges coastal erosion, tidal inundation, and groundwater intrusion.

Attachment 1: Draft Housing Strategy

	2.2.1	Advocate to the Minister for Planning to amend	Advocacy	Ongoing	Lead	Operating
		the Port Phillip Planning Scheme to update				budget/
		existing or introduce new planning overlays to				Business
		ensure new development responds to increased				as usual
		risks associated with sea level rise and flooding				
		impacts.				
Ī	2.2.2	Continue to monitor available flood data, work	Deliver	Ongoing	Partner	Operating
		with Melbourne Water and seek their advice on				budget/

	flood risk areas in the City of Port Phillip.				Business as usual
2.2.3	Update the Residential Development Framework Plan to reflect the latest 'best available data' for flooding as it becomes available.	Deliver	Ongoing	Lead	Operating budget/ Business as usual

# Objective 3: Ensure new housing responds to neighbourhood character and heritage values of established residential areas

#### Relevant housing needs

- New housing that respects heritage and responds to preferred neighbourhood character.
- Access to a range of housing choices that are well designed to consider the environment, health and wellbeing (design quality and sustainability).

#### Key messages

- Port Phillip is a city of neighbourhoods where every property, public place and piece of infrastructure contributes to establishing a distinct character.
- · Neighbourhood character is different from heritage.
- Neighbourhood character is how an area looks and feels and the qualities that distinguish it from others. It is not static and evolves.
- While all areas have a history or a heritage, not all are historically significant. Heritage significance is determined by recognised criteria based on the Burra Charter.
- Respecting heritage does not mean preventing change or limiting housing growth. Instead, it is about facilitating the appropriate adaptive use of our beloved heritage buildings and ensuring that new development does not adversely impact heritage significance.

#### What the community told us

Community members told us what they value the most about their neighbourhoods:

- The village-type feel built on the mix of activities around and the walkability of the streets.
- They feel more welcome and safer in spaces designed for a range of activities, where streets are easy
  to navigate for people of all ages and abilities, and there is a mix of housing types for different families
  and lifestyles.
- The existing eclectic character that comes from the diversity in architecture, including the feel and a mix of contemporary and heritage structures.
- Trees and vegetation in streets, parks, and private gardens. People recognise greenery as the defining visual character of their neighbourhoods and see the environmental benefits of trees and vegetation, from ground-level gardens to green walls and roof-top gardens. They also value the functional aspect of greenery to reduce water runoff.

Community members see the most significant opportunities for improving neighbourhood character as:

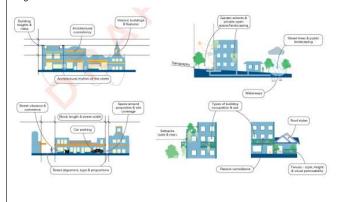
- · Increasing tree canopy and vegetation coverage
- Maintaining and expanding open spaces
- Having a diverse and high-quality built form that respects and integrates with existing urban form
- Increasing Environmentally Sustainable Design requirements for buildings
- · Having diverse housing to cater for a diverse community
- · Protecting significant heritage buildings and creating new heritage for future generations

#### What is Neighbourhood Character?

Neighbourhood Character describes elements of the public and private realm that make one area distinctive from another, creating a sense of place. Every property, public place or piece of infrastructure contributes, no matter how great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.

Neighbourhood Character is different to attractiveness or heritage. All areas have a character in the same way all people have a personality. In some areas the character may be more obvious, more unusual, or more attractive, but no area can be described as having no character.

Some of the most common physical attributes that define neighbourhood character are identified in the diagram below. These elements are a condensed list of those described in Planning Practice Note 43 Understanding Neighbourhood Character. Respecting neighbourhood character does not mean preventing change. Instead, new development in Port Phillip will play a significant role in shaping neighbourhood character of areas.



Clear guidance for preferred built form outcomes ensures that new developments can create resilient, safe, and inspiring neighbourhoods when planning for future housing change and growth.

#### Preferred Neighbourhood Character - Findings from the Neighbourhood Character Study

Planning tools, such as Heritage Overlays, Design and Development Overlays (DDO), and Neighbourhood Character Overlays, already cover many areas. These tools, which will be regularly reviewed, will continue to shape future built form outcomes in these areas.

Discussion

Character statements have been developed as part of the Neighbourhood Character Studies for residential areas not covered by these planning tools. <sup>20</sup> The Neighbourhood Character Conversations with the community in July 2023 also informed the statements. The statements will provide guidance on balancing future housing growth with neighbourhood character, sustainable development, and other community benefits.

#### Balance future housing growth with heritage significance

Heritage is different to the concept of neighbourhood character. All areas have a history or a heritage, but not all are historically significant. Heritage significance is determined by recognised criteria with reference to the Burra Charter, a set of guidelines used in Australia to help protect and manage places of historical and cultural significance. The planning scheme often protects areas of heritage significance via tools such as the Heritage Overlay.

The Heritage Overlay affects large areas of the municipality through individual heritage significance or heritage precincts. For instance, the city has some of the earliest European settlements in the metropolitan area. Our community highly values our heritage precincts, which contain many established residential areas. Council's heritage policy and guidelines provide guidance to balance future housing growth with heritage significance. We commenced the Heritage Program in 2017 to review and update existing heritage protections and documentation so they satisfy current Victorian Government requirements and reflect community attitudes towards heritage.

While the Heritage Overlay does not prohibit development, it does require compliance with the Council's heritage policy. Combined with other land constraints, such as lot sizes, street widths, and site access, this can impact development outcomes and potential yields.

For example, when calculating potential housing capacity, the *Housing Market and Capacity Assessment* (Urban Enterprise, 2024) excludes individual sites in the Neighbourhood Residential Zone (NRZ) identified as Significant Heritage Places.<sup>21</sup> These sites are considered less likely to be redeveloped because heritage buildings typically occupy a large portion of the site. However, the same capacity study includes Significant Heritage Places outside the NRZ because redevelopment has been observed in those areas. Often, this redevelopment involves retaining facades and major heritage elements while redeveloping the remaining parts of the sites.

#### Facilitate housing growth in areas with capacity

Existing infrastructure and services serve most of the municipality. During the consultation, community feedback indicated a strong preference for facilitating housing growth and diversity across the city.

The Neighbourhood Character Study Focus areas with Neighbourhood Character statements will provide guidance on balancing future housing growth with neighbourhood character, sustainable development, and other community benefits. This will be done by informing new design objectives, standards, and requirements for the Planning Scheme, including neighbourhood character objectives and requirements in the schedules of the residential zones.

Outside the Neighbourhood Character Study focus areas, there is an opportunity to apply the same principles to ensure our streets and suburbs continue to evolve with future housing development. We will identify pockets in established residential areas that can accommodate appropriate housing growth levels. These pockets may include heritage areas near activity centres and train stations. Once identified, the areas will be investigated through feasibility testing, capacity modelling and specific built form reviews.

We will also review residential zones where there is either an apparent inconsistency between the zone's application and the new Victorian Government planning practice note or a misalignment between the zone and other controls, such as the Design and Development Overlays. This is particularly important because Port Phillip's residential zones were introduced over a decade ago. They have not been reviewed despite significant changes in strategic policy, such as the release of the Victorian Government's Housing Statement.

Our actions will increase the housing supply and the efficiency of planning decisions by aligning height controls in schedules for Neighbourhood Residential Zones and General Residential Zones with the corresponding Design and Development Overlays.

<sup>&</sup>lt;sup>20</sup> City of Port Phillip Neighbourhood Character Framework Plan, Draft Report for Community Engagement (February 2024), LatStudios, 2024

<sup>&</sup>lt;sup>21</sup> Identified in Council's Heritage Policy (Amendment C186)

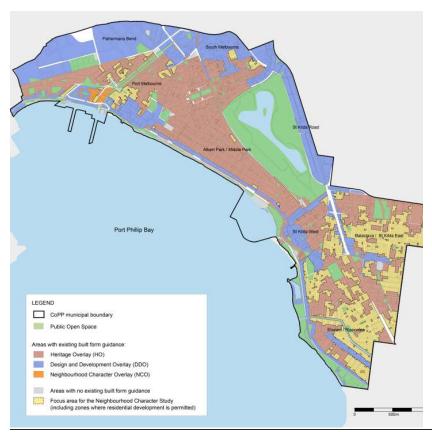


Figure 15. Neighbourhood Character Study focus area and existing guidance area

#### Focus areas – preferred character statements

The supporting technical report develops each area's preferred future neighbourhood character statement based on desktop analysis, street surveys, and community input to guide future development.

The statements aim to reflect an area's valued features and characteristics and be forward-looking to meet contemporary housing needs. The preferred character statements will inform new design objectives, standards, and requirements for the Planning Scheme, including objectives and requirements in the schedules of the residential zones.

These statements might specify preferred minimum street setbacks, site coverage, landscaping, front fence height, and other design elements that contribute to the desired character when appropriate. This ensures that new developments align with the neighbourhood's intended character, contributing to our housing vision.

Six distinct character areas have been developed based on existing character identification and future opportunities. Each location is provided with one preferred character statement. These Neighbourhood Character Statements have been translated into suggested Neighbourhood Character Objectives that can be incorporated into the Port Phillip Planning Scheme and introduced via a future planning scheme amendment.

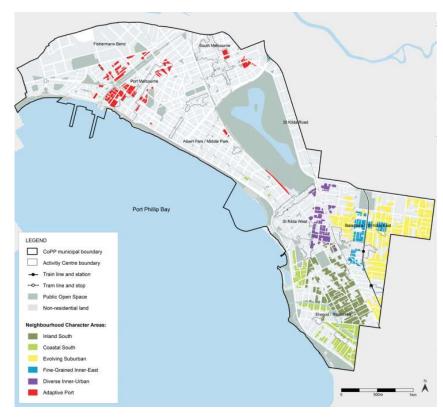


Figure 16 Neighbourhood Character Areas

# Inland South – Neighbourhood Character Statement

Elwood and southern St Kilda form a green and leafy character area that is driven by high-quality landscaping, low and visually permeable fence lines, as well as mature street trees and vegetated verges within the public realm.

The lush nature of the area is enhanced by mature canopy trees within private lots and generous gardens with a variety of shrubs, grasses and groundcovers, which tie into surrounding natural elements such as the Elsternwick Creek and Yalukit Willam Nature Reserve, St Kilda Botanical Gardens and the coastline.

Development in the area will be a mix of architectural styles and typologies, including single dwellings, townhouses, and apartments. The variation in styles and typologies will be united by a careful material palette to help create cohesive streetscapes.

The dark red bricks and terracotta tiles of Californian bungalows, timber detailing of Victorian cottages, cream brick of post-war apartment blocks and rendered stairways and arches of Spanish Mission and Art Deco apartments are all valued existing elements that will inspire contemporary responses in highly sustainable built form outcomes.

Car access will be prioritised from rear laneways wherever possible, and where access is off a primary street, vehicle storage will be positioned behind the building line to minimise visual impact and accentuate the visibility of landscaping.

Landscaping buffers between constructed driveways and side boundaries will minimise the visual impact of parallel driveways and protect the desirable spacious and green nature of the neighbourhood.

#### Inland South – Neighbourhood Character Objectives

- To encourage the provision of canopy trees and generous open space for vegetation.
- To ensure front fences are low and visually permeable to create a sense of openness in the streetscape.
- To encourage new dwellings or extensions to existing dwellings that respect existing forms, materials and styles in the streetscape.
- To ensure that the use of design detail in new buildings complements, rather than mimics, that of the predominant building styles in the street.
- To minimise the impact of car parking and driveways on the streetscape by encouraging parking at rear or recessed behind front façade of buildings.

#### Coastal South – Neighbourhood Character Statement

Coastal Elwood and St Kilda are highly landscaped with unique references to the coastal proximity through durable and light material palette and native coastal plant species. High-quality landscaping, low fence lines and vegetated verges within the public realm will enhance the sun-kissed and airy character of the area.

Development in the area will be a mix of architectural styles and typologies, including single dwellings, townhouses, and apartments.

Mature, valued vegetation will be protected and retained where possible, and a landscape character reflective of the local context will incorporate indigenous coastal plants, supporting a connection to and sense of place. Low-lying coastal scrub vegetation will encourage visual permeability throughout the neighbourhood and give a powerful visual identity to the area, tying it to its valued coastline.

Along with landscaping character, the architecture of the neighbourhood will subtly reference connection to the coast through a robust, natural, light, and textural material palette. Low fences and landscaped front, rear and side boundaries will support public and private interaction, creating safe and comfortable streets.

Dwelling facades will consider the threat of flood damage and finished ground floor levels will be raised to reduce the impact of potential inundation in the future. Secondary frontages along waterways and oriented towards the coast will feature windows and balconies to reinforce important views and connection to streets and waterways. Landscape on walls and rooftops will be encouraged, supporting a strong and connected landscape integrated into the built form.

# Coastal South – Neighbourhood Character Objectives

- To encourage the provision of generous open space for vegetation including native coastal plants.
- To ensure the provision of vegetation and landscaping on green walls and green roofs.
- To ensure front fences are low and visually permeable to create a sense of openness.
- To encourage new dwellings or extensions to existing dwellings that utilise light, natural and textural materiality to respect the coastal setting.
- To encourage balconies and windows to habitable rooms that face secondary frontages to the coast or waterways.

#### Evolving Suburban – Neighbourhood Character Statement

An eclectic area with a community focus, built form varies from smaller single dwellings to townhouses and apartments supporting a self-sufficient inner-suburban neighbourhood that thrives with local activity and dwelling diversity.

Architectural style and materiality is diverse but consistent in its delivery of robust and high-quality outcomes that build upon the existing flat front facades, orthogonal building massing,

and common use of brick. Large, deep lots with medium side and front setbacks will ensure a coarse-grained spacious and calm feel as the area develops.

Upper levels of buildings are designed to provide diversity in the skyline, avoiding a monotonous, single-height roofline, providing both visual interest and allowing for air and natural light to penetrate through the streetscape.

Safe and engaging streets are created through the delivery of human-scaled and diverse dwellings oriented towards the street with visible entrances, articulated front facades and interaction with the street from verandas, balconies, and other habitable spaces.

Enhanced landscaping and canopy coverage in the private and public realms creates green streetscapes and reduces urban heat. Canopy trees dominate the streetscape and nature vegetation is prominent. Vehicle cross-overs are minimised and where possible provided from rear laneways, promoting safe pedestrian pathways. Low and permeable front fences, that may incorporate planting, enhance the green image of this inner-suburban neighbourhood.

# Evolving Suburban – Neighbourhood Character Objectives

- To encourage the provision of canopy trees and generous open space for vegetation.
- To ensure front fences are low and visually permeable to create a sense of openness in the streetscape.
- To encourage side setbacks and upper level setbacks with varying roof lines to provide visual interest and separation in the skyline.
- To ensure that the use of design detail in new buildings complements, rather than mimics, that of the predominant building styles in the street.
- To minimise the impact of car parking and driveways on the streetscape by encouraging parking at rear or recessed behind front façade of buildings.

#### Fine-grained Inner East – Neighbourhood Character Statement

This low-lying, tightly packed pocket is an intimate, human-scaled character area. Fine-grained streets of narrow lots with attached single-storey weatherboard workers cottages inform a feeling of enclosure that is reinforced by narrower streets, small building setbacks, thin footpaths, street verges and smaller public landscaping. The large cobblestone gutters further reduce the visible street width and give this area a 'back-street' laneway feeling that enhances its quiet and approachable character.

Future development will allow light and visual access to the street, permitting with verandas and front porch social spaces encouraging interaction between dwellings and creating a welcoming, safe neighbourhood with evident passive surveillance.

Permeable and low front fencing will ensure dwellings engage with the streetscape and encourage interaction between neighbours to further emphasise the human scale of this character area.

This area will have high site coverage due to the narrow, short lot sizes and lack of front or side setbacks. As such, roof gardens, green walls and planting along fence lines will be crucial to provide biodiversity, habitat and connection to nature whilst also reducing the urban heat island of this tightly packed inner-suburb pockets.

# Fine-grained Inner East – Neighbourhood Character Objectives

- To ensure the provision of vegetation and landscaping on green walls and green roofs.
- To encourage a well-designed, fine grain architectural detail through higher site coverage and minimal side setbacks.
- To ensure front fences are low and visually permeable to create a sense of openness in the streetscape.
- To ensure front setbacks are minimal and dwelling facades are proximate to the street to allow passive surveillance and social interaction with the public realm.
- To ensure that the use of design detail in new buildings complements, rather than mimics, that of the predominant building styles in the street.

#### Diverse Inner Urban – Neighbourhood Character Statement

With remarkable variation in building form, era and scale, this area offers an inner urban character with the potential for excellent diversity and flexibility in its built form. With a distinctive array of rooflines, façade arrangements, street orientations and material choices, this neighbourhood showcases adaptable, innovative and environmentally sensitive design. The prevalent material palette leans towards modernity, incorporating elements such as steel structures, aluminium framing, timber, exposed concrete, and pockets of brickwork.

Side setbacks are generally small or nonexistent, while front setbacks differ creating variation within the character area allowing for flexible new development. With the area's proximity to – and views of – the Melbourne CBD presents a strategic location for future growth in areas identified for moderate and substantial housing growth. The neighbourhood is dynamic and lively, celebrating its artistic and creative heritage through distinctive, adaptable, and forwardlooking architecture.

Landscape will be interwoven with the architecture through fence line planter boxes, balcony, rooftop and wall gardens with canopy trees providing essential shade. These planting elements soften the built form of the area and ensure there is a biodiversity connection between the coast, Albert Park Lake, and the leafy inner suburbs further east. Permeable fences improve visual access onto front gardens enhancing the feeling of safety through passive surveillance.

#### Diverse Inner Urban – Neighbourhood Character Objectives

- To encourage the provision of canopy trees and the provision of vegetation and landscaping on fences, green walls and green roofs.
- To encourage a well-designed, fine grain architectural detail through higher site coverage and little to no side setbacks.
- To ensure front fences are low and visually permeable to create a sense of openness in the streetscape.
- To ensure front setbacks are minimal and dwelling facades are proximate to the street to allow passive surveillance and social interaction with the public realm.
- To ensure that the use of design detail in new buildings complements, rather than mimics, that of the predominant building styles in the street.

# Adaptive Port – Neighbourhood Character Statement

This area will combine high-density, adaptable development with a consistent building mass, profile, and materiality. The built form will feature orthogonal dwellings with flat facades that often extend to the front boundary, creating a noticeable street wall uniformity. Side setbacks will be consistent and small or non-existent, which fosters a cohesive rhythm along the streetscape.

The essence of the neighbourhood's character lies in its industrial heritage combined with modern coastal living. New development will be innovative and flexible, responding to each unique site.

Despite the built form diversity, a commonality will be formed by small to non-existent setbacks, robust street walls, engaging rooflines and a unique semi-industrial material palette. A visual identity is formed by referencing building profile, materiality, scale and rhythm of the area's working class architectural typologies: warehouses, bank houses, cottages, and wrought-iron terraces.

Development will embrace best-practice environmentally sensitive design and incorporate planting into fences and facades. Landscaping on shared and private rooftop gardens will be visible across the roofline.

With high-density living anticipated, addressing challenges such as limited private greenspace, high impermeable surfaces and climate change-induced weather extremes is crucial and may require interventions in the public realm. Flood risk will also be factored into the construction and materiality of building facades, and raised finished ground floor levels will reduce the risk of damage from inundation. Increased landscaping and Water Sensitive Urban Design (WSUD) initiatives such as rain gardens, particularly featuring native coastal vegetation, will be an important part of achieving this neighbourhood's resilient future character and visual identity.

# Adaptive Port – Neighbourhood Character Objectives

- To encourage the provision of vegetation and landscaping on fences, green walls and green roofs.
- To encourage a well-designed, fine grain architectural detail through higher site coverage and little to no side setbacks.
- To ensure that the use of design detail in new buildings complements, rather than mimics, that of the predominant building styles in the street.
- To ensure small or non-existent front setbacks to show robust street walls and a coherent rhythm.
- To encourage shared communal open space with landscaping to soften development and encourage social interaction.

Attachment 1: Draft Housing Strategy

Strategies and actions		Role	Timeframe	Lead or Partner	Business impact		
3.1	Reinforce highly-valued existing neighbourhood character and heritage elements that contribute to Port Phillip's unique neighbourhood identity.						
3.1.1	Review and update the Port Phillip Planning Scheme to implement the Neighbourhood Character Study and Preferred Character Statements by making changes to residential zone schedules within the focus area and updating Municipal planning strategies and local planning policy if required.	Deliver	Short to Medium term	Lead	Subject to annual plan and budget		
3.1.2	Review and update the residential zones and schedules outside of the Neighbourhood Character Focus Area to ensure a	Deliver	Short to Medium term	Lead	Subject to annual plan and budget		

	consistent approach and when facilitate additional housing in pockets with capacity across residential areas.				
3.1.3	Continue to review heritage controls to ensure application of the Heritage Overlay and relevant documentation is up to date.	Deliver	Ongoing	Lead	Subject to annual plan and budget
3.1.4	Protect significant trees and vegetations in private realm that are valued by communities via suitable planning tools.	Deliver	Short to Medium term	Lead	Subject to annual plan and budget
3.1.5	Develop design (including vegetation) guidelines for developments for new residential developments to facilitate desirable built form outcomes, and innovative and resilient landscapes in the private realm.	Deliver	Short to Medium term	Lead	Subject to annual plan and budget

# Objective 4: Encourage a range of housing options to support our diverse community

#### Relevant housing needs

Ensuring access to housing choices that are fit for purpose for people at different life stages and of varied abilities and needs.

#### Key messages

- Diverse and accessible housing choices are important to support and cater for our diverse and changing community.
- . The range of housing choices available in our City will impact the social makeup of our community.
- While there is a sufficient supply of housing in Port Phillip, the housing being built lacks diversity.

#### What the community told us

Throughout the engagement, we heard from participants that there is a need for larger apartments, particularly those with three and four bedrooms, the lack of which was seen to limit the options for families wanting to live in apartments in Port Phillip.

"For families looking to move into the area and have space for kids, it can be quite expensive" – Phase 2 survey respondent

Changing living arrangements was the most common reason people cited for moving out of their homes. We also heard that most of our community would like to see housing that accommodates diverse housing needs in the future.

#### Discussion

Housing diversity refers to a mix of different housing options. This can include a range of housing types, such as apartments, townhouses, and separate houses. It can also include housing of varied sizes (number of bedrooms), designs, layouts, and tenure.

#### Housing diversity in Port Phillip

One of the biggest challenges we face in Port Phillip is the limited choice of housing types available to our community. For example, the majority (66.8 per cent) of dwellings in our city have two or fewer bedrooms.

The lack of diverse housing choices means that as people's lifestyles change – as they opt to work from home, start families, or become empty nesters – they may have to move out of Port Phillip to find housing that meets their needs. Due to the land cost, it is unlikely that there will be many single dwellings on a lot built in Port Phillip in the future. Given this, alternative family housing solutions must be available. A diversity of apartment types, locations and price points will be needed across our city to satisfy different

market segments and life stages, accommodate population growth, provide opportunities for movement within the housing market, and provide for diverse and vibrant communities.

In Port Phillip, we need more diverse housing choices, particularly larger dwellings in new apartment developments to accommodate families and various other life stages. There are already state planning provisions (clause 58.02-3 & 55.02-3 Dwelling diversity objective) in the Port Phillip planning scheme that encourage a range of dwelling sizes and types in developments of ten or more dwellings. The local planning policy applying to the Fishermans Bend Urban Renewal Area aims to facilitate housing diversity by encouraging new developments of 100 dwellings or more to provide a certain percentage of three-bedroom homes.<sup>22</sup>

The 2018 Port Phillip Planning Scheme Review Audit Report recommended that the Council consider identifying acceptable housing diversity ratios, particularly for key housing growth areas. For example, this could be a policy encouraging a minimum percentage of three-bedroom dwellings in a new development with more than 10 dwellings.

We want Port Phillip to remain diverse and inclusive into the future. The availability of diverse housing choices for a diverse community is important in realising this future.

#### Facilitating housing diversity - recent planning scheme changes

The Victorian Government has recently changed planning schemes under the Victorian Housing Statement, making getting approvals for different housing types easier.

The changes include:

- Amendment VC243, which came into effect in October 2023, aims to facilitate housing supply and diversity by removing permit requirements to construct or extend a single dwelling on a lot 300 sqm or bigger.
- Amendment VC253, which came into effect in December 2023, will help facilitate the construction of small second dwellings at the rear of existing dwellings, such as granny flats. These small second dwellings, up to 60 m² in size, were previously only able to be constructed for dependents, such as grandparents, as temporary accommodation that needed to be removed when the dependant no longer required the accommodation. The amendment will allow their construction on a 300 sqm or larger lot without a planning permit.

VC253 could impact 16,000 lots in Port Phillip. The easing of planning requirements may help facilitate small-scale infill developments such as granny flats or additions to single houses, which can provide accommodation for larger household types and multigenerational households.

#### Planning for more inclusive housing - dwelling accessibility

Dwelling accessibility is the design and layout of a home that ensures it meets the needs of any occupant. It might include designing or modifying homes to include accessibility features such as ramps, elevators, and wider doorways to make the spaces more accessible to people with disability or temporary mobility difficulties. Accessible housing often provides a kitchen, living room, bathroom, and bedroom on the same floor

<sup>&</sup>lt;sup>22</sup> Policy guidelines at Clause 11.03-6L-04 FBURA specifies the following percentages of three-bedroom dwellings for developments of more than 100 dwellings: Montague: 25 per cent; Sandridge: 20 per cent; Wirraway: 30 per cent

Many Port Phillip residents can live independently without assistance but have mobility challenges for many reasons, including old age. As the number of people aged 75 and over is projected to increase over the next 15 years, it becomes more likely that every home will be required to respond to the needs of a person with a physical limitation. Families with young children and people with temporary injuries also have mobility challenges in dwellings that are not adequately designed to allow for easy accessibility for people using prams, wheelchairs and mobility aids. Homes of the future should be designed to allow for better access and movement to support occupants at different life stages and of varied abilities and needs.

#### Universal design

To create an inclusive and accommodating living environment, it is important to prioritise the design of apartments to be accessible and suitable for residents throughout their lifetime. This can be achieved by incorporating the seven principles of Universal Design into the planning and construction processes:

- 1. Equitable use the design is useful and marketable to people with diverse abilities.
- 2. Flexibility in use the design accommodates a wide range of individual preferences and abilities.
- Simple and intuitive use use of the design is easy to understand, regardless of the user's experience, knowledge, language skill, or current concentration level.
- Perceptible information the design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities
- Tolerance of error the design minimises hazards and the adverse consequences of accidental or unintended actions.
- 6. Low physical effort the design can be used efficiently, comfortably, and with minimal fatigue.
- Size and space for approach and use—appropriate size and space are provided for approach, reach, manipulation, and use regardless of the user's body size, posture, or mobility.

#### **Gold Level Liveable Housing Design standards**

We acknowledge and welcome the work of the National Construction Codes Board in amending the National Construction Code (NCC) to adopt the Silver Level Livable Housing Design standards for all new dwellings. However, we advocate for amending the NCC to help achieve Gold Level Liveable Housing Design standards for all housing, including affordable and social housing. Gold Level standards will ensure that kitchens and laundries are accessible and adaptable, a bedroom space on the ground level, light switches and power points are accessible, and doors are easily openable for persons with a disability.

Currently, universal access in the design of apartment developments over four storeys is encouraged by the Planning Scheme for new apartments through Clause 58.05. However, the National Construction Code provides the minimum standards for the design construction of all types of dwellings. As planning approval for a development is sought before building approval, there is an opportunity for Council to promote accessible dwellings by encouraging applicants to incorporate accessibility into the early stages of design for all dwelling types that require a planning permit, through the Planning Scheme.

#### Planning for an ageing population

Ageing in place in secure housing or other accommodation is fundamental for health and wellbeing. In addition, people prefer to remain in their local community as they age.

Compared to Greater Melbourne, older residents in Port Phillip are more likely to rent, live in a flat or apartment, or live alone. A person may choose to relocate to an apartment for many reasons, including financial factors, health issues, experiences of family violence, the death of a spouse, lifestyle change, or wanting to downsize.

Being able to age in place was a key theme identified by the City of Port Phillip *Positive Ageing Policy* survey respondents. As such, a key goal of the *Positive Ageing Policy* is to enable secure, affordable, and accessible housing to allow people to 'age in place'. This means creating housing appropriate for everyday needs and close to transport, shops, and services, allowing older residents to live independently. To support this, new housing in our city must be easy to navigate, capable of cost-effective adaptation, and responsive to the changing needs of occupants.

#### Local residential aged care facilities

While we support and encourage more housing that allows people to grow old at home, we also recognise that it can be necessary for a person to relocate to a residential aged care facility to receive adequate care and support when independent living is no longer possible. As our ageing population grows, there will be an increasing need for residential aged care facilities. Facilitating an increase in the diversity of aged care options is also essential.

Five residential aged care facilities in Port Phillip currently provide 370 beds or places. Unless more facilities are developed, the municipality is expected to have a substantial shortfall of places by 2036 based on the Australian Government target of 78 aged care places per 1,000 people aged 70 years or over. The local planning policy relating to aged care facilities can be further reviewed to strengthen and facilitate the delivery of more residential aged care facilities.

Given high land values and the sector's standard operating model, residential aged care facilities in inner Melbourne typically take the form of taller apartment buildings. Land use for residential aged care is supported in all residential zones, the Commercial 1 Zone and the Comprehensive Development Zone. The Port Phillip Planning Scheme currently encourages the locating and designing residential aged care facilities and older persons' housing to integrate with local communities.

	Strategies and actions	Role	Timeframe	Lead	Business impact
4.1	Encourage residential development with a ramix).	ange of dwel	ling typologie	s and sizes	(bedroom
4.1.1	Implement the Residential Development Framework Plan to achieve a diverse range of housing options.	Deliver	Short to medium	Council	Operating budget/ Business as usual
4.1.2	Introduce minimum bedroom number ratios for major housing developments (of 10 dwellings or more).	Deliver	Short to medium	Lead	Operating budget/ Business as usual

Attachment 1: Draft Housing Strategy

4.1.3	Support extensions to existing dwellings to provide accommodation for larger household types and multigenerational households.	Deliver	Ongoing	Lead	Operating budget/ Business as usual		
4.1.4	Support the provision of residential aged care facilities within or close to services, jobs, public transport and activity centres and precincts.	Deliver	Ongoing	Lead	Operating budget/ Business as usual		
4.2	Encourage all residential developments to incorporate design features that provide accessibility and adaptability to people of all abilities.						
4.2.1	Advocate for the Victorian Government to amend the National Construction Code to require Gold Level accessibility standards for all new residential development.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		

4.2.2	Advocate for the Victorian Government to address the following gaps in Apartment Design Guidelines for Victoria to improve the liveability and design of apartments:  Additional Gold Level universal design standards (beyond mobility) to ensure apartments are safer and easier to enter, move around and live in.  Additional adaptable apartment design standards (beyond adaptable bathroom) to	Advocacy	Ongoing	Lead	Operating budget/ Business as usual
	allow buildings to accommodate a diverse range of lifestyle needs.				
4.2.3	Develop a design guideline document and supporting factsheets based on <i>Liveable Housing Design Guidelines (2012)</i> to promote accessible design, for use by the private sector and Council officers.	Deliver	Short to Medium term	Lead	Subject to future budget bid

# Objective 5: Support new housing that is well-designed and resilient to climate change impacts

#### Relevant housing needs

Access to well-designed housing choices that consider the environment and the health and wellbeing of occupants.

#### Key messages

There is an opportunity to encourage low, medium, and high-density development, which achieves good quality, amenity, and sustainability outcomes.

#### What the community told us

Throughout all the community engagement phases, there was a strong emphasis on sustainable housing design. Participants advocated integrating climate change considerations into building design, including passive cooling, better insulation, and electric vehicle charging stations. Community members also called for better design guidelines to ensure new developments meet sustainability standards.

"It is mostly apartment living, and the new ones are really small. It is also quite expensive. In saying that, there are some very nice places to live in Port Phillip" – Phase 2 survey respondent

"Need to incorporate sustainability principles and climate-change resilience. We are past the time of ignoring these crucial factors as a global community" – Phase 3 survey respondent

#### Discussion

#### Design quality

Good design is essential to achieving sustainable, high amenity and quality housing that meets our community's needs and contributes to our neighbourhoods' vibrancy.

The lack of land available to develop new separate houses means that apartments will continue to be the predominant housing type in Port Phillip. Therefore, they must be well-designed, liveable, and provide a high level of internal and external amenities to improve the occupant's health, well-being, and overall quality of life.

The Victorian Government's Apartment Design Guidelines for Victoria<sup>23</sup> (the Guidelines) provide standards for improving apartment design in Victoria. The standards address building design elements such as siting and arrangement, building performance (noise impacts, energy efficiency) and dwelling amenities. These standards are in the Victoria Planning Provisions and the Port Phillip Planning Scheme at Clauses 55.07 and Clause 58. To improve the quality and liveability of future apartments in Port Phillip, additional guidance is required to:

- Ensure that small apartments have a high standard of amenities through minimum sizes and layouts.
- Provide a clear and quantifiable definition of adequate daylight in apartments and guidance to maximise sunlight access.
- Provide clear guidance on applying communal open and enclosed space requirements for multiple dwelling and apartment developments.
- · Provide a minimum interface distance between buildings.

#### Support quality design in Build-to-Rent products

With almost half of our City (49 per cent) being renters,<sup>24</sup> diverse housing choices must also be available for rent. This may include housing models such as build-to-rent (BTR) housing. BTR is an emerging approach to residential housing where properties in residential development are specifically designed and built to hold for rental over the long term, generally facilitated by having a corporation as a landlord for the development. It has the potential to increase rental supply and the diversity of housing choices and mix and increase long-term rental options.<sup>25</sup>

While BTR products have the potential to provide housing diversity, an emerging issue in this field is the provision (or lack of) for internal amenities (small apartment sizes, no balconies, poor internal layout) associated with this type of housing where dispensation is offered due to communal amenities provided. One reason is the need for more clarity in the planning scheme around the parameters to consider when assessing BTR applications. It is important to recognise that BTR developments are a type of dwelling; therefore, the same set of considerations that apply to other residential developments should apply.

If BTR development is being considered, ensuring a strong focus on the quality of construction, design, and amenities is essential. In particular, the Guidelines should be applied to BTR development to facilitate a potential future tenure change, such as rent-to-buy.

<sup>&</sup>lt;sup>23</sup> Apartment Design Guidelines for Victoria (Department of Land, Water and Planning, 2021)

<sup>&</sup>lt;sup>24</sup> ABS Census 2021

<sup>&</sup>lt;sup>25</sup> Build to Rent Working Group – Report to the Treasurer and Minister for Planning, Department of Treasury and Finance Victoria, Microsoft Word - For DTF Website -131021 - BTR Working Group - Report to Treasurer and Minister for Planning - Final.DOCX



#### Sustainable housing

In 2020, a third of emissions in our City came from residential uses (a combination of electricity, gas, and waste). <sup>26</sup> Attaining zero-net emissions across Port Phillip is vital to our climate change mitigation response.

The current suite of Environmentally Sustainable Development (ESD) requirements in the Port Phillip Planning Scheme does not reflect the urgency to tackle climate change. Port Phillip is working with the Council Alliance for a Sustainable Built Environment (CASBE) and 23 other interested Councils to introduce a new planning policy that elevates ESD for development and encourages a move towards net zero carbon development.

Council's Act and Adapt: Sustainable Environment Strategy 2023-28 includes a goal for a City with lower carbon emissions by committing to a zero-net carbon emissions target by 2028. The updated City of Port Phillip Sustainable Design Strategy will also address Council's commitment to achieving zero-net emissions.

The early integration of net zero-carbon elements into the design of a new building, when the opportunities are most significant, will most effectively reduce the emissions of housing development. New ESD requirements will support improvements in new buildings' energy and water efficiency and the performance of new subdivisions. This will contribute to more affordable living by reducing reliance on gas and electricity to power homes, reducing greenhouse gas emissions and reducing detrimental stormwater discharges into our rivers and bays.

Building design and subdivision features that make recycling easier, support more walking, bike-riding, public, and shared transport options, and minimise exposure to air pollution and noise will enhance residents' quality of life.

A high proportion of existing housing stock in Port Phillip will remain relatively the same over the term of the Strategy. Given this, Council will investigate ways to support residents in retrofitting their homes through improvements to thermal comfort and air quality and implementing climate change adaptation strategies. Whilst this can be challenging in the context of the Heritage Overlay, it does not prevent sustainable measures from being incorporated.

This will include investigating ways of ensuring the planning framework supports these retrofitting measures rather than creating barriers to adaptation. Additionally, it is essential to encourage applicants to consider integrating sustainable design measures when adding and extending dwellings.

Note: many of these can happen outside the planning application process through sustainability incentives and facilitation programs.

#### Increase greening and permeability in housing development

The Port Phillip community has consistently raised greening as a significant priority for the city. The aesthetic value of green spaces drives this emphasis, as does their contribution to local neighbourhood character and their role in supporting biodiversity and mitigating the impacts of a changing climate.

However, despite this emphasis, over the past 10 years, as the city has grown and densified, tree canopy cover on private land has decreased by about one per cent, while the canopy cover in the public realm has slightly increased.<sup>27</sup> Some of the most notable canopy loss has occurred along St Kilda Road and in the suburbs of St Kilda, Balaclava, Ripponlea and Elwood. This loss can be partly attributed to development pressure and the lack of vegetation protection, such as Environmental Significance Overlays (ESOs) or Vegetation Protection Orders (VPOs).<sup>28</sup>

Loss of permeable surfaces is another challenging issue the city is facing. Permeable Surfaces, including garden beds, lawns, green roofs, and other unsealed surfaces, allow water to be absorbed into the soil and either returned to the atmosphere through evaporation and plant transpiration or infiltrated into groundwater. These surfaces provide our city with many social, economic, and environmental benefits, from flood protection and stormwater quality improvement to greening, cooling, and habitat preservation.

<sup>&</sup>lt;sup>26</sup> Snapshot, Port Phillip 2020 (online) snapshotclimate.com.au/locality/municipality/australia/victoria/port-phillip/2020/fy

<sup>&</sup>lt;sup>27</sup> City of Port Phillip, 2023, Urban Forest Strategy 2024 Background and Benchmarking Report Executive Summary, <a href="Executive Summary Background">Executive Summary Background</a> and <a href="Benchmarking Report.pdf">Benchmarking Report.pdf</a> (amazonaws.com)

<sup>&</sup>lt;sup>28</sup> City of Port Phillip, 2022, Protecting Vegetation in the private realm Discussion Paper and Options.

Improving permeability outcomes within private space is particularly important for a highly urbanised environment such as Port Phillip, where permeability in the private realm is already very low, and flooding is a significant threat. The planning scheme already outlines strategies and controls to retain and protect significant trees and requires landscaping treatment measures such as permeable landscaping and alternative greens. In addition, the Strategy proposes actions aligned with other new Council strategies, such as the draft Urban Forest Strategy 2024 and the Act and Adapt Sustainable Environment Strategy 2023-28, to encourage the provision of canopy trees, deep soil, and overall greening as important means to increase permeability and greening in private development.

	Strategies and actions	Role	Timeframe	Lead	Business Impact
5.1	Encourage new apartment buildings to level of internal and external amenity.	be well-des	signed and liv	eable and pro	vide a high
5.1.1	Advocate for the Victorian Government to improve the <i>Apartment Design Guidelines for Victoria</i> to address known gaps in the areas of climate resilience and sustainable design.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual
5.1.2	Review local planning policy on building design, including for built-to-rent.	Deliver	Medium term	Lead	Operating budget/ Business as usual
5.1.3	Continue Council's Good Design Program including:	Deliver	Ongoing	Lead	Subject to future budget
	Annual Design and Development Awards     Developing guidance on good design to improve design quality of low, medium, and higher density housing development.				bid
5.2	Encourage the sustainable design and	construction	n of new hou	sing.	
5.2.1	Support ongoing improvements to Environmentally Sustainable Development (ESD) standards and sustainability outcomes, including continued advocacy to the State Government to authorise the preparation of the Elevating ESD Targets Planning Scheme amendment.	Advocacy	Ongoing	Partner	Operating budget/ Business as usual
5.2.2	Facilitate increase of canopy trees, and other type of innovative and resilient	Deliver	Medium term	Lead	Subject to annual plan and budget

5.2.3	urban greenery in private developments via planning tools.  Develop new guidelines to assist	Deliver	Ongoing	Lead	Operating
5.2.3	implementation of new ESD planning provisions.	Deliver	Origoing	Leau	Operating budget/ Business as usual
5.2.4	Investigate new permeability requirements for residential development.	Deliver	Medium term	Lead	Subject to annual plan and budget

#### Objective 6: Facilitate the provision of more affordable housing

#### Relevant housing needs

Access to housing choices that are affordable to live in regardless of changing social or economic status (affordable housing).

#### Key messages

- Affordable housing is essential for sustainable, inclusive, and productive communities. At different times
  during one's lifetime, anyone could become homeless or need affordable rental housing.
- The City of Port Phillip has a long history of commitment to increasing the affordable housing available in the municipality.
- The In Our Backyard Growing Affordable Housing In Port Phillip 2015-2025 strategy represents
  Council's overall target and vision for Affordable Housing. The Strategy will help implement the In Our
  Backyard Strategy through planning tools.
- To facilitate the provision of affordable housing in Port Phillip, the Strategy proposes an affordable housing policy that contains:
  - o Ten per cent of new dwellings in future developments should be affordable housing.
  - The target aligns with Housing Assistance Need analysis: 10 per cent of all households in Port Phillip are experiencing severe or moderate rental housing stress.
  - The 10 per cent target is not a mandatory requirement. Under the current state policy framework, local governments cannot impose a mandatory affordable housing target.

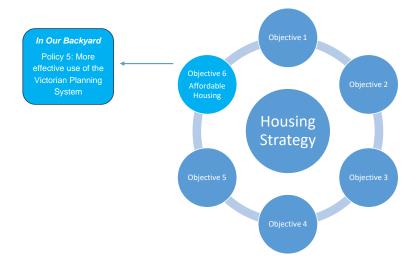
#### What the community told us

- Finding suitable and affordable housing in Port Phillip becomes increasingly difficult as years pass.
   This is a common experience for both homeowners and renters.
- The Housing Strategy should place a greater emphasis on both affordable and social housing.
- The City of Port Phillip has the potential to be a leader in providing community and affordable housing, building on its strong history in this area.
- Over 75 per cent of the responses received in Phase 3 agreed that the 10 per cent target was appropriate or believed it should be higher.

"I have lived here for over 40 years and seen housing in Port Phillip become less and less affordable" – Anonymous community member

"Aim for 25 per cent. Keep St Kilda diverse and with many different people from all walks of life. People need safe and secure homes" – Survey respondent.

"10% seems reasonable. It helps to provide a range of housing and a diversity of people living in the area. Otherwise, there is the risk of enclaves just for the wealthy" — Survey respondent.



#### Discussion

#### Housing affordability and affordable housing

Affordable housing and housing affordability are related but distinct concepts.

Housing affordability is relative to income level and focuses on the relationship between housing expenses (such as prices, mortgage payments or rents) and household incomes. The same house can be affordable for one household but not for another.

Affordable housing is a specifically defined term. In Victoria, under the *Planning and Environment Act* 1987, it refers to housing needed by those in very low, low, or moderate-income households.

The Victoria Government determines and annually reviews the income ranges for affordable housing (excluding social housing). The 2023 income ranges for each household are articulated in the table 7 below.

These income ranges cover many families, older people, and early-career workers in healthcare, hospitality, and creative industries.

Figure 17. How the Housing Strategy implements the In Our Backyard Strategy



Figure 18. Affordable housing as defined under the Planning and Environment Act (Source: diagram adapted based on <u>Affordable-Housing-Agreements\_DIGITAL.pdf (chiavic.com.au)</u>)

Table 7. Income ranges for affordable housing (Greater Capital City Statistical area of Melbourne), June 2023

Household	Very low- income range (annual)	Low-income range (annual)	Moderate income range (annual)
Single adult	Up to \$29,770	\$29,771 to \$47,630	\$47,631 to \$71,450
Couple, no dependant	Up to \$44,650	\$44,651 to \$71,450	\$71,451 to \$107,170
Family (with one or two parents) and dependent children	Up to \$62,510	\$ 62,511to \$100,030	\$100,031 to \$150,030

Source: Victorian Government Gazette, 2023, *Planning and Environment Act 1987*, Section 3AB – Specification of income ranges

#### The shortfall of affordable housing in Port Phillip

Known for its vibrant neighbourhoods and cultural diversity, Port Phillip has seen a significant increase in housing prices in recent years. The surge in property values has led to a growing disparity between the cost of housing and the income levels of the community who live or wish to live here.

Based on ABS 2021 census data, <sup>29</sup> about 20 per cent of all households required housing assistance because they were very low—to moderate-income households spending more than 30 per cent of their income on housing. Among those 10,500 households in need, half are in severe or moderate rental stress, and another half are either homeless or living in social housing.

The total number of households in Port Phillip is forecast to grow to 83,675 by 2041. If the current supply of social housing dwellings stays the same,<sup>30</sup> the need for housing assistance is forecast to increase to 17,300 households by 2041, indicating an estimated shortfall of 12,600 affordable dwellings.<sup>31</sup>

Table 8. Need of housing assistance and affordable housing shortfall 2021-2041

Household type (2021	e (2021 Total excluding Fishermans		excluding Fishermans		Fisherma	ans Bend*
data)	2021	2041	2021	2041	2021	2041
Homeless	1,200 2%	1,900 2%	1,200 2%	1,900 3%	0	0
Severe rental stress	2,500 5%	5,400 6%	2,500 5%	4,300 6%	0	1,100 9%
Moderate rental stress	2,900 6%	5,300 6%	2,900 6%	4,200 6%	0	1,000 8%
Living in social housing	3,900 7%	4,700† 6%	3,900 7%	3,900 6%	0	800† 6%
TOTAL need for assistance	10,500 20%	17,300 21%	10,500 20%	14,400 20%	0	2,900 23%
Affordable housing shortfall	6,600	12,600	6,400	10,500	0	2,100

<sup>\*</sup>Port Phillip portion to the Fishermans Bend Urban Renewal Area

<sup>&</sup>lt;sup>29</sup> SGS Economics and Planning, Port Phillip Affordable Housing Need Report, July 2023

<sup>&</sup>lt;sup>30</sup> There is a 6 per cent affordable housing target apply to future residential development in Fishermans Bend Urban Renewal Area. It is project that this will add additional 800 affordable housing dwellings.

 $<sup>^{31}</sup>$  SGS Economics and Planning, Port Phillip Affordable Housing Need Report, July 2023

#### Attachment 1:

## **Draft Housing Strategy**

†Assumes an additional 800 Affordable housing from Fishermans bend based on assumption that the 6% affordable housing target would be fully implemented.

Percentages (%) are a share of all households. The count of social housing comprises long-term accommodation (not temporary accommodation)

Source: SGS Economics and Planning 2023, Housing Assistance Demand Model (based on 2021 Census)

#### Background facts:

In Australia, the largest cohort experiencing homelessness is single men. However, women over the age of 45 are the fastest-growing cohort of the population experiencing homelessness. An estimated 7,000 women over the age of 50 were homeless in 2016, reflecting a 31 per cent increase since 2011. The number would be bigger if it included those who resort to couch surfing or living in cars, who are often not included in statistics related to homelessness.

#### **Housing for Frontline Workers**

Frontline workers in essential public services like healthcare, education, policing, emergency services, transport, and community welfare play a vital role in our city's functioning and safety. Yet, it is hard for them to afford median rents in Port Phillip.

Between 2016 and 2021, there has been a loss of essential workers in many regions of Melbourne, with the Inner East (-11%) and Inner Melbourne (-9%) experiencing the most significant net losses of essential workers.

Compared to the overall labour force, essential workers in Melbourne are more likely to live in outer suburbs and nearby regional cities. The concentration of essential workers living within 15 kilometres of the Melbourne CBD has decreased since 2011 due to a lack of housing affordability in these areas, while there has been an increase in essential worker residents in outer suburbs and adjacent regional areas.

This creates labour supply problems for inner urban businesses, impacting their efficiency and viability. Recent disruptions and crises, particularly the COVID-19 pandemic, have further highlighted our cities and populations' dependence on these workers and the risks for overall resilience when services are inadequately staffed.

Intervention and innovation across the housing system are critical to improving access to housing for essential workers if the Port Phillip economy is to function effectively as a city in the future.

#### The impact of short-stay rental accommodation on housing affordability

The rise of platforms like Airbnb has made it easier for property owners to rent out their homes or units as short-stay accommodations (SSA). In Port Phillip, about 1 to 3 per cent32 of all dwellings are used for SSA.

The impact of SSA on housing affordability has yet to be established. Research conducted in 2018 suggested short-term letting platforms like Airbnb do not significantly worsen rental affordability across

Melbourne.<sup>33</sup> However, their impact on the availability of rental properties, particularly in high-demand inner city areas like St Kilda, is more evident.

The COVID-19 pandemic may have intensified the availability challenges. According to the ABS 2021 data, the average household size has dropped across Metropolitan Melbourne since the pandemic. This trend indicates that fewer people are opting to live in shared housing, putting more pressure on the rental supply. Notably, from April 2022 to April 2023, the City of Port Phillip's property vacancy rate dropped by 1.5 percentage points, to 0.9 per cent.<sup>34</sup>

During consultation on the *Places to Live: Discussion Paper*, some community members expressed that Council should engage with the State Government and implement local measures to address the impacts of short-term rentals and find ways to incentivise regular rentals.

It is important to note, though, that SSA is not a defined use in the planning scheme, and there is no planning tool that can directly regulate the SSA market. However, in cases where SSA might impact the amenity of neighbouring properties, Council would consider using existing legislation and its Local Laws to address amenity concerns.

In September 2023, the Victorian Government announced its intention to introduce a new 7.5 per cent levy on SSA<sup>35</sup>. At the time of writing, the timing for the new levy's introduction is still being determined, and it is unclear whether the Victorian Government is considering any further levies or regulation of SSA. We will monitor the short-term accommodation market and its impact on rental vacancies and housing affordability.

#### Council investment in community housing

Council has a long-standing commitment to affordable housing. We were among the first Councils in Victoria to develop a community housing program between 1985 and 2006 (under the former City of St Kilda) and to set up a housing reserve to directly fund social housing after 2005.

From 2005 to 2015, Council contributed \$4 million from this housing reserve to the Port Phillip Housing Trust (PPHT), used by the PPHT's trustee company, HousingFirst, to purchase land for social housing projects. Since 2015, with the adoption of our *In Our Backyard – Growing Affordable Housing Strategy 2015 – 2025*, Council has allocated \$5 million over 10 years (\$500,000 per year) into a housing reserve the IOBY Reserve. The reserve can be allocated to various partners to deliver social housing in Port Phillip.

To date, \$4.755 million of the IOBY Reserve has been allocated to the 28 Wellington Street Common Ground project, in addition to an adjoining surplus lane valued at \$365,000. This project will house people experiencing rough sleeping under a partnership with St Kilda Community Housing and Homes Victoria.

Council also makes property contributions from time to time. Under the *In Our Backyard* strategy, Council has contributed a 1,800 m² public car park site in Marlborough St, Balaclava, to the Port Phillip Housing Trust. Housing First has developed this site as a 46-unit community housing project for families, older people, and people with disability and a replacement car park.

Places to Live: City of Port Phillip Housing Strategy

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A Council officer review in June 2023 identified 744 short stay accommodation properties in Port Phillip. However, a
 September 2023 report developed by the Real Estate Institute of Australia quote 1,498 SSA in Port Phillip.
 2018 AHURI report: Technological disruption in private housing markets: the case of Airbnb | AHURI)

<sup>&</sup>lt;sup>34</sup> Data source: AirDNA, Domain, cited in the Age article https://www.theage.com.au/property/news/the-melbourne-suburbs-flush-with-holiday-rentals-but-homes-are-hard-to-find-20230510-p5d796.html

<sup>35</sup> Victoria's Housing Statement the decade ahead, 2024-2034, <u>DTP0424 Housing Statement v6 FA WEB.pdf</u> (<u>content.vic.gov.au</u>)



Kyme Place community housing, Port Melbourne (Source: City of Port Phillip)



Marlborough Street community housing, Balaclava (Source: HousingFirst)

#### New beginnings: Anisha and her daughter Serenity

Imagine what it would be like to be pregnant, escaping a destructive relationship, essentially homeless and with no friends or family nearby.

This is exactly the situation that Anisha found herself in when she turned up for a pre-natal appointment at the Royal Women's Hospital.

Referred to Cornelia Program, a ground-breaking partnership between Housing First, the Royal Women's and Launch Housing, she was able to bring her baby home to a lovely studio apartment in St Kilda.

The Cornelia Program aims to break the cycle of homelessness for vulnerable women and their babies and is the first such collaboration in Australia between a hospital, a housing provider and a homelessness service that focuses on this cohort of at-risk women.

Over the nine months she spent there, Anisha received the practical support and counselling she needed to start getting her life back together and to look after her precious new daughter, Serenity.

Showing just how determined she is to make a new life for herself and now her daughter, Anisha and Serenity

have now transitioned out of the Cornelia Program and are living independently.

Anisha is determined to get back to work. She has a Certificate 2 & 3 in food and dreams one day of having her own food truck – serving food that reflects the real taste of the Torres Strait Islands, the food she grew up with. Anisha and daughter Serenity

Source: Housing First



#### Affordable housing on government land

The In Our Backyard strategy and the Port Phillip Council Plan 2022 - 31 recognise the benefits and opportunities for Council to support the renewal of existing public housing sites to increase the yield, diversity and quality of housing in existing estates where there is a clear social benefit.

In Port Phillip, the Big Housing Build, announced in 2020 by the Victorian Government as a COVID-19 pandemic stimulus, funded the delivery of seven projects with 260 units (net 182 units). Five have been

completed, and two are committed or under construction at the time of writing. Examples of these developments include the Marlborough St community housing development in Balaclava by Housing First, which comprises 46 units, and the Wellington St Common Ground project in St Kilda by St Kilda Community Housing, featuring 26 units.

The Victoria Housing Statement, announced in September 2023, included many initiatives, including to:

- Invest \$1 billion in the Affordable Housing Investment Partnership, which aims to provide low-interest loans and government guarantees for affordable and social housing in Victoria.
- Develop all 44 public housing high-rise towers across Melbourne by 2051, with a guarantee of at least a 10 per cent uplift in the number of social housing units at these sites and additional affordable and market homes.
- Streamline the planning process for medium to high-density residential developments that meet set
  criteria. For projects in metropolitan Melbourne worth at least \$50 million, including at least ten per cent
  affordable housing will cut application timeframes from more than twelve months to four.

A national cabinet on housing has also been established with the National Housing Accord that sets a target of constructing 1.2 million new, well-located homes within five years, starting from July 1, 2024. Under the Victorian Government's Housing Statement, the Minister can consider planning applications for developments that are considered a significant economic development or significant residential development with an affordable housing component, bypassing standard Council planning approvals process. Council will continue to advocate for open lines of communication and regular dialogue between the Victorian Government and affected councils. ensuring the community voice is heard.

Council supports the retention and delivery of new social housing built under such Victorian government initiatives and will continue to advocate for outcomes expressed in our *City of Port Phillip Guiding Principles* (adopted by Council on 19 October 2022), which aims to provide overarching guidance to all state government public housing projects. This includes outcomes around a net increase in social housing dwellings, dwelling diversity, high-quality and sustainable design, and engagement with the community through the stages of development. The full list is contained in Table 9.

Table 9. City of Port Phillip Guiding Principles for Victorian Government public housing projects

Strategic alignment	Projects reflect the values of social equity, diversity and inclusion and have alignment with Council strategic policy directions.
Social housing yield	Projects deliver a net increase in social (public and community) housing dwellings and do not reduce the overall number of new bedrooms provided. The people accommodated on the site are increased, resulting in a reduction in the public housing waitlist. Projects are retained in public ownership
Dwelling mix	Projects deliver a mix of housing types, sizes and tenures that meet the needs of existing and future residents and diverse households and needs groups, including families. Projects ensure that different housing types are integrated and visually indistinguishable, with all residents benefitting from equitable access to residential amenity.

<sup>36</sup> Fishermans Bend already has a target of 6 per cent in the Port Phillip Planning Scheme (Clause 11.03-6L-04 Fishermans Bend Urban Renewal Area).

Holistic consideration of resident needs	Projects integrate health and wellbeing into design, provide opportunities for social connections, include measures to minimise the cost of living, maintain or improve access to public transport, local services and employment and provide potential for on-site resident support services and social enterprises.
Design excellence	Projects deliver a high-quality built environment, universal housing design outcomes and high amenity within buildings and outdoor spaces.
Sustainability	Projects incorporate best-practice environmentally sustainable design and respond to climate change impacts, including minimising operating costs for residents.
Neighbourhood integration	Projects integrate with the surrounding community and public realm, retain valued vegetation and features, prioritise walking and cycling and manage potential impacts on the surrounding community, including amenity, traffic and parking.
Broader public benefit	Projects provide quantifiable benefits to the surrounding community, such as public open space, community facilities and/or spaces for not-for-profit organisations and service organisations that support the local community
Council jurisdiction	Projects manage demand and impacts on Council infrastructure, facilities and services including open space.
Community engagement	Projects provide inclusive and effective Council, resident and community engagement through all stages of development, that provides opportunities for meaningful input that influences outcomes.

#### 10 per cent affordable housing target

To facilitate the provision of crucial affordable housing in Port Phillip, we aim that 10 per cent of housing within the new housing developments on private land (excluding Fishermans Bend<sup>36</sup>) should be affordable housing.

It's important to note that, given the voluntary framework in Victoria, the 10 per cent target should not be understood as requiring developers to provide 10 per cent of housing units as affordable housing for free (though it might be appropriate under specific circumstances, especially where rezoning land is involved).

Instead, it suggests that for each private development past a certain development threshold, a proportion of the housing units should be reserved for individuals and families falling within the affordable housing income ranges. The percentage of the costs related to affordable housing paid by any party will be decided via voluntary negotiations on a case-by-case approach. The voluntary negotiation would consider factors such as development feasibility, government subsidies available, and preferences of the community housing sector. This approach ensures a flexible and nuanced consideration based on each unique case.

The target is influenced by several factors:

· Align with housing assistance need: About 10 per cent of all households in Port Phillip are experiencing

severe or moderate rental housing stress.

- Progressive increase of social housing stock: 6.5 per cent of the housing stock in Port Phillip is
  classified as social (public and community) housing. In 2015, the same figure was 7.2 per cent. The
  proposed 10 per cent target aims not only to maintain the current proportion of social housing stock,
  but also to gradually increase the proportion of affordable housing units in Port Phillip over time.
- Align with Victoria Housing Statement: At least 10 per cent of Affordable Housing is encouraged through the Victorian Government development facilitation program and surplus public land development. This is already included in the Port Phillip Planning Scheme (at clause 53.23 Significant Residential Development with Affordable Housing)
- Align with the existing target in Structure Plans: Both the Council's adopted Bay Street Activity Centre
  Structure Plan (2014) and Carlisle Street Activity Centre Structure Plan (2009) seek to make 10 per
  cent of new dwellings affordable.
- Government efforts: the Australian and Victorian Governments are working to address the affordable housing needs. This could involve various policies, initiatives, and funding to support the development of affordable housing.
- Private Sector Involvement: Private capital has significantly increased in social bonds that focus on social issues (including affordable housing). In Australia, superannuation funds have already shown an appetite to invest in housing, including social and affordable housing projects.37
- Cash contributions: Landowners or developers can provide a cash contribution instead of affordable
  housing units. However, the preferred option is to have affordable housing dwellings delivered by
  private developers in situ, so that the affordable housing is more evenly distributed.

Overall, we will address the shortage of affordable housing by involving the private sector and leveraging multiple government efforts. The proposed target range aims to balance the housing needs of the community and create a sustainable and equitable approach to increasing affordable housing availability in Port Phillip.

#### Diverse and innovative affordable housing models

As developers and the private sector increasingly respond to the issue of housing affordability, we need to support diverse and innovative housing models as they arise. This also heightens the need to establish a central system to register those new affordable housing units and ensure these homes stay affordable in the life cycle.

By supporting the private sector's take-up of diverse and emerging housing models, we are more likely to achieve a broader range of affordable housing in Port Phillip. We will encourage greater diversity and choice of private affordable housing models, such as:

- · Shared equity schemes
- · Community Land Trusts
- Specialist Disability Accommodation for people on the National Disability Insurance Scheme (NDIS) packages
- · Affordable 'build to rent' or 'rent to buy'
- · Collaborative development projects for key workers.

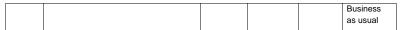
A shared equity arrangement might offer a unique pathway for moderate-income households to buying a first home in Port Phillip.

Strategies and actions		Role	Timeframe	Lead / Partner	Business impact
6.1	Facilitate the provision of more afford	able housin	g in Port Phil		
6.1.1	Introduce policy into the Planning Scheme for areas outside Fishermans Bend, for all rezonings to residential use, and in major developments to provide for at least 10% affordable housing.	Deliver	Short to Medium term	Lead	Subject to annual plan and budget
6.1.2	Support emerging affordable housing models, including but not limited to affordable "Build to Rent" and affordable "Rent to Buy", shared equity housing and Community Land Trusts.	Deliver	Short to Medium term	Lead	Subject to annual plan and budget
6.1.3	Support the retention of and delivery of new social and affordable housing on public land, including through the redevelopment of public housing sites.	Partner	Ongoing	Lead	Operating budget/ Business as usual
6.1.4	Identify opportunities for social and affordable housing on Council land or strategic sites in or near activity centres and undertake review of planning controls to facilitate appropriate affordable housing development.	Partner	Ongoing	Lead / Partner	Operating budget/ Business as usual
6.1.5	Explore targeted incentives to support affordable housing, including innovative affordable housing models (such as the fast tracking of planning permits).	Deliver	Short – Medium term	Lead	Operating budget/ Business as usual
6.1.6	Develop non-statutory toolkits to support the take-up and application of emerging housing models by the private sector.	Deliver	Short to Medium term	Lead	Operating budget/ Business as usual

<sup>37</sup> https://www.afr.com/chanticleer/why-super-funds-will-turbocharge-social-housing-20221024-p5bsdm

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6.1.7	Support the development of a state-	Deliver	Short to	Lead /	Operating
	wide affordable housing register to		Medium	Partner	budget/
	record voluntary agreements (via		term		Business
	section 173 of the P&E Act) with the				as usual
	private sector.				
6.1.8	Continue to advocate for planning	Advocacy	Ongoing	Lead /	Operating
	reforms to introduce a mandatory			Partner	budget/
	requirement for affordable housing.				_



#### Part 4: Residential Development Framework Plan

#### 4.1 What is a Residential Development Framework Plan?

All neighbourhoods will evolve as the population grows and circumstances change. A Residential Development Framework Plan aims to provide certainty by identifying areas where varying housing growth and change levels are anticipated and encouraged.

Table 10, Housing Change Areas, provides a broad definition, assumptions, and locational criteria for determining locations for minimal, incremental, moderate and substantial change.

#### Determining levels of change

The application of change areas is at a precinct and block level, <sup>38</sup> not at the lot or site level. Therefore, the Framework Plan should not be interpreted as making recommendations site-by-site. Not all individual sites within a specific change area will meet all criteria. For example, a property in a moderate change area might not itself undergo a moderate change; it simply means it is located in an area where moderate change is anticipated. In applying the change area criteria, a general principle is to ensure that, wherever possible, both sides of the street fall within the same change area.

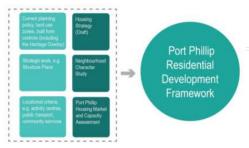


Figure 19. Residential Development Framework Plan inputs

# 38 This document defines "block" as an area of land bounded by streets, typically forming a rectangular or square

#### Key considerations

Consistent with the advice in Planning Practice Note 90 - Planning for Housing, the preparation of the Residential Framework Plan has considered multiple inputs, including:

#### Existing Strategic work and current planning policy, zones and controls

- Existing planning policy, land use zones, and built form controls (e.g DDOs, NCOs),
- Activity Centre Structure Plans,
- Design Controls for key development and transport corridors, e.g. St Kilda Road,
- · Fishermans Bend Framework Plan,
- Strategic Development Sites identified in Structure Plans, Framework Plans and other strategic work.

#### **Draft Housing Strategy and supporting technical work**

- · Key objectives, strategies and actions identified in the Housing Strategy
- Port Phillip Housing Market and Capacity Assessment (Urban Enterprise, 2024).
- Port Phillip Neighbourhood Character Study (LAT Studios, 2023).
- The Spatial Economic and Employment Framework (2024), which provides spatial land use recommendations for employment and housing.
- Victoria in Future (2023) Population projection.

#### Community Engagement

Engaging with the community about housing opportunities and issues (Phase 1, 2 & 3 engagement).

#### Natural hazards:

As discussed on page 34, the Council is currently conducting a comprehensive flood study in partnership with Melbourne Water. The Housing Framework Plan will be updated whenever new flood information becomes available. Property owners are encouraged to contact the Council early to discuss any future development plans.

shape.

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Table 10. Housing Change Areas

Housing Change Areas	Minimal change	Incremental change	Moderate Change	Substantial Change
Zones	Neighbourhood Residential Zone (NRZ)	Neighbourhood Residential Zone (NRZ) General Residential Zone (GRZ) Residential Growth Zone (RGZ) Commercial 1 Zone (C1Z) Mixed Use Zone (MUZ)	Commercial 1 Zone (C1Z) Mixed Use Zone (MUZ) Residential Growth Zone (RGZ)	Residential Growth Zone (RGZ) Commercial 1 Zone (C1Z) Mixed Use Zone (MUZ) Capital City Zone (CCZ)
Description	Established residential areas with special and valued neighbourhood and/or heritage characteristics where new housing will be limited.	Areas that have the capacity to accommodate an incremental level of housing growth over time:     Within established residential areas where existing neighbourhood character is diverse and capable of evolving and changing over time, or     Heritage overlay areas where infill development is encouraged and where there is capacity for some additional housing growth.	Activity centres that have the capacity to accommodate moderate housing growth over time as part of (or directly adjacent to) the established retail / commercial strip.	Mixed Use areas, Strategic Development Sites and renewal precincts that have the capacity to accommodate a significant amount of housing growth and change over time.      Areas with large lot sizes that have a limited number of site constraints and therefore ability to accommodate more housing.
Location	Established residential areas where Heritage Overlay or Neighbourhood Character Overlays are predominant.	Bestablished residential areas predominately outside of a Heritage Overlay where there is an existing diverse character.  On sites with frontage to an Arterial or Main Road (as designated on the Residential Development Framework Plan) or adjacent to the Principal Public Transport Network.  Along collector roads that are already characterised by medium density (2 to 3 storey) development.  Heritage areas close to the St Kilda Activity Centre that are generally characterised by existing 3 storey development.  Within areas proximate to a Major Activity Centre, Neighbourhood Activity Centre or Train Station where there is capacity for change.  Within Smaller Neighbourhood and Local activity centres.	Within the established retail/commercial strips of Major Activity Centres and Large Neighbourhood Activity Centre at Ormond Road, Elwood.  Within the established mixed use and commercial strips in St Kilda Road South Precinct and Kings Way.	1. Areas identified in strategic work:  Urban Renewal Precincts (Fishermans Bend Urban Renewal Area).  Strategic Development Precincts (St Kilda Road North Precinct).  Strategic Sites identified in an adopted structure plan – these are located within or proximate to a Major Activity Centre or the Principal Public Transport Network.  Investigation Areas identified through Housing Framework Plan analysis process:  Mixed Use area around Greeves Street, St Kilda.

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#### Development Typically low-rise (predominately single • Typically low-rise dwellings and smaller scale • Typically, mid-rise development (as Typically mid and high-rise apartment typology and double storey) dwellings and lowapartment buildings as appropriate for the indicated in the relevant adopted structure dwellings and mixed use development(as rise (up to three storeys) apartments. zone (NRZ up to two storey, GRZ up to three plan) generally sited above or to the rear indicated in the relevant adopted of retail/commercial premises is storey, other zones as appropriate to the structure plan) is generally appropriate in New development should respect context of surrounding development) appropriate in these areas. these areas. existing valued neighbourhood character and/or heritage attributes. New development should contribute to the New development should be of an A new character in these areas is preferred neighbourhood character and intensity and scale that does not expected to emerge. respect heritage attributes. compromise the economic function of the centre and keeps with the existing New development should respond to key streetscape and heritage context. neighbourhood attributes identified in current local policy and through the Neighbourhood Character Study.

#### 4.2 Residential Framework Plan Maps

#### Important notes:

While the Housing Framework Plan provides high-level guidance on the level of housing change and growth envisaged in different areas, it does not mean every lot in the broader housing change areas will experience the same level of growth.

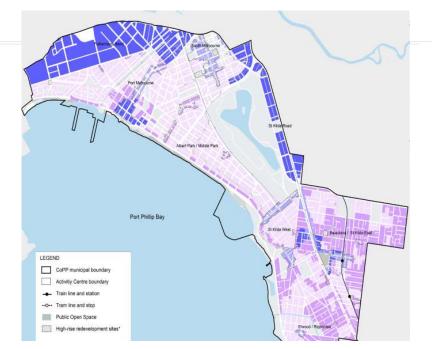
This is particularly the case for areas affected by flooding, which are identified on the map on page 30. In these areas, the level of growth will depend on, and may be impacted by, the ability to appropriately address flood risk through site specific measures. During the life of this document there may be precinct-level flood mitigation works undertaken, however, property owners and applicants should ensure that development proposals include their own site-specific responses relevant to the applicable flood risk. Property owners and applicants should be aware that permit applications in these areas will need to address flood risk, and that flooding will be considered as part of the planning permit application process. Property owners and applicants should conduct their own investigations in relation to the suitability of the land for any proposed development.

The CoPP is committed to working with Melbourne Water to update the flood mapping regularly, and the Housing Framework Plan will be updated to reflect best available data when new flood information becomes available. However, property owners and applicants should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process. It is also recommended that property owners and applicants get in touch with the council as early as possible to discuss any future development plans.

This map uses the criteria mentioned above to show the four levels of change areas applied across the City of Port Phillip. For further clarity, the following pages focus on the change areas at the neighbourhood scale.

Disclaimer: All the maps in this section are subject to change and will be regularly updated to reflect best available data such as flooding. Users of the document should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process.

Figure 20. Residential Development Framework Plan





Neighbourhood 1 Elwood/Ripponlea – Level of Change Areas Map









Neighbourhood 5 Albert Park / Middle Park - Level of Change Areas Map

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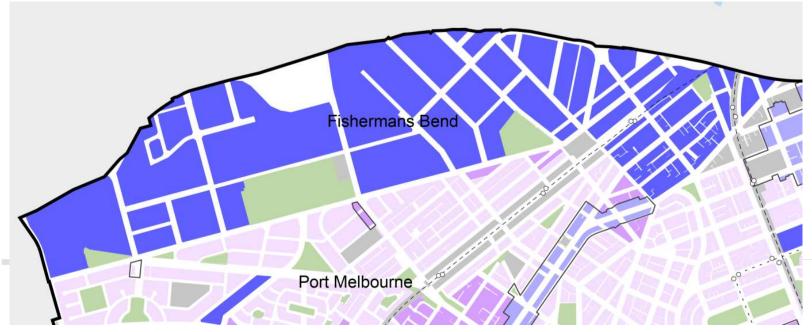
Neighbourhood 6 South Melbourne – Level of Change Areas Map

0 100 200 300 400 500m

Places to Live: City of Port Phillip Housing Strategy

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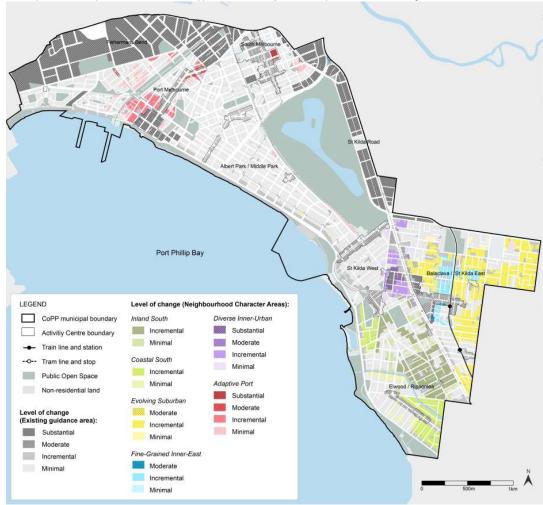




Neighbourhoods 8 and 9 Fishermans Bend (Montague, Sandridge and Wirraway) – Level of Change Areas Map

### Neighbourhood character areas and level of change

This map shows the six preferred character areas applied across the City of Port Phillip in locations where no guidance exists, in addition to the level of housing changes.



# Part 5: Implementation plan

	Strategies and actions	Council's role	Timeframe	Lead / Partner	Business Impact
1.1 Balar	nce the need to accommodate housing growth with adequately supporting e	employment land to	o accommodate gro	owth in businesses a	ind jobs.
1.1.1	Review the local planning policy, specifically Clause 11 (Settlement), Clause 16 (Housing), and Clause 17 (Economic Development), to ensure consistency among these policies. Ensure that the policy balances the need for housing growth with the need to allocate sufficient employment land to support business expansion and job creation.	Deliver	Short-term	Lead	Subject to annual plan and budget
1.2 Monit	tor population growth, land capacity, and evolving development trends in P	ort Phillip to plan f	or future housing g	rowth and needs.	
1.2.1	Establish a housing monitoring system that would identify and track key indictors to inform strategic planning projects including:	Deliver	Ongoing	Lead	Operating budget/ Business as usual
1.2.2	Maintaining the housing capacity study     Reviewing population forecasts     Reviewing current housing stock     Reviewing proposed housing stock     Reviewing available rental housing accommodation     Correlating yearly forecast population to current and proposed Port Phillip housing stock     Identifying the proposed shortfall in housing capacity     Identifying areas suitable for future residential development     Capturing data from the planning permit and building occupancy stages.  Provide annual updates to Council on the Port Phillip Housing Strategy, reporting on residential housing patterns and the delivery of actions to	Deliver	Ongoing	Lead	Operating budget/ Business as usual
	reporting on residential nousing patterns and the delivery of actions to ensure an adequate supply of residential land for future housing and population growth				
1.2.3	Investigate the feasibility, potential benefits, and challenges of applying a Development Contribution Plan in areas of the municipality beyond Fishermans Bend.	Deliver	Medium-term	Lead	Operating budget/ Business as usual
2.1 Direc	t new housing to appropriate locations.	1		1	
2.1.1	Designate land suitable for substantial, moderate, incremental, and minimal change in a Residential Development Framework Plan.	Deliver	Short-term	Lead	Operating budget/ Business as usual

2.1.2	Implement the Residential Development Framework Plan by including it in the Port Phillip Planning Scheme, updating local planning policy to provide guidance on the appropriate location for new housing, and update residential zones and schedules.	Deliver	Short-term	Lead	Subject to budget in Planning Scheme Amendments Program		
2.1.3	Undertake a program of structure planning for Port Phillip's Major Activity Centres (prioritising St Kilda – Fitzroy Street and Acland Street) and Neighbourhood Activity Centres to guide the appropriate location and form of new housing.	Deliver	Ongoing	Lead	Subject to annual plan and budget		
2.1.4	Investigate opportunities for new infill housing within established residential areas proximate (within 800 m) to major activity centres, neighbourhood activity centres and existing and future train stations.	Deliver	Medium-term	Lead	Operating budget/ Business as usual		
2.1.5	Review local planning policy to manage land use conflicts between residential and commercial uses in mixed use environments.	Deliver	Medium-term	Lead	Operating budget/ Business as usual		
2.1.6	Advocate for changes to the on-site parking rates mandated through Clause 52.06 of the Planning Scheme for residential developments in appropriate locations.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		
2.2	Ensure the location of housing upholds direction from state and local overland flood management, foreshore management and coastal adaptation plans to reduce risk to population, infrastructure, ecosystems and property from sea level rise, storm surges, coastal erosion, tidal inundation, and groundwater intrusion.						
2.2.1	Advocate to the Minister for Planning to amend the Port Phillip Planning Scheme to update existing or introduce new planning overlays to ensure new development responds to increased risks associated with sea level rise and flooding impacts.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		
2.2.2	Continue to monitor available flood data, work with Melbourne Water and seek their advice on flood risk areas in Port Phillip.	Deliver	Ongoing	Partner	Operating budget/ Business as usual		
2.2.3	Update the Residential Development Framework Plan to reflect the latest 'best available data' for flooding as it becomes available.	Deliver	Ongoing	Lead	Operating budget/ Business as usual		
3.1	Reinforce highly valued existing neighbourhood character and heritage	elements that co	ntribute to Port Phillip	's unique neigh	nbourhood identity.		
3.1.1	Review and update the Port Phillip Planning Scheme to implement the Neighbourhood Character Study and Preferred Character Statements by updating local planning policy and making changes to residential zone schedules.	Deliver	Short to medium term	Lead	Subject to annual plan and budget		
3.1.2	Review and update the residential zones and schedules outside of the Neighbourhood Character Focus Area to ensure a consistent approach and when facilitate additional housing in pockets with capacity across residential areas.	Deliver	Short to medium term	Lead	Subject to annual plan and budget		
3.1.3	Continue to review heritage controls to ensure application of the Heritage Overlay and relevant documentation is up to date.	Deliver	Ongoing	Lead	Subject to annual plan and budget		
3.1.4	Protect significant trees and vegetations in private realm that are valued by communities via suitable planning tools	Deliver	Short to medium term	Lead	Subject to annual plan and budget		

3.1.5	Develop design (including vegetation) guidelines for developments for new residential developments to facilitate desirable built form outcomes, and innovative and resilient landscapes in the private realm.	Deliver	Short to medium term	Lead	Subject to annual plan and budget		
4.1	Encourage residential development with a range of dwelling typologies and sizes (bedroom mix).						
4.1.1	Implement the Residential Development Framework Plan to achieve a diverse range of housing options.	Deliver	Short to medium	Lead	Operating budget/ Business as usual		
4.1.2	Introduce minimum bedroom number ratios for major housing developments (of 10 dwellings or more).	Deliver	Short to medium	Lead	Operating budget/ Business as usual		
4.1.3	Support extensions to existing dwellings to provide accommodation for larger household types and multigenerational households.	Deliver	Ongoing	Lead	Operating budget/ Business as usual		
4.1.4	Support the provision of residential aged care facilities within or close to services, jobs, public transport and activity centres and precincts.	Deliver	Ongoing	Lead	Operating budget/ Business as usual		
4.2	Encourage all residential development to incorporate design features that provide accessibility and adaptability to people of all abilities.						
4.2.1	Advocate for the Victorian Government to amend the National Construction Code to require Gold Level accessibility standards for all new residential development.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		
4.2.2	Advocate for the Victorian Government to address the following gaps in  Apartment Design Guidelines for Victoria to improve the liveability and design of apartments:  Additional Gold Level universal design standards (beyond mobility) to ensure apartments are safer and easier to enter, move around and live in.  Additional adaptable apartment design standards (beyond adaptable bathroom) to allow buildings to accommodate a diverse range of lifestyle needs.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		
4.2.3	Develop a design guideline document and supporting factsheets based on Liveable Housing Design Guidelines (2012) to promote accessible design, for use by the private sector and Council officers.	Deliver	Short to medium term	Lead	Subject to future budget bid		
5.1	Encourage new apartment buildings to be well-designed, liveable and provide high level of internal and external amenity.						
5.1.1	Advocate for the Victorian Government to improve the <i>Apartment Design Guidelines for Victoria</i> to address known gaps in the areas of climate resilience and sustainable design.	Advocacy	Ongoing	Lead	Operating budget/ Business as usual		
5.1.2	Review local planning policy on building design, including for built-to-rent.	Deliver	Medium-term	Lead	Operating budget/ Business as usual		
5.1.3	Continue Council's Good Design Program including:  Annual Design and Development Awards	Deliver	Ongoing	Lead	Subject to future budget bid		

	Developing guidance on good design to improve design quality of low, medium, and higher density housing development.				
5.2	Encourage the sustainable design and construction of new housing				
5.2.1	Support ongoing improvements to Environmentally Sustainable Development (ESD) standards and sustainability outcomes, including continued advocacy to the Victorian Government to authorise the preparation of the Elevating ESD Targets Planning Scheme amendment.	Advocacy	Ongoing	Partner	Operating budget/ Business as usual
5.2.2	Facilitate increase of canopy trees, and other type of innovative and resilient urban greenery in private developments via planning tools.	Deliver	Medium-term	Lead	Subject to annual plan and budget
5.2.3	Develop new guidelines to assist implementation of new ESD planning provisions.	Deliver	Ongoing	Lead	Operating budget/ Business as usual
5.2.4	Investigate and implement new permeability requirements for residential development.	Deliver	Medium-term	Lead	Subject to annual plan and budget
6.1	Facilitate the provision of more affordable housing in Port Phillip				
6.1.1	Introduce requirements into the Planning Scheme for areas outside Fishermans Bend, for all rezonings to residential use, and in major developments to provide at least 10% affordable housing.	Deliver	Short to medium term	Lead	Subject to annual plan and budget
6.1.2	Support emerging affordable housing models, including but not limited to affordable "Build to Rent" and affordable "Rent to Buy", shared equity housing and Community Land Trusts.	Deliver	Short to medium term	Lead	Subject to annual plan and budget
6.1.3	Support the retention of and delivery of new social and affordable housing on public land, including through the redevelopment of public housing sites.	Partner	Ongoing	Lead	Operating budget/ Business as usual
6.1.4	Identify opportunities for social and affordable housing on Council land or strategic sites in or near activity centres and undertake review of planning controls to facilitate appropriate affordable housing development.	Partner	Ongoing	Lead / Partner	Operating budget/ Business as usual
6.1.5	Explore targeted incentives to support affordable housing, including innovative affordable housing models such as the fast tracking of planning permits.	Deliver	Short to medium term	Lead	Subject to annual plan and budget
6.1.6	Develop non-statutory toolkits to support the take-up and application of emerging housing models by the private sector.	Deliver	Short to medium term	Lead	Operating budget/ Business as usual
6.1.7	Support the development of a state-wide affordable housing register to record voluntary agreements (via section 173 of the P&E Act) with the private sector.	Deliver	Short to medium term	Lead / Partner	Operating budget/ Business as usual
6.1.8	Continue to advocate for planning reforms to introduce a mandatory requirement for affordable housing.	Advocacy	Ongoing	Lead / Partner	Operating budget/ Business as usual

Places to Live: City of Port Phillip Housing Strategy

Attachment 1: Draft Housing Strategy

# **Definitions**

Activity centres	Activity centres serve as focal points for services, employment, housing, transportation, and social interaction. These centres encompass Port Phillip's traditional shopping streets.
Activity centres	Port Phillip boasts four Major Activity Centres – Bay Street, South Melbourne, Fitzroy/Acland Street, and Carlisle Street – as well as a vibrant network of neighbourhood and local activity centres, often referred to as retail 'villages'.
Affordable housing	Housing that is appropriate for the housing needs of very low, low- and moderate-income households (Planning and Environment Act 1987).
Affordable rental housing	Rental housing that is appropriate for the housing needs of very low-, low- and moderate-income households (within 30% of income). It includes public housing, community housing and may include some private rental housing.
Build-to-rent	For the purposes of this strategy, 'Build-to-rent' development is defined as an apartment development or other multi-dwelling housing development and any associated ancillary uses, in which a substantial number of dwelling units is held within a single ownership, operated by a single management entity and offered for long term private rent.
Community housing	A form of social housing comprises various forms of rental housing which are owned and/or managed by community organisations such as housing associations, co-operatives, housing trusts, local government or a not-for-profit company.
Community Land Trust	A form of shared ownership of a property, where the property is owned by community based, not-for-profit legal entity and the actual building is owned (or leased long term) by an individual household.
Dwelling	A dwelling is a building that is used, or is intended, adapted or designed for use, as a separate residence (including kitchen bathroom and sanitary facilities) for an occupier who has a right to the exclusive use of it ( <i>Planning and Environment Act 1987</i> ).
High density	Apartment buildings in block of three storeys or more.
Housing affordability	Housing affordability is relative to income level, it focusses on the relationship between housing cost (prices, mortgage payments or rents) and household incomes. A well-accept housing affordability benchmark is well located housing, appropriate to the needs of a given household, where the cost is no more than 30% of that household's income."
Housing capacity	The number of total dwellings that could be built on all sites which are available for development.
Housing stress	Housing stress is when people on moderate, low or very low incomes spend more than 30% of their gross household income on rent or mortgage repayments.
Medium density	Semi-detached, row or terrace houses, townhouses, and flats or apartments in one to two storey block.
Neighbourhood character	Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character. The following matters are considered: pattern of development, built form and scale, architectural and roof styles, other notable features or characteristics (Planning Practice Note 43).
Public housing	A form of social housing where the dwellings are financed, owned and managed by the Victorian housing authority.
Rough sleeping	Refers to people living on the street, in parks, their car or any form of temporary shelter.
Social housing	Social housing is short and long-term rental housing that is owned and run by the government or not-for-profit agencies. Social housing is made up of two types of housing, public housing and community housing.
Shared equity housing	Shared equity housing escribes types of housing made affordable for low to moderate income earners through a shared-equity mortgage model, where the home buyer shares the capital cost of purchasing a home with an equity partner such as a not-for-profit trust or a community housing provider.
Transitional housing	Medium-term accommodation, which often includes support services for residents – provided by the Victorian Government and community housing organisations.
Up-zoning	Describes zoning change that increases the density of housing within an existing zone.

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Urban renewal	The large-scale restoration and/or redevelopment of under-utilised urban areas.
Urban heat island effect	The microclimate in urban areas which becomes significantly warmer than surrounding areas where there is less green cover and more hard surfaces which absorb, store and radiate heat.
20-minute neighbourhood	The 20-minute neighbourhood is all about 'living locally' and enabling people to meet most of their daily needs within a 20-minute return walk from home.



# Affordable Housing Needs Report

City of Port Phillip 28 July 2023









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# 1. Introduction

### 1.1 Purpose

The City of Port Phillip (CoPP) is committed to understanding the current and future housing needs in the municipality. The purpose of this report is to provide an overview of the current state of affordable housing availability within the City and if this will meet the current and future needs of residents.

In doing so, this report considers:

- Current levels of social housing
- Forecast need for social and affordable housing including household type and income levels.

### 1.2 Definitions

### Affordable housing

The definition of affordable housing is as per the Planning and Environment Act 1987:

"Affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following:

- very low income households
- low income households
- moderate income households".

The income ranges for affordable housing are determined by the State Government and reviewed yearly. The 2023 income ranges for each household are articulated in Table 1.

TABLE 1: INCOME RANGES FOR AFFORDABLE HOUSING (GREATER CAPTIAL CITY STATISTICAL AREA OF MELBOURNE), JUNE 2023

	Very low-income range (annual)	Low-income range (annual)	Moderate income range (annual)
Single adult	Up to \$29,770	\$29,771 to \$47,630	\$47,631 to \$71,450
Couple, no dependant	Up to \$44,650	\$44,651 to \$71,450	\$71,451 to \$107,170
Family (with one or two parents) and dependent children	Up to \$62,510	\$62,511 to \$100,030	\$100,031 to \$150,030

Source: Victorian Government Gazette, 2023, Planning and Environment Act 1987, Section 3AB – Specification of income ranges

In 2018 the Minister provided a list of matters to have regard to when determining what is appropriate for the housing needs of very low, low and moderate-income households. These include allocation, affordability, longevity, tenure, type, location, integration, and need.

#### Rental Stress

A key purpose of affordable and social housing is to alleviate rental stress within very low, low, and moderate income households. As indicated by the diagram below, there are two commonly accepted levels of rental stress:

- Moderate housing stress is when a household must spend more than 30 per cent of their gross income on rent.
- Severe housing stress is when a household must spend more than 50 per cent of their gross income
  on rent.

When households are in rental stress they are unable to finance other necessities such as food, health care, and education.

### 1.3 Methodology

### Current and future housing need

To understand the need for housing assistance, SGS has used the SGS Housing Assistance Demand (HAD) Model. An overview of the HAD model is shown in Figure 1. This model was originally produced by SGS in 2018 for the Victorian State Government. It has since been further developed and refined to apply to local governments across Victoria, New South Wales, and Tasmania. The model is based on Census data and estimates the number of households that may require housing assistance, i.e., the demand for social and affordable housing. It models current demand through assessing:

- Income thresholds
- Household types
- Household incomes
- Tenure
- Rents
- Location

This is assessed against the current housing market to determine households in need of assistance based on income levels (very-low, low, and moderate). Future demand for housing assistance uses the Census data and a range of demographic forecasts to assess:

- Population growth
- Demographic changes
- Income and rent distribution changes

### Location of future demand

This is compared against the future housing market with households further disaggregated by income level (very-low, low, and moderate) to understand the forecast need for assistance.

The HAD model estimates the number of households experiencing rental stress due to financial constraints only and focuses on households who cannot comfortably afford rents in the private market (paying more than 30 per cent of their income on rent).

It should be noted that the 2021 Census data was collected during the COVID-19 pandemic where there was an increase in affordable rental options (see Figure 4). Since this time the supply of affordable rental options has dramatically decreased. Given this, the number (and share) of households experiencing several rental stress is likely to have increased in the intervening years.

Current demand for housing assistance

Baseline data¹

Income thresholds
Household types
Household incomes
Future scenario assumptions²

Population growth
Demographic changes
Income distribution changes
Location
Other attributes

Sources: ABS Census

Determine households in need of assistance

Current housing market

Determine households in social housing, people experiencing homelessness

Current demand for housing assistance

Future demand for housing assistance

FIGURE 1: OVERVIEW OF SGS' HOUSING ASSISTANCE DEMAND MODEL

Source: SGS Economics and Planning 2022

# 2. Affordable housing needs within City of Port Phillip

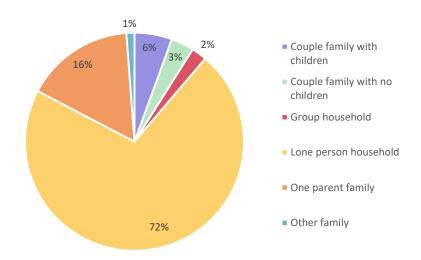
## 2.1 Current levels of social housing within City of Port Phillip

The City of Port Phillip has a long history of social housing provision. There was a total of 3,949 social housing units in the City of Port Phillip in 2021 (7.6% of all residential households). This includes long term accommodation comprised of dwellings managed by community housing providers (38%) and public housing managed by the State housing authority (62%). In addition, there were 76 crisis support accommodation units and 129 transitional housing units. <sup>2</sup>

When broken down by household type, lone person households occupy the greatest proportion of social housing (72%), followed by one parent families (16%) (Figure 2).

Social housing is spread throughout the municipality, with higher concentrations in the north and north east sections of the City.

FIGURE 2: SOCIAL HOUSING IN PORT PHILLIP BY HOUSEHOLD TYPE



Source: SGS Economics and Planning 2023, Housing Assistance Demand model

SGS ECONOMICS AND PLANNING: AFFORDABLE HOUSING NEEDS REPORT

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<sup>&</sup>lt;sup>1</sup> Department of Families, Fairness and Housing, 2021

<sup>&</sup>lt;sup>2</sup> Department of Families, Fairness and Housing, 2021

### 2.2 Need for housing assistance based on 2021 Census data

The section includes with analysis of the need for housing assistance based on data derived from the 2021 Census. We note however that the 2021 Census was taken during the COVID pandemic in a period where rents were unusually low due to low demand, while at the same time many lower income households benefited from (temporarily) higher welfare payments. In Melbourne, the average rent fell by 12% between March 2020 and mid-2021 but had returned to pre-pandemic level by mid-2022 (see Figure 3).

## Need for assistance

The total number of households in the City of Port Phillip in 2021 was 52,106.<sup>3</sup> This is forecast to grow to 83,675<sup>4</sup> by 2041. A proportion of these future households will require access to social or affordable housing to alleviate rental stress or avoid homelessness – that is, they are very low to moderate income households spending more than 30 per cent of their income on housing.

Using data from the 2021 Census it is estimated that **10,500** households in the City of Port Phillip were in need of housing assistance. This includes the households currently living in long-term social housing (not temporary accommodation), who would otherwise likely be experiencing rental stress. Based on the current supply of affordable housing (3,900 dwellings<sup>5</sup>), there is an estimated shortfall of 6,600 affordable housing dwellings across the City.

The need for housing assistance is forecast to **increase to 17,300 households by 2041**. The Port Phillip Planning Scheme includes a local policy for Fishermans Bend, applying a 6 per cent affordable housing target to future residential development. This equates to approximately 800 dwellings for the *Fishermans Bend Urban Renewal Area* (the southern precincts located within Port Phillip). If the current supply of social housing dwellings does not change, other than the additional 800 affordable housing dwellings in Fishermans Bend, there will be an estimated **shortfall of 12,600 affordable dwellings**.

Given the absence of residential development and population in Fishermans Bend, there is currently no demand for social and affordable housing in this area. As the population grows, the HAD model forecasts a total of 2,900 households needing housing assistance by 2041.

If the 800 affordable dwellings are achieved, there will still be a shortfall of 2,100 affordable dwellings needed for Fishermans Bend. It is recommended that Council closely monitor the implementation of the Planning Scheme and continue to advocate to the State to improve affordable housing outcomes within Fishermans Bend.

<sup>&</sup>lt;sup>3</sup> 2021 ABS Census data

<sup>&</sup>lt;sup>4</sup> SGS Small Area Land Use Projections, based on Victoria in Future projections 2019

<sup>&</sup>lt;sup>5</sup> Department Families Fairness and Housing, 2021 – rounded to the nearest 100

TABLE 2: NEED OF HOUSING ASSISTANCE AND AFFORDABLE HOUSING SHORTFALL, 2021-2041 (2021 DATA)

Household type <sup>1</sup>	Port Phi	llip LGA		illip LGA nermans Bend	Fisherma	ans Bend*
	2021	2041	2021	2041	2021	2041
Homeless	1,200 2%	1,900 2%	1,200 2%	1,900 3%	0	0
Severe rental stress	2,500 5%	5,400 6%	2,500 5%	4,300 6%	0	1,100 9%
Moderate rental stress	2,900 6%	5,300 6%	2,900 6%	4,200 6%	0	1,000 8%
Living in social housing	3,900 7%	4,700† 6%	3,900 7%	3,900 6%	0	800† 6%
TOTAL need for assistance	10,500 20%	17,300 21%	10,500 20%	14,400 20%	0	2,900 23%
Affordable housing shortfall	6,600	12,600	6,400	10,500	0	2,100

<sup>&</sup>lt;sup>1</sup>Rental stress includes very low to moderate income households spending more than 30 per cent of their income on housing. Numbers have been rounded to the nearest 100 and totals may not add.

Notes: Percentages (%) are a share of all households. The count of social housing comprises long-term accommodation (not temporary accommodation), source: Department of Families, Fairness and Housing.

Source: SGS Economics and Planning 2023, Housing Assistance Demand Model (based on 2021 Census)

## Need by income level

Level of income provides an indication of the need for social versus affordable housing. Social housing is targeted at households on low to very-low income as they require greater subsided rents. Affordable housing however can be suited to households on moderate incomes with more financial capacity, requiring less rental subsidy.

In Port Phillip, of the estimated 17,300 total households that will need housing assistance in 2041 (see Table 2), the HADs model forecasts that approximately 56 per cent will comprise of very-low-income households, 19 per cent will comprise low-income households, and 25 per cent moderate-income households. This is a decrease in very low-income households compared to 2021 (Table 3).

<sup>\*</sup>Port Phillip portion to the south – Fishermans Bend Urban Renewal Area

<sup>†</sup>Assumes an additional 800 Affordable housing from Fishermans bend based on assumption that the 6% affordable housing target would be fully implemented.

TABLE 3: HOUSEHOLD INCOME LEVEL ACROSS CITY OF PORT PHILLIP, 2021-2041

	2021	2041
Very low income	66%	56%
Low income	17%	19%
Moderate income	17%	25%

Source: SGS Economics and Planning 2023, Housing Assistance Demand model

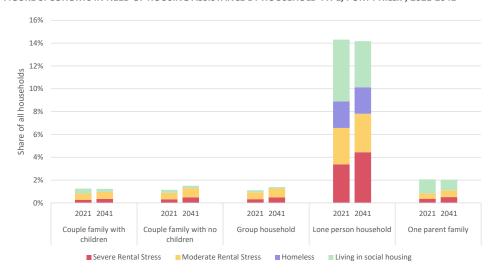
### Forecast need by household type

Of the 21 per cent of households forecast to require housing assistance in 2041, the greatest need for housing assistance will continue to be among lone person households (14%). This is followed by one parent families (2%) (Figure 3).

Figure 3 also includes households living in social housing as well as people experiencing homelessness. Households most likely to be living in social housing are lone person households (4%) and one parent families (1%). In relation to people experiencing homelessness, it is assumed that people experiencing homelessness are included within lone person households. It should be noted however that homelessness also impacts families and single parent households.

The proportion of *severe* rental stress is forecast slightly increase across all household by 2041 if there is no intervention. This means more households paying more than 50 per cent of their income on housing costs.

FIGURE 3: COHORTS IN NEED OF HOUSING ASSISTANCE BY HOUSEHOLD TYPE, PORT PHILLIP, 2021-2041

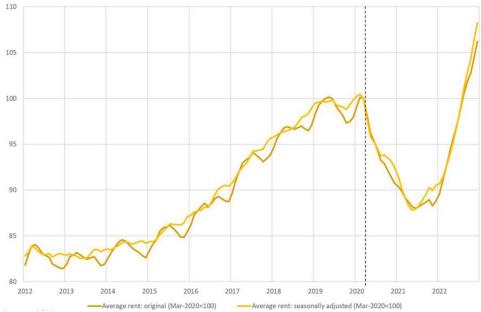


Source: SGS Economics and Planning 2023, Housing Assistance Demand model

## 2.3 Need for housing assistance based on 2016 Census data

It is important to note that the 2021 Census was taken during the COVID pandemic in a period where rents were unusually low due to low demand, while at the same time many lower income households benefited from (temporarily) higher welfare payments. In Melbourne, the average rent fell by 12% between March 2020 and mid-2021 but had returned to pre-pandemic level by mid-2022 (see Figure 3).

### FIGURE 4 INDEX OF MELBOURNE AVERAGE RENTS (MARCH 2020 = 100)



Source: Helm, T. (2023) Melbourne's Pandemic Rental Dynamics: An (Un)Natural Experiment in Excess Supply, Prosper Australia Research Institute.

Temporarily lower rents and higher income meant that the measured need for housing is assistance in 2021 differed from the 2016 estimate. Since 2021 the supply of affordable rental options has dramatically decreased. Given this, the number (and share) of households experiencing several rental stress is likely to have increased in the intervening years.

Table 4 below presents the same data as Table 2 above but based on 2016 Census data. The main differences between the estimates based on 2021 Census and the 2016 Census is the change in the proportion of people experiencing moderate rental stress compared to severe rental stress, with a decrease in households in severe rental stress.

TABLE 4: NEED OF HOUSING ASSISTANCE AND AFFORDABLE HOUSING SHORTFALL, 2021-2041 (2016 DATA)

Household type <sup>1</sup>	Port Phi	illip LGA		illip LGA nermans Bend	Fisherma	ans Bend*
	2021	2041	2021	2041	2021	2041
Homeless	1,000 2%	2,000 2%	1,000 2%	2,000 2%	0	0
Severe rental stress	3,500 7%	10,000 12%	3,500 6%	6,500 9%	0	3,000 25%
Moderate rental stress	2,000 4%	200 0%	2,000 4%	100 0%	0	100 1%
Living in social housing	4,000 8%	4,700† 6%	4,000 8%	4,000 6%	0	700† 6%
TOTAL need for assistance	10,500 21%	16,900 20%	10,500 20%	12,600 18%	0	3,800 27%
Affordable housing shortfall	6,500	12,200	6,500	8,600	0	3,100

<sup>&</sup>lt;sup>1</sup>Rental stress includes very low to moderate income households spending more than 30 per cent of their income on housing \*Port Phillip portion to the south – Fishermans Bend Urban Renewal Area

Note: the social housing count comprises long-term accommodation (not temporary accommodation), source: Department of Families, Fairness and Housing.

Source: SGS Economics and Planning 2022, Housing Assistance Demand Model (based on 2016 Census)

<sup>†</sup> This includes the additional 700 Affordable housing from Fishermans bend based on assumption that the 6% affordable housing target would be fully implemented.

Note: Percentages (%) are a share of all households.

### 2.4 Summary

The affordable housing needs data for the City of Port Phillip indicate that there will continue to be a demand for affordable housing, with demand increasing by 2041. While there is expected to be some affordable housing allocated in the future Fisherman's Bend development, this will not keep pace with demand. Given this, additional affordable housing across the municipality will be required.

The types of households requiring the most assistance will continue to be lone person households, however all household types will experience an increase in rental stress.

Given that the 2021 Census data was collected when there was an increase in affordable rental options, which have now dramatically decreased, the number (and share) of households that are experiencing several rental stress is likely to have increased in the intervening years. The 2021 measurement of the prevalence of housing stress is therefore considered irregular and unlikely to be an accurate measure of actual need.<sup>6</sup> While Council should consider both the 2016 and 2021 estimates of need for housing assistance in future planning, policy development and/or service provision, it is likely that the 2016 estimates provides a better picture of the persistent need for affordable housing in Port Phillip.

<sup>&</sup>lt;sup>6</sup> SGS modelling for *future* need for housing assistance applies a correction to the ratio of rents to incomes in future years to correct for the abnormal conditions in 2021. This modelling estimates that by 2041, 13% of households could be in need of housing assistance (the 'central' estimate) or 15% of households should the ratio between rents to incomes increase.

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# NEIGHBOURHOOD CHARACTER FRAMEWORK PLAN



Draft Report for Community Engagement (February 2024)



### Document Register

Projec	ct	CoPP Neighbo Study	urhood Character
Repoi	rt Title	Draft Neighbor Framework Pla	urhood Character an
Versio	on	E	
Projec	ct Code	LS000121	
Prepa	red for	City of Port Ph	illip
Autho	or	LatStudios	
Issue	Date	Approved	Details
А	03/12/2022	AR	Background Report
В	06/01/2023	AR	Background Report
С	31/07/2023	AR	Draft Neighbourhood Character Framework Plan (NCFP)
D	24/08/2023	AR	Draft NCFP V2
E	22/02/2024	AR	Draft NCFP V3
F	27/02/2024	AR	Draft NCFP V4

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### Acknowledgement of Country

LatStudios commit to supporting the health and well-being of Country, by respecting, valuing and being guided by First Nations people.

#### **Engaging and Respectful Consultation**

LatStudios are currently engaged on several projects working with different traditional custodians, working in line with the protocols established by the Australian Institute of Landscape Architects' (AILA) Reconciliation Action Plan (RAP). We work with experienced engagement consultants to facilitate a respectful dialogue with a focus on listening and being open to guidance.

#### AILA RAP summary:

- Acknowledge and respect Traditional Owners across Australia as the traditional custodians of Country
- To honour Elders past, present and emerging and ensure the continuation of culture and traditional practices
- A 'Connection to Country' approach to landscape planning, design and management
- A collaborative journey to better understand and engage with Country in a respectful and consultative way and to build ongoing relationships with Traditional Owners
- Four (4) key areas for development each area has a number of actions and deliverables which aim to:
- Actively monitor progress of actions
- Build internal and external relationships
- Participate in and celebrate NAIDOC Week
- Raise RAP awareness
- Increase employment and supplier diversity
- Increase educational opportunities
- 1. Relationships
- 2. Respect
- 3. Opportunities
- 4. Governance and Tracking

#### Link to AILA's RAP:

https://www.aila.org.au/documents/AILA%20Reflect%20 RAP%202018-19%20-%20RA%20endorsed.pdf

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# PART 1:

# STRATEGIC AND POLICY CONTEXT



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# 1.0 INTRODUCTION

#### 1.1 CONTEXT

The City of Port Phillip (CoPP) is located south of Melbourne's city centre on the northern shore of Port Phillip Bay. It includes the suburbs of Albert Park, Middle Park, Balaclava, Elwood, Port Melbourne, Ripponlea, South Melbourne, St Kilda, St Kilda East, St Kilda West, Windsor and parts of South Bank and Melbourne. The CoPP is known for its 11 kilometres of coastline and its eclectic architecture, entertainment history and diversity of culture.

#### 1.2 PROJECT OVERVIEW

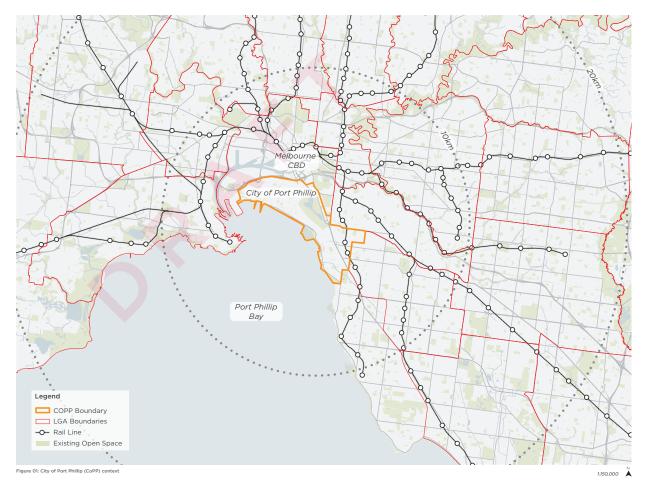
The purpose of this project is to conduct a neighbourhood character study that identifies valued existing character and presents preferred future neighbourhood characteristics of areas within the CoPP. This study will also inform the development of the CoPP's new Housing Strategy and Residential Development Framework Plan.

This Neighbourhood Character Framework Plan (NCFP) has been developed by first undertaking a neighbourhood character assessment, which involved desktop and on-site analysis of the existing neighbourhood character in the CoPP. The assessment focussed on residential areas within the CoPP where no specific built form and/or heritage controls currently apply. This report will then include the preparation of neighbourhood character statements.

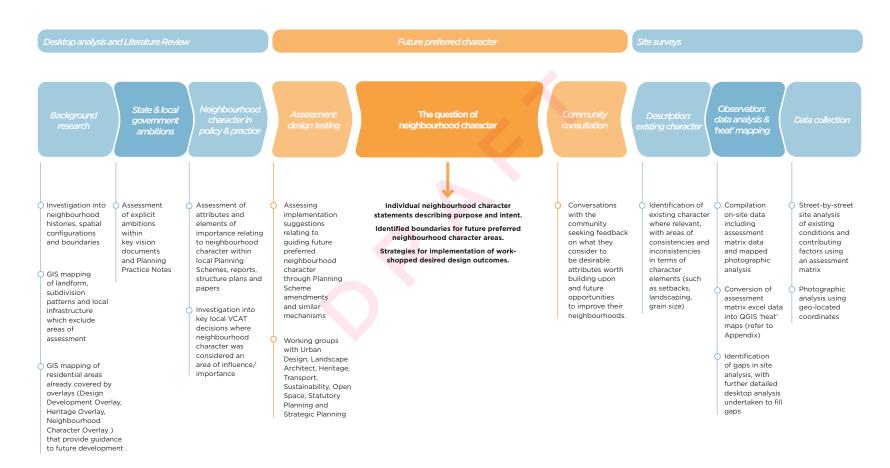
Working in consultation with Council and the community, the NCFP built upon the findings of the neighbourhood character assessment by incorporating Council's ambitions to define new preferred future character areas. The future character will respect the valued existing neighbourhood character elements within the CoPP, while adding the desired forward-looking values of Council; such as flexibility, diversity, inclusivity and resilience.

The analysis will help to quantify and support valued existing neighbourhood character and provide parameters to best direct the evolution of new neighbourhood character within the CoPP.

The principles underlying this work, derived through close collaboration with Council, are applicable throughout the CoPP and can be used to underpin future, localised, character reviews.



# 2.0 METHODOLOGY



#### 2.1 PROJECT DELIVERABLES

This project aims to test the elements of existing character in the City of Port Phillip, focussing on areas without detailed built form guidance provided by existing overlays in the planning scheme to validate a future preferred character that complements the 2050 plans of both Melbourne and the CoPP. The study will provide high-level direction on the existing and preferred character of Port Phillip's neighbourhoods.

The Planning Policy Framework for the City of Port Phillip provides guidance on future development. There is limited local policy in the CoPP Planning Policy Framework under Clause 15.01-5L, which has been reviewed in the Background Report (LatStudios, 2023). Similarly, residential zones within the municipality often use standardised ResCode schedules even in areas experiencing significant population growth.

The Neighbourhood Character Framework Plan will seek to address some of these gaps as well as identify issues for future study.

#### Literature Review

An initial review of the local planning policy, statutory context and other relevant reports gives an indication of prevailing aspects of character within the greater CoPP area, revealing a strong focus on eras of development. Other Council policies indicate a commitment to focusing on diversity and sustainability to ensure the CoPP can address the future challenges associated with climate change and population increase.

A study of a number of Victorian, Civil and Administrative Tribunal (VCAT) cases complemented this research, indicating how neighbourhood character is utilised in practice, how the term sits within the context of other built form considerations, and how the Tribunal responds to it. This provided insight into its significance as a tool within the planning scheme and its current shortcomings in achieving Council's preferred outcomes.

This research is outlined in further detail in Chapter 3 of this document.

The list of reviewed documents includes:

- The CoPP Planning Scheme
- Plan Melbourne 2017-2050
- Port Phillip Design Manual (City of Port Phillip, Version 3 2000 revised 2021)
- Carlisle Street Activity Centre Structure Plan (City of Port Phillip, 2009)
   Bay Street Activity Centre Structure Plan 2014 Part 1
- (City of Port Phillip, May 2014)

  City of Port Phillip Housing Strategy 2007-2017 (City
- of Port Phillip, 2007)
- Protecting vegetation in the private realm, discussion and options paper (2022)
- Port Phillip Planning Scheme Audit Report (2018)
- City of Port Phillip Permeability in the Private Realm (2022)

#### VCAT Cases:

- SMA Projects Pty Ltd v Port Phillip City Council (1999) VCAT 1312 2 VPR 270.
- Drossos v Port Phillip City Council (2021) VCAT 23
- Fasso v Port Phillip CC (2017) VCAT 1438
- JBP Nominees Pty Ltd v Hobsons Bay City Council & Ors (2002) VCAT 1322
- Consor Nominees Pty Ltd v Stonnington City Council (2002) VCAT 1303
- Wilmoth v Stonnington City Council (2005) VCAT
  209
- Jephcott v Port Phillip CC (2022) VCAT 769
- Reiger v Port Phillip City Council (2016) VCAT 726
   Mawson v Hobsons Bay City Council (2003) VCAT
- Andrew Constructions Industries vs. Whitehouse City Council (2004) VCAT 2369 19 VPR 180

Planning Practice Notes (PPN):

- PPN43
- PPN90
- PPN91

#### Other Planning Schemes:

- Bayside City Council
- · Merri-bek City Council
- Yarra City Council
- · City of Melbourne

#### Desktop Analysis

An initial study of the entire municipality provided a high-level review of the general attributes of the private and public realms of the CoPP's neighbourhoods based on common urban design analysis techniques. The study utilised QGIS and Google Earth to assess morphology, subdivision, setbacks, average lot size, site coverage, general street orientation, architectural eras, built form heights, landscape and carparking within these neighbourhoods (focussing on residential areas unprotected by existing heritage and design overlays).

Other contextual aspects of the neighbourhoods that were reviewed include the existing zoning plan, overlays and the language used to describe built form and character in the overlays abutting this project's focus area. This informed the preparation of questions for the audit and following fieldwork.

#### Site Survey

The site survey involved a street-by-street audit of the project's focus areas measuring quantifiable elements of neighbourhood character using a neighbourhood character assessment matrix. These elements were identified through the background research including the Victorian 'Practice Notes' and through workshops with Council.

The site survey was completed with both on-site analysis and desktop measurements to ensure accuracy. This involved a combination of QGIS and Lightroom, which tracked our walking route with geo-located photos (further details of the survey are included in Appendix).

During the surveys, the following character elements were revealed to be most influential on the streetscape experience:

- Public realm qualities: trees, vegetation, footpaths, road width, and street to built-form ratios.
- Private realm qualities: front boundary treatment and setbacks, building and front boundary materials, car parking and vehicular access.
- Feelings of safety proved to be an important variable in testing for consistency across the study focus area.
   Safety has a profound impact on the way that a place is experienced and remembered by a user. These feelings are influenced by outcomes in both the private and public realm, but the audit revealed front boundary treatment, front setbacks and building design/orientation to be most influential.

#### Future Preferred Character Areas

The audit results were collated and the the data was used to produce 'heat maps' which highlight areas where there are consistencies in the assessed character elements. This provided an evidence-base with which to define future preferred neighbourhood character areas. Where consistencies were shown, such as the high street tree coverage in Elwood & Ripponlea, this was reinforced as a valued element to protect in the future preferred character. Where neighbourhoods showed inconsistency, this informed future preferred character by allowing for a higher degree of flexibility in the types of new housing, as well as more eclectic design outcomes.

The future preferred character areas were also influenced by other more general neighbourhood priorities; particularly the need to combat climate change and meeting the demands of a growing population with diversifying demographics.

#### **Design Testing**

Building upon the character area statements, design guidelines and objectives, the proposed schedule amendments were digitally modelled to mimic their outcomes and potential success if adopted. This process revealed the significance of landscaping and permeability requirements as key factors in determining a successful site outcome. The proposed controls proved to be most effective in mitigating some of the undesirable outcomes created under the existing planning scheme framework, such as excess impermeable surfaces, parking in the front setback and 'gun-barrel' driveways.

Other proposed amendments, such as increasing site coverage and mandating parallel building orientation to the street, were underpinned by local and state government ambitions to create 20-minute neighbourhoods - characterised by their walkability, proximity to services and public transport - and desire for medium-density development.

This process was completed in consultation with Council. Feedback from a significant number of planners and design experts within Council on the modelling, draft character statements, design guidelines, objectives and schedule variations directly informed the final recommendations of this study.

#### **Community Consultation**

Three community engagement workshops - two online, one in person - were co-designed and facilitated by LatStudios, Port Phillip Council and community engagement specialists, i.e. community, in July, 2023.

The workshops involved two activities that were designed to engage residents and stakeholders in meaningful conversations through Neighbourhood Character Conversation workshops to gather insights, ideas, and suggestions regarding the preferred future neighbourhood character. The activities also aimed to gather diverse perspectives, build understanding, and inform the development of Neighbourhood Character Statements for the NCFP.

The feedback from the community engagement process was critical in deciding upon the boundaries, descriptions and controls for the preferred future character areas.

# Future Preferred Character Areas - Character Guidance and Implementation Content

The findings of the assessment will inform general and specific character related recommendations. These recommendations will be accompanied by suggested locations within the Planning Scheme for inclusion and potential planning weighting.

This is discussed further in Chapter 10.

# 3.0 STUDY FOCUS AREA CONTEXT

#### 3.1 NEIGHBOURHOODS

The Council area has been divided into nine neighbourhoods. These are generally based around existing suburb boundaries and include those listed below and shown on the adjacent map.

- Elwood and Ripponlea
- 2 Balaclava and St Kilda East
- 3 St Kilda and St Kilda West
- 4 St Kilda Road
- 5 Albert Park and Middle Park
- 6 South Melbourne
- Port Melbourne
- 8 Montague
- Sandridge and Wirraway



#### 3.2 STUDY FOCUS AREA

The Neighbourhood Character Study focuses on residential areas where no specific built form or heritage controls currently apply, known as the Study Focus Area. This focus area is predominantly concentrated in the south of the CoPP and Port Melbourne - encompassing Neighbourhoods 1, 2, 3, and 7, with some sites in Neighbourhoods 5 and 6.

Additionally, the study conducts high-level planning and urban design analysis on all nine neighbourhoods of the CoPP. This was done as part of the literature review and desktop research which involved investigations into the current character, overlays, and relevant planning policy of each neighbourhood. The use of GIS and Google Earth aids in understanding morphology elements such as land form, subdivision patterns, and distribution of local infrastructure.

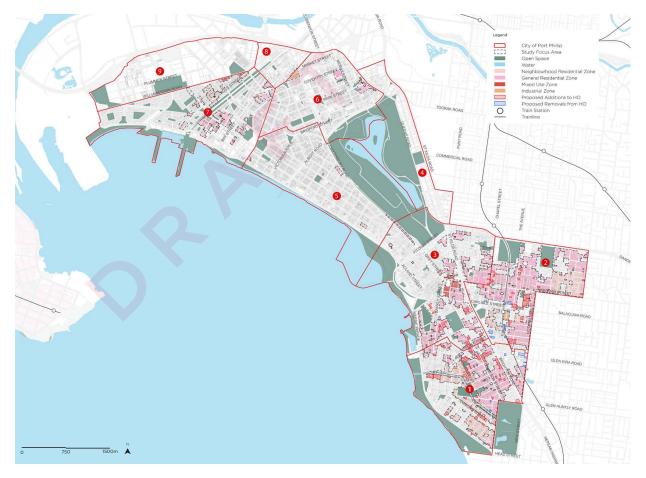
Specific attention has been given to the controls surrounding and abutting the focus area. By recording the language and key terms used by these overlays, gaps between the study focus area and the rest of the CoPP are exposed. This information informs the character assessment matrix (summarized in section 5.0) by providing an initial discussion of the aspects of built form that are unique or consistent to the CoPP.

The findings resulting from the analysis of all nine neighbourhoods are presented in the appendices, with the findings for the four key neighbourhoods presented in greater detail in section 7.0.

It is important to note that the properties shown in red and blue hatch are proposed to be added and removed from heritage overlays respectively as part of ongoing heritage review conducted by the CoPP.

Two amendments: C206port and C209port have been proposed to amend the Port Phillip Planning Scheme, seeking to implement the recommendations of the Review of Heritage Overlay 7 and surrounds. At the time of writing, Amendment C206port is with the Minister for Planning awaiting authorisation. The planning scheme amendment process from authorisation to gazettal into the planning scheme typically takes at least 18 months.

The authorisation of C209port is scheduled to commence in 2024.



# 4.0 LITERATURE REVIEW

#### 4.1 STATE POLICY FRAMEWORK

#### 4.1.1 PLAN MELBOURNE 2017-2050

Plan Melbourne is a long-term plan that seeks to accommodate Melbourne's future growth and the city's future environmental, population, housing and employment needs, through integrated long-term land use, infrastructure and transport planning.

Plan Melbourne's vision is to continue to be a global city of opportunity and choice. It defines Melbourne's early character structure (post European settlement) by the Hoddle Grid and Gold Rush, which fuelled a rich legacy of public and private buildings, distinctive boulevards and high streets, civic recreational facilities and expansive inner-city parks and gardens.

Key challenges and opportunities for Melbourne include:

- A growing population (and associated spatial prossures)
- Remaining competitive in a changing economy
- Housing that is affordable and accessible
- · Growing transport needs
- Climate change (mitigation and adaptation)

An important direction of the plan includes turning Melbourne into a city of '20-minute neighbourhoods'.

This influences preferred future character outcomes within the CoPP in terms of delivering housing and quality public-realm at densities that make local services and transport viable.

#### **POLICY 2.1.4**



Seeks to provide certainty about the scale of growth in the suburbs. It points to a need to provide greater certainty and facilitate long-term growth and housing choice in the right locations, and the need for local governments and the community to have confidence in the built form objectives they've signed up to. In areas of greater change, requirements to adhere to preferred heights will be strengthened.

#### **POLICY 2.5.2**

Seeks to provide a range of housing types in growth areas. For the purposes of this project, this is important as it highlights the need to move away from uniform housing lots and built form outcomes and towards providing diverse housing options within precincts.

#### 4.1.2 PLANNING PRACTICE NOTE 43

This document provides concise advice on assessing a permit application for residential development in order to meet the relevant neighbourhood character objectives and standards in the Planning Scheme.

Often confused with attractiveness, which is subjective, this practice note defines neighbourhood character as a combination of the public and private realms. Large infrastructure through to smaller features of the built environment contribute; their interrelationships and cumulative effect is thought to be most important in establishing an area's character.

Neighbourhood character must also be differentiated from heritage, which is largely determined by the fabric and setting of a building and place. Buildings that are not historically significant - in their form, massing and façades - also impact on people's experience of an area's character. Lastly, neighbourhood amenity and character can be complementary, in the sense that basic amenity standards related to overlooking and solar access effect the character experience but should be treated separately.

This practice note offers several questions to consider in determining neighbourhood character, however it is not exhaustive but rather a starting point. Some key considerations include:

- The pattern of development including topography, street length, alignment, landscaping, space use and housing diversity
- Consider rhythm, public-private relationships, urbannatural relationships
- The built form of surrounding development including scale, front fencing, mass, height, setbacks, car parking
- Whether the built form shows diversity or homogeneity within the neighbourhood and whether there is dominance of a particular development type
- Other notable features or characteristics including waterways, street trees, footpath details, historic buildings

Neighbourhood character must be 'respected' as the first objective in approving a residential development in Clause 54 and 55 of the Planning Scheme. This does not mean preventing change but ensuring the new development responds to the identified features and characteristics of a neighbourhood in its form and style. It is not a static concept and should evolve over time to meet contemporary housing needs.

Some Planning Scheme local housing strategies provide guidance on broader considerations when establishing preferred character:

- Ensure a range of housing opportunities across a municipality
- Provide mechanisms to meet housing and population demands
- Identify suitable locations for housing growth

The Scheme also helps establish broad considerations for neighbourhood character assessments:

- Consider both public and private realms
- Guide future development through neighbourhood character statements/objectives
- Identify the comparative significance of different neighbourhood character areas

Preferred neighbourhood character identifies the valued features and characteristics of an area to be respected but is more 'forward-looking' to ensure housing growth is not undermined by the existing characteristics and meets the future projected needs.

The framework for managing change typically delineates minimal, incremental and substantial change areas. Respectively, these areas observe greater protective measures, pursue housing growth within their character context, and lastly, may result in a new neighbourhood character.

#### 4.1.3 PLANNING PRACTICE NOTE 90

This document provides information and guidance on planning for housing growth and protecting neighbourhood character to achieve a balanced approach in managing residential development in planning schemes.

As housing change is an inevitable and ongoing process, tensions can arise between housing and neighbourhood character objectives. Strategic planning techniques are used to monitor and plan for change whilst providing certainty to the community.

This might include implementing a local housing strategy alongside a local neighbourhood character strategy.

A local neighbourhood character strategy considers both the public and private realms, and provides strategic direction to guide future development through preferred neighbourhood character statements or objectives. The practice note points to how neighbourhood character is not a static concept, but is dynamic and evolves over time to meet contemporary housing needs; for example, respecting character does not mean protecting it in an incremental change area. Defining 'respect' is an important process with regards to character, and the practice note states two broad approaches:

- Respecting the bulk and form of surrounding development
- Respecting the architectural style of surrounding development

Respect is not mimicry or pattern-book reproduction. Further, it does not intend to limit design innovation, but instead for new development to respond to identified values features of the neighbourhood.

#### 4.1.4 PLANNING PRACTICE NOTE 91

Planning Practice Note 91 (June 2023) provides information and guidance on how to use and apply the various residential zones to implement strategic work for housing and neighbourhood character, the key features of those zones, and how make use of local policies and overlays to compliment those residential zones.

The practice note states that there is no default residential zoning in Victoria, but rather that the choice to apply one of the six residential zones should be based on strategic outcomes being sought in the Municipal Planning Strategy and Planning Policy Framework. Application of zones should align with appropriate housing change areas and can be used to seek built form outcomes. Guidance is provided on the writing and application of various controls that can be specified through the residential zones and their schedules. The areas able to be modified through the use of the residential zones include building height and number of storeys, minimum garden area and several residential development standards of siting and amenity contained in clause 54 and 55.

Residential zones allow the application of local objectives, which enable detailed expression to be given to desired neighbourhood, heritage, environmental, landscape or design outcomes to be achieved for an area. This includes specific design objectives, and neighbourhood character objectives in certain zones. The practice note details how neighbourhood character objectives can provide clear direction on preferred neighbourhood character outcomes and can be used as a basis for the varying of clause 54 and clause 55 standards when strategically justified.

#### 4.2 LOCAL POLICY FRAMEWORK

#### 4.2.1 PORT PHILLIP PLANNING SCHEME

Clause 02.03-1 of the Planning Scheme outlines the Port Phillip vision of a city that is environmentally responsible, healthy, safe, connected, diverse and encourages economic growth.

In relation to neighbourhood character, the ambition is for a diverse and creative city of distinct neighbourhoods where understanding of local character and heritage contributes to a sustainable future. The vision includes innovative design and development, high environmental awareness, a vibrant culture and respect for its past including its link with Traditional Owners.

Elements of the strategic approach that could contribute to the NCFP include:

- Protecting and reinforcing key elements of the CoPP's urban structure: the foreshore, places/ precincts of heritage significance, traditional linear retail strips, key boulevards, the network of paths and open spaces
- Reinforcement of diverse character of differing residential neighbourhoods and the distinct place identity of the CoPP's retail strips

Elements of the organisational planning framework that could contribute to the NCFP include:

 Enhancing liveability through improved interface between residential and visitor impact

#### 4.2.2 CLAUSE 15.01-5L NEIGHBOURHOODS

#### East St Kilda & Balaclava

This policy sets a vision for East St Kilda and Balaclava. Carlisle Street Activity Centre is an important part of this vision; it should retain its electric, bohemian, distinctly local character and range of businesses. It also states that established residential areas should retain their generally mixed architectural character and diverse housing stock, and that new residential development should respect the important setback and garden characteristics of the area. Heritage buildings and streetscapes should be conserved and enhanced.

New development in zoned residential areas is encouraged to respond to the following character elements:

- Prevailing low-rise (1-2 storey) development (with the exception of pockets of 2/4 storey apartment developments)
- The consistent single storey scale, small setbacks, architectural style and 'fine-grain' subdivision compared to larger setbacks, lot sizes and Interwar architectural style in the eastern part of the neighbourhood
- Mature street trees and the Sandringham Railway Line (bridges, embankments, etc.)

New development in the Carlisle Street Major Activity Centre is encouraged to respond to the following character elements:

- Predominant 2 storey heritage development, humanscale, fine-grain streetscape pattern
- · Zero frontage setbacks
- The civic precinct, characteristic of public buildings in a landscape setting (Town Hall, etc.)
- · The established network of streets/laneways

The various activity centres across these neighbourhoods consistently require new development to respond to the following character elements:

- The consistent 2 storey scale and architectural style (Federation and Inter-war)
- Zero frontage setbacks
- Prominence of landmark buildings/mature street trees

### Elwood & Ripponlea

This policy sets a vision for Elwood and Ripponlea. It states that the distinctive suburban character of these areas should be maintained through large front and rear setbacks, established gardens and low-rise buildings. Marine Parade and Ormond Esplanade should maintain their residential character, built form, detached streetscape rhythm and new developments should respond to the prominence of this area's major seaside boulevard.

New development in zoned residential areas is encouraged to respond to the following character elements:

- Detached dwellings on large allotments with generous setbacks
- Consistent architectural character (predominantly Federation and Inter-war)
- The highly consistent and Inter-war streetscapes in parts of Elwood
- Boulevard planting and mature street trees
  The various activity centres across these
  neighbourhoods consistently require new development
  to respond to the following character elements:
- The consistent 2 storey scale and architectural style (Federation and Inter-war)
- · Zero frontage setbacks
- Prominence of landmark buildings/mature street trees

#### Middle Park & Albert Park

This policy sets out a vision for Middle Park and Albert Park. It seeks to preserve the strong heritage character and low rise form of the existing residential area and the boulevard character of Beaconsfield Parade.

New development in zoned residential areas is encouraged to respond to the following character elements:

- Predominant low-rise, Edwardian and Victorian architectural character
- Majority 1-2 storey developments with some taller building exceptions
- · Wide streets/boulevards, plus intricate street network
- Small residential lot sizes

The two activity centres across these neighbourhoods consistently require new development to respond to the following character elements:

- Predominant 1 to 2 storey scale of Victorian buildings
- Regular streetscape pattern created by consistent frontage widths to buildings
- · Views to the bay/to Albert Park

#### Port Melbourne & Garden City

This policy sets out a vision for Port Melbourne and Garden City. The vision is for a high-quality residential environment distinguished by its strong heritage character. Overall, the area should have a strong association with its waterfront precinct and passenger shipping gateway identity. Bay Street Activity Centre will be linked, physically and visually, to the foreshore and Station Pier.

The Garden City and Fishermans Bend estates should encourage development that responds to the following character elements:

- Single or 2 storey development
- Uniform streetscape character, repetitions of elements and massing, similar material use

New development in zoned residential areas is encouraged to respond to the following character elements:

- Predominantly single storey scale development, reflecting working-class neighbourhood origins
- Fine-grain subdivision pattern and small lot sizes
- · Mature street trees

#### South Melbourne

This policy sets out a vision for South Melbourne. The vision centres around its urban village character and street life with growing numbers of visitors/workers/residents. The activity centre and South Melbourne Market are important as a community market. Boulevards and views/vistas to the Shrine of Remembrance and Albert Park Reserve are also important features of the area's character.

Overarching character advice for this large area includes respecting the following:

- Views of the South Melbourne Town Hall, Shrine of Remembrance, views to the City and Albert Park
- Regular street layouts, fine-grain subdivision, wide main streets, open sky views, sunlight access

#### St Kilda

This policy sets out a vision for St Kilda. The vision includes retaining its character features such as its spacious boulevard atmosphere and distinctive village atmosphere of Acland Street. The St Kilda Road South precinct should evolve as a series of distinct, diverse and vibrant neighbourhoods.

New development in zoned residential areas is encouraged to respond to the following character elements:

- Diverse architectural styles, single and multidwellings dating from the 19th-mid 20th Centuries to the present
- Higher-scale development predominantly 2-3 storeys, sometimes 4 storey buildings along the main streets
- · Landmark buildings

The St Kilda Major Activity Centre requires new development to respond to the following character elements:

- · Predominantly higher scale development
- · Slope of the street toward the sea
- Spacious character of Fitzroy Street and wide pavements

Other important retail strips and local activity centres are consistent in requiring new development to respond to the following character elements:

- · Strong sense of seaside location
- · Focus on arts, entertainment and leisure
- Transitions in scale and heights (toward the sea or residential areas)

#### St Kilda Road North Precinct

This policy sets out a vision for St Kilda Road North Precinct. This vision is centred on the significance of the Shrine of Remembrance and managing the scale of buildings to maintain it as a respectful urban setting and to protect views/vistas to it. There is also greater focus on high-quality landscaping and solar access in the public realm to support park and services access.

#### 4.2.3 CLAUSE 15.03 HERITAGE POLICY

This policy aims to retain and conserve all significant and contributory heritage places. It strives to ensure all new development maintains a contextual (though still innovative) design approach for all land within a Heritage Overlay.

As well as built form, intact or substantially consistent streetscapes in South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas are of particular importance to the policy's ambitions for restoration and reconstruction.

New development in Heritage Overlay areas should not change the original principal facade or roof, should be distinguishable from conserved heritage, should not obscure/alter elements that contribute to the significance of a heritage place and should maintain existing vistas/viewlines to the principal façades of the heritage place.

### 4.3 LOCAL POLICY - CHARACTER-RELATED STRATEGIC DOCUMENTS

# 4.3.1 THE PORT PHILLIP DESIGN MANUAL (2000) (REVISED 2021)

The Port Phillip Design Manual (2000, version 3) was included as a reference document in the City of Port Phillip Planning Scheme as part of Amendment C5.

The document chapters cover conservation details for the various architectural eras in Port Phillip (early Victorian, Italianate, mid-late Victorian, Boom Style, Edwardian, Californian Bungalow, Spanish Mission), guidelines for garage/carports, neighbourhood character descriptions and renovation guidelines for historically significant housing estates across the precinct.

The Manual also contains preferred character statements for identified areas in Carlisle Street structure plan area, and Bay Street structure plan area. These are more recent, and as they identify preferred character for areas where change is anticipated, are more relevant and useful for planning applications.

The Design Manual is currently being used for discretionary character guidance when assessing permit applications within the areas covered by the Manual.

The Manual being used for the purpose of character guidance is somewhat troublesome. The areas covered by character guidance have been developed at very different dates and by different methodologies. Ideally as much of the municipality as possible should be assessed at the same time and by the same character assessment methodology. This would create more consistent and simplified recommended design outcomes for the different character areas.

Other than the heritage-specific guidelines relating to the housing estates, the consistent advice of the document is to retain buildings, from any era, when in good condition and to explore new development that respects existing architectural styles and street patterns.

Notable character features from each era include:

- Early Victorian: lime washed brick, slate or unpainted corrugated iron roof, simple facade, minimal setbacks, generally uniform.
- Italianate: rendered brick, hipped slate roof, varying setbacks, multi-planar facade, generally detached.
- Mid-late Victorian: face brick, slate roof, quite flush facade, elaborate decorative parapets, generally setback including terrace/semi-detached/detached.
- Boom Style: tuck pointed brickwork, elaborate render work, patterned or plain slate or galvanised iron roof, similar facade to mid-Victorian but with bolder form, floral cast-iron verandahs, generally setback to varying degrees with some uniform.
- Edwardian: pressed red face brick, terracotta tiles or galvanised iron or slate roof, ornate chimneys, generally setback to various degrees, generally semidetached and detached.
- Californian Bungalow: red brick, rough cast render, terracotta tiles, more restrained approach to ornamentation, setbacks significantly from street alignment to fairly uniform degree, generally detached.
- Spanish Mission: stucco walls, Cordova pattern terracotta tiles, decorative ornamentation and baroque style verandahs, considerable setbacks to fairly uniform degree, generally detached.



Figure 02: Port Phillip Design Manual

#### 4.3.2 AMENDMENT C123 PORT

Amendment C123port applied a new suite of residential zones to the City of Port Phillip, through the Port Phillip Planning Scheme on 21 December 2017.

The Amendment introduced the Residential Growth Zone (RGZ) and the Neighbourhood Residential Zone (NRZ) and associated local schedules into the ordinance, updated an existing schedule and introduced new schedules to the General Residential Zone (GRZ).

Notably, Council defined specific areas across St Kilda, East St Kilda, Ripponlea, and Elwood (initially proposed as neighbourhood Residential Zone) for a further review of zoning, as part of an updated Housing Strategy. The Amendment replaced the 2015 blanket application of the GRZ with a more refined approach.

These review areas remain in the General Residential Zone as a default position while further strategic work takes place. The CoPP, informed by the NCS and other reviews as part of the new Housing Strategy, will need to reconsider the application of the residential zones against the most recent reforms to the residential zones, including its commitment to consider the most appropriate zones for the 'Residential Review Areas' from Amendment Cl2Sport.

#### 4.3.3 BAY STREET STRUCTURE PLAN

The Bay Street Structure Plan (August, 2014) was a plan developed as a response to Bay Street, Port Melbourne being identified as a Major Activity Centre within Melbourne 2030, the Victorian State Government's 30-year urban planning strategy. The structure plan provides an integrated framework for guiding change and development through planning controls in the Port Phillip Planning Scheme.

The focus of the structure plan is on improving the integration of key elements of the centre (streetscapes, movement networks, land use clusters) and reinforcing the essential character of the place, rather than identifying further opportunity for substantial growth and change. The activity centre had been subject to considerable change through renewal of the mixed use area and consequential changes through the remainder of the centre, as such the structure plan doesn't envisage significant additional growth.

The assessment of existing character is a key feature of the plan. The character assessments arising from this structure plan are included in the Port Phillip Design Manual.

These assessments have been considered as part of the scope of this project and further discussion regarding their content and implications is included in Part 2.

#### 4.3.4 CARLISLE STREET STRUCTURE PLAN

The Carlisle Street Structure Plan (November, 2009) was a plan developed as a response to Carlisle Street being identified as a Major Activity Centre within Melbourne 2030, the Victorian State Government's 30-year urban planning strategy. The structure plan provides an integrated framework for the future development and management of the activity centre and the surrounding area. The plan will achieve outcomes that are consistent with clearly defined economic, social, cultural and economic objectives.

The structure plan seeks to guide change and development with focus on the following key strategic directions:

- > Activity and Business Mix
- A Community Hub
- > Place Identity
- > Street Life & the Public Realm
- Managing New Development
- Access and Movement
- Residential Opportunities

These strategic directions provide strategies and opportunities to impact the future development of a number of precincts identified in the structure plan. The precincts each have unique make up and character and will face a varied array of challenges. These conditions and challenges have led to the identification of a range of future opportunities for the development of the precincts. These include opportunities to impact growth rates and built form of future development and evolve and protect neighbourhood character as is appropriate. The residential precinct, amongst others, has been assessed to determine exiting neighbourhood character.

The character assessments arising from this structure plan are included in the Port Phillip Design Manual. These assessments have been considered as part of the scope of this project and further discussion regarding their content and implications is included in Part 2.



Figure 03: Carlisle Street Activity Centre Structure Plan - Framework for Managing Change

R3

R3

R5

R7

Established Residential Ansas: Framework
for Managing Residential Change
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Figure 04: Carlisle Street Activity Centre Structure Plan - Framework for Managing Change

# 4.4 OTHER RELEVANT RELEVANT STUDIES

# 4.4.1 PROTECTING VEGETATION IN THE PRIVATE REALM, DISCUSSION PAPER & OPTIONS (2022)

The City of Port Phillip has a vision to protect and enhance vegetation and canopy cover on both public and private land across the municipality. This report documents the existing context, considers controls that have been used by other municipalities, makes recommendations for increased protection of vegetation within the private realm, and highlights several areas where Council may wish to consider pursuing advocacy to support improvements.

The summary recommendations of the report are as follows:

- 'Layering' policy and objectives to leverage decision making in the area.
- Establish clear objectives for differing municipalities and clearly define vegetation types to protect and enhance
- Consider the relevant 'sphere of influence' of private land in proximity to habitat corridors.
- Define and map 'significant' trees in the CoPP context
- Consider undertaking an assessment of the coastal environment and statutory controls to support a coastal vegetation policy.
- Adjust zone schedules based on objectives, vegetation types and built requirements.
- Clearly identify built form outcomes required to support the long-term viability of preferred yeartation.
- Prepare guideline material to support mature canopy growth regarding built form outcomes.
- Prepare community awareness material related to the importance of trees in the private realm in supporting the CoPP climate response.

# 4.4.2 CITY OF PORT PHILLIP, PERMEABILITY IN THE PRIVATE REALM (2022)

This document is part of the City of Port Phillip's commitment to transitioning to a water sensitive city, whereby Council has recognised the need to substantially improve permeability outcomes in the private realm.

Permeability refers to a surface that allows water to be absorbed into soil before being returned to the atmosphere through evaporation and plant transpiration. It also offers the opportunity for water to infiltrate into groundwater sources.

Mapping undertaken as part of the report shows suburbs with high levels of private impermeability – including Port Melbourne (74%), Southbank (80%), South Melbourne (81%), Balaclava (72%), and Middle Park (79%). While planning cannot retrofit existing areas with high levels of permeability, it can ensure that the recommendations of this report are appropriately delivered.

Increasing permeability in high-density urban areas such as Port Phillip can be achieved through measures such as including areas of deep soil planting. Permeability can be increased in other ways, including the use of vegetated shallow soils, bare soils, gravel/semi-permeable surfaces, permeable pavements, rain gardens, green roofs, rainwater tanks, passively irrigated tree pits, and swales.

The report recommends the development of a new local policy to address permeability in the private realm under Clause 19.03 in the Planning Policy Framework. It poses a range of 20-40% minimum permeability for future development. The most important factor that influences 'potential for permeability' across the site municipality is existing site coverage as well as the composition of in-situ soils.

Options for enhancing permeability through the Planning Scheme include 1) amending the ResCode permeability requirements in the schedules to the Neighbourhood and General Residential Zones, 2) introducing a new overlay schedule, or 3) drafting new local strategies and guidelines related to the delivery of permeability objectives.

Further investigation is being planned by officers to support the development of specific permeability targets for both public and private realm in the COPP.



# 4.4.3 PORT PHILLIP PLANNING SCHEME AUDIT REPORT (2018)

The most recent audit of the Port Phillip Planning Scheme was central to the commission of this study. The key recommendation of the Audit was for a municipal-wide approach to addressing neighbourhood character, to consider in line with the development of a new Housing Strategy.

In regard to local planning policy, the Audit recommended more comprehensive policy that incorporates preferred neighbourhood character statements into the Scheme as well as neighbourhood character objectives for particular areas. The Port Phillip Design Manual is currently used as a reference document and contains few preferred character statements.

The Port Phillip Planning Scheme has the most extensive and detailed heritage and built form controls in Melbourne, which work effectively to manage growth and retain its valued heritage character. However, evolving heritage criteria and development pressures have exposed gaps in the Scheme. An important takeaway from the Audit regarding built form, heritage and neighbourhood character, is to consider an alternative to 'contributory heritage places outside of the heritage overlay' as a designation to protect neighbourhood character.

Other recommendations included a more holistic urban design framework, strengthening and broadening the scope of heritage policy, updating aboriginal cultural heritage policy and clarifying built form controls.

The Audit's review of neighbourhood character revealed that the current policy framework is outdated and inconsistent, failing to have relevance to mixed-character neighbourhoods and diverse streetscapes. It cites how many areas lack preferred character statements too.

VCAT analysis identified 1) a lack of clear guidance, and 2) frequent disregard for the maximum residential height policy based on broader context and streetscape patterns.

Planning panel analysis noted the need for a more balanced approach to juggling protection of neighbourhood character with supporting growth in appropriate locations, and maintaining flexibility to support good design outcomes and lot diversity.

Ultimately, the current policy framework for neighbourhood character is working well to protect areas of heritage value and consistent character, but is less clear on areas of mixed character, and areas intended for higher growth.

#### 4.4.4 OTHER STRATEGIC DOCUMENTS

There are numerous other strategic documents which have limited connection to the scope of this project. Summaries of these strategic documents have not been included in the NCFP but they do provide some high-level guidance on built form and character.

Some of these documents include (but are not limited to):

- South Melbourne Central Structure Plan
- New Draft South Melbourne Structure Plan (in progress)
- Beacon Cove Neighbourhood Character Guidelines
- · Fishermans Bend Framework Plan
- Ormond Road Urban Design Guidelines
- St Kilda North Precinct Plan
- St Kilda Road South Urban Design and Land Use Framework Plan

# 4.5 NOTEWORTHY VCAT DECISIONS

This section will explore several important VCAT cases that focus on neighbourhood character in their discussion and decision.

The Tribunal has often stressed the importance of striking a balance between urban consolidation and respecting character. A well-known Port Phillip case is SMA Projects Pty Ltd v Port Phillip City Council (1999) VCAT 1312 2 VPR 270. This decision outlined two approaches to reconciling competing policy: firstly, to regard the subject site as located in an area where preferred character accommodated a variety of (evolving) medium density housing types; secondly, to make a judgement on achieving a net community benefit and sustainable development (as required of Clause 11 in the Planning Scheme).

Similarly, a recent Drossos v Port Phillip City Council (2021) VCAT 23 concerned a permit within St Kilda East to partially demolish an existing building and construct a rear addition within a Neighbourhood Residential Zone and Heritage Overlay. The objectors referred to character in terms of height and scale, as well as frequently combining the term with 'historic' or 'heritage values'. The Tribunal held that its decision, in relation to demolition and replacement of the dwelling, was not limited to heritage but included planning policy for 'urban consolidation, housing diversity, sustainable development and urban design'.

Another important VCAT decision for the CoPP concerns the Fasso v Port Phillip CC (2017) VCAT 1438. The Applicants for Review submitted that the proposal had an unacceptable impact on neighbouring amenity and that it should fail to qualify for a variation from the heritage overlay the dwelling is affected by. The Tribunal ruled for a permit for construction to be issued based on the existing application due to the context of the locality, The review site was located in a 'highly urbanised, residential context and consequently any consideration [of heritage and amenity impacts]... must be undertaken having regard to reasonable amenity expectations arising from the site's highly urbanised context'.

The surrounding neighbourhood context, and the proposal's similarity to other dwellings regarding site coverage, daylight and overshadowing, was also cited by the Tribunal to grant the permit despite its Clause 54 non-compliances.

In JBP Nominees Pty Ltd v Hobsons Bay City Council & Ors (2002) VCAT 1322, the Tribunal also referred to neighbourhood character whilst granting the issue of a permit. They stated that it encompasses more than the streetscape, instead concerning '... a broader conception which includes such elements as the siting of buildings, the spaces between them, the landscape character of the area and the way in which buildings are juxtaposed with open spaces.'

The Tribunal of The Consor Nominees Pty Ltd v Stonnington City Council (2002) VCAT 1303 contrastingly focussed principally on streetscape character in granting a permit for alterations to two existing dwellings and construction of a third, two-storey dwelling on land abutting a public street. The Tribunal pointed to the 'quality' of its character as well as the street's 'ability to absorb visual change'. The latter referring to the appearance of a streetscape from afar, as well as the fact that it was mainly used as a vehicular, rather than a pedestrian, route. This assumes that developments do not have to repeat existing street conditions to fit 'character' but should support the reality of how a street supports its neighbourhood.

Cases where neighbourhood character has instead been the fatal component of the application include Wilmoth v Stonnington City Council (2005) VCAT 209. The building design proposed was found to be 'bold, dominating ... inconsistent with the prevailing rhythm of its surroundings ... contrary to policies that seek outcomes that are respectful with neighbourhood character'.

A more recent relevant case is Jephcott v Port Phillip CC (2022) VCAT 769. The Tribunal found that (the third storey of the proposal) was not acceptable from a neighbourhood character perspective and failed to respond or impact reasonably on its adjoining neighbours. The proposal was located within a diverse streetscape of 'varied character' in Port Melbourne, where dwellings ranged from worker's cottages to more intensified 3-and-higher storey developments. The area was also designated for incremental growth. Nonetheless, the Tribunal agreed with the applicant that the height, scale and massing of the proposal was disproportionate to its lot size, overwhelming the balance of the street and resulting in 'visual bulk'.

In Reiger v Port Phillip City Council (2016) VCAT 726 the foremost question for the Tribunal was whether the proposal adequately responds to existing neighbourhood character. The Tribunal found that it inserted a 'new form' to the streetscape, but not to the detriment of character due to its 'recession' and 'simple presentation' alongside the 'modest form' of its immediate context.

Lastly, Mawson v Hobsons Bay City Council (2003) VCAT 2463 18 VPR 254 commented directly on the use of Neighbourhood Character Studies as a tool at panel. The Tribunal advised that it is reasonable to assess an application by judging it against the actual neighbourhood character rather than basing reliance (to an extent that is unduly subjective) on a current NCS.

In the Andrew Constructions Industries vs. Whitehouse City Council (2004) VCAT 2369 19 VPR 180, the Tribunal held that neighbourhood character studies were often generalised and covered wide areas that possessed a variety of characteristics.

Frequent terms used to describe character:

- Density
- Urban
- · 'Respectful' as diversity rather than repetition
- · Scale/form/citing/massing/volume/proportion
- · Architectural style/era
- · Visual outcome ('bulk' or improvement)
- · Landscaping
- Ambience
- Amenity

From these decisions we can deduct that this project's ensuing study should prioritise defining a future, flexible character. Many of the VCATs referred to 'neighbourhood character' as a means to describe local form, scale and facade. However, many Tribunals point to the need to see character as the sum of many parts of an area - including function, landscaping, rhythm, and change. The findings of this study should be able to be interpreted across evolving and varying contexts whilst principally supporting sustainable city growth by delivering quality design outcomes. Defining 'quality' will be important for achieving a flexible neighbourhood character, and the next section will look to discussions from the planning schemes of other municipalities around design quality, character and managing growth.

# 4.6 NEIGHBOURHOOD CHARACTER PLANNING POLICY: OTHER MUNICIPALITIES

This section provides a summary of neighbourhood character and related policy in other inner city Council's planning schemes, highlighting common themes that relate to character and design quality.

#### 4.6.1 BAYSIDE PLANNING SCHEME

In Bayside, residential growth is guided by the Residential Strategic Framework Plan set out in Clause 02.04. This Plan identifies housing growth areas, key focus residential growth areas, moderate and minimal residential growth areas to manage growth and meet future demands.

Clause 15.01-5L explains preferred neighbourhood character and applies to development in all residential zones, excluding land affected by a Neighbourhood Character Overlay or Significant Landscape Overlay.

Features of the clause that are relevant to this study include:

- A need for change around activity centres with regards to the desired future character of the area
- The retention of dwellings that contribute to the precinct's valued character
- Respecting the dominant building forms and scale in a precinct
- Avoiding visual dominance on streetscapes and adjacent from heritage buildings
- Building materials and finishes that complement the dominant pattern, a natural coastal setting and provide visual interest
- Open streetscapes and visual connection between buildings and streets

#### 4.6.2MORELAND PLANNING SCHEME

Clause 15.01-5L applies to minimal and incremental change areas identified in Moreland City Council's Housing Strategic Framework Plan. It requires new development to be assessed against neighbourhood character, under the following advice:

- Development should provide an appropriate transition in building height where an increase above the prevailing building height is proposed
- Development should create or enhance a landscape character by designing and integrating generous landscaping through the retention of existing canopy trees (where practical) and the planting of new canopy trees and vegetation

In relation to design quality for future development, the Clause sets out the following key strategies (of relevance), with emphasis on streetscapes and interfaces with public realm:

- Ensure site design, building frontages, design articulation and internal layout achieve a good interface with surveillance of the public realm, including maximising opportunities for active frontages
- Design development to contribute to a fine-grain urban structure reflecting an appropriate balance of open space to built-form
- Design development to contribute to a finegrain architectural expression with detailed street frontages
- Encourage development to contribute to the upgrade of existing streets adjoining the site and undergrounding of powerlines and other utilities
- Ensure landscape design improves aesthetic quality and amenity for occupants and the public realm by integrating development with the surrounding environment

#### 4.6.3 YARRA PLANNING SCHEME

The most recent policy in the Yarra Planning Scheme on neighbourhood character is Clause 21.08-2 - Burnley, Cremorne, South Richmond. The Clause cites the mixed-use character and diverse building types of the neighbourhoods; comprising of Victorian cottages, apartments and warehouse conversions intermingled with commercial and industrial uses. The Clause further breaks down the neighbourhoods into several precincts with different functions, opportunities, and built from character types, facilitating implementation of the built form strategies included in Clause 21.05.

Clause 21.05-3 identifies four structural elements and thirteen built form character types for future development to respond to, in areas that are not affected by a Heritage Overlay. In describing the characters, the Clause considers the visual impact of development scales on local topography, landscape types, building presence and the predominant natural features. It recognises the importance of different forms of development in maintaining the identified character. Focus is placed on the overall scale of development within the prevailing context and consistency in built form and landscape.

Clause 22.13 sets out residential built form policy for areas in a Residential 1 Zone that are not affected by a Heritage Overlay. It uses urban and suburban to categorise residential built form types, which respectively refers to uninterrupted terraced street frontages with little or no front setback and cottage front gardens with modest setbacks and small gaps between buildings. Policies for each character type are framed through garden character, front and side setbacks, building height, orientation and siting, front fencing, street frontages, backyards and landscape.

#### 4.6.4MELBOURNE PLANNING SCHEME

Key design excellence strategies of Clause 11.03, Planning for Places, consider the following:

- · Variation in built form typologies
- Variation in massing, building height, roof forms and staggering or offsetting of tower footprints

Built form and urban design strategies focus on the following:

- · Diversity of forms, typologies and architectural styles
- Breaking up buildings through various parapet heights and setbacks to provide variation in street facade
- Sympathetic new development that complements the architecture of the area and scale of the existing development
- The existing distinct character of the area, defined by street pattern, scale of development and landscape qualities
- · Attractive and interesting building façades
- Rich architectural detailing and avoiding blank walls
- · Tower spacing to provide for outlook and views
- Architectural interest to the skyline through variation and building detail
- Impacts of development on adjacent sensitive lands
- · Visual bulk and dominance

Clause 15.01-1L-04 sets out the overarching urban design strategies to protect iconic views and local landmarks through building siting, setbacks and responsive design. For lands outside the Capital City Zone, Clause 15.01-1L-05 seeks to ensure that the scale, siting, massing and buils of development complements the adjoining and nearby built form and relates to the prevailing patterns of height and scale of existing development in the surrounding area. It sets out strategies for building form, street level frontage activation, building articulation, service areas, building projections, visibility and safety and landscape as key guidance for building design.

# 4.7 BEST PRACTICE PLANNING **MECHANISMS**

#### INTRODUCTION

The Bayside Planning Scheme introduces Bayside Neighbourhood Character Review 2021 through the Planning Scheme Amendment C180, which seeks to ensure the provision of housing supply and diversity whilst respecting the local character. The Strategic Document reviews the neighbourhood character provisions in the Planning Scheme and identifies the emerging and preferred neighbourhood character for the municipality. In accordance with the strategic directions set out in Clause 02.03 and the identified Key or Moderate Residential Growth Areas in the Residential Strategic Framework Plan in Clause 02.04, the document is implemented through local policy in Clause 15.01-5L (Bayside Preferred Neighbourhood Character). This is translated into targeted zone schedules to provide more concise direction for assessment against character.

The proposed Yarra Planning Scheme Amendment C269 seeks to update existing policies and introduce four proposed housing change areas classifications, considering the neighbourhood or precinct characteristics, Clause 16 (Housing) will be amended to introduce the hierarchy of minimal, incremental, moderate, and high change areas for housing growth. Proposed Clause 16.02-2L (Location of Residential Development) includes character strategies for each housing change area which prompt consideration of neighbourhood character when assessing development proposals.

# **ENVIRONMENTALLY SUSTAINABLE** DESIGN (ESD)

# 4.7.1 PLANNING SCHEME AMENDMENT C376: SUSTAINABLE BUILDING DESIGN

In response to the emerging climate emergency, the City of Melbourne's Planning Scheme Amendment C376 seeks to introduce new planning policy and controls to ensure future development on all land achieves best practice in ESD. The amendment proposes to make changes to the city's Municipal Planning Strategy (MPS), local clauses under the Planning and Policy Framework (PPF), existing schedules to Capital City Zone and Docklands Zone, and to apply a new DDO Schedule 73 to the selected areas.

The changes to local policy that apply to all development involves setting out new objectives and strategies in relation to biodiversity protection. water sensitive urban design (WSUD), mitigation of greenhouse gas emissions, maximising the use of sustainable transport and reducing private vehicle usage.

In line with these new ESD objectives and strategies, the new DDO73 requires application of the Green Factor Tool to assist development in measuring and assessing its green infrastructure. The output of the tool is the Green Factor Scorecard which provides key information about the overall Green Factor score, area calculations and ecosystem outcomes. DDO73 also specifies preferred standards and mandatory minimum standards for ESD, energy efficiency and renewables, waste and resource recovery, urban heat island response, urban ecology, and integrated water management.

The purposes of these new planning rules includes the following

- · Improving energy and water efficiency,
- Increasing the uptake of renewable energy.
- · Encouraging more greenery on roofs and walls,
- · Increasing the number of new trees,
- Cutting back on waste generation,
- · Encouraging a less car dependent transport system
- · Increasing electric vehicle infrastructure and bike

By applying these objectives into building design, the city will benefit from reduced urban heat island effect, resource recovery, positive impacts on emissions, and offering more attractive, environmentally friendly, liveable and resilient built environment for the broader

#### 4.7.2 ELEVATING ESD TARGETS PROJECT

The CoPP is also in the process of creating a planning scheme amendment which introduces a new Particular Provision on ESD requirements and changes to local policy. While no new permit triggers are proposed through this amendment, the new Particular Provision will facilitate clearer and more precise development outcomes by addressing the key thematic categories of operation energy, embodied carbon, sustainable transport, integrated water management, climate resilience, green infrastructure, indoor environment quality, waste and resource recovery. The Clause identifies the types of planning application it applies to, and requires that these applications must meet all the objectives and should meet all the standards or performance measures specified.

On 21 July 2022, a significant step was taken by 24 councils, including Port Phillip, as they jointly lodged a planning scheme amendment with the State Government. This amendment aims to introduce robust planning policies that prioritize sustainability for new buildings and promote the transition towards achieving net-zero carbon development. It is an important initiative that reflects a collective commitment to address environmental concerns.

In March 2023, the Council Alliance for a Sustainable Built Environment (CASBE) reached out again to the newly appointed Minister for Planning, Sonia Kilkenny MP, to continue the discussion on the Elevating Environmentally Suitable Design (ESD) Targets project. The purpose was to establish clear timelines for the amendment's progression and explore opportunities for collaboration between state and local government regarding sustainability in planning. Council officers believe that it is essential to set a specific timeline for this project. Council officers are strongly advocating for timely consideration and approval of this amendment.

The proposed changes in ESD requirements are crucial for enhancing the energy and water efficiency of new buildings, as well as the overall performance of new subdivisions. By making buildings more energy efficient, these modifications would effectively reduce household bills. Moreover, they would create a healthier and more comfortable environment for the occupants of these buildings.

The State Government should also prioritise investigating methods to support residents in enhancing the thermal comfort and air quality within their existing homes. To achieve this, it is crucial to ensure that the planning framework actively helps and encourages these retrofitting measures, rather than creating obstacles that hinder adaptation efforts.

# 4.7.3 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT OF BUILDINGS AND SUBDIVISIONS

The Victorian State Government's ESD roadmap is a proposed strategy of changes to Victoria's planning system to improve the sustainability of building and subdivision development across the state. It supports actions from the Metropolitan Strategy, Plan Melbourne 2017-2050 and responds directly to the pressures of urban growth and imminent threat posed by climate

Some of the key objectives outlined within the roadmap include; improving ease and efficiency of recycling, cooling down new development's and the urban environment, facilitating active and sustainable transport choices, reducing exposure to noise and air pollution, improving building energy efficiency and supporting the transition to a low emission future, enhancing the role of planning in stormwater management and efficient water usage, and strengthening ESD considerations for commercial and industrial developments.

#### 4.8 SUMMARY

Multiple planning provisions are available to the CoPP to support the assessment of neighbourhood character for residential development. The Port Phillip Planning Scheme makes frequent use of the term neighbourhood character. This includes, but is not limited to:

- Local planning policy, particularly application of the clauses discussed in this literature review.
- Residential Framework Plans, Structure Plans and Urban Design Frameworks, such as the future South Melbourne Structure Plan, The South Melbourne Urban Design Framework and those relating to activity centres such as Carlisle Street.
- The Neighbourhood Character Overlay (NCO). These can be applied as follows:
- When the proposed area exhibits specified characteristics that need to be protected or changed to achieve a preferred character.
- If the area requires a specific approach to character as compared to the rest of the municipality.
- When the application of local policy, the planning scheme, or the residential schedule will not satisfy the neighbourhood character objectives for the area.
- When a character study has demonstrated the physical aspects of character in the area require an NCO.
- If the application of the NCO is supported by community consultation.
- The Design & Development Overlay (DDO). The DDO has a number of different purposes, but Council can use a DDO to promote specific urban design outcomes for a particular site or area. DDOs can require and control detailed design guidelines for consideration in an area.
- The Heritage Overlay (HO). The PPN90 stresses the importance of understanding the differences between neighbourhood character and heritage. The HO should only be used where the objective is to conserve the existing building/(s) and should not be applied in the same area as an NCO. However, heritage descriptions may contribute to the neighbourhood character of an area and be worth protecting to this end.
- Rescode provisions (Clause 54, 55, 56, 58)

This project will allow Council to establish different residential development guidance relating to character.

Some of the potential tools available to the CoPP to implement the findings of this study include:

- Incorporating wording and/or plans from this document into relevant planning scheme clauses. The findings of this NCFP could be added to Clause 15.01-5L as both general strategies for 'All Areas' or more place-specific quidance.
- Incorporating wording and recommendations from this document into future zone schedules. This content could form zone schedule objectives or schedule control variations.
- Amending the planning scheme to make this NCFP either a referenced or incorporated document.
- Appending the character findings of this document to the existing Port Phillip Design Manual and removing any existing character work which covers the same study areas.

A short commentary has been provided on how the findings of this study could be implemented in the planning scheme in Part 2. Given most of the findings of this study are general in nature and adapt to a variety of different underlying zones, it may make most sense to add the relevant content to Clause 15 to ensure its recommendations are considered where relevant.

According to PPN28, the purpose of a neighbourhood character study is to identify and then support actions to achieve good development outcomes in both the public and private realms. This background research has exemplified the scope of character as a loosely defined but evocative term. The intention of this study is therefore to guide the full potential of future preferred character as a positive and progressive force for development within the CoPP.

Neighbourhood Character Study







ASSESSING EXISTING CHARACTER



Part 2: Assessing Existing Character 25

# 5.0 WHAT IS NEIGHBOURHOOD CHARACTER?

# 5.1 DEFINING NEIGHBOURHOOD CHARACTER

Neighbourhood character is a neutral description of physical elements that contribute to a neighbourhood's "sense of place and community meaning" (PPN43). Character is not the same as attractiveness. All neighbourhoods - even unattractive ones - have character, just as all places have a physical identity.

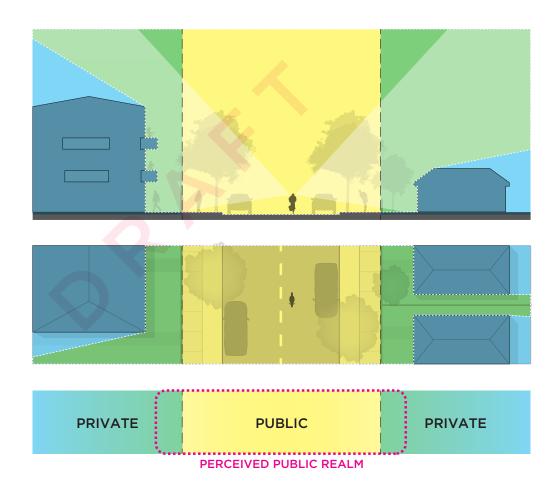
This study aims to provide a way of assessing and quantifying the tangible components of streetscapes that contribute to neighbourhood character.

Descriptions of character can often be imprecise and subjective, so this study aims use an empirical assessment tool to illustrate which parts of the streetscape are contributing to the perceived character of a neighbourhood.

The NCFP will be an important planning document to provide a framework to guide residential development, with a focus on identifying the preferred character of the CoPP's residential areas where no specific built form and/or heritage controls currently apply.

The State Government's Planning Practice Notes (PPN) also help to guide neighbourhood character's influence on new development. PPN43: *Understanding neighbourhood character* describes neighbourhood character describes neighbourhood

"Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character."



# 5.2 HOW CAN WE ASSESS CHARACTER ELEMENTS?

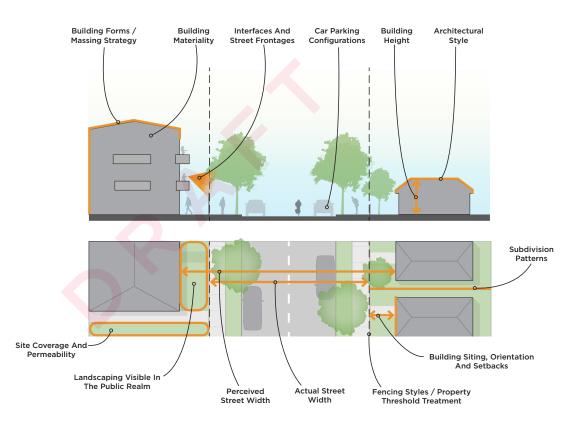
Some of the most common physical attributes that define neighbourhood character are identified in the following diagrams. These elements are a condensed list of those described in PPN43. The selection of those elements takes into consideration how character guidance can be implemented through zone schedule controls.

It is important to note that this list is not exhaustive and every neighbourhood has its own characteristics. When assessing neighbourhood character, the assessor must consider the unique attributes of every neighbourhood and describe them without bias before deciding on their contribution to neighbourhood character. As stated in PPN43; "a 'tick-a-box' approach (instead of) identifying the features and characteristics of the neighbourhood is not sufficient".

These streetscape elements informed a large part of the assessment matrix developed for use in this study. The matrix breaks assessment into four categories; urban fabric, built form, landscape and safety. A summary of the assessment matrix is presented in Section 5.0.

The elements listed on the adjacent diagram summarise the traditional components of neighbourhood character. They include architectural era, style, form and scale, as well as car parking, street setbacks, fencing, landscaping and street structure.

These character elements will be used to assess the existing character of key neighbourhoods in Section 7.0 and explore future character in Part 3.



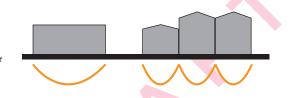
# 5.3 ELEMENTS OF NEIGHBOURHOOD CHARACTER



#### **Subdivision Patterns**

A subdivision pattern is a pattern that is formed by the distribution of land into plots for sale. A fine-grained subdivision pattern is a pattern of narrow, smaller lots, while a coarse-grained subdivision pattern is formed by larger lots

The arrangement of lots, streets, and open spaces, whether in a grid or curvilinear pattern, directly shapes the overall aesthetics and functionality of the area. Density and design considerations, such as walkability and green spaces, play crucial roles in fostering community interaction and enhancing the liveability of the neighbourhood.





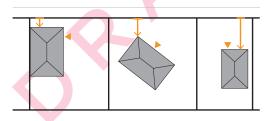


#### **Building Siting, Orientation and Setbacks**

Building siting is the location of the building on its property.

Building orientation is the way in which that building is positioned, often in terms of its relation to the street direction.

Building setbacks are the distance that a building is constructed from its boundaries, generally broken into front setbacks - the setback from the street - and side setbacks - the setback distance from neighbouring property boundaries.





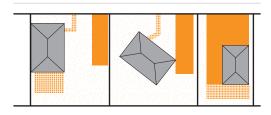


#### Site Coverage and Permeability

Site coverage is the area of a property that is covered by an existing or proposed building, car port, shed or garage - any roofed structure.

Permeability is the area of the site that is covered by a material that allows water to flow through it. Permeability has a huge impact on the stormwater runoff within neighbourhoods.

Site coverage and permeability controls are also interlinked with landscaping. Meaningul landscaping requires deeper soil areas where water can seep down to root zones. Increasing permeable surfaces is one way to encourage this.



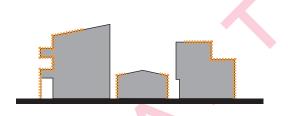




# **Building Forms / Massing Strategy**

Building form describes the shape and configuration of a building. It is a high level description that describes only geometry, not material or style.

Building massing is another form of description for the overall configuration of a building. It describes the shape or mass formed by the way a building is configured on its site.





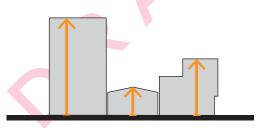


#### **Building Height**

Building height quite simply refers to the height of an area's buildings and any patterns, consistencies or inconsistencies that may be formed.

Well-planned height variations contribute to a visually interesting skyline whereas matching building heights to the context of the street can foster a cohesive and harmonious streetscape.

Consideration of the impact that building heights have on sunlight access and shadows to public spaces can ensure that buildings enhance the character of the area. This can also help create a distinctive and appealing urban landscape.

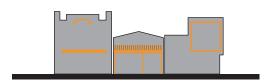






# **Architecture Styles**

An architectural style is a set of building characteristics or features that make it notable or historically identifiable. This character element focusses on describing building features that can be readily associated with a stylistic movement or era.



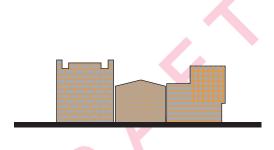




# **Building Materiality**

Building materiality is an important character element that extends far beyond just aesthetics. Along with building forms, material choices can emphasise or de-emphasise certain elements and impact perceived scale, or dominance of features. For example, the use of timber can make the architecture more approachable and harmonious with the surrounding landscape, compared with steel and glass that might contrast instead.

Material choices can also reference palettes found in the natural landscapes (i.e. sandstone or coastal coloured renders) or materials which reference the surrounding built form or character of the area (i.e. brick, corrugated steel).







# Landscaping Visible from the Public Realm

Similar to a building's materiality, visible landscaping is a crucial component in establishing a neighbourhood's character. Landscaping can refer to front gardens, side gardens, rear gardens where they are visible, as well as green walls on building facades, balcony planting and roof gardens.

Well-designed and maintained private gardens and green spaces contribute to a visually appealing and inviting atmosphere for the community. Larger amounts of landscaping and tree canopy can have positive environmental impacts, such as reducing urban heat island, providing habitats for fauna and shading streetscapes.

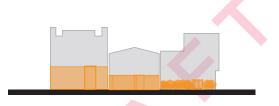






#### Fencing Styles / Property Threshold Treatments

Property threshold treatments are the elements that define the extent of the property and differentiate between public, communal and private spaces. Front fences - the most commonly assessed form of property threshold treatment - can influence a neighbourhood's character through their height, permeability, materiality and placement along the boundary.







#### Interfaces and Street Frontages

Interfaces and street frontages shape neighbourhood character through architectural harmony, proper scale, a mix of land uses, and diverse styles.

Pedestrian-friendly elements, green spaces, historical features, and welldesigned street furniture contribute to an authentic neighbourhood identity. Façade design and building functionality can further add to the overall activation of the street frontage. Features such as abundant windows from habitable rooms to the public realm, balcony's, trafficked common areas, mixed use developments and frequent pedestrian access points are all important to activation.







#### **Car Parking Configuration**

The configuration of car parking can influence the perceived character of an area in many ways. For example, a car port may dominate the street frontage of a building whilst rear access lane way parking remains invisible from the front of the building. On-street car parking can visually dominate a streetscape and become part of its character.





# 6.0 CHARACTER ASSESSMENT

# 6.1 CHARACTER ASSESSMENT METHODOLOGY

This Neighbourhood Character Framework Plan employed a methodology for assessing the existing neighbourhood character across the CoPP that is comprised of three forms of analysis: a background literature review, desktop analysis, and on-site field analysis using an assessment matrix. These different forms of neighbourhood character assessment give cohesive insight – both qualitative and quantitative – into the complex and varied characters of the neighbourhoods of the CoPP.

This chapter gives a summary of the methodology used to assess existing neighbourhood character and provides a concise summary of the role of each form of character analysis. The character assessment findings are presented in Chapter 7.0.

#### Literature Review

An initial review of the local planning policy, statutory context and other relevant reports gives an indication of prevailing aspects of character within the CoPP, revealing a strong focus on eras of development. Analysis of other Council policies also gives insight into the overarching aims of the CoPP's future development which may influence character, such as Council's commitment to diversity and sustainability to deal with the future challenges associated with climate change and population increase.

A study of a number of Victorian, Civil and Administrative Tribunal (VCAT) was also undertaken to better understand how neighbourhood character is used in practice, how the term sits within the context of other built form considerations, and how the Tribunal responds to it. This provided insight into its significance as a tool within the planning scheme and its current shortcomings in achieving Council's preferred outcomes.

#### **Desktop Analysis**

Desktop analysis provided a high-level review of the general attributes of the private and public realms of the COPP's neighbourhoods based on common urban design analysis techniques. Our desktop analysis utilised QGIS and Google Earth to assess morphology, subdivision, setbacks, average lot size, site coverage, general street orientation, architectural eras, built form heights, landscape and carparking within these neighbourhoods (focussing on residential areas unprotected by existing heritage and design overlays). This desktop analysis and assessment could then inform the on-site survey process.

Other contextual aspects of the neighbourhoods that were reviewed include the existing zoning plan, overlays and the language used to describe built form and character in the overlays abutting this project's focus area. This informed the preparation of questions for the site survey assessment matrix.

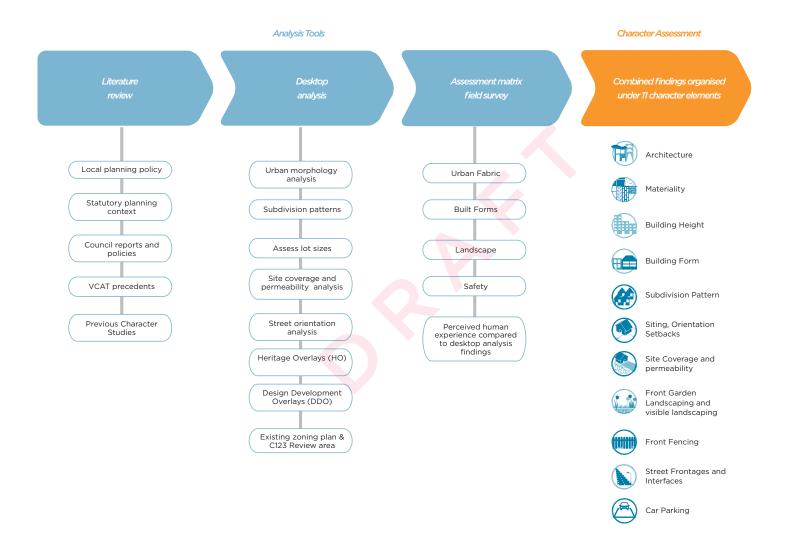
#### Assessment Matrix Field Survey

A key aim of this study was to develop an assessment matrix that can be used for surveying streetscapes within the CoPP to neutrally quantify and assess the individual elements that contribute to neighbourhood character.

The questions that make up the neighbourhood character assessment matrix were developed through the background literature review and desktop analysis process, as well as by incorporating Council's in-depth knowledge of the study focus areas and awareness of the shortcomings of neighbourhood character as a planning tool.

The field survey was completed with both on-site analysis and follow-up computer measurements to ensure accuracy. The follow-up computer analysis involved a combination of GGIS and Lightroom, which tracked our walking route with geo-located photos (further details of the survey are included in Appendix).

The aim of the assessment matrix tool is to empirically capture 'character' through an objective lens by quantifying individual, small-scale elements that contribute to a large-scale picture of neighbourhood character.

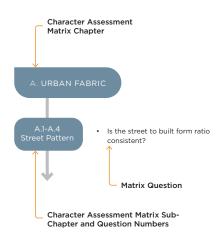


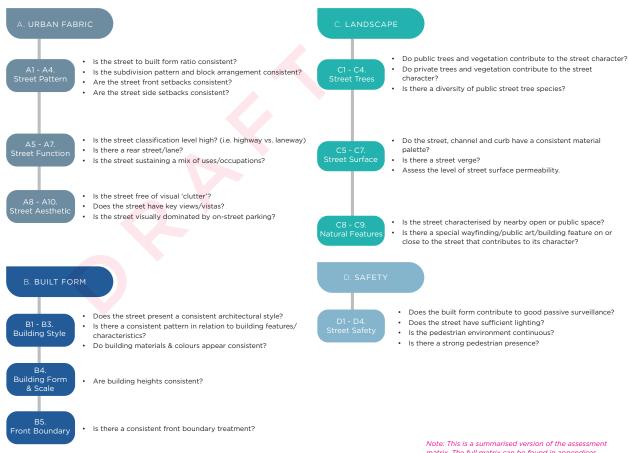
# **6.2 ASSESSMENT MATRIX STREET SURVEY SUMMARY**

After defining the key character elements using PPN43 in combination with the end controls required by Zone schedules, we developed a comprehensive assessment matrix. A summary of some of the key assessment categories and questions are shown in the adjacent diagram.

Note that this is not the full set of questions, but rather a sample to illustrate the sorts of information that was assessed. The full matrix is contained in the appendices.

The goal is to identify areas of consistent (or inconsistent) character elements. In our assessment streets were assigned a number and evaluated against the matrix criteria and each other. The findings of this survey will be considered in combination with the literature review and desktop study in order to provide future character guidance.





matrix. The full matrix can be found in appendices.

Neighbourhood Character Study



# 7.0 KEY ASSESSMENT FINDINGS

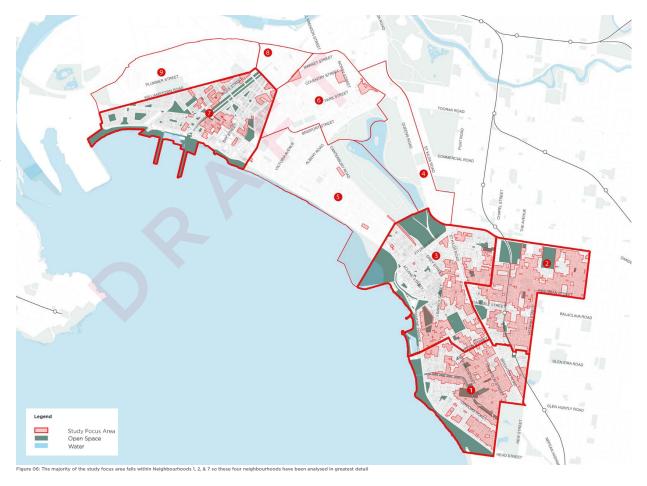
# 7.1 FOCUS NEIGHBOURHOODS

Given that the majority of the study focus area is contained within four of the nine neighbourhoods. Neighbourhoods 1, 2, 3 and 7 - we have focussed on analysing these four neighbourhoods in greatest detail. The following pages present a condensed analysis of these four neighbourhoods; describing their existing conditions, existing character elements and assessment matrix findings.

The audit process and extrapolated results revealed significant inconsistencies across the study focus areas with regard to the traditional components of character; architectural era, style, form and scale, as well as street setbacks, fencing, landscaping and rhythm. The full body of analysis work relating to all nine neighbourhoods can be found in the appendices. The raw data taken from the audit process is contained in separate spreadsheets.

Note that our study focus area has included some industrial-zoned areas - along City Road in South Melbourne and William Street precinct in Balaclava. Given that these locations will not be used for housing they have been excluded from our future character typologies in Part 3.





#### 7.2 ASSESSMENT LOCATIONS

The character assessment matrix was used to conduct a street-by-street audit of the study focus area. The study focus area was assessed in person, with further detailed desktop analysis complementing the audit after initial site visits. This approach allowed assessment at multiple scales and vantage points, with some matrix questions best answered through aerial desktop analysis.

The audit process intertwines the experience of a place with measurable analysis of its features using QGIS, Adobe Lightroom and Google Earth.

The locations assessed were within the previously identified study focus areas, and were further guided by streets recommended by Council in the Problems & Opportunities Workshop. The Workshop identified examples of streets believed to demonstrate strong existing character, as well as some that were felt to have weak or less valued character.

The key findings of the audit and desktop analysis are summarised in the next chapter. The full set of audit results data is contained in a separate set of embedded spreadsheets.

Note that, given it was not possible to assess every street within the focus area, some of the heat maps produced from the audit process show gaps. We have tried to evenly cover the vast majority of the focus area during assessment.

The following on-site assessments took place in January, 2023.

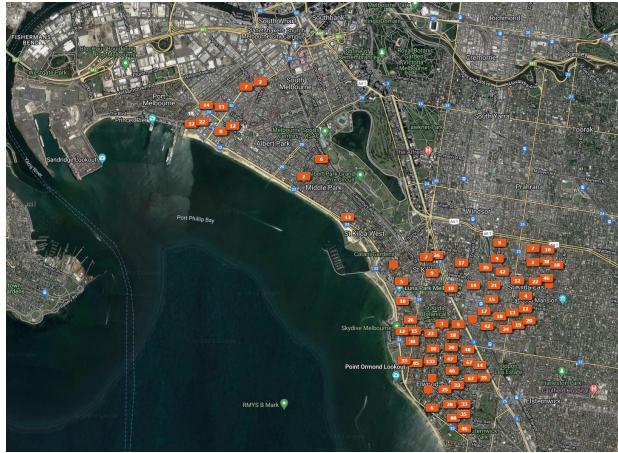


Figure 07: Site photos were documented with their coordinates and uploaded into Photoshop Lightroom for reference off-site. This map shows the location of all site photos taken during the assessment process.

#### 7.3 NEIGHBOURHOOD 1: ELWOOD & RIPPONLEA



#### CHARACTER FINDINGS SUMMARY

Elwood and Ripponlea are known for their suburban setting and 'leafiness' - wide streets and setbacks, flanked by plane trees. Much of the precinct is covered by a Heritage Overlay owing to developments dating from the 1850s, although substantial growth began in the early 1900s, as well as through the inter-war and post-war periods. Fence lines are usually medium to low and visually semi-permeable. Rear laneways enhance the pedestrian boulevard experience by allowing vehicle access points to be located to the rear of properties. The canal and coastline of Elwood are also important aspects of its 'village' character.

Dwelling eras are mixed across the study focus area, alongside lot sizes and configurations. Some singlestorey Victorian and Edwardian dwellings remain, but the Californian bungalow is most prominent. Particular to the area are interspersed inter and post-war walk-up apartment blocks, the most recognisable of which are built in the Art-Deco style. Storeys range from 1-2 for single-residences, and up to 4 storey apartments.

Redevelopment and contemporary infill projects have not detracted from this neighbourhood's spacious, leafy character due to larger lot sizes, established gardens and mature public street trees.

Character Element	Commentary of Existing Character Observations
Architecture	Predominantly inter-war, including many interpretations of the Californian bungalow, as well as distinctive Art Deco walk-up apartment blocks and contemporary infill. Victorian, Edwardian and Tudor Revival also feature within the neighbourhood.
Materiality	Most common for the older building types are red and cream brick, terracotta tiles, and timber detailing. Spanish Mission flats are characterised by stucco finishing, with Art Deco buildings rendered brick. Modern infill developments use more modern materials such as rendered walls, steel, and larger expanses of glazing.
Building Height	This area predominantly features 1-2 storey detached single dwellings interspersed by pockets of 3-4 storey flats.  Modern infill generally does not rise above 3 storeys as the mandatory height of the GRZ, with some examples of taller buildings.
Building Form	Single dwellings are detached with wide forms. Walk-up flats are generally orthogonal, cubic masses, with flat façades and flat roofs. Both hip and gable roofs are present, and low-sloped pitched roofs are distinctive.
Subdivision Pattern	Street structure is predominantly medium or coarse 'grain' in relation to a 15m average lot width, ranging from 8 - 20m and 442m2 lot area. The street-built form ratio is typically between 1:15 - 1:3. However, some wider streets retain an 'enclosed' feeling through mature and consistent tree planting.
Siting, Orientation Setbacks	Buildings generally sited towards the street except for occasional units that face internal courtyards. Generally the California bungalows and post-war apartment blocks have the largest setbacks, from 7m upwards. The cottages and modern infill have generally smaller front setbacks. Side-setbacks are closer, generally up to 3m, and might include a driveway.
Site Coverage and permeability	This area generally has low site coverage and higher permeability compared to other areas in the municipality due to large setbacks and prominent landscaping.
Front Garden Landscaping and visible landscaping	The area has a leafy appearance due to stronger presence of trees and more established vegetation in front gardens. Inter and post-war apartment blocks are unlikely to have front gardens. Planted verges and walking tracks along canal/creek and park edge also contribute towards the broader perceived leafy impression.
Front Fencing	Fences ranging from low-lying, brick/concrete walls (under 1m) to 1.6m semi-permeable timber paling or picket fencing. Generally, the fencing contributes towards relatively clear delineation between public and private land.
Street Frontages and Interfaces	Most buildings have their primary interface with a street. Many dwellings have secondary interfaces with 3-4m wide rear or side laneways. These laneways are often used for vehicles to access car parking at the rear of lots, or gates for pedestrians. These laneways feature limited passive surveillance from windows of buildings or views in and out of gardens.
Car Parking	Mid to late-20th Century apartment developments in this area generally have undercroft parking. Car parking is generally provided within the front or side setback in older dwellings and behind the building line for modern infill. Generally, angle and parallel parking is featured on the streets.



# DESKTOP ANALYSIS

HO  HO7 - St Kilda, Elwood, Balaclava, Ripponlea & HO8 - Elwood-Glen Huntly Rd, Ormond Rd:  **Architectural diversity - late Victorian, Federation and Interwar  HO8 - Elwood-Glen Huntly Rd, Ormond Rd:  **Historical significance for the mid-late 19th century mansions	
Victorian, Federation and Interwar  HO8 - Elwood-Glen Huntly Rd, Ormond Rd:  • Historical significance for the mid-late 19th century mansions	
Ormond Rd:  • Historical significance for the mid-late 19th century mansions	
mid-late 19th century mansions	
and villas; aesthetic significance in the fine and relatively intact early 20th century and inter- war housing and flats, with Edwardian-era villas and early bungalow designs;	
HO318 - Brighton Rd (Elwood):	
Aesthetic Significance: tree-lined Arts & Crafts, Garden Suburb Movement	d,
HO403 - Addison Street/Milton Street (Elwood):	
<ul> <li>Asymmetrical composition, terracotta tiled roofs, red brickwork, rendered banding, ba windows, verandahs or porches, ornamental timberwork</li> </ul>	У
HO 404 - Byron Street/Mason Avenue (Elwood):	
Grand bichromatic brick villas, humbler timber	
DDO Schedule 7 • Natural and recreational asset (Marine Parade	
and Ormond • Low-rise residential developmen	t
• Elwood foreshore and environs	
DDO - Schedule 10 (Port Phillip Coastal Area) • Existing beaches and natural beauty of the Port Phillip Bay coastal area	
DDO - Schedule 18 (Elwood buildings and renovations Neighbourhood	
Activity Centres and Adjoining - Historic, distinctive residential areas	
Residential Land) • Sense of openness, sky views an	d
solar access	

**Key Character Terms:** Historic, architectural diversity, articulated, attractive and detailed façades

Morphology	Formal, traditional block layout (some perimeter block - orienting to open space amenity)
Streetscape	Subdivision:
Qualities	Consistent, fine-to-medium grain
	Includes 3-4m laneways
	Overall strong public/private delineation
	Regular streetscape rhythm
	Average Lot Size:
	• 442m²
	Average Setbacks:
	Within study focus area:
	• 3-7m
	Outside study focus area:
	• 3-6m
	General street orientation:
	Majority E-W
	Some N-S
Architectural	Edwardian cottage
Eras/Styles	Victorian mansion
	Inter-war apartments
Built Form	Typical Number of Storeys:
	1-2 (single residence)
	2-4 (apartments)
	Average Site Coverage:
	• 50.6%
Landscape &	Common Street Trees: Plane, Myrtle
Ambience	Open Space: Strong amenity and connection to beach-front/canal
	Ambience: leafy, suburban, beach- side
Car Parking & Vehicle Access	Mixture of on-street and some on-site (front car-port/apartment court)

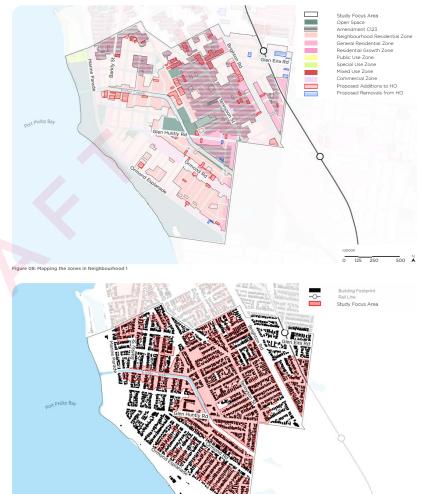


Figure 09: The urban morphology of Neighbourhood 1

HO: Heritage Overlay

\*\*DDO: Design and Development Overlay

#### STREET SURVEY KEY FINDINGS

Some of the matrix assessment findings are presented here as 'heat maps' as they are representative of Neighbourhood 1.





Is there a consistent front boundary treatment?

Neighbourhood 1 generally has inconsistent front boundary treatments (shown in red). This means the fences of the neighbourhood vary in style - appearance and material - height and visual permeability. This may be expected given the variety of architectural styles and eras in the neighbourhood.

Development facing the train line tends to have a higher level of consistency, due to the need to provide privacy and noise attenuation measures. There seems to be a correlation between more consistent front boundary treatments and shorter setbacks (shown on the setbacks map to the right). These streets are fairly consistent rows of Edwardian cottages or newer 2-3 storey apartment blocks - indicating that architectural consistency results in consistent front boundary treatment.

As it was not possible to assess every street within the focus area we have tried to evenly cover the focus area during our assessment process.





The second of th

This map measures the extent to which private trees - the trees in people's gardens - contribute to the character of the streets in this neighbourhood. Public street trees are also mapped to show overall canopy cover.

Generally there is a consistent and high presence of public and private trees in the neighbourhood, explaining the public image of Elwood's leafy street corridors. As can be seen in this map when compared to maps of the same data in other neighbourhoods, Elwood's private tree contribution is extremely high. Development areas with larger setbacks (shown on the setbacks map to the right) tend to loosely correlate with higher levels of contribution from trees in the private realm, however the extensive public tree canopy suggests front gardens might focus more on shrubs and under storey planting than trees.





Across the neighbourhood, front setbacks are generally small to medium in length (3-7m). Larger setbacks were recorded where properties interact with the train line

Overall, however, consistency is sporadic - shown by lighter shades of all three colours. High consistency is evident in a handful of streets, primarily where there are small setbacks (dark red).

#### NEIGHBOURHOOD IMAGES

Whilst the desktop study and matrix assessment provide some clear insights towards the emerging character elements in each neighbourhood, some character aspects are more intangible and are the product of several overlapping spatial elements.

The images to the right showcase some of the main features and character elements across this neighbourhood, as well as give some insight into the resulting character traits which are less tangible



Green corridors formed by street trees are a defining element of the character, that can be accentuated by the private realm built form character.



Post-war brick apartments are very common throughout, with low front fencing that allows vegetation to be seen.



Spanish Mission & Art Deco apartments are highly valued elements of the existing character.



Visible vegetation, red brick & terracotta materiality and sloped gable roofs are prominent.

#### 7.4 NEIGHBOURHOOD 2: BALACLAVA & ST KILDA EAST



#### CHARACTER FINDINGS SUMMARY

Neighbourhood 2 (Balaclava and St Kilda East) is characterised by its eclectic mix of architecture - mixing many eras and styles. This area includes a higher number of denser housing typologies, particularly post-war walk-up flats. Preserved heritage streetscapes include rows of Edwardian cottages, large Victorian detached and semi-detached dwellings. Non-residential streets include the Edwardian 'Arts & Crafts' style.

There is a mix of lot sizes and configurations which creates varying streetscapes and dwelling forms. However, the western part of the neighbourhood (west of Hotham Rd) has smaller setbacks and more finegrained subdivision, which changes the character. An important facet of the area's character is also the cultural diversity of its residents, resulting in religious institutions punctuating the streetscapes and periods where the footpaths are busy with pedestrians.

Cnarac	ter Element	Commentary of Existing Character Observations
<b>H</b>	Architecture	Predominantly Victorian cottages, Edwardian, 'Arts & Crafts' and Californian-style bungalows as well as many inter and post-war walk-up apartment blocks. Modern infill and apartments are also frequent, sometimes exhibiting unnecessary period reproduction.
	Materiality	Predominant materials for the area include red or cream brick, some render and weatherboard cladding. On larger lots, there is often extensive amounts of concrete used for hardscaping.
	Building Height	3-4 storey multi-dwelling developments (apartments & flats) are very common, especially facing onto major roads. Single storey cottages bungalows are also common, especially within smaller residential streets.
	Building Form	Victorian/Edwardian/Arts & Crafts bungalows range from narrow to wider forms. Inter-war multi-residential blocks are usually boxy walk-ups sited perpendicular to the street. Gable and hip roofs are common for bungalows and cottages, whereas the pockets of modern infill have varied forms and roof styles.
	Subdivision Pattern	Street structure is predominantly medium 'grain', lot width averages 12-15 but many streets include both narrower (4-7m) and larger (18-30m) examples. The average lot area is 452m2. The street-built form ratio is typically between 1:15 - 1:3, due to 15-20m average street widths and many 3-storey buildings.
	Siting, Orientation Setbacks	Apartments are sited perpendicular to the street, emphasised through flat, prominent façades. Front setbacks are typically between 3-7m. Side-setbacks are closer, up to 3m, and might include a driveway. Areas of smaller front setbacks (less than 3m) also tend to be coupled with a high fence line which minimises positive contribution to street greenery from private vegetation.
	Site Coverage and permeability	There are extensive concrete driveways and hardscaping around apartments which reduces overall permeability in this area, despite many streets with single dwellings that have front gardens.
	Front Garden Landscaping and visible landscaping	Streets with fewer modern dwellings tend to have more established, mature front landscaping. Many front gardens make an important contribution to character through mature tree diversity, but this is inconsistent both between and within streets. Large lots often maximise hardscapes and garagescapes to the detriment of the effect of greenery from other front gardens.
	Front Fencing	Fence lines and treatment vary considerably, from 0.5m height to 2m height fronting thoroughfare roads. Typical fence line treatments are brick and timber paling on original dwellings and steel on modern buildings. Many fences, particularly on narrower streets, are overly high and solid.
	Street Frontages and Interfaces	This area includes many examples of 'mews'/enclosed streets. Whilst there are many laneways, there are limited access points to laneways and many of which do not feel visually accessible from adjoining streets.
	Car Parking	Occupants of original single/attached dwellings often park their vehicles within the front setback. Many modern dwellings include garages behind the building line, and attached dwellings often utilise double-fronted driveways. Multi-residential blocks utilise undercroft or at-grade parking within front or side setback.
	•	



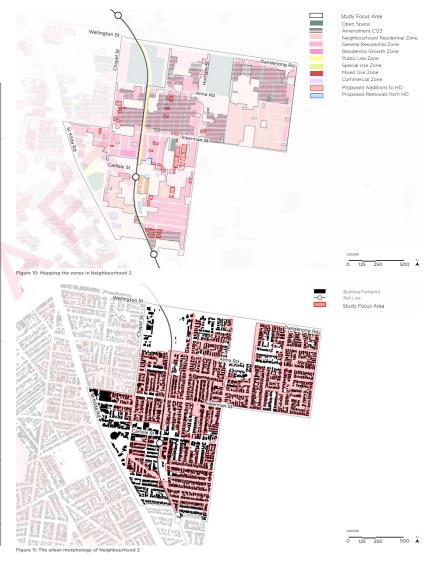
# DESKTOP ANALYSIS

Key Character Terms: Bungalows, fine grain, semidetached housing

но	HO6 - St Kilda East:
	Historic significance: migration, transport, settlement, education and way of life
	HO386 - Godfrey Avenue/Raglan Street (St Kilda East) & HO387 - Hammerdale Avenue (St Kilda East):
	Fine, intact streetscape of modest semi-detached housing, asymmetrical composition, face red brickwork, curved bay windows and verandahs, ornamental timber work
	HO391 - Murchison Street & Wavenhoe Avenue (St Kilda East):
	Bluestone gutters to the street, wide nature strips and mature street trees
	HO392 - Orange Grove (St Kilda East):
	Bungalows - face brickwork, terracotta tiled roofs and distinctive broad verandahs
DDO - Schedule 21 (Carlisle Street	Fine-grain and human scale of the traditional shopping strip
Major Activity Centre)	Hard-edged built form alignment to the street
	The fine-grain grid pattern of streets
	Sense of arrival to the Activity Centre for 'corner' and 'entry' sites
	Urban art that expresses the identity and cultural heritage
	Passive surveillance and solar access to the public realm
	Clearly visible pedestrian entries to the public realm
DDO - Schedule 35 (St Kilda Rd	Mixed residential and commercial character of Wellington Street
- Wellington Street)	Human scale and 'village feel' of Wellington Street

	enclosed blocks
	Irregularities in the grid enhance street interactions & more complex interfaces
Streetscape	Subdivision:
Qualities	Inconsistent, fine-grain
	Includes 'mews'/enclosed streets; blurred public-private delineation
	Mix of block and perimeter-block layout
	Average Lot Size
	• 452m²
	Average Setbacks:
	Within study focus area:
	• 2-5m
	Outside study focus area:
	• 3-6m
	General street orientation:
	Majority E-W
	Some N-S (study focus area edges)
Architectural	Inter-war apartments
Eras/Styles	Edwardian cottage
	Victorian mansion
	Edwardian 'Arts & Crafts'
Built Form	Typical Number of Storeys:
	1-2 (single residence)
	• 2-3 (apartments)
	Average Site Coverage:
	• 51.4%
Landscape &	Common Street Trees: Plane, Myrtle
Ambience	Open Space: One large park, (one cemetery), minimal pocket parks
	Ambience: eclectic, bohemian, gritty
Car Parking & Vehicle Access	Predominantly on-street, some on-site (if apartment court)

Morphology • Grid-based hierarchy with



\*HO: Heritage Overlay

\*\*DDO: Design and Development Overlay

#### STREET SURVEY KEY FINDINGS

Some of the matrix assessment findings are presented here as 'heat maps' as they are representative of Neighbourhood 2.





Does the built form contribute to good passive surveillance of the street?

Passive surveillance is the unintentional or casual visibility of a place - the eyes on the street that promote a safer neighbourhood through community observation.

Development along the train line has low to no passive surveillance, potentially due to the orientation of built form away from the train line due to privacy and noise mitigation needs.

The section of Neighbourhood 2 east of Hotham Rd has very strong passive surveillance onto the street. Interestingly, this area correlates with larger and imore consistent front setbacks (see setbacks map to the right) and more prominent private tree character contribution.

As it was not possible to assess every street within the focus area we have tried to evenly cover the focus area during our assessment process.



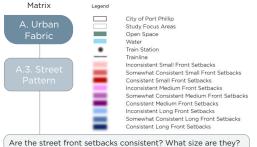


# Do private trees and vegetation contribute to street character?

Privately owned trees - the trees in people's front gardens - contribute significantly to streetscape character within Neighbourhood 2 (shown in lighter green). This may be because there is a noticeably lesser extent of public street trees compared to neighbourhoods such as Elwood & Ripponlea. This results in an increased reliance on private tree planting to provide the amenity of tree canopy shade and greenery.

It appears that highly consistent front setbacks (shown on the map to the right) align with greater street character contribution from private trees.





#### Neighbourhood 2 appears to have highly consistent front setback lengths,

which vary between small, medium and large across the neighbourhood.

The north-eastern section of the neighbourhood demonstrates highly consistent medium to large front setbacks. Interestingly this correlates with good passive surveillance (map 2) and strong private tree street contribution (map 1), as well as non-visually dominant street parking and inconsistent front boundary treatments (see maps in appendices). This indicates a unique pocket of character with large, visually permeable streets, mature private landscaping and a variety of architectural styles deeply set back from the street.

#### NEIGHBOURHOOD IMAGES

Whilst the desktop study and matrix assessment provide some clear insights towards the emerging character elements in each neighbourhood, some character aspects are more intangible and are the product of several overlapping spatial elements.

The images to the right showcase some of the main features and character elements across this neighbourhood, as well as give some insight into the resulting character traits which are less tangible



Post-war apartments with flat roofs, concrete front car parking and light-coloured bricks are



Rear car parking creates gaps between buildings which are mostly concreted.



Car parking blocks lower-level windows and creates an excess of impervious surfaces.



Bungalows and cottages are also common on the smaller streets which continue the dominance of brick materiality.

# 7.5 NEIGHBOURHOOD 3: ST KILDA & ST KILDA WEST



#### CHARACTER FINDINGS SUMMARY

St Kilda and St Kilda West are characterised by significant open spaces, retail/mixed use provision, eclectic architectural styles and a bohemian cultural background. The beach-facing interface of this neighbourhood contributes to the overall neighbourhood character due to the prominence of large-scale properties with balconies fronting this view, often in the Spanish Mission and Art Deco style. The established and exotic landscaping associated with the coast is also significant, namely palm tree lined streets and open space interfaces.

Outside of the bay view-lines, multi-residential dwellings of up to 4 storeys continue to populate streets alongside Victorian cottages, Edwardian bungalows and modern infill. It is worth noting that the area east of 5t Kilda Rd has a different character to the area to the west, with more modern infill, larger lot sizes and more open spaces. This could allow more housing changes than St Kilda West.

Character Element	Commentary of Existing Character Observations
Architecture Architecture	Smaller dwellings include Victorian cottages and double-storey terraces, Edwardian bungalows alongside predominant inter and post-war walk-up flats interspersed with many large-scale modern apartments. A large variety of eras and styles coexist within streets, the Spanish Mission and Spanish Mission style is popular and particular to this area and Elwood.
Materiality	Some of the common materials include steel, concrete, glazing and ornamental timber for modern apartments. Whereas brick, weatherboard and ornamental timber are common for the Edwardian and Victorian dwellings.
Building Height	This area features diverse heights with many examples of high rise apartments up to 8-9 storeys, particularly facing onto Barkly Street around the St Kilda Major Activity Centre, as well as along Inkerman Street and Alma Road. Building heights in back street residential areas are more consistently single to double-storey bungalows and cottages.
Building Form	There is varied built form reflective of the numerous architectural typologies, however built form generally does tend to dominate the character of streetscapes. Modern apartments are generally bespoke and non-orthogonal in nature, with diverse roof lines and façades.
Subdivision Patte	Street structure is predominantly medium to coarse 'grain' with many 8-15m width lots and some reaching 30m wide. The average lot area is 501m2. The street-built form ratio is typically varied owing to dwelling diversity but between 1:15 - 1:3 but many retain a sense of 'enclosure' or rhythm due to mature tree planting. Street widths also vary between 10-20m.
Siting, Orientatio Setbacks	Front setbacks are typically between 3-7m. Side-setbacks are closer, up to 3m, and might include a driveway. Areas of smaller front setbacks (less than 3m) also tend to be coupled with a high fence line which minimises positive contribution to street greenery from private vegetation.
Site Coverage an permeability	This character area generally has higher site coverage with built form visibly dominant on streetscapes. Front landscaping around new buildings is less evident, and hardscaping more prominent. Older Edwardian, Victorian and Cali bungalow style lots also feature high site coverage.
Front Garden Landscaping and visible landscapin	Landscaping is not prominent in this area. There are some occasional mature front garden landscaping for smaller, older dwellings.
Front Fencing	Some low-lying fence with brick detailing or vegetation growing over/within the fence line. There often higher fences on properties with small front setbacks. Many apartments are built up to the boundary.
Street Frontages and Interfaces	This area includes many examples of 'mews'/enclosed streets. Whilst there are many laneways, there are limited access points to laneways and many of which do not feel visually accessible from adjoining streets.
Car Parking	Parking is often provided in the front building setback. Crossovers dominate some streets, especially where access to warehouses or commercial strips is required. Car parking is usually at-grade or underground for modern apartments.



# DESKTOP ANALYSIS

Key Character Terms: essential heritage, articulated, attractive and detailed façades, visual cohesion

но	HO5 - St Kilda Hill:
	Seaside resort, historical importance
	HO444 - Middle Park & St Kilda West Precinct:
	Highly atypical expanse of 19th/20th Century inner-suburban development
	HO446 - Albert Park Lake Precinct:
	Major historical open space juxtaposed by dense residential development
DDO - Schedule 5 (Albert	Heritage places as an essential part of the character and identity
Park and Middle Park Foreshore)	Sunlight access to the foreshore & public places
DDO - Schedule 6 (St	Visual amenity, environment and views to the St Kilda foreshore
Kilda Area)	Articulated, attractive and detailed façades on all visible elevations
	Active street frontages
DDO Schedule 13 (Shrine Vista)	Unobstructed views to the Shrine of Remembrance
DDO- Schedule 27, 34, 35 (St	Boulevard character of St Kilda Road
Kilda Road South)	Visual cohesion/consistency in streetscape height and spacing of buildings
	Topographic high point of St Kilda Hill
	Strong sense of address to each street frontage
DDO - Schedule 35 (St Kilda	Mixed residential and commercial character of Wellington Street
South - Wellington	Human scale and 'village feel' of Wellington Street
Street)	Ground-floor uses that create vibrant street-life

Morphology	Compact, oriented around open space and main street network
	Dense, organic pattern in the East (more internalised, enclosed spaces) to consistent blocks in the North West (larger street width, consistent public/private interfaces)
Streetscape	Subdivision:
Qualities	Very fine-grain, multiple 'mews', laneways, enclosed streets; blurred public-private delineation
	Broader, boulevard-style toward coast
	Average Lot Size:
	• 501m²
	Average Setbacks:
	Within study focus area:
	• 3-7m
	Outside study focus area:
	Similar
	General street orientation:
	Very mixed, NW-SE dominant
Architectural Eras/Styles	Inter-war apartments
2145/01/105	Edwardian cottage
	Victorian terrace
	Modern infill
Built Form	Typical Number of Storeys:
	1-2 (single residence)
	2-10 (apartments/commercial)
	Average Site Coverage:
	• 54.5%
Landscape &	Common Street Trees: Plane, Myrtle
Ambience	<b>Open Space:</b> Significant plus beachfront
	Ambience: distinctive, seaside, quirky, creative
Car Parking & Vehicle Access	Mixed on-street and on-site (modern infill, apartment courts)

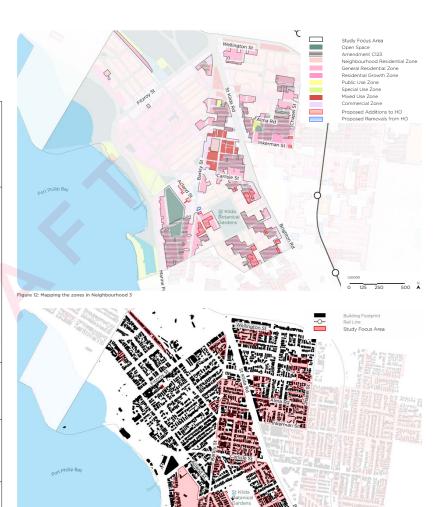
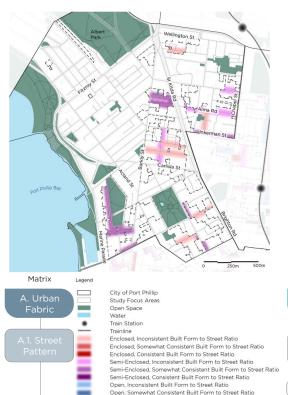


Figure 13: The urban morphology of Neighbourhood 3

\*HO: DDO:

#### STREET SURVEY KEY FINDINGS

Some of the matrix assessment findings are presented here as 'heat maps' as they are representative of Neighbourhood 3.



The ratio of street to built form measures the width of the street against the average height of dwellings to determine if the ratio is enclosed or open; an important contributing factor to neighbourhood character.

Is the street to built form ratio consistent? What is the ratio?

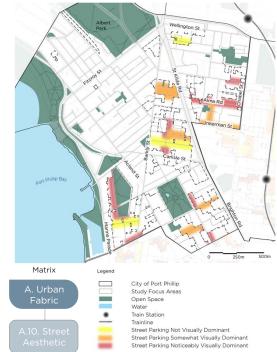
Open, Consistent Built Form to Street Ratio

The surveyed area within Neighbourhood 3 is mapped as enclosed/semienclosed, with no area identified as open (in terms of built form to street ratio). However, there is a lack of consistency that suggests this may vary dwelling to dwelling, but forms a pattern at a larger scale when considering the street as a whole. Semi-enclosed areas appear to occur around open space, indicating higher density development on the skirts of public spaces. As it was not possible to assess every street within the focus area we have tried to evenly cover the focus area during our assessment process.



As previously shown in both Neighbourhoods 1 & 2, private street tree contribution to streetscape character generally correlates with the presence of public street trees. Where there are more public street trees or open spaces, the visual contribution of private trees is less evident.

This is especially evident in the northern part of this neighbourhood in the streets that span east-west off St Kilda Rd where there are minimal street trees but visually dominant private trees (shown in the lighter green). In these instances, it appears that landscaping in the private realm - especially the canopy provided by private trees - plays an important role in defining local character.



Is the street visually dominated by on-street parking?

On-street car parking can visually dominate streetscapes, making them appear uninviting and cluttered, especially for pedestrians and cyclists. Car parking also heavily influences neighbourhood character because the demand for parking produces cross overs and rear access lane ways, which influence the continuity of the pedestrian environment.

In Neighbourhood 3, the visibility of on-street parking is sporadically spread. There are streets of high, low and medium visual dominance. However, comparing this map to the Street to Built Form Ratio (map to the far left) shows that streets that are more enclosed are generally more visually dominated by car parking. This is logical, that narrower streets with two lanes of parking would appear more dominated by car parking, but it is still an important element of neighbourhood character to note.

#### NEIGHBOURHOOD IMAGES

Whilst the desktop study and matrix assessment provide some clear insights towards the emerging character elements in each neighbourhood, some character aspects are more intangible and are the product of several overlapping spatial elements.

The images to the right showcase some of the main features and character elements across this neighbourhood, as well as give some insight into the resulting character traits which are less tangible



Architecturally striking modern apartments are common, giving the area large variation in scale, materiality and built form.



Post-war brick apartments are very common throughout, with low front fencing that allows vegetation to be seen.



Red brick cottages and flats form a more concistent material palette in the back streets of the neighbourhood.



Larger post-war to late 20th Century apartments are also common, especially facing parks, major roads and the coast.

#### 7.6 NEIGHBOURHOOD 7: PORT MELBOURNE



#### CHARACTER FINDINGS SUMMARY

Neighbourhood 7 (Port Melbourne) is characterised by its previous role as a Victorian/Edwardian working class, industrial area with a dominance of small, attached worker cottages and industrial buildings associated with the port uses. The neighbourhood was home to Melbourne's first low-cost housing estate, built in the English 'Garden City' style in the 1930s. As one of Melbourne's first street grids, the rigid blocks are often occupied by a commercial use on the corner. The Neighbourhood's history as a working port meant this corner site would often be a hotel.

More recently, Port Melbourne has undergone significant growth and gentrification, with its bayside location, access to public transport and proximity to the CBD being key attractors. Built form reflects this demand with larger scale apartments in a variety of modern styles. The foreshore interface of this neighbourhood contributes importantly to the overall neighbourhood character as an entry point for cruise shipping, lined by a significant palm tree promenade.

Charac	ter Element	Commentary of Existing Character Observations
	Architecture	Terraced and detached single-storey Victorian weatherboard 'workers' cottages (many of which have been restored), Edwardian brick bungalows, rendered brick interwar commercial buildings (in Modern style), modern brick and timber infill (including industrial/warehouse conversions) as well as contemporary apartments.
	Materiality	Existing material selections are diverse, ranging from brick and weatherboard to steel cladding, glazing and metal framing. Modern infill apartments and smaller dwellings show a diverse range of materials, from metal cladding to walls constructed from water tanks and green walls.
•	Building Height	Building heights vary from single and double storey rows of cottages/terraces in older, more established residential areas to taller modern infill, ranging from 3-5 storeys. The newer, taller buildings are generally concentrated around Williamstown Road, and around the Bay Street Activity Centre, spreading further south to the foreshore.
•	Building Form	Building form varies with warehouse typologies, cottages, terraces and modern infill. These mix of forms create diversity in the facades and roof lines of the area. Many buildings are built to boundary and tie into the industrial building typologies of warehouses and bank houses. There are also prevalent extensions to existing cottages.
	Subdivision Pattern	Street structure retains a 'fine-grain' feel despite a mix of narrow and larger corner lots due to small side and front setbacks. The street-built form ratio is varied owing to dwelling diversity but generally between 1:15 - 1:3. Lot widths are typically narrower, between 5:15m with some consolidated examples reaching 30m. The average lot area is 300m2. Street widths also vary quite significantly between 10-20+m due to the development pattern on top of the rigid original grid structure.
<b>®</b>	Siting, Orientation Setbacks	Front setbacks are typically between 0-3m. Corner blocks tend to have no front setback, with built form flank to the street including garages in residential dwellings. Side-setbacks are close, between 0-3m, and are unlikely to include a driveway.
	Site Coverage and permeability	Site coverage is generally high, with smaller cottages/terraces and larger modern infill apartments and warehouse conversions generally covering most of their properties
	Front Garden Landscaping and visible landscaping	Front gardens are not characteristic of the study focus area due to small front setbacks. Private tree/vegetation contribution to the streetscape is low and, when present, gardens are not heavily vegetated, with large areas of lawn, fake turf and hardscaping.
	Front Fencing	Fence lines are generally low, between 0-1.3m, ranging in material from timber paling to modern steel styles but are usually visually permeable. Modern infill with garages built to the front setback
	Street Frontages and Interfaces	Street widths feel generally wide despite the smaller building front setbacks, with streets generally ranging from 10m to 20m+ wide. Street frontages vary across the area - some street walls are solid and continuous whilst some street walls are more open and visually permeable.
<u></u>	Car Parking	Small front setbacks and original dwelling styles generally minimise parking or carport structures in the front setback. Modern infill usually incorporates parking into a garage behind the building line but is sometimes pushed to the front setback. On-street parking, including angle parking, is high and contributes to visual dominance.



Morphology

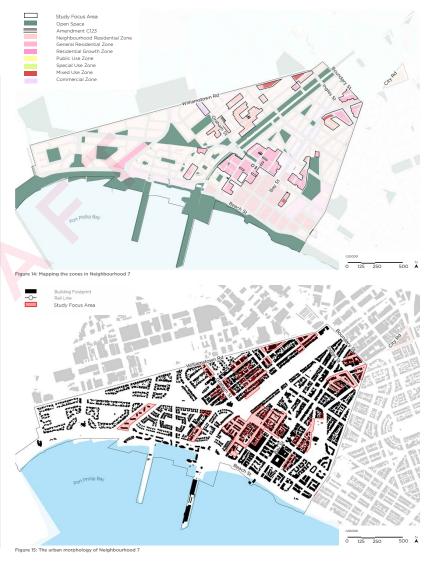
# DESKTOP ANALYSIS

**Key Character Terms:** seaside ambience, 19th century working class, complex urban grain

но	HO1 - Port Melbourne:
	Historical importance - 19th Century working class area associated with the growth of the Port of Melbourne
	HO2 - Port Melbourne - the Garden City Housing Estates:
	Historic importance - the entry of public authorities into the provision of housing for the first time in Victoria's history
DDO - Schedule 1 (Port Melbourne Mixed Use Growth Area)	Seaside ambience, open sky views along Bay Street between Rouse and Beach Street     Diversity of lot sizes, built form, design features and the complex grain of the urban fabric
DDO - Schedule	Environmental and recreational
11 (Garden City)	asset  • High quality architectural and urban design
	Solar access to the foreshore
DDO - Schedule 19 (Fences in	Wider maritime context and heritage
the Beacon Cove Low Rise Residential	Balance of sunlight and shade in the public realm
Precinct)	Balance between passive surveillance and activation
DDO - Schedule 23 (1-7	Wider maritime context and heritage
Waterfront Place Design and	Balance of sunlight and shade in the public realm
Development Area)	Balance between passive surveillance and activation
NCO - Schedule 1-4 (Beacon Cove Residential Precinct)	Consistency in building materials, finishes and colours, letterbox and fence design and landscape treatments

Morphology	Formal but non-linear pattern     (radial and perimeter block)
	Particularly wide streets (coupled with open space allocation) or 'boulevard'-style
	Mixed footprints and streetscape rhythms (detached, terraced, apartment, etc.)
Streetscape	Subdivision:
Qualities	Medium-grain
	Varying lot sizes and street networks
	Some laneways/back streets in the East of the neighbourhood
	Average Lot Size:
	• 300m²
	Average Setbacks:
	Within study focus area:
	• 2-7m
	Outside study focus area:
	Similar
	General street orientation:
	Majority N-S
	Some E-W
Architectural	Victorian cottage
Eras/Styles	Modern infill (apartments, townhouses)
Built Form	Typical Number of Storeys:
	Predominantly 1-2 (traditional)
	3-20 storeys (modern apartments)
	Average Site Coverage:
	• 58.6%
Landscape & Ambience	Common Street Trees: palm tree/ boulevard
	Open Space: high coverage and green routes
	Ambience: diverse, beach front, bold
Car Parking & Vehicle Access	Predominantly on-street (perpendicular), also on-site (garage or apartment)

Formal but non-linear pattern



\*HO: Heritage Overlay

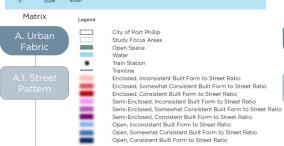
<sup>\*\*</sup>DDO: Design and Development Overlay

#### STREET SURVEY KEY FINDINGS

Some of the matrix assessment findings are presented here as 'heat maps' as they are representative of Neighbourhood 7.

As it was not possible to assess every street within the focus area we have tried to evenly cover the focus area during our assessment process.  $\frac{1}{2} \left( \frac{1}{2} \right) = \frac{1}{2} \left( \frac{1}{2} \right) \left( \frac{$ 

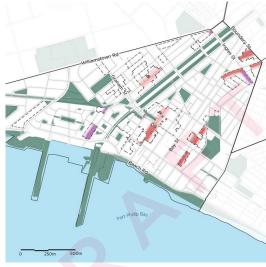




The ratio of street to built form measures the width of the street against the average height of dwellings to determine if the ratio is enclosed or open.

Is the street to built form ratio consistent? What is the ratio?

While the extent of surveyed streetscapes within Neighbourhood 7 is less than the previous three neighbourhoods, there is quite clear inconsistency and variation relating to built form to street ratios. This could be explained by the mix of architectural eras and street functions in the neighbourhood, where there is a tight-knit mix of residential, industrial and commercial streets. Overall, the data shows more open than enclosed streetscapes, indicating lower density development across the neighbourhood.

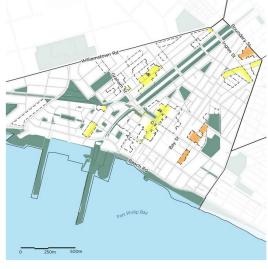




The front setbacks within the study focus area are predominately small, with no indication of large setbacks within the surveyed area. Within the short setbacks, there is a relatively high level of consistency.

Are the street front setbacks consistent? What size are they?

This could be explained by the dominant architectural styles being attached workers cottages, warehouses and apartment blocks, all of which tend to have small to non-existent front setbacks.





Passive surveillance is the unintentional or casual visibility of a place - the eyes on the street that promote a safer neighbourhood through community

Generally, the Neighbourhood shows good levels of passive surveillance over the street. This could be a result of the generally small front setbacks across the study focus area, which means front windows of dwellings are closer to the street and more visibly prominent.

Passive surveillance contributes positively to neighbourhood character as it improves safety and community connection, meaning this is a valuable character element of Neighbourhood 7 that should be retained.

#### NEIGHBOURHOOD IMAGES

Whilst the desktop study and matrix assessment provide some clear insights towards the emerging character elements in each neighbourhood, some character aspects are more intangible and are the product of several overlapping spatial elements.

The images to the right showcase some of the main features and character elements across this neighbourhood, as well as give some insight into the resulting character traits which are less tangible



Modern infill apartments are common throughout the neighbourhood, giving a diverse material palette to the area.



Workers cottages sit tightly between modern dwellings with contrasting variation in built form and materiality.



Newer dwellings imitate Victorian workers cottage built form.



Newer apartment blocks demonstrate the variety in scale, architectural style and materiality across the neighbourhood.

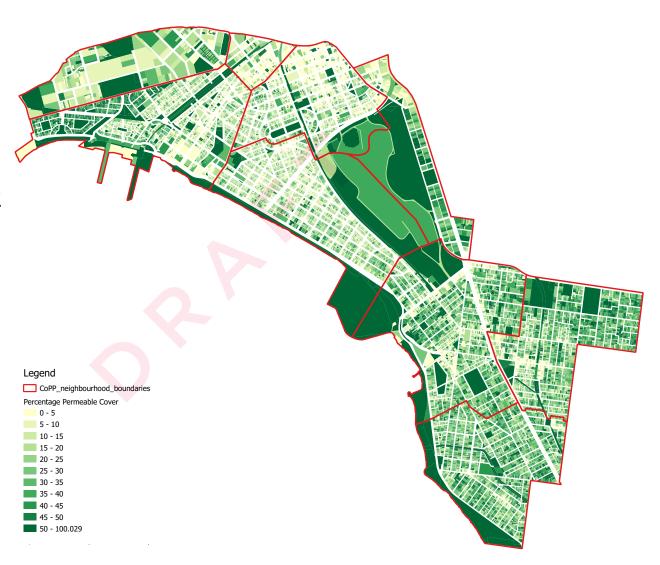
# 7.7 PERMEABILITY

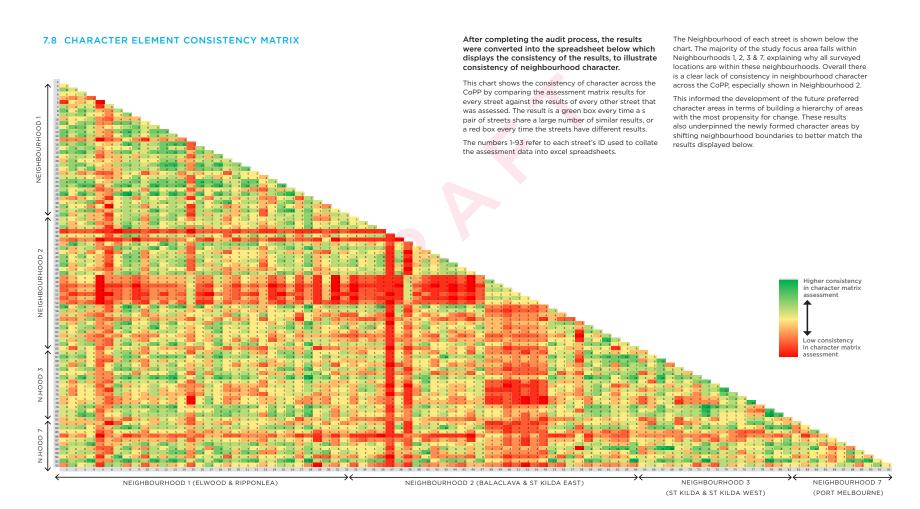
Using permeability spatial data provided by the CoPP, the percentage of permeable land for each property parcel was calculated.

This data gives a useful overview of permeability which can be ground-truthed by our field assessment. Lower permeability can mean that the intensity of development is higher. Whereas higher permeability can mean more substantial landscaping throughout the neighbourhood.

There are some clear trends of lower permeability in areas around South Melbourne, Port Melbourne, Albert park, with pockets in St Kilda and St Kilda East.

Note that the dataset is not 100% accurate due to the underlying process in which it was generated. The data was processed by using automated software to review aerial imagery and lidar.





## 7.9 EXISTING CHARACTER GUIDANCE AREAS

#### THE EXISTING GUIDANCE AREAS

The existing guidance area is comprised of established residential areas in our municipality that are already covered by planning controls such as the Heritage Overlay (HO), Neighbourhood Character Overlay (NCO), and Design Development Overlay (DDO). In those residential areas, there is existing guidance on what type of future development might be suitable.

The existing guidance is regularly reviewed as part of the ongoing strategic planning work program. For instance, Council's existing heritage program systematically reviews the HO area to ensure best protection and guidance for buildings and areas of heritage value.

Council also continuously reviews DDOs, as place based strategic work is undertaken. For example, Council is currently reviewing DDO8 (South Melbourne Central) as part of the South Melbourne Structure Plan work.

The NCO only applies to Beacon Cove, a recently developed area of primarily single dwellings on small lots and one higher density precinct along the foreshore. Major renewal of these dwellings in the next 20 years is unlikely. Council is satisfied that the application of the NCO on Beacon Cove remains appropriate for the timeframe of the Housing Strategy.

As discussed in the following paragraphs there is also specific character guidance provided for two structure plan areas.

### CARLISLE STREET ACTIVITY CENTRE STRUCTURE PLAN

Carlisle Street Activity Centre Structure Plan (Adopted 2009) chapter 4.2 defines established residential areas surrounding the activity centre. a high-level 'Strategic Direction 4: Reinforcing Urban Character'. Several study areas covered by this Structure Plan overlap with the focus areas of the NCFP. Therefore, it was important to review the character related content arising from this document and compare its findings against the results of applying our assessment matrix to this area.

The neighbourhood character statements arising from this Structure Plan can be found towards the back of the Port Phillip Design Manual. Chapter 4.2 and Appendix 1 sets out objectives and a suggested design response for each character element (eg siting, height and building form, front boundary treatment / fencing and landscaping / vegetation). We have reviewed the Structure Plan character guidance and find that the majority of the recommendations align with our findings and that there is no contrasting feedback.

### BAY STREET ACTIVITY CENTRE STRUCTURE PLAN

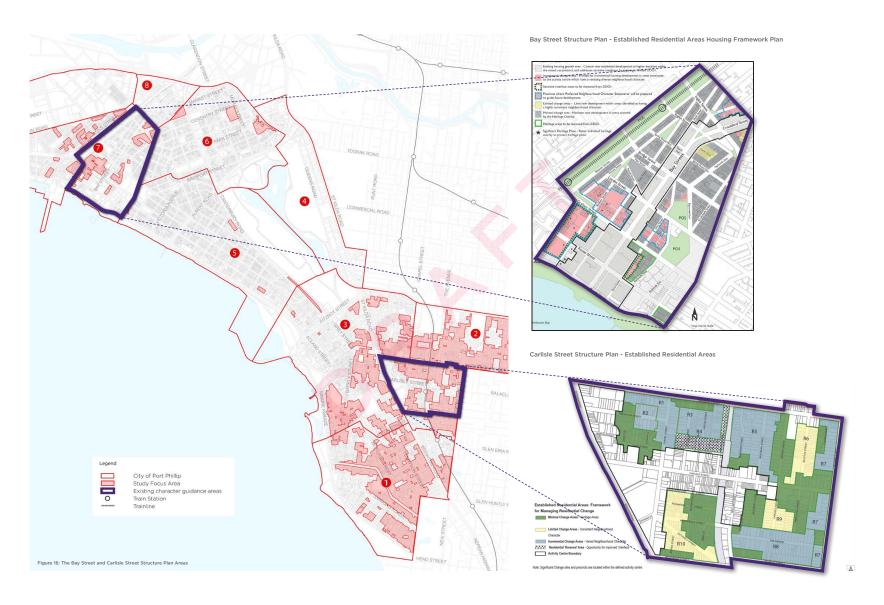
The Bay Street Activity Centre Structure Plan (adopted 2014) contains a high-lev el 'Strategic Direction 4: Reinforcing Urban Character'. Several study areas covered by this Structure Plan overlap with the focus areas of the NCFP. Therefore, it was important to review the character related content arising from this document and compare its findings against the results of applying our assessment matrix to this area.

The neighbourhood character statements arising from this Structure Plan can also be found towards the back of the Port Phillip Design Manual.

Character elements assessed with the Structure Plan process include: Architecture types, the level of change set by the structure plan, frontage widths, siting and setbacks, building heights, building design detail (such as passive surveillance and vehicle access), landscaping/planting. We have reviewed the Bay Street character guidance and find that most of the recommendations align with our findings and that there is no contrasting feedback.

### STRUCTURE PLAN CHARACTER RECOMMENDATIONS

The neighbourhood character statements arising from this Structure Plan can also be found towards the back of the Port Phillip Design Manual. Character elements assessed with the Structure Plan process include: Architecture types, the level of change set by the structure plan, frontage widths, siting and setbacks, building heights, building design detail (such as passive surveillance and vehicle access), landscaping/planting. We have reviewed the Bay Street character guidance and find that most of the recommendations align with our findings and that there is no contrasting feedback.



#### 7.10 COMMUNITY ENGAGEMENT

Three Neighbourhood Character Conversation workshops were held with the community of Port Phillip in July, 2023. With over 60 attendees and several follow-up one on one meetings organised with Council members, community engagement levels were high.

The workshops - two of which were online, one in person - were designed to:

- Engage residents and stakeholders in meaningful conversations through Neighbourhood Character Conversation workshops to gather insights, ideas, and suggestions regarding the preferred future neighbourhood character.
- Gather diverse perspectives, build understanding, and inform the development of Neighbourhood Character Statements for the Neighbourhood Character Study.

Attendees were grouped geographically and asked to complete two activities after an introductory presentation by LatStudios. The four groupings were:

- 1. Balaclava & St Kilda East
- 2. Elwood & Ripponlea
- 3. St Kilda & St Kilda West
- 4. Port Melbourne & South Melbourne

The results of the two activities - which are concisely summarised here - were critical in influencing the description, location and schedule controls of the preferred future character areas, as well as getting feedback on the work to date.

The neighbourhoods above were the ones represented by the vast majority of respondents, with minimal respondents from Middle Park, Albert Park and St Kilda Road meaning they were not specifically grouped based on their location. The neighbourhoods were placed into pairs based on geographic proximity and the expected number of participants from each suburb.

### ACTIVITY #1: ASSESSING EXISTING NEIGHBOURHOOD CHARACTER

What do you value most about your neighbourhoods?

Where do you see the greatest opportunities for improving neighbourhood character?

#### Balaclava & St Kilda East

- Value
- The village feel, distinct from bohemian St Kilda
- Blend of cultures and mix of uses
- Diverse local businesses & architecture
- Highly value pedestrian connectivity
- High quality building materials and styles (Art Deco)
- Importance of landscaping & street trees
- Open spaces & pocket parks walkable distance
- Culturally inclusive public spaces
- Quiet streets are valued
- Require passive surveillance through landscaping
- Dislike:
- Narrow driveways
- Boundary to boundary construction
- Multi-dwelling apartments replacing heritage houses
- Unsafe streets & footpaths (electric scooters etc..)

#### Elwood & Ripponlea

- Value:
- The village feel & walkability

Art Deco apartments

- Highly value the landscaping private and public
- Connection to natural elements; canal & parks
- Presence of neighbourhood centres and commerce
   Highly valued architectural diversity, especially the
- Apartments need to be setback from the street
- New development needs to maintain views and
- Importance of sustainable new designs
- Presence of pedestrians at all hours increases safety
- Dislik
- Not enough lighting
- 'Boxy' apartments
- Tall, impermeable fences

#### St Kilda & St Kilda West

- Value:
- Appealing streetscapes shade trees and vibrant shopping strips
- Streets must be walkable
- Consideration given to permeable fencing & walls
- Prefer buildings set back from boundaries
- Diversity in tall architecture no concrete blocks
- Maintain a family-friendly appeal
- Diverse demographic
- Landscaping particularly overhanging trees very highly valued
- Ensure high density areas incorporate open green spaces on the ground floor
- Greenery on buildings and visible front gardens
- The visible presence of people on footpaths and in
- Dislike:
- Over-development particularly high rises
- Some streets are too dark
- Harsh fluorescent street lighting

#### Port Melbourne & South Melbourne

- Value:
- The distinct interconnected villages
- Diverse, walkable streets
- Public transport access, especially the light rail corridor
- Blend of historic and contemporary aesthetics
- Emphasis on maintaining light & views
- Human-scale buildings
- Sustainable and innovative new designs, sensitive to existing architecture
- Green spaces and public canopy cover are important
- Wide tree-lined streets of South Melbourne
- Diverse foreshore areas of Port Melbourne
- Dislike:
- Reduced commerce and less street activity leads to feelings of reduced safety
- Lack of strong community interactions & connections

### ACTIVITY #2: LOOKING TO THE FUTURE - OUR NEIGHBOURHOODS IN 2039

Building on the opportunities identified by your group, what could your neighbourhood look like in 2039?

The outcomes for each group were summarised into three 'Big Opportunities' which are presented below.

#### Balaclava & St Kilda East

- Urban development and infrastructure: Enhance community well-being with increased public open spaces, safeguard employment zones, and prioritise Barcelona-style densification over high-density models.
- Environment and landscaping: Augment tree canopy coverage to combat urban heat, integrating greenery across private and public realms.
- Community and character: Champion neighbourhood diversity in design and demographics while emphasising walkability and maintaining a strong community feel.

#### Elwood & Ripponlea

- Environmentally sustainable design and infrastructure: This includes high environmentally sustainable design (ESD) requirements for buildings. It emphasises the importance of creating structures that are ecologically responsive and energy efficient.
- Landscaping and ecological integration: Participants
  value landscapes, from trees to grasses, and
  stress the importance of species and types
  that are responsive to the location, surrounding
  infrastructure, water management, and ecology.
  They emphasise permeability, the proportion of
  gardens, and ensuring that designs fits into the
  surrounding landscape.
- 3. Architectural variety and space: Participants advocate for a variety of building heights, forms, setbacks, and materials. This variety would allow for air, space, and sky views. The emphasis is on highquality and articulated materials that blend well with their surroundings, along with considerations like soundproofing and space management to ensure walkability and open views.

#### St Kilda & St Kilda West

- 1. Enhanced walkability and connectivity: A recurrent theme is the desire for improved walkability and better links between neighbourhoods. This not only fosters physical health but also promotes social interactions and community cohesion.
- 2. Maintenance and expansion of green spaces: The consistent emphasis on maintaining current green spaces and expanding park areas highlights the community's value for natural environments amidst urban development. This includes tree corridors and ensuring protection for these green zones.
- 3. Harmonious development: New developments should respect and integrate well with older structures, maintaining the existing streetscape and ensuring that any high-density areas are balanced with preserved low-density zones. The need for diverse housing to cater to a diverse community further reiterates the importance of thoughtful and inclusive urban development.

#### Port Melbourne, Middle Park & South Melbourne

- 1. Affordable and flexible housing options: There's a clear emphasis on reimagining business zones to allow for more affordable housing, particularly for creatives and key workers. This includes potential developments in areas like the Commercial 3 Zone dedicated exclusively to community housing. In tandem with this, there's mention of leveraging models like "Postcode 3000" to promote shop-top housing, emphasising affordable, car-free housing ontions
- 2. Improved public spaces and infrastructure: Water management and the reimagining of public transport corridors are highlighted, show an interest in more sustainable urban designs and better connectivity. Investment in areas like the Garden City Village public realm and creating more off-road cycle links in Port Melbourne were also reported. Reimagining landscapes, such as at Cecil Street, and transforming open car parks into shared parks are mentioned as ways to uplift public spaces.

3. Addressing abandoned sites and enhancing community feel: The community would like to see abandoned or infill sites used to foster a better sense of community. The idea of ensuring that high-quality community housing and public spaces replace older structures like those in Moray Street and Cecil Street is repeated. Retaining the rich history and quirkiness of areas like Port Melbourne while modernising them was also a central theme.



An example of a Miro whiteboard with notes from the community during one of the online workshops.







Part 3: Guiding Future Character 61

# 8.0 EXTERNAL CONSIDERATIONS FOR CHARACTER

#### 8.1 THE PRINCIPLES

Taking the knowledge from the background literature review, desktop analysis of the neighbourhoods and feedback from the Problems & Opportunities Workshop, a set of key foundational neighbourhood character principles were established. These principles formed the basis of the neighbourhood assessment matrix presented in Section 8.

The principles describe the intangible, 'human' aspects of the experience of place, which will then develop into quantifiable questions in the assessment matrix. Based on the work undertaken thus far, it is clear that there are significant inconsistencies across the study focus areas with regard to the traditional components of character; architectural era, style, form and scale, as well as street setbacks, fencing, landscaping and rhythm.

With this in mind, and with a backdrop of rapid population growth and demographic change expected over the next few decades, the principles were designed to be forward-thinking and future-shaping. The NCS will prioritise the creation of resilient future characters that tie together multiple and varying ambitions across the City of Port Phillip.



#### **RESILIENT NEIGHBOURHOODS**

Responding to current climate change challenges to create a more resilient urban

Urban Greening: Ensuring character areas which have substantial leafy qualities are

Encouraging the integration of water sensitive urban design (WSUD) where possible to mitigate the negative impacts of stormwater runoff.

Incorporating ESD into future preferred neighbourhood character policy, by considering guidance on building materials, landscape permeability, stormwater, deep root planting/canopy coverage, and carbon zero development.

#### **INSPIRING NEIGHBOURHOODS**

Ensuring character contributes to community safety, health, expression and comfort in the public realm.

Support character traits which contribute towards Crime Prevention Through Environmental Design (CPTED).

To support a positive human experience by considering the perceived impacts of character elements. Physical and mental health are interlinked with the public realm, city design should be inviting and discourage hostile architecture.

If the observed character is eclectic, then ensuring character guidance supports bottom-up expression from the community.

Following best-practice urban design guidelines where practically linked to character guidance. (Refer to Urban Design Guidelines for Victoria)

#### **DIVERSE NEIGHBOURHOODS**

Celebrating and encouraging the diversity of character and community.

Diversity in existing character can be a reflection of history, heritage, social and economic demographics.

Diversity within the area's character is an important facet of the study focus area's current character(s), and will be a continuing feature of its future preferred

Supporting a future diversity of built form outcomes will allow for population growth in the COPP to accommodate a greater variety of demographics as well as changing expectations and needs from existing residents.

#### **EVOLVING NEIGHBOURHOODS**

Facilitating housing change to meet contemporary and future housing needs. Ensuring character guidance is flexible enough to still allow for increasing density and new built form typologies.

Anticipating the future worsening impacts of climate change by encouraging increased urban greening where possible (even when the character assessment does not identify this as a feature).

Balancing certainty (regarding good design and flexibility) to allow for growth and diversification. Neighbourhood character is understood in PPN90 as a dynamic and evolving concept, but in practice can act as pseudo-heritage. This principle will underpin thinking about how character can inform future urban living regarding flexible working practices and 20-minute neighbourhoods.

#### 8.2 COPP INTERNAL PROBLEMS AND **OPPORTUNITIES**

An important component of the study is to identify common problems within the CoPP's existing neighbourhood characteristics and suggest opportunities for improving future neighbourhood character. These existing problems and potential opportunties, as well as the resulting outcomes for the Neighbourhood Character Study, were discussed at a Problems & Opportunities Workshop.

The Problems & Opportunities Workshop, held at Council on the 5th May, 2023, focussed discussion around the City of Port Phillip's vision for the preferred future character of the study focus area, based on Council values and the experiences of a diversity of experts.

The workshop was attended by staff from LatStudios City of Port Phillip and members of the community.

The Workshop sought to define the most important neighbourhood character problems that need solving. The feedback and information provided by these conversations has been collated and refined into the adjacent diagram. Some of the large-scale questions that were discussed included:

- How can Neighbourhood Character create, change. and contribute to the growth of an area, rather than be used as a conservation tool to stagnate it?
- · Is Neighbourhood Character about built form, or the human aspects that build a sense of place?
- · What kinds of built form outcomes encourage the human interactions that create character?

This was an important step in drafting the neighbourhood character principles (section 8.0), building future preferred character outcomes (section 10.0) and providing an evidence-base of knowledge to direct the creation of our assessment matrix (section 7.0). The assessment matrix is included in full as an

During the workshop, several key streets were identified for detailed assessment. These included examples of streets people believed demonstrated strong existing character, as well as some that were felt to have poor

Bias towards built-form when describing character. It is important to demonstrate that character is driven by other elements and that built form is only one component of many including landscape and streetscapes that must be considered when describing character.

Overly-generalised character. When describing areas without a strong predefined character - set out in heritage or built form overlays - there is a tendency to describe character in terms that are too imprecise and malleable. This study aims to provide ways of precisely quantifying character, even when it is inconsistent throughout a neighbourhood.

Character becomes pseudo-heritage. Character can and should change over time - it is not the same as heritage. New development should respect the valued elements of the existing character while contributing to an ever-evolving preferred future character.

Environmentally sustainable & quality design principles. Improve energy and resource efficiency across the CoPP. Permeable materials can also reduce toxic street runoff, filter water, allow plants to grow and reduce urban heat island effect

Housing diversity to cater to a diverse population and provide shelter opportunities for all types of people.

Accommodate growth & change. The CoPP is a rapidly growing municipality - as with most of Melbourne - and this growth should be given direction to be most beneficial to the existing character.

Connection to Country. It is important to acknowledge the Traditional Owners of the land of Port Phillip, the People of the Kulin Nation. Developing an inclusive neighbourhood character must first incorporate First Nations people.

Flexible character to meet changing aspirations. The eclectic nature of the CoPP's character and history should view change and variety positively.

Identify areas suitable for intensification to meet Council ambitions and best accommodate the inevitable growth of the CoPP.

Identify areas of consistent and valued neighbourhood characteristics where characteristics should be supported in future character guidance.

Identify areas that will continue to evolve but should be given new parameters sensitive to the existing character to help direct that change.

# 8.3 HOW WILL THE PROPOSED CHARACTER INTERACT WITH DIFFERENT UNDERLYING ZONES?

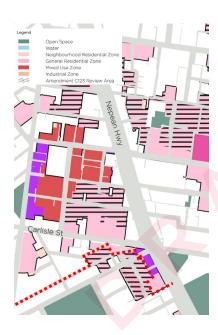
Zoning gives us information on the predicted rate and type of growth in an area, which helps to inform and define the boundaries of future character areas.

Modifying the underlying zoning of a neighbourhood significantly influences its character by shaping land use, development feasibility and consequently key neighborhood character elements from architectural style to building height, etc..

As such, the preferred character statements have been developed with consideration of the existing zones in mind but also the Draft Housing Strategy, which identifies four levels of housing change across the Municipality to meet future housing needs.

While current and future zones is important consideration, and often there is a desire for character to inform future zoning choices, This study propose a more dynamic approach. We believe that the character guidance proposed in this document can and should be adaptable enough to allow for future changes in the underlying zone, and ensure valued character features transcend zoning as much as possible.

This approach is needed because there will always be external factors (such as migration or changing demographics) that create pressure for a neighbourhood to change.



#### 8.4 HOW WILL THE PROPOSED CHARACTER ADAPT TO VARYING LEVELS OF HOUSING CHANGE?

Flexibility in the future preferred character(s) will allow for some organic character evolution across the study focus area, and for the more valued attributes to gain momentum.

#### Property Subdivision / Consolidation

Some aspects such as subdivision or parcel consolidation will occur naturally as part of changing market pressures, and so it is important that the manner in which our character objectives are worded can provide clear guidance regardless of the landownership pattern. Character elements such as fine gain sizing can be respected and retained even when the underlying property is large.

#### Heights and Massing

In areas undergoing rapid change, the juxtaposition of new, imposing buildings with existing low-rise structures can create a jarring aesthetic, leading to a less cohesive neighbourhood character.

It is important that our recommendations consider how building heights and massing should be approached with sensitivity in response to the distinctive features that make a neighbourhood special.

#### Landscaping and Greenery

With greater pressure for change, there is higher competing interests for how private land is used. Providing meaningful landscaping often comes into conflict with desires for maximising site coverage or dwelling yield.

Landscaping significantly contributes to the amelioration of built form in the public realm by integrating natural elements that enhance aesthetics and functionality. The inclusion of greenery not only improves the overall climate and microclimate but also supports biodiversity, assists in effective stormwater management, and noise reduction.

#### 8.5 DEFINING FUTURE PREFERRED NEIGHBOURHOOD CHARACTER TYPOLOGIES & AREAS

Based upon the background policy review, desktop analysis, site survey of the focus areas and community feedback, we began to formulate typologies of future preferred neighbourhood character.

The future character typologies were mapped across our focus areas within the CoPP, acknowledging the difficulty in creating objective character boundaries in areas of such diverse built form and community.

The preferred future character of an area is derived by:

- Assessing the valued existing character elements
- Analysing the existing zoning parameters.
- Considering potential rates of growth arising from the CoPP's updated housing strategy.
- Considering the external factors described in the previous pages.

These future typologies were supported by an understanding of the less tangible elements that group character typologies in the CoPP (such as community, physical and imagined barriers, such as major roads, parks, waterways and connection to the coastline).

The resulting preferred future character typologies, and their boundaries, are detailed in Section 10.

Council feedback relating t project synergies with the Housing Framework Plan (currently in development)

ning preferred future character typologies & their areas

Preferred future character

#### Background literatur

Policy review. Neighbourhoods Clause 15.01-5L was influential in establishing the preferred character of the CoPP's suburbs. These neighbourhood descriptions were compared to draw out similarities that could form future preferred character typologies. Character descriptions in other strategic plans - such as structure plans - were also important in understanding preferred character.

#### Desktop analysi

Zoning. The residential zoning - GRZ, NRZ, RGZ - and mixed use or industrial zones influenced character boundaries. These zones dictate the physical parameters of neighbourhood growth and will result in areas of significantly different building height, style, density and use.

Building morphology & lot sizes. The size of lots and density of built form are key elements of neighbourhood character. These factors influence the mass and height of buildings and greatly influence the overall impression of a neighbourhood's character.

#### Site assessmen

Assessment audit results. Key results from the audit influenced the creation of future character areas. Some of the audit results included; front setback size, front boundary treatment and built form to street ratio.

Architectural styles & eras. The architecture of a street - its era, materiality, roof form, facade rhythm, mass, height etc. - is one of the most critical components of defining character area boundaries.

Street feel. On top of the architecture, a street's tree canopy cover, verge planting, local landmarks and overall impression are key considerations (e.g. industrial Port Melbourne, coastal St Kilda or leafy Elwood)

Housing density & propensity for growth. The density of housing typologies is very influential on defining character areas. Some neighbourhoods have areas of larger-scale, higher-density development, whilst others are more consistently low-scale established residential neighbourhoods.

#### Community feedbac and understanding

Ocmmunity connections. Through community engagement workshops and Council discussions it was important to establish existing community connections that could influence character areas. For example, the streets of Port Melbourne vary greatly, especially around the coast, but the community there feels connected and should be treated as a single character

Other boundaries. There are other physical or perceived boundaries that influence character area boundaries, such as; association with the coast, major roads, suburb lines and community groups.

#### The resulting five future character typologies (detailed in Section 10)

#### Inland South & Coastal South.

Elwood, southern St Kilda & pockets of Middle Park. NOTE: this typology is split into two parts; the coastal and the inland areas.

#### Evolving Suburban.

Ripponlea, eastern Balaclava & St Kilda East.

#### Fine-Grained Inner-East.

Western Balaclava & St Kilda East.

#### Diverse Inner-Urban.

St Kilda

#### Adaptive Port.

Port Melbourne, South Melbourne and pockets of Middle park.

Neighbourhood Character Study



# 9.0 FUTURE CHARACTER AREAS

The following section details the preferred future character areas. The purpose of developing these preferred future character descriptions is to guide development outcomes in these areas to align with the projected preferred future character.

Six distinct character areas are proposed based on existing character identified and future opportunities.

This section presents each of the six future character areas with a map of their boundaries, a character description statement, images of existing character in the area and draft planning scheme schedule controls to guide future development in the area.

Digital 3D model testing of some of the sets of controls to illustrate what potential developments might look like can be found in the appendices.



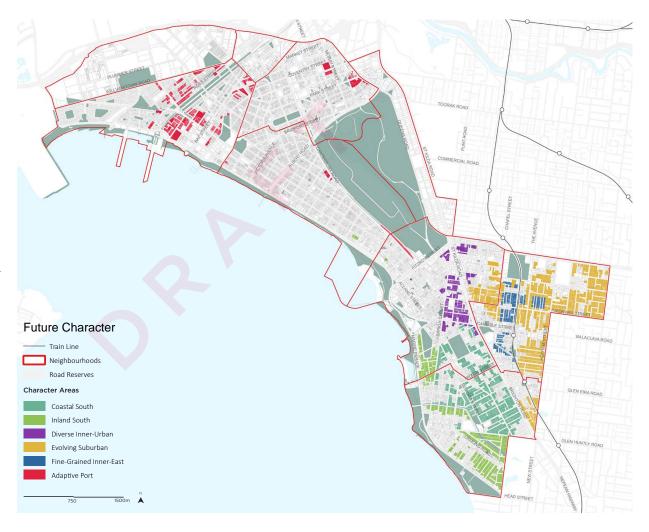
#### 9.1 CHARACTER AREAS AND LEVEL OF CHANGE

The six future character areas are shown to the right. Each character area is explained in greater depth over the following pages. The boundaries of these character areas are informed by consistent results or patterns in the assessed character elements. For example Coastal South had consistently larger setbacks and more abundant landscaping.

Across the municipality work is being undertaken to identify areas which can accommodate different levels of development change. The level of change proposed is also captured in the following character area maps.

For each character we have provided:

- 1. Neighbourhood Character Statement for the purpose of explaining the vision of the area, and some of the more subjective elements which convey its feeling.
- 2. Example Images conveying some of the typical features important to each area
- 3. Area Map to show the extent of the character area and the level of change expected in the
- 4. Analysis Table describing how character element observations have been considered along with external factors to provide future design guidance.



### 9.2 INLAND SOUTH

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

Elwood and southern St Kilda form a green and leafy character area that is driven by high-quality landscaping, low and visually permeable fence lines, as well as mature street trees and vegetated verges within the public realm. The lush nature of the area is enhanced by mature canopy trees within private lots and generous gardens with a variety of shrubs, grasses and groundcovers, which tie into surrounding natural elements such as the Elster Creek and Yalukit Willam Nature Reserve, St Kilda Botanical Gardens and the coastline

Development in the area will be a mix of architectural styles and typologies, including single dwellings, townhouses, and apartments. The variation in styles and typologies will be united by a careful material palette to help create cohesive streetscapes. The dark red bricks and terracotta tiles of Californian bungalows, timber detailing of Victorian cottages, cream brick of post-war apartment blocks and rendered stairways and arches of Spanish Mission and Art Deco apartments are all valued existing elements that will inspire contemporary responses in highly sustainable built form outcomes

Car access will be prioritised from rear laneways wherever possible, and where access is off a primary street, vehicle storage will be positioned behind the building line to minimise visual impact and accentuate the visibility of landscaping. Landscaping buffers between constructed driveways and side boundaries will minimise the visual impact of parallel driveways and protect the desirable spacious and green nature of the neighbourhood.

#### **EXAMPLE CHARACTER FEATURES**



Native planting and a mature front garden is complimented by a natural material, visually permeable front fence.



Front landscaping dominates the street frontage of new dwellings, with organic building materials such as brick and timber being encouraged to compliment the vegetation.



Post-war flats are maintain the spaciousness of the area with low front fencing and separation between buildings.



New dwellings are set back from the street to allow space for landscaping. Side setbacks allow us to see street trees behind the building line.



Edwardian dwellings and modern infill coexist thanks to large



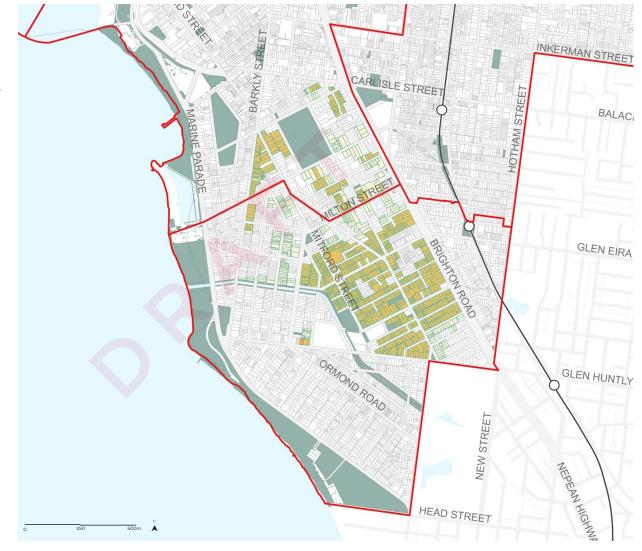
New development references the Art Deco style through curved windows, dark metal window frames and white render facedo

### CHARACTER AREA EXTENT AND LEVEL OF CHANGE

The Inland South future character area covers most of inland Elwood and southern St Kilda. It predominantly sits north of the Elster Canal, south of the St Kilda Botanical Gardens and between Nepean Highway/Brighton Road and Barkly Street.

The Inland South area is expected to primarily undergo incremental change, with some pockets of minimal change. This level of expected change is generally lower than the other future character areas within the municipality where moderate or substantial change areas are expected.

As detailed by the table on the following pages, an incremental or minimal level of change can be accommodated whilst supporting the key distinguishing character elements for the Inland South area.





Part 3: Guiding Future Character 71

#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	Predominantly inter-war apartment blocks and flats, various interpretations of the Californian bungalow, interspersed with distinctive Spanish Mission and Art-Deco apartment blocks as well as pockets of contemporary infill. Some pockets of Edwardian cottages, with sparse Victorian and Tudor Revival homes.	
	Materiality	Most common for the older building types are red and cream brick, terracotta tiles, and timber detailing. Spanish Mission flats are characterised by stucco finishing, with Art Deco buildings rendered brick. Modern infill developments use more modern materials such as rendered walls, steel, and larger expanses of glazing.	
	Building Height	This area predominantly features 1-2 storey detached single dwellings interspersed by pockets of 3 storey flats - sometimes with an additional undercroft level - which are concentrated around St Kilda Botanical Gardens, Brighton Road and Glen Huntly Road. Modern infill generally adheres to the 3-storey height limit set by the GRZ, with some exceptions in specific areas covered by DDO's.	
	Building Form	This area predominantly features detached dwellings with wide forms. The built form varies between dwellings, although an open street feeling is consistently maintained through setbacks, front landscaping and relatively low building heights. Dwellings mostly feature low-sloped hip and gable roofs, whereas walk-up blocks and modern infill generally feature flat roofs.	
	Subdivision Pattern	There are larger lots around St Kilda Botanical Gardens, Nepean Hwy and St Kilda Activity Centre. There is a 15m average lot width, with lots ranging between 8 - 20m wide. The average lot area is 442m2.	
	Siting, Orientation Setbacks	Buildings generally sited towards the street except for occasional units that face internal courtyards. The front setbacks are generally between 3-7 m. Side-setbacks are generally 2-4m, with some including driveways.	
	Site Coverage and permeability	This area generally has low site coverage and higher permeability compared to other areas in the municipality due to large setbacks and prominent landscaping.	
	Front Garden Landscaping and visible landscaping	Most streets feature a leafy appearance due to stronger presence of street trees and established vegetation in front gardens. There are minimal front gardens for inter and post-war apartment blocks. Planted verges and walking tracks along canal/creek and park edge also contribute towards the broader perceived leafy impression.	
	Front Fencing	Fences ranging from low-lying, brick/concrete walls (under Im) to 1.6m semi-permeable timber paling or picket fencing. Generally, the fencing contributes towards relatively clear delineation between public and private land.	
	Street Frontages and Interfaces	Most buildings have their primary interface with a street. Many dwellings have secondary interfaces with 3-4m wide rear or side laneways. These laneways are often used for vehicles to access carparking at the rear of lots, or gates for pedestrians. These laneways feature limited passive surveillance from windows of buildings or views in and out of gardens.	
	Car Parking	Apartment developments in this area generally have undercroft parking. Car parking is generally provided within the front or side setback in older dwellings and behind the building line for modern infill. Generally, angle and parallel parking is featured on the streets.	

Discussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
The existing variety of architectural styles and typologies present opportunities for fostering future diversity of architecture rather than constraining development to respond to the existing styles.  Assuming that any exemplary architecture examples are covered by heritage requirements (such as overlays), any architectural character recommendations from this study should be guidance in nature only.	Future character should provide for a diverse range of architectural styles and typologies including single dwellings, townhouses, and apartments where appropriate.  Future development and re-development should minimise negative visual impact on heritage buildings.  Encourage reference to valued architectural styles (such as Spanish Mission or Art Deco) when appropriate in the vicinity.
Material choices should generally reflect their underlying architecture, or a reflection of the prevailing material palette of each streetscape. We want to encourage some level of cohesiveness through use of materials within each street. There is also an opportunity for the colours and textures to generally accentuate the greenery of the area.	Future development should reference the existing material palette to create streetscapes that have some aesthetic cohesiveness.  Materials such as brick, steel frames, render finishes, stucco, timber and glazing are recommended depending on the specific context.
Building height should consider the street width to retain a feeling of openness.	Recommended building heights to be considered in the context of Council's overall Housing Strategy.  Consider street width to retain a feeling of openness.
Detached dwellings are a symptom of lower density development. Density is something which will be covered by the CoPP's updated housing strategy. However, the consistent feeling of openness within streets and frequent spacing between built forms should be supported.	Variation in built forms and roof styles should be supported for future development and re-development, particularly in streetscapes with existing variation.
Generally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope of character. However, building massing strategies for new development could emphasise the existing spacing between buildings and rhythm of built forms along streets.	No guidance to be provided on subdivision pattern. However, any development should pick up the cues of the building massing along the street as per future guidance under other character elements.
Given that the openness is a feature of this character area, future development should respond to existing street setbacks to maintain the distance between road reserves and dwellings. The consistent gaps between buildings is a feature in this area, so maintaining the perceived visual separation between dwellings is important.	Future development should provide for generous front and side setbacks that are generally aligned with the valued existing neighbourhood character.
The low site coverage contributes to the perceived openness and visual permeability of buildings. Low site coverage and high permeability can also assist in mitigating flood risk by reducing stormwater runoff. Generally, the existing zone controls are sufficient to capture the underlying character observations from our assessment.	Future development should maintain a sense of openness and maximize permeable surfaces, particularly through front gardens and landscaped side setbacks.
The existing prominence of landscaping is a key feature of this area. Landscaping can contribute towards ameliorating the visual impacts of taller built forms (above 2 storeys). Given the often-limited landscaping for existing apartment blocks, these typologies will need to better consider how landscaping contributes to the prevailing leafy character.	Future development should encourage ample landscaping to maintain the key valued character of prominent landscaping and vegetation in the character area.  Low rise dwelling developments should include canopy trees and landscaping within the front setbacks, while larger developments should incorporate landscaping within the exterior built form, including on walls, roofs, balconies and fences.
The clear delineation between public and private realm through fencing styles is a feature of this area. Taller and visually impermeable fencing should be avoided because it reduces passive surveillance from buildings to the public realm and public views toward landscaping in front gardens. Providing lower fencing also contributes towards the feeling of spaciousness reduces built form dominance of the streetscape.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
Many of these laneways improve permeability through the urban structure of the neighbourhood. To encourage these laneways as routes for all users, it is important provide passive surveillance and perceived safety where possible. Sufficient character guidance has already been provided for primary frontages of dwellings across the other character elements.	Encourage future development with vehicle and pedestrian access to laneway that is safe and engaging.  Provide windows with outlooks to laneways wherever possible.  Encourage built forms that activate the public realm on the ground level with entries and windows.
Some aspects of the prevailing carparking solutions in this area have negative implications. Undercroft parking has often resulted in limited activation and passive surveillance at the ground level of developments in this character area. This is an undesirable outcome and should avoided where possible.  Vehicle crossovers create conflict with pedestrians. If there is a high ratio of crossovers to built forms along frontages, it drastically shifts the literal and perceived safety and walkability of the street.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

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### 9.3 COASTAL SOUTH

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

Coastal Elwood & St Kilda are highly landscaped with unique references to the coastal proximity through durable and light material palette and native coastal plant species. High-quality landscaping, low fencelines and vegetated verges within the public realm will enhance the sun-kissed and airy, character of the area.

Development in the area will be a mix of architectural styles and typologies, including single dwellings, townhouses, and apartments. Mature, valued vegetation will be protected and retained where possible, and a landscape character reflective of the local context will incorporate indigenous coastal plants, supporting a connection to and sense of place. Low-lying coastal scrub vegetation will encourage visual permeability throughout the neighbourhood and give a powerful visual identity to the area, tying it to its valued coastline.

Along with landscaping character, the architecture of the neighbourhood will subtly reference connection to the coast through a robust, natural, light, and textural material palette. Low fences and landscaped front, rear and side boundaries will support public and private interaction, creating safe and comfortable streets.

Dwelling facades will consider the threat of flood damage and finished ground floor levels will be raised to reduce the impact of potential inundation in the future. Secondary frontages along waterways and/or oriented towards the coast will feature windows and balconies to reinforce important views and connection to streets and waterways. Landscape on walls and rooftops will be encouraged, supporting a strong and connected landscape integrated into the built form.

#### **EXAMPLE CHARACTER FEATURES**



Brick and terracotta roof tiles are a common material to incorporate into new developments where appropriate.



New dwellings should embrace the use of coastal species such as Sheoaks, Westringea and Saltbush in conjunction with visually permeable street frontages.



Bold, modern architecture is integrated into the streetscape through coastal plant species and visually permeable street frontages



A modern dwelling incorporates coastla Banksias and sandstone materiality to reference the coastal setting.



No front fence makes this dwelling feel more connected to the canal and increases the visibility of vegetation.



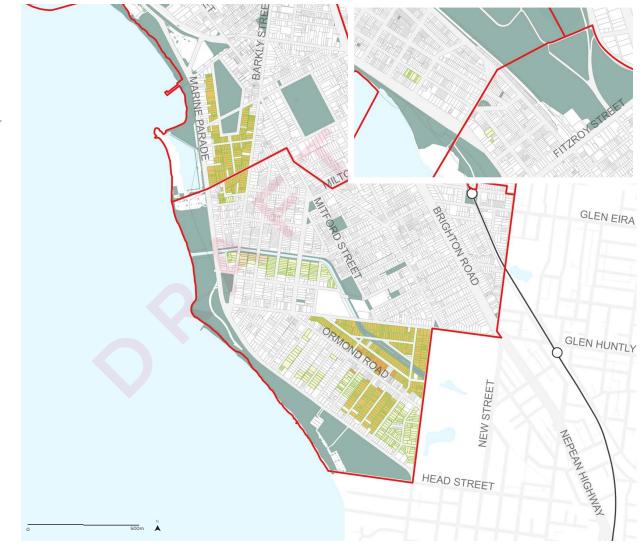
Modern dwellings differ in materiality, form, style and orientation, however they interact well as the spaciousness and visibility of vegetation is maintained.

### CHARACTER AREA EXTENT AND LEVEL OF CHANGE

The Coastal South future character area covers the coastal parts of Elwood and St Kilda. It sits between the foreshore to the west and Brighton Road to the east, with Luna Park to the north and Elsternwick Park to the south. It is split by the Elster Canal.

The Coastal South character area is expected to primarily experience incremental change, however there are pockets of minimal change and some moderate change areas. This level of expected change is in the middle range compared to other future character areas in the municipality.

As the table on the following pages demonstrates, this level of expected change can be accommodated without impacting the key distinguishing character elements for the Coastal South area.





#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	This area features modern infill development around Californian Bungalows and interspersed by brick post-war apartment blocks. This area generally has a higher presence of modern infill than Inland South, with less consistent bungalow and Edwardian cottages. This area is closer to the coast and canals and as a result includes coastal architectural styles.	
	Materiality	Bungalows and Edwardian cottages are dominated by brick, terracotta, timber detailing. Several streets have consistent architecture and materiality. For modern infill and Art Deco buildings the materials are generally rendered brick in light colours. Durable coastal materials are also prevalent, especially in modern infill, such as different forms of render, glazing and steel.	
	Building Height	Dwellings in this area are predominantly 1-2 storey detached dwellings. There are regular pockets of 3 storey apartment blocks and very occasional 4 storey apartment blocks, such as 13-15 Spenser Street. 3 storey modern infill is also common, particularly facing onto parks - such as the Peanut Farm - or along major roads such as St Kilda Street and Barkly Street.	
	Building Form	This area predominantly features detached dwellings with wide forms. Dwellings mostly feature low-sloped hip and gable roofs, whereas walk-up blocks and modern infili generally feature flat roofs. The built form varies between dwellings, although an open street feeling is consistently maintained through setbacks, front landscaping and relatively low building heights.	
	Subdivision Pattern	Generally consistent large lot sizes, especially closer to major roads along the coastline. The lot width range between 8 - 20mm, with an average lot area of 442m2.	
	Siting, Orientation Setbacks	Building are generally sited towards the street. Some modern development infill feature angled or curved facades. The front setbacks are generally 3-7m. Side-setback are generally 2-4m, with some accommodating driveways.	
	Site Coverage and permeability	This area generally has low site coverage and higher permeability compared to other areas in the municipality due to large setbacks and prominent landscaping.	
	Front Garden Landscaping and visible landscaping	Most streets feature a leafy appearance due to stronger presence of street trees and established vegetation in front gardens. There are minimal front gardens for inter and post-war apartment blocks.  Planted verges and walking tracks along canal/creek and park edge also contribute towards the broader perceived leafy impression. Closer to the coast there are an increasing selection of coastal species that are suited to the local environment and conditions.	
	Front Fencing	Fences ranging from low-lying, brick/concrete walls (under 1m) to 1.6m semi-permeable timber paling or picket fencing. There is more prevalent low-lying fences in locations closer to the coast/away from Brighton Rd. Generally, the fencing contributes towards relatively clear delineation between public and private land.	
	Street Frontages and Interfaces	Many dwellings have secondary interfaces with 3-4m wide rear or side laneways. Properties on streets south of Ormond Rd all have rear laneway access. These laneways are often used for vehicles to access carparking at the rear of lots, or feature access gates for pedestrians. These laneways feature limited passive surveillance from windows of buildings or views in and out of gardens. Often tall and impermeable fencing is found along the secondary interfaces of apartments with interfaces to waterways/canals. This reduces safety through minimal passive surveillance and reduced pedestrian activity.	
	Car Parking	Apartment developments in this area generally have undercroft parking. Car parking is generally provided within the front or side setback in older dwellings and behind the building line for modern infill. Generally, angle and parallel parking is featured on the streets.	

Discussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
Like Inland South Character Area, the existing variety of architectural styles and typologies present opportunities for fostering future diversity of architecture rather than constraining development to respond to the existing styles.  Assuming that any exemplary architecture examples are covered by heritage requirements (such as overlays), any architectural character recommendations from this study should be guidance in nature only.	Future character should support a diversity of architectural styles and typologies including single dwellings, townhouses, and apartments where appropriate.  Future development and re-development should minimise negative visual impact on heritage buildings.  Encourage reference to valued architectural styles (such as Spanish Mission or Art Deco) when appropriate in the vicinity.
Similar to the Inland South Character Area, material choices should generally reflect their underlying architecture, or a reflection of the prevailing material palette of each streetscape.  We want to encourage some level of cohesiveness through use of materials within each street. There is also an opportunity for the colours and textures to generally accentuate the greenery of the area.  Given the proximity to the coast, there is also an emerging desire and opportunity to pick up on neutral colours (such as pale blue and green, beige, light grey and white).	Future development is encouraged to utilise durable materials with reference to existing material palette in streetscape contexts, or the emerging coastal colour palette. Materials such as Brick, glazing, steel or other metal cladding are recommended depending on the specific context.
Building height should consider the street width to retain a feeling of openness.	Recommended building heights to be considered in the context of Council's overall Housing Strategy.
The consistent feeling of openness within streets and frequent spacing between built forms is a character feature which should be supported. There is an opportunity to consider angled balconies to maximise views onto the coastline, canal corridor or green pub streetscapes.	Variation in built forms and roof styles should be supported for future development and re-development, particularly in streetscapes with existing variation.
The consistent larger lot sizing and gaps between built forms is an important feature of the subdivision pattern.  Generally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope character. However, building massing strategies for new development could emphasise the existing spacing between buildings and rhythm of built forms along streets.	No guidance to be provided on subdivision pattern. However, any development should pick up the cues of the building massing along the street as per future guidance under other character elements.
The consistent feeling of openness within streets is a character feature which should be supported. The generous front and side setbacks are a character element which contributes towards this neighbourhood quality.	Future development should provide for generous front and side setbacks that are generally aligned with the valued existing neighbourhood character.
The low site coverage contributes to the perceived openness and filtering of views between buildings.  Low site coverage and high permeability can also assist in mitigating flood risk by reducing stormwater runoff.  Generally, the existing zone controls are sufficient to capture the underlying character observations from our assessment.	Future development should maintain a sense of openness and maximize permeable surfaces, particularly through front gardens and landscaped side setbacks.
The existing prominence of landscaping is a key feature of this area. Landscaping can contribute towards ameliorating the visual impacts of taller built forms (above 2 storeys).  Given the often-limited landscaping for existing partment blocks, these typologies will need to better consider how landscaping contributes to the prevailing leafy character.  Incorporating native coastal plant species in the public realm can bolster habitat for native fauna and contribute towards a more drought resilient public realm.	Future development should encourage ample landscaping to maintain the key valued character of prominent landscaping and vegetation in the character area. Native coastal species should be encouraged within landscaped areas.  Low rise dwelling developments should include canopy trees and landscaping within the front setbacks, while larger developments should incorporate landscaping within the exterior built form, including on walls, roofs, balconies, and fences.
The clear delineation between public and private realm through fencing styles is a feature of this area.  Taller and visually impermeable fencing should be avoided because it reduces passive surveillance from buildings to the public rea and public views toward landscaping in front gardens.  Providing lower fencing also contributes towards the feeling of spaciousness reduces built form dominance of the streetscape.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
Many of these laneways improve permeability through the urban structure of the neighbourhood. The canals/waterways are also a key feature of the area and there is an opportunity to encourage pedestrian activity by providing passive surveillance and perceive safety where possible. Sufficient character guidance has already been provided for primary frontages of dwellings across the other character elements.	and Drovide windows with outlooks to Japanese wherever need bla
Some aspects of the prevailing carparking solutions in this area have negative implications.  Undercroft parking has often resulted in limited activation and passive surveillance at the ground level of developments in this character area. This is an undesirable outcome and should avoided where possible.  Where a garage is required at the front of dwellings, it is a good idea to have it setback behind the building line of the rest of the façade. This creates an emphasis on the habitable rooms of dwellings instead of the usually inactive garage. This improves the perceived human association to the public realm.  Vehicle crossovers create conflict with pedestrians. If there is a high ratio of crossovers to built forms along frontages, it drastically shifts the literal and perceived safety and walkability of the street.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

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# 9.4 EVOLVING SUBURBAN

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

An eclectic area with the diversity in community expressed in the urban fabric, built form varies from smaller single dwellings to townhouses and apartments supporting a self-sufficient inner-suburban neighbourhood that thrives with local activity and dwelling diversity. Architectural style and materiality is diverse but consistent in its delivery of robust and high-quality outcomes that build upon the existing flat front facades, orthogonal building massing, and common use of brick. Large, deep lots with medium side and front setbacks will ensure a coarse-grained spacious and calm feel as the area develops.

Upper levels of buildings are designed to provide diversity in the skyline, avoiding a monotonous, single-height roofline, providing both visual interest and allowing for air and natural light to penetrate through the streetscape. Safe and engaging streets are created through the delivery of human-scaled and diverse dwellings oriented towards the street with visible entrances, articulated front facades and interaction with the street from verandahs, balconies, and other habitable spaces.

Enhanced landscaping and canopy coverage in the private and public realms creates green streetscapes and reduces urban heat. Canopy trees dominate the streetscape and valued mature vegetation is prominent. Vehicle cross-overs are minimised and where possible provided from rear laneways, promoting safe pedestrian pathways. Low and permeable front fences, that may incorporate planting, enhance the green image of this inper-suburban peighbourhood

#### **EXAMPLE CHARACTER FEATURES**



Built form is consistent, buildings are orthogonal, oriented towards the street with flat facades and terracotta hip roofs.



Three storey post-war brick flats are very common and create regularity in the street rhythm, however there is very little



Deep front setbacks with low fencing gives a grand sense of spaciousness to some older dwellings.



Bricks are the most common material across the area. Removing front fencing makes smaller streets like this feel more spacious and increases vegetation visibility.



Low to non-existent front fencing is a common, valued character element. There is a need to increase the permeable surface area and vegetation.



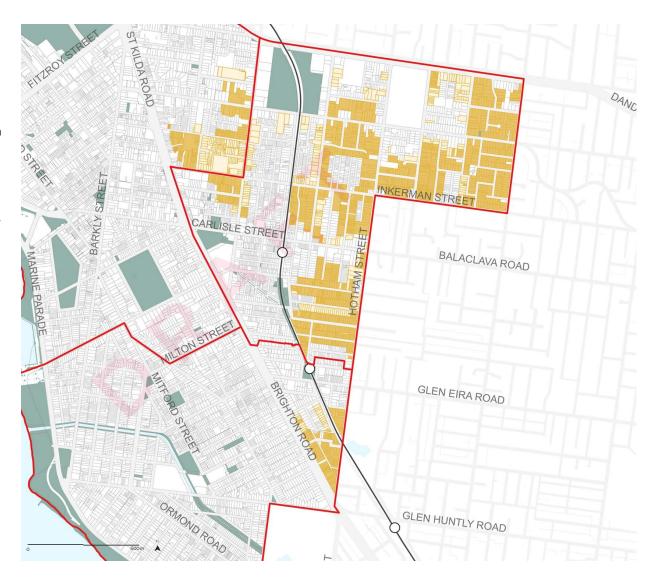
Differing architectural styles share the use of brick and are tied together by landscaping that is visible to the street and hides side fences

#### **CHARACTER AREA EXTENT** AND LEVEL OF CHANGE

The Evolving Suburban future character area covers the suburban part of Port Phillip east of Brighton and St Kilda Roads, with the exception of the Fine-Grained Inner-East future character area that cuts through the middle alongside the Sandringham train line.

The Evolving Suburban character area is expected to predominantly undergo incremental change, with some sparse areas of minimal change dotted throughout. This level of change is similar to the Inland South area and is generally less than other character areas within the municipality.

As shown by the tables on the following pages, this expected level of change across the Evolving Suburban character area can be accommodate whilst still supporting key distinguishing character elements for the area.





#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	Architecture is predominantly inter and post-war apartment blocks – especially dominant on major roads – with common Victorian cottages, Edwardian cottages, 'Arts & Crafts' and Californian Bungalows.  This is some modern infill interspersed throughout the area.	
	Materiality	Predominant materials for the area include red or cream brick, some render and weatherboard cladding. On larger lots, there is often extensive amounts of concrete used for hardscaping.	
	Building Height	3-4 storey multi-dwelling developments (apartments & flats) are very common, especially facing onto major roads. Examples as high as 6 storey can be found on Chapel Street. Single storey cottages bungalows are also common, especially within smaller residential streets.	
	Building Form	Apartment blocks/flats predominantly feature orthogonal, flat facades. Gable and hip roofs are common for bungalows and cottages, whereas the pockets of modern infill have varied forms and roof styles.	
	Subdivision Pattern	Lot width range between 4-30m. Large, deep lots are common for apartments. Consistent larger lots are particularly dominant around major roads, such as Chapel St, Alexandra St, Orrong Rd and in the eastern part of Balaclava.	
	Siting, Orientation Setbacks	Apartments are sited perpendicular to the street, emphasised through flat, prominent facades. Front setbacks are generally 3-7m. Side-setbacks are generally less than 3m. Generally, setbacks create visual definition/separation between buildings.	
	Site Coverage and permeability	Site coverage is generally higher than the Inland South and Coastal South character areas. There are extensive concrete driveways and hardscaping around apartments which reduces overall permeability.	
	Front Garden Landscaping and visible landscaping	The streets with fewer apartments and modern dwellings tend to have established, mature front landscaping. Smaller-scale streets populated by Californian Bungalows have consistent landscaping. Front gardens show diversity in mature trees and landscaped areas are often more formal in style. Generally, the public street tree's canopies are less prevalent than evident in Elwood.	
	Front Fencing	Fence heights in this area have more variation and range between 0.5m to 2m high. Narrower streets often feature high and solid fences with smaller front setbacks, while larger apartment blocks tend to have low fences along boundaries. Fencing styles include brick and timber paling for older dwellings and steel for modern buildings.	
	Street Frontages and Interfaces	This area includes many examples of 'mews'/enclosed streets. Whilst there are many laneways, there are limited access points to laneways and many of which do not feel visually accessible from adjoining streets. Irregularities in the urban grid structure exacerbate the variety in complex street/building interfaces.	
	Car Parking	Parking is usually provided at the front for older single/attached dwellings. For modern dwellings, garages at the front site behind the building line. Multi-residential blocks/apartments usually feature undercroft or at-grade parking within front or side setbacks. The pedestrian environment regularly interrupted by crossovers, especially in front of apartment blocks. Double-fronted driveways for attached dwellings	

Discussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
The existing variety of architectural styles and typologies present opportunities for fostering future diversity of architecture rather than constraining development to respond to the existing styles.	Future character should support a diversity of architectural styles and typologies including single dwellings, townhouses, and apartments where appropriate.
We want to encourage some level of cohesiveness through use of materials within each street, however, also allow for incremental change and expression of new styles.  Dominant brick materiality may be referenced but should not overly restrain architectural diversity.  Hardscaping areas should use permeable paving type where possible to moderate stormwater runoff.	Future development is encouraged to utilise a diverse material palette that corresponds to high quality architecture, with references to the existing brick, timber and render palette.
This character area has potential for greater diversity in building heights, especially for accommodating taller buildings around larger roads. Built forms up to 5 storeys could still reasonably accommodate the character guidance for this area. However, for smaller residential streets, new developments should be conscious of the existing scale.	Recommended building heights to be considered in the context of Council's overall Housing Strategy Consider street width to retain a feeling of openness.
Diversity in building form is a feature of this area and helps to generate visual interest throughout the neighbourhood.  New development should be cautious to avoid forming a continuous built form without visual breaks. Having regular gaps and variations to forms will also help to increase natural light onto the streetscape.	Future development should provide diversity in rooflines to provide visual interest using a 'tooth-and-gap' approach In streetscapes with bungalows and cottages as the dominant architectural typologies, new development should reference the existing roof forms and patterns in the context. Variation in built forms and roof styles should be supported for future development and re-development, particularly in streetscapes with existing variation.
Generally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope of character. However, building massing strategies for new development could emphasise the existing spacing between buildings and rhythm of built forms along streets.	No guidance to be provided on subdivision pattern. However, any development should pick up the cues of the building massing along the street as per future guidance under other character elements.
Given that the side setbacks for this character area are generally less than Inland South and Coastal South, it is important to still create separation and views between buildings and allow natural light onto streets.  It is preferrable that any future apartments provide activation and frontage to streets, (instead of being perpendicular).  The larger deeper lots in this area provide good opportunities for landscaping with setbacks on all sides of dwellings.  It is still important to ensure smaller parcels contribute towards landscaping in the public realm, and therefore we recommend setting a minimum setback distance to ensure reasonable landscaping opportunities.	Future development should be oriented towards the streets wherever possible and create separation and views between buildings, allowing natural light onto streets.  The larger deeper lots in this area should provide good opportunities for landscaping with setbacks on all sides of dwellings.  Ensure smaller parcels contribute towards landscaping in the public realm via minimum front setback that ensure reasonable andscaping opportunities.
This neighbourhood has a diversity of building footprints and site coverage conditions. Given this area is evolving, supporting flexible development outcomes is important. To allow for an ongoing variety of development footprints across parcels, a permeability and site coverage zone variation is recommended.  As with all character areas, finding room for landscape planting is key to meeting Council's policies and the established external pressures.	Future development should maximise permeability through landscaping or paving where possible, particularly through front gardens. Higher site coverage should be supported if the recommended setbacks and other schedule objectives are maintained.
The prominence of front landscaping is a key feature within many streets of this area.  As mentioned in the previous element, this area is evolving. Whilst supporting a diversity of built form outcomes, landscaping should contribute towards ameliorating the visual impacts of built forms and help to mitigate the higher site coverage.	Future development should encourage ample landscaping in the front garden to maintain the key valued character of prominent front landscaping in the character area.  Low rise dwelling developments should include canopy trees and landscaping within the front setbacks, while larger developments should incorporate landscaping within the exterior built form, including on walls, roofs, balconies, and fences.
As previously explained it is important to avoid high and solid fences to retain visual permeability, enhance passive surveillance and views to front landscaping.  For taller developments it is a good idea to have lower fence lines which expand the perceived width of the public realm and reduce streetscape dominance of the abutting buildings.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
If there are opportunities for views from streets through to rear laneways on particularly large blocks it would help with passive surveillance of these secluded lanes.  Sufficient character guidance has already been provided for primary frontages of dwellings across the other character elements.	Encourage future development with interfaces with laneway that increase safety and engagement.  Provide windows with outlooks to laneways wherever possible  Encourage built forms that activate the public realm on the ground level with entries and windows.
Undercroft parking has often resulted in limited activation and passive surveillance at the ground level of developments in this character area. This is an undesirable outcome and should avoided where possible.  Where a garage is required at the front of dwellings, it is a good idea to have it setback behind the building line of the rest of the façade. This creates an emphasis on the habitable rooms of dwellings instead of the usually inactive garage. This improves the perceived human association to the public realm.  Vehicle crossovers create conflict with pedestrians. If there is a high ratio of crossovers to built forms along frontages, it drastically shifts the literal and perceived safety and walkability of the street.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

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### 9.5 FINE-GRAINED INNER-EAST

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

This low-lying, tightly packed pocket is an intimate, human-scaled character area. Fine-grained streets of narrow lots with attached single-storey weatherboard workers cottages inform a feeling of enclosure that is reinforced by narrower streets, small building setbacks, thin footpaths, street verges and smaller public landscaping. The large cobblestone gutters further reduce the visible street width and give this area a 'back-street' laneway feeling that enhances its quiet and approachable character.

Future development will allow light and visual access to the street, with verandahs and front porch social spaces encouraging interaction between dwellings and the street. This will help to create a welcoming, safe neighbourhood with evident passive surveillance. Permeable and low front fencing will ensure dwellings engage with the streetscape and encourage interaction between neighbours to further emphasise the human scale of this character area.

This area will have high site coverage due to the narrow, short lot sizes and lack of front or side setbacks. As such, roof gardens, green walls and planting along fence lines will be crucial to provide biodviserity, habitat and connection to nature whilst also reducing the urban heat island of this tightly packed inner-suburban pocket.

#### **EXAMPLE CHARACTER FEATURES**



The tightness of the workers cottage streets means front porches are important spaces for social interactions and should be enabled by low side fencing.



New development breaks from the consistency of the street's Victorian and Edwardian dwellings but the visual permeability of the street frontage makes it feel connected to the street.



The consistent roof line is a striking feature. Terracotta and brick or weatherboard and corrugated iron are the two most common material pairings.



Single-fronted dwellings form a prominent and unique finegrained street rhythm.



Despite an overly solid front fence, this new dwelling fits seemlessly into the streetscape by maintaining the street rhythm and scale.



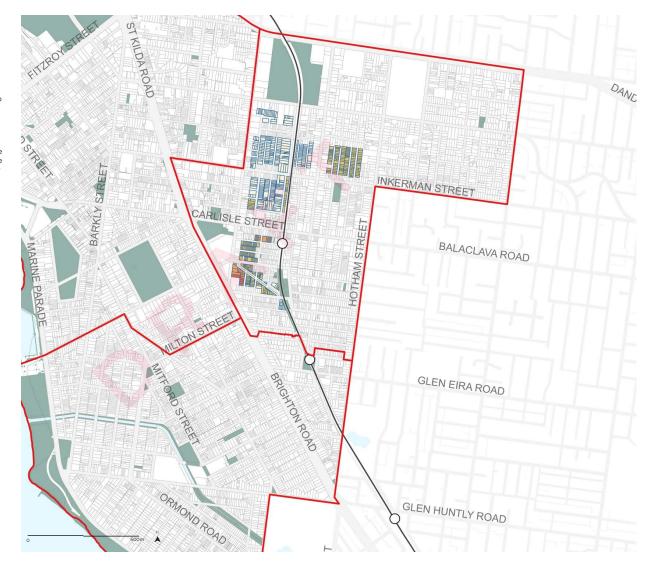
Tightly packed streets with no building separation, small front setbacks and heights of one to two storeys.

### CHARACTER AREA EXTENT AND LEVEL OF CHANGE

The Fine-Grained Inner-East future character area is a thin strip of running from Balaclava into St Kilda and St Kilda East. This character area is predominantly wedged west of the Sandringham train line and east of Chapel Street, except for two pockets that sit east of the train line off Inkerman Street

The Fine-Grained Inner-East character area is expected to undergo primarily incremental change, with some locations to undergo moderate change. This level of change is around the average compared to what is expected for other character areas, although there are notably less minimal change areas.

As will be shown in the table on the following pages, the key distinguishing character elements for the Fine-Grained Inner-East area can still be supported whilst accommodating this level of expected change.





----- Train Line

#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	The most common architectural styles for this area are single storey, single-fronted attached workers cottages and Victorian terraces.  There is some modern infill scattered throughout this character area.	
	Materiality	Common materials include weatherboard, wrought iron, corrugated sheet roofing and some red brick. The modern infill in this area tends to feature painted render blockwork and steel.	
	Building Height	This area has mostly single storey dwellings, with some double-storey buildings. Heights are rarely taller than double storey, although there are specific examples of 3 storey buildings found at the southern end of Chapel Street, at the corners of Woodstock and Mariborough Streets, and along Inkerman Street.	
	Building Form	This area often features continuous fine-grained building forms within streetscapes.  Curved-tin verandah roofs are common with gable roof lines for the main building forms.  Many streets have a consistent rhythm arising from abundant single-fronted dwellings.	
	Subdivision Pattern	The lot subdivision pattern generally features fine-grained, consistent narrow lots. The lot widths range between 4-10m.	
	Siting, Orientation Setbacks	Front setbacks within this character area are generally less than the other character areas and range between 2-3m.  This area is also characterised by minimal side setbacks which range between 0-1m.  Some frontages are parallel to the street.	
	Site Coverage and permeability	Site coverage is much higher than the other character areas.	
	Front Garden Landscaping and visible landscaping	Throughout this area, there is minimal landscaping on both private land and the public road reserves.  Due to the limited side setbacks, private back gardens not usually visible from streets.	
	Front Fencing	This area generally has a more evident feeling of passive surveillance of the public realm.  Most fences are visually permeable, with one of the more common styles being timber picket.	
	Street Frontages and Interfaces	Verandahs and front porch spaces are prominent in streetscapes and visible through permeable fencing.  Many dwellings have secondary interfaces with 3-4m wide rear or side laneways. These laneways feature tall fencing with limited passive surveillance from windows of buildings or views in and out of gardens.	
	Car Parking	Parking is generally provided on the streets, with some parking via rear laneways.	

Discussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
The dominance of fine-grained rhythm is the distinguishing feature of the architectural character.  It important to consider how the fine-grain feel of the area can be captured with future architecture.	Future character should support a diversity of architectural styles and typologies including single dwellings, townhouses, and apartments where appropriate.  Development in streetscapes with rhythm of single-fronted low-lying cottages should ensure architectural design is sympathetic to and references the existing architecture in the context.
We want to encourage some level of cohesiveness through use of materials within each street, however, also allow for incremental change and expression of new styles.  Newer architecture could make some referencing the prevailing materials and colours of the street where possible.	Future development is encouraged to utilise a diverse material palette that corresponds to high quality architecture, with references to the existing weatherboard, brick, wrought iron and render palette.
For smaller residential streets, new developments should be conscious of the existing scale.	Recommended building heights to be considered in the context of Council's overall Housing Strategy.  Consider Street width to retain a feeling of openness.
The fine grain rhythm is a key character feature of many streets in this area.  New development should be cautious to avoid forming a continuous built form without visual breaks. Having regular gaps and variations to forms will also help to increase natural light onto the streetscape.	Variation in built forms and roof styles should be supported for future development and re-development.  Where there is a fine grain rhythm to the streetscape, future development should be designed with building massing and facades that are sympathetic to the fine grain nature of the context.
Generally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope of character. However as mentioned, the fine grain rhythm is a key character feature of many streets in this area.  On consolidated larger sites, it is important in this character area that new building façades should incorporate vertical articulation to reference the prevailing grain of the street	The future considerations for this character element are covered by guidance arising from other elements (such as built form).
The small front and side setbacks are a notable character feature of this area.  However, when setback are shorter, the built forms can potentially reduce opportunities for light to filter between buildings and down to the streetscapes.  Adopting a 'tooth and gap' approach of regularly cutting away sections of building mass to provide visual relief in the roof line/built form massing when viewed from the street could help retain the fine grain at street level but also share light in the public realm.	Future development should provide front setbacks that are generally aligned with the valued existing neighbourhood character, allowing for smaller front setbacks, and minimal or no side setbacks, that maintain the streetscape rhythm.
Given this area has higher existing site coverage, it is important to support ongoing flexible development outcomes. The current scheme controls make following the existing pattern of site coverage difficult.  To allow for an ongoing variety of development footprints across parcels, a permeability and site coverage zone variation is recommended.  As with all character areas, finding room for landscape planting is key to meeting Council's policies and the established external pressures.	Future development maximize permeable surfaces, particularly through front gardens. Higher site coverage should be supported if the recommended setbacks and other schedule objectives are maintained.
Given the higher site coverage, it becomes more important to encourage innovative ways of integrating landscaping to soften built forms and to add visual interest to the streetscape.  Even though we are allowing for higher site coverage, we should still be pursuing landscaping in order to advance Council's environment-focused objectives.	Future development should encourage innovative ways of integrating landscaping to soften built forms and to add visual interest to the streetscape.  Front landscaping with deep soil planting where possible to help establish a consistent meaningful planting approach within streetscapes.  Planted verges and planter boxes incorporated into fences or building facades/rooftops are encouraged to ameliorate the negative visual impacts of built forms and add greenery where possible to streetscapes.
The feeling of passive surveillance is a desirable feature, and any future guidance should aim to retain and/or exaggerate the existing pattern of permeable fencing.  As listed for other character areas, there are several other reasons for low, permeable fencing.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
These verandahs and front porches are an attractive feature of the area because they help contribute to activation which is visible from the street.	Encourage future development with interfaces with laneway that increase safety and engagement.  Provide windows with outlooks to laneways wherever possible.  Encourage built forms that activate the public realm on the ground level with entries and windows.
It is preferable to encourage vehicle access from rear laneways where possible to support a more human-focused and cohesive streetscape.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

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### 9.6 DIVERSE INNER-URBAN

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

With remarkable variation in building form, era and scale, this area offers an innerurban character with the potential for excellent diversity and flexibility in its built form. With a distinctive array of rooflines, façade arrangements, street orientations and material choices, this neighbourhood showcases adaptable, innovative and environmentally sensitive design. The prevalent material palette leans towards modernity, incorporating elements such as steel structures, aluminium framing, timber, exposed concrete, and pockets of brickwork.

Side setbacks are generally small or non-existent, while front setbacks differ creating variation within the character area allowing for flexible new development. The area's proximity to – and views of – the Melbourne CBD presents a strategic location for future growth in areas identified for moderate and substantial housing change. The neighbourhood is dynamic and lively, celebrating its artistic and creative heritage through distinctive, adaptable, and forward-looking architecture.

Landscape will be interwoven with the architecture through fenceline planter boxes, balcony, rooftop and wall gardens with canopy trees providing essential shade. These planting elements soften the built form of the area and ensure there is a biodiversity connection between the coast, Albert Park Lake, and the leafy inner suburbs further east. Permeable fences improve visual access onto front gardens enhancing the feeling of safety through passive surveillance..

#### **EXAMPLE CHARACTER FEATURES**



Architecturally bespoke and idiosyncratic new apartment blocks stand side by side, forming an engaging streetscape.



Buildings vary greatly in scale giving the opportunity for highly flexible future character, however increased vegetation is product.



Streetscapes feature a huge variety of architectural styles & materials, often with built to boundary facade.



Modern materials such as steel form high-quality facades that give the area a creative, inner-city feel in line with its 20th Century cultural history.



Warehouses contribute to the built form and materiality of the area, as well as providing interesting pockets of mixed land



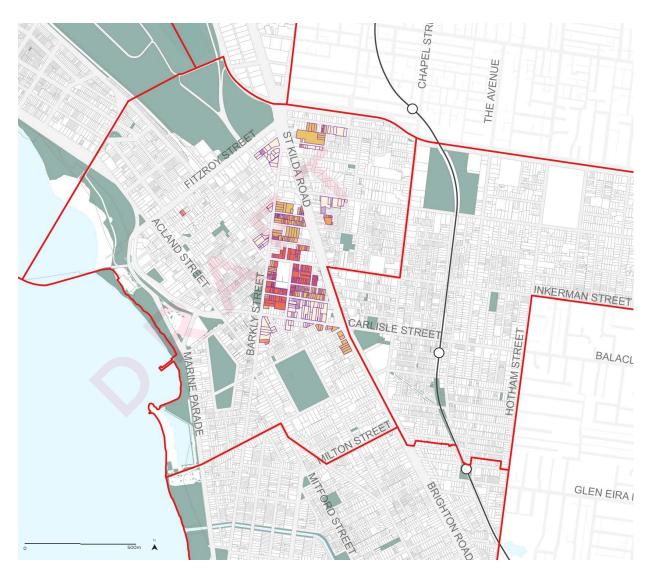
Back streets sometimes feature more consistent fine-grained single dwellings that require a lower-scale new development with a larger allowance for front landscaping.

### CHARACTER AREA EXTENT AND LEVEL OF CHANGE

The Diverse Inner Urban future character area covers central St Kilda. It sits between St Kilda Road and Barkly Street and is bordered by Fitzroy Street/Wellington Street to the north and the St Kilda Botanical Gardens to the south.

The Diverse Inner Urban area is expected to primarily undergo substantial change, with some pockets of moderate change. This level of expected change is the highest when compared with the other future character areas within the municipality.

As detailed by the tables on the following pages, an incremental or minimal level of change can be accommodated whilst supporting the key distinguishing character elements for the Inland South area.





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#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	Some inter and post-war walk-up flats interspersed with many examples of large-scale modern apartments, as well as functioning and converted warehouses.  Victorian cottages and Edwardian bungalows are also common in clusters.	
	Materiality	Some of the common materials include steel, concrete, glazing and ornamental timber for modern apartments.  Whereas brick, weatherboard and ornamental timber are common for the Edwardian and Victorian dwellings.	
	Building Height	This area features diverse heights with some examples of high-rise apartments up to 6 storeys on Alma Road and Inkerman Street, .  There are also established older areas of consistent single to double-storey bungalows and cottages.	
	Building Form	There is varied built form reflective of the numerous architectural typologies.  Modern apartments are generally bespoke and non-orthogonal in nature, with diverse rooflines and facades.  Built form tends to dominate streetscapes with 1920s-30s flats.	
	Subdivision Pattern	There are many larger lots facing major roads, particularly Barkly Street, Alma Road, Inkerman Street and around the St Kilda Activity Centre.  There are many smaller, more fine-grained lots within residential blocks spanning off larger roads. Lot widths usually range between 8-15m, with some occasional lots 30m wide.	
	Siting, Orientation Setbacks	There is variation in building setbacks across the character area. Newer apartment blocks are generally not oriented parallel with the street, whilst bungalows and Victorian cottages are. Front setbacks range between 0-8m. Side-setbacks are between 0-3m.	
	Site Coverage and permeability	This character area generally has higher site coverage. Front landscaping around new buildings is less evident, and hardscaping more prominent hardscaping. Older Edwardian, Victorian and Cali bungalow style lots also feature high site coverage.	
	Front Garden Landscaping and visible landscaping	Landscaping is not prominent in this area. There are some occasional mature front garden landscaping for smaller, older dwellings.	
	Front Fencing	Some low-lying fence with brick detailing or vegetation growing over/within the fence line. There often higher fences on properties with small front setbacks. Many apartments are built up to the boundary.	
	Street Frontages and Interfaces	This area includes many examples of 'mews'/enclosed streets. Streets become broader, boulevard-style toward coast.  Some apartments are setback from the street, as a result they provide limited activation and interaction with the street.	
	Car Parking	Parking is often provided in the front building setback.  Crossovers dominate some streets, especially where access to warehouses or commercial strips is required.  Car parking is usually at-grade or underground for modern apartments.	

Discussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
The architecture of this area is more diverse and eclectic. There is potential for highly adaptive and exciting architecture to blend into existing building typologies without damaging the existing character fabric.  The streets dominated by bungalows and cottages should be reflected in the scale and style of new architecture.	Future character should support a diversity of architectural styles and should allow for adaptable, larger scale development with architectural detailing that is reflective of existing streetscapes.
Given the architecture is extremely varied, it would be a good idea to any material guidance is very high-level so as to encourage flexibility across the area.	Future development is encouraged to utilise a diverse material palette that corresponds to high quality architecture.
For smaller residential streets, new developments should be conscious of the existing scale.	Recommended building heights to be considered in the context of Council's overall Housing Strategy
Given that eclectic architecture and forms is a feature of this area, we should encourage new developments to ensure the ground levels of development is activated and contributes to the visual interest and passive surveillance of the public realm.  New development should be cautious to avoid forming a continuous built form without visual breaks. Having regular gaps and variations to forms will also help to increase natural light onto the streetscape.	Future development should provide diversity in rooflines to provide visual interest, using a 'tooth-and-gap' approach. Future development should be designed with well articulated facades that contribute to visual interest and variation in streetscapes.
Generally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope of character. However, building massing strategies for new development could emphasise the existing spacing between buildings and rhythm of built forms along streets.	No guidance to be provided on subdivision pattern. However, any development should pick up the cues of the building massing along the street as per future guidance under other character elements.
The variety of setback and building orientations in this area creates engaging streetscapes. In some locations streets feel more intimate with narrower road reserves and taller built forms, and in other areas more open and lighter.	Future development should provide varied front and side setbacks that are generally aligned with the existing setbacks within streetscapes.
Given this area has higher existing site coverage, it is important to support ongoing flexible development outcomes. The current scheme controls make following the existing pattern of site coverage difficult.  To allow for an ongoing variety of development footprints across parcels, a permeability and site coverage zone variation is recommended.  As with all character areas, finding room for landscape planting is key to meeting Council's policies and the established external pressures.	Future development should maximize permeable surfaces, particularly through front gardens. Higher site coverage should be supported if the recommended setbacks and other schedule objectives are maintained.
Lack of prominent existing landscaping coupled with high site coverage and the potential for large-scale developments means alternate greening methods must be adopted (roofs, facades, balconies, WSUD etc).  High site coverage means developments will need to consider green roofs and walls, balconies that allow greening, which will be visible to the street and along the roofline.	Future development should encourage landscaping where appropriate to develop a character of greenery and openness in the character area.  Low rise dwelling developments should include canopy trees and landscaping within the front setbacks, while larger developments should incorporate landscaping within the exterior built form, including on walls, roofs, balconies, and fences.
The feeling of passive surveillance is a desirable feature, and any future guidance should aim to retain and/or exaggerate the existing pattern of permeable fencing.  As listed for other character areas, there are several other reasons for low, permeable fencing.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
This area has inconsistent outcomes relating to activation and passive surveillance. For larger developments front lobbies and entry plazas should have a direct visual line of sight to the street to assist with passive surveillance and visual interest.	Encourage future development with interfaces with laneway that increase safety and engagement.  Provide windows with outlooks to laneways wherever possible  Encourage built forms that activate the public realm on the ground level with entries and windows.
It is preferable to encourage vehicle access from rear laneways where possible to support a more human-focused and cohesive streetscape.  Where a garage is required at the front of dwellings, it is a good idea to have it setback behind the building line of the rest of the façade. This creates an emphasis on the habitable rooms of dwellings instead of the usually inactive garage. This improves the perceived human association to the public realm.  Vehicle crossovers create conflict with pedestrians. If there is a high ratio of crossovers to built forms along frontages, it drastically shifts the literal and perceived safety and walkability of the street.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

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### 9.7 ADAPTIVE PORT

#### **NEIGHBOURHOOD CHARACTER STATEMENT**

This area will combine high-density, adaptable development with a consistent building mass, profile, and materiality. The built form will feature orthogonal dwellings with flat facades that often extend to the front boundary, creating a noticeable street wall uniformity. Side setbacks will be consistent and small or non-existent, which fosters a cohesive rhythm along the streetscape.

The essence of the neighbourhood's character lies in its industrial heritage combined with modern coastal style architecture. New development will be innovative and flexible, responding to each unique site. Despite the built form diversity, a commonality will be formed by small to non-existent setbacks, robust street walls, engaging rooflines and a unique semi-industrial material palette. A visual identity is formed by referencing building profile, materiality, scale and rhythm of the area's working class architectural typologies; warehouses, bank houses, cottages, and wrought-iron terraces.

Development will embrace best-practice environmentally sensitive design. Landscaping will be incorporated into fences, facades, balconies and rooftops to boost the visible vegetation at the streetscape. With high-density living anticipated, addressing challenges such as limited private greenspace, high impermeable surfaces and climate change-induced weather extremes is crucial and may require interventions in the public realm. Flood risk will also be factored into the construction and materiality of building facades, and raised finished ground floor levels will reduce the risk of damage from inundation. Increased landscaping and Water Sensitive Urban Design (WSUD) initiatives such as rain gardens, particularly featuring native coastal vegetation, will be an important part of achieving this neighbourhood's resilient future character and visual identity.

#### **EXAMPLE CHARACTER FEATURES**



Streetscapes are varied in scale, material and built form whilst reflecting the area's industrial history. This creates an opportunity for flexible designs.



New development will successfully integrate landscaping and water management into the modern architecture of the area.



Roof lines are varied and reflect industrial built form. This street frontage could be more engaging through improved visual permeability and landscaping cut-outs.



Dwellings are architecturally unique, creating engaging facades, roof lines and materials that are best connected to the street with low fencing.



Green walls immediately soften a building's appearance and, given the area's opportunity for architectural creativity, integrating vecetation should be a goal for all new developments.



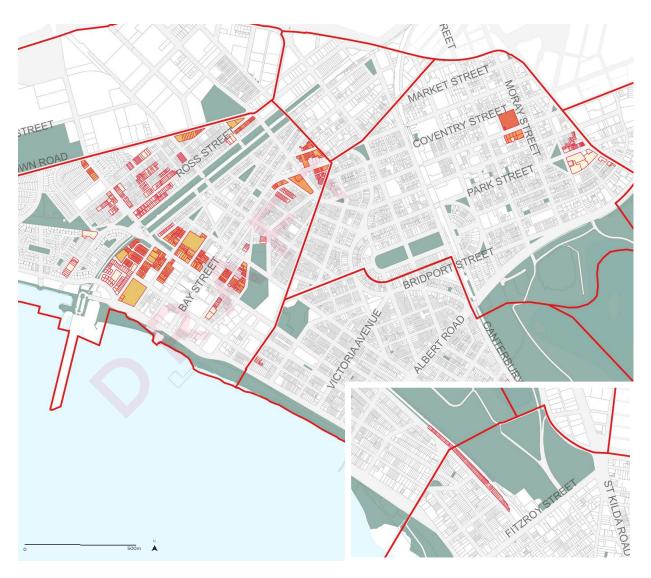
Victorian and Edwardian cottages sit in between the new developments as another reference to the industrial history of the area, offering a more consistent material palette than the modern infill.

# CHARACTER AREA EXTENT AND LEVEL OF CHANGE

The Adaptive Port future character area covers a wide range of locations in Port Melbourne, South Melbourne, and Albert Park. Some parts of the Adaptive Port area are beach-adjacent in Port Melbourne, while the areas in South Melbourne are more densely urban.

The Adaptive Port area is expected to undergo a wide variety of levels of change, ranging from substantial all the way to minimal. This area stands out for the variety of expected change levels, with most other future character areas being primarily expected to experience incremental change.

As the table on the following pages shows, the Adaptive Port future character area can accommodate this diversity of levels of change whilst still supporting the key distinguishing character elements for the area.





#### FINDINGS AND RECOMMENDATIONS

The following analysis table describes some of the character elements which were observed to be prevalent and/or consistent within the character area.

The strength of these character observations are discussed in greater detail and how other factors come into play when deciding on future character guidance.

The goal is to make recommendations which are both flexible in differing underlying zones but still capture the essential character components of the neighbourhood.

Character Element		Commentary of Existing Character Observations	
	Architecture	This architecture in this area is more diverse than the other character areas, similar to Diverse Inner-Urban.  Terraced and detached single-storey Victorian 'workers' cottages and warehouses are the most common, along with modern apartments and infill which sometimes mimics the built form of the area's industrial buildings.  Edwardian brick bungalows, rendered brick inter-war commercial buildings (in modern style) and weatherboard cottages are also found in this area.	
	Materiality	Existing material selections are diverse, ranging from brick and weatherboard to steel cladding, glazing and metal framing.  Modern infill apartments and smaller dwellings show a diverse range of materials, from metal cladding to walls constructed from water tanks and green walls.	
	Building Height	Building heights vary from single and double storey rows of cottages/terraces to taller modern infill, ranging from 3-5 storeys. Taller buildings are generally located along major roads such as Williamstown Road, near the foreshore on streets such as Princes Street, or within proximity of the Bay Street Activity Centre.	
	Building Form	Building form varies with warehouse typologies, cottages, terraces, and modern infill. These mixes of forms create diversity in the facades and roof lines of the area.  Many buildings are built to boundary and tie into the industrial building typologies of warehouses and bank houses.	
	Subdivision Pattern	The streetscapes often follow a 'fine-grain' structure feel despite a mix of narrow and larger corner lots due to small side and front setbacks which give streets a feeling of density.  Lot widths vary from 5-16m, with several larger lots dotted throughout the area of widths up to 30m.  The average lot size is around 300m2.	
	Siting, Orientation Setbacks	Front and side setbacks are generally small, both forms of setback ranging from 0-3m.  Many buildings are oriented parallel to the street at ground level, particularly buildings have zero setback.	
	Site Coverage and permeability	Site coverage is generally high, with smaller cottages/terraces and larger modern infill apartments and warehouse conversions generally covering most of their properties.	
	Front Garden Landscaping and visible landscaping	Minimal private planting is visible given the small setbacks and high site coverage.  Some public verge and park plantings reference the native coastal vegetation of the area, though most of the private landscaping does	
	Front Fencing	Fence lines vary with many tall built-to-boundary examples, however, generally the fence lines are low, ranging from 0-1.3m  Fence materiality varies from timber paling to modern steel styles, and generally the featured styles are visually permeable.  Lack of visible front garden landscaping in parts of the area which could be addressed by incorporating vegetation into the fence line.	
	Street Frontages and Interfaces	Street widths feel generally wide despite the smaller building front setbacks, with streets generally ranging from 10m to 20m+ wide.  Street frontages vary across the area - some street walls are solid and continuous whilst some street walls are more open and visually permeable.	
	Car Parking	Parking is generally both in front and rear setbacks.	

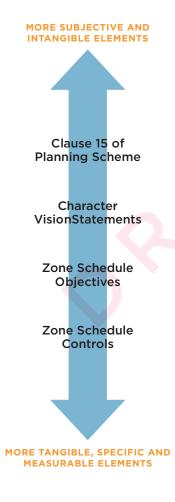
Dis	scussion of Character Elements and Other Considerations	Preferred Character Element Descriptions
The	ne presence of modern apartments creates a highly dynamic and engaging character.  e eclectic existing architecture allows for flexibility for a wide variety of new development without sacrificing the underlying versity.	Future character should support a diversity of architectural styles and should allow for adaptable, larger scale development with architectural detailing that is reflective of existing streetscapes.
Exi	isting diversity of materials allows for a diverse future material palette.	Future development is encouraged to utilise a diverse material palette that corresponds to high quality architecture.
Bui	uilding heights should reference the context of their street and subdivision pattern, whilst also allowing for future change.	Recommended building heights to be considered in the context of Council's overall Housing Strategy  Consider Street width to retain a feeling of openness.
Div	isting built form is varied and should allow for architectural flexibility and creativity.  verse built form – engaging facades, rooffines and visible roof gardens or green walls – will develop the area's progressive,  chitecturally bespoke future character.	Variation in built forms and roof styles should be supported for future development and re-development.  Where there is a fine grain rhythm to the streetscape, future development should be designed with building massing and facades that are sympathetic to the fine grain nature of the context.
cha	enerally, the process of lot consolidation and subdivision is determined by overarching housing policy and sits outside the scope of aracter. However, building massing strategies for new development could emphasise the existing spacing between buildings and ythm of built forms along streets.	The future considerations for this character element are covered by guidance arising from other elements (such as built form).
Nev The	the consistent minimal side and front setbacks, particularly at ground level are a notable feature of this character area.  Even dwellings should tie into the setback pattern of their streetscape, particularly at ground level,  Even is the potential for flexibility in street orientation, although a consistent street wall and activation should be maintained at  Council level.	Future development should provide varied front and side setbacks that are generally aligned with the existing setbacks within streetscapes.  Future development should maintain the perceived width of the public realm and the visual separation between dwellings.  Dwellings should be oriented towards the streets wherever possible.
sch To rec As	ven this area has higher existing site coverage, it is important to support ongoing flexible development outcomes. The current heme controls make following the existing pattern of site coverage difficult. allow for an ongoing variety of development footprints across parcels, a permeability and site coverage zone variation is commended. so with all character areas, finding room for landscape planting is key to meeting Council's policies and the established external essures.	Future development should maximize permeable surfaces, particularly through front gardens. Higher site coverage should be supported if the recommended setbacks and other schedule objectives are maintained.
alte Hig	ck of prominent existing landscaping coupled with high site coverage and the potential for large-scale developments means cernate greening methods must be adopted (roofs, facades, balconies, WSUD etc). gh site coverage means developments will need to consider green roofs and walls, balconies that allow greening, which will be sible to the street and along the roofline.	Future development should encourage front landscaping where appropriate to develop a character of greenery and openness in the character area.  Low rise dwelling developments should include canopy trees and landscaping within the front setbacks, while larger developments should incorporate landscaping within the exterior built form, including on walls, roofs, balconies, and fences.
pat	the feeling of passive surveillance is a desirable feature, and any future guidance should aim to retain and/or exaggerate the existing uttern of permeable fencing.  Is listed for other character areas, there are several other reasons for low, permeable fencing.	Future development should promote the visual prominence of greenery, passive surveillance and the atmosphere of spaciousness in streetscapes by providing low (or no) fencing and fencing that is visually permeable.  Fencing is encouraged to be of varied materiality and chosen in combination with the landscaping strategy for development.
are	accourage innovative ways of integrating landscaping into street interfaces and frontages. South Melbourne and Port Melbourne e engaging places for pedestrians due to street edge landscaping which can be carried into street frontages and interfaces of new evelopments.	Encourage future development with interfaces with laneway that increase safety and engagement.  Provide windows with outlooks to laneways wherever possible.  Encourage built forms that activate the public realm on the ground level with entries and windows.
	per previous discussions, it is important to encourage parking to be integrated into the buildings or accessed via rear laneways to duce visual impacts on the streetscape.	Minimise the visual impact of private parking through encouraging the use of rear laneways for vehicle access where possible.  Minimising vehicle crossover widths where appropriate.  Visual impact of carparking should be minimized by inclusion into the built form with integrated material and architectural choices.

# 10.0 IMPLEMENTATION & FUTURE STRATEGIC WORK

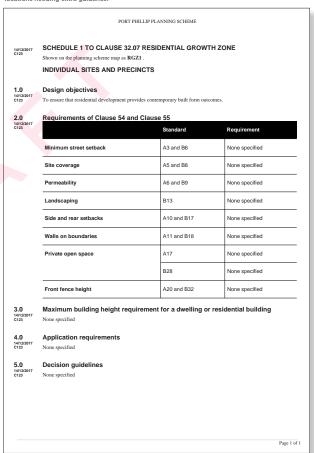
# 10.1 IMPLEMENTATION OF CHARACTER

The character statements provided for each character area aim to reflect the valued features and characteristics of an area but also be 'forward-looking' to ensure contemporary housing needs are being met. The preferred character statements will inform new design objectives, standards and requirements for the Planning Scheme including objectives and requirements in the schedules to the residential zones.

As seen to the right, there are varying methods in order to implement character guidance. HIgher level guidance could be contained in Clause 15 of the Planning Scheme, whereas more place-specific recommendations could be captured within Zone Schedule Variations.



Example Zone Schedule which can be tailored to specific locations needing extra guidance.



#### 10.2 FUTURE STRATEGIC CONSIDERATIONS

# Why have we recommended higher site coverage for some neighbourhoods?

The development pattern across the study area is eclectic. In addition, some neighbourhoods feature higher existing site coverage and are well serviced. In these locations it is reasonable to support increase development yields.

Contrary to the belief that higher site coverage would always compete with environmental sustainability, more compact well-located living can also combat climate change including reducing overall carbon foot print. In addition, higher site coverage can still provide for quality water sensitive urban design through the provision of garden beds, lawn, green roofs and other unsealed surfaces. On that basis higher site coverage, where appropriate, should be encouraged. When increasing site coverage, any remaining land on a development site should minimise the use of impermeable hard stand or paving and should maximize permeability and landscaping.

Where reduced permeable space is unavoidable, the negative impacts could be minimised through alternative controls such as minimum rainwater capture, or minimum canopy coverage (a flexible canopy volume as a relevant percentage of the site area, which could be provided via green walls, trees, substantial balcony or pot planting...)

By allowing for higher site coverage, we are enabling future development flexibility that responds to the existing subdivision character.

#### **Future Flood Risk**

Many study focus areas are situated in low-lying regions, making them vulnerable to the impacts of flooding. Higher flood risk can have implications for both landscaping and built form strategies in private properties, consequently affecting the neighbourhood character of those areas.

While flood mitigation can be addressed at the precinct or individual lot scale, it is not within this study's scope to delve into detailed discussions on this topic. At a high level, we suggest new buildings may incorporate design elements to mitigate flood impacts, such as raising floor levels or providing driveway or garage bunds. Landscaping designs may also prioritize paved materials less affected by flooding or raised garden beds.

For further information, Melbourne Water has released the 'Guidelines for Development in Flood Affected Areas' in February 2019 to assist in managing the impact of flood risk on community.

#### Other Considerations:

- The NCFP should consider any relevant outcomes of future community engagement.
- The NCFP needs to consider any future changes to the underlying zones as the Draft Housing Strategy 2024 progresses.
- The recommendations of this study will need to be further refined to be included in the Planning Scheme as needed.

#### Amanda Roberts

Director

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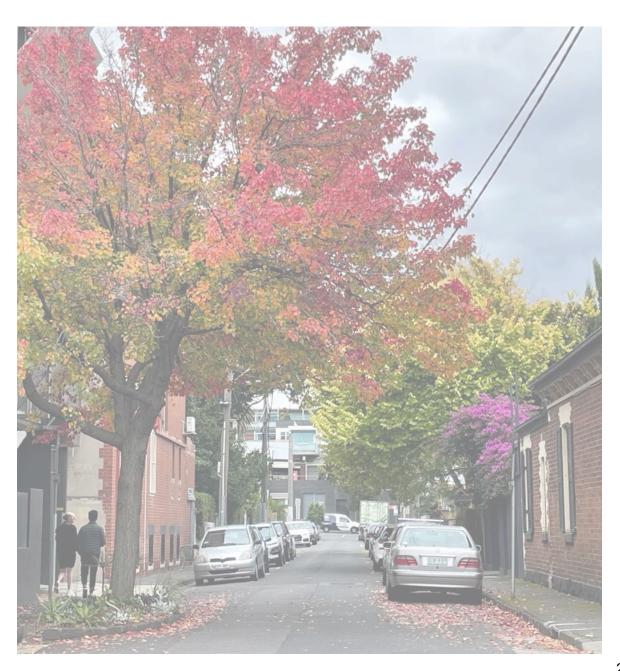
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# PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

**CITY OF PORT PHILLIP | JULY 2024** 

www.urbanenterprise.com.au

# TITLE

Port Phillip Housing Assessment - July 2024

Version	Date	Details
1	November 2022	Baseline demand and capacity analysis to inform Draft Housing Strategy.
2	July 2024	Updated analysis to inform Final Housing Strategy, taking into account major data updates (2021 Census, 2022 Urban Development Program, revised population projections by Victoria in Future 2023, Forecast ID 2022), a more detailed analysis of potential realisation of housing capacity, and consideration of the impacts of recent policy changes.

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

# Attachment 4: Port Phillip Housing Market and Capacity Assessment

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# **EXECUTIVE SUMMARY**

This report provides an assessment of housing growth and capacity to inform preparation of a Housing Strategy for the City of Port Phillip. The following summarises the key findings of the assessment – further details are provided in the body of the report.

#### POPULATION AND DEVELOPMENT

Port Phillip's population grew at a rate of 1.87% per annum between 2001 and 2019 (prior to the COVID pandemic) but reduced over the pandemic period, consistent with the experience of many Melbourne municipalities. The official population estimate for Port Phillip in June 2022 was approximately 104,000 residents.

The average household size of Port Phillip is 1.88 persons, the second lowest of any municipality in Victoria. Almost two-thirds of households are lone persons or couples without children, however the number of couple families with children has increased by almost 3,000 households over the past 20 years.

Dwelling growth has been relatively consistent over the past 6 years at between 900 and 1,300 dwelling approvals per annum. More than half of all dwelling approvals over the period were in the northern section of the municipality including Fishermans Bend, South Melbourne, Domain and St Kilda Road North. In Major Redevelopment Sites, approvals over the period 2016 – 2022 were primarily in the Commercial 1 Zone (42%), Capital City Zone (18%) and Mixed-Use Zone (17%).

Fishermans Bend is currently the focus of a substantial volume of housing development proposals, with almost 10,000 dwellings in the development pipeline in 2022 across 27 projects in the City of Port Phillip sections.

Port Phillip's appeal as a residential destination is evident from its consistent long term population growth and attraction of residential development activity. Its residential appeal will continue to place pressure on the need for residential intensification to meet demand.

# PROPERTY MARKET CONDITIONS

Residential property prices in Port Phillip have increased strongly over a long period, with higher growth in house prices compared with units. This trend accelerated following the onset of the COVID pandemic in 2020, with house prices well exceeding unit price growth.

As demand for separate housing continues and supply remains constrained, upward pressure will continue to influence house prices. The ability to deliver new supply of apartments (and to a lesser extent, townhouses) to the market will assist in keeping overall housing prices affordable relative to separate houses.

Some real estate agents consulted observed that, in their experience, there is a degree of unmet demand for larger dwellings and apartments and lower demand for smaller, new apartments in many higher density areas, with buyers typically preferring older dwellings in established areas with residential amenity.

# **DWELLING DEMAND**

Population and dwelling forecasts are for population growth to range from 2.37% to 2.66% per annum in Port Phillip over the period 2021-2036.

Projections show a dwelling requirement of an additional 23,000 to 26,700 net additional dwellings over the 15 years period between 2021 and 2036. This equates to a need for approximately 1,500 - 1,800 additional dwellings per annum, compared with recent activity in the order of 900 - 1,300 dwelling approvals per year. Over a longer 20 year period, there is projected to be a need for between 31,000 - 35,000 additional dwellings in the municipality.

Fishermans Bend is projected to accommodate more than two-thirds of housing growth over the period.

If the existing dwelling size distribution for each household type (ABS Census, 2021) were to remain constant into the future, projected demographic changes would result in the need for 24% of additional dwellings to have 0 or 1 bedrooms, 49% to have 2 bedrooms, 21% to have 3 bedrooms, and 6% to have 4 or more bedrooms.

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

#### **HOUSING CAPACITY**

Capacity modelling found that there is potential to accommodate in the order of 52,000 – 58,000 additional dwellings across the municipality. More than half of the capacity is within Fishermans Bend (almost 30,000 dwellings), with substantial capacity also within the St Kilda Road precinct. Apartments in mid- and high-rise towers will be the predominant housing type in these areas.

The zones with the greatest capacity for dwelling growth are the Capital City Zone (Fishermans Bend) and Commercial 1 Zone. The Mixed Use Zone (primarily in the Domain area) and the General Residential Zone (primarily in St Kilda, St Kilda East and Elwood) provide further dwelling capacity. The extent to which apartments are delivered in Commercial 1 Zone areas will be influenced by development decisions regarding optimum land use mix given the range of permissible uses.

Activity centres have relatively limited housing capacity by comparison, with potential for approximately 2,900 – 3,900 dwellings in Major, Neighbourhood and Local Activity Centres. Opportunities for infill development are relatively limited in the residential areas South Melbourne, Middle Park and Albert Park, however substantial infill capacity exists in established areas of Port Melbourne, St Kilda and Elwood.

#### **IMPLICATIONS**

Population growth is expected to drive ongoing demand for housing in Port Phillip following a period of low and negative growth during the COVID pandemic. This will require the delivery of approximately 31,000 – 35,000 new dwellings in the municipality over the next 20 years.

In aggregate, there is sufficient capacity within existing planning controls to accommodate projected housing demand. Although this is a theoretical capacity figure and practical development will be somewhat less, the presence of a current housing development pipeline of approximately 14,500 dwellings indicates that major developments already in the development pipeline, at least in aggregate terms, are likely to provide substantial new dwelling supply in the coming years relative to demand.

When projected dwelling needs and capacity is considered separately for Fishermans Bend and the balance of the municipality, it is noted that:

- Approximately 80% of Fishermans Bend would need to be redeveloped to meet demand projections to 2041;
- Approximately half of the capacity of the balance of the municipality would need to be realised to meet the
  demand projections over the period, equating to a rate of 568 dwellings per annum. This is less than the recent
  dwelling delivery rate of 685 dwellings per annum, along with a strong current pipeline of projects.

At the suburb level:

- The majority of future housing capacity exists due to planning controls permitting mid- and high-rise residential development within Fishermans Bend, Domain and along St Kilda Road. This means that realisation of the future housing capacity would result in substantial additional housing in apartments in larger developments in the northern areas of the municipality.
- The popular established housing areas of South Melbourne, Albert Park and Middle Park have relatively limited
  additional housing capacity by comparison which will limit opportunities for local residents to stay in the local
  area through various life stages.
- There is good capacity for additional housing to be delivered in the St Kilda, St Kilda East and Elwood areas, although some of the capacity is within sites with high-rise apartment potential along St Kilda Road, a product type of low demand relative to supply at present, and realisation of other capacity in established areas will be influenced by the development intentions of a larger number of existing landowners.



# **Context for Meeting Housing Needs**

Housing demand will need to be met in the context of high existing house prices, relatively high rents, low rental vacancies and a lack of major urban renewal opportunities (other than Fishermans Bend). The development setting of most of the municipality means apartments will need to accommodate the majority of future housing demand.

Anecdotally, households generally prefer low and mid-rise housing settings and areas with established residential amenity and character – this contrasts to an extent with the scale and location of the majority of housing capacity which is in the form of higher density urban renewal and commercial / mixed use areas. Planning for housing growth in a variety of locations and settings will be important to meeting needs, as will facilitating improvements to residential amenity in locations expected to accommodate growth at higher densities.

## **Capacity Realisation Risks**

Council should monitor several risks to realising housing capacity, including planning permission for higher density developments in Fishermans Bend and other strategic locations, the overall viability of apartment development, and the potential impact of any changes to the way Melbourne Water assesses flooding risk in areas affected by the SBO

#### **Housing Diversity**

A diversity of apartment types, locations and price points will be needed across Port Phillip to satisfy different market segments and life stages, accommodate population growth, provide opportunity for movement within the housing market, provide for diverse and vibrant communities, support the local labour force and provide for sustainable economic growth.

In particular, the Housing Strategy will have an important role to play in ensuring that larger dwellings are available in new developments to accommodate families and various other life stages, and that there is ongoing availability of rental housing throughout the municipality in the context of low vacancies and changing investor conditions. Encouragement of larger dwellings should, however, be cognisant of development feasibility considerations.



# 1. INTRODUCTION

## 1.1. ENGAGEMENT

The City of Port Phillip (Council) engaged Urban Enterprise to undertake an assessment of housing growth and capacity to assist Council in the preparation of a Housing Strategy for the municipality.

# 1.2. APPROACH

This report provides an evidence base for future planning decisions by Council - further analysis of implications will be undertaken as part of future Council strategies. The analysis provided in this report seeks to summarise and analyse the key quantitative indicators of housing demand and capacity as a starting point for further analysis.

# 1.3. REPORT STRUCTURE

The assessment comprises the following sections:

- Section 2: Population, Housing and Development Activity;
- Section 3: Property Market Conditions;
- Section 4: Local Housing Profiles and Indicators;
- Section 5: Projected Dwelling Demand;
- Section 6: Capacity for Housing Growth.
- Section 7: Implications.

# 1.4. CONTEXT FOR DATA COLLECTION AND REPORT VERSIONS

Definitions of key housing and demographic terms used in this report are provided in Appendix E.

The initial version of this report (Version 1, November 2022) was prepared to inform Council's Draft Housing Strategy. Initial data analysis was compiled in 2021 and 2022, including development capacity analysis based on Council's latest property database available at the time.

At the time the analysis for Version 1 was undertaken, the latest Census results available were for the 2016 Census. Melbourne was also still experiencing the direct effects of the COVID-19 pandemic and related economic effects on population growth, migration and the housing market. Version 1 recommended that key datasets should be updated to capture the results of the 2021 Census once fully available.

The Version 1 report also noted that the latest population projections available at the time were prepared prior to the onset of the pandemic and therefore had not been updated to have regard to the disruptions to migration patterns, population levels and associated housing demand which occurred during and following the pandemic period. To address this within the Version1 report, Urban Enterprise prepared indicative estimates of future housing requirements across the municipality (using pre-pandemic Forecast ID projections as a base) to inform the draft Housing Strategy as an interim measure, with the expectation that these indicative estimates would be replaced in the short term with updated projections prepared by Forecast ID for Council and Victoria in Future for the State Government

Revised population and dwelling projections prepared by both Forecast ID and the State government have since been published.

# Attachment 4: Port Phillip Housing Market and Capacity Assessment

Urban Enterprise was subsequently engaged in December 2023 to both:

- Update key datasets, including dwelling development rates, updated population and dwelling demand projections and demographic changes; and
- Include further analysis and commentary relating to the potential realisation of development capacity and policy changes which have occurred following preparation of the initial assessment.

The following changes and additions were made to the report for Version 2:

- Analysis of population levels and demographic profile and trends was updated to capture the results of the 2021 Census and official ABS population estimates (see Sections 2 and 4);
- Data on recent and proposed dwelling construction activity was updated by reference to the latest ABS Building Approvals data and the latest Urban Development Program data for 2022 (see Sections 2, 3 and 4);
- Population and dwelling projections prepared by Forecast ID (2022) and Victoria in Future (2023) were
  updated and used to inform the analysis and conclusions (see Sections 4 and 5);
- Estimates of housing capacity within existing planning controls was updated to exclude larger strata-titled
  commercial properties, and to update the estimated capacity of Fishermans Bend where a substantial volume
  of dwellings have planning permission but are yet to be constructed (see Section 6);
- More detailed comparison of housing demand, capacity and potential realisation is included in Section 6, including consideration of recent development patterns, housing capacity by location and typology, and the sensitivity of capacity results to assumptions regarding multi-property sites; and
- Consideration of the potential impact of policy changes on housing capacity, including the way in which
  Melbourne Water applies its discretion for development proposals in the Special Building Overlay, and the
  implications of recent State-wide planning scheme changes which provide greater opportunities for Small
  Second Dwellings (see Section 6).

It is noted that market and policy conditions for housing in inner Melbourne are continuing to evolve quickly which warrants regular monitoring and re-evaluation of the results over time.



# 2. POPULATION, HOUSING AND DEVELOPMENT

# 2.1. INTRODUCTION

This section provides an overview of the population and housing growth context for Port Phillip; including historical population growth, household types and composition, dwelling types and tenure, residential dwelling approvals and major redevelopment activity.

## 2.2. KEY POINTS

- In June 2022, Port Phillip's Estimated Resident Population was 103,990.
- Port Phillip's population grew at a rate of 1.87% per annum between 2001 and 2019. During the COVID pandemic years of 2020 and 2021, the municipal population reduced by approximately 8,300 residents (7.5% of the 2019 population), before population growth recommenced in 2022. Net overseas migration is the primary driver of population growth in Port Phillip, the disruptions to which was the primary cause of the pandemic period population decrease.
- The average household size in Port Phillip is 1.88 persons, the second lowest of any municipality in Victoria.
   Almost two thirds of households (66%) are lone persons or couples without children.
- Over the 20 year period from 2001 to 2021, lone person households have been the fastest growing household
  type and couples without children have also experienced strong growth. The number of couples with children
  also increased by almost 3,000 households over the period.
- In 2021, more than half of all dwellings in Port Phillip were classified as high density (56%) and more than half of all dwellings were rented (52%).
- The rate of new dwelling growth (as measured by building approvals) has ranged between 900 and 1,300 approvals per annum (based on a 5 year rolling average). More than half of all dwelling approvals over the period 2014 2020 were in the northern section of the municipality including Fishermans Bend, South Melbourne, Domain and St Kilda Road North. These approvals were primarily in the Commercial 1 Zone (42%), Capital City Zone (18%) and Mixed-Use Zone (157%) zone.
- Larger residential redevelopments (50+ dwellings) have been concentrated around St Kilda (along Nepean Road/St Kilda Road), Melbourne and South Melbourne (Kings Way, Albert Road, Queens Road and the South Melbourne Activity Centre) and in Fishermans Bend.
- Medium sized residential developments (10-50 dwellings) are more distributed spatially and in terms of zones, with concentrations observed in St Kilda, Elwood, Port Melbourne and South Melbourne and in the General Residential Zone and Mixed Use Zone.
- Smaller developments are occurring on former house lots in the General Residential Zone and Neighbourhood Residential Zone, with 2-3 storey unit and apartment developments common.
- Port Phillip's appeal as a residential location is evident from its consistent long term population growth and attraction of residential development activity. Its residential appeal will continue to place pressure on the need for residential development intensification to meet demand.

# 2.3. POPULATION

Housing demand is influenced by population characteristics and growth. The following provides an overview of the historical population growth context of the municipality, including benchmarking with other inner-city municipalities of Stonnington, Yarra and Melbourne.

## **POPULATION AND GROWTH**

Table 1 and Figures 1 and 2 show population data sourced from the ABS. The following observations are made:

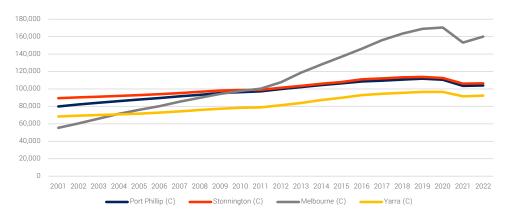
- In June 2022, the Port Phillip Estimated Resident Population (ERP) was 103,990.
- Over the pre-pandemic period of 2001 to 2019, both the scale and rate of population growth was relatively consistent across Port Phillip (1.87% p.a.) and Yarra (1.92% p.a.), while Stonnington's growth rate was lower (1.35% p.a.) and the City of Melbourne had a much higher rate of growth of 6.39% per annum (Table 1).
- Port Phillip's rate of annual population growth was reasonably consistent over the period to 2018, with the
  three-year rolling average ranging from 1.5% to 2.5% per annum (Figure 2). Following commencement of the
  pandemic, the population declined in 2020 and 2021, before increasing by 0.53% in the year to June 2022
  (Figure 2). The return to growth is consistent with other parts of inner Melbourne and reflects the temporary
  impacts on population levels caused by pandemic period restrictions and very low migration rates.
- In absolute terms, the average annual increase in population in Port Phillip over the pre-pandemic period of 2001 to 2019 was 1,763 additional residents. Strong and consistent pre-pandemic population growth is evidence of Port Phillip's attractiveness as a residential location.

## **T1. ESTIMATED RESIDENT POPULATION & GROWTH RATES**

LGA	ERP			AAGR		
LGA	2001	2019	2022	2001-19 (pre-pandemic)	2019-2022	
Port Phillip (C)	80,054	111,782	103,990	1.87%	-2.38%	
Stonnington (C)	89,424	113,800	106,418	1.35%	-2.21%	
Melbourne (C)	55,398	168,952	159,993	6.39%	-1.80%	
Yarra (C)	68,522	96,544	92,301	1.92%	-1.49%	

Source: ABS ERP, 2022; Urban Enterprise. ERP: Estimated Resident Population at 30 June. AAGR: Average Annual Growth Rate.

# F1. ESTIMATED RESIDENT POPULATION, PORT PHILLIP AND INNER LGAS, 2001 - 2022

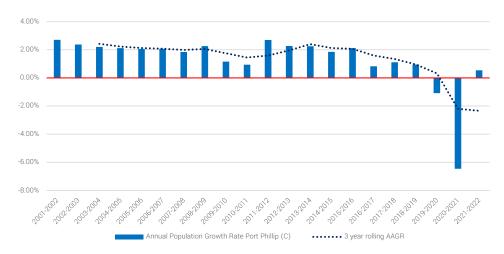


Source: ABS, 2022; - complied by Urban Enterprise

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

## F2. ANNUAL POPULATION GROWTH RATE, PORT PHILLIP, ERP, JUNE 2001 - JUNE 2022



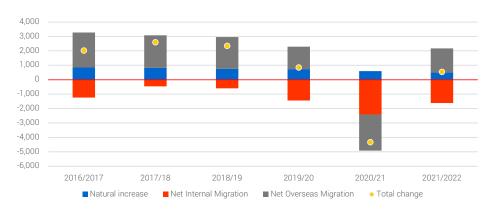
Source: ABS ERP, 2022 - compiled by Urban Enterprise

# **COMPONENTS OF POPULATION CHANGE**

Figure 3 shows the components of population growth in Port Phillip. The following observations are made:

- Over the pre-pandemic period from July 2016 to June 2019, Port Phillip experienced a net increase of 6,993 residents. Net Overseas Migration accounted for 98% of this increase, with Net Internal Migration (-2,312 residents moving to other parts of Australia) offsetting natural increase (+2,426).
- Since the onset of the pandemic, Net Internal Migration declined further, and in the 2020-21 financial year, Net
  Overseas Migration changed from positive to negative, causing an overall loss of population. This data
  highlights the importance of Net Overseas Migration in driving municipal population growth.
- There was recovery in 2021-22 with Net Overseas Migration returning to positive (and closer to pre-pandemic levels), however the total population change remained lower due to high levels of negative Net Internal Migration.

# F3. COMPONENTS OF POPULATION GROWTH, PORT PHILLIP, 2016 - 2021



Source: ABS, Census, 2022 (ERP Components)

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

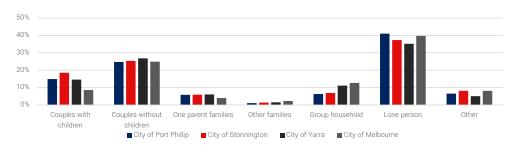
# 2.4. HOUSEHOLDS

## HOUSEHOLD SIZE AND COMPOSITION

Figures 4 and 5 show household composition data sourced from ABS Census 2021. The following observations are made.

- The average household size in Port Phillip in 2021 was 1.88 persons per household, which was between that
  of neighbouring municipalities of Melbourne (1.81 persons) and Stonnington and Yarra (2.03 persons),
  however substantially lower than the Greater Melbourne average (2.58 persons).
- The small average household size reflects the dominant household compositions in Port Phillip including lone person households (41% of total households) and couple households without children (25%) (see Figure 4).

## F4. HOUSEHOLD COMPOSITION BENCHMARKING 2021



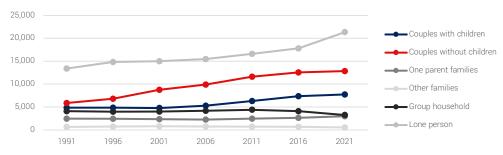
Source: ABS Census, 2021; ID, 2024

## **CHANGE IN HOUSEHOLD COMPOSITION**

Figure 5 shows the change in household composition sourced from the ABS. The following observations are made:

- Lone person households have been the most common household type since the 1991 Census (see Figure 5).
   Over this period (1991 2021), lone person households have grown at a rate of 1.6% per annum.
- Two household types have experienced stronger growth than lone person households: 'couples without children' increased at a rate of 2.6% per annum between 1991-2021 and 'couples with children' increased at a rate of 1.6% p.a. Growth in 'lone person' households has outpaced all other segments between 2006 and 2021 correlating with the predominance of medium and high density dwellings.
- The number of group households has declined since 2011 in absolute terms.

# F5. CHANGE IN HOUSEHOLD COMPOSITION, CITY OF PORT PHILLIP, 1991 - 2021



Source: ABS Census, 1991-2021; ID, 2024.

# 2.5. DWELLINGS

Table 2 and Figure 6 shows dwelling data sourced from the ABS Census. The following observations are made:

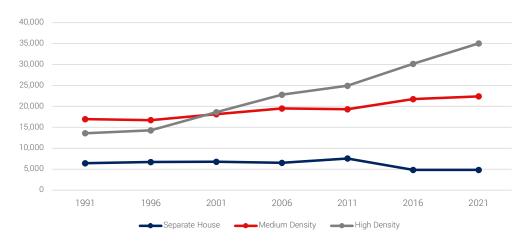
- At the 2021 Census, there were a reported 63,169 private dwellings in Port Phillip.
- The average annual increase in dwellings from 2016 to 2021 was 1,084 additional dwellings each year.
- In 2021, more than half (56%) of all dwellings in the municipality were classified as 'high density' (flats and apartments in buildings of 3 or more storeys). A further 36% were classified as 'medium density' (semidetached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys), with only 8% of dwellings being separate houses.
- High density dwelling types have grown strongly since the 1996 Census, to be clearly the most common
  dwelling type in Port Phillip. This data highlights the importance of medium and high-density housing in
  accommodating population growth. It is interesting to note that the number of 'couple with children'
  households has continued to increase during a period of primarily high-density residential development.

## **T2. TOTAL DWELLINGS, CITY OF PORT PHILLIP**

Measure	1991	1996	2001	2006	2011	2016	2021
Total Private Dwellings	37,728	39,804	44,467	49,072	52,270	57,750	63,169
AAG 5 Year Period (%)		1.1%	2.2%	2.0%	1.3%	2.0%	1.8%
AAG 5 Year Period (#)		415	933	921	640	1,096	1,084

Source: ABS Census, 1991-2021, via ID.

# F6. CHANGE IN DWELLING TYPES, CITY OF PORT PHILLIP, 1991 TO 2021



Source: ABS Census, 1991-2021, via ID.

# **HOUSING TENURE**

Table 3 and Figure 7 show housing tenure data sourced from the Census. The following observations are made:

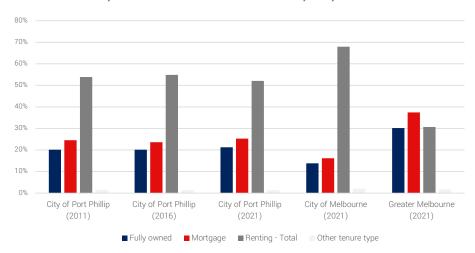
- In 2021, more than half of all dwellings in the municipality were rented (52%). This proportion is substantially than the Greater Melbourne average of 31% and Stonnington (44%), comparable to Yarra (54%) and lower than the City of Melbourne (68%).
- The tenure profile remained similar in Port Phillip between 2011 and 2021.

# T3. HOUSING TENURE, PORT PHILLIP & BENCHMARKING AREAS, 2011, 2016 & 2021

Tenure	City of Port Phillip (2011)	City of Port Phillip (2016)	City of Port Phillip (2021)	City of Yarra (2021)	City of Stonnington (2021)	City of Melbourne (2021)
Fully owned	20%	20%	21%	20%	31%	14%
Mortgage	25%	24%	25%	24%	24%	16%
Rented	54%	55%	52%	54%	44%	68%
Other tenure type	1%	1%	1%	2%	2%	2%
Total households	100%	100%	100%	100%	100%	100%

Source: ABS Census, 2011, 2016, and 2021 via ID. Note: excludes tenure 'not stated'

# F7. HOUSING TENURE, PORT PHILLIP & BENCHMARKING AREAS, 2011, 2016 & 2021



Source: ABS Census, 2011, 2016 and 2021, via ID. Note: excludes 'not stated' tenure.

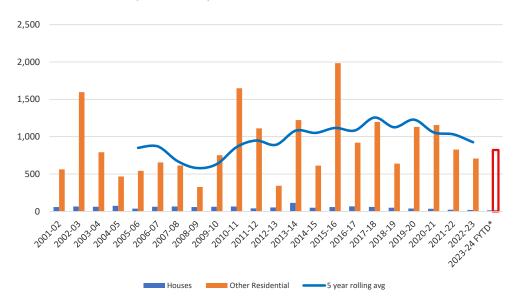
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# 2.6. RESIDENTIAL DWELLING APPROVALS

Figure 8 shows residential building approvals data (i.e. building permits for new dwellings) sourced from the ABS. The following observations are made:

- In the period from July 2018 to June 2023, 4,632 dwellings were approved for construction in Port Phillip, equating to an average of 926 per annum. 96% of these were classified as "Other Residential" dwellings, being medium or high-density townhouses, units or apartments.
- The average rate of dwelling approvals (rolling 5 year average) has been relatively stable since 2014 at between 1,000 and 1,300 approval per annum (Figure 8), although the average dropped below 1,000 per annum in the 5-years to June 2023.
- The volume of dwelling approvals in the 2023-24 financial year to date (July 2023 December 2023) has already exceeded the annual volume of the preceding two financial years, indicating a strong increase in development rates after two years below trend.

# F8. DWELLING APPROVALS, PORT PHILLIP, 2001-02 TO 2023-24



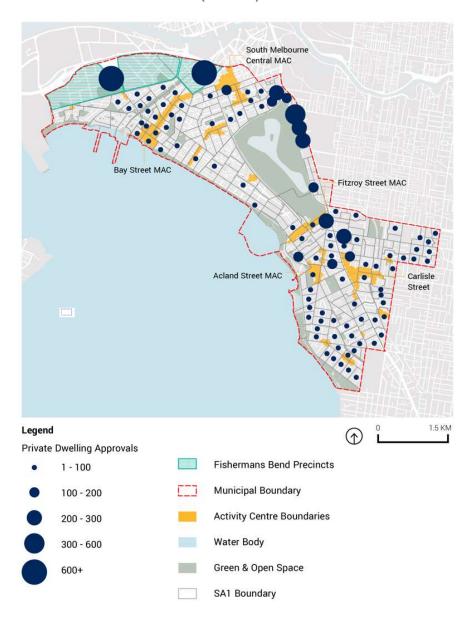
Source: ABS: Building Approvals, 2001-02 to 2023-24 (\*FY to Dec).

The spatial distribution of dwelling approvals over the period 2014 to 2020 by Statistical Area 1 (SA1) is shown in Figure 9. It is evident that the greatest concentrations of approvals have been in:

- Fishermans Bend and the northern section of the South Melbourne activity centre (1,696 approvals, or 28% of the total);
- The northern section of St Kilda Road and the adjacent Domain / Albert Road areas (1,455 approvals, or 24% of the total); and
- The central parts of St Kilda, both within and near Major Activity Centres (1,032 approvals, or 17% of the total).

The balance of the municipality accommodated incremental approvals in the period, with many SA1s accommodating less than 100 building approvals over the period.

# F9. NEW DWELLINGS APPROVED BY SA1 (2014-2020)



\*Note: dots do not represent dwelling location, but rather a SA1 centroid of dwelling approvals

Source: ABS, Building Approvals, 2014-2020.

# 2.7. MAJOR RESIDENTIAL DEVELOPMENTS

This section shows Urban Development Program (UDP) data sourced from the Department of Environment, Land, Water and Planning (DELWP). The UDP is prepared annually and tracks the status of Major Redevelopment Sites (MRS) which are redevelopment projects comprised of ten or more dwellings.

Figure 10 shows the location of MRS identified as 'completed' over the period 2016 – 2022 and the planning zones which currently apply. Table 4 summarises the projects by suburb and zone, while Table 5 provides a profile of completed projects by size.

Key observations are as follows:

- 42% of dwellings completed were in the C1Z, followed by Capital City Zone (18%) and Mixed Use Zone (17%).
- Larger developments (50+ dwellings) accounted for 77% of all dwellings completed in MRS. These have
  primarily occurred in St Kilda (along Nepean Road/St Kilda Road), South Melbourne (Kings Way, Albert Road
  and within the South Melbourne Activity Centre), St Kilda Road/Queens Road and in Fishermans Bend.
- Medium sized residential developments (10-50 dwellings) have been more widely distributed across the municipality including Elwood, St Kilda, Port Melbourne and South Melbourne.
- The GRZ accommodated 9% of dwellings from MRS, primarily in St Kilda and Elwood, while the Residential Growth Zone accounted for 12% (primarily in the St Kilda Road area).
- A relatively low proportion of MRS projects were completed in Major Activity Centres (mainly South Melbourne and St Kilda), with a high proportion of projects completed in other residential and commercial areas.

## T4. TOTAL DWELLINGS THROUGH MAJOR REDEVELOPMENT SITES BY ZONE AND SUBURB, 2016 - 2022

Suburb	Number of dwellings completed by zone							
	C1Z	CCZ1	MUZ	RGZ1	GRZ	NRZ	Total (#)	Total (%)
Albert Park	0	0	0	27	0	0	27	0%
Balaclava	39	0	0	130	16	0	185	2%
Elwood	0	0	0	170	85	79	334	4%
Melbourne	1,568	0	0	0	406	0	1,974	25%
Middle Park	0	0	0	16	0	0	16	0%
Port Melbourne	12	782	189	14	0	0	997	13%
Ripponlea	0	0	0	38	0	0	38	0%
South Melbourne	1,183	469	347	0	0	0	1,999	26%
Southbank	0	111	0	0	0	0	111	1%
St Kilda	416	0	816	497	0	77	1,806	23%
St Kilda East	0	0	0	57	0	42	99	1%
Windsor	0	0	0	0	158	0	158	2%
Total	3,218	1,362	1,352	949	665	198	7,744	100%
%	42%	18%	17%	12%	9%	3%	100%	

Source: Urban Development Program, compiled by Urban Enterprise. Green shading darkens by overall number

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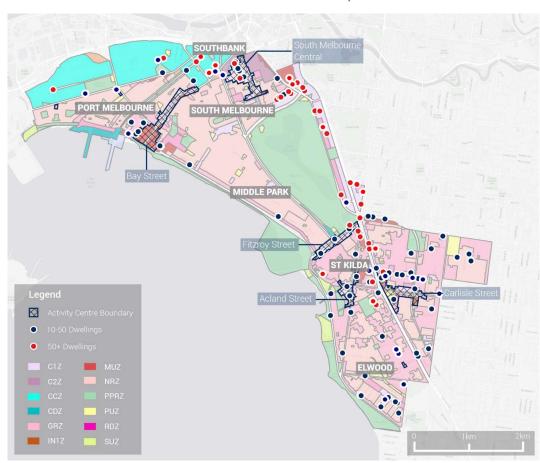
PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

**T5. PROFILE OF PROJECTS BY SIZE** 

Yield Range	Number	% of	Total	% of
(dwellings per project)	of Sites	total	Dwellings	total
10 - 20	43	36%	605	8%
20-50	37	31%	1,170	15%
50-100	18	15%	1,320	17%
100+	22	18%	4,649	60%
Total	120	100%	7,744	100%

Source: Urban Development Program, compiled by Urban Enterprise.

# F10. LOCATION OF COMPLETED MAJOR RESIDENTIAL REDEVELOPMENTS, 2016 - 2022



 ${\it Source: Urban\ Development\ Program,\ compiled\ by\ Urban\ Enterprise.}$ 

# 2.8. DEVELOPMENT CASE STUDIES

A range of different housing typologies have been delivered and are proposed across Port Phillip, generally at medium and high densities. The following case studies provide examples of this diversity.

# **CASE STUDY 1: URBAN RENEWAL HIGH RISE**

One of the earlier developments completed in Fishermans Bend was at 320 Plummer Street. This development resulted in the conversion of a former large warehouse into 3 high rise towers accommodating 434 dwellings. Compared with typical higher density housing, the dwelling mix is weighted towards larger apartments, with a third having 3 or 4 bedrooms.

Case Study	1		
Address	320 Plummer Street, Port Melbourne		
Precinct and Zone	Fishermans Bend (CCZ).		
Site area	0.75ha		
Former use	Warehouse and parking		
New use and land use mix	Retail 3%, residential 97%.		
Dwellings and type	434 (423 apart. / 11 townhouse)		
Dwelling mix and size	1 bed: 25%, 2 bed: 43%, 3 bed+: 33%. Ave. apartment size: 76sqm.		
Building type, height, density	3 towers ranging from 11-15 storeys. Density: 580 dwellings per ha.		



Source: Planning Permit Endorsed Plans, 10/8/2018.

# **CASE STUDY 2: ACTIVITY CENTRE MIXED USE**

Mid-rise mixed use developments are occurring in activity centres such as South Melbourne, generally within the Commercial 1 Zone. This case study delivered 36 apartments above lower level retail and office space on a site formerly occupied by a single storey commercial building.

Case Study	2		
Address	274-278 Coventry Street, South		
Address	Melbourne		
Precinct and Zone	South Melbourne (C1Z)		
Site area	1,040sqm		
Former use	Single storey commercial /		
	showroom.		
New use and land use mix	Commercial 30%, residential 70%.		
Dwellings and type	36 apartments		
Dwelling mix and size	1 bed: 42%, 2 bed: 44%, 3 bed+: 14%.		
	Ave. apartment size: 72sqm.		
Building type, height, density	6 storeys. Density: 360 dw/ha.		



Source: City of Port Phillip.

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# **CASE STUDY 3: MIXED USE ZONE REDEVELOPMENT**

The Mixed Use Zone applies to sections of land in Port Melbourne, St Kilda and South Melbourne. Redevelopments of former industrial and commercial premises is predominantly resulting in mid-rise apartment buildings. The example below is a residential development which replaced a former low value use (car wash with basic building improvements).

Case Study	3		
Address	71 Inkerman Street, St Kilda		
Precinct and Zone	St Kilda, Mixed Use Zone		
Site area	385sqm		
Former use	Car wash		
New use and land use mix	Residential (100%)		
Dwellings and type	21 apartments		
Building type, height, density	7 storeys, 545 dw/ha.		



Source: Urban Development Program, Urban Enterprise.

# **CASE STUDIES 4 AND 5: INFILL LOW RISE APARTMENTS**

Low rise apartments are being constructed on former single dwelling house blocks. The examples below are in the Neighbourhood Residential Zone and resulted in 8-14 apartments replacing single dwellings on sites ranging from 550sqm – 620 sqm.

Case Study	4		
Address	31 Pine Avenue, Elwood		
Precinct and Zone	Elwood, NRZ		
Site area	552sqm		
Former use	Single separate dwelling		
New use and land use mix	Residential		
Dwellings and type	8 apartments		
Building type, height, density	3 storeys, 145 dw/ha		



Case Study	5		
Address	6 Docker Street, Elwood		
Precinct and Zone	Elwood, NRZ		
Site area	616sqm		
Former use	Single separate dwelling		
New use and land use mix	Residential		
Dwellings and type	14 apartments		
Building type, height, density	3 storeys, 227 dw/ha		



Source: Urban Enterprise; City of Port Phillip; Urban Development Program.

# CASE STUDIES 6 AND 7: SMALL LOT INFILL

In some established areas, minor re-subdivisions are occurring on former single house lots, such as the examples below in Balaclava and South Melbourne.

Case Study	6			
Address	5 Blenheim Street, Balaclava			
Precinct and Zone	Balaclava, GRZ			
Site area	472sqm			
Former use	Single separate dwelling			
New use and land use mix	Residential			
Dwellings and type	4 units			
Building type, height, density	2 storeys, 84 dw/ha.			



Case Study	7			
Address	5 Heather Street, South Melbourne			
Precinct and Zone	South Melbourne, NRZ			
Site area	260sqm			
Former use	Single dwelling			
New use and land use mix	Residential			
Dwellings and type	3 apartments			
Building type, height, density	3 storeys, 115 dw/ha.			



Source: Urban Enterprise; City of Port Phillip.

# 3. PROPERTY MARKET CONDITIONS

# 3.1. INTRODUCTION

This section provides an overview of recent residential property market conditions, which provide an indication of housing demand and issues which are likely to influence residential development in the coming years.

The analysis in this section was prepared in 2022 and refers to the latest data available at that time.

## 3.2. KEY POINTS

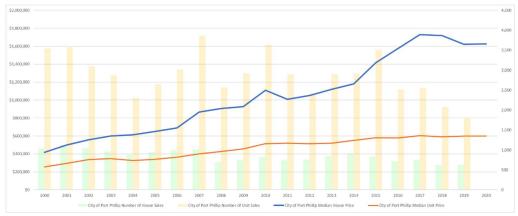
- Residential property prices in Port Phillip have increased strongly over a long period, with higher growth in
  house prices compared with units. This trend has accelerated since the onset of the COVID pandemic in
  2020, with house prices well exceeding unit price growth.
- As demand for separate housing increases and supply remains constrained, upward pressure will continue
  to influence house prices. The ability to deliver new supply of apartments (and to a lesser extent
  townhouses) to the market will assist in keeping overall housing prices affordable relative to separate
  houses.
- Some real estate agents consulted observed that, in their experience, there is unmet demand for larger dwellings and apartments and lower demand for smaller, new apartments in many higher density areas, with buyers typically preferring dwellings in established areas with better residential amenity.
- Although the COVID pandemic negatively impacted high density housing markets whilst positively impacting
  demand for separate houses, rental prices in Port Phillip remain high compared to other areas (indicating
  its lifestyle advantages). Demand for apartments is expected to normalise in the short to medium term.
- Apartments will need to accommodate the majority of future housing demand. A diversity of apartment
  types, locations and price points will be needed across Port Phillip to satisfy different market segments,
  accommodate population growth, provide opportunity for movement within the housing market, provide for
  diverse and vibrant communities, support the local labour force and provide for sustainable economic
  growth.

# 3.3. PRICE AND TRENDS

Figure 11 shows residential property prices and the number of sales for Port Phillip sourced from A Guide to Property Values<sup>1</sup>. The following observations are made:

- Residential property prices in Port Phillip increased strongly over the medium term: between 2001 and 2020, the median house price increased at 7% p.a. and the median unit price increased at 4.3% p.a.
- Since 2020 (the latest official State government data on property sales prices), property prices have increased substantially. Based on REIV data<sup>2</sup>, the Quarter 1 2022 median house price in Port Phillip was \$2.03m compared with \$1.78m at end 2020 (+14% in just over one year). Unit prices have experienced less growth, at a median of \$660,000 in Q1 2022 compared with \$620,000 at end 2020 (+6%).

# F11. MEDIAN HOUSE, UNIT PRICES AND NUMBER OF SALES (2000-2020)



Source: A Guide to Property Values, 2010-2020

Figure 12 shows median unit prices sourced from A Guide to Property Values for the City of Port Phillip and neighbouring municipalities (Stonnington, Yarra and Melbourne). The following observations are made:

- In inner Melbourne, median unit prices achieved strong and consistent price growth until 2010 before slowing somewhat as new stock began to increase.
- Units remain a relatively affordable housing product when compared with housing in inner areas: as of 2019, the median house price was 2.7 times more expensive than the unit price in Port Phillip, higher than the City of Melbourne (2.4 times) and the City of Yarra (2.2 times).

While house prices are a good indication of the overall demand for housing in Port Phillip, the lack of land available for any new separate houses to be developed in the municipality means that medium and high-density dwellings (apartments, and to a lesser extent, townhouses) will be the primary area of focus to accommodate additional dwelling demand in the coming years.

As demand for separate housing increases and supply remains constrained, upward price pressure will continue to be placed on this segment of the housing market. The ability to deliver new supply of apartments to market assists in keeping prices affordable relative to separate houses. Apartments (and to a lesser extent townhouses delivered through infill development) will need to meet the housing needs of a variety of different market segments, and it is important that planning encourages the delivery of a diversity of dwelling types across different locations.

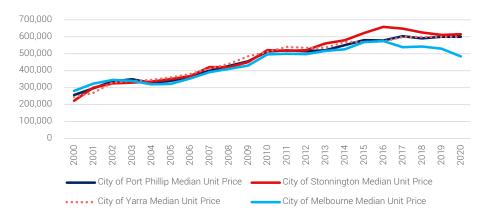
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<sup>1</sup> A Guide to Property Values, Annual analysis of property sales data from Valuer General Victoria, published by Victorian Department of Transport and Planning,

<sup>&</sup>lt;sup>2</sup> Real Estate Institute of Victoria, Propertydata.com.au.

F12. MEDIAN UNIT PRICE BENCHMARKING (2000-2020)



Source: A Guide to Property Values, 2010-2020.

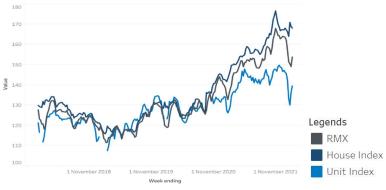
# **RECENT MARKET CONDITIONS**

The COVID-19 pandemic resulted in a period of volatility for the economy and housing markets. Dwelling values generally declined early in the pandemic period, followed by strong growth in late 2020 and throughout 2021.

Low interest rates, government stimulus for new houses, changes in working patterns and latent demand due to government lockdowns fuelled demand for separate houses driving record price growth, while the apartment market was less positively impacted. This is demonstrated in the diverging price indices for houses and units since 2020 as shown in Figure 13. Surging house prices contrast with stable or declining unit prices since early 2021, with the apartment market directly impacted by international border closures and a reduction in overseas migration.

It is anticipated that the relativities between house prices and apartment prices will somewhat normalise with the resumption of international migration in 2022 and as the affordability and lifestyle benefits of apartment living are re-established post lockdowns, especially in the context of increasing interest rates in 2022.

F13. RESIDENTIAL MARKET INDEX, VICTORIA, JANUARY 2018 - FEBRUARY 2022



Source: REIV Residential Market Index (RMX), 2022

## 3.4. RENTAL MARKET

Table 6 and Figure 14 and Figure 15 show data sourced from the Rental Report published by the Department of Health and Human Services. The following observations are made:

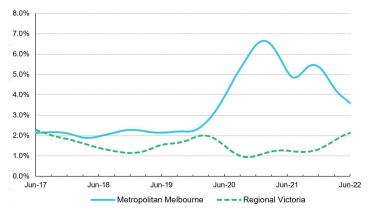
- Inner Melbourne has a substantial volume of rental housing, with 114,000 active rental bonds in March 2021 across the municipalities of Melbourne, Port Phillip, Stonnington and Yarra.
- Port Phillip had 20,648 active rental bonds in March 2021, the eighth highest of any Victorian municipality behind Melbourne, Stonnington, Moreland, Wyndham, Mornington Peninsula, Casey and Greater Geelong.
- Rents in Port Phillip are high by comparison with other parts of Melbourne as shown in Table 6, in particular
  for houses and larger rental properties. This is likely due to close proximity to the Melbourne CBD and the high
  number of apartments within the municipality.
- The rental market in Melbourne particularly inner Melbourne was strongly impacted by the COVID pandemic. Vacancy rates increased and rents decreased overall as shown in Figure 14. A major cause of this impact was international border closures which severely reduced overseas migration and temporary residents such as international students. A further contributor was the substantial supply of new apartments that were constructed between 2014 and 2018.
- Weak rental conditions during the pandemic were particularly pronounced in inner metropolitan areas with high concentrations of recent migrants, temporary residents and smaller apartments. During 2021/22, however, vacancy rates decreased substantially and rent price growth increased strongly, indicating a strong market rebound from the pandemic years and challenging conditions for people seeking new rental housing.

## **T6. MEDIAN RENTS BY PROPERTY TYPE, MARCH 2021**

Area	1 Bed Flat	2 Bed Flat	3 Bed Flat	2 Bed House	3 Bed House	4 Bed House
Port Phillip	\$330	\$450	\$655	\$600	\$790	\$1,100
Region comparisons:						
North and West Metro	\$320	\$400	\$500	\$490	\$395	\$420
Eastern Metro	\$320	\$395	\$490	\$395	\$450	\$590
Southern Metro	\$320	\$405	\$510	\$490	\$420	\$480

Source: Homes Victoria Rental Report, March Quarter 2021

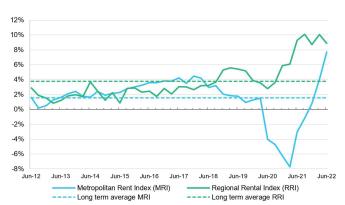
## F14. RENTAL MARKET VACANCY



Source: Homes Victoria Rental Report, June quarter 2022.

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#### F15. RENTAL MARKET PRICE GROWTH



Source: Homes Victoria Rental Report, June quarter 2022.

## 3.5. COMMENTARY

Discussions with real estate agents active in Port Phillip<sup>3</sup> identified the following key market conditions and implications for future housing planning, based on the experience and opinions of those consulted:

- Buyers seeking larger dwellings (i.e. 2 bedrooms plus study or 3 bedrooms) are currently not well catered for in Port Phillip. Existing larger dwellings are generally not affordable for a large proportion of the market, so it will be important to provide an increased supply of 3 bedroom townhouses and apartments to meet family needs
- The recent phases of apartment development have generally prioritised smaller 1 and 2 bedroom apartments
  which are now generally not quick to sell, partly due to the proliferation of smaller dwellings with similar
  attributes, and partly due to smaller floorspaces not meeting the needs of certain households, especially
  families.
- There is an observed over-supply of smaller apartments in new higher-rise apartments buildings (particularly
  on St Kilda Road and St Kilda Road South) relative to demand, especially where floorplans and layouts are
  similar to other apartments for sale. This observation pre-dates and continued during the COVID pandemic
  and is resulting in low price growth and slow sales for this housing type. By contrast, apartments in older,
  lower rise buildings in established areas are generally selling well and are more sought-after than newer
  equivalents.
- Post-pandemic, houses in areas such as Albert Park and Middle Park have experienced strong demand, especially from families and older couples.
- Buyers in Port Phillip often originate from within the municipality and go through various life stages and
  associated property needs within a similar area. This often involves singles renting, forming couples and
  purchasing entry level dwellings (often townhouses, apartments and small houses), then upgrading to houses
  and larger apartments as a family, followed by subsequent upgrades and downsizing decisions. It will be
  important for the Strategy to cater for all life stages, tenure types, dwelling sizes and price points to enable
  this progression to occur.
- In recent years, it has been observed that the proportion of sales to investors has generally decreased. In
  addition, many former investment properties have been sold due to stricter legislative requirements for
  landlords, increasing interest rates and/or to capitalise on the lifestyle opportunity derived from extracting
  investment equity to upgrade primary places of residence.

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<sup>&</sup>lt;sup>3</sup> Direct phone consultation was undertaken with a cross-section of residential real estate agents managing both sales and leases across a variety of suburbs and dwelling types in the municipality.

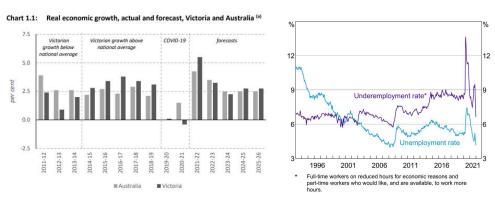
# **3.6. OUTLOOK**

Melbourne's residential property market has performed very strongly over a long period, including (for the most part) during the COVID pandemic. Consistent price growth has been achieved during periods of both economic stability and economic uncertainty. In recent years, very low interest rates and government stimulus measures have contributed greatly to housing demand and the capacity of consumers to pay higher prices for housing purchase. These favourable conditions have since changed, with interest rates increasing in 2022 and most stimulus measures ceased.

The Victorian Government<sup>4</sup> expects strong economic growth to follow the challenging conditions during the pandemic years, with employment levels now exceeding pre-pandemic levels and real economic growth projected to return to stable levels of between 2% and 3% per annum from 2022-23 onwards (see Figure 16 LHS).

Figure 16 (RHS) shows that unemployment rates have reduced significantly in recent years at the national level. Economic growth, employment growth and low unemployment are all strong indicators of ongoing housing demand. These conditions will underpin demand for housing in Melbourne (particularly areas with good accessibility to employment such as Port Phillip) as new residents are attracted to job vacancies and opportunities from other parts of Australia and globally.

## F16. ECONOMIC GROWTH AND UNEMPLOYMENT INDICATORS



Left chart source: Victorian Government Budget papers May 2022, based on Australian Bureau of Statistics; Department of Treasury and Finance; Commonwealth Treasury information. Right chart source: ABS; Reserve Bank Australia, February 2022.

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<sup>&</sup>lt;sup>4</sup> Budget Paper No. 2, Strategy and Outlook, May 2022.

# Attachment 4: Port Phillip Housing Market and Capacity Assessment

The apartment market outlook is mixed:

- In the short term, the return of international migration to Australia along with growth in investment lending in
  housing points to an expected increase in new housing development (primarily apartments) in the coming
  years.
- Rising constructions costs (especially volatile materials prices and supply chains) and labour shortages are
  impacting the construction sector and housing development generally at present, resulting in low levels of
  apartment construction activity in 2022 and impacts on construction activity and development more broadly.
- In the medium term, strong population and economic growth is projected which, alongside relatively high
  house prices and low rental vacancies, will underpin strong demand for apartments in areas with residential
  amenity and accessible to transport and employment.

Overall, a return to pre-pandemic apartment demand levels is likely in the short term, subject to migration levels normalising and realisation of state level economic growth and employment projections. This means that planning for housing in Port Phillip should ensure that sufficient supply and capacity is available to respond to the expected increase in demand over the short to medium term while acknowledging the impacts of the recent period of low and negative population growth on housing demand.

# 4. LOCAL HOUSING PROFILES AND INDICATORS

### 4.1. INTRODUCTION

This section provides a summary of the key housing demand and development indicators of each major suburb / locality in Port Phillip. The following data is shown for each area:

- The latest Estimated Residential Population in 2021 (source: ABS);
- The number of dwellings in 2021 and the projected need for additional dwellings by 2041 (VIF and Forecast ID);
- The number of dwellings proposed in Major Redevelopment Sites not categorised as 'Completed' (Urban Development Program, 2022);
- Median house and unit prices and the recent rate of price growth (Victorian Valuer General).

To align the analysis with major ABS data areas, each suburb is analysed by reference to the corresponding Statistical Area Level 2 (SA2, see Appendix E for definition), the boundaries of which are shown in Figure 17. In some cases, data from multiple Forecast ID "small areas" have been consolidated to best align to the relevant SA2. A map of ID small areas is provided at Appendix A.

For each SA2, commentary is also provided regarding the major influences of future housing role and supply opportunities, including data and mapping on proposed major housing developments in the areas derived from the UDP. Closer analysis of population and dwelling projections, including analysis of both Forecast ID projections for Council and the State government projections (Victoria in Future 2023) is included in Section 5.

### F17. PORT PHILLIP SA2 MAP



Source: Urban Enterprise. Note: the Fishermans Bend SA2 extends beyond the boundary of the City of Port Phillip to include the Fishermans Bend Employment Precinct and the Lorimer Precinct which are located in the City of Melbourne.

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### **4.2. FISHERMANS BEND**

As of 2021, there were an estimated 1,942 residents living in Fishermans Bend (SA2).

Substantial growth is projected for the Urban Renewal Area. The Fishermans Bend Framework (2018) plans for the area to accommodate 80,000 residents across all precincts of the Urban Renewal Area at full development, 68,000 of which are expected to reside in the City of Port Phillip precincts.

VIF projects that there will be 16,418 dwellings by 2036. ID forecast that by 2041, there will be 40,254 residents within the Port Phillip Fishermans Bend Precincts across 24,859 dwellings, equating to approximately 60% of the capacity of the Precincts.

The Framework Plan envisages a mix of mid-rise and high-rise development, with some low-rise and low-mid-rise development at interfaces with existing residential areas on Williamstown Road (Figure 18). Building height controls range from 4 storeys to 30 storeys, with some core areas not subject to height limits (such as in Sandridge, Figure 19).

The UDP (2022) shows 9,683 dwellings proposed within Fishermans Bend, more than three-quarters of which (78%) are in buildings proposed to contain 20 storeys or more. The dwellings in the UDP 'pipeline' comprise 41% of the projected dwellings in the area over the period to 2041, indicating that development activity may occur more quickly in this area than current projections.

As a major urban renewal area, Fishermans Bend has the greatest housing capacity of any location in the municipality and presents substantial long term apartment supply opportunities. The area is likely to meet some latent demand for housing in established areas of Port Phillip (e.g. Port Melbourne and South Melbourne), although as a brownfield setting, will provide a different setting to many of the established suburbs. These suburbs generally have strong residential amenity, heritage, established streetscapes and open spaces which will be considerably less available in Fishermans Bend due to the need to progressively transform current industrial and commercial areas.

Fishermans Bend also includes a National Employment and Innovation Cluster (NEIC), which will attract significant State Government and private sector investment and will likely drive housing demand in surrounding areas.

#### **17. FISHERMANS BEND SNAPSHOT**

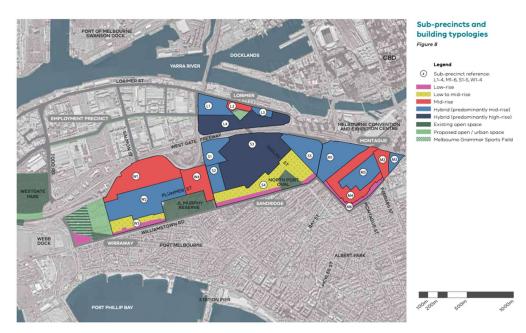
Population (2021)	1,942
Dwellings (2021) - VIF	1,089
Dwellings Projected (2036) - VIF	16,418 (+15,329)
% of projected municipal dwelling growth 2021-2036	N/A
Dwellings (2021) - FID	1,072
Dwellings Projected (2041) - FID	24,859 (+23,787)
% of projected municipal dwelling growth 2021-2041	68%
# Dwellings Proposed in Major Developments	9,863
Median House Price (2020)	n.a.
Median Unit Price (2021)	\$911,500

Source: see section 4.1. n.a. not available.

Note: the Fishermans Bend SA2 extends beyond the boundary of the City of Port Phillip to include the Fishermans Bend Employment Precinct and the Lorimer Precinct which are in the City of Melbourne. This does not have any bearing on existing (2021) and recent data given that the area within the City of Melbourne did not have any dwellings or population as at 2021, however the VIF dwelling projections for this area include future dwellings that are planned for the Lorimer Precinct in the City of Melbourne.

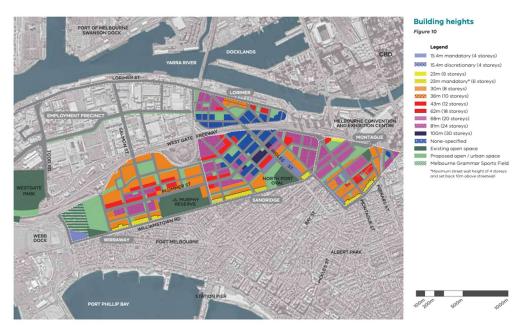
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### F18. FISHERMANS BEND PROPOSED BUILDING TYPOLOGIES



Source: Fishermans Bend Framework, Victorian State Government, 2018.

# F19. FISHERMANS BEND PROPOSED BUILDING HEIGHTS



Source: Fishermans Bend Framework, Victorian State Government, 2018.

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

### **4.3. SOUTH MELBOURNE**

South Melbourne had an estimated population of 11,860 residents in 2021.

VIF projects an additional 2,057 dwellings by 2036 within the South Melbourne SA2, while ID forecast an additional 4,915 dwellings by 2041, including the South Melbourne and Domain Small Areas and excluding Fishermans Bend.

The UDP (2022) shows (Figure 20) the distribution of major redevelopments across the Domain area and other parts of South Melbourne including the Major Activity Centre.

A key difference between projects in major renewal areas (Domain) and those in established parts of South Melbourne is project size: planned projects in renewal areas have an average of 176 dwellings, compared with 35 dwellings in established areas of South Melbourne. This creates two different product types which are likely to appeal to different market segments.

The median house price in South Melbourne was \$1.58 million in 2020, and prices grew at a rate of 5.1% per annum between 2010-2020. The median unit price was \$590,500 in 2020 and which grew at a rate of 0.8% per annum. By Q1 2022, the median house price had risen to \$1.8m and the median unit price was \$668,000.

The South Melbourne suburb is increasingly a location of diverse housing typologies, including high density apartment developments at the western and eastern edges, boutique developments in the Major Activity Centre, well established high value residential areas and pockets of high density public housing.

**T8. SOUTH MELBOURNE SNAPSHOT** 

Population (2021)	11,860
Dwellings (2021) - VIF	7,482
Dwellings Projected (2036) - VIF	9,539 (+2,057)
% of projected municipal dwelling growth 2021-2036	8%
Dwellings (2021) - FID	8,628
Dwellings Projected (2041) - FID	13,543 (+4,915)
% of projected municipal dwelling growth 2021-2041	14%
# Dwellings Proposed in Major Developments	1,281
Median House Price (2020); AAG (2010-2020)	\$1.58m + 5.1% p.a.
Median Unit Price (2020); AAG (2010-2020)	\$590,500 +0.8% p.a.

Source: see section 4.1.

F20. UDP PROPOSED REDEVELOPMENTS, SOUTH MELBOURNE SA2



Source: UDP 2022, compiled by Urban Enterprise.

### **4.4. PORT MELBOURNE**

Port Melbourne had an estimated population of 16,373 residents in 2021.

Relatively limited dwelling growth is projected for the area by both VIF and Forecast ID (2021 to 2041). VIF estimates an additional 1,293 dwellings (85 p.a.), while Forecast ID project an additional 873 dwellings (44 p.a.).

216 new dwellings are proposed as part of major redevelopments in the UDP (2022), across four projects, two of which are located on the waterfront (Beach Street and Waterfront Place) and two projects on Williamstown Road (see Figure 21). If all these dwellings are completed, they would equate to more than a fifth (21%) of the suburb's projected dwelling growth.

The median house price was \$1.53m in 2020, with growth of 4.1% p.a. between 2010-2020. The median unit price was \$725,000, with growth of 1.8% p.a. In Q1 2022, the median house price reached \$1.85m.

Relatively low recent and projected population and dwelling growth reflects the limited capacity of the suburb to accommodate growth (although the urban renewal area of Fishermans Bend is adjacent to the suburb which has substantial housing capacity).

# F21. UDP DEVELOPMENTS, PORT MELBOURNE



Source: UDP, 2022 - compiled by Urban Enterprise.

### **T9. PORT MELBOURNE SNAPSHOT**

Population (2021)	16,373
Dwellings (2021) - VIF	8,986
Dwellings Projected (2036) - VIF	10,279 (+1,293)
% of projected municipal dwelling growth 2021-2036	5%
Dwellings (2021) - FID	8,981
Dwellings Projected (2041) - FID	9,854 (+873)
% of projected municipal dwelling growth 2021-2041	2%
# Dwellings Proposed in Major Developments	216
Median House Price (2020) / AAG (2010-2020)	\$1.53m +4.1% p.a.
	\$725.000
Median Unit Price (2021) / AAG (2010-2020)	+1.8% p.a.

Source: see section 4.1.

# 4.5. ALBERT PARK, MIDDLE PARK, ST KILDA ROAD

The population of the Albert Park / Middle Park / St Kilda Road SA2 was 16,490 residents in 2021.

This SA2 includes two distinct sections: the predominantly residential areas of Albert Park and Middle Park to the west of Albert Park Lake, and the higher density commercial, residential and mixed-use areas along and near St Kilda Road to the east of Albert Park Lake. These sections are described separately where relevant in this sub-section based on the geographies shown in Figure 22.

Most dwelling approvals in SA2 over the period have occurred in the St Kilda Road section.

Property prices in the locality are high with median house prices at \$2.65 million in Middle Park and \$1.89 million in Albert Park as of 2020. Unit prices were also significant at almost \$900,000 for both Albert Park and Middle Park in 2020. The most recent sales medians show that house prices rose substantially through 2021 in Albert Park and Middle Park, with a median house price of \$3.05 million in Middle Park \$2.5 million in Albert Park and in Q1 2022. The median unit price in Albert Park in Q1 2022 was \$960,000 and in Middle Park was \$980,000.

VIF estimates and additional 1,640 dwellings by 2036, while an additional 1,644 dwellings are projected by Forecast ID to be developed across the locality by 2041, 91% of which are forecast to be within the St Kilda Road precinct.

The UDP (2022) shows 1,182 proposed dwellings within the SA2, with all of these projects in the St Kilda Road corridor (see Figure 23).

Apart from larger redevelopments through the St Kilda Road corridor, capacity for future growth within the locality is relatively limited due to the current zoning (NRZ) and heritage controls. This, coupled with high levels of amenity and attractiveness as a residential location due to parks, wide streets and local shops, will continue to put upward pressure on house and unit prices in the Albert Park and Middle Park.

T10. ALBERT PARK, MIDDLE PARK, ST KILDA ROAD SNAPSHOT

Population (2021)	16,490
Dwellings (2021) - VIF	9,250
Dwellings Projected (2036) - VIF	10,890 (+1,640)
% of projected municipal dwelling growth 2021-2036	6%
Dwellings (2021) - FID	11,222
Dwellings Projected (2041) - FID	12,866 (+1,644)
% of projected municipal dwelling growth 2021-2041	5%
# Dwellings Proposed in Major Developments	1,182
Median House Price (2020) / AAG Growth (2010-2020)	Albert Park: \$1.89M +4.9% p.a. Middle Park: \$2.65M +5.8% p.a.
Median Unit Price (2020) / AAG Growth (2010-2020)	Albert Park: \$875,000 +1% p.a. Middle Park: \$862,500 +3.2% p.a.

Source: see section 4.1

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F22. SECTIONS OF THE ALBERT PARK SA2



F23. UDP PROPOSED REDEVELOPMENTS ALBERT PARK SA2



Source: UDP, 2022, compiled by Urban Enterprise.

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PORT PHILLIP HOUSING MARKET AND CAPACITY ASSESSMENT

### 4.6. ST KILDA

Table 11 provides a snapshot of the housing profile and expected changes in dwellings in the SA2s of St Kilda Central, St Kilda East and St Kilda West. These areas are referred to collectively as St Kilda, although the areas include the suburbs of Ripponlea, St Kilda East, St Kilda West and Balaclava as well as St Kilda.

As of 2021, the area had an estimated population of 42,289 residents.

VIF estimates an additional 4,451 dwellings by 2036 (297 dwellings per annum), while ID forecast an additional 3,498 dwellings by 2041 (175 dwellings per annum). The UDP (2022) identifies 1,910 dwellings in the pipeline in major developments (see Figure 24 for project locations). The majority of major residential redevelopment projects are located on or near the St Kilda Road corridor.

Median house prices in the St Kilda SA2 experienced relatively strong growth between 2010 and 2020, at between 3.2% and 4.7%. St Kilda West had the highest median price at \$2.63 million, followed by St Kilda East (\$1.64 million) and St Kilda (\$1.30 million).

The median unit price has also increased, albeit at lower rates of between 1.5% - 2.9% p.a. The median unit price in St Kilda West was \$635,000, followed by St Kilda East (\$597,000) and St Kilda (\$557,500).

**T11. ST KILDA SNAPSHOT** 

Population (2021)	42,289
Dwellings (2021)	27,630
Dwellings Projected (2036) - VIF	32,081 (+4,451)
% of projected municipal dwelling growth – VIF 2021-2036	17%
Dwellings (2021) - FID	24,577
Dwellings Projected (2041) - FID	28,075 (+3,498)
% of projected municipal dwelling growth – FID 2021-2041	10%
# Dwellings Proposed in Major Developments	1,910
	St Kilda:
	\$1.30m, +3.4% p.a.
Median House Price	<b>\$1.30m, +3.4% p.a.</b> St Kilda East:
Median House Price (2020) / AAG Growth (2010-2020)	•
(2020) / AAG Growth	St Kilda East:
(2020) / AAG Growth	St Kilda East: \$1.64m, +4.7% p.a.
(2020) / AAG Growth	St Kilda East: \$1.64m, +4.7% p.a. St Kilda West:
(2020) / AAG Growth	St Kilda East: \$1.64m, +4.7% p.a. St Kilda West: \$2.63m, +3.2% p.a.
(2020) / AAG Growth (2010-2020) Median Unit Price	St Kilda East: \$1.64m, +4.7% p.a. St Kilda West: \$2.63m, +3.2% p.a. St Kilda:
(2020) / AAG Growth (2010-2020)	St Kilda East: \$1.64m, +4.7% p.a. St Kilda West: \$2.63m, +3.2% p.a. St Kilda: \$557,500, +1.5% p.a.
(2020) / AAG Growth (2010-2020) Median Unit Price (2020) / AAG Growth	St Kilda East: \$1.64m, +4.7% p.a. St Kilda West: \$2.63m, +3.2% p.a. St Kilda: \$557,500, +1.5% p.a. St Kilda East:

Source: see section 4.1.





Source: UDP, 2022, compiled by Urban Enterprise.

# 4.7. **ELWOOD**

In 2021, Elwood had an estimated population of just over 15,000 residents.

VIF estimates an additional 1,081 dwellings by 2036 (71 dwellings per annum), while ID forecast that there will be an additional 425 dwellings by 2041, equating to 21 additional dwellings per annum over the next 20 years.

The UDP (2022) identified 42 proposed residential dwellings across three redevelopments (see Figure 25). This equates to an average yield of 14 dwellings per development. Larger developments are dispersed throughout the SA2 and are generally internal to the suburb (i.e. not on major roads) which differs from most other suburbs in the municipality.

The median house price in Elwood was \$2.14 million in 2020 and grew by 4.3% per annum between 2010 and 2020. The median unit price was \$650,000 and grew by 1.1% p.a. In Q1 2022, the house median had increased to \$2.33m and the unit price was \$722,000.

### **F25. UDP REDEVELOPMENTS ELWOOD**



Source: UDP, 2022, compiled by Urban Enterprise.

#### **T12. ELWOOD SNAPSHOT**

Population (2021)	15,041
Dwellings (2021) - VIF	8,883
Dwellings Projected (2036) - VIF	9,964 (+1,081)
% of projected municipal dwelling growth 2021-2036	4%
Dwellings (2021) - FID	8,711
Dwellings Projected (2041) - FID	9,136 (+425)
% of projected municipal dwelling growth 2021-2041	1%
# Dwellings Proposed in Major Developments	42
Median House Price (2020) / AAG Growth (2010-2020)	\$2.14m +4.3% p.a.
Median Unit Price (2020) / AAG Growth (2010-2020)	\$650,000 +1.1% p.a.

Source: see section 4.1.

# 5. DWELLING DEMAND

### **5.1. INTRODUCTION**

This section provides analysis of projected housing demand over the period 2021 – 2041, taking into consideration the recent rate of dwelling growth as well as dwelling projections prepared by the Victorian government (Victoria in Future 2023) and Forecast ID (prepared for Council in 2023).

### **5.2. KEY POINTS**

- Population and dwelling forecasts are for population growth to range from 2.37% to 2.66% per annum in Port Phillip over the period 2021-2036.
- Projections show a dwelling requirement of an additional 23,000 to 26,700 net additional dwellings between 2021 and 2036. This equates to a need for approximately 1,500 - 1,800 additional dwellings per annum, compared with recent activity in the order of 900- 1,300 dwelling approvals per year.
- Fishermans Bend is projected to accommodate more than two-thirds of housing growth over the period.
- If the existing dwelling size distribution were to remain constant into the future, projected demographic changes would result in the need for 24% of additional dwellings to have 0 or 1 bedrooms, 49% to have 2 bedrooms, 21% to have 3 bedrooms, and 6% to have 4 or more bedrooms.

# **5.3. POPULATION AND DWELLING PROJECTIONS**

Table 13 and Figure 26 show projections data sourced from Victoria in Future (VIF 2023) and Forecast ID.

Both projections were prepared post-pandemic. Forecast ID projections extend to 2041, whereas Victoria in Future projections end at 2036 for local government and smaller areas. Comparisons made between the two projections are made for their common period of 2021 – 2036.

The following observations are made:

- Forecast ID project a higher overall rate of population growth (2.66% p.a.) and net additional dwellings (+1,779 per annum) over the period to 2036 compared with VIF.
- Forecast ID project an average annual increase in dwellings of 1,779, compared with 1,533 by VIF. This
  compares with the number of dwellings approved over the period 2014 2022 which has generally ranged
  between 900 and 1,300 per annum.

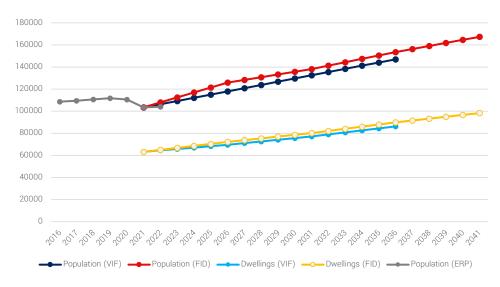
Figure 26 also shows the actual Estimated Resident Population for each year up to 2022.

### **T13. POPULATION AND DWELLING FORECAST SUMMARY, PORT PHILLIP**

	2021	2026	2031	2036	2041	Change (21-36)	AAG (21- 36)	AAG % (21-36)
Population								
Victoria in Future	103,438	117,956	132,556	147,016		43,578	2,905	2.37%
Forecast ID	103,550	125,885	138,180	153,554	167,363	50,004	3,334	2.66%
Dwellings								
Victoria in Future	63,301	69,550	77,150	86,290		22,989	1,533	2.09%
Forecast ID	63,191	72,168	80,222	89,879	98,333	26,688	1,779	2.38%

Source: Victoria in Future, 2023, Forecast ID, 2022

### F26. EXISTING POPULATION AND DWELLING PROJECTIONS



Source: Victoria in Future 2023, Forecast ID Nov 2022; ABS Estimated Resident Population (2016-2022). Compiled by Urban Enterprise.

#### **PROJECTIONS BY LOCATION**

Both Victoria in Future and Forecast ID provide population and dwelling projections at the local level, albeit for different geographies. VIF adopt SA2s as the basis for their projections, whilst ID adopt bespoke "small area" statistical boundaries.

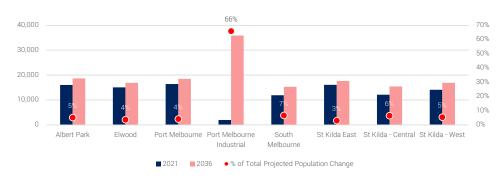
### **VICTORIA IN FUTURE PROJECTIONS**

Figures 27 and 28 show VIF population and dwelling projections by SA2. The Port Melbourne Industrial SA2 (i.e. Fishermans Bend) is projected to experience the most change, with the population projected to grow by 33,937 residents and dwellings to grow by 16,418 (this includes the Lorimer Precinct of Fishermans Bend which is outside the municipality) to become the most populated SA2 by 2036.

Population is projected to be evenly dispersed among other SA2s by 2036, although if the St Kilda SA2s were consolidated, this represents the largest dwelling and population area.

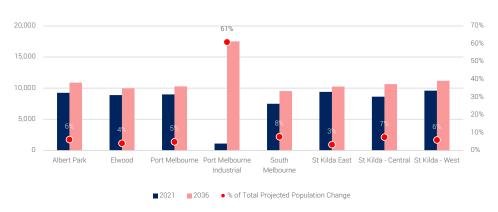
South Melbourne is projected to accommodate the second highest share of population and dwelling growth at 7% and 8% respectively. However, this is not significantly higher than other areas within the municipality, with growth projected to be evenly distributed outside of Fishermans Bend.

### F27. SA2 POPULATION PROJECTIONS, VICTORIA IN FUTURE



Source: Victoria in Future, 2023. Note: Port Melbourne Industrial = Fishermans Bend and includes the Lorimer Precinct in the City of Melbourne.

### F28. SA2 DWELLING PROJECTIONS, VICTORIA IN FUTURE



 $Source: Victoria in Future, 2023. \ Note: Port Melbourne Industrial = Fishermans Bend and includes the Lorimer Precinct in the City of Melbourne. \\ In the City of Melbourne Industrial = Fishermans Bend and includes the Lorimer Precinct in the City of Melbourne. \\ In the City of Melbourne Industrial = Fishermans Bend and includes the Lorimer Precinct in the City of Melbourne. \\ In the City of Melbourne Industrial = Fishermans Bend and includes the Lorimer Precinct in the City of Melbourne. \\ In the City of Melbourne Industrial = Fishermans Bend and Includes the Lorimer Precinct in the City of Melbourne Industrial = Fishermans Bend and Includes the Lorimer Precinct In the City of Melbourne Industrial = Fishermans Bend and Includes the Lorimer Precinct In the City of Melbourne Industrial = Fishermans Bend and Includes the Lorimer Precinct In the City of Melbourne Industrial = Fishermans Bend and Includes the Lorimer Precinct Industrial = Fishermans Bend and Includes Industrial = Fis$ 

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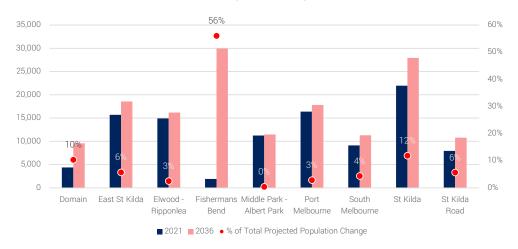
### **FORECAST ID**

Figure 29 and 30 show population and dwelling projections for "small areas" prepared by Forecast ID. Projections are shown to 2036 to align with the VIF projection period.

Fishermans Bend is expected to surpass St Kilda to become the locality with the highest population and greatest number of dwellings within the municipality by 2036.

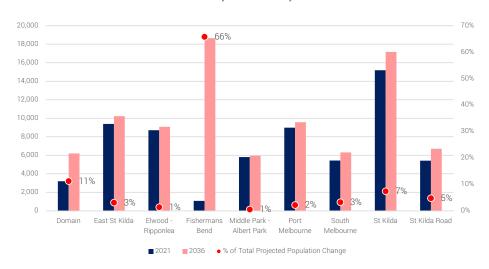
Strong growth is projected for Domain which is within the South Melbourne SA2 (10% of population growth and 11% dwelling growth), St Kilda (12% of population growth and 7% of dwelling growth) and St Kilda Road (6% of population growth and 5% dwelling growth), while other areas are expected to experience minimal growth.

F29. "SMALL AREA" POPULATION PROJECTIONS, FORECAST ID, 2021 - 2036



Source: id, 2022.

F30. "SMALL AREA" DWELLING PROJECTIONS, FORECAST ID, 2021 - 2036



# **5.4. FUTURE DWELLING REQUIREMENTS**

Table 14 summarises the scale of additional housing required in the municipality over the period 2021 to 2041, based on the Victoria in Future projections and Forecast ID projections.

There is projected to be demand for between 1,533 and 1,757 additional dwellings per annum over the next 15-20 years. Overall, there is projected to be demand for between 31,000 and 35,000 dwellings in Port Phillip over the 20-year period to 2041.5

### T14. DWELLING REQUIREMENTS, 2021 - 2041

Dwellings	2021	2036	2041	Change	Annual Change
Victoria in Future	63,301	86,290		22,989	1,533
Forecast ID	63,191	89,879	98,333	35,142	1,757

Source: Victoria in Future 2023, Forecast ID 2022, Urban Enterprise.

### **SMALL AREA DWELLING REQUIREMENTS**

Table 15 summarises the dwelling requirements by small area based on the Forecast ID projections. Fishermans Bend is projected to accommodate more than two thirds (68%) of the municipal housing demand. The remaining housing (11,355 dwellings) is projected for the balance of the City.

It is noted that the overall Victoria in Future projection is up to 10% lower across the municipality.

### **T15. SMALL AREA DWELLING REQUIREMENTS**

Location	2021	2041	Change 2021-2041	Proportion of Change
Fishermans Bend	1,072	24,859	23,787	68%
Domain	3,193	6,949	3,756	11%
St Kilda	15,191	17,610	2,419	7%
St Kilda Road	5,419	6,918	1,499	4%
South Melbourne	5,435	6,594	1,159	3%
St Kilda East	9,386	10,465	1,079	3%
Port Melbourne	8981	9,854	873	2%
Elwood - Ripponlea	8,711	9,136	425	1%
Middle Park - Albert Park	5,803	5,948	145	0%
Total City of Port Phillip	63,191	98,333	35,142	100%

Source: Forecast ID, 2022

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<sup>&</sup>lt;sup>5</sup> Depending on the projection source used and the municipal rate of growth during the period 2036 – 2041 for VIF. 31,000 dwellings per annum equates to an extrapolation of the average annual dwelling increase from VIF from 2021 to 2036, and 35,000 is a rounded Forecast ID projection for the period 2021 – 2041.

#### **DWELLING TYPES REQUIRED**

Table 16 provides an indication of the change in household types projected to require net additional dwellings in the municipality (based on Victoria in Future Household Type projections). For each household type, the breakdown of dwelling size (as measured by number of bedrooms) is estimated based on a total net additional dwelling requirement of 35,000 dwellings (Forecast ID, 2021 - 2041) and the existing (ABS Census, 2021) dwelling sizes occupied by each household type.

The analysis shows that, if the existing dwelling size distribution for each household type were to remain constant into the future, 24% of additional dwellings needed would require 0 or 1 bedrooms, 49% would require 2 bedrooms, 21% would require 3 bedrooms, and the remaining 6% would need 4 or more bedrooms.

**T16. HOUSEHOLD TYPE AND DWELLING SIZE PROJECTION** 

Llousehold time	Number	Number of bedrooms						Total	% of total
Household type	0	1	2	3	4	5	6		
Couple with children	0	100	1,000	1500	700	100	0	3,400	10%
Couple without children	0	1,800	6,600	2,800	500	100	0	11,800	34%
One parent family	0	100	1100	900	200	0	0	2,200	6%
Other family	0	0	400	200	0	0	0	600	2%
Group household	0	100	2,100	900	100	0	0	3,300	9%
Lone person	400	5,900	6,000	1,300	200	0	0	13,700	39%
Total	400	8,000	17,000	7,500	1,700	300	100	35,000	100%
% of total	1%	23%	49%	21%	5%	1%	0%	100%	

Source: Urban Enterprise, based on 2021 Census and Victoria in Future 2023.

The Housing Strategy should encourage the delivery of larger dwellings (i.e. 3+ bedrooms) where possible, however it should be noted that larger apartments are often relatively expensive to construct and therefore are not always viable in current market conditions. This requires consideration of incentives and policy support for larger dwellings and warrants caution if policy makers are considering mandating particular dwelling size outcomes.

# 6. CAPACITY FOR HOUSING GROWTH

### **6.1. INTRODUCTION**

This section summarises methods and assumptions to estimate the capacity of land in Port Phillip to accommodate housing.

### **6.2. KEY POINTS**

- The main zones which can accommodate housing growth in Port Phillip are the Capital City Zone, Commercial 1 Zone, Mixed Use Zone, Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone.
- Much of the municipality is affected by Design and Development Overlays (DDO) which dictate a range of built form controls relating to building height, setbacks, design and several other issues.
- Capacity modelling found that there is potential to accommodate approximately 52,000-58,000 additional
  dwellings across the municipality. Using the lower estimate, 57% of the capacity is in Fishermans Bend
  (30,000 dwellings), with a further 7,900 dwelling capacity (15%) in the St Kilda Road Precinct. Apartments
  in mid- and high-rise towers will be the predominant housing type in these areas.
- The zones with the greatest capacity for dwelling growth are the Capital City Zone (Fishermans Bend, 57%) and Commercial 1 Zone (16%). The Mixed Use Zone (7%, primarily in Domain) and the General Residential Zone (14%, primarily in St Kilda, St Kilda East and Elwood) provide further dwelling capacity.
- Activity centres have relatively limited housing capacity by comparison, with potential for approximately 2,900 - 3,900 dwellings in Major, Neighbourhood and Local Activity Centres.
- Opportunities for infill development are relatively limited in South Melbourne, Middle Park and Albert Park, however substantial infill capacity exists in established areas of Port Melbourne, St Kilda and Elwood.
- The extent to which apartments are delivered in Commercial 1 Zone areas will be influenced by development decisions regarding optimum land use mix given the range of permissible uses.

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### **6.3. PARAMETERS AND PRECINCTS**

### **TIMEFRAME**

The timeframe to which the capacity assessment relates is 20 years, nominally from 2021 to 2041. The capacity analysis is based on Council's property database provided as at 2020.

#### **ZONES**

Properties affected by the planning zones shown in Table 17 are included in the assessment. The main zones which can accommodate housing are: Capital City Zones, Commercial 1 Zone, Mixed Use Zone, Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone.

Land in Fishermans Bend is in the Capital City Zone and has substantial capacity for housing. Extensive modelling and projections have already been undertaken for Fishermans Bend as part of the Fishermans Bend Framework Plan – these results have been adopted for the purposes of this study as described in Section 6.8.

The potential yield of special purpose zones (such as the Comprehensive Development Zone and Special Use Zone) is not included. This is because the sites affected by these zones are either fully developed (e.g. Beacon Cove, St Kilda Station precinct) or development outcomes are not yet defined (e.g. St Kilda Triangle).

#### **T17. EMPLOYMENT AND RESIDENTIAL ZONES LAND USE MATRIX**

Abbreviation	Zone	Employment	Residential
CCZ	Capital City Zone	Yes	Yes
C1Z	Commercial 1 Zone	Yes	Yes
C2Z	Commercial 2 Zone	Yes	No
MUZ	Mixed Use Zone	Yes	Yes
IN1Z	Industrial 1 Zone	Yes	No
IN3Z	Industrial 3 Zone	Yes	No
RGZ	Residential Growth Zone	No	Yes
GRZ	General Residential Zone	No	Yes
NRZ	Neighbourhood Residential Zone	No	Yes

Source: Urban Enterprise.

### **PRECINCTS AND ACTIVITY CENTRES**

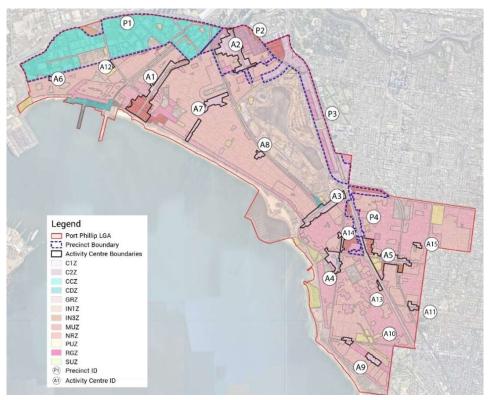
Figure 31 shows the location of the zones, precincts and activity centres which are listed in Table 18. The results of the capacity assessment are summarised into these spatial areas, along with the 'balance' of each suburb. In all but one case (South Melbourne), there is no overlap between 'activity centres' and 'precincts'. South Melbourne results have been split into the Activity Centre and overall precinct 'balance'.

**T18. SPATIAL AREAS** 

ID	Precinct	ID	Activity Centre
P1	Fishermans Bend	A1	Bay Street
P2	South Melbourne Central	A2	South Melbourne Central
P3	St Kilda Road North	A3	Fitzroy Street
P4	St Kilda Road South	A4	Acland Street
		A5	Carlisle Street
		A6	Centre Avenue
		A7	Bridport Street / Victoria Avenue
		A8	Armstrong Street
		A9	Ormond Road / Glenhuntly Road
		A10	Tennyson Street
		A11	Glen Eira Road
		A12	Graham Street
		A13	Brighton Road
		A14	Inkerman Street / Grey Street
		A15	Inkerman Street

Source: Urban Enterprise, based on information provided by Council.

F31. MAP OF STUDY AREA ZONES, PRECINCTS AND ACTIVITY CENTRES



Source: Urban Enterprise, based on project brief.

# **6.4. METHOD**

To estimate housing capacity of land in Port Phillip, the method summarised in Table 19 was applied.

Further information, discussion and justification for the method and scenarios is outlined on the following pages.

### **T19. METHOD OVERVIEW**

Step	Description
1. Baseline	Compile area, planning and land use data for all properties in the municipality in the study zones.
2. Exclusions	Exclude properties that are less likely to be developed in the study timeframe. See Table 20 for details.
3. Residential outcomes (GRZ, NRZ)	Apply expected residential densities (dwellings per hectare) to residential sites to estimate maximum likely dwelling yield. See Section 6.4.2 for details.
4. Applying built form controls (C1Z, MUZ, RGZ)	In higher growth and mixed use areas, convert built form controls (such as height and setbacks) into capacity metrics which enable the maximum floorspace of each site to be estimated. See Section 6.4.3 for details.
5. Potential residential outcomes (C1Z, MUZ and RGZ)	Both employment and residential land uses are permitted in the C1Z and MUZ. Broad assumptions are applied to approximate the amount of floorspace that might be delivered as housing in these zones. See Section 6.4.4 for details.
6. Major residential sites (residential)	For Major Redevelopment Sites (UDP) yet to commence at the time of the initial assessment, the approved or proposed dwelling yield was adopted in place of any modelled yield.
7. Net additional capacity	Calculate the difference between the maximum permissible development (dwellings and floorspace) and any existing development (dwellings and floorspace) to determine the net additional capacity of current planning controls.
8. Test results under different scenarios	Results are then considered using different land use scenarios and assumptions regarding residential consolidation (see section 6.5 for results and related commentary on scenarios.

Source: Urban Enterprise.

### **INFORMATION RELIED UPON**

The assessment is primarily informed by the following sources of information:

- Council's property rates database, which provides 'baseline' information for every property in the municipality, including land area, zone, existing floorspace and current land use categorisation (received April 2021);
- Approved subdivisions in the City of Port Phillip between January 2011 and May 2021;
- A series of development case studies compiled by the City of Port Phillip for larger redevelopments, compiled in 2021;
- Urban Development Program 2020 data of completed, approved and proposed Major Redevelopment Sites (residential); and
- Planning scheme zones and overlays, such as Design and Development Overlays, Heritage Overlays and various zone schedules current based on the planning scheme as at June 2021.



### 6.4.1. EXCLUSIONS

Not all land in the City of Port Phillip is a logical candidate for redevelopment within the timeframe of this assessment. Exclusions have been applied to remove from consideration those sites that, for several reasons, are less likely to be developed.

The adopted exclusions are summarised in Table 20. These exclusions seek to identify sites which have specific constraints or property characteristics which are likely to limit redevelopment opportunities. It is noted that some sites excluded from the capacity assessment as a result of these criteria may ultimately be developed, while other sites not excluded may not be developed for a range of reasons.

T20. EXCLUSION CRITERIA FOR PROPERTIES LESS LIKELY TO BE REDEVELOPED

Issue	Exclusion Metric	Applies to	Basis
Recent and	Construction year after 2010	All zones	Recently constructed buildings are less likely to be redeveloped in the study timeframe given the economic life of the improvements.
high value improvements	CIV: SV ratio > 1.5 (NRZ) CIV: SV ratio > 5 (Other zones)	All zones	Properties with higher value improvements are less likely to be redeveloped than sites with lower value improvements, especially in infill areas such as the NRZ.¹ A higher CIV ratio threshold is adopted for areas zoned for more intensive redevelopment.
Lot size	Lot size < 500 sqm	C1Z, MUZ, RGZ	Small lots are less likely to be redeveloped or subdivided for higher density development due to the physical constraints associated with the lot size. <sup>2</sup>
Ownership	Sites with multiple properties excluded in NRZ and GRZ. Sites with more than 20 residential properties or 5 commercial properties excluded in all zones.	NRZ, GRZ	Sites with multiple properties can be difficult to redevelop if in multiple ownership given the need to acquire all properties within a development. The exclusion has not been applied to zones with policy support for high density development where incentives to consolidate are greater where the number of properties is less than 20 residential or 5 commercial. <sup>3</sup>
	Victorian Heritage Register	All zones	State heritage significance likely to constrain development.
Heritage and character restrictions	Significant Heritage Places (Clause 22.04)	NRZ	Individual sites that are separately identified as Significant Heritage Places under Council's Heritage Policy (Amendment C186) are less likely to be redeveloped in the NRZ where heritage buildings typically occupy a large proportion of the site. Redevelopment of Significant Heritage Places has occurred in other zones, for example by retaining facades and major heritage elements while redeveloping the balance of sites.
	Neighbourhood Character Overlay	All zones	Overlay promotes neighbourhood character consistent with existing development, therefore lots are less likely to be redeveloped.
	Public Acquisition Overlay	All zones	Permit application will trigger public land acquisition.
Other	Current land uses including schools, childcare, aged care, public use, public housing, infrastructure.	All zones	It is assumed that these land uses will remain over the assessment timeframe and not be available for redevelopment.

Source: Urban Enterprise

Note 1: Academic research has demonstrated that the ratio of Capital Improved Value to Site Value is significant to whether an infill site is redeveloped (Beyond Greenfield and Brownfield: The Challenge of Regenerating Australia's Brownfield Suburbs, Newton, 2010). Initiatives of the City of Maroondah (Opportunities for Residential Development, February 2016) adopt a CIVR of 1.43 (i.e. Site Value makes up 0.7 of the CIV) to identify sites in that municipality with infill redevelopment potential. Capacity assessments prepared for strategic planning purposes in Victoria often adopt a CIVR of between 1.4 and 1.5 for infill development areas. In Port Phillip, several development proposals in higher density areas apply to sites with a CIV ratio of greater than 2. Over the planning period, CIV ratios will decrease as land values increase, creating more logical development sites.

Note 2: This assumption is based on a review of the site sizes of UDP redevelopments. Apartment redevelopment sites listed in the UDP (i.e. 10+ dwellings) in residential zones are almost exclusively on sites with an area greater than 500sqm. An example of the site size constraint is single shopfronts with narrow frontages in the C1Z (commonly between 150sqm and 350sqm in Port Phillip). These are less likely to be redeveloped than sites with larger frontages. Smaller scale developments are possible on certain lots smaller than 500sqm (such as in the GRZ and NRZ) as demonstrated by the case studies in Section 2 – this opportunity is captured in Table 22.

Note 3: the sensitivity of capacity results to this assumption is considered in Table 30.

### 6.4.2. RESIDENTIAL OUTCOMES IN THE GRZ AND NRZ

For properties in the General Residential Zone and Neighbourhood Residential Zone, the following approach is applied to estimate net additional dwelling capacity:

- Building Height: Where a Design and Development Overlay (DDO) schedule specifies a maximum building height, that limit is applied. Where no limit applies in the DDO, the height specified in the relevant zone schedule is adopted as summarised in Table 22. It is noted that mandatory zone height limits applied by the GRZ and NRZ align with the DDO height limits in most cases.
- Dwelling density: The dwelling capacity of individual properties is estimated by reference to analysis of recent and future developments documented as part of the Urban Development Program (UDP) (2016-2020) and recent subdivisions approved in the City of Port Phillip. Resulting data provides an indication of likely densities for different lot sizes and height limits. Relevant analysis is provided in Appendix C.
- Minimum lot size: based on analysis of recent and proposed developments and the current property database, very small lots have been excluded, and small lots could have potential for minor subdivisions (i.e. 2-4 lots) but are unlikely to accommodate higher density development (e.g. apartments). Assumptions are documented in the following tables.

Tables 21 and 22 summarise density and development assumptions for each zone and schedule area.

### **T21. DWELLING DENSITY YIELD BY ZONE AND BUILDING HEIGHT**

Zone Schedules	Height (Levels)	Typology	Density (dw/ha)
General Residential Zone			
GRZ1, GRZ9, GRZ10	3	Apartments	190
GRZ5, GRZ11	4	Apartments	215
GRZ2, GRZ8, GRZ12	5	Apartments	240
GRZ7, GRZ13	6	Apartments	265
GRZ3	8	Apartments	315
GRZ4	10	Apartments	365
Neighbourhood Residential Zone			
NRZ1, NRZ3, NRZ5, NRZ7	2	Townhouse <sup>1</sup>	40
NRZ2, NRZ4, NRZ6	3	Apartments	170

Source: Urban Enterprise, based on Port Phillip Planning Scheme and analysis of Urban Development Program densities. Note 1: Areas with a 2 storey height limit are less likely to be developed for apartments so unit / townhouse typologies have been assumed in

### **T22. DEVELOPMENT DENSITY BY LOT SIZE**

Lot size	GRZ and NRZ	Basis
0-250sqm	No development	Case studies show that a range of minor subdivisions (e.g. 2, 3 and 4 lots) have
250-500sqm	2 lots (average)	occurred on sites between 250sqm and 500sqm.
500+sqm	Density-based yield (Table 21)	UDP apartment sites are almost exclusively greater than 500sqm. Few apartment developments have occurred on lots less than 500sqm and these are mostly on uncommon sites (such as corner allotments).

Source: Urban Enterprise

### **6.4.3. APPLYING BUILT FORM CONTROLS**

### **DESIGN AND DEVELOPMENT OVERLAYS**

Much of the municipality is affected by Design and Development Overlays (DDO) which dictate a range of built form controls relating to building height, setbacks, design and several other issues.

The DDO controls primarily apply to areas which are suitable for higher density development, most of which are within the Commercial 1 Zone, Commercial 2 Zone, Mixed Use Zone or Residential Growth Zone. In some areas, DDOs also apply to land in the GRZ and NRZ.

Table 23 summarises the assumptions made to convert built form controls into capacity metrics for properties within a DDO and within the C1Z, MUZ and RGZ.

Where multiple DDOs apply to a single property, the more restrictive requirements are applied.

### **T23. BUILT FORM CONTROLS SUMMARY**

Control	Method
Building height	Adopt the specified maximum building height for each property, accounting for existing ground levels (m) where AHD restrictions apply. Where no limit is stated, a general zone-based height assumption is applied (see Table 24). Where necessary, an average storey height of 3.5m is applied to convert height to storeys.
Street wall / podium height	Adopt any specific maximum street wall height as the 'podium' height (noting that not all developments will have a 'podium-tower' design typology). Where no street wall height is specified, for any buildings with more than 5 storey height, a 4 storey 'podium' is assumed.
Site coverage	DDOs include a range of built form controls such as setbacks, access requirements, shadowing, building massing and so on, many of which vary on a site-by-site basis or are subjective. In order to estimate permissible site coverages in different precincts, all <a href="setback">setback</a> metrics which apply in DDO schedules were documented and converted into estimated site coverage percentages for DDO sub-precincts. This includes front, side, rear and upper setbacks, building separation requirements and a 3m rear setback assumption for DDOs that require vehicular access at the rear or side of the site. Site coverage results are shown in Appendix A.

Source: Urban Enterprise.

### OTHER AREAS

Table 24 sets out the built form and site coverage assumptions which are applied to properties not affected by a DDO. Case study developments which informed assumptions are summarised in Appendix D.

# **T24. BUILT FORM ASSUMPTIONS IN OTHER AREAS**

Zone	Building Height (storeys) <sup>1</sup>	Site coverage	Notes
Commercial 1	4	90%	Coverage based on case studies.
Mixed Use	4	90%	Coverage based on case studies.
Residential Growth Zone	4	80%	Based on case studies and subdivision data.

Source: Urban Enterprise. Note 1: It is noted that the building height assumptions are conservative in some areas. For example, no DDO applies to the MUZ area in Inkerman Street / Greeves Street, St Kilda, where several recent developments have been completed ranging from 5-8 stories (the capacity model adopts a blanket 4 storey average in this area).

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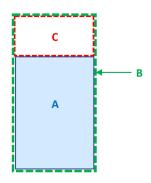
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# MAXIMUM AND NET ADDITIONAL FLOORSPACE

The building height and site coverage metrics set out above are then applied to calculate the total gross floorspace capacity of each property. Maximum floorspace is then compared with existing floorspace to arrive at an estimate of Net Additional Floorspace (GFA) as depicted in the diagram in Figure 32.

This floorspace approach is used to estimate the net additional dwelling capacity of sites in the C1Z, MUZ and RGZ.

# F32. MAXIMUM AND NET ADDITIONAL FLOORSPACE



- A = Existing floorspace
- B = Maximum permissible floorspace
- C = Net Additional Floorspace Capacity

Source: Urban Enterprise.

### 6.4.4.

### 6.4.4. POTENTIAL RESIDENTIAL OUTCOMES IN THE C1Z, MUZ AND RGZ

Both employment and residential land uses are permitted in the Commercial 1 Zone and Mixed Use Zone. While there are some restrictions on the extent of residential development (for example, limitations on using ground floor space for dwellings in the Commercial 1 Zone), there is substantial flexibility for proponents to determine the optimum mix of land uses within developments in these zones.

This flexibility can result in developments being comprised exclusively of employment floorspace, almost exclusively of residential dwellings, or any combination of both. These outcomes are market led. It is not possible to predict with any certainty the land use mix that will be delivered through redevelopment of sites in these zones.

In order to test capacity implications, the default land use mix shown in Table 25 has been adopted for each applicable zone.

T25. COMMERCIAL 1 AND MIXED USE LAND USE MIX

Zone .	Default Land	Use Mix		
Zone	Residential	Employment		
C1Z	75%	25%		
MUZ	90%	10%		

Source: Urban Enterprise, considering City of Port Phillip development case studies and the existing land use mix by zone.

Once the potential net additional <u>residential</u> floorspace is estimated, the gross floorspace result is converted into a dwelling estimate by applying the general assumptions shown in Table 26. These assumptions are also applied to the estimate of net additional gross floorspace calculations for the properties in the RGZ.

**T26. RESIDENTIAL CAPACITY ASSUMPTIONS** 

Measure	Assumption
Building efficiency	NLA = 80% of GFA
Average apartment size	80 sqm

Source: Urban Enterprise.

# ALTERNATIVE RESIDENTIAL FLOORSPACE SCENARIO IN ZONES WITH LAND USE FLEXIBILITY

As a baseline, the land use mix shown in Table 25 is applied to the net additional floorspace only (this is referred to as **Scenario 1 in the results**). This does not take into account the potential for existing commercial floorspace to be replaced with residential space after redevelopment and is therefore a conservative estimate that is mostly relevant to aggregated results.

Many mixed use developments are likely to achieve a higher residential yield than is modelled under this assumption. For example, the estimated dwelling yield for sites in the C1Z under the baseline assumptions is calculated on 75% of the <u>net additional</u> floorspace that could be achieved within the built form controls. For a site with an 8 storey height limit and 4 existing storeys of commercial space, this method calculates the dwellings that could be accommodated within 3 of the 4 additional storeys possible.

In order to also consider the potential residential outcomes which could occur through the replacement of existing floorspace with a new floorspace mix (also consistent with Table 25), a second scenario (**Scenario 2 in the results**) calculates the dwelling yield possible within a 'new' development rather than within the overall net additional floorspace permissible.

For the purposes of estimating residential capacity, both scenarios are considered.

#### 6.4.5.

#### **6.4.5. MAJOR REDEVELOPMENT SITES**

The dwelling yield of any site included in the Urban Development Program as a Major Redevelopment Site was adopted in place of the modelled maximum capacity results if the construction had not yet been completed. This applies to all zones.

### **FISHERMANS BEND**

The Fishermans Bend Framework Plan (DELWP, 2018) will guide the transition of Fishermans Bend to accommodate a target of 80,000 residents and 80,000 jobs across the five precincts of Fishermans Bend, including the jobs-focused Employment Precinct.

Three precincts are within the City of Port Phillip: Montague, Sandridge and Wirraway. Table 27 summarises the ultimate employment floorspace and dwelling capacity of these precincts as documented in the Framework Plan and supporting Urban Design Strategy (Hodyl and Co., 2017). The Framework Plan identifies built form controls which are set at levels which enable the floorspace and dwelling numbers shown in Table 27 to be realised (Urban Design Strategy, p.78). The number of existing dwellings in each precinct has been adopted from the ABS Census 2021 for the corresponding SA1s.

These capacity estimates are adopted for the purposes of the capacity analysis in this report.

### **T27. DEVELOPMENT CAPACITY OF FISHERMANS BEND (PORT PHILLIP PRECINCTS)**

Precinct	Jobs <sup>1</sup>	Employment Floorspace (GFA) <sup>1</sup>	Dwelling capacity <sup>2</sup>	Existing Dwellings <sup>3</sup>	Remaining capacity4
Sandridge	26,000	806,000	14,949	301	14,648
Montague	4,000	124,000	9,244	354	8,890
Wirraway	4,000	124,000	6,822	423	6,399
Total	34,000	1,054,000	31,015	1,078	29,937

Sources: 1. Urban Design Strategy, p.108. 2. Urban Design Strategy, p. 108, Table A1. 3. ABS Census dwelling count, 2021. 4. Dwelling Capacity (2) minus Existing Dwellings (3).

# 6.5. RESULTS

This section provides the capacity results for each capacity scenario, including a discussion of results and scenario outcomes.

Tables 28 and 29 summarise the results of the dwelling capacity assessment by zone and precinct for each Scenario, being:

- Scenario 1, where dwelling capacity in zones with land use flexibility is calculated on net additional floorspace;
   and
- Scenario 2, where dwelling capacity in zones with land use flexibility is calculated on all new floorspace.

### **SCENARIO 1 CAPACITY RESULTS**

The results of the capacity assessment for Scenario 1 are shown in Table 28, identifying that:

- There is an estimated total capacity for approximately 54,300 additional dwellings in Port Phillip. 70% of the additional capacity is within high density areas of Fishermans Bend and St Kilda Road, where apartments in mid- and high-rise towers will be the predominant housing type.
- Activity centres have relatively limited housing capacity by comparison, with potential for approximately 3,200
  dwellings in all Major, Neighbourhood and Local Activity Centres.
- Opportunities for infill development are relatively limited in South Melbourne, Middle Park and Albert Park, however substantial infill capacity exists in established areas of Port Melbourne, St Kilda and Elwood.

It is important to note that the results indicate the theoretical capacity of existing planning controls, a capacity which is highly unlikely to be realised over the 20 year period of this assessment.

T28. CAPACITY RESULTS SUMMARY - NET ADDITIONAL DWELLINGS (SCENARIO 1)

Precinct	C1Z	MUZ	RGZ	GRZ	NRZ	Total	% of total
St Kilda Road Precinct	4,841	2,178	1,049	0	0	8,068	15%
St Kilda Road South Precinct	962	298	0	126	1	1,387	3%
Fitzroy Street MAC	333	0	0	11	0	344	1%
Acland Street MAC	193	0	0	28	0	221	0%
Bay Street MAC	198	350	0	30	0	578	1%
South Melbourne Central MAC	751	29	0	0	1	781	1%
South Melbourne Precinct Balance	162	294	12	174	25	667	1%
Carlisle Street MAC	320	233	0	59	8	620	1%
Armstrong Street NAC	26	0	0	0	0	26	0%
Ormond Rd/Glenhuntly Rd NAC	102	0	0	0	16	118	0%
Bridport Street/Victoria Avenue NAC	109	0	0	0	0	109	0%
Local activity centres	366	0	0	10	0	376	1%
Sub-total - Centres / Precincts	8,363	3,382	1,061	438	51	13,295	24%
St Kilda Balance	53	462	0	1,973	117	2,605	5%
Port Melbourne Balance	0	365	594	121	228	1,308	2%
Elwood Balance	0	0	455	2,054	664	3,173	6%
South Melbourne Balance	0	14	0	28	131	173	0%
Albert Park Balance	0	0	0	89	162	251	0%
Balaclava Balance	0	0	76	842	87	1,005	2%
Ripponlea Balance	0	0	0	338	17	355	1%
St Kilda East Balance	0	0	0	999	104	1,103	2%
Middle Park Balance	0	0	0	355	90	445	1%
St Kilda West Balance	0	0	411	2	42	455	1%
Windsor Balance	0	0	161	0	0	161	0%
Sub-total - Suburb Balance	53	841	1,697	6,801	1,642	11,034	20%
Fishermans Bend	0	0	0	0	0	29,937	55%
Total	8,416	4,223	2,758	7,239	1,693	54,266	100%
Percentage of total	16%	8%	5%	13%	3%	100%	

Source: Urban Enterprise.

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# **SCENARIO 2 CAPACITY RESULTS**

The results of the capacity assessment for Scenario 2 are shown in Table 29, identifying that under this scenario, there is an estimated total capacity for approximately 57,700 additional dwellings.

T29. CAPACITY RESULTS SUMMARY - NET ADDITIONAL DWELLINGS (SCENARIO 2)

Precinct	C1Z	MUZ	RGZ	GRZ	NRZ	Total	% of total
St Kilda Road Precinct	6,678	2,288	1,240	0	0	10,206	18%
St Kilda Road South Precinct	1,063	392	0	126	1	1,582	3%
Fitzroy Street MAC	389	0	0	11	0	400	1%
Acland Street MAC	234	0	0	28	0	262	0%
Bay Street MAC	276	410	0	30	0	716	1%
South Melbourne Central MAC	999	49	0	0	1	1,049	2%
South Melbourne Precinct Balance	208	392	31	174	25	830	1%
Carlisle Street MAC	385	311	0	59	8	763	1%
Armstrong Street NAC	51	0	0	0	0	51	0%
Ormond Rd/Glenhuntly Rd NAC	101	0	0	0	16	117	0%
Bridport Street/Victoria Avenue NAC	147	0	0	0	0	147	0%
Local activity centres	428	0	0	10	0	438	1%
Sub-total - Centres / Precincts	10,959	3,842	1,271	438	51	16,561	29%
St Kilda Balance	54	546	0	1,973	117	2,690	5%
Port Melbourne Balance	0	402	594	121	228	1,345	2%
Elwood Balance	0	0	456	2,054	664	3,174	6%
South Melbourne Balance	0	14	0	28	131	173	0%
Albert Park Balance	0	0	0	89	162	251	0%
Balaclava Balance	0	0	76	842	87	1,005	2%
Ripponlea Balance	0	0	0	338	17	355	1%
St Kilda East Balance	0	0	0	999	104	1,103	2%
Middle Park Balance	0	0	0	355	90	445	1%
St Kilda West Balance	0	0	411	2	42	455	1%
Windsor Balance	0	0	161	0	0	161	0%
Sub-total - Suburb Balance	54	962	1,698	6,801	1,642	11,157	19%
Fishermans Bend	0	0	0	0	0	29,937	52%
		I					
Total	11,013	4,804	2,969	7,239	1,693	57,655	100%

Source: Urban Enterprise.

#### **SENSITIVITY TESTING**

Sensitivity testing was undertaken to determine the role of sites with multiple residential properties. Development opportunities on these sites vary depending on a range of factors, however consolidation can be complicated by individual ownership intentions.

Table 30 shows the results of the modelling if all sites with multiple residential properties were excluded. The overall dwelling capacity would reduce to a range of 52,000 - 56,000 dwellings (rounded).

T30. CAPACITY RESULTS SUMMARY - EXCLUDING SITES WITH MULTIPLE RESIDENTIAL PROPERTIES

Precinct	C1Z	MUZ	RGZ	GRZ	NRZ	Total	% of total
Scenario 1							
Sub-total - Centres / Precincts	8,137	3,180	901	438	51	12,707	24%
Sub-total - Suburb Balance	53	716	399	6,645	1,635	9,448	18%
Fishermans Bend	0	0	0	0	0	29,937	57%
Total Scenario 1	8,190	3,896	1,300	7,083	1,686	52,092	100%
Percentage of total	16%	7%	2%	14%	3%	100%	
Scenario 2							
Sub-total - Centres / Precincts	10,762	3,654	1,111	438	51	16,016	29%
Sub-total - Suburb Balance	54	843	400	6,645	1,635	9,577	17%
Fishermans Bend	0	0	0	0	0	29,937	54%
Total Scenario 2	10,816	4,497	1,511	7,083	1,686	55,530	100%
Percentage of total	19%	8%	3%	13%	3%	100%	

Source: Urban Enterprise.

### DISCUSSION

The capacity assessment has been prepared to illustrate the theoretical capacity of Port Phillip's current planning controls to accommodate housing growth. The assessment provides a best estimate of the capacity of sites based on the assumptions set out in this document, however there are a wide range of variables which will influence the extent to which this capacity is realised.

The results of the scenarios assessed show that total capacity is estimated at between 54,000-58,000. If the most conservative assumptions regarding potential residential lot consolidation were adopted, then the capacity results would range from 52,000 to 56,000 dwellings.

Other key findings include:

- More than half of the dwelling capacity of the municipality is in Fishermans Bend.
- Together, the St Kilda Road Precinct and Fishermans Bend make up more than two-thirds of additional
  capacity, which is within high density areas where apartments in mid- and high-rise towers will be the
  predominant housing type.
- Activity centres have relatively limited housing capacity by comparison, with potential for approximately 2,900
   3,900 dwellings in all Major, Neighbourhood and Local Activity Centres.
- Opportunities for infill development in the 'balance' of suburbs are relatively limited in South Melbourne, Middle Park and Albert Park, however substantial infill capacity exists in established areas of St Kilda and Elwood.



### **6.6. REALISATION**

The capacity results indicate the theoretical capacity for housing based on existing planning controls. This capacity is unlikely to be fully realised over the 20 year period of this assessment.

In order to consider the extent to which the capacity could be realised, the following two factors were considered:

- The types of development that have occurred in recent years; and
- The nature and development settings within which the majority of the theoretical capacity is located.

Capacity results in this section refer to the most conservative capacity option for testing the adequacy of dwelling capacity on existing planning conditions.

### **RECENT DEVELOPMENT**

As shown in Section 2, Port Phillip has generally experienced a rolling average of between 1,000 and 1,300 dwelling approvals per year over the period 2014 – 2021 before dipping just below 1,000 in 2022/23.

Outside Fishermans Bend, there was an average of 685 dwelling approvals per annum in the municipality over the 5 year period from July 2018 – June 2023. It is noted that this period was impacted by both the COVID pandemic and the subsequent supply chain disruptions and rapid construction cost escalation.

The predominant contributors to additional dwellings in the municipality are mid-rise (i.e. 4-8 storeys) and high-rise (9+ storeys) apartments, which accounted for 79% of all approvals over the period (excluding Fishermans Bend).

Although low-rise (i.e. townhouses and 1-3 storey apartments) and detached dwellings contribute a smaller proportion of dwelling growth, these dwelling types have comprised a combined 21% of all approvals over the period and have contributed strongly to the additional dwellings delivered in certain suburbs including Elwood, St Kilda East and St Kilda West.

This analysis demonstrates that, even outside Fishermans Bend, apartments in buildings of 4 or more storeys have accounted for the vast majority of new dwellings constructed in the municipality in recent years.

T31. DWELLING APPROVALS, JUNE 2018 - JUNE 2023

SA2	Houses	Semi-Detached		Apartments				
	Houses	Townhouse	Townhouse	Apartments	Apartments	Apartments	Apartments	
		(1 storey)	(2+ storey)	(1-2 storey)	(3 storey)	(4-8 storey)	(9+ storey)	
South Melbourne	3%	0%	3%	0%	0%	25%	69%	
St Kilda	3%	0%	4%	0%	5%	58%	30%	
Albert Park	9%	0%	2%	0%	1%	70%	19%	
Elwood	22%	1%	31%	3%	28%	14%	0%	
Port Melbourne	20%	1%	21%	0%	0%	51%	7%	
St Kilda East	10%	4%	37%	1%	10%	36%	0%	
Sub-total	7%	0%	9%	0%	5%	44%	35%	
Average per annum	46	3	59	3	33	299	243	

Source: ABS Building Permits, 2023. Note: Analysis excludes Fishermans Bend.

#### **CAPACITY BY SETTING**

Table 32 summarises the municipal net additional dwelling capacity results (excluding Fishermans Bend), under the lowest capacity results (Table 30, Scenario 1), by development typology and building height

There is a net additional dwelling capacity of 22,155 within these areas, which is in addition to the approximate 30,000 dwelling capacity in Fishermans Bend.

T32. CAPACITY MODEL RESULTS BY DEVELOPMENT TYPE AND SETTING

Location	Townhouse (1-3 storey – GRZ/NRZ)	Low Rise (2-3 storey)	Mid Rise (4-8 storey)	High Rise (9+ storey)	Total
Sub-total - Centres / Precincts	321	86	4,005	8,295	12,707
Sub-total - Suburb Balance	7,670	9	1,594	175	9,448
Total (#)	7,991	95	5,599	8,470	22,155
Total (%)	36%	0.4%	25%	38%	100%

Source: Urban Enterprise. Note: Excludes Fishermans Bend dwellings yield of approximately 30,000 dwellings

The following summarises the nature of the housing capacity in terms of the settings within which the capacity is located and implications for realisation of the capacity:

- Approximately 30,000 dwellings (57% of overall capacity) were located in Fishermans Bend, with a high likelihood of being realised through ongoing redevelopment of the urban renewal area. There were 9,863 dwellings in the pipeline in this area in 2022 (UDP 2022).
- A further 14,000 dwellings (27% of capacity) could be delivered on sites with the potential to accommodate
  mid-rise and high-rise apartments outside Fishermans Bend, mostly in Domain, St Kilda Road (North and
  South), South Melbourne and St Kilda. These sites generally require the redevelopment of existing commercial
  buildings into residential and mixed-use buildings.
  - As a reference point, an average of 542 dwellings have been approved for construction each year over the past 5 completed financial years in this dwelling type and setting (see Table 31). Further, the latest Urban Development Program (2022) data shows that there were 4,601 dwellings in Major Redevelopment Sites in Port Phillip outside Fishermans Bend in the pipeline (either under construction or classified as 'Firm', 'Likely' or 'Possible'). 97% of these dwellings are in apartments in 4+ storey buildings. This indicates that the apartment pipeline remains strong in the short-medium term and that there is relatively high likelihood of ongoing realisation of this capacity type.
- The remaining 8,000 dwelling capacity (16% of capacity) is in lower rise settings such as the GRZ and NRZ, with a large proportion of this capacity in the established areas of St Kilda, St Kilda East, Balaclava and Elwood. The realisation of this capacity will generally depend on the redevelopment of a large number of individual properties, most of which are currently occupied by a single dwelling. In recent years, lower rise development outside Fishermans Bend has accounted for 144 new dwellings approved per annum (Table 31).
  - A component of this 'low-rise' capacity relates to existing house lots between 250sqm and 500sqm which could be re-subdivided. The capacity of these sites is estimated at 1,671 additional lots. Realisation of this capacity will be influenced by the need for a large number of existing landowners electing to convert single dwellings into small subdivisions.

#### **COMPARISON OF DEMAND AND SUPPLY**

Table 33 shows a headline comparison of dwelling demand projections over the period 2021 to 2041 split into Fishermans Bend and the balance of the municipality and the modelled capacity of land in each area to accommodate additional dwellings. The table also shows the number of dwellings that were in the UDP 'pipeline' (i.e. under construction, 'firm', 'likely' and 'possible') in 2022.

The table shows that:

- Fishermans Bend would need to be substantially redeveloped (almost 80% of remaining capacity delivered) to meet demand projections over the period; and
- 51% of the capacity of the balance of the municipality would need to be realised to meet the demand projections over the period, equating to 568 dwellings per annum in this area. This compares with the building approval of 685 dwellings per annum in this area over the period 2018 2023 (from Table 31).
- The current pipeline of Major Redevelopment Sites accounts for 41% of the projected housing requirements across the municipality, and in each of Fishermans Bend and the balance of the City.

#### **T33. COMPARISON OF DEMAND AND CAPACITY BY BROAD LOCATION**

Location	Dwelling projection 2021 - 2041	Dwelling Capacity (2020)	Projection as % of capacity	MRS Pipeline (2022)	Pipeline % of dwelling needs
Fishermans Bend	23,787	29,937	79%	9,863	41%
Balance of Port Phillip	11,355	22,155	51%	4,601	41%
Total	35,142	52,092	67%	14,464	41%

Source: Forecast ID; Urban Development Program 2022; Urban Enterprise.

The following implications are drawn from this analysis:

- The realisation of future housing supply to meet projected demand in Port Phillip is highly dependent on the successful implementation of the Fishermans Bend Framework Plan.
- The ongoing realisation of mid-rise and high-rise apartment capacity outside Fishermans Bend (especially in Domain and in both St Kilda Road North and South based on existing controls), will be important to meeting overall housing demand, noting that this is purely in aggregate dwelling terms.
- Given that approximately half of all dwelling capacity in areas outside Fishermans Bend would need to be realised over the period to 2041 to meet projected demand, policy should continue to encourage redevelopment and housing intensification in all suitable established areas.

#### **OTHER PLANNING FACTORS**

Other recent planning policy changes and potential planning issues could also influence the capacity and realisation of housing opportunities in the municipality. The following factors are noted:

### Special Building Overlay

The Special Building Overlay (SBO) applies to sections of land in all suburbs of Port Phillip. The overlay identifies areas liable to inundation and generally requires planning permission for development, including consideration of inundation risks by Melbourne Water as the floodplain management authority. Consultation with Council officers in February 2024 identified that Melbourne Water has not rejected any significant applications due to this requirement, but that design requirements often apply, such as raised ground floor levels.

It is estimated that, outside Fishermans Bend, approximately 10,500 dwellings identified as 'capacity' are on sites that are either partially or fully affected by an SBO (20% of the municipal capacity estimate, and 48% of the capacity outside Fishermans Bend).

It is considered that under current circumstances, the impact of the SBO on housing capacity is minimal, however if more substantial design impacts (or outright permit refusals) were to occur in the future, then this could have a material impact on the scale of housing that could be delivered in the municipality. This issue should therefore be closely monitored as part of Strategy implementation.

#### Small Second Dwellings

In December 2023, changes to the Victorian Planning Provisions were made (via Amendment **VC253**) to enable a small second home (up to 60 sqm) without the need for a planning permit on a property larger than 300 sqm with an existing dwelling.

This is a relevant consideration in terms housing supply as a small second dwelling no longer needs to be occupied by a dependent of the existing primary dwelling.

Analysis on the rates database through GIS was undertaken, adopting the criteria set out in Table 34.

T34. SMALL SECOND DWELLING CANDIDATE SELECTION CRITERIA

Category	Parameters		
Zone	General Residential Zone (GRZ)     Neighbourhood Residential Zone (NRZ)     Residential Growth Zone (RGZ)     Mixed Use Zone (MUZ)		
Lot Size	Larger than 300 sqm		
Land Use	Residential with existing dwelling No more than one dwelling existing on the lot.		

Source: Urban Enterprise

This analysis found that 2,473 lots could qualify for this opportunity for a second home without a permit (in addition to sites already captured in the capacity assessment), the majority of which are located in the NRZ.

A review of aerial photography was undertaken for a sample of sites that qualify for a small second dwelling to review the capacity and suitability of these lots to add new dwelling under this amendment. It is noted that many of these properties already have high site coverage or high value improvements at the rear of existing dwellings (such as pools and garages) which are likely to limit uptake.

Overall, VC253 will increase the capacity of established areas of Port Phillip to accommodate dwellings, however the overall contribution of this capacity is likely to be relatively low (somewhat less than 2,000 dwellings).

It is noted that the capacity results shown in section 6.5 do not include the potential additional small second dwellings as a result of VC253.

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# 7. IMPLICATIONS

The analysis in previous sections sets out the scale, location and type of housing demand and capacity across Port Phillip. The following key observations and implications are noted based on this analysis.

### **Balance of demand and supply**

Population growth is expected to drive ongoing demand for housing in Port Phillip following a period of low and negative growth during the COVID pandemic. This will require the delivery of at least 31,000 and up to 35,000 new dwellings in the municipality over the 20 years to 2041.

There is an estimated capacity for at least an additional 52,000 dwellings in Port Phillip. In aggregate, this indicates that there is sufficient capacity within existing planning controls to accommodate projected housing demand. Although this is a theoretical capacity figure and practical development will be somewhat less, the presence of a current housing development pipeline of more than 14,000 dwellings indicates that major developments, at least in aggregate terms, are likely to provide substantial new dwelling supply in the coming years relative to demand.

At the suburb level:

- The majority of future housing capacity exists due to planning controls permitting mid- and high-rise residential
  development within Fishermans Bend, Domain and along St Kilda Road. This means that realisation of the
  future housing capacity would create substantial additional housing in apartments in larger developments in
  the northern areas of the municipality.
- The popular established housing areas of South Melbourne, Albert Park and Middle Park have relatively limited
  additional housing capacity by comparison which will limit opportunities for local residents to stay in the local
  area through various life stages.
- There is good capacity for additional housing to be delivered in the St Kilda, St Kilda East and Elwood areas
  relative to demand, although much of this capacity is within sites with high-rise apartment potential along St
  Kilda Road, a product type of low demand relative to supply at present (according to real estate agent
  consultation), and realisation of capacity in established areas will be limited by the development intentions of
  a larger number of existing landowners.

### **Context for Meeting Housing Needs**

Housing demand will need to be met in the context of high existing house prices, relatively high rents, low rental vacancies and a lack of major urban renewal opportunities (other than Fishermans Bend). The development setting of most of the municipality means apartments will need to accommodate the majority of future housing demand.

Anecdotally, households generally prefer low and mid-rise housing settings and areas with established residential amenity and character – this contrasts to an extent with the scale and location of the majority of housing capacity which is in the form of higher density urban renewal and commercial / mixed use areas. Planning for housing growth in a variety of locations and settings will be important to meeting needs, as will facilitating improvements to residential amenity in locations expected to accommodate growth at higher densities.

### **Capacity Realisation Risks**

Council should monitor several risks to realising housing capacity, including planning permission for higher density developments in Fishermans Bend and other strategic locations, the overall viability of apartment development, and the potential impact of any changes to the way Melbourne Water assesses flooding risk in areas affected by the SBO

It is noted that while the current SBO applies to many sites across the municipality, as of early 2024 it had not resulted in the rejection of any significant applications, although design requirements often apply.

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# Attachment 4: Port Phillip Housing Market and Capacity Assessment

# **Housing Diversity**

A diversity of apartment types, locations and price points will be needed across Port Phillip to satisfy different market segments and life stages, accommodate population growth, provide opportunity for movement within the housing market, provide for diverse and vibrant communities, support the local labour force and provide for sustainable economic growth.

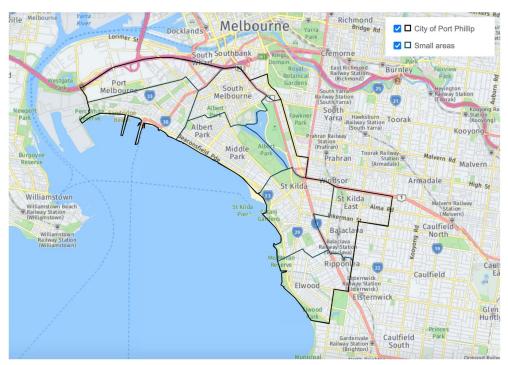
In particular, the Housing Strategy will have an important role to play in ensuring that larger dwellings are available in new developments to accommodate families and various other life stages, and that there is ongoing availability of rental housing throughout the municipality in the context of low vacancies and changing investor conditions. Encouragement of larger dwellings should, however, be cognisant of development feasibility considerations.

# **APPENDICES**



## **APPENDIX A FORECAST ID SMALL AREAS**

## F33. ID FORECAST SMALL AREAS MAP



Source: Forecast ID.

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#### **APPENDIX B DDO BUILT FORM ASSUMPTIONS**

DDO Schedules apply built form controls to 151 sub-precincts across the municipality. Table 35 shows the specified maximum street wall ('podium') height and overall building height in each sub-precinct and the calculated 'podium' and 'tower' site coverages likely to be achieved based on setback requirements in each sub-precinct.

Although not all developments will have a 'podium' and 'tower' typology, this terminology is adopted for the purposes of depicting the average site coverage for lower levels (based on street wall height controls) and upper levels (which are generally subject to greater setback requirements) for each sub-precinct.

**T35. SUMMARY OF DDO OVERLAY ASSUMPTIONS** 

Overlay	Podium Height	Building Height	Podium	Tower	Overlay	Podium Height	Building Height	Podium	Tower
DD01.1-	(storeys)	(storeys)	Coverage (%)	Coverage (%)	DDOC C 4	(storeys)	(storeys)	Coverage (%)	Coverage (%)
DDO1-1a	3	8	100%	85%	DDO6-6-4	Not Specified	4	95%	85%
DDO1-1b	3	4	100%	80%	DD06-6-5	Not Specified	4	90%	80%
DD01-2	3	6	95%	80%	DD06-6-6	Not Specified	4	90%	80%
DD01-3	3	10	100%	85%	DD06-7	Not Specified	4	95%	85%
DD01-4	3	6	95%	85%	DD06-8-1	Not Specified	3	95%	75%
DDO1-5a	3	4	95%	70%	DD06-8-2	Not Specified	3	90%	80%
DDO1-5b	2	3	85%	55%	DD06-8-3	Not Specified	3	70%	45%
DD01-6	3	6	85%	60%	DD06-8-4	Not Specified	4	90%	80%
DD05-1	Not Specified	5	100%	90%	DD06-8-5	Not Specified	3	90%	80%
DD05-2	Not Specified	5	100%	90%	DD06-8-6	Not Specified	3	90%	80%
DDO5-3	Not Specified	5	100%	90%	DD06-8-7	Not Specified	3	80%	70%
DD06-1	Not Specified	7	90%	85%	DD06-8-8	Not Specified	3	70%	65%
DD06-2	3	5	100%	70%	DDO6-8-9	Not Specified	3	100%	85%
DD06-3	3	5	90%	65%	DD06-8-10	Not Specified	3	100%	60%
DD06-4	3	4	95%	70%	DD06-8-11	Not Specified	3	100%	85%
DD06-5	Not Specified	3	90%	75%	DD06-8-12	Not Specified	5	100%	85%
DD06-6-1	Not Specified	4	90%	85%	DD06-8-13	Not Specified	5	100%	75%
DD06-6-2	Not Specified	8	95%	85%	DD06-8-14	Not Specified	5	100%	80%
DD06-6-3	Not Specified	8	90%	80%	DDO6-8-15	Not Specified	5	100%	95%
DD06-9	Not Specified	3	90%	85%	DD020-1	3	3	90%	90%
DD06-10	Not Specified	5	90%	85%	DD020-2	6	14	95%	60%
DD07	Not Specified	3	90%	90%	DD020-3	3	14	95%	60%
DDO8-1	3	3	85%	65%	DDO20-4	3	14	95%	60%
DDO8-2a	3	6	90%	70%	DDO20-5	3	14	95%	60%
DDO8-2b	3	5	90%	65%	DDO20-6	3	14	95%	60%

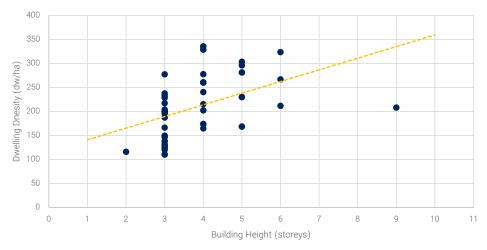
Overlay	Podium Height (storeys)	Building Height (storeys)	Podium Coverage (%)	Tower Coverage (%)	Overlay	Podium Height (storeys)	Building Height (storeys)	Podium Coverage (%)	Tower Coverage (%)
DD08-2c	3	6	90%	80%	DD021-1	2	3	80%	55%
DD08-3	3	6	85%	60%	DD021-2-1	2	4	85%	70%
DD08-4a	2	6	90%	70%	DD021-2-2	2	4	80%	70%
DDO8-4b	3	Not Specified	85%	65%	DD021-2-3	2	4	80%	70%
DDO8-5a	3	6	80%	50%	DD021-2-4	2	4	80%	60%
DDO8-5b	3	5	90%	70%	DDO21-2-5	2	4	80%	70%
DD08-6	3	6	95%	90%	DDO21-2-6	2	4	85%	65%
DD08-7a	3	6	85%	55%	DD021-2-7	2	3	85%	70%
DD08-7b	3	4	85%	60%	DD021-2-8	2	3	85%	70%
DD08-7c	3	3	80%	65%	DDO21-2-9	2	4	85%	65%
DD08-8a	3	6	85%	60%	DD021-2-10	2	3	85%	70%
DDO8-8b	3	6	85%	60%	DD021-3	Not Specified	4	80%	65%
DD08-8c	2	3	95%	85%	DDO21-4-1	3	5	80%	75%
DDO8-8d	Not Specified	Not Specified	95%	95%	DDO21-4-2	3	4	70%	65%
DD08-9a	3	10	80%	45%	DDO21-4-3	3	4	70%	65%
DDO8-9b	3	6	85%	50%	DDO21-4-4	3	4	80%	75%
DD08-9c	3	3	85%	70%	DDO21-4-5	3	4	80%	75%
DDO8-9d	3	8	65%	60%	DDO21-5	3	5	70%	60%
DD08-11	Not Specified	Not Specified	95%	95%	DD021-6	3	5	75%	65%
DD011	Not Specified	2	100%	100%	DD021-8	3	5	80%	70%
DD012	5	10	90%	40%	DD021-11	3	4	80%	75%
DD013	Not Specified	Not Specified	75%	60%	DD021-12	Not Specified	4	75%	50%
DD016	3	6	95%	90%	DD021-13	Not Specified	3	85%	75%
DD018-1	Not Specified	4	90%	75%	DD021-14	3	5	85%	80%
DD018-2	4	4	80%	65%	DD023	3	10	70%	65%
DDO25	Not Specified	5	100%	85%	DD032	6	17	100%	100%
DDO26-1a	5	10 (AHD)	70%	65%	DDO33	6	14	100%	100%
DDO26-1b	5	7 (AHD)	90%	80%	DD034-2A	3	4	65%	55%
DD026-1c	5	20 (AHD)	80%	75%	DD034-2B	3	6	75%	65%
DD026-2	8	17	80%	70%	DD034-2C	3	8	80%	70%
DDO26-3a	7	17	75%	45%	DD034-2D	3	4	70%	60%
DDO26-3b	7	13	70%	40%	DD034-2E	Not Specified	8	80%	70%
DDO26-3c	4	9	70%	35%	DD034-2F	3	10	75%	65%
DDO26-3d	5	9	70%	55%	DD034-2G	3	13	80%	70%
DDO26-3e	5	9	65%	55%	DD034-2H	3	16	80%	70%

Overlov	Podium Height	Building Height	Podium	Tower	Overley	Podium Height	Building Height	Podium	Tower
Overlay	(storeys)	(storeys)	Coverage (%)	Coverage (%)	Overlay	(storeys)	(storeys)	Coverage (%)	Coverage (%)
DD026-3f	4	5	75%	65%	DD034-2I	3	18	75%	70%
DDO26-4a	7	24	75%	55%	DD035-3A	4	10	75%	60%
DDO26-4b	3	19	85%	70%	DD035-3B	4	5	70%	60%
DD026-4c	6	19	80%	70%	DD035-3C	2	4	70%	55%
DD026-4d	6	19	75%	65%	DD035-3D	3	3	70%	60%
DD026-4e	3	19	85%	75%	DD036-1B	3	4	100%	100%
DDO26-5a	3	19	65%	60%	DD036-1E	Not Specified	13	70%	70%
DDO26-5b	3	17	70%	45%	DD036-1F	Not Specified	8	60%	60%
DD026-5c	5	17	70%	40%	DD036-1G	Not Specified	6	60%	60%
DD026-6a	Not Specified	19	75%	55%	DD036-1H	Not Specified	5	70%	70%
DDO26-6b	6	11	65%	35%	DD036-11	Not Specified	4	65%	65%
DD027-1A	3	6	80%	70%	DD036-1J	Not Specified	16	65%	65%
DD027-1B	3	4	90%	70%	NCO1	Not Specified	3	N/A	N/A
DD027-1C	4	6	80%	75%	NCO2	Not Specified	3	N/A	N/A
DD027-1D	3	5	90%	75%	NCO3	Not Specified	3	N/A	N/A
DD027-1K	5	8	75%	65%	NCO4	Not Specified	3	N/A	N/A
DD028	Not Specified	4	70%	55%	NCO5	Not Specified	3	N/A	N/A
DD029	Not Specified	7	90%	75%	DPO1	Not Specified	Not Specified	N/A	N/A
DD030	5	14	95%	95%	CLP0	Not Specified	3	N/A	N/A

Source: Compiled by Urban Enterprise based on Port Phillip Planning Scheme.

## **APPENDIX C GRZ DEVELOPMENT DENSITIES**

## T36. DWELLING DENSITY BY BUILDING HEIGHT, GRZ



Source: Urban Enterprise, based on UDP sites in Port Phillip.

#### APPENDIX D CASE STUDY DEVELOPMENTS

#### MIXED USE AND COMMERCIAL 1 ZONE

#### T37. CASE STUDY DETAILS - EMPLOYMENT ZONES

Address	Zone	Overley	Site	Coverage	Land U	se Split
Address	Zone	Overlay	Podium	Podium Upper Levels		Residential
41 Nott Street, Port Melbourne	MUZ	DD01-2	88%	81%	0%	100%
278 Kings Way, South Melbourne	MUZ	DD08-9c	86%	49%	0%	100%
181 Fitzroy Street, St Kilda	C1Z	DD06-1	90%	63%	3%	97%
144 Ormond Road, Elwood	C1Z	DD018-1	97%	84%	7%	93%
450 St Kilda Road, Melbourne	C1Z	DD026-5A, DD013	63%	56%	2%	98%
308 Carlisle Street, Balaclava	C1Z	DD021	96%	49%	17%	83%
7 Belford Street, St Kilda	C1Z	DD06-8	100%	97%	0%	100%
2 St Kilda Road, St Kilda	C1Z	DD034-2l	71%	54%	6%	94%
80 Cecil Street, South Melbourne	C1Z	DD08-8a/2b	84%	30%	100%	0%
307-309 Clarendon Street, South Melbourne	C1Z	DD08-1	88%	43%	100%	0%
244-246 Dorcas Street, South Melbourne	C1Z	DD08-5a	100%	82%	3%	97%
235 Park Street, South Melbourne	C1Z	DD08-4b	100%	76%	12%	88%
85-87 Market Street, South Melbourne	C1Z	DD08-2a	85%	52%	3%	97%
144-146 Clarendon Street, South Melbourne	C1Z	DD08-3	78%	57%	6%	94%
228-230 Dorcas Street, South Melbourne	C1Z	DD08-5a	100%	71%	23%	77%
274-278 Coventry Street, South Melbourne	C1Z	DDO8-5b	92%	50%	30%	70%
A	MUZ	MUZ C1Z		500	0%	100%
Average	C1Z			62%	22%	78%

#### **RESIDENTIAL ZONES**

**T38. CASE STUDY DETAILS - RESIDENTIAL ZONES** 

Address	Zone	Overley	Site C	overage	ge Land Use Split		
Address	Zone	Overlay	Podium	Upper Levels	Commercial	Residential	
35 Marine Parade, St Kilda	GRZ1	DD06-9	83%	75%	0%	100%	
88 Carlisle Street, St Kilda	GRZ1	DD027-1A	61%	46%	0%	100%	
8 Acland Street, St Kilda	GRZ1	DD06-5	28%	20%	0%	100%	
51 Ormond Esplanade, Elwood	GRZ1	DD07	59%	53%	0%	100%	
312 Beaconsfield Parade, Middle Park	GRZ1	DD05-2	97%	69%	0%	100%	
2 Nelson Street, Balaclava	RGZ		61%	62%	0%	100%	
74 Queens Road, Melbourne	RGZ	DD026-6B	58%	49%	0%	100%	
77 Queens Road, Melbourne	RGZ	DD026-6B	69%	55%	0%	100%	
31 Pine Avenue, Elwood	NRZ		60%	62%	0%	100%	
24A Dickens Street, Elwood	NRZ		40%	49%	0%	100%	
81 Bridge Street, Port Melbourne	NRZ		78%	70%	0%	100%	

## **APPENDIX E DEFINITIONS**

Term	Definition	Source
Population		1
Estimated Residential Population	The official measure of the population of Australia. It refers to all people, regardless of nationality, citizenship or legal status, who usually live in Australia, with the exception of foreign military or diplomatic personnel and their families. It includes usual residents who are overseas for less than 12 months over a 16-month period. It excludes overseas visitors who are in Australia for less than 12 months over a 16-month period.	ABS (National, state and territory Population Methodology)
Natural Increase	Net change in population due to the number the number of births minus the number of deaths.	
Interstate Migration and/ Net Internal Migration (NIM)	The movement of people over a state or territory boundary for the purpose of changing their place of usual residence. Net Interstate Migration is the number of arrivals minus the number of departures.	ABS (National, state and territory Population Methodology)
Net Overseas Migration (NOM)	The net gain or loss of population through immigration to Australia and emigration from Australia.	ABS (National, state and territory Population Methodology)
Place of Usual Residence	The geographic area in which a person usually lives. It may or may not be the place where the person was counted on Census Night.	ABS (Census Dictionary)
Dwellings		
Private Dwelling	A self-contained dwelling intended for long-term residential use. Private dwellings can include houses, flats (including flats with communal laundries), semi-detached terrace houses, townhouses, apartments and self-contained retirement village units. To allow for full coverage of all households, private dwellings also includes 'Other dwellings'. Other dwellings can include dwellings attached to non-residential buildings and occupied caravans, cabins, houseboats, improvised dwellings and tents.	ABS (Housing Variables)
Non Private Dwelling	on Private Dwelling  Dwellings or establishments that provide a communal or transitory type of accommodation or care, such as hotels, hostels and nursing homes, prisons, religious and charitable institutions, boarding schools, defence establishments, hospitals and other communal dwellings.	
Occupied Dwelling	A dwelling which was occupied by one or more people on Census night.	ABS (Census Dictionary)
Unoccupied Dwelling	A dwelling which was identified to be unoccupied on Census night.	ABS (Census Dictionary)
Medium Density Dwelling	'Medium density' includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.	Id (Port Phillip Profile)
High Density Dwelling	'High density' includes flats and apartments in 3 storey and larger blocks	Id (Port Phillip Profile)
Household	A household is defined as one or more people, at least one of whom is at least 15 years of age, usually resident in the same private dwelling.	ABS (Census Dictionary)
Households and Familie		
Household Composition	The type of household within a dwelling. It indicates if a family is present on Census Night and if other unrelated household members are present.	ABS (Census Dictionary)
Family	A family is defined by the ABS as two or more people, one of whom is at least 15 years of age, who are related by blood, marriage (registered or de facto), adoption, step or fostering, and who are usually resident in the same household	
Couple Family / Couple Family with No Children	Couple Family with No share a social economic and emotional bond usually associated with marriage and	
One Parent Family	A one-parent family consists of a lone parent with at least one child (regardless of age) who is also usually resident in the household and who has no identified partner or child of their own.	ABS (Census Dictionary)

# Attachment 4: Port Phillip Housing Market and Capacity Assessment

Term	Definition	Source
Other Family	Other family is defined as a group of related individuals residing in the same household, who cannot be categorised as belonging to a couple or one parent family.	ABS (Census Dictionary)
Group Household  The ABS defines a group household as a household consisting of two or more unrelated people where all people are aged 15 years and over. There are no reported couple relationships, parent-child relationships or other blood relationships in these households.		ABS (Census Dictionary)
Lone person household	A private dwelling, with only one person aged 15 years or over, is classified as a lone person household	ABS (Census Dictionary)
Dwelling Structure		
Separate House	A separate house is structurally independent from other dwellings.	ABS (Housing Variables)
Semi-detached, row or terrace house, townhouse etc.	Dwellings with their own private grounds and no dwellings above or below. A key feature of these dwellings is that they are attached and structurally dependent on one or more other dwellings. Examples include semi-detached, row or terrace houses, townhouses, and villa units.	ABS (Housing Variables)
Flat or Apartment	All dwellings in blocks of flats or apartments. These dwellings do not have their own private grounds and usually share a common entrance foyer or stairwell.	ABS (Housing Variables)
Other Dwellings	Includes cabins, caravans, houseboat, houses or flat attached to a shop, office, etc., improvised home, tent, sleepers out	Summarised by UE utilising ABS (Housing Variables)
Tenure		
Tenure Type	The nature of a person's, income unit's or household's legal right to occupy the dwelling in which they usually reside.	ABS (Housing Variables
Owned outright	People, income units or households who own the property in which they usually reside and have no outstanding mortgage or loan secured against the dwelling.	ABS (Housing Variables
Owned with a mortgage	People, income units or households who own the property in which they usually reside and have any outstanding mortgages or loans secured against the dwelling.	ABS (Housing Variables
Purchased under a shared equity scheme	Refers to households who are purchasing less than 100% equity in the dwelling, and may or may not be paying rent for the remainder.	ABS (Housing Variables
Occupied Rent Free	Tenure type is rent-free if no money is exchanged for lodgement but the person or income unit or household is not an owner of the dwelling.	ABS (Housing Variables
Occupied under a life tenure scheme	Refers to households or individuals who have a 'life tenure' contract to live in the dwelling but usually have little or no equity in the dwelling. This is a common arrangement in retirement villages.	ABS (Census Dictionary
Building Approvals		
Data utilised	Data collected are available as part of the normal administrative building approval process, and are generally readily available from the relevant local government or other approving authority.	ABS (Building Approvals Australia Methodology)
House	A detached building primarily used for long term residential purposes consisting of one dwelling unit. Includes detached residences associated with a non-residential building, and kit and transportable homes.	ABS (Building Approvals Australia Methodology)
Other Residential	Buildings other than houses which are primarily used for long-term residential purposes. Other residential buildings includes: semidetached, row or terrace houses or townhouses; and flats, units or apartments	ABS (Building Approvals Australia Methodology)
Low Rise	'Low rise' refers to apartment developments of 1 to 3 storey	ABS (Building Approvals Australia Methodology)
Mid Rise	'Mid rise' or 'Medium rise' refers to apartment developments of 4 to 8 storeys	ABS (Building Approvals Australia Methodology)
High Rise	'High rise' refers to apartment developments of 9 or more storeys	ABS (Building Approvals Australia Methodology)



Term	Definition	Source					
Statistical Areas Level 1 (SA1s)	Statistical Areas Level 1 (SA1s) are designed to maximise the geographic detail available for Census of Population and Housing data while maintaining confidentiality. SA1s are built from whole Mesh Blocks and have a population between 200 to 800 people.	ABS (Census Geography Glossary)					
Statistical Areas Level 2 (SA2s)	hetween 3 (100) and 75 (100). Their nurnees is to represent a community that						
UDP							
Urban Development Program	Provides an annual update on the supply of greenfield residential land in Melbourne's Growth Areas, the pipeline of major residential redevelopment projects in established areas, industrial land supply and the supply of greenfield residential land in several key regional centres	DELWP					
Major Residential Redevelopment Site	Major redevelopment sites are those which were previously used for commercial, industrial, educational or residential purposes. These sites have been identified through the planning process of being able to accommodate 10 or more dwellings. Major redevelopment sites play a significant role in how Melbourne's growth is managed.	DELWP					
Possible	Early indicator of the location of future major redevelopment sites. Sources include DELWP	DELWP					
Likely	Major redevelopment sites that are within the planning process. Sources include LGA planning registers, PPARS (DELWP), Real estate websites	DELWP					
Firm	Major redevelopment sites that have been approved and / or taking sales enquiries and registrations. Sources include LGA planning registers, PPARS (DELWP), cadastre (DELWP), websites of developments, real estate websites	DELWP					
Under construction	Building works being carried out on major redevelopment sites. Sources include address points (DELWP), cadastre (DELWP) and aerial photography (DELWP)	DELWP					
Completed	Completed building on major redevelopment sites. Sources include address points (DELWP), cadastre (DELWP) and aerial photography (DELWP)	DELWP					
Population and Dwelling	Projections						
Victoria in Future	Victoria in Future is the official state government projection of population and households. Projections are based on trends and assumptions for births, life expectancy, migration, and living arrangements across all of Victoria.	DELWP					
Forecast ID Population forecasts	The population forecasts are based on a combination of three statistical models. They include a cohort component model, a housing unit model and a household propensity model. Each of the models has a series of inputs, which when linked to the other models gives the forecast outputs.	ld (Port Phillip Profile)					
A Guide to Property Value	A Guide to Property Values						
Median Sale Price	The median sale price is the value of the middle item when all sale prices are arranged in ascending order of magnitude.	Valuer General (DELWP)					
Property types	Houses based on a combination of Detached Home, Semi-Detached/Terrace Home/Row House, House and Flat/Studio. Units based on a combination of Single Strata Unit/Villa Unit/Townhouse, Conjoined Strata Unit/Townhouse, Residential Company Share Unit (ground level), Residential Company Share Unit (within multi-storey development), Strata Unit or Flat, Residential Investment Flats, Individual Flat, Retirement Village Unit.	Valuer General (DELWP)					

Port Phillip Housing Market and Capacity Assessment

Attachment 4:



# **Engagement report**

Prepared by i.e. community for the City of Port Phillip

# **City of Port Phillip Housing Strategy**

Phase 3 - Feedback on the Draft Strategy

28 May 2024

# **About this report**

This report presents the findings of the engagement process undertaken between 8 March and 19 April 2024 to inform the development of the City of Port Phillip's Housing Strategy. In this third and final phase of engagement, the focus was on obtaining feedback from the community on the draft Housing Strategy. The report includes the outcomes of activities conducted by Council and i.e. community, along with a summary of the feedback received. The City of Port Phillip promoted and recruited participants for the engagement activities.

# **Privacy**

i.e. community and any person(s) acting on our behalf collects, manages and holds personal information in accordance with the Victorian Privacy Act 1988 and the Australian Privacy Principles 2014.

Personal information collected from individuals, such as email addresses, contact details, demographic data and the feedback provided, enable us to report on engagement activities. We follow a strict procedure for collecting, using, disclosing, storing, and destroying personal information.

i.e. community takes all reasonable steps to ensure that personal information will only be used or disclosed for the purposes outlined in this statement. We will not use or disclose personal information for another purpose without first obtaining further consent or unless required or authorised by law.

For more information about how we protect privacy, please visit www.ie.community.

## Contact details

This report was prepared by i.e. community on behalf of the City of Port Phillip. For more information, please contact:

Todd Beavis Phone: (+61) 457 943 242 Email: todd@ie.community

2 About this report

# **Considerations**

When reading the report, the following considerations should be taken into account:

- Feedback captured throughout the engagement process represents the views of people who
  chose to participate in the engagement activities and is not representative of the Port Phillip
  community as a whole.
- Phase 3 experienced lower participation rates than earlier phases, resulting in a smaller dataset. This limited sample size makes it harder to identify clear themes that would be representative of a broader population of the Port Phillip community.
- Not all respondents answered all the questions in the online survey. However, this report's findings include all responses recorded for each question.
- In some instances, comments are paraphrased, and quotes are used to illustrate community sentiment.
- Demographic data was captured for the online survey only.

3 About this report

# Introduction

# Project background

The City of Port Phillip is developing a new Housing Strategy to plan and manage housing growth over the next 15 years. The Strategy will outline the key directions needed to meet the projected population and needs of residents. It aims to ensure a range of housing opportunities across the municipality and guide housing growth and changes to suitable locations.

There have been three phases of consultation to shape the development of the Strategy:

- Phase 1 (2022): This phase introduced the project to stakeholders and the community, gathering initial community views to set the foundation for the Discussion Paper.
- Phase 2 (2023): During this phase, feedback was sought on the key issues and opportunities presented in the Discussion Paper to ensure that relevant issues and concerns were identified.
- Phase 3 (2024): In this final phase, the community was invited to provide feedback on the draft Housing Strategy to ensure it accurately reflects the needs and aspirations of current and future community members.

# Engagement purpose and scope

The overall engagement objectives were to build community knowledge about the project, gain buy-in, and enable meaningful participation. The engagement process was designed to understand community concerns and priorities, test Council's thinking, and report back on key findings and how community input was incorporated.

In **Phase 1**, the main aim was to familiarise the community with the project and lay the groundwork for future engagement by establishing a clear understanding of the project's scope and the role of local government in housing. The views gathered in the first phase informed the development of a Discussion Paper for the next phase of engagement.

**Phase 2** sought feedback on the issues and opportunities presented in the Discussion Paper. Exploring the housing needs and priorities of the Port Phillip community in more detail, we sought feedback from different segments of the community to ensure that all relevant issues and concerns were identified. The feedback obtained through targeted workshops and other activities shaped the housing vision and strategic directions for the draft Housing Strategy.

The purpose of **Phase 3**, the final phase of engagement, was to test whether the draft Strategy accurately reflected the needs and aspirations of the community. This involved feedback on how feedback from the previous phase had informed the draft, testing the level of support for the objectives and identifying any areas of concern, with a focus on where the Strategy would direct new housing (as guided by the Residential Development Framework Plan) and the type of housing that would be encouraged (through the Preferred Neighbourhood Character Statements).

4 Introduction

# Summary of previous engagement

# Phase 1 - Pulse check on housing

The first phase of community engagement, conducted from September to October 2022, helped Council to understand the community's high-level priorities and ideas for housing in Port Phillip.

Key findings from Phase 1 were:

- The Port Phillip community values housing that is well-designed, energy-efficient, and affordable the most.
- Most people believed new housing should be located close to public transport, parks, open spaces and local shops.
- Respondents indicated they would like more affordable and public housing, followed by increased protection of neighbourhood character and more focus on green and open space.
- Trees, landscaping, and vegetation in front gardens were identified as neighbourhood character elements that people liked most about their area.

# Phase 2 - April to May 2023

The second phase of engagement took place in April and May 2023, with 211 people providing feedback on the issues and opportunities presented in "Places to Live," the City of Port Phillip Housing Strategy Discussion Paper.

Key findings from Phase 2 were:

- A significant portion of respondents find it difficult to find suitable housing in Port Phillip due to affordability and a lack of housing diversity.
- Feedback on the draft Vision was that it needed to be more generic, lacking tangible outcomes, and needed to address affordable housing and neighbourhood character more strongly.
- Housing quality (well-designed and energy-efficient housing) was identified as the most significant housing need, followed by neighbourhood character, housing diversity and accessibility, and appropriate location of future housing.
- Important factors for making neighbourhoods more welcoming and safe included spaces for various activities, easily navigable streets, and a mix of housing types. To make neighbourhoods more environmentally friendly, respondents prioritised plants on streets, nature strips, and more trees for shade.
- There was a clear call for action on housing affordability, with expectations for Council to play a proactive role.
- Housing location and supply are important to the community, with a need for diverse, accessible, well-designed housing near infrastructure and amenities. Concerns over high-rise developments affecting local character were also raised.
- Balancing development while protecting what people value about their neighbourhoods and meeting housing needs while addressing affordability are seen as central to shaping a future where everyone can find suitable housing in Port Phillip.

Summary of previous engagement

# **Engagement activities**

To gather feedback on the draft Housing Strategy, a range of activities were designed to facilitate diverse participation. These activities included a dedicated online engagement page, an online survey, an interactive map, online information sessions, and outreach to advisory committees. For those wishing to provide more detailed feedback, options included written submissions and oneon-one discussions with the strategic planning team.



# Online engagement

63 SURVEYS

A dedicated site on Council's Have Your Say (HYS) platform served as the central hub for Phase 3, featuring an online survey, an interactive map of proposed housing changes and planning controls, and the proposed Preferred Character Statements. It also provided Q&As, factsheets, and summaries of the draft strategy. The site attracted 2,051 visitors, resulting in 904 document downloads and 1,663 interactions with the interactive map.



## Online information sessions

13 PARTICIPANTS

Three online information sessions were held to guide interested community members through the core elements of the Strategy and provide an opportunity to ask questions. Conducted via Zoom, the sessions took place on 6 pm to 7pm on 19, 21 and 28 March.



#### Advisory committee outreach

Facilitated discussions were held at regular advisory group meetings to engage with committee members and promote the online survey. Members from the Multicultural Advisory Committee, Older Persons Advisory Committee, and Youth Advisory Committee participated in these discussions.



#### **Submissions**

12 SUBMISSIONS

Written submissions were welcomed as part of the engagement process, and 12 submissions were received.



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#### 1:1 discussions

DISCUSSIONS

Council offered meetings with its strategic planning team to discuss the Housing Strategy with interested community members and stakeholders. Six community members participated in five meetings.

**Engagement activities** 

# **Participation**

Attachment 5:

Demographic information from the 63 survey respondents showed a nearly equal gender distribution (49% men and 46% women). The largest age group was 35 to 49 years (32%), followed by 60 to 69 years (25%). High participation came from St Kilda (29%), Port Melbourne (24%), and Elwood (16%). Most respondents were Port Phillip residents (79%), with 19% being ratepayers and 2% business owners. Additionally, 8% identified as persons with disabilities, and 6% as LGBTIQA+.

Figure 1. Residential suburb of respondents

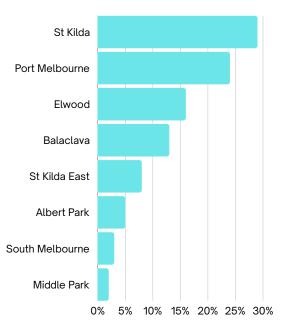


Figure 2. Other social demographics of

respondents

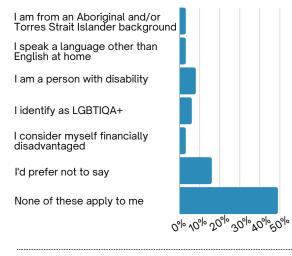


Figure 3. Age of respondents

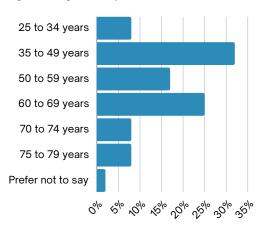


Figure 4. Reported gender of respondents

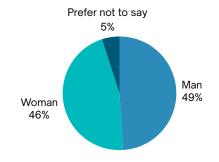
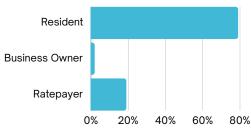


Figure 5. Connection to The City of Port Phillip



8 Participation

### Attachment 5:

# **Key findings**

# **Draft Housing Strategy**

Overall, the feedback from the community shows support for key elements of the Draft Housing Strategy, including the affordable housing target in new developments, its emphasis on the importance of maintaining neighbourhood character, and the focus on sustainability and climate change.

There are some areas participants would like to see strengthened, including the affordable housing target and measures to protect neighbourhood character (particularly from the perceived negative impacts of higher density development). Other areas people would like the strategy to focus on are increasing the supply of social housing, addressing the need for larger apartments, and the impact of population growth on infrastructure.

#### Prioritisation of the objectives

The highest priority objectives for survey respondents, based on average ranking, were Directing future housing to appropriate locations and Encouraging a range of housing options to support a diverse community.

It should be noted that the difference between the highest and lowest priority was not wide. Overall, the variation reflects a meaningful prioritisation, but should not be taken to mean that the lower-ranked objectives are unimportant. All objectives received a relatively high ranking, indicating that while some areas are seen as slightly more critical, the community values all of the objectives.

Council's advisory committees all identified Making sure there are affordable housing options that are available to people on the lower end of the income spectrum as their top priority.



# Location and supply

Across all activities, the main feedback relating to location and supply focused on the need to direct new housing to areas that can accommodate growth, preventing overdevelopment, and the distribution of higher density and affordable housing across Port Phillip. An analysis of the survey findings identified the following key themes related to location and supply:

The impacts of increased housing density: Respondents were concerned with the impact of housing development on existing infrastructure and services, with an emphasis on the need for careful planning and investment in public infrastructure to support the growing population and maintain the liveability of neighbourhoods.

"Limit density. We are already at capacity in our school and other areas, focusing on the environment and flooding in planning applications, plus off-street parking." -Survey respondent.

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**Liveability of neighbourhoods:** there was a desire to see more proactive planning to promote the provision of public open space, green spaces and amenities as part of new housing developments.

"To maintain the liveability of neighbourhoods, we need first to have considered that everyone has access to adequate green space, green canopy cover, public transport, schools and distance to shops before we add more housing stock that will result in more people using the existing resources..." - Survey respondent.

In the submissions, people expressed caution or opposition to high-density developments without adequate infrastructure support and environmental considerations. The potential negative impact of development on neighbourhood character was also a key issue for 1:1 discussion participants.



# Neighbourhood character

Neighbourhood character was a significant focus of the feedback overall. Many of the comments expressed support for the preservation of neighbourhood character and the need for protection to be strengthened. Others put forward the view that character should be given less weight to achieve affordability and density.

This was reflected in feedback in the survey on the Neighbourhood Character Statements. Some participants disagreed with Council's approach to determining the Statements, with others raising concerns about overdevelopment, lack of infrastructure and Council's role in housing.

"There should be no character statements. The council should not impose it's views on property owners." - Survey respondent.

On the other hand, some respondents expressed satisfaction with the statements, particularly in addressing complex character, environmental and sustainability concerns.

"I am impressed by the work and thinking here and recognise the need for assessing mooted changes in any neighbourhood and requiring them to be sensitive to the parameters of the complex quality of 'Character'. It is evident that this document has largely been produced by experienced and highly qualified city planning staff, and I commend their efforts to grapple with this difficult aspect of housing strategy." 
Survey respondent.

An analysis of the findings overall, identified the following key themes related to neighbourhood character.

**Balancing heritage and new housing developments:** The challenge of balancing heritage values and neighbourhood character objectives with the need for new housing developments was recognised. Participants called for clear guidelines and rules to ensure that new developments are in line with heritage values.

"I think the character can be protected by methods other than heritage, by bringing people from outside to build community" - Survey respondent.

**Integration of affordable housing:** There was some concern with integrating affordable housing into existing neighbourhoods and spreading it thinly throughout the city.

"Affordability? Not if it permanently spoils the character of the area. E.g. by high-rise or high-density housing, regardless of the percentage." - Survey respondent.

**Lack of clarity:** There were calls for clearer explanations of the statements to ensure developments align with existing neighbourhood character and include sustainable elements.

"I don't understand it so don't know what to think." - Survey respondent.

Several submissions and 1:1 discussions had questions and concerns about the implications of these statements on their property and current development applications.



# Diverse and accessible housing

An analysis of the survey responses identified the following key themes related to diverse and accessible housing:

Lack of family housing: There is a need for larger apartments, particularly those with three and four bedrooms, the lack of which is seen to limit the options for families wanting to live in apartments in Port Phillip.

"I think we should be encouraging innovative housing design that encourages medium density, and that 'missing middle.' If more apartments are built within a building then overall the cost of those apartments should be less" - Survey respondent.

**Communal open space:** There was also a call for apartment buildings that encourage communal interactions, as some participants to combat isolation and increase community cohesion.

"Port Phillip needs to house people who work locally. Better low and medium-density designs would enhance liveability and discourage 'nimbyism'. Enabling/encouraging communal utilities (e.g. laundry, community solar batteries) and spaces would enhance liveability and be part of being resilient to climate change." - Survey respondent.





# Quality, sustainable design

An analysis of the survey responses revealed the following key themes related to quality and sustainable design:

**Environment and climate change:** There was a strong emphasis on sustainable housing design, with respondents advocating for the integration of climate change considerations into building design, including passive cooling, better insulation, and electric vehicle charging stations.

"Going forward, my understanding is that climate change will have a dramatic impact on all of us. If this is the case we should ensure that the impact of climate change is factored in when it is built. Issues such as hotter days (and more of them) don't just mean installing more AC units. Passive cooling, such as more trees and improved insulation, should have higher priorities." - Survey respondent.

**Stronger guidelines:** There were calls for better design guidelines to ensure new developments meet sustainability and design standards.

"Need to incorporate sustainability principles and climate-change resilience. We are past the time of ignoring these crucial factors as a global community." - Survey respondent

Several submissions and 1:1 discussions emphasised the impact of climate change on future housing stability, especially regarding flood risks in Fishermans Bend and sustainable building practices.



# Affordable housing

There was support for an affordable housing target, with 63% supporting the introduction of an affordable housing target. However, there was a mixed response to the level of the target, with 42% believing it should be higher and 21% believing it was appropriate. While, 26% believe the target should be lower.

Multiple submissions expressed strong support for the proposed affordable housing targets but expressed concern with the lack of social housing targets. All advisory groups also desired to see higher affordable housing targets.

1:1 discussion participants questioned why the affordable housing target is lower than the In Our Backyard Strategy and expressed the need for more concrete actions to tackle the rental housing crisis.

Those who think the target is adequate or should be higher expressed strong concerns about housing affordability and supply, with many highlighting the severe issues of rental stress and homelessness. There was also significant support for maintaining diversity and inclusivity in the Port Phillip area, emphasising that affordable housing is essential for ensuring a mix of residents from various backgrounds and income levels.

"Aim for 25 per cent. Keep St Kilda diverse and with many different people from all walks of life. People need safe and secure homes." - Survey respondent.

For those who believe the target should be lower, there is a perception that there is no need to address housing affordability because there is currently a sufficient level of affordable housing options and that it could lead to a loss in neighbourhood character and increase strain on public infrastructure.

"The Cost of housing is soaring. This will only increase the cost of housing and increase inflationary pressures." - Survey respondent.



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# Residential Development Framework Plan

The Residential Development Framework Plan guides how neighbourhoods will grow and change as the population increases. There was limited feedback on the Framework Plan. While many had no feedback, others highlighted a need for clearer explanations of zoning regulations and guidelines. An analysis of the findings revealed the following key themes:

The concentration of high-density development was a concern, including issues of uneven distribution, loss of character and amenities for current residential areas, overdevelopment and the impact on the community and environment.

"Why is high-density development all concentrated in one area in the municipality?

The impact of this should be evenly spread to balance the impact across the community." - Survey respondent.

**Neighbourhood character:** The need to preserve heritage areas and buildings within the Framework Plan and maintain the area's character and history.

"Don't develop too much or traffic will become insane and the Elwood village vibe will be lost" - Survey respondent.

**Council's role in directing housing growth:** Some concerns were raised about Council's role and ability to direct housing growth, suggesting it was a State government issue.

"There is too much confusion on zones and what you can and can't do. Councils should concentrate on rate and rubbish bin collections instead of wasting money on surveys and glossy brochures." - Survey respondent.

**Increase housing supply:** There was a desire to see the Framework Plan incorporate more high and medium-density housing to address the housing crisis, including suggestions of expediting the development of more low-cost housing through to increase housing supply.

"Given the housing crisis, can we consider maximising the residential zones to allow for further development within the area?" - Survey respondent.

Please see detailed findings below for further information.

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Attachment 5:

# **Detailed findings**



#### Attachment 5:

# Survey findings



# **Housing objectives**

To achieve the Housing Vision, the Draft Housing Strategy sets out six objectives as shown below. To help us prioritise the work, please rank in order of importance to the community.

Respondents were asked to rank the objectives of the housing strategy in order of priority, 48 people responded to this question. The objectives with the highest priority are Directing future housing to appropriate locations, with an average rank of 3.77 and Encouraging a range of housing options to support a diverse community, with an average rank of 3.73.

Some factors in the survey had polarised responses, with respondents either rating them very high or very low. For instance, "Ensuring new housing responds to neighbourhood character and heritage values" and "Facilitating the provision of more affordable housing" showed significant contention, with more respondents rating them either very high or very low. While other factors had more evenly spread ratings.

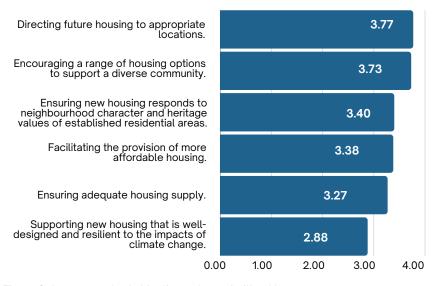


Figure 6: Average rank of objectives when prioritised by responses

**Note:** Average Rank is the sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

Objective	1	2	3	4	5	6	AVG Rank
Directing future housing to appropriate locations.	4	11	3	9	7	10	3.77
Encouraging a range of housing options to support a diverse community.	3	4	10	11	10	3	3.73
Ensuring new housing responds to neighbourhood character and heritage values of established residential areas.	15	5	0	8	6	11	3.40
Facilitating the provision of more affordable housing.	12	7	4	4	2	13	3.38
Ensuring adequate housing supply.	7	8	10	6	11	2	3.27
Supporting new housing that is well-designed and resilient to the impacts of climate change.	7	10	15	3	5	2	2.88

#### Do you have any comments?

Participants were asked to provide comments to support their ranking, 30 people responded to this question. Analysis of responses identified the following key themes.

Infrastructure and overdevelopment: Concerns regarding the lack of necessary public infrastructure and services to support the increasing population in the City of Port Phillip. Comments also highlight the negative impact of large-scale housing developments on the existing community and the need to preserve the character and heritage of the neighbourhoods (13 comments).

**Affordability and supply:** There is a strong emphasis on the need for more affordable housing. Many respondents expressed concern about the lack of affordability and accessibility of housing and the need to prioritise the provision of affordable housing (12 comments).

**Sustainable housing design:** There is a strong focus on addressing climate change and promoting sustainability in housing developments. Respondents emphasised the need to incorporate climate change considerations into building design, such as passive cooling, improved insulation, and charging stations for electric vehicles (9 comments).

**Neighbourhood Character:** Respondents expressed the importance of preserving the character and heritage of the neighbourhoods in Port Phillip. This includes preserving unique architectural styles, such as Art Deco and Victorian houses, and avoiding overdevelopment in historic areas (6 comments).

**Expectations and role of Council (6)** Respondents questioned the role and ability of Council to effectively address housing issues, believing it was outside of the remit of local government. Others emphasised the need for Council to actively engage with the community and advocate for housing needs at the State and Federal levels of government (6 comments).



Attachment 5:

# Affordable housing targets

A key action of the Draft Strategy is introducing a new affordable housing local planning policy, proposing that 10 per cent of new dwellings in future major developments (except in Fishermans Bend) should be affordable housing. Do you think the proposed target is appropriate?

Sixty-two people responded to this question. A significant portion (42%) believe the target should be higher, while 26% believe it should be lower.

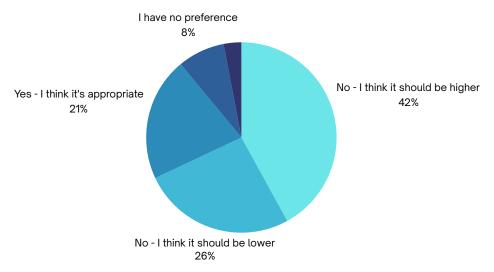


Figure 7: Support for the affordable housing target.

Response	No.	% (n=62)
No - I think it should be higher	26	42%
No - I think it should be lower	16	26%
Yes - I think it's appropriate	13	21%
I have no preference	5	8%
Other	2	3%

## Do you have any comments?

Respondents were asked to comment on their preference for the affordable housing target, and 43 people provided a response. Comments were analysed against their response to the previous question (Do you think the proposed target is appropriate?) An analysis of the responses revealed the following key themes.

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## No, I think it should be higher.

For those who thought the target should be higher (42%), the key reasons for their responses were:

Housing affordability and supply concerns: Many respondents highlighted the need for more affordable housing, highlighting the current housing crisis, rental stress, and homelessness as major issues that need to be addressed. Some argue that the current target of 10% is inadequate and propose a higher target of 20% (19 comments).

**Supporting diverse communities:** There is support for diversity and inclusivity. Many respondents emphasise the importance of maintaining diversity and inclusivity in the Port Phillip area, arguing that affordable housing is necessary to ensure a mix of people from different backgrounds and income levels (4 comments).

### No, I think it should be lower.

For those who believed the target should be lower (26%), their concerns were:

There is no need to address housing affordability: There are already adequate, affordable housing options in Port Phillip, and there is no need for Council to address affordable housing (6 comments).

**Impacts of development:** There are concerns that increasing the amount of affordable housing will negatively impact neighbourhood character and public infrastructure (4 comments).

**Community safety:** There are concerns about the potential negative impact of affordable housing on the community. Issues such as increased crime rates and safety concerns are mentioned (3 comments).

#### Yes, I think it's appropriate:

For those who thought the target was appropriate (21%), their support was attributed to the following themes:

Reasonable target: The 10% is acknowledged as economically and socially sound (3 comments).

**Affordability and supply:** Increases in housing affordability and supply are seen as positive for the community. Discussions involved ways to promote increases in affordable housing, such as incentivising developers and streamlining planning processes (2 comments).

**Supporting diverse communities:** Respondents noted the diversity of Port Phillip and hoped to see it continue, noting that the area should not be reserved for the wealthy (2 comments).



# **Neighbourhood Character Statements**

# Do you think there is anything that needs to be changed or missing from the Neighbourhood Character Statements?

Forty-two comments were provided in response to this question. An analysis of the responses revealed the following direct feedback and key themes:

#### Direct feedback on the statements

An analysis of the responses revealed the following feedback on the Neighbourhood character statements:

**Disagreement with statements:** There is some disagreement with the neighbourhood character statements, based on the view that Council determined the preferred character for the areas rather than what the community wanted (9 comments).

**No feedback of change:** Believing no change was required or had no specific feedback to offer (8 comments).

**Lack of clarity:** There are requests for clarity around the Neighbourhood Character Statements, with suggestions for providing illustrations or examples to aid understanding and clarification around the implications on properties (4 comments).

**Support for the statements:** Including praise for the statements and the work done by Council officers to develop them (3 comments).

#### Key themes

An analysis of the comments revealed the following key themes related to neighbourhood character:

**Development and infrastructure concerns:** Concerns were raised about potential overdevelopment due to the classification of areas, with some respondents emphasising the need to respect neighbouring properties and preserve the amenity of homes. Additionally, the lack of public infrastructure and services to support the increased development was raised (11 comments).

**Neighbourhood character:** The importance of preserving neighbourhood character, with concerns about new buildings that feel out of place and the loss of heritage-protected houses (8 comments).

**Environmental considerations:** A strong focus on the environment, with suggestions that neighbourhood character should also encompass environmental aspects, such as green spaces, tree canopies, and sustainability principles (6 comments).

**Need for good design:** The need for better design guidelines to ensure harmony between new developments and existing structures. They suggested that design considerations should prioritise the integration of sustainable design principles, trees and greenery in new developments (6 comments).

Attachment 5:

**Affordability and supply of housing:** The importance of integrating affordable housing into all neighbourhood areas, provided it is well-designed (4 comments).



# **Proposed Residential Development Framework Plan**

The draft Framework Plan affirms that the majority of the residential zones applied in Port Phillip are still fit for purpose. Do you have any feedback on the proposed Residential Development Framework Plan?

Thirty responses were provided to this question, and an analysis of the responses revealed the following direct feedback and key themes.

#### Direct feedback

An analysis of the responses revealed the following feedback on the draft Residential Development Framework Plan:

**Lack of feedback:** Of those who responded to the question, the majority advised they had no feedback on the draft Framework Plan (11 comments).

**Need for clarity:** The need for clarity in the Residential Development Framework Plan was raised with regard to the existing zoning regulations and what residents can and cannot do within their respective areas (2 comments).

#### Key themes

An analysis of the responses revealed the following key themes in the draft Residential Development Framework Plan:

The concentration of high-density development: Related to issues of uneven distribution, loss of character and amenities for current residential areas, overdevelopment, impact on the community and environment, traffic congestion, and lack of infrastructure to support high-change areas (8 comments).

Council's role in the provision of housing: Concerns were raised about Council's role in housing, with some comments expressing their perception it was not Council's remit to be directing housing growth (5 comments).

**Heritage and neighbourhood character:** Respondents raised key considerations such as preserving the character of historic areas and protecting existing dwellings, believing these needed more consideration in the Residential Development Framework Plan (4 comments).

**Increase housing supply:** In response to the housing crisis, there was a desire to see the Framework Plan provide more high and medium-density housing (3 comments).



Attachment 5:

# Feedback on the draft Housing Strategy.

## Please share any feedback you have about the draft Housing Strategy.

Twenty-five comments were provided in response to this question, and an analysis of the responses identified the following key themes:

**Housing affordability:** Respondents emphasised the need for more affordable housing, including crisis accommodation for the homeless. The housing strategy needed to be more ambitious and bold to ensure a diverse and affordable municipality (12 comments).

**Overdevelopment concerns:** Respondents expressed worries about the impact of overdevelopment on neighbouring properties. With concerns over the implications of high-rise developments on sunlight access and increased population density public infrastructure capacity. (7 comments)

**Design and environmental considerations:** Some respondents mentioned the importance of building with airflow and green elements, considering flooding and sea level rise, and promoting innovative and interesting design (6 comments).

**Enforcement and implementation:** Concerns were raised about the housing strategy's enforcement and implementation, questioning whether Council had the resources and commitment to implement it effectively (5 comments).

**Neighbourhood character:** Feedback highlighted the importance of preserving heritage areas and protecting existing dwellings with character and history. Some concerns were raised with the level and scale of change that is currently occurring in areas marked for incremental change, with old houses being demolished to make way for medium-density townhouses (4 comments).

Survey findings

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# **Advisory Committees**

## **Multicultural Advisory Committee**

When you think about living in the City of Port Phillip in the next 15 years, what do you think are the most important housing needs?

Committee members were asked to prioritise their housing needs, five members participated. The needs in order of priority are:

- 1. Making sure there are affordable housing options that are available to people on the lower end of the income spectrum
- 2. Making sure there is enough housing supply for everyone
- 3. Making sure housing is in the right areas (e.g. close to jobs, services, public transport and open space)
- 4. Making sure there are more types of housing available (e.g. number of bedrooms, housing types from apartments to townhouses)
- 5. Making sure that new houses respond to / respect heritage and the valued character of the neighbourhood
- Making sure new houses are designed well and are sustainable in their design and construction

Discussions with the committee centred on clarifying how the affordable housing target was developed. Some were surprised that the target was only 10%. Additionally, homelessness was a concern, with questions over how the strategy could help address this issue.

## **Older Persons Advisory Committee**

Committee members were asked to prioritise their housing needs, and nine members prioritised their housing needs. The needs in order of priority are:

- 1. Making sure there are affordable housing options that are available to people on the lower end of the income spectrum
- 2. Making sure there is enough housing supply for everyone
- Making sure new houses are designed well and are sustainable in their design and construction
- 4. Making sure housing is in the right areas (e.g. close to jobs, services, public transport and open space)
- 5. Make sure there are more types of housing available (e.g. number of bedrooms, housing types from apartments to townhouses)
- 6. Making sure that new houses respond to / respect heritage and the valued character of the neighbourhood

The committee was also asked to indicate their support for the affordable housing target in major developments. Ten members responded to this question.

- A majority of the members (8) believe the target should be higher.
- While two believe it is appropriate

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Advisory Committees

Discussions with the committee centred around the empty sites around Port Phillip and the possibility of using these for housing. Additionally, there were concerns that the draft strategy didn't consider the bigger picture, such as pressures on infrastructure and open space from increased development.

### **Youth Advisory Committee**

Committee members were asked to prioritise their housing needs, and nine members participated. The needs in order of priority are:

- 1. Making sure there are affordable housing options that are available to people on the lower end of the income spectrum
- 2. Making sure there is enough housing supply for everyone
- 3. Make sure there are more types of housing available (e.g. number of bedrooms, housing types from apartments to townhouses)
- 4. Making sure housing is in the right areas (e.g. close to jobs, services, public transport and open space)
- 5. Making sure new houses are designed well (size & layout) and are sustainable in their design & construction
- 6. Making sure that new houses respond to / respect heritage and the valued character (existing or future) of the neighbourhood

The committee was also asked to indicate their support for the affordable housing target in major developments. Eight members responded to this question.

- A majority of the members (7) believe the target should be higher.
- · While one believes it is appropriate.

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Discussions with the advisory committee centred around neighbourhood character, with some concerns raised that protecting character is a privilege while providing adequate housing supply was a more pressing issue. There were calls for more information about the amount of people living in Port Phillip on lower incomes. Questions were raised as to why Fishermans Bend was excluded from the target and how and where the affordable housing target will be achieved.

# **Submissions**

# Overview of submissions

Twelve submissions were received as input into the engagement process. An analysis of the submissions revealed the following key themes:

## Housing affordability and supply

- Multiple submissions expressed strong support for the proposed affordable housing targets;
   the lack of social housing targets was of concern.
- Submissions called for a greater variety of housing types to accommodate different family sizes and socio-economic groups.
- There was a call for making developer contributions to affordable housing mandatory to ensure more consistent outcomes.
- Concerns were raised about the clarity and overlapping nature of existing plans, which could confuse stakeholders and residents. Additionally, the need for enforceability of affordable housing provisions was pointed out as a major gap in the strategy.

### Neighbourhood character

- A few submissions highlighted the need for developments to support social interaction and community cohesion, recommending more communal spaces and family-sized housing options.
- Many responses emphasised the importance of integrating new developments into the existing urban fabric without compromising neighbourhood character or heritage sites.

#### Design and location of housing

- Several submissions were cautious or opposed to high-density developments without adequate infrastructure support and environmental considerations.
- Several submissions emphasised the impact of climate change on future housing stability, especially regarding flood risks in Fishermans Bend and sustainable building practices.
- Increased attention to the impact of housing developments on local infrastructure like roads, parks, and public services was a common theme.

24 Submissions

# One-on-one discussions

Five one-on-one discussions were held with community members and interested stakeholders. Below is a summary of the key points and concerns raised.

# Impact on properties

• Concern over how specific neighbourhood character statements, such as the 'Adaptive Port' statement, could affect ongoing and future property developments.

# Affordable housing targets

- Concerns with the reduction of the affordable housing target from 20% (as outlined in the previous In Our Backyard Strategy) to 10% in the draft Housing Strategy.
- There was an emphasis on the need for social housing to be included within this target.
- There were calls for more transparency in how the affordable housing targets will be implemented.

# Implementation and clarity:

- There was criticism of the strategy's implementation, with concerns about its lack of clarity and measurable targets.
- Participants noted the need for more direct actions to address the ongoing rental housing crisis.

# Character and development concerns

- Concerns were raised about the potential flood risks associated with new developments, particularly in flood-prone areas like Port Melbourne and Fisherman's Bend.
- Some participants were worried that high-rise developments would impact neighbourhood character, city views, and the vibrancy of local communities.

**Appendix** 

# **Summary of submissions**

# Submission #1

Attachment 5:

The property owner in Submission #1 did not provide specific feedback on the draft Housing Strategy, instead expressing dissatisfaction with the Body Corporate's restrictions, feeling that these restrictions are unfair and limit their access to their outdoor area. They highlighted the issue of ownership and access limitations, stating that despite owning both sides of a wall, they are not allowed to put a door in to access their outdoor area. They discussed financial constraints, acknowledging that selling the property would result in a financial loss but expressing a desire to be free from the restrictions.

#### Submission #2

This submission discusses the need for any redevelopment plans to be sensitive to the existing environment. There is a strong objection to developments that exceed the height of existing buildings, with a preference for maintaining consistent height limits of four storeys. There is a call for scrutiny of retail spaces in new developments, given a perceived surplus in the area. The importance of considering privacy, light, and amenity in new builds is highlighted, with suggestions for setbacks to existing buildings. The feedback also underscores the need for adequate parking in new builds, recommending a minimum 1:1 ratio of undercover/below ground/stacker or non-stacker car parking per residential unit. Lastly, the feedback recommends maintaining consistent plantings with existing trees in landscaping.

#### Submission #3

This submission shares support for the proposed affordable housing target while criticising the lack of enforceability of the target and the absence of a social housing target. The submission also questioned the reliance on voluntary developer contributions and proposed that these contributions should be made mandatory. The submission suggested that the City of Port Phillip could take measures to strengthen the ability to build more social housing by waiving or significantly reducing rates. There was also disappointment expressed with the implementation of the City of Port Phillip's In Our Backyard Statement. Lastly, concerns were raised about the disposal of surplus council land to the private sector.

### Submission #4

This submission points out a lack of clear housing targets, making determining the strategy's desired outcomes challenging. Secondly, it questions the strategy's approach of linking 'housing change' to built-form outcomes without providing strategic justification. Thirdly, considering the absence of an Infrastructure Contributions Plan, it challenges the assumption that Fishermans Bend can accommodate up to 43% of the municipality's housing demand. Lastly, it suggests that the provision of affordable housing should be discretionary and linked to development uplift to ensure feasibility and prevent any negative impact on future development, housing supply, and affordability. The submission recommends addressing these concerns to ensure the effectiveness and feasibility of the housing strategy.

# Submission #5

Attachment 5:

The key points made in this submission include concerns about the lack of larger, family-sized apartments, suggesting the strategy should encourage new developments to include more of these. The submission also emphasises the need for social interaction in apartment living, particularly for those living alone. It suggests the strategy should encourage communal spaces in apartment buildings. The submission also advocates for greener buildings and public spaces, recommending the strategy incorporate guidelines to maintain and increase private land tree coverage. It also highlights the need for community benefits from increased density, suggesting the strategy should ensure all new developments contribute to public infrastructure. The submission raises concerns about quality control in new developments and suggests the strategy should closely monitor this. Finally, the submission highlights the need for adequate sinking funds for long-term repairs, recommending the strategy set out mechanisms to ensure this.

### Submission #6

There is a focus on the potential impact of climate change on flood zones in this submission. There is a suggestion to delay the construction of the Barak Beacon Homes Project until the release of climate change flood zone predictions for the year 2100 by Melbourne Water. This is based on the anticipation of significant increases in coastal flood zones due to climate change sea level rise, as predicted in a recent CSIRO research report. If these predictions show extensive flood zones in the residential area of Port Melbourne, it is suggested that the project should not proceed unless there are confirmed flood mitigation works that can protect the area. The discussion also highlights the importance of collaboration between different stakeholders, including government agencies, civil engineers, and Melbourne Water, in studying climate change flood risk and flood mitigation in the area.

### Submission #7

This submission supports the strategy's affordable housing target. It commends the city's history of commitment to increasing the availability of affordable housing. The submission refers to the "In Our Backyard – Growing Affordable Housing In Port Phillip 2015-2025" strategy as Council's overarching vision for affordable housing. It notes that the 10% target is not mandatory due to state policy limitations, but it demonstrates Council's commitment to addressing housing affordability. Developers are encouraged to partner with registered housing providers to ensure affordable housing is appropriately provided and managed. The submission includes recommendations for implementing a phased-in mandatory affordable housing target of 10% on large developments when the political and legislative environment allows, directing cash contributions from landowners or developers in lieu of affordable housing units to a registered housing association for projects in the City of Port Phillip, involving the community housing sector early in the planning process for more sustainable housing outcomes, using demographic data to target cohorts of greatest need, and encouraging vulnerable and low-income households in the local communities to register with the Victorian Housing Register.

#### Submission #8

The submission provided by the Emerald Hill Residents Association (EHRA) expressed several key points about the housing strategy. Firstly, there was concern about the numerous overlapping plans and strategies, which they felt made it difficult for residents and stakeholders to understand the overall direction of the strategy. Secondly, they believed that the strategy did not adequately consider the impact of population growth on existing infrastructure. They called for a more detailed analysis to determine the impact of such population growth on infrastructure and services. Thirdly, they questioned the strategy's approach to affordable housing, suggesting that a higher percentage of affordable housing in new developments is needed. They also called for the inclusion of more open spaces, parks, and gardens in housing developments to support mental health. Lastly, they raised concerns about the potential impact of the housing strategy on heritage protection. They emphasised the need to balance heritage values, neighbourhood character objectives, and sustainable development and called for the existing heritage requirements to be strengthened and clarified.

### Submission #9

The submission points out that the draft housing strategy lacks guidance on the site from a residential perspective, as it is currently non-residential. It emphasises the need for the strategy to identify and respond to the strategic opportunity of the site and its ability to provide increased housing in an appropriate location. The submission also discusses the objectives of the housing strategy, the challenges and opportunities it presents, and makes recommendations for a more aspirational and growth-oriented approach. It suggests that the housing strategy should identify and respond to the strategic opportunity of a specific site within the City Road industrial triangle and its ability to provide increased housing in an appropriate location. It also emphasises the need for the housing change area assigned to the site to reflect its strategic value.

### Submission #10

This submission expresses concerns about the current affordable housing target, which they believe needs to be increased to 20%. They also recommend a more proactive approach to partnerships for social and affordable housing development. The participants suggested exploring innovative planning mechanisms to increase social and affordable housing. Lastly, they proposed an increase in Council's annual investment in social and affordable housing from \$500,000 to \$1,000,000.

# Submission #11

This submission emphasises the need for Council to actively identify housing needs, particularly focusing on secure rental housing. It suggests that Council should coordinate its housing needs identification policies with the State government and non-profit housing associations. The submission also recommends that Council should have statutory powers to demand a certain distribution of owner-occupied, private rental, and social rental units in new housing developments. It encourages Council to work closely with developers, Homes Victoria, and housing associations from the beginning of any new housing development application. The submission proposes an 'inclusion' policy where a percentage of units are made available to rental market investors. It also suggests that any council-owned land made available for housing development should have a provision for social housing. Lastly, it recommends that existing tenants should have the first option to purchase their unit in any sale inside an existing block of housing units that contains rental housing.

# Submission #12

This submission, on behalf of Homes Victoria (HV), discusses the multiple sites owned by HV in the City of Port Phillip (CoPP) that could be used for public housing renewal. HV is keen on maintaining ongoing conversations about any proposed rezoning of their sites. The submission emphasises the importance of large sites and walk-up flats for higher yield. It also mentions that HV has dedicated resources and expertise in navigating the planning process and ensuring compliance with regulations. The challenge lies in ensuring that future opportunities for redevelopment are maintained by rezoning, highlighting the need for careful consideration and collaboration between HV and CoPP. There is an opportunity to redevelop several sites owned by HV in St Kilda, South Melbourne, and Port Melbourne.

# One-on-one discussion summaries

### Discussion #1

The participant of this discussion was concerned with the implications the 'Adaptive Port' Neighbourhood Character statement would have on his property. He has a current planning application underway to develop the non-heritage portion of his land—previously a single-storey shop—into two-storey housing.

#### Discussions #2

This discussion centred on the potential benefits of the City of Port Phillip subscribing to the Housing Monitor program by i.d., emphasising its usefulness for comparing housing stress and affordability across local government areas and improving transparency. She also critiqued part 6 of the housing strategy (Implementation and delivery) for its lack of clarity and measurable targets. She expressed concerns about the vague implementation of the 10% housing target and the definitions of housing stress levels. Additionally, she highlighted that the strategy needs to adequately address the ongoing rental housing crisis, suggesting that it needs more direct actions and visible connections between its goals and outcomes.

#### Discussion #3

Participants raised significant concerns regarding the reduction of the affordable housing target from the 20% target outlined in the In Our Backyard Strategy (IOBY) to 10% in the draft Housing Strategy. They stressed the importance of including social housing within this target and questioned the necessity of developing new toolkits when existing resources are available. They also highlighted a lack of progress and transparency in implementing the IOBY strategy and called for detailed information on housing projects funded by the Big Build. Additionally, they advocated for continued investment in the Port Phillip Housing Trust. They urged Council to provide clearer strategies for the development of council-owned land and the implementation of green infrastructure.

### Discussion #4

This discussion explored significant concerns over the Barak Beacon Public Housing Renewal project. The participant emphasised that the lack of public access to new flooding maps poses a serious risk to residents and homeowners who are making planning and building applications unaware of the potential flood hazards. He argued that the implementation of the Housing Strategy via Planning Scheme amendments should be contingent upon confirmation from Melbourne Water regarding the feasibility of flood mitigation efforts in Port Melbourne. He highlighted the importance of ensuring that any new development in the flood-prone areas of Port Melbourne includes robust flood mitigation plans to protect the area throughout the design life of the project, which he estimates at 50 to 80 years.

### Discussion #5

This participant hoped to address concerns related to the South Melbourne Structure Plan (SMSP). He expressed worries about potential high-rise developments across the street that might block his city view, given the current and proposed height controls. He values the vibrant, diverse community of South Melbourne and is concerned about the quality and affordability of apartments, as well as the issue of empty shop fronts at the bases of these buildings, which he feels could detract from the community's vibrancy and economic health.

# City of Port Phillip Attachment 6



# **Attachment 6**

# Places to Live: City of Port Phillip Housing Strategy – Overview of post-community consultation changes

The following table provides a high-level summary of the key changes made to the Housing Strategy post phase 3 community consultation.

#	Document chapter	Overview of change	Reasons for change
1	2.3 Community profile & 2.4 Housing profile	<ul> <li>Figure update to reflect lasted projections.</li> <li>Correction of obvious errors in draft document</li> </ul>	To reflect Victoria in Future (VIF) 2036 projections released in 2023
2	3.0 Vision and Housing Objectives	Vision updated to include the following wording in red:      A City with liveable neighbourhoods and places to live that meet the needs of our diverse and growing community.  An evolving City that respects its rich history while looking and adapting to the future. A City of safe, distinct, inclusive, interconnected neighbourhoods. A City that continues its long-standing commitment to providing affordable housing and is a home to our diverse community. A City that is sustainable and resilient to meet the challenges of a changing environment.	General update.
3	Objective 1 – Ensure adequate housing supply	<ul> <li>Update relevant parts of the Strategy that has been informed by the updated Port Phillip Housing Market and Capacity Assessment (Urban Enterprise 2024)</li> <li>Addition of new discussion around infrastructure provision for the future.</li> <li>Addition of new action:         <ul> <li>Action 1.1.3: Investigate the feasibility, potential benefits, and challenges of applying a Development Contribution Plan in</li> </ul> </li> </ul>	This technical work was updated to reflect the most up to date VIF and Census data. Thus, the Housing Strategy document has been updated to reflect these changes. Feedback received during Phase 3 noted that there is a lack of acknowledgment and actions regarding ensuring sufficient funding mechanisms

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# City of Port Phillip Attachment 6



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	Okio stina C. Di	areas of the municipality beyond Fisherman's Bend.	for additional infrastructure needs in the context of population and housing growth.
4	Objective 2 – Direct new housing to appropriate locations	<ul> <li>Update of discussion on 'Managing the impacts of coastal inundation and flooding in future housing development'.</li> <li>Add followings disclaimers to the flooding map:         Disclaimer: The map is subject to change and will be regularly updated to reflect best available data. Users of the document should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process.     </li> </ul>	Changes resulting from Melbourne Water feedback and legal advice.
5	Objective 3 – Ensure new housing responds to neighbourhood character and heritage values of established residential areas	Restructure the discussion.     Adding more discussion on heritage conservation and housing growth	General update to improve the flow of the discussion
6	Objective 4 Encourage a range of housing options to support our diverse community	No change other than proof editing	To improve the readability
7	Objective 5: Support new housing that is well-designed and resilient to climate change impacts	No change other than proof editing	To improve the readability
8	Objective 6: Facilitate the provision of more affordable housing	No change other than proof editing	to improve the readability
9	Part 4 – Residential Development Framework Plan	Refinement of change area table  • Add following statement to accompany the Change Maps 'While the Housing Framework Plan provides high-level guidance on the level of housing change and growth envisaged in different areas, it does not mean every lot in the broader housing	<ul> <li>Changes resulting from further work to refine the Residential Development Framework Plan.</li> <li>Changes resulting from further work to refine the Residential</li> </ul>

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# City of Port Phillip Attachment 6



change areas will experience the same level of growth.

This is particularly the case for areas affected by flooding, which are identified on the map on page 30. In these areas, the level of growth will depend on, and may be impacted by, the ability to appropriately address flood risk through site specific measures. During the life of this document there may be precinct-level flood mitigation works undertaken, however, property owners and applicants should ensure that development proposals include their own site-specific responses relevant to the applicable flood risk. Property owners and applicants should be aware that permit applications in these areas will need to address flood risk, and that flooding will be considered as part of the planning permit application process. Property owners and applicants should conduct their own investigations in relation to the suitability of the land for any proposed development.

The CoPP is committed to working with Melbourne Water to update the flood mapping regularly, and the Housing Framework Plan will be updated to reflect best available data when new flood information becomes available. However, property owners and applicants should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process. It is also recommended that property owners and applicants get in touch with the council as early as possible to discuss any future development plans. Disclaimer: All the maps in this section are subject to change and will be regularly updated to reflect best available data such as flooding. Users of the document should ensure they have sought and identified the most appropriate and up to date flood data, prior to commencing the statutory planning process.

Development Framework Plan.

 Statement and disclaimer added based on legal advice to ensure council discharges its obligation regarding communicating flooding risk Attachment 6: Attachment 6 - Changes made to the strategy post phase 3 Engagement

# City of Port Phillip Attachment 6



10	General	Document and text refinement for ease of reading and to provide further clarity to reader, including correction of obvious editorial errors.	Feedback from community around simplifying language. Correction of obvious errors.



**10.4** 40 ALMA ROAD ST KILDA (PDPL/00299/2023)

LOCATION/ADDRESS: 40 ALMA ROAD ST KILDA, VIC 3182

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: ANITA ROZANKOVIC-STEVENS, MAJOR PROJECTS &

**APPEALS ADVISOR** 

1. PURPOSE

1.1 To resolve Council's position on the amended application ahead of the Victorian Civil and Administrative Tribunal (VCAT) hearing P1630/2023 listed to be heard on 29 and 30 August and 5 September 2024.

2. EXECUTIVE SUMMARY

WARD: Lake

TRIGGER FOR DETERMINATION More than 16 objections

BY COMMITTEE:

APPLICATION NO: PDPL/00299/2023

APPLICANT: Seranin Pty Ltd

**EXISTING USE:** Residential

ABUTTING USES: Residential

**ZONING:** General Residential Zone, Schedule 1

**OVERLAYS:** Heritage Overlay, Schedule 6

STATUTORY TIME REMAINING FOR DECISION AS AT DAY OF COUNCIL

Not applicable

- 2.1 At the 14 December 2023 Planning Committee meeting, Council resolved to not support permit application PDPL/00299/2023 for use of the land for a Rooming House in the General Residential Zone and associated buildings and works within a Heritage Overlay and issued a Notice of Decision to Refuse to Grant a Permit on the following two grounds:
  - 2.1.1 The proposal does not meet the definition of a Rooming House as defined in the Residential Tenancies Act 1997. The proposal is more accurately defined as an apartment development.
  - 2.1.2 The proposed development would not provide an appropriate level of amenity as apartments pursuant to Clause 55.07 'Apartment Developments'.
- 2.2 Council received 36 objections to this application broadly concerning the use of the land for a rooming house, negative impacts to the volume of private rentals, the rooming house operator, the rooming house management arrangement, the quality of



- the accommodation, traffic, car parking and submissions were made that the rooming house would lead to an increase in criminal and antisocial behaviour.
- 2.3 The applicant subsequently lodged a review with the VCAT pursuant to Section 77 of the *Planning and Environment Act 1987* (PE Act).
- 2.4 Two objectors joined as parties to the appeal, with one lodging a joint Statement of Grounds (SOG) representing 11 joint respondents.
- 2.5 Two Compulsory Conferences were held at VCAT by Council, the permit applicant and objector parties who were given an opportunity to outline a summary of their issues in dispute and mediate an outcome. No agreement was reached.
- 2.6 The permit applicant has made an application to the VCAT to amend the application and provided amended plans which they seek to substitute at day one of the appeal hearing on 29 August 2024.
- 2.7 The amended application continues to propose to convert the existing three storey apartment building (labelled as building A) and two storey heritage building (labelled as building B) on the land. These buildings currently provide 12 dwellings, and the proposal seeks to provide for 22 rooms in a rooming house (the building).
- 2.8 The amended plans (Attachment 2) have been prepared by Next Architects and are titled 'VCAT Submission' and dated 2024.07.02. The application is also accompanied by a survey plan, a revised Town Planning Report, a ResCode Assessment (Clause 55), a revised Plan of Management, a revised Waste Management Plan, a Landscape Plan, a Heritage Impact Statement and a Traffic Engineering Assessment.
- 2.9 As outlined in the applicant's Statement of Changes, the key proposed amendments involve:
  - 2.9.1 Internal layout changes to comply with the land use definition of 'rooming house' pursuant to the Port Phillip Planning Scheme (Scheme) and *Residential Tenancies Act 1997 (RT Act)*.
  - 2.9.2 External changes to provide for communal open space, disabled access, bicycle parking, landscaping, mailboxes and additional waste storage.
  - 2.9.3 The maximum resident capacity is reduced from 50 to 35.
  - 2.9.4 The Plan of Management (PoM) is updated to provide further operational details and strategies to address the amenity-based objections received. The PoM outlines that the rooming house obligations to comply with the following relevant legislation including:
    - Health and Wellbeing Act 2008;
    - Rooming House Operators Act 2008;
    - Residential Tenancies Act 1997;
    - Planning and Environment Act 1987.
- 2.10 In accordance with an Order of VCAT, notice of the amended application was given to all parties to the proceedings, registered objectors, and all previously notified persons. Any SOGs were required to be filed with the VCAT by no later than 2 August 2024.
- 2.11 At the date of preparing this report, no new or amended SOG had been received.



- 2.12 Council must consider and form a position on the amended application in advance of the Tribunal hearing.
- 2.13 Subject to proposed conditions, the amendments have resolved Council's grounds of refusal.

### 3. RECOMMENDATION - PART A

That Council:

3.1 Resolves to advise the Victorian Civil and Administrative Tribunal (VCAT) and parties to VCAT proceeding P1630/2023, that it supports the amended application which includes the following permissions and subject to the following conditions:

Planning Scheme Clause No.	Description of what is allowed:
Clause 32.08-2	Use the land for a rooming house
Clause 43.01-1	Construct a building and construct and carry out works.
In accordance with the endorsed plans.	

# **Amended Plans Required**

- 1) Before the use and development starts, amended must be submitted and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the PNPE9 plans by Next Architects, titled 'VCAT Submission' and dated 2024.07.02. but modified to show:
  - a) Full demolition of the kitchen to suite 1 and 6; or other internal layout changes to ensure compliance with the definition of a room in accordance with the *Residential Tenancies Act 1997* to Council's satisfaction.
  - b) The landscaped kerb adjacent to carpark number 9 modified to ensure vehicle swept paths are clear of the landscaped kerb to address the intrusion identified in in swept paths prepared by Traffix Group dated 3 July 2024.
  - Display of onsite managers contact details at each entrance from Alma Road and Charnwood Crescent.
  - d) Street names corrected.
  - e) Any changes as required by the amended Plan of Management required by Condition 6 of this permit.

All to the satisfaction of the Responsible Authority.

# Layout and uses not to be altered

2) The layout of the site and the size, levels, design and location of buildings and works and the description of the use on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.



# Use of land as a rooming house

3) The building as per the endorsed plans which form part of this permit must only be used for the purpose of a rooming house in accordance with the *Residential Tenancies Act 1997*.

### Room numbers

4) There must be no more than 22 bedrooms provided on the land.

#### **Resident Numbers**

5) No more than 35 residents may reside on the premises at any time.

# Plan of Management

- 6) Concurrent with the submission of plans required by Condition 1 of this permit, an amended Plan of Management to the satisfaction of the Responsible Authority must be submitted to the Responsible Authority for approval. The Plan of Management must be generally in accordance with the revised Seranin Group Management Plan submitted with the PNPE9 application dated 3 July 2024 but modified to show:
  - a) Reference to phone contact details to be clearly read from the adjacent footpath deleted.
  - b) Reference to dispute resolution in relation to the Rooming House Agreement to be resolved in accordance with local laws deleted.
  - c) Requirement for the Plan of Management to be displayed at all times in a prominent location within the premises.

All to the satisfaction of the Responsible Authority.

# **Operation with endorsed Plan of Management**

7) The rooming house must at all times operate in accordance with the endorsed Plan of Management.

# Landscape Plan

- 8) Concurrent with the submission of plans required by Condition 1 of this permit, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to the Responsible Authority for approval. The Landscape Plan must be generally in accordance with the Landscape Plan submitted with the PNPE9 application by RFA Landscape Architects dated 28 June 2024 but modified to show:
  - a) The landscaped kerb adjacent to carpark number 9 modified to ensure vehicle swept paths are clear of the landscaped kerb to address the intrusion identified in in swept paths prepared by Traffix Group dated 3 July 2024.

All to the satisfaction of the Responsible Authority.

### Completion of Landscaping

9) The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development and the commencement of the use.



# **Landscaping Maintenance**

10) The landscaping as shown in the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.

# **Obscure glazing**

11) Before the use starts, the obscure glazing to the windows shown on the endorsed plans must be provided through frosted glass or similarly treated glass. Adhesive film or similar removable material must not be used. All glazing must at all times be maintained to the satisfaction of the Responsible Authority.

# **External lighting**

12) Before the use starts, external lighting to the rear car parking area and pedestrian walkways must be installed. Lighting must be located, directed and baffled to the satisfaction of the Responsible Authority so as to prevent any adverse effect outside the land.

# **Storage Of Goods**

13) No goods are permitted to be stored, or left exposed outside the building so as to be visible from any public area, unless agreed in writing by the Responsible Authority.

# Use of car parking spaces and driveways

14) Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose, to the satisfaction of the Responsible Authority.

# **Car and Bicycle Parking Layout**

- 15) Before the use starts, the areas set aside for the parking of vehicles and bicycles and access lanes as shown on the endorsed plans must be:
  - a) Constructed.
  - b) Properly formed to such levels that may be used in accordance with the plans.
  - c) Surfaced with an all-weather surface or seal coat (as appropriate).
  - d) Drained and maintained.
  - e) Line marked to indicate each car space.

All to the satisfaction of the Responsible Authority.

### **Time for Starting and Completion**

- 16) This permit will expire if one of the following circumstances applies:
  - a) The development is not started within two years of the date of this permit.
  - b) The development is not completed within one year of the date of commencement of works.
  - c) The use is not commenced within one year of the completion of the development.



The Responsible Authority may extend the periods referred to if a request is made in writing:

- Before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started.
- Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expire.
- 3.2 Authorises the Manager City Development to instruct Council's Statutory Planners and/or solicitors on the VCAT appeal.

# 4. RELEVANT BACKGROUND

4.1 The following relevant applications have previously been considered for the subject site:

Application No.	Proposal	Decision	Date of Decision
PDVP/00231/2022	External painting within a heritage overlay	Approved	12 January 2023

# 5. PROPOSAL

5.1 The application continues to propose to convert the existing three storey apartment building (labelled as Building A) and two storey heritage building (labelled as Building B) into a rooming house containing twenty-two rooms with a maximum capacity of no more than 35 residents at any one time.

# Use of the land for a rooming house

- 5.2 As originally proposed, the number of 'rooms' remain at 22. The plans detail 17 'rooms' and 5 'self-contained apartments' as defined by the Scheme and *RT Act* and include a 'managers residence'.
- 5.3 The maximum number of residents that are proposed to occupy a 'room' as their residence is reduced from 50 to 35.

# Plan of Management

- 5.4 The amended Plan of Management (PoM) is updated to address various objector submissions, and outline relevant obligations of the rooming house provider and residents as provided pursuant to:
  - 5.4.1 Health and Wellbeing Act 2008;
  - 5.4.2 Rooming House Operators Act 2008;
  - 5.4.3 Residential Tenancies Act 1997; and
  - 5.4.4 Planning and Environment Act 1987.
- 5.5 As tabled by the applicant, the amended POM further clarifies and establishes the following:
  - 5.5.1 Managers standard working hours of 9am 5pm Monday to Friday and availabilities after hours.



- 5.5.2 The role of the onsite manager, including the manager's role in ensuring the property is well-maintained and clean.
- 5.5.3 Appointing the manager as responsible person for the placement and collection of bins on collection days waste management in accordance with the amended waste management plan.
- 5.5.4 The manager's duties including procedures to response to emergencies and resident and neighbours' complaints.
- 5.5.5 A maximum of 35 residents at any one time.
- 5.5.6 Establishment of house rules and providing notice of these rules.
- 5.5.7 Appropriate management and security practices to prevent the congregation of residents and visitors in communal and outdoor areas after 10pm.
- 5.5.8 Procedures to minimise amenity issues for residents and neighbours.
- 5.5.9 Introduction of a 24/7 complaint hotline for residents and neighbours, details which will be displayed on site.
- 5.5.10 Staff employed for regular professional cleaning and garden maintenance.
- 5.5.11 Surveillance measures both internal and external to the building and site.
- 5.5.12 Development and documentation of a fire management plan.
- 5.5.13 The display of information relating to the waste collection schedule and house rules.

# Building and works - internal arrangement

- 5.6 Demolition of several existing kitchens and internal walls to comply with rooming definition under the *PE Act* and *RT Act*.
- 5.7 Layout changes to comply with the rooming house land use definition under the *PE Act* and *RT Act*.
- 5.8 Addition of communal kitchen, dining and laundries to comply with Rooming House Standards and regulations.

### **Demolition**

- 5.9 Demolition to three existing car parking spaces located in the central courtyard area between Building A and B to provide for a communal courtyard.
- 5.10 Partial demolition to the existing paling fence and sleeper wall to Charnwood Crescent to facilitate access to the *Disability Discrimination Act* (DDA) compliant walkway.

# **Fencing**

- 5.11 Construction of a 2-metre-high metal palisade fence across the undercroft to Building A to secure external access to the communal courtyard and resident bicycle spaces.
- 5.12 Construction of a 2-metre-high timber paling fence and gate between Building A and western boundary to screen bins and secure external access.
- 5.13 Construction of a 2-metre-high timber paling fence and gate adjacent Building B and carpark to secure external access.

# Services normal to a building



- 5.14 Addition of 10 mailboxes for residents in Building B (existing 12 mailboxes allocated to Building A).
- 5.15 Eight air conditioners installed within the communal courtyard.
- 5.16 Installation of solar panels to Building A.

# **DDA** compliance

- 5.17 Construction of a 1.8 metre wide concrete ramp and metal handrails to provide DDA compliant access to the rear of Building B in accordance with Standard AS1428.1.
- 5.18 Construction of handrails to building entrance for Building A.
- 5.19 Replacement of existing metal handrails to the front of Building B (internal to the site) and tactiles added to existing steps.

# **Amenity**

- 5.20 Provision of frosted glazing to existing windows converted to bathrooms.
- 5.21 Provision of communal courtyard between Building A and B.

# Landscaping

- 5.22 New landscaping across the site.
- 5.23 Retention of all existing trees and shrubs.
- 5.24 Construction of new retainer walls.
- 5.25 Reduction of garden bed width adjacent to the western boundary to provide for accessible walkway from carpark to courtyard.
- 5.26 Repair of existing timber paling fence to Charnwood Crescent.

# Carparking

5.27 Number of existing rear car spaces reduced from 14 to 11.

# **Bicycles**

5.28 Addition of 15 bicycle spaces including two visitor bicycle spaces in front of Building A and the construction of 13 secure resident bicycle spaces in the undercroft of Building A.

# 6. SUBJECT SITE AND SURROUNDS

	Description of Site and Surrounds
Site Area	1395 sqm
Existing building & site conditions	The development comprises a large rectangular parcel of land on the corner of Alma Road and Charnwood Crescent, St Kilda and orientated in a north south axis and with a dog leg extending west behind 38 Alma Road.
	The site is occupied by one three storey 1960s residential building fronting Alma Road and features a low brick wall with hedges behind.



This building is sited in front of the two-storey significantly graded mansion 'Toldara' (later 'Shirley') brick mansion.

Almost half of the mansions side elevation to Charnwood Crescent is concealed by the northern wing of the more recent building.

A 1.1 metre high timber paling fence is featured immediately behind the timber sleeper retaining wall constructed for the majority of the eastern boundary along Charnwood Crescent.

One existing crossover is located at the corner of Alma Road and Charnwood Crescent and an additional crossover is located 9 metres north into the Crescent.

Vehicle access to the existing rear car parking spaces is provided by a narrow right of way - R3675 located west to the legal title boundary of 38 Alma Road. This ROW serves several properties west of the subject land.

The existing carpark is located adjacent to the northern legal title boundary with 15 and 17-25 Charnwood Crescent.

Several mature trees are interspersed throughout the site.

# Immediate interfaces

All immediate properties are located in the heritage overlay and significantly graded.

# **North**

15 Charnwood Crescent, St Kilda

- Contains a single storey brick dwelling with a slate gable roof.
- Secluded private open space is located to the rear, adjacent the subject sites car parking area.
- Significant heritage grading.
- Residentially zoned Neighbourhood Residential Zone, Schedule 5)

17-25 Charnwood Crescent, St Kilda

- Contains a two storey brick building known as Chandos Court containing several dwellings.
- Car parking is located to the rear, adjacent the subject sites car parking area.
- Significant heritage grading.



	Residentially zoned - Neighbourhood Residential Zone, Schedule 5)
	West
	38 Alma Road, St Kilda
	A two-storey brick building containing several dwellings.
	Features high fencing and extensive vegetation.
	Car parking garage located to the north west.
	Area of secluded private open space to the north east.
	Habitable windows located on the eastern elevation.
	Significant heritage grading.
	Residentially zoned - General Residential Zone, Schedule 1)
	South
	Alma Road
	Council owned road featuring single carriage east and west bound lanes.
	On street restricted parking and bicycle lanes are featured on both sides of the road.
	The southern side of Alma Road features several recently constructed mixed use buildings of four storey and greater in height
	Not affected by a heritage overlay.
	Residentially zoned - General Residential Zone, Schedule 1)
	<u>East</u>
	42 Alma Road
	Two storey Victorian terrace dwelling.
	Car parking garage located off Charnwood Crescent.
	Secluded private open located to the western boundary adjacent Charnwood Crescent,
	Significant heritage grading.
Surrounds	Located 50 metres west of the 'St Kilda Road neighbourhood' situated within the St Kilda Road South Precinct



The area is undergoing intensification of mixed uses and higher residential densities as reflected by the diversity in built form.
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# 7. PERMIT TRIGGERS

7.1 The following zone and overlay controls apply to the site, with permit requirements as described

described.	
Zone or Overlay	Permit requirement
Clause 32.08 General Residential Zone,	Pursuant to Clause 32.08-2, rooming house is as a section 1 - Permit not required use subject to the following condition:
Schedule 1 (GRZ1)	Must meet the requirements of Clause 52.23-2.
	Clause 52.23-2 'Use exemption' sets out the conditions in which the use of land for a rooming house does not require a planning permit. It provides:
	Any requirement in the Activity Centre Zone, Capital City Zone, Commercial 1 Zone, General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone to obtain a permit to use land for a rooming house does not apply if all of the following requirements are met:
	Any condition opposite the use 'rooming house' in the table of uses in the zone or schedule to the zone is met.
	<ul> <li>The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, does not exceed 300 square metres, excluding outbuildings.</li> </ul>
	No more than 12 persons are accommodated.
	No more than 9 bedrooms are provided.
	The use does not meet the Section 1 (no permit required) condition as:
	<ul> <li>The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, exceeds 300 square metres, excluding outbuildings.</li> </ul>
	More than 12 persons are accommodated.
	More than 9 bedrooms are provided.
	A permit is required to use land for a rooming house.
	Clause 32.08-7 - Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings provides that a permit is required to:



- · Construct or extend a residential building; and
- Construct or extend a front fence within 3 metres of a street.

Clause 32.08-10 - Buildings and works associated with a Section 2 use provides that a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

There are no proposed works to extend the existing building envelope, increase the gross floor area of the building, the size of the works, or the number of dwellings.

No new front fence or works to the existing front fence are proposed.

Clause 62.02-1 and 62.02-2 set out exemptions from permit requirements relating to the construction of a building or the construction or carrying out of works.

Pursuant to these exemptions, all of the proposed works outlined at Section 5.6 of this report, are exempt from the permit requirements of Clause 32.08-7 and Clause 32.08-10.

No planning permit is required to construct or extend a residential building pursuant to Clause 32.08-7 or to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-10.

# Clause 43.01

# Heritage Overlay, Schedule 6 - St Kilda East (HO6)

Pursuant to Clause 43.01-1, a permit is required to demolish or remove a building; and construct a building and carry out works, including:

- A solar energy system attached to a building that primarily services the land on which it is situated if the system is visible from a street (other than a lane) or public park and if the schedule to this overlay specifies the heritage place as one where solar energy system controls apply.
- A fence, if the fence is visible from a street (other than a lane) or public park.
- Services normal to a building other than a dwelling or small second dwelling, including chimneys, flues, skylights, heating and cooling systems, hot water systems, security systems and cameras, downpipes, window shading devices, or similar, if the works are visible from a street (other than a lane) or public park.

A permit is required to demolish a building and construct a building and carry out works pursuant to Clause 43.01-1.



7.2 The following particular provisions are relevant to the application, with permit requirements as described.

Particular provisions	Permit requirement
Clause 52.06  Car parking	Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.
	The site is located within the Principal Public Transport Network Area (PPTN).
	As outlined in Table 1 to Clause 52.06, Column A and B car parking rates for rooming house are identical.
	The car parking measure is:
	1 car parking space to each four bedrooms.
	Twenty-two rooms are proposed, resulting in a statutory requirement to provide 5 car parking spaces. No visitor spaces are required.
	The amended plans provide for 11 car parking spaces, exceeding the statutory requirement.
	No permit is required to reduce the number of car parking spaces required under Clause 52.06-5 for the use of land for rooming house.
Clause 52.23 Rooming House	Clause 52.23-1 applies to the use and development of land for a rooming house, however, does not, of itself, contain a planning permit trigger.
	See Zone table above for assessment against the exemptions.
	The application does not benefit from the use exemption afforded by Clause 52.23-2.
	The application does not benefit from the building and works exemption afforded by Clause 52.23-3.
Clause 52.34	Pursuant to Clause 52.34-2, a permit is required to vary, reduce or waive any
Bicycle facilities	



requirement of Clause 52.34-5 and Clause 52.34-6.

Table 1 to Clause 52.34-5 Bicycle spaces, sets out the number and type of bicycle facilities required for a new use.

Table 1 does not set out a requirement for the use of the land for a rooming house.

The scheme provides that a rooming house is nested under 'residential building' and applies in developments of four or more storeys.

The proposal is for a three-storey building. As such, there is no statutory requirement to provide bicycle facilities.

No permit is required to provide bicycles spaces or facilities.

# 8. PLANNING SCHEME PROVISIONS

# **POLICY FRAMEWORK**

# Municipal Planning Strategy ("MPS")

8.1 The following provisions are relevant to this application:

Clause 02.01 Context
Clause 02.02 Vision

Clause 02.03 Strategic Directions

# Planning Policy Framework ("PPF")

8.2 The following Planning Policies are relevant to this application:

Clause 11.01 Victoria

Clause 11.01-1S Settlement

Clause 15.03 -1 Heritage conservation

Clause 15.03-1 Heritage Policy

Clause 16 Housing

Clause 16.01-1S Housing Supply
Clause 16.01-1L-01 Housing Diversity
Clause 16.01-2S Housing affordability
Clause 16.01-2L Affordable housing

General provisions

Clause 65 Decision Guidelines



Clause 65.01 Approval of an Application or Plan

# **Operational provisions**

Clause 71.01-1 Municipal Planning Strategy

Clause 71.02-1 Purpose of the Planning Policy Framework

Clause 71.02-2 Operation

Clause 71.02-3 Integrated decision making

# Clause 72.04 Incorporated documents

 Australian Standard AS/NZS 2890.1:2004, Parking Facilities - Off-street car parking (Standards Australia, 2004)

# Clause 72.04 Incorporated documents, schedule 1.0

- Heritage Design Guidelines (City of Port Phillip, 2022)
- Port Phillip Heritage Review Volumes 1-6 (December 2021)
- City of Port Phillip Heritage Policy Map (Adoption Version Amendment C161port Part 2, December 2021) (Part of Port Phillip Heritage Review)

# Clause 72.08 Background documents

- Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017).
- Plan Melbourne 2017-2050: Addendum 2019 (Department of Environment, Land, Water and Planning, 2019

# Clause 72.08 Background documents, schedule 1.0

- City of Port Phillip Council Plan 2021 -31 (City of Port Phillip, 2017)
- City of Port Phillip Housing Needs Assessment and Allocations Framework (Beverley Kliger & Associates, 2019)
- City of Port Phillip Housing Strategy 2007-2017 (City of Port Phillip, 2007)
- In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025 (City of Port Phillip, 2016)
- Don't Waste It! Waste Management Strategy 2018-28 (City of Port Phillip, 2018)
- Guidelines for Preparing a Waste Management Plan (City of Port Phillip, 2019)

# **Relevant Planning Scheme Amendment/s**

8.3 There are no relevant planning scheme amendments.

### 9. REFERRALS

# Internal Referrals

9.1 The application was referred to the following areas of Council for comment.

Internal Department	Referral comments
Health	No objection



Council's Health Services team has not received an application to register 40 Alma Road, St Kilda as Prescribed Accommodation, sub-category - Rooming House, in accordance with the *Public Health & Wellbeing Act 2008* (Act)from the proposed operator.

Upon receipt of an application to register, Council's Health Services team will assess the application for compliance with the *Act* and the Public Health and Wellbeing (Prescribed Accommodation) Regulations 2020. The *Act* requires the applicant to submit plans to scale. An on-site inspection is also required to ensure construction of the accommodation is in accordance with the submitted plan. Following a successful inspection, a Certificate of Registration can be issued.

Following a cursory inspection of the plans attached to this referral, I am of the view the property would be suitable for registration under the Act.

Once registration is granted, Council will arrange for the property to also be registered on the State Rooming House Register.

### Comment:

After inspection of the completed works and prior to occupation, prescribed accommodation businesses are required to be registered with Council under the *Public Health and Wellbeing Act 2008*.

In addition to registration with Council, rooming house operators must also obtain a licence to legally operate their rooming house and register the accommodation on the rooming house register kept by Consumer Affairs Victoria.

Converting an existing building to a rooming house will involve engagement with multiple services within Council. There are instances where the scheme provides that no planning permit is required for the use and development of the land for a rooming house. In circumstances where a planning permit is required, the process usually starts with Planning followed by Building and Health.

These consents do not need to be sought in a linear fashion and applications can run concurrently and independently of each other. Operators can obtain consents under required legislation while failing others.

Critically, there is no requirement at the Port Phillip City Council to notify or obtain consent from the health department prior to or concurrent with an application for a planning or building permit for the use and development of the land for a rooming house.

# 10. EXTERNAL REFERRALS

10.1 The application was not required to be externally referred.

# 11. PUBLIC NOTIFICATION/OBJECTIONS

11.1 In accordance with the directions contained with the Tribunals Practice Note – *PNPE9 Amendment of Planning Permit Applications and Plans,* the applicant is required to give notice of the amended plans to all parties and persons who were originally notified of



- the planning permit application and to those persons who lodged an objection to the Grant of a Permit with Council or a SOG with the Tribunal.
- 11.2 A cover letter, PNPE9 Form A (Notice of Amendment of an Application), statement of changes, amended plans and supporting material has been filed.
- 11.3 Persons who objected to the permit application but did not file a SOG or those that did file a SOG but elected to not join as a party to the proceeding, were served with a cover letter, PNPE9 Form A (Notice of Amendment of an Application) and statement of changes, inviting them to consider the amended plans.
- 11.4 The Form A outlines the process should any persons wish to join as a party to the proceeding, lodge a statement of grounds (but not join as a party) or amend their statement of grounds. Current parties to the proceeding can elect to do nothing and their current SOG will be that considered by the VCAT.
- 11.5 Any SOG must be filed with the VCAT no later than 2 August 2024.
- 11.6 At the date of writing this report no new or amended SOG to the amended application has been received.

### 12. OFFICER'S ASSESSMENT

- 12.1 Unless specifically required by the scheme, several aspects of the proposal relating to the construction of a building or the construction or carrying out of works, are exempt from the requirement of a permit. These works are:
  - 12.1.1 The internal rearrangement of a building or works.
  - 12.1.2 A disabled access ramp.

# Heritage Overlay, Schedule 6 - St Kilda East (HO6)

12.2 The subject site is affected by Heritage Overlay, Schedule 6 – 'St Kilda East' and is identified as is a 'significant' place in the City of Port Phillip Heritage Policy Map as show in in Figure 1 below.





Figure 1: Excerpt of subject lands heritage grading. Source: City of Port Phillip Heritage Policy Map (December 2021) Red shading – denotes significant heritage places, green shading – denotes contributory heritage places and unshaded – denotes non-contributory properties.

- 12.3 Pursuant to Clause 43.01-1 of the Heritage Overlay, a permit is required to demolish or remove a building and construct a building or construct any carry out works.
- 12.4 Schedule 2.0 to the Heritage Overlay stipulates that solar energy system controls apply, however no internal alteration controls apply.
- 12.5 A permit is specifically required to:
  - 12.5.1 Demolish or remove a building.
  - 12.5.2 Construct a building or construct or carry out works including:
    - A solar energy system attached to a building that primarily services the land on which it is situated if the system is visible from a street (other than a lane) or public park and if the schedule to this overlay specifies the heritage place as one where solar energy system controls apply.
    - A fence, if the fence is visible from a street (other than a lane) or public park.
    - Services normal to a building other than a dwelling or small second dwelling, including chimneys, flues, skylights, heating and cooling systems, hot water systems, security systems and cameras, downpipes, window shading devices, or similar, if the works are visible from a street (other than a lane) or public park.
- 12.6 Key heritage matters requiring a permit involve the:
  - 12.6.1 Partial demolition of fencing and sleeper wall to Charnwood Crescent.
  - 12.6.2 Demolition to three existing car parking spaces in the central courtyard.



# 12.6.3 Construction of the following fencing:

- A 2-metre-high metal palisade fence across the undercroft to Building A.
- A 2-metre-high timber paling fence and gate between Building A and the western boundary.
- A 2-metre-high timber paling fence and gate adjacent Building B and the carpark.
- 12.6.4 Installation of solar panels to Building A.
- 12.6.5 Construction of services normal to a building including mailboxes, heating and cooling systems, hot water systems, security systems and cameras, bicycle racks, handrails and tactiles.
- 12.6.6 Carry out works, repairs and routine maintenance.
- 12.7 Pursuant to Clause 43.01-4 of the Heritage overlay, the following works are exempt from the notice requirements of section 52(1) (a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and are exempt from the review rights of section 82(1) of the *PE Act*:
  - 12.7.1 Demolition or removal of a fence.
  - 12.7.2 Demolition of concrete hard stand to car park.
  - 12.7.3 Construction of a fence.
  - 12.7.4 Construction of services normal to a building.
  - 12.7.5 Carry out works, repairs and routine maintenance.
- 12.8 The relevant purposes of the Heritage Overlay are bolded below:
  - 12.8.1 To implement the Municipal Planning Strategy and the Planning Policy Framework.
  - 12.8.2 To conserve and enhance heritage places of natural or cultural significance.
  - 12.8.3 To conserve and enhance those elements which contribute to the significance of heritage places.
  - 12.8.4 To ensure that development does not adversely affect the significance of heritage places.
  - 12.8.5 To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.
- 12.9 The relevant decision guidelines of the Heritage Overlay include:
  - 12.9.1 The Municipal Planning Strategy and the Planning Policy Framework.
  - 12.9.2 The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
  - 12.9.3 Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.
  - 12.9.4 Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.



- 12.9.5 Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.
- 12.9.6 Whether the location, style, size, colour and materials of the proposed solar energy system will adversely affect the significance, character or appearance of the heritage place.

# Statement of Significance - St Kilda East (HO6)

- 12.10 Parts of the Statement of significance for the St Kilda East precinct are reproduced below:
  - 12.10.1 'Toldara' at 40 Alma Road employs similar classical details, with the traditional hierarchy of classical orders used for the columns and corner piers: Tuscan for the ground floor and Corinthian above, as well as the use of heavy rustication for the ground floor, but smooth ashlar (or render ruled to resemble stone ashlar) to the first floor, urn-shaped balusters to the first-floor balcony, and a classical architrave, frieze and cornice to the parapet. Also, like 'Rondebosch' it has a pair of canted bay windows that became common later for Italianate houses. It is now partly concealed by the 1960s flats built in front and on the east side.

# What is significant?

- 12.10.2 The St Kilda East precinct covers a large area contained in several parts with Wellington Street and Dandenong Road as its north boundary extending from St Kilda Road to Orrong Road. Development began in the 1850s and by the 1870s the area contained several mansions on large allotments, closely settled streets containing modest cottages, several private schools, as well as six churches and the St Kilda Drill Hall surrounding Alma Park. Much of the vacant land between St Kilda Road and Hotham Street was built upon during the boom of the 1880s, and successive building booms before and after World War I resulted in the development of the remaining vacant sites. as well as the redevelopment of the original mansion estates. By the end of the interwar period the precinct was almost fully developed, and the next development boom of the 1960s was characterised by the replacement of older building stock, mostly by flats, continuing the trend toward higher density living that began during the early 1900s. Primarily a residential area, the precinct also includes the eastern side of St Kilda Road, which Volume 1 Version 36, December 2021 Page 149 grew to become St Kilda's premier commercial centre by the early 1900s, but declined by the 1930s and was partially destroyed by road widening in the early 1970s.
- 12.10.3 The precinct comprises buildings predominantly from the Victorian, Federation/Edwardian and interwar periods interspersed with a lesser number of early post-war buildings, mostly flats. Many of the houses and flats, particularly those of the interwar period, retain original front fences. The buildings within the precinct are complemented by historic infrastructure and other features such as bluestone kerb & channels, bluestone laneways, the pillar post box on the north side of Alma Road east of Chapel Street, two remnant cast iron bases of former gas street lamps, and the mature street trees (Platanus sp.) in Charlotte Place, Charnwood Road, Cintra Avenue, Crimea Street, Dandenong Road and Redan Street.



12.10.4 The St Kilda East precinct is of local historic, aesthetic, architectural significance to the City of Port Phillip.

# How is it significant?

- 12.10.5 'Toldara' at 40 Alma Road, later known as 'Shirley', was built in 1868 to a design by architects, Crouch & Wilson, for jeweller and merchant David Rosenthal. Rosenthal was one of several wealthy Jewish businessmen living in St Kilda at that time. Another was Israel Bloomington who in 1869 commissioned the same architects to design his own house 'Rondebosch' in Chapel Street. Rosenthal and Bloomington were part of St Kilda's Jewish community, which held services in the Wesleyan Church Hall and joined with the congregation at East Melbourne. In September 1871, when there were about fifty Jewish families living in St Kilda, Bloomington and several other prominent community members resolved to form the St Kilda Hebrew Congregation at a meeting held at 'Rondebosch'. The new congregation held services at the St Kilda Town Hall before building their own synagogue in Charnwood Crescent, which was consecrated on 29 September 1872.
- 12.11 Specific guidance regarding the expected siting, form and detailing of new development is provided at Clause 15.03-1L- Heritage Policy.
- 12.12The relevant general strategies at Clause 15.03-1L are to:
  - 12.12.1 Conserve and enhance Significant and Contributory buildings as identified in the incorporated document in Schedule to Clause 72.04 'City of Port Phillip Heritage Policy Map'.
  - 12.12.2 Conservation of heritage places and new development are guided by the statement of significance, the urban context and any relevant documentary or physical evidence.
  - 12.12.3 Conserves and enhances the setting and views of heritage places.
  - 12.12.4 Maintain the integrity and intactness of heritage places.

### **Fencing**

- 12.12.5 Encourage conservation of fences or gates that contribute to the significance of a heritage place.
- 12.12.6 Ensure the height, materials, detailing and colours of front fences are appropriate to the architectural style of the heritage place.
- 12.12.7 Encourage a consistent approach to new fences for heritage places that form part of a related group of buildings such as an attached pair or terrace row or houses, including the reconstruction of historic fences if applicable.
- 12.12.8 Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the fences historically found in the heritage precinct.

# Sustainability and services

12.12.9 Encourage building services and equipment associated with a heritage place such as air conditioning units and piping, water heaters and the like to be concealed so they are not visible from a street (other than a lane) or significant public open space as shown in Figure 2.



Is the proposal an acceptable built form response to the heritage context of HO6, Clause 15.03 (Heritage) and Clause 43.01 (Heritage Overlay) of the Port Phillip Planning Scheme?

- 12.13Where a Heritage Overlay applies to permit applications, Council's heritage policy at Clause 15.03-1L provides specific guidance.
- 12.14The extent of proposed works in this application substantially confine the generation of potential adverse heritage impacts.
- 12.15 Demolition is confined to the concrete hardstand internal to the site where car parking will be removed to provide for a central courtyard. The partial demolition of fencing and sleeper wall to Charnwood Crescent is sought to facilitate the provision of a DDA access to the Building B entry located to the rear.
- 12.16Policy discourages the complete demolition of any building or feature that contributes to the significance of a heritage place unless the building or feature is structurally unsound and the defects cannot be rectified.
- 12.17When having regard to the Statement of Significance, the elements proposed for demolition are of no significance to the heritage building and their demolition will not adversely affect the values or significance of the heritage place, its immediate neighbours or any heritage values in the precinct.
- 12.18Similarly, the construction of all proposed fencing proposed is acceptable. The 2-metrehigh charcoal metal palisade fence across the undercroft to Building A is inset 4.1 metres from the side boundary and is constructed to the building with no heritage values.
- 12.19The height, material, detailing and colour of this fence is simple, is appropriate to the architectural style of the later building while avoiding any ornate detailing that could detract from the significance of any heritage fabric of the heritage building.
- 12.20The 2-metre-high timber paling fence and gate between Building A and the western boundary is an internal fence inset over five metres from the buildings Alma Road frontage and will screen the bin area and secure access to the site. Moreover, views to the fence and gate will be obscured by the existing vegetation proposed to be retained as detailed in the landscaping plan.
- 12.21 An identical fence and gate is proposed further north adjacent Building B and the carpark. These features will not be visible from either frontage and will not compromise any views to the heritage buildings principle façade.
- 12.22Solar panels are proposed to be installed on the flat roof of Building A at a 3-degree angle. These panels will have limited visibility from either streets and the physical separation between the later roof of Building A and the Heritage place will ensure no adverse heritage impacts will occur.
- 12.23 Proposed mailboxes, heating and cooling systems, hot water systems, security systems and cameras, bicycle racks, handrails and tactiles are fall within the definition of services normal to a building. These elements are sited either internally, to the rear of the allotment or will be sufficiently small to be concealed so they have limited visibility from either street.
- 12.24Works, repairs and routine maintenance including landscaping modifications are supported. It is noted that the application proposes to retain all significant vegetation on site and modifications will be undertaken to improve accessibility.



- 12.25As the proposed changes are minor and as highlighted in the Heritage Impact
  Statement prepared by Bryce Raworth dated 4 July 2024; reversible, the proposed
  works will have no appreciable impact to the integrity and intactness of the heritage
  place, the adjoining heritage properties and the streetscape.
- 12.26When assessed against all heritage policy within the scheme, the acceptability of the proposal is evident.

# Carparking

- 12.27As outlined in Section 7 of this report no permit is required for the provision of car parking as the proposal exceeds the statutory provision of car parking spaces required of 1 car parking space to each four bedrooms.
- 12.28Twenty-two rooms are proposed, resulting in a statutory requirement to provide 5 car parking spaces. The amended plans deliver 11 car parking spaces, three less than what currently exists on site.
- 12.29As less car parking is proposed than existing, it follows that the site will reduce car parking demand below existing rates. Certainly, when the existing dwelling schedule of 1 x 3-bedroom dwelling, 8 x 2-bedroom dwellings and 3 x 1-bedroom dwellings, generates a current statutory requirement to provide 13 car spaces.
- 12.30 Relevantly, the lower supply of car parking spaces will reduce any traffic impacts to the immediate network generated by the proposal and the provision of 15 bicycle spaces when no such statutory requirements exists, will further suppress car parking and traffic impacts.
- 12.31 The amended plans were supplemented by a Traffic Engineering Assessment prepared by Traffix Group dated 3 July 2024 and include swept paths with a 99th percentile vehicle in accordance with (AS/NZS 2890.1:2004) to assess vehicle access and ingress to the rear car parking spaces.
- 12.32The plans indicate that an intrusion into the landscaped kerb adjacent to carpark number 9 occurs on exit movements from the carpark. The traffic engineers recommend that this landscape kerbing be cut back to formalise these arrangements and improve movement.
- 12.33The recommendation is reasonable and recommended as a condition of permit.

# Loading

- 12.34After the use commences, the application will generate minimal loading activities as the accommodation is to be provided to residents as fully furnished.
- 12.35The PoM states that residents are not permitted to bring their own furniture to the premises unless agreed by the Manager. In these occurrences, existing car park 11 adjacent the Alma Road frontage will provide a convenient location for loading or delivery activities to occur entirely within the site boundaries.

# Waste collection

- 12.36Waste collection continues to be proposed via Council kerbside services. The amended WMP designates the site manager as responsible for the transportation of the bins for collection and relocation back to the storage area.
- 12.37An amended Waste Management Plan (WMP) prepared by Frater Consulting version 3 dated 02/07/5024 has been submitted with the amended plans. The plan makes



- several changes to reflect the waste generation rates, subsequent bin volumes and outlines services for hard waste and e-waste to accord with the *Guidelines for Preparing a Waste Management Plan (City of Port Phillip, 2019)*
- 12.38 Further measures are outlined within the WMP that will be endorsed and form part of the permit in the event that one issues, to ensure that waste collection and cleanliness of the bin storage area will not impact on the amenity of the neighbouring residential property to the west.
- 12.39The WMP is supported.

### PREVIOUS GROUDS OF REFUSAL

- 12.40To ensure that Council has addressed each ground of refusal for the amended application, an assessment against each ground of refusal follows.
  - 1. The proposal does not meet the definition of a Rooming House as defined in the Residential Tenancies Act 1997. The proposal is more accurately defined as an apartment development.
- 12.41The applicant has sought to correct this error through the PNPE9 process.
- 12.42The amended plans detail extensive layout changes and internal demolition of several existing kitchens and internal walls to comply with the rooming definition under the *PE Act* and *RT Act*.
- 12.43Furthermore, the amended plans detail the addition of communal kitchen and laundries to comply with the minimum requirements of the relevant Rooming House Standards.
- 12.44To assess whether these plans can be properly characterised as a rooming house, regard must be hard to the following relevant legislation:
- 12.45Firstly, Clause 73.03 of the Scheme defines a rooming house at as 'Land used for a rooming house as defined in the Residential Tenancies Act 1997. '
- 12.46The RT Act provides for the following definitions:

# Rooming house

- 12.46.1 a building, other than an SDA enrolled dwelling, in which there is one or more rooms available for occupancy on payment of rent
  - (a) in which the total number of people who may occupy those rooms is not less than 4: or
  - (b) in respect of which a declaration under section 19(2) or (3) is in force.

### Room

- 12.46.2 "room" means a room in a building;
- 12.46.3 where the room is occupied or intended to be occupied for the purpose of a residence by a person having a right to occupy the room together with a right to use in common with others any facilities in the building;
- 12.46.4 but does not include a self-contained apartment.

### Self-contained apartments



- 12.46.5 'Self-contained apartments' means a portion of a building which forms a self-contained residence, including kitchen and bathroom and toilet facilities, under the exclusive possession of the occupier;
- 12.47At section 18 of the RT Act, the following is provided for 'self-contained apartments':
  - (1) Subject to subsections (2) and (3), the rooming house provisions do not apply to a self-contained apartment.
  - (2) This Act applies to a self-contained apartment in a rooming house as if it were a room in that rooming house if the ratio of rooms to self contained apartments in the rooming house is not less than 3 rooms for every self- contained apartment.
  - (3) This Act applies to a self-contained apartment in a building declared to be a rooming house by the Minister under section 19(3) as if the self contained apartment were a room in that rooming house.
- 12.48With the exception of two rooms labelled as 'suite 1' on the ground floor and 'suite 6' on level 2 and both contained within building A, all rooms meet the meet the definition of a 'room' and critically, do not contain all the features that would characterise it as a 'self-contained apartment'.
- 12.49Suites 1 and 6 do not detail full demolition of the existing kitchen. To ensure that these 'rooms' do not contain all the features of a 'self-contained apartment' and extinguish the benefits of the exemption afforded above, a condition of permit is required to show the full demolition of the kitchen to suit 1 and 6 and any subsequent internal layout changes to ensure compliance with the definition of a 'room', to Councils satisfaction.
- 12.50 Subject to condition 1(a), the ratio afforded at exemption 18(3) apply and accordingly, the amended plans meet the definition of a rooming house.
- 12.51 Resultingly, the application cannot be defined as an apartment development.
- 12.52For these reasons it is considered that the amended plans have addressed and resolved refusal grounds 1.
  - 2. The proposed development would not provide an appropriate level of amenity as apartments pursuant to Clause 55.07 'Apartment Developments'.
- 12.53Councils second ground of refusal relates to the characterisation of the use as outlined in grounds of refusal 1 and concerns the issue that the application made for the rooming house was not correctly reflected on the decision plans.
- 12.54As outlined above, this ground has been addressed in the amended application.
- 12.55 If the amended application involved the construction or extension of the existing building, it would be required to meet the objectives, standards and decision guidelines of Clause 55 (ResCode).
- 12.56Although no planning permit trigger is identified for the construction or extension of the building or to construct or carry out works for the proposed use (see permit triggers table), the amended application is accompanied by a ResCode assessment when the scheme directs no such requirement.
- 12.57A ResCode assessment is required to determine the reasonable standards of amenity for existing and new residents and is one measure to determine the acceptability of any offsite amenity impacts caused by a proposal.



- 12.58Although not applicable and an assessment of such standards is statutorily incorrect, having regard to internal amenity the following observations are made.
- 12.59The application proposes a variety of room sizes, layouts and facilities.
- 12.60 Several rooms meet or exceed the prescribed minimum areas that should be sought if Standard B46 Functional room layout objective of Clause 55.07- 12 applied.
- 12.61A confined number also fall short; however, these standards are not relevant in determining the appropriate amenity levels of a rooming house that is subject to various legislative requirements, regulations and prescribed standards not considered in the planning process.
- 12.62These other requirements are highly prescriptive and go beyond any requirement of the scheme. For instance, they prescribe (this list is not exhaustive):
  - 12.62.1 Regular electrical safety checks, blind cord safety, security, water efficient appliances, daylight access in habitable rooms, ventilation, minimal food preparation, dining and laundry facilities in communal areas.
  - 12.62.2 Rooming houses must be structurally sound, weatherproof and free from mould and dampness.
- 12.63A cursory review of these legislative requirements, regulations and prescribed standards reveals they are not dissimilar to the minimum standards for private dwelling rentals as prescribed for dwellings.
- 12.64Against this background, it is critical to acknowledge that the provision of rental standards for any properties whether it be a new construction or an existing building, do not prescribe minimal room areas.
- 12.65Moreover, the application proposes a highly regulated prescribed form of accommodation to provide private rooms and facilities for our cities most marginalised and disadvantaged persons amid a housing crisis.
- 12.66At Clause 02.03-5 of Councils Municipal Planning Strategy and throughout the Scheme, the closure and conversion of existing registered rooming houses into other forms of residential building have contributed to increasingly unaffordable housing and reduced supply for the most disadvantaged and marginalised residents.
- 12.67The need for rooming houses have been identified as far back as at the time of the drafting of the *City of Port Phillip Housing Strategy 2007-2017 (City of Port Phillip, 2007)*. The strategy identifies at page 5 that:
  - 12.67.1 The current housing market in Port Phillip is buoyant with demand for all types of housing outstripping supply, which has led to high prices and affordability issues. Port Phillip is experiencing high housing stress, which is overtly demonstrated by the extent of homelessness, the 'at capacity' status of rooming house accommodation and the high number of applicants on public housing waiting lists. The need for public and private affordable housing in Port Phillip is acute, as is the need for different sizes and types of property, with a mix of social rented and low cost home ownership.
- 12.68In fact, Councils' policy document for affordable housing *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025 (City of Port Phillip, 2016)* identifies that:
  - 12.68.1 'the traditional form of private affordable housing almost totally disappearing over the last 10 to 20 years through the closure of private rooming

# MEETING OF THE PORT PHILLIP CITY COUNCIL 7 AUGUST 2024



houses and the subdivision of rental flats for home ownership or higher rental as investment flats'.

- 12.69The City of Port Phillip Housing Needs Assessment and Allocations Framework (Beverley Kliger & Associates, 2019) document reveals the same trend, recognising that a solution to the need for new affordable social housing and rooming homes is to be delivered by private landlords or investors.
- 12.70With this in mind, the usual place of residence of an applicant or landowner; or the state of origin of an associated business as housing provider is irrelevant and not a planning matter for consideration. Moreso, the notion that a developer must live proximate to a site and undertake a development altruistically, contradicts a common finance model for property development and investment.
- 12.71To require an application to provide an amenity standard not required in the scheme, nor provided for elsewhere in legislation or to require a standard higher than any other housing model whether for profit, or not, only serves to delay the provision of housing to vulnerable members of the community during a housing crisis.
- 12.72The accommodation is highly regulated, managing and one could argue, fettering the basic rights of persons to live with the same freedom of movement and privacy that one would experience in private dwelling rentals.
- 12.73However, the PoM has struck an appropriate balance in providing lower cost housing options while delivering strategies to advance safe living conditions for residents through numerous obligations on the housing manager enforceable by the issue of a permit. These obligations do work to minimise the likelihood of any offsite impacts to surrounding properties and residents.
- 12.74Two matters in the PoM are identified as requiring correction via permit conditions. Firstly, reference to the phone contact details of the manager to be clearly readable from the adjacent footpath is untenable for enforcement as a the ability to read details from any distance is variable.
- 12.75The second matter relates to the reference made to dispute resolution for any Rooming House Agreement to be resolved at VCAT and incorrectly states that this process involves Councils local laws. Any breaches of a housing agreement is a private matter between renter and landlord and governed by the *RT Act*.
- 12.76With regard to offsite amenity impact and perceived impacts to Neighbour Character, it is noted that the proposal will not alter the existing amenity conditions experienced as no built form changes are proposed that would alter a person experiences of visual impact, neighbourhood character, daylight to existing windows, solar access, overshadowing, overlooking and noise when guided by the prescribed amenity Impact Standards of Clause 55.04.
- 12.77For these reasons it is considered that the amended plans have addressed and resolved refusal grounds 2.

### 13. COVENANTS

13.1 The applicant has completed a restrictive covenant declaration form declaring that there is no restrictive covenant on the titles for the subject site known as Lot 1 of Title Plan 384890D [Parent Title Volume 00729 Folio 709].

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### 14. OFFICER DIRECT OR INDIRECT INTEREST

14.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

### 15. CONCLUSION

- 15.1 The proposal has been appropriately designed in response to the Heritage Overlay and applicable policies as contained within the Port Phillip Scheme.
- 15.2 Subject to Condition 1(a), the amended plans have addressed Councils grounds of refusal and provides for a development that can be properly characterised as a rooming house under the relevant provisions of the *PE Act*.
- 15.3 The proposal conforms with the zone which encourages a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- 15.4 The application will much needed housing diversity and affordability and is supported.

### 16. OPTIONS

- 16.1 Approve as recommended and inform the VCAT and parties of Council's position; and authorise the Manager City Development to instruct Council's Statutory Planners and or Solicitors on this application for review during the course of the Tribunal hearing.
- 16.2 Approve with changed or additional conditions and inform the VCAT and parties of Council's position; and authorise the Manager City Development to instruct Council's Statutory Planners and or Council Solicitors on this application for review during the course of the Tribunal hearing.
- 16.3 Refuse on key issues and inform the VCAT and parties of Council's position and the new grounds of not support; and authorise the Manager City Development to instruct Council's Statutory Planners and or Council Solicitors on this application for review during the course of the Tribunal hearing.

### **ATTACHMENTS**

- 1. Council report and minutes 14 December 2023 4
- 2. Amended Architectural Plans
- 3. Landscape Plan
- 4. Amended Plan of Management 4.
- 5. Amended Waste Management Plan
- 6. Heritage Impact Statement
- 7. Traffic Engineering Assessment
- 8. Amended Town Planning Report
- 9. Survey Plans

### PLANNING COMMITTEE 14 DECEMBER 2023



40 ALMA ROAD, ST KILDA - USE OF THE LAND FOR A

ROOMING HOUSE IN THE GENERAL RESIDENTIAL ZONE AND ASSOCIATED BUILDINGS AND WORKS WITHIN A

HERITAGE OVERLAY.

LOCATION/ADDRESS: 40 ALMA ROAD ST KILDA VIC 3182

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: MATTHEW SCHREUDER, PRINCIPAL PLANNER

1. PURPOSE

6.2

1.1 to consider and determine Planning Application PDPL/00299/2023 for the use of the land for a rooming house in the General Residential Zone and buildings and works within a Heritage Overlay.

### 2. EXECUTIVE SUMMARY

WARD: Lake

TRIGGER FOR DETERMINATION More than 16 objections

BY COMMITTEE:

APPLICATION NO: PDPL/00299/2023

APPLICANT: Ahadizadeh Family Super and Seranin Pty

Ltd

Expired

**EXISTING USE:** Residential apartments

ABUTTING USES: Residential

**ZONING:** General Residential Zone Schedule 1

**OVERLAYS:** Heritage Overlay Schedule 6

STATUTORY TIME REMAINING FOR DECISION AS AT DAY OF COUNCIL

- 2.1 This application seeks approval for the change of use of the land from 12 apartments into a rooming house (containing 22 bedrooms)
- 2.2 The subject site is located on the north side of Alma Road between St Kilda Road and Chapel Street. The site is irregular in shape with a frontage to Alma Road of 25.1m, a side abuttal with Charnwood Crescent of 45.8m and a northern boundary of 40.6m. The site features a broken boundary of 15.21 metres along the north-western side and 15.21 m along the southwestern boundary forming an L-shape. The overall area of the site is 1395.2 square metres.
- 2.3 The site currently contains a heritage graded two storey brick building located centrally on the site and three storey brick building constructed in the 60's which is located in front of and wrapping around the heritage building to the east along Charnwood Cresent. The two buildings are connected on the eastern elevation. The buildings have most recently been used as 12 apartments.

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- 2.4 Vehicular access is provided to the site from three point including two existing crossovers. One located off Alma Road close to the intersection of Charnwood Crescent and the other off Charnwood Crescent. A car park containing 12 spaces is located to the rear of the site and is accessed off a lane located to the west of the subject site which is accessed from Alma Road. Three car spaces are also provided with the space between the two buildings.
- 2.5 The open space around the two buildings contains a mixed of exotic trees and shrubs, including a hedge along the Alma Road frontage.
- 2.6 The proposal includes internal demolition and rearrangement of each level of the two buildings. No permit is required for the internal works and no external building and works are proposed. The reconfiguration of the buildings would result in a total of 22 suites comprising 17 one bedroom and 5 two bedrooms. The individual suites range in area from 17.9 59.95 square metres. No communal open space has been nominated on the plans however the site has a large area of open space around the east and northeast side of the property.
- 2.7 A permit is required under the General Residential Zone as the proposal does not satisfy the exemptions for a Rooming House as set out at Clause 52.23 of the Planning Scheme. The clause exempts Rooming house that have a floor area not exceeding 300 square metres, accommodate no more than 12 people and with no more than 9 bedrooms. The total floor area of the subject site is 1004 square metres and 22 bedrooms are proposed. No maximum number of residents has been provided.
- 2.8 The proposal would retain the rear car park which exceeds the car parking provision required by Clause 52.06 'Car Parking' which required the provision of 1 space to each four bedrooms (rounded down to the nearest whole number), resulting in a requirement of six spaces.
- 2.9 The application was advertised and received 36 objections. Key concerns include:
  - · Existing number of rooming houses within local area.
  - Use of the site as a rooming house would lead to loss of standard dwellings from the rental market.
  - The site will be managed off site and the applicant is not located or registered in Victoria
  - The property would potentially be used as a backpackers or other form of accommodation. Would be better used as low-cost accommodation.
  - There will be an increase in criminal and antisocial behaviour.
  - The accommodation is of a substandard quality and the rooms are too small.
- 2.10 A consultation meeting was held on 13 November 2023. The meeting was attended by Ward Councillors, the applicants, approximately seventeen (17) objectors and Planning Officers. The meeting did not result in any formal changes to the proposal.
- 2.11 The proposal is considered acceptable for the following reasons:
  - At both state and local level, rooming house accommodation has strong planning scheme policy support. Clause 16.01-1S 'Housing Supply' and Clause 16.01-1L -01 'Housing Diversity' each support the provision of a diversity of housing types including rooming houses.

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- Rooming houses are supported in areas that are well serviced by public transport
  and community services. The site is located with close proximity to numerous
  public transport options and is within the Principal Public Transport Network. The
  site is within proximity of Carlisle and Fitzroy Street major activity centres.
- The use of the land for a rooming house is consistent with the purpose of the General Residential Zone.
- Noise generated by the use will be consistent with noise expected from residential uses in residential zoned land. Noise can be further managed through appropriate conditions of a planning permit.
- The proposal will not impact on the existing character of the two buildings or the Alma Road streetscape with no external works proposed.
- Car parking is provided at a rate that exceeds the statutory requirements.

### 3. RECOMMENDATION

- 3.1 That the Responsible Authority, having caused the application to be advertised and having received and noted the objections, issue a Notice of Decision to Grant a Permit
- 3.2 That a Notice of Decision to Grant a Permit be issued for the use of the land for a Rooming House at 40 Alma Road, St Kilda
- 3.3 That the decision be issued as follows:

### **Amended Plans Required**

- 1. Before the use starts, amended plans to the satisfaction of the Responsible Authority must be submitted and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the plans submitted with the application (identified as those date stamped received by Council on 27 July 2023, prepared by Next Architects, consisting of TP00.000, TP00.00, TP00.01, TP00.02, TP00.03, TP00.11, TP00.12, TP00.13, TP01.01, TP01.02, TP01.03, TP02.01, TP02.02 and TP02.03 all revision A dated 26July 23, and subsequently advertised) but modified to show:
  - a) The location of the onsite managers accommodation and office.
  - b) All areas of communal open space, passive and recreational.
  - c) Indicative landscaping across the site.
  - d) The location of a minimum of 5 undercover and secure bicycle spaces.
  - e) Display of contact details in a prominent location near the building entrance off Charnwood Crescent.
  - f) Details of appropriate screening of the bin storage area.
  - g) Suite 6 indicated as a 1-bed suite.
  - h) Any Changes as required by the amended Waste Management Plan required by Condition 3 of this permit.

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 Any changes as required by the amended On-site Management Plan required by condition 4 of this permit.

### No Alterations

2. The layout and description of the use(s) as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

### **Waste Management Plan**

- Before the use starts, the Waste Management Plan submitted with the application
  must be amended to the satisfaction of the Responsible Authority and endorsed as
  part of this permit. The Waste Management Plan (and associated site and floor
  plans, where relevant) must include reference to the following:
  - The site manager nominated as responsible for the transportation of the bins for collection from the storage area to the collection point.
  - The location and space required for the temporary storage of hard waste and e-waste.
  - Measures to ensure the bin storage area will not have an impact on the amenity of the neighbouring residential property to the west.

Once submitted and approved, the Waste Management Plan must be carried out to the satisfaction of the Responsible Authority.

### **On-site Management Plan**

- 4. Before the use commences, a management plan must be prepared to the satisfaction of the Responsible Authority. The plan must include, but not be limited to, the following:
  - a) Provision of a register of occupant numbers with a limit of 50 occupants at any one time
  - b) Procedures, and standards for residents to minimise amenity issues in the neighbourhood.
  - Establishment of a complaint's hotline for neighbours and residents (to be displayed on the site), and regular meetings with, adjacent residents, as required.
  - d) Standards for property maintenance, health and cleanliness including measures to be undertaken to ensure areas surrounding the establishment are kept clean of litter.
  - Security against thefts and break-ins, including security of residents' belongings.
  - f) Development, documentation and promulgation of a fire management plan.
  - g) Establishment of house rules (to be displayed in a prominent location and clearly visible to residents at all times) and which will include:
    - a. Resident behaviour
    - b. Noise
    - c. Alcohol consumption

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### d. Littering

- Appropriate management and security practices to prevent the congregation of residents and visitors in communal and outdoor areas after 10pm.
- How residents will be regularly informed of the waste management arrangements

Once to the satisfaction of the responsible authority, the management plan will be endorsed and form part of this permit. The management of the use must always be in accordance with the endorsed management plan to the satisfaction of the Responsible Authority.

### Use of land as a rooming house

 The building as per the endorsed plans which form part of this permit must only be used for the purpose of a rooming house in accordance with the Residential Tenancies Act 1997 and must not be used for dwellings to the satisfaction of the Responsible Authority.

### Copy of permit and On-site management

6. A copy of the permit and on-site management plan shall be displayed at all times in a prominent location within the premises, to the satisfaction of the Responsible Authority.

### **Storage Of Goods**

 Without the further written consent of the Responsible Authority, no goods are permitted to be stored, or left exposed, outside the building so as to be visible from any public area.

### **Resident Numbers**

8. Without the further written consent of the Responsible Authority, no more than 50 residents must live on the premises at any time.

### Car park maintenance

 Prior to the commencement of the use, the car park at the rear of the must have the line marking redone. The car park must be maintained to the satisfaction of the Responsible Authority

### Time for starting and completion

10. This permit will expire if the use is not started within two (2) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing:

 before or within 6 months after the permit expiry date, where the use allowed by the permit has not yet started

### 4. RECOMMENDATION PART B - CONSENT GRANTED

That the Planning Committee authorise the Manager City Development to instruct Council's Statutory Planners and/or Council's solicitors on any VCAT application for review should one be lodged.

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### 5. RELEVANT BACKGROUND

The following relevant applications have previously been considered for the subject site:

Application No.	Proposal	Decision	Date of Decision
PDVP/00231/2022	External painting within a heritage overlay	Approved	12 January 2023

### 6. PROPOSAL

- 6.1 The plans which are the subject of this report are those submitted to, and date stamped by Council on 27 July 2023.
- 6.2 The application proposes the use of the buildings for a rooming house containing 22 suites comprising 17 x 1-bedroom and 5 x 2-bedrooms. There will be a total of 27 beds. The suites will be self-contained. Limited communal laundry facilities will be provided in two areas of the site.
- 6.3 The proposal can generally be described as follows:

### **Demolition (no permit required)**

Various walls of the existing apartment layout are to be removed to allow for the new arrangement. No external demolition is proposed.



Figure 1 - Ground floor internal demolition

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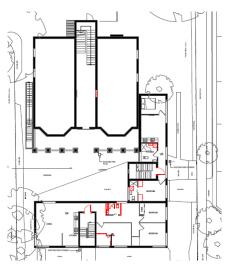


Figure 2 - First floor demolition plan

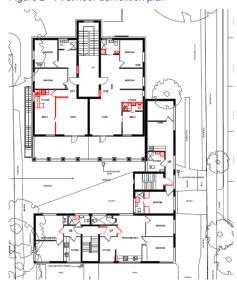


Figure 3 - second floor demolition plan.

### Proposed works (no permit required)

The internal works primarily consist of the rearrangement of the floor plans of each level of both buildings. The building footprint remains unchanged. The internal works will result in the creation of 22 suites. Each of the suites will be provided with a private bathroom, kitchen and varied sized area for a kitchen table/living space, dependant on the size of the suite. The suites are self-contained with no commons areas or shared facilities indicated on the plans other than two laundries and common hallways and access. The suites on each level are as follows:

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Ground level will have 6, 1-bedroom suites ranging in area from 24.3 square metres to 43.47 square metres and 2 2-bedroom suites with areas of 47.5 square metres and 57.5 square metres.

The first floor of the three-storey front building front building will contain 4 1-bedroom suites with areas ranging from 17.9 square metres to 40.2 square metres and 1 two-bedroom suite with an area of 42.5 square metres.

The second storey of the front building and second level of the rear building will be developed with 7 1-bedroom suites ranging in area of 17.9 square metres to 44.24 square metres and 2 2-bedroom suites with areas of 40.64 square metres and 59.95 square metres. Two private terraces are located on the south elevation of the rear building, and these are each accessed by an individual suite, 1 single bedroom and 1 double bedroom.



Figure 4 - Proposed ground floor

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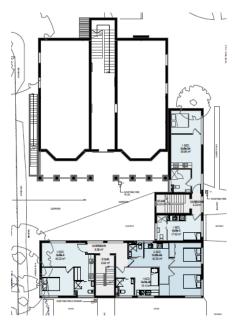


Figure 5 - Proposed first floor.



Figure 6- Proposed second level (rear building) and second floor.

### Proposed Use.

It is proposed to use the site as a rooming house. The rooms are designed to meet the requirements of the Residential Tenancies Act 1987. The building will also require

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registration with the City of Port Phillip under the Public Health and Wellbeing Act 2008. The application was supported by a Management Plan which outlines procedure in relation to the following:

- Tenancy and employment checks
- Surveillance and maintenance
- Anti-graffiti measures
- · Accommodation house rules
- · Access and waste management systems, and
- Welcome packs and public transport information.

The management plan outlines measures designed to minimise the impact on the amenity of the surrounding residential neighbourhood. A full-time onsite manager is identified as being available to manage issues and general maintenance of the site.

### 7. SUBJECT SITE AND SURROUNDS

	Description of Site and Surrounds
Site Area	Approximately 1004 square metres.
Existing building & site conditions	The site currently contains two buildings. The original 2 storey heritage graded building is located to the rear of a circa 1960's three storey apartment building. The buildings are connected along the eastern side of the heritage building.
	A 15 space car park is located to the rear of the site accessed off a lane to the west of the subject site. Additional car parking is located between the two buildings accessed from two crossovers, 1 off Alma Road and 1 off Charnwood Crescent.
	There is limited vegetation across the remainder of the site.
Surrounds/neighbourhood character	The surrounding area is predominately residential however the site is within 50 metres of land zoned mixed use and 100 metres of commercial zoned land along St Kilda Road.
	The site has three residential property abuttals.
	<u>North</u>
	To the north of the subject site are No.15 and No.17-25 Charnwood Crescent. No.15 contains a single storey brick dwelling with a pitched tile roof. The sites rear private open space is located alongside the car park of the subject site and contains various trees and outbuildings. No.17-25 contains a heritage graded two storey apartment complex consisting of

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three buildings, known as Chandos Court. The sites communal car park is located along the shared boundary with the subject site.

### West

To the west of the subject site is No. 38 Alma which contains a multi storey apartment building with a significant heritage grading. The site has a tall front fence and significant vegetation within the front setback and across the site.

Habitable windows along the eastern elevation look onto the subject site. While vehicular access is available along the lane, the rear area of the site is used as secluded open space.

To the northwest of the subject site is the abuttal with the lane that provides access to the rear car park.

### South 8 4 1

To the south of the subject site on the opposite side of Alma Road there are a number of recently constructed multi storey mixed use developments and apartment buildings, including a large age care facility.

### <u>East</u>

To the east of the subject site the land is generally developed with two and three storey dwellings and apartments constructed over various time periods.

### 8. PERMIT TRIGGERS

The following zone and overlay controls apply to the site, with planning permission required as described.

Zone or Overlay	Why is a permit required?
General Residential Zone – Schedule 1	Use Pursuant to Clause 32.08-2, a rooming house is a Section 1 use (permit not required) provided the rooming house meets the use exemption requirements of Clause 52.23 Rooming House.
	Pursuant to Clause 52.23-2, any requirement in the General Residential Zone to obtain a permit to use land for a rooming house does not apply if all of the following requirements are met:

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	<ul> <li>Any condition opposite the use "rooming house" in the table of uses in the zone or schedule to the zone is met.</li> </ul>				
	<ul> <li>The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, does not exceed 300 square metres, excluding outbuildings.</li> </ul>				
	<ul> <li>No more than 12 persons are accommodated.</li> </ul>				
	<ul> <li>No more than 9 bedrooms are provided.</li> </ul>				
	The use exemption requirements at Clause 52.23-2 are not met in this instance as more than 9 bedrooms are proposed, the total floor area exceeds 300 square metres (excluding outbuildings) and more than 12 persons are proposed to be accommodated.				
	As the exemptions are not met the use of the land as a rooming house is therefore a section two use and requires a permit within the General Residential Zone.				
	Buildings and works.				
	Clause 62.02-2 – (Buildings and works not requiring a permit unless specifically required by the planning scheme), states any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, does not apply to;				
	<ul> <li>The internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased.</li> </ul>				
	As the size of the building, nor the number of dwellings is increasing, a permit is not required for the proposed internal buildings and works.				
Heritage	Pursuant to Clause 43.01-1 a permit is required to:				
Overlay - Schedule 6	<ul> <li>internally alter a building if the schedule to this overlay specifies the heritage place as one where internal alteration controls apply.</li> </ul>				
	Schedule 6 does not specify that a permit is required for internal alterations.				
	Therefore, no permit is required under the Heritage Overlay.				
Clause 55 Two or more dwellings on a	The provisions of this clause apply to an application to construct or extend a residential building. A rooming house sits within the definition of a residential building.				
lot and	As the proposed change of use relates to the use of an existing building and extension to the building is proposed,				

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residential buildings	the objectives and standards of Clause 55 are not technically relevant to this assessment.
	A limited review of the standards is included at 12.2.6 of this report.

### 9. PLANNING SCHEME PROVISIONS

### 9.1 Planning Policy Frameworks (PPF)

The following State Planning Policies are relevant to this application:

Clause 11.01 Victoria

Clause 11.01-1S Settlement

Clause 11.03-01 Activity Centres

Clause 16 Housing

Clause 16.01-1S Housing Supply

Clause 16.01-1L-01 Housing Diversity

Clause 16.01-1L-02 Location of Housing Development

Clause 16.01-2S Housing affordability

Clause 16.01-2L Affordable housing

### 9.2 Other relevant provisions

Clause 52.06 Car Parking

Clause 52.23 Rooming Houses

Clause 71.02-3 Integrated Decision Making

### 9.3 Relevant Planning Scheme Amendment/s

Amendment C203port was approved with changes by the Minister for Planning and was gazetted on 14 April 2023. There are no transitional arrangements in the adoption of C203port. The Planning Scheme Amendment is policy neutral in respect to the majority of the policy changes where it does not alter the meaning of policy previously in the Port Phillip Planning Scheme. Where it is not policy neutral, it introduces and gives effect to adopted Council strategies and plans, augments policy by filling a known policy gap and/or responds to a recommendation of the Port Phillip Planning Scheme Audit 2018.

### 10. REFERRALS

### 10.1 Internal referrals

The application was referred to the Council Heritage Advisor for comment.

Councils Heritage advisor does not object to the proposed works noting that the internal works do not trigger a permit under the Heritage Overlay.

The application was also referred to Councils Community Building and Inclusion department. The proposal was generally supported as it was noted that the type and standard of the rooms were superior to what is typically provided for private rooming houses in Port Phillip for the following reasons:

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- They are generally of a good size and are fully self-contained, compared with traditional rooming houses with rooms and shared communal facilities.
- They offer privacy to the residents.
- They are being upgraded and based on the plans, appear to provide good amenity for the residents.

#### 10.2 External referrals

The application was not required to be externally referred.

### 11. PUBLIC NOTIFICATION/OBJECTIONS

- 11.1 It was determined that the proposal may result in material detriment therefore Council gave notice of the proposal by ordinary mail to the owners and occupiers of surrounding properties (146 letters) and directed that the applicant give notice of the proposal by posting 2 notice(s) on the site for a 14 day period, in accordance with Section 52 of the Planning and Environment Act 1987.
- 11.2 The application has received 36 objections. The key concerns raised are summarised below (officer comment will follow in italics where the concern will not be addressed in Section 9):
  - There are already many rooming houses in St Kilda.
    - While it is recognised that there are several rooming houses within the local area, this is not a planning consideration. There are no controls contained within the Planning Scheme which seek to limit the number of rooming houses. The Planning Scheme recognises the need for diverse housing and supports the provision of Rooming Houses. This is also discussed under the assessment section below, against the relevant planning scheme policies.
  - The site will be managed off-site, and the applicant does not reside nor is registered in Victoria.
    - The site will have a full-time manager as discussed below. It is not relevant to the assessment of the proposal where the permit applicant lives.
  - The use will result in an increased in criminal and antisocial activities.
    - It is not possible to determine that the future residents will cause an increase in criminal or antisocial behaviour in the area. This is not a planning consideration. The appropriateness of the use of the site as a rooming is considered in the assessment section below.
  - It is not certain that the site will be used as a rooming house.
    - This will be safeguarded through the use of permit conditions requiring the premise to only used for the purpose of a rooming house and not to be used as standard dwellings.
  - The proposal removes permanent accommodation from the area.
    - The site has previously been used as an apartment building with the residents renting the apartment from a landowner. The proposal will continue to provide accommodation to tenants. It is considered that the proposed use of the site as a rooming house responds to a recognised demand for this typology of accommodation.

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- The proposal will have an impact on affordable housing.
  - It is considered that the proposal provides a type of affordable housing by offering a range of suites orientated towards people facing financial stress. There is no way to determine the impact of the proposal on affordable housing more broadly however as noted above, it is considered that the proposed Rooming House use would serve an identified need in this location.
- The altruistic motivation is questionable, and it is more likely a money-making enterprise.

This is not a relevant planning consideration of the application and is an opinion. The assessment will focus of this appropriateness of the proposed land use in this location.

- 11.3 A consultation meeting was held on 13 November 2023. The meeting was attended by two Ward Councillors, applicants, 13 objectors and Council planning officers. The meeting did not result in any changes to the proposal.
- 11.4 It is considered that the objectors do not raise any matters of significant social effect under Section 60 (1B) of the Planning and Environment Act 1987.

### 12. OFFICER'S ASSESSMENT

### 12.1 Does the proposed use of the site for a rooming house have strategic support

The use of the land for the purpose of a Rooming House is strongly supported and encouraged through state and local planning policies contained within the Port Phillip Planning Scheme.

At State level, the Planning Policy Framework directly encourages diversity of housing choice. Clause 16.01-1S (Housing supply) has a key objective 'To facilitate well-located, integrated and diverse housing that meets community needs'. This is achieved through strategies that ensure the provision of an appropriate quantity, quality and type of housing, including rooming houses. The proposal provides for a range of rooming house suites that vary in floor area and the number of bedrooms. Whilst it is acknowledged a number of the suites are relatively small, each suite is provided with a kitchen and private bathroom. The different suites will provide a diversity of options to residents with different needs.

Clause 16.01-2S (Housing Affordability) supports the delivery of more affordable housing that is closer to jobs, transport and services. The subject site is very well serviced by public transport, is in close proximity to multiple commercial centres as well as community services including Balaclava and Fitzroy Street Activity Centre.

Clause 02.03-5 (Housing) of Councils Strategic direction identifies that with increasing land values and housing costs and closure of private rooming houses and subdivision of rental flat, that home ownership and private renting are increasingly unaffordable. A greater supply of affordable and social housing is suggested as a solution to address priority local housing needs, including for the most disadvantaged and marginalised residents. The development of the site for 22 rooming house suites partly addresses this need by providing housing that will be suitable for residents seeking lower cost accommodation and for those with specific needs.

The proposal is consistent with Homes for Victorians – Affordability, Access and Choice (Victorian Government, 2017) which is an incorporated document of Clause

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16.01-2S, Housing Affordability. The report identifies the importance of rooming houses in providing housing diversity.

This further supports Council's role in facilitating an increase in the supply and diversity of affordable housing. To achieve this, the planning of neighbourhoods needs to provide for housing choice including liveable housing that is designed to be accessible in locations where existing infrastructure can support this new accommodation.

### 12.2 Are the impacts of the intensification of the residential use acceptable?

The following addresses the potential amenity impacts as a result of the proposed use of the land as a rooming house.

#### 12.2.1 Noise and resident behaviour

While it is recognised that any intensification of the number of residents residing at a property could result in an increase in the noise generated by that use, it is considered that any noise would be largely typical of a residential land use that is expected in residentially zoned land. While the proposal introduces 22 self-contained suites (total 26 Rooms), the previous use of the site consisted of 12 Apartments with a total of 21 rooms. The increase in the number of rooms is not considered significant and the building is typical in scale to numerous other apartment buildings in the area.

The application is supported by a site management plan which, while not required by the planning scheme, offers measures that can be adopted at the site to limit and manage noise complaints should they occur. The management plan includes a range of accommodation house rules that tenants must agree to as part of their residential agreement .

A full-time site manage is identified in management plans however it is not made clear that they will be residing at the property at all times. At the consultation meeting the applicant confirmed that the manager will be residing at the site. A condition included in the officer's recommendation will require that the plans are amended to show the provision of the managers accommodation. The condition will also require the location of the manager's office to be shown. It is likely that this will reduce the number of rooming suites.

### 12.2.2 Car parking and bicycle parking

The car park at the rear of the site contains more than the required car parking provision as required by Clause 52.06 (Car Parking) of the Planning Scheme. Pursuant to Clause 52.06-5, a rooming house requires 1 car space for each four bedrooms. With a total of 26 bedrooms across the 1 and 2-bedroom suites, the site requires a total of 6 spaces. 15 spaces are provided with 12 spaces in the rear car park accessed off the lane to the west of the site and 3 spaces are provided within the area between the two buildings. Car spaces are accessed off Charnwood Crescent and from the laneway accessible from Alma Road.

Overall, it is considered that the car parking arrangements are appropriate. The reduced rate required for rooming houses points to the expectation that occupants of Rooming houses typically have a lower rate of car ownership. The proximity of various modes of public transport also supports residents not requiring private cars notably Trams on Chapel Street 450m to the east and on St Kilda Road 150m to the west. There are also bus routes on Alma Road.

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There is no provision of bicycle spaces required by the planning scheme under Clause 52.34, however the application indicates that a minimum of 5 spaces will be provided for residents and visitors. A condition is included in the officer recommendation that requires the plans to be amended to show the locations of these Spaces that is demonstrated as secure and undercover.

### 12.2.3 Waste management

An appropriate waste management plan has been submitted with the application which identifies the amount of waste likely to be generated and the numbers of bins required for collection. The plan identifies that collection will be undertaken by Council. Bins have been provided for all garbage, recycling and FOGO bins. Additional detail is provided in relation to other forms of waste such as e-waste and hard rubbish collect.

Bin storage has been shown on the site plans with the bins along the southwestern boundary of the site. The bins will be located behind the existing hedge along Alma Road and will not be visible from the street. The bins are readily accessible and will also easily be able to be moved to the Charnwood Street reserve for collection. Waste management procedures are included in the site management plan and will be explained to all future residents.

The waste management plan identifies that the residents of the Rooming House will be responsible for the transportation of the bins from the storage space to the collections point. It is considered that it would be more appropriate for the site manager to move the bins to avoid bins being missed. A condition is included in the officer's recommendation that requires that the WMP is updated in this regard.

### 12.2.4 Number of residents

While the application documentation did not provide a maximum number of patrons, after the Consultation meeting the applicant determined that 50 residents would be requested. This is calculated on 1 person to each single bed suite, 2 persons per each single suite with a double bed and 4 persons per each two-bedroom suite.

Given the range of people with different needs who may reside at the site, it is considered appropriate to allow this number of residents (50). The officer's recommendation will limit the maximum number of residents by condition of permit and will be required to be included in the site management plan. A register of the numbers of residents residing at the Rooming House will also be required to be provided to Council upon request.

### 12.2.5 Impact on neighbourhood character

The proposed change of use at the site will require a range of internal alterations to the existing floor plans of each level of both buildings. No external alterations are required, and the appearance of the building will not change as a result of this proposal.

Planning permit PDVP/00231/2022 approved the external painting of the building pursuant to the Heritage Overlay controls.

### 12.2.6 Clause 55 Considerations

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While Clause 55 relates to Residential Buildings, the majority of the objectives and standards are more relevant to the construction of new buildings or extension to existing facilities. This proposal seeks to use an existing apartment complex with changes to the layout of the buildings. There are no extensions proposed and the internal works are exempt from requiring a permit under Clause 62.02-2.

An assessment of the relevant objectives is included below:

### Amenity impacts

Considerations related to building form amenity impacts are not relevant to the proposal as no external works are proposed. The existing buildings are maintained, and any off-site amenity impacts are existing conditions.

Clause 55.04-8 'Noise impacts objective' aims to contain noise sources in developments that may affect existing dwellings and protect residents from external noise. It is considered that the use of the land as a rooming house will not result in any noise that is not typical of what can be expected from a residential land use in a residential zone area.

### On-site amenity and facilities

It is considered that the development can be readily made accessible for people with limited mobility in accordance with the accessibility objectives of Clause 55.05-1. There are suites at ground floor level that have a kitchen and bathroom.

Any compliance in relation to disability access will be required to be considered under the building regulations through the building permit process.

The suites will continue to have access to daylight similar to the previous apartment buildings. Private open space has not been identified however the buildings are sited on a large site with a significant amount of communal open space. A condition is included within the officers recommendation to provide amended plans which nominate the areas of communal open space across the site. The use of the outdoor areas will be consistent with how the site was previously used. Due to the small area of the suites and the nature of the use as a rooming house, it is considered that the provision of storage is not required to meet the standard area of 6 cubic metres.

### <u>Detailed design</u>

The objectives related to detailed design are not considered relevant given the reused of an existing building.

### Apartment developments

Clause 55.07 relates to the use of the land for an apartment. While the site has previously been used as an apartment building, the proposal intends to change the use to a Rooming House. A condition will be included in the officers recommendation which restricts the use of the land to that of a Rooming house.

It is considered that the objectives of this clause are not relevant to this proposal. Should an application be made to use the site as apartments as has been previously done, an assessment of these objectives would be required.

### 12.2.7 Characterisation of the use.

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A number of objectors expressed concern with the manner in which the site will be used and whether it could be considered to be a motel or other form of accommodation. The application and all supporting documentation relates to the use as a Rooming House. The planning scheme defines a Rooming House at Clause 73.03 (Land Use Terms) as being Land used for a rooming house as defined in the Residential Tenancies Act 1997. The Residential Tenancies Act 1997 defines a rooming house as "a building, other than a SDA Enrolled Dwelling, in which there is one or more rooms available for occupancy on payment of rent —

- a) In which the total number of people who may occupy those rooms is not less than 4; or
- b) In respect of which a declaration under section 19(2) or (3) is in force.

The application meets the criteria above in that the rooms are available for rent and there are more than 4 people who will occupy the rooms.

As a permit contains in the permit description the classification of the approved land use, the use of that land is controlled by the permit. Should the permit holder wish to change the nature of the use an amendment to the permit or a new planning permit would be required and would be assessed on its merits.

A condition will be included in the Officer Recommendation which will require that the use of the land must only be as a Rooming House and not dwellings in accordance with the requirements of the Residential Tenancies Act 1997.

### 13. COVENANTS

13.1 The applicant has completed a restrictive covenant declaration form declaring that there is no restrictive covenant on the titles for the subject site known as Lot 1 of Title Plan 384890D [Parent Title Volume 00729 Folio 709].

### 14. CONCLUSION

- 14.1 Clause 71.02-3 (Integrated Decision Making) of the Planning Scheme requires the decision-maker to integrate the range of policies relevant to the issues to be determined and balance the positive and negative environmental, social, and economic impacts of the proposal in favour of net community benefit and sustainable development. When considering net community benefit, fair and orderly planning is key, the interests of present and future Victorians must be balanced and the test is one of acceptability.
- 14.2 This application is a change of use application seeking to change two (connected) apartment buildings into a rooming house. As per Clause 52.23 (Rooming House) of the Port Phillip Planning Scheme, a planning permit is required for the use as the floor area exceeds 300m2, more than 12 persons are to be accommodated, and greater than 9 bedrooms are proposed.
- 14.3 Had the proposed floor area have not exceeded 300 square metres, had no greater than 12 persons accommodated and no more than 9 bedrooms proposed, a permit for the use would not be required.
- 14.4 The proposal is considered to have strong strategic support from the Planning Scheme and would support low-income accommodation which aligns with Council's In Our Backyard- Growing Affordable Housing in Port Phillip 2015-2025.

### PLANNING COMMITTEE 14 DECEMBER 2023



- 14.5 The proposal would achieve the purpose of the zone by way of providing diverse housing accommodation.
- 14.6 The proposal is appropriate within the context of the residential zoning of the land and a 15-minute walk to the Carlisle Street and St Kilda Major Activity Centres, together with public transport, walking and cycling options within the municipality.
- 14.7 There is no change to the external fabric of the existing building and would therefore have no negative impact on the appearance of the streetscape character or wider neighbourhood.
- 14.8 Any off-site amenity impacts can be appropriately addressed by way of permit conditions (i.e.an on-site management plan, maximum number of residents and a waste management plan).
- 14.9 Carparking rates are sufficient and compliant with the requirements of the planning scheme.
- 14.10 Subject to the assessment in this report, the proposal is recommended for approval subject to conditions.

### 15. OFFICER DIRECT OR INDIRECT INTEREST

15.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

### 16. OPTIONS

- 16.1 Approve as recommended
- 16.2 Approve with changed or additional conditions
- 16.3 Refuse on key issues

### **ATTACHMENTS**

- 1. Site Plans
- 2. Management Plans U
- 3. Zoning Map !

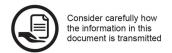


# PLANNING COMMITTEE

**MINUTES** 

**14 DECEMBER 2023** 





# MINUTES -14 DECEMBER 2023PLANNING COMMITTEE MEETING 14 DECEMBER 2023



# MINUTES OF THE PLANNING COMMITTEE OF THE PORT PHILLIP CITY COUNCIL HELD 14 DECEMBER 2023 IN ST KILDA TOWN HALL AND VIRTUAL VIA WEBEX

The meeting opened at 6:30pm.

### IN ATTENDANCE

Cr Crawford (Chairperson), Cr Baxter, Cr Cunsolo, Cr Martin, Cr Nyaguy and Cr Sirakoff.

Brian Tee, General Manager City Growth and Development, Larry Parsons, Manager City Development, Scott Parkinson, Coordinator Statutory Planning Gateway Ward, Michael Mowbray, Coordinator Statutory Planning Lake Ward, Martin Cooksley, Senior Urban Planner, Matthew Schreuder, Principal Planner, Xavier Smerdon, Head of Governance, Rebecca Purvis, Senior Council Business Advisor, Samuel Yeo, Grants and Partnerships Advisor.

The City of Port Phillip respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respect to their Elders, past and present. We acknowledge and uphold their continuing relationship to this land.

### REQUESTS TO ATTEND BY ELECTRONIC MEANS

Nil.

### 1. APOLOGIES

Apologies were received from Councillor Bond, Councillor Clark and Councillor Pearl.

### 2. CONFIRMATION OF MINUTES

### **MOVED Crs Martin/Sirakoff**

That the minutes of the Planning Committee of the Port Phillip City Council held on 23 November 2023 be confirmed.

A vote was taken and the MOTION was CARRIED unanimously.

### 3. DECLARATIONS OF CONFLICTS OF INTEREST

Councillor Martin declared an *interest* in item 6.2 40 Alma Road St Kilda - Use of the Land for a Rooming House in the General Residential Zone and Associated Buildings and Works within a Heritage Overlay as they previously lived within close proximity of the application being considered. Councilor Martin did not determine this to be a general or material conflict of interest, therefore remained in the chamber for consideration of item.



Councillor Cunsolo declared an interest in item *6.1 223 Rouse Street, Port Melbourne - PDPL/01298/2021* due to their parent in laws own and live within close proximity of the application being considered. Councilor Cunsolo did not determine this to be a general or material conflict of interest, therefore remained in the chamber for consideration of item.

### 4. PUBLIC QUESTION TIME AND SUBMISSIONS

The submissions were made verbally and can be listened to in full on Council's website: http://webcast.portphillip.vic.gov.au/archivephp

Item 6.1 223 Rouse Street, Port Melbourne - PDPL/01407/2021

- Elizabeth McArthur
- Ken Lee
- Tasman Jones (Applicant)

Item 6.2 40 Alma Road St Kilda - Use of the Land for a Rooming House in the General Residential Zone and Associated Buildings and Works within a Heritage Overlay.

- Phillip Schemnitz
- Matt Spencer
- Livia Bonazzi (read on behalf by Phillip Schemnitz)
- Hamish Balzan (Applicant)

### 5. COUNCILLOR QUESTION TIME

Nil.

### 6. PRESENTATION OF REPORTS

Discussion took place in the following order:

- 6.1 223 Rouse Street, Port Melbourne PDPL/ 01407/2021
- 6.2 40 Alma Road St Kilda Use of the Land for a Rooming House in the General Residential Zone and Associated Buildings and Works within a Heritage Overlay.
- 6.3 Statutory Planning Delegated Decisions November 2023



### 6.1 223 Rouse Street, Port Melbourne - PDPL/01407/2021

### **Purpose**

1.1 To consider and determine planning permit application PDPL/01407/2021 for the construction of a six-storey mixed use development with rooftop deck and basement car stacker, containing 7 dwellings and an indoor recreation facility at ground floor: a reduction in the car parking requirements.

### **MOVED Crs Martin/Crawford**

- 3.1 That the Responsible Authority, having caused the application to be advertised and having received and noted the objections, issue a Notice of Decision to Grant a Permit.
- 3.2 That a Notice of Decision to Grant a Permit be issued for the construction of a sixstorey mixed use development with rooftop deck and basement car stacker, containing 7 dwellings and an indoor recreation facility at ground floor; a reduction in the car parking requirements at 223 Rouse Street, Port Melbourne
- 3.3 That the decision be issued as follows:

### **Amended Plans Required**

- Before the use or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the plans prepared by Jam Architects titled "223 Rouse Street, Port Melbourne VIC Apartment Development", Project No 2123, Plans No's as TP00 to TP25, dated 19 August 22 and Council date stamped 2 September 2022, but modified to show:
  - a) The deletion of the tilt panel glazed door to the Indoor Recreation Facility, replaced with a standard door and window set.
  - b) The removal of the existing crossover to Rouse Street, and made good to match the footpath, kerb and channeling.
  - c) The addition of a window or opening to the wall on the south side of the car stacker entry, of a format sufficient to provide visibility to Donaldson Street.
  - d) The provision of convex mirrors to provide sightlines from the car stacker, installed within the property boundary.
  - e) Provide pedestrian access to the car stackers that does not require access from the carriageway of Donaldson Street.
  - f) Provide a footpath or accessway parallel to- Donaldson Street from the Entry Lobby to Rouse Street.
  - g) Provide 1 visitor bicycle space for residential use.
  - h) Demonstrate all bicycle spaces are to be installed in accordance with Australian Standards, ensuring each space has a clear 1.5m access aisle.



- i) All plant, equipment and domestic services (including air conditioning, heating units, hot water systems, etc.) which are to be located externally.
- j) Acoustic attenuation measures to be used for all apartments.
- k) Identify the location of toilets to dwellings in order to comply with Table D7 in Standard D18.
- Identify the width of entry doors to Apts 01, 03, 05 and 06 to comply with Standard D18.
- m) Provide effective external lighting to Donaldson Street and the rear lane at ground level.
- n) Any changes required pursuant to Condition 4 (Sustainability Management Plan)
- o) Any changes required pursuant to Condition 11 (Waste Management Plan)
- p) Any changes required pursuant to Condition 12 (Landscape Plan)
- q) Any changes required pursuant to Condition 18 (Wind Assessment)
- r) Any changes required pursuant to Condition 19 (Vehicle Crossing Removal)

### No Alterations

The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.

### No Change to External Finishes

3 All external materials, finishes, and colours as shown on the endorsed plans must not be altered without the written consent of the responsible authority.

### Sustainable Management Plan

- 4 Concurrent with the endorsement of plans, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. Amendments to the SMP must be incorporated into plan changes required under Condition 1. The report must be generally in accordance with the SMP prepared by Frater Consulting Services dated 5 April 2022 but updated to address the following:
  - a) Provide a STORM report achieving a score of 100%.
  - Ensure all bathrooms and ensuites have access to an openable window or openable skylight or exhaust fan with humidity sensors.
  - Indicate commitment to heating and cooling systems to meet a 4-star minimum or equivalent.
  - d) Provide clear statement of commitments to reflect provisions of Water 1.1 Water Efficiency Features.
  - e) Provide a tap and floor waste to each dwellings POS, preferably connected to the rainwater tank.
  - f) Provide details of proposed roof materials. Light reflective colours should be selected to reduce heat gain.



- g) A minimum of 20% of the cement must be replaced with supplementary cementitious material (SCM), 50% recycled aggregate and 50% recycled water
- h) All fabricated structural steelwork to be supplied by a steel fabricator/contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute and minimum of 60% of all reinforcing bar and mesh is produced using energy-reducing processes in its manufacture

### Incorporation of Sustainable Design Initiatives

5 The project must incorporate the sustainable design initiatives listed in the endorsed Sustainable Management Plan to the satisfaction of the Responsible Authority.

### Implementation of Sustainable Design Initiatives

6 Prior to occupation of the development approved under this permit, an ESD Implementation Report (or reports) from a suitably qualified person or company, must be submitted to and endorsed by the Responsible Authority. The Report must confirm that all ESD initiatives in the endorsed SDA/SMP and WSUD report have been implemented in accordance with the approved plans to the satisfaction of the Responsible Authority. The ESD and WSUD initiatives must be maintained throughout the operational life of the development to the Satisfaction of the Responsible Authority.

### Implementation of Water Sensitive Urban Design Initiatives

7 The initiatives in the endorsed Water Sensitive Urban Design (WSUD) Response must be fully implemented. These initiatives must be maintained throughout the operational life of the development to the satisfaction of the Responsible Authority.

### Stormwater Treatment Maintenance Plan

- Prior to the endorsement of plans under condition 1 of this permit, a Stormwater Treatment Maintenance Plan detailing the on-going maintenance of the stormwater treatment devices must be submitted to and approved by the Responsible Authority, addressing the following points;
  - a) A full list of maintenance tasks for each device,
  - The required frequency of each maintenance task (e.g. monthly, annually etc.).
  - c) Person responsible for each maintenance task.

The Stormwater Treatment Maintenance Plan can be part of the Water Sensitive Urban Design (Stormwater Management) response, or can be contained in a stand-alone manual. When approved, the STMP will be endorsed and will form part of this permit.

### **Construction Management Water Sensitive Urban Design**

- **9** The developer must ensure that throughout the construction of the building(s) and construction and carrying out of works allowed by this permit;
  - a) No water containing oil, foam, grease, scum or litter will be discharged to the stormwater drainage system from the site;
  - b) All stored wastes are kept in designated areas or covered containers that prevent escape into the stormwater system;



- c) The amount of mud, dirt, sand, soil, clay or stones deposited by vehicles on the abutting roads is minimised when vehicles are leaving the site.
- No mud, dirt, sand, soil, clay or stones are washed into, or are allowed to enter the stormwater drainage system;
- e) The site is developed and managed to minimise the risks of stormwater pollution through the contamination of run-off by chemicals, sediments, animal wastes or gross pollutants in accordance with currently accepted best practice.

### **Urban Art Plan**

10 Before the development starts, excluding bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab and temporary structures, an urban art plan in accordance with Council's Urban Art Strategy must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The value of the urban art must be at least 0.5% of the total building cost of the development to the satisfaction of the Responsible Authority. Urban Art in accordance with the approved plan must be installed prior to the occupation of the building to the satisfaction of the Responsible Authority.

### Waste Management Plan

- Concurrent with the endorsement of plans, an amended Waste Management Plan based on the City of Port Phillip's Waste Management Plan Guidelines for Developments must be submitted to and approved by the Responsible Authority. Upon approval the WMP will be endorsed as part of the planning permit. Amendments to the WMP must be incorporated into plan changes required under Condition 1. The report must be generally in accordance with the SMP prepared by RB Waste Consulting Service dated 10 November 2021 but updated to address the following:
  - a) Commercial tenants to have 1 x 120L waste and 1 x 240L recycling bin and separated from residential bins. Private waste management services will be required for any additional waste generation from the commercial tenancy.
  - b) Allocate a bin for food/green waste.
  - c) Allocate space for a glass bin.
  - d) Correctly match the number of bins from the WMP to the plans.
  - e) A chute system is required for the residential building (above 5 storeys).
     Once submitted and approved, the waste management plan must be carried out to the satisfaction of the Responsible Authority.

### Landscape Plan

- 12 Before the development starts (other than demolition or works to remediate contaminated land), a detailed Landscape Plan must be submitted to, approved by and be to the satisfaction of the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:
  - a) A survey plan, including botanical names, of all existing vegetation/trees to be retained;



- b) Buildings and vegetation (including botanical names) on neighbouring properties within 3m of the boundary;
- c) Significant trees greater than 1.5m in circumference, 1m above ground;
- d) All street trees and/or other trees on Council land;
- e) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways;
- f) Landscaping and planting within all open space areas of the site;
- g) Water sensitive urban design;
- h) Planting in locations to the satisfaction of the Responsible Authority.

### Completion of Landscaping

13 The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development and/or the commencement of the use or at such later date as is approved by the Responsible Authority in writing.

### **Landscaping Maintenance**

14 The landscaping as shown in the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.

### Car Parking and Bicycle Parking Layout

- **15** Before the use or occupation of the development starts, the area(s) set aside for the parking of vehicles and bicycles and access lanes as shown on the endorsed plans must be:
  - a) Constructed.
  - b) Properly formed to such levels that may be used in accordance with the plans.
  - c) Surfaced with an all-weather surface or seal coat (as appropriate).
  - d) Drained and maintained.
  - e) Line marked to indicate each car space, visitor space, bicycle space, loading bay and/or access lane.
  - f) Clearly marked to show the direction of traffic along access land and driveways.

All to the satisfaction of the Responsible Authority.

### Piping, Ducting, Service Units

16 All service pipes/service units (excluding down pipes, guttering and rainwater heads) must be concealed from view from the public realm and any screening devices suitably integrated into the design of the building to the satisfaction of the Responsible Authority.

### Walls on or facing the boundary

17 Before the occupation of the development allowed by this permit, all new or extended walls on or facing the boundary of adjoining properties and/or a laneway must be cleaned and finished to a uniform standard to the satisfaction of the Responsible Authority. Unpainted or unrendered masonry walls must have all excess mortar removed from the joints and face and all joints must be



tooled or pointed also to the satisfaction of the Responsible Authority. Painted or rendered or bagged walls must be finished to a uniform standard to the satisfaction of the Responsible *Authority*.

#### Wind Assessment

18 Before the development starts, a suitably qualified person must undertake a comprehensive wind tunnel test of the entire development and a Wind Climate Assessment Report to the satisfaction of the Responsible Authority must be provided for the written endorsement of the Responsible Authority. Any modifications required to the development in order to ensure acceptable wind conditions must be submitted to and approved by the Responsible Authority as part of the plans for endorsement. The design details of any wind mitigation works must receive the endorsement of the owner's wind climate experts, preferencing the use of architectural features and planting to resolve any issues identified, to the satisfaction of the Responsible Authority.

### Vehicle Crossings - Removal

19 Before the occupation of the development allowed by this permit, all disused or redundant vehicle crossings, must be removed and the area re-instated with footpath, nature strip and kerb and channel at the cost of the applicant/owner as well as any on street parking signage and line marking changes and to the satisfaction of the Responsible Authority.

### **Noise limits**

20 The level of noise emitted from the Indoor Recreation Facility must not exceed the permissible levels specified in Division 1 and 4 of Part 5.3 - Noise, of the Environment Protection Regulations 2021 to the satisfaction of the Responsible Authority.

A report prepared by a suitably qualified professional demonstrating compliance with the requirements of this condition must be submitted prior to the commencement of the use.

### **Hours of Operation**

- 21 Without the further written consent of the Responsible Authority the use must operate only between the hours of:
  - Monday to Friday 6.00am to 8.00pm
  - Saturday 6.00am to 12.00pm
  - Sunday closed

### **Number of Patrons**

Without the further written consent of the Responsible Authority no more than 10 patrons and 6 staff must occupy the premises during operating hours.

### 23 Satisfactory Continuation

Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

### **Time for Starting and Completion**

- 24 This permit will expire if one of the following circumstances applies:
  - a) The development is not started within three (3) years of the date of this permit.



b) The development is not completed within five (5) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing:

 Before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started; and

Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

### AUTHORISE THE MANAGER CITY DEVELOPMENT FOR THE VCAT APPEAL

Authorise the Manager City Development to instruct Council's Statutory Planners and/or Council's solicitors for any VCAT application for review, should any be lodged

A vote was taken and the MOTION was CARRIED unanimously.

6.2 40 Alma Road, St Kilda - Use of the land for a Rooming House in the General Residential Zone and associated buildings and works within a Heritage Overlay.

### **Purpose**

1.1 to consider and determine Planning Application PDPL/00299/2023 for the use of the land for a rooming house in the General Residential Zone and buildings and works within a Heritage Overlay.

### **MOVED Crs Sirakoff/Cunsolo**

- That the Responsible Authority, having caused the application to be advertised and having received and noted the objections, Refuse to Grant a Permit.
- b. That a Refusal to Grant a Permit be issued for *Use of the land for a rooming house*.
- c. That the decision be issued on the following grounds:
  - 1. The proposal does not meet the definition of a Rooming House as defined in the Residential Tenancies Act 1997. The proposal is more accurately defined as an apartment development.
  - 2. The proposed development would not provide an appropriate level of amenity as apartments pursuant to Clause 55.07 'Apartment Developments'.

A vote was taken and the MOTION was CARRIED.

### 6.3 Statutory Planning Delegated Decisions - November 2023

### **Purpose**

1.1 To present a summary of all Planning Permits issued in accordance with the Schedule of Delegation made under the Local Government Act 2020 and Section 188 of the Planning & Environment Act 1987 adopted by Council on 24 July 1996 and as amended, for the Port Phillip Planning Scheme.



### **MOVED Crs Nyaguy/Cunsolo**

**URGENT BUSINESS** 

That the Committee:

7.

3.1 Receives and notes the November 2023 (Attachment 1) report regarding the summary of all Planning Decisions issued in accordance with the Schedule of Delegation made under the Local Government Act 2020 and Section 188 of the Planning & Environment Act 1987 adopted by Council on 24 July 1996 and as amended, for the Port Phillip Planning Scheme.

A vote was taken and the MOTION was CARRIED unanimously.

Nil.		
8.	CONFIG	DENTIAL BUSINESS
Nil.		
As th	ere was no	further business the meeting closed at 7.39pm.
Confir	med:	29 February 2024
Chairı	oerson	

# PROPOSED CHANGE OF USE - ROOMING HOUSE

# 40 Alma Rd, St Kilda

## PROPOSED CONDITION

LEVEL	GFA (Excluding Terrace)	Circulation & Services	1 Bed	1 BED (Self Contained)	Totals
A - Ground Level	365.99 m <sup>2</sup>	69.07 m <sup>2</sup>	4	4	8
A - Level 1	153.60 m²	31.90 m <sup>2</sup>	2	1	3
A - Level 2	433.90 m²	99.32 m²	11	0	11
TOTAL	953.48 m²	200.30 m²	17	5	22

\*For preliminary feasiblity purposes. Areas are not to be used for purpose of lease or sales agreement.

TOTAL NUMBER OF SELF CONTAINED ROOMING HOUSE ROOMS: 5 ROOMS

TOTAL NUMBER OF ROOMING HOUSE ROOMS: 17 ROOMS

|--|

1 Bed	3 Apts	
2 Bed	8 Apts	
3 Bed	1 Apt	
TOTAL	12 Apts	

## **ROOMING HOUSE MATRIX**

SUITE	TYPE	ROOM TYPE	MAX No. OF RESIDENTS
Suite 1	A1	Non Self Contained	2
Suite 2	A3	Non Self Contained	2
Suite 2A	A2	Non Self Contained	1
Suite 3	A4	Self Contained	1
Suite 4	A5	Non Self Contained	2
Suite 4A	A6	Self Contained	2
Suite 5	A7	Non Self Contained	2
Suite 6	A1	Non Self Contained	2
Suite 7	A3	Non Self Contained	2
Suite 7A	A2	Non Self Contained	1
Suite 8	A8	Non Self Contained	1
Suite 8A	A7	Non Self Contained	2
Suite 9	В6	Non Self Contained	1
Suite 9A	B5	Non Self Contained	1
Suite 9B	B4	Non Self Contained	2
Suite 11	B7	Non Self Contained	1
Suite 11A	В8	Non Self Contained	2
Suite 11B	В9	Non Self Contained	2
Suite 10	В3	Self Contained	1
Suite 10A	B1	Self Contained	2
Suite 12	B2	Non Self Contained	1
Suite 12A	B1	Self Contained	2
TOTAL			35

# PARKING SCHEDULE

	<b>EXISTING</b>	PROPOSED
CARPARK	15	11
BICYCLE	0	15 (13 Residents + 2 Visitor)
TOTAL	15	26

SITE AREA

INTERNAL COURT YARD

GRASS AREA TO SOUTH & NORTH EAST

1395.2 m<sup>2</sup>

**EXISTING** 

PROPOSED

306.37m<sup>2</sup>

### **COMMUNAL FACILITY SCHEDULE**

	KITCHEN / LAUNDRY	KIT/L'DRY 1	KIT/L'DRY 2	KIT/L'DRY 3
	Max No. of Suites Using Facility	7	3	7
	Food Prepration Area	Provided	Provided	Provided
≥	Dining Table	1 x Dining Table	1 x Bench Top	1 x Bench Top
	Chair	6 x Chairs	4 x Chairs	6 x Chairs
FA	Oven	1 x Oven	1 x Oven	1 x Oven
DINING FACILITY	Cooktop	1 x 4 Burner	1 x 4 Burner	1 x 4 Burner
百	Fridge	1 x 400 L 1 x 320 L	1 x 400 L 1 x 240 L	1 x 400 L 1 x 320 L
	Storage	700 L	300 L	700 L
HITY	Max No. of Residents Using Facility	7	4	7
FA	Trough	1 x Trough	1 x Trough	1 x Trough
LAUNDRY FACILITY	Seperate Washer and Dryer	1 x Washer 1 x Dryer	1 x Washer 1 x Dryer	1 x Washer 1 x Dryer

## Prposed drawings are to be read in conjunction with:

- Waste Management Report, prepared by Frater Consulting;
- Environmentally Sustainably Design report, prepared by Frater Consulting;
- Management Plan, prepared by Seranin Pty Ltd; and Landscape Plan, prepared by RFA Landscape Architects

### Heating and Cooling Systems

To reduce the energy consumption heating and cooling will be provided by energy efficient air conditioners (chosen within one star of the best available product in the range at the time of purchase

481.17m<sup>2</sup>(34.48%) 535.28m<sup>2</sup>(38.36%) GARDEN AREA or COP/EER 85% or better than most efficient equivalent capacity unit available if no star rating is available). 419.02m<sup>2</sup>(30.03%) 381.45m<sup>2</sup>(27.34%) PERMEABLITY Hot Water Heating

> Hot water will be provided with gas units chosen as 6 Star minimum or within one star of the best available whichever is greater. Efficiency will be chosen 85% or better than most efficient equivalent capacity unit available if no star rating is available.

The maximum illumination power density (W/m2) of the development will meet NCC 2019 requirements in by the use of LED throughout the development. Lighting Sensors

Common areas and transient spaces will be controlled using occupancy sensor and/or daylight sensors. Ventilation in these areas will be controlled using timers and other sensors.

### Solar PV System

A 4kW solar photovoltaic for renewable energy generation will be installed on the roof of the development. This will off-set a portion of greenhouse gas emissions and energy use for the project (lighting, pumps etc.).

### Water Efficiency

The development will include efficient fittings and fixtures to reduce the volume of mains water used in the development. The following WELS star ratings will be specified;

- Toilets 4 Star;
- Taps (bathroom and kitchen) 5 Star; and
- Showerhead if provided 4 Star with aeration device (6.0-7.5L/min)
- Dishwasher 5 Star.

### Water Efficient Appliances

All appliances provided in the development as part of the base building work (e.g. dishwasher) will be chosen within one WELS star of the best available.

### Indoor Environment Quality

### Volatile Organic Compounds

All paints, adhesives and sealants and flooring will have low VOC content. Alternatively, products will be selected with no VOCs. Paints such as eColour, or equivalent should be considered. Please refer to Appendix A for VOC

### Formaldehyde Minimisation

All engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better. Alternatively, products will be specified with no Formaldehyde. Products such as ecological panel – 100% post-consumer recycled wood (or similar) will be considered for use within the development. Please refer to Appendix A for formaldehyde limits. Acoustic Insulation

Each unit will be designed to meet the NCC requirement for acoustic insulation to minimise noise levels and noise transfer within and between buildings.

## Transport

## Bicycle Parking

Residents and visitors will be able to store their bicycle within the development. A minimum of 5 spaces will be

# Metering and Monitoring

The development/Each tenancy will be separately metered for potable water and energy. Effective metering ensures that residents/tenants are responsible for their consumption and they can reduce their consumption.

# Construction Waste Management

A waste management plan will be introduced to all on-site staff at a site orientation session to ensure that the waste generated on site is minimised and disposed of correctly. A minimum 80% of all construction waste generated on site will be reused or recycled.

# Universal Access

The development will be designed for universal access in accordance with AS1428.2 to allow persons with limited mobility to enter and use the premises.

# **Building Materials**

All timber used in the development will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified, or recycled / reused.

Wherever possible, flooring will be selected from products/materials certified under any of the following: Carpet Institute of Australia Limited, Environmental Certification Scheme (ECS) v1.2; Global GreenTag - https://www.globalgreentag.com/; and/or

 Good Environmental Choice (GECA). Joinery Where possible, joinery will be manufactured from materials/products certified under any of the following:

Global GreenTag - https://www.globalgreentag.com/; and/or

Good Environmental Choice (GECA); and/or

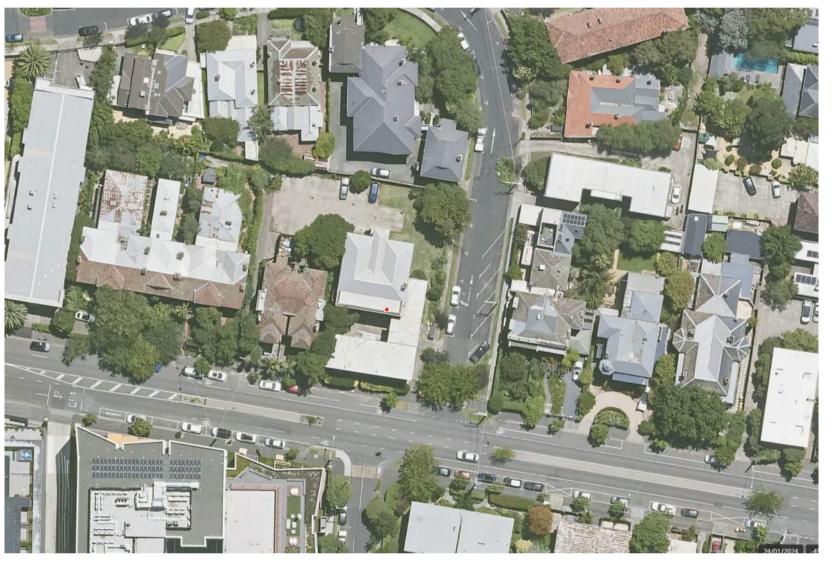
## Urban Ecology

## Insulant ODP

All thermal insulation used in the development will not contain any ozone-depleting substances and will not use any in its manufacturing.







## (FOR TOWN PLANNING)

2024.03.14 Issued without prejudice 2024.03.26 Issued without prejudice

2024.05.05 Issued without prejudice 2024.05.13 Issued without prejudice 2024.06.11 VCAT Submission 2024.07.02 VCAT Submission

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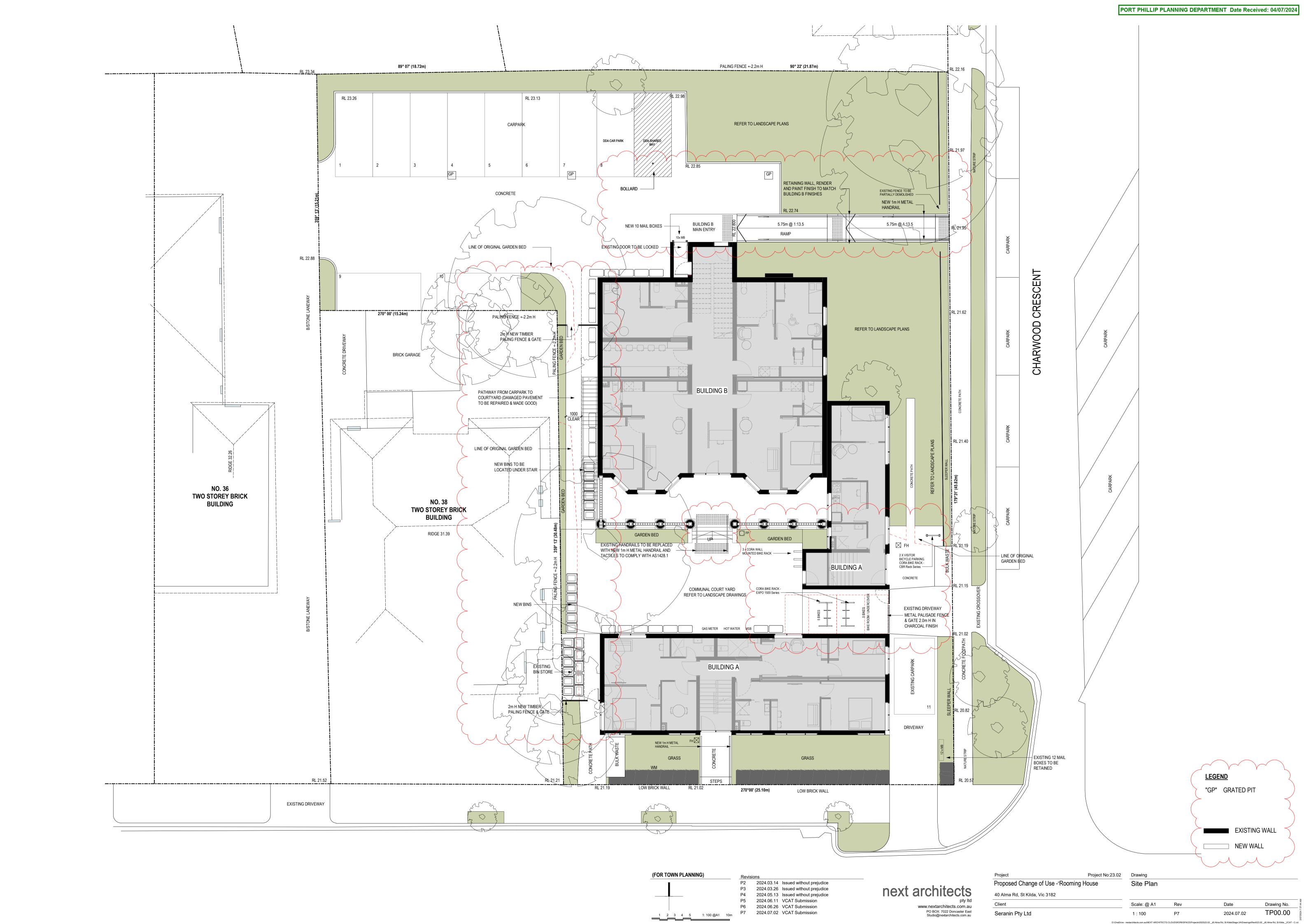
Project No:23.02 Proposed Change of Use - Rooming House 40 Alma Rd, St Kilda, Vic 3182

Client

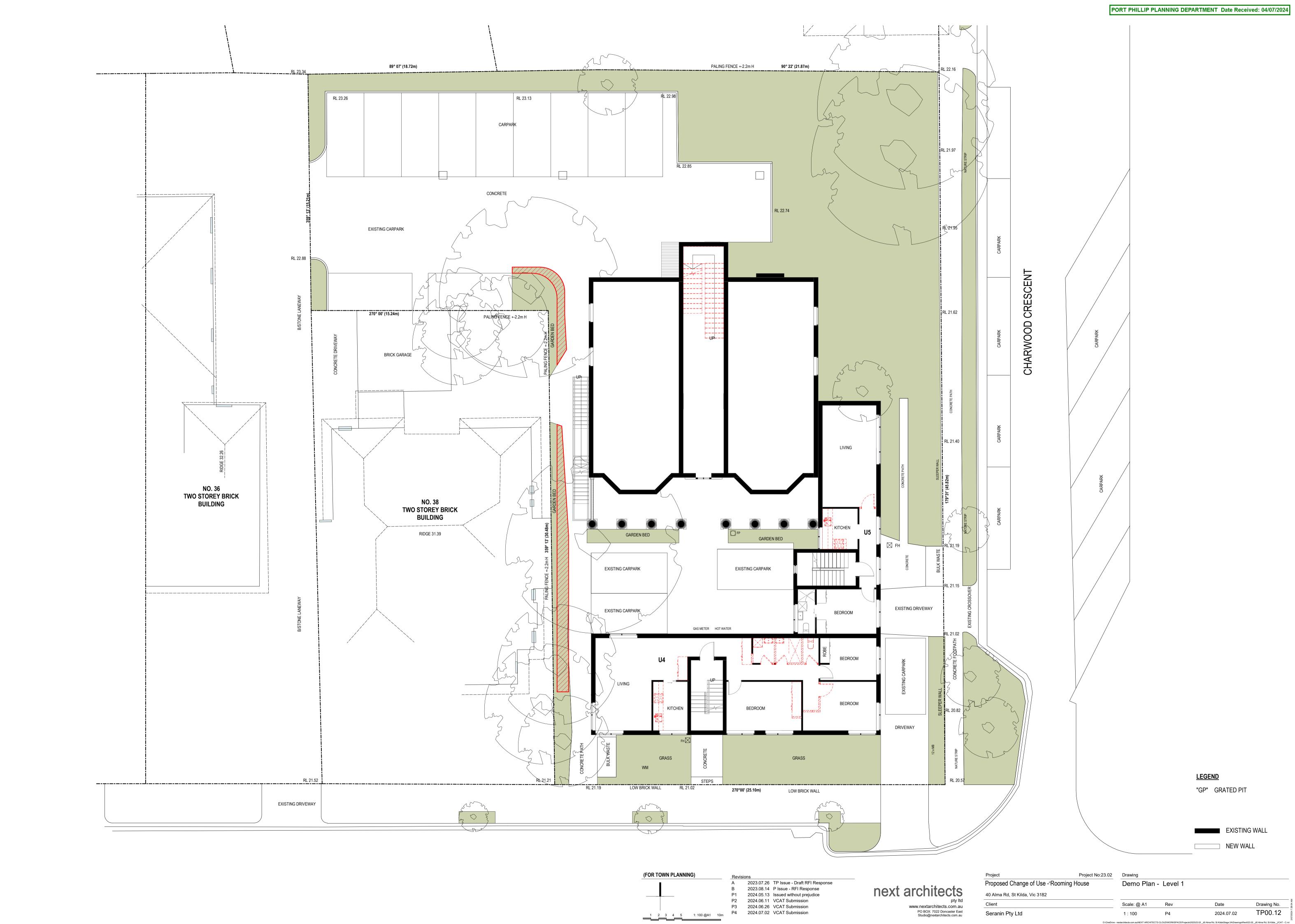
Seranin Pty Ltd

Cover Sheet Scale: @ A1 Drawing No. TP00.000

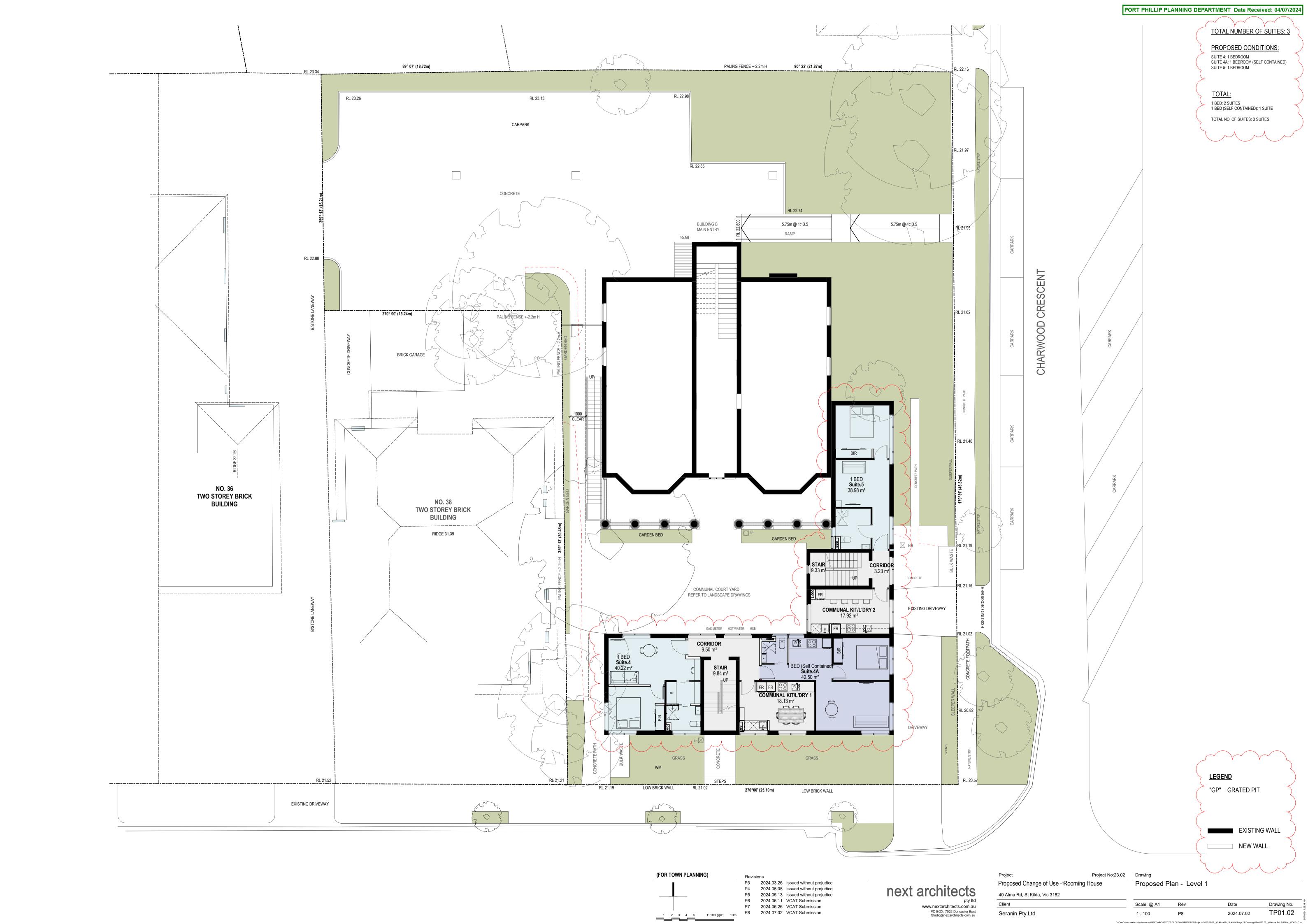
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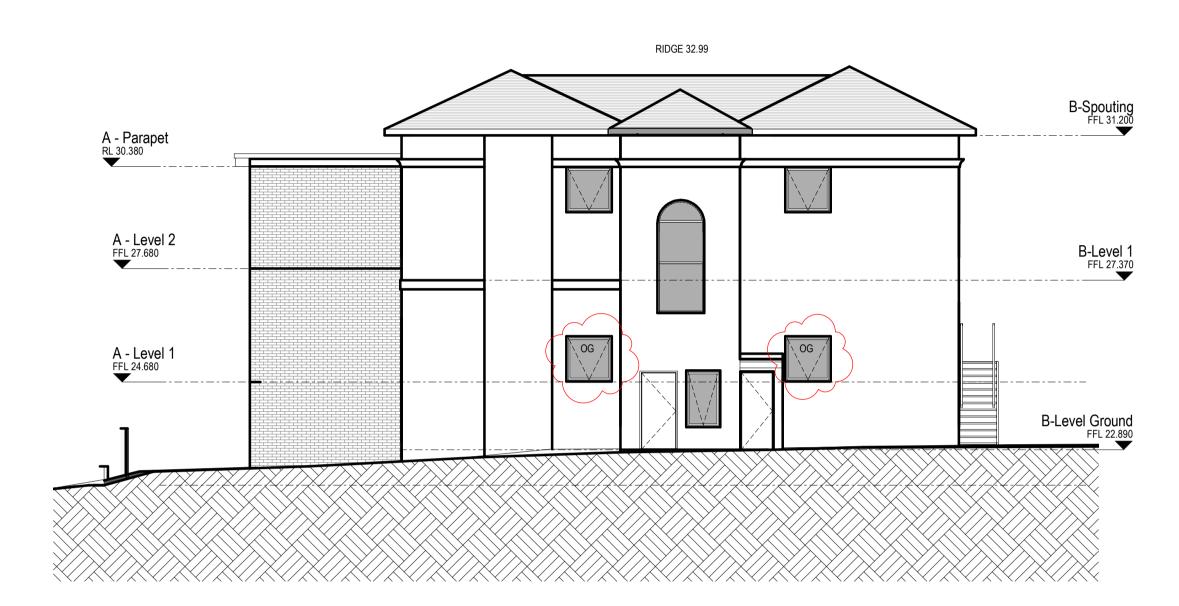




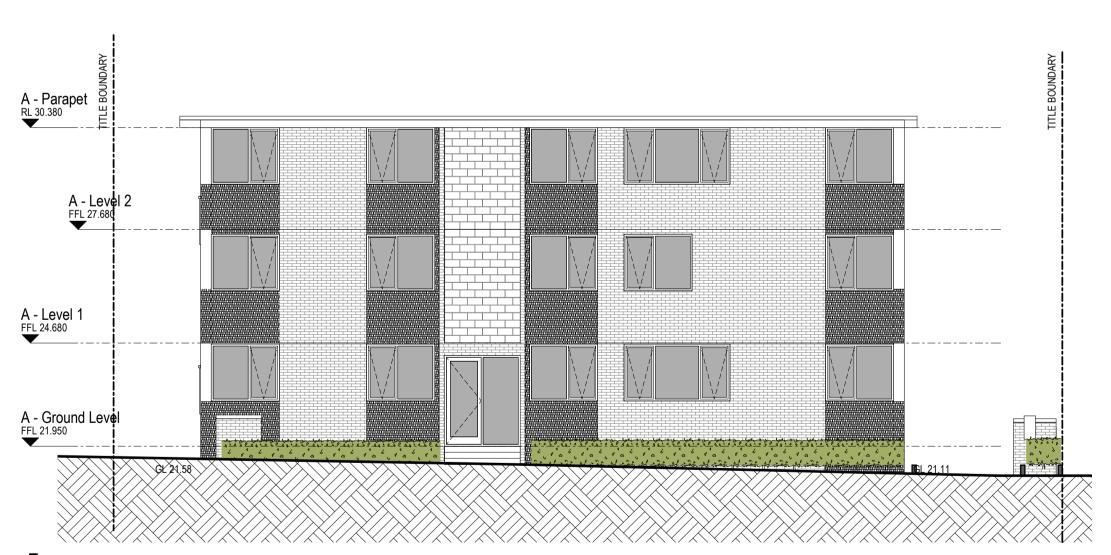








### Elevation North - Existing



Elevation South - Existing



FACADE NOTES:
REFER TO PLANNING PERMIT No: PDVP/00231/20222
EXTERNAL PAINT - DULUX 'HERITAGE WHITE'
OG: OBSCURED GLAZING

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Project Project No:23.02

Proposed Change of Use -¬Rooming House

40 Alma Rd, St Kilda, Vic 3182

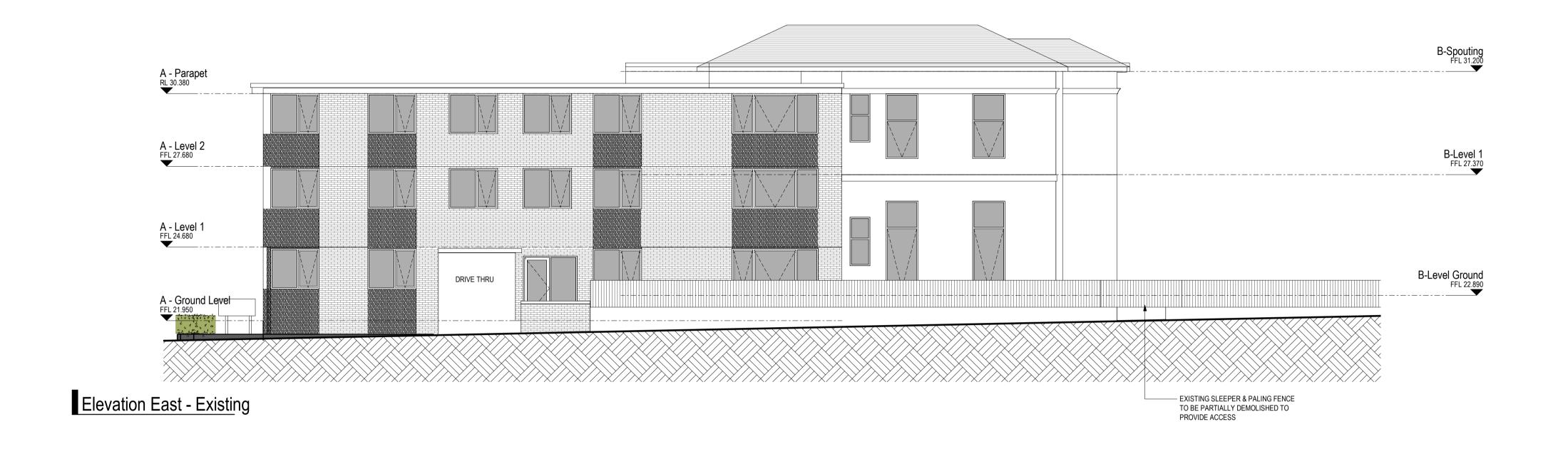
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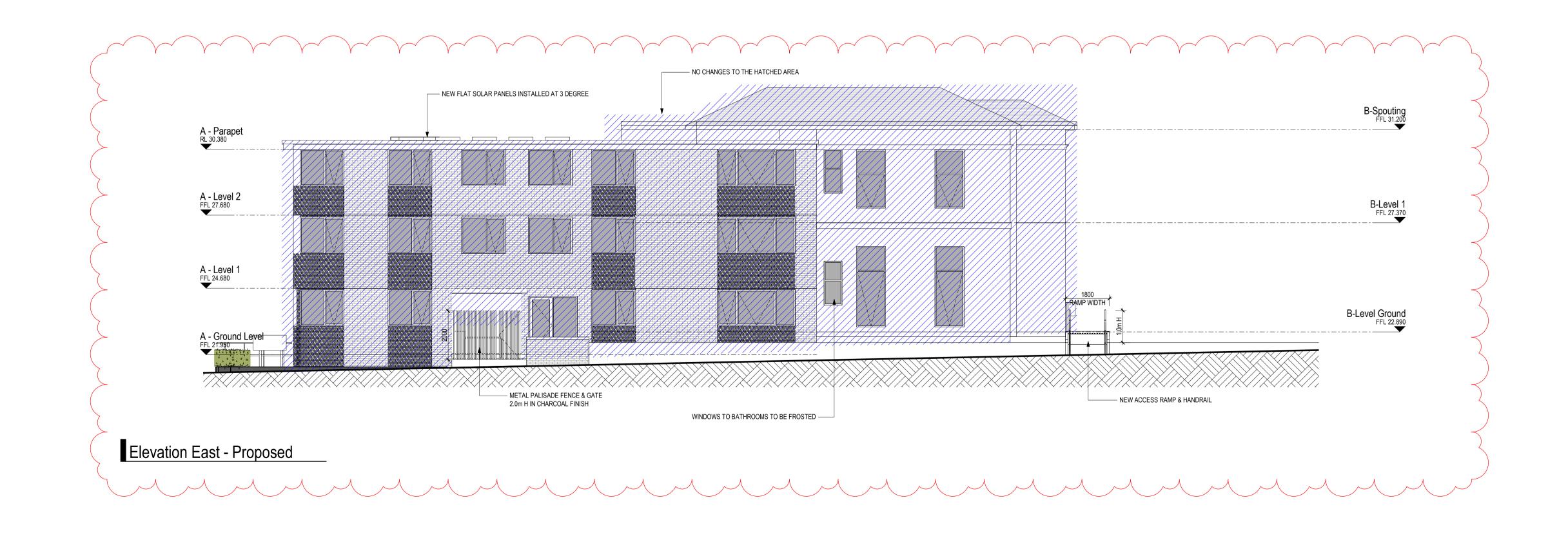
Seranin Pty Ltd

Drawing
Elevation - North & South

 Scale: @ A1
 Rev
 Date
 Drawing No.

 1:100
 P5
 2024.07.02
 TP02.01



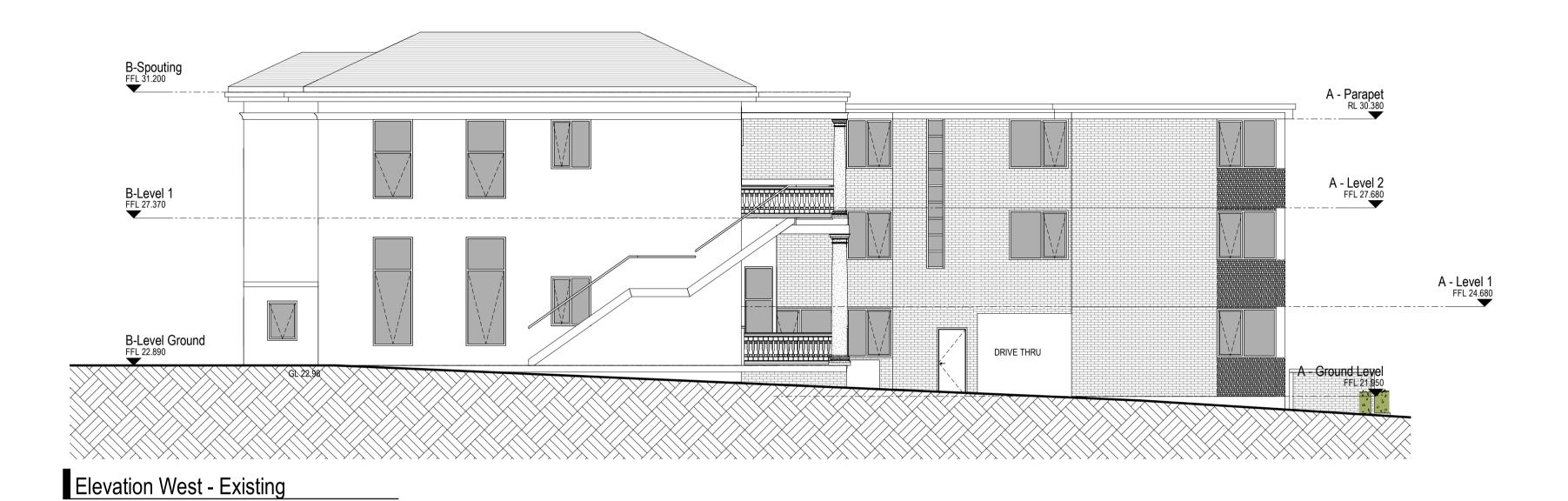


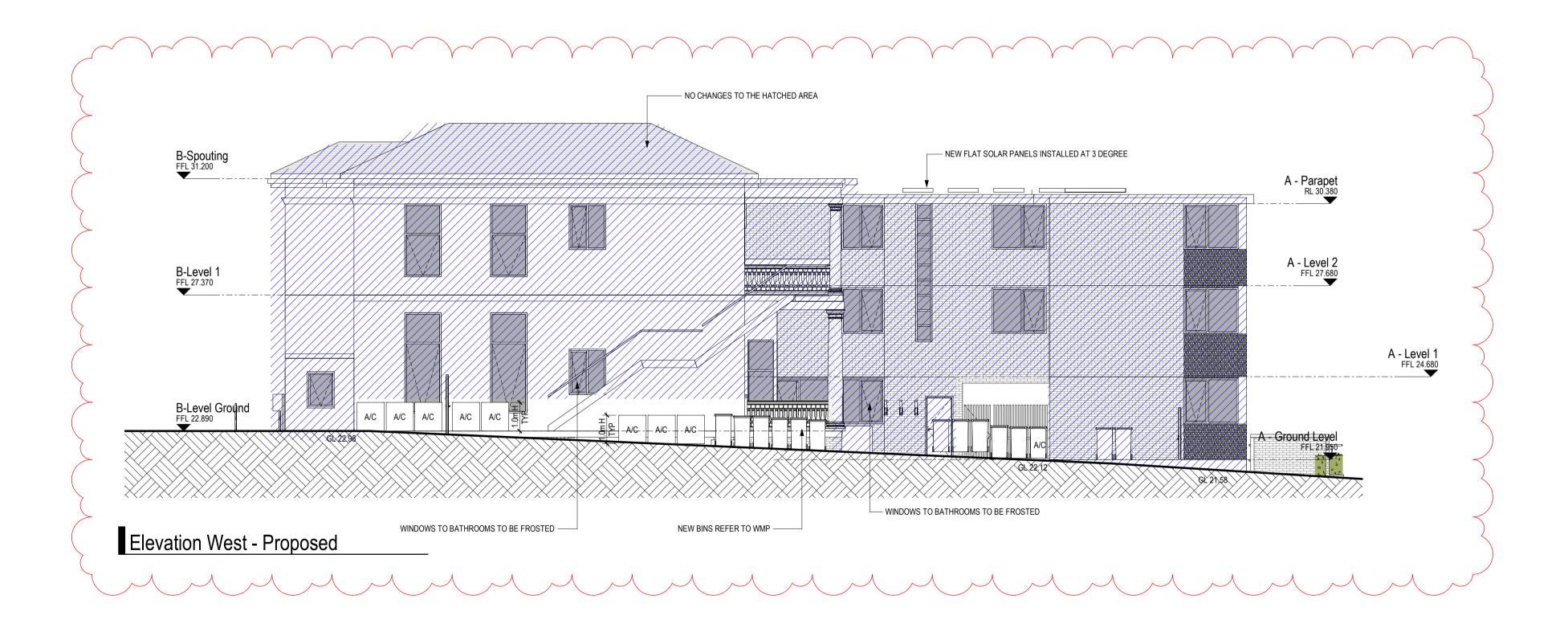
FACADE NOTES: REFER TO PLANNING PERMIT No: PDVP/00231/20222 EXTERNAL PAINT - DULUX 'HERITAGE WHITE' OG: OBSCURED GLAZING

(FOR TOWN PLANNING) P2 2024.03.14 Issued without prejudice 2024.03.26 Issued without prejudice 2024.05.05 Issued without prejudice 2024.05.13 Issued without prejudice 2024.06.11 VCAT Submission www.nextarchitects.com.au PO BOX: 7022 Doncaster East Studio@nextarchitects.com.au 2024.07.02 VCAT Submission 1 2 3 4 5 1: 100 @A1 10m

Project No:23.02 Proposed Change of Use - Rooming House 40 Alma Rd, St Kilda, Vic 3182 Client

Elevation - East Scale: @ A1 TP02.02 Seranin Pty Ltd 2024.07.02 1:100





FACADE NOTES:
REFER TO PLANNING PERMIT No: PDVP/00231/20222
EXTERNAL PAINT - DULUX 'HERITAGE WHITE'
OG: OBSCURED GLAZING

2024.07.02

TP02.02a

(FOR TOWN PLANNING)

P2 2024.03.14 Issued without prejudice
P3 2024.03.26 Issued without prejudice
P4 2024.05.05 Issued without prejudice
P5 2024.05.13 Issued without prejudice
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Project Project No:23.02

Internal Alteration to Existing Apartments

40 Alma Rd, St Kilda, Vic 3182

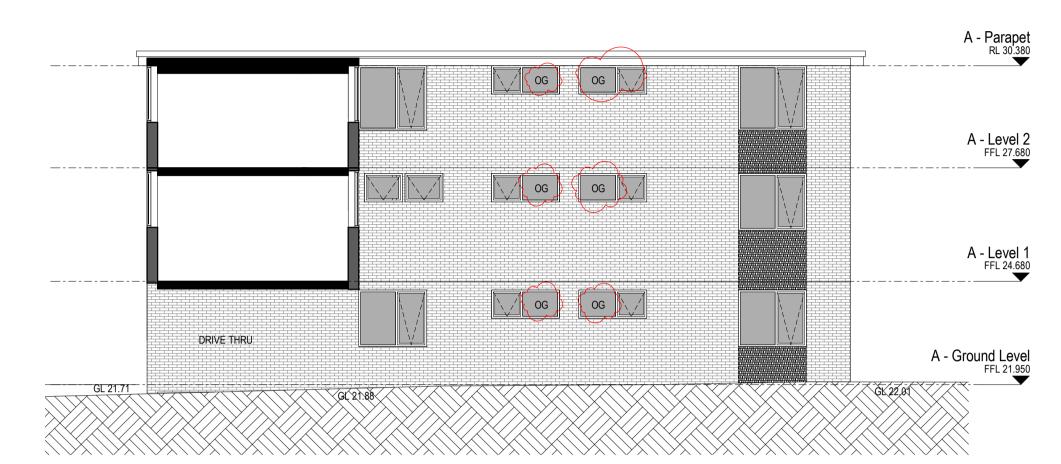
Client

Seranin Pty Ltd

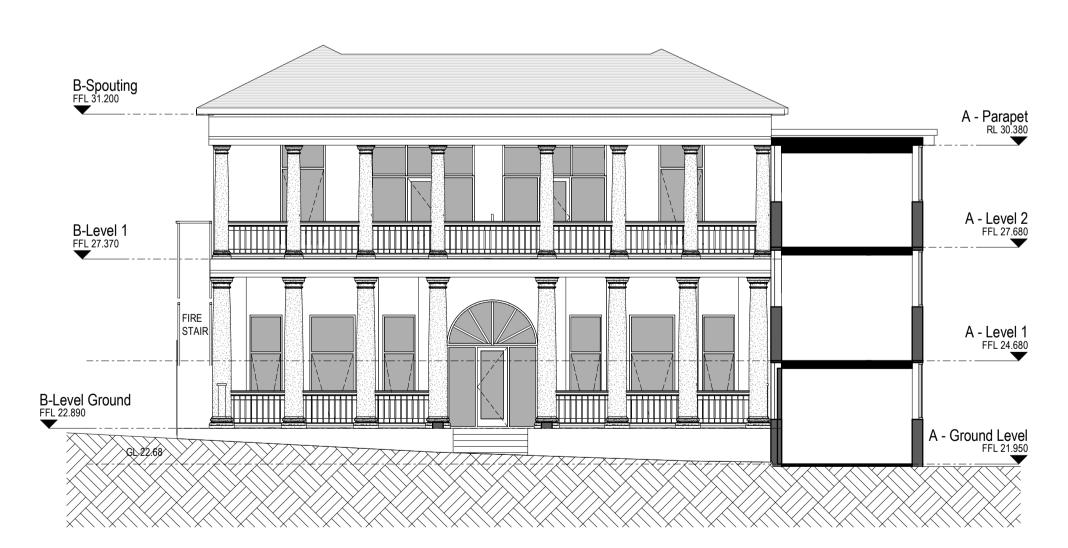
Elevation - West

Scale: @ A1 Rev Date

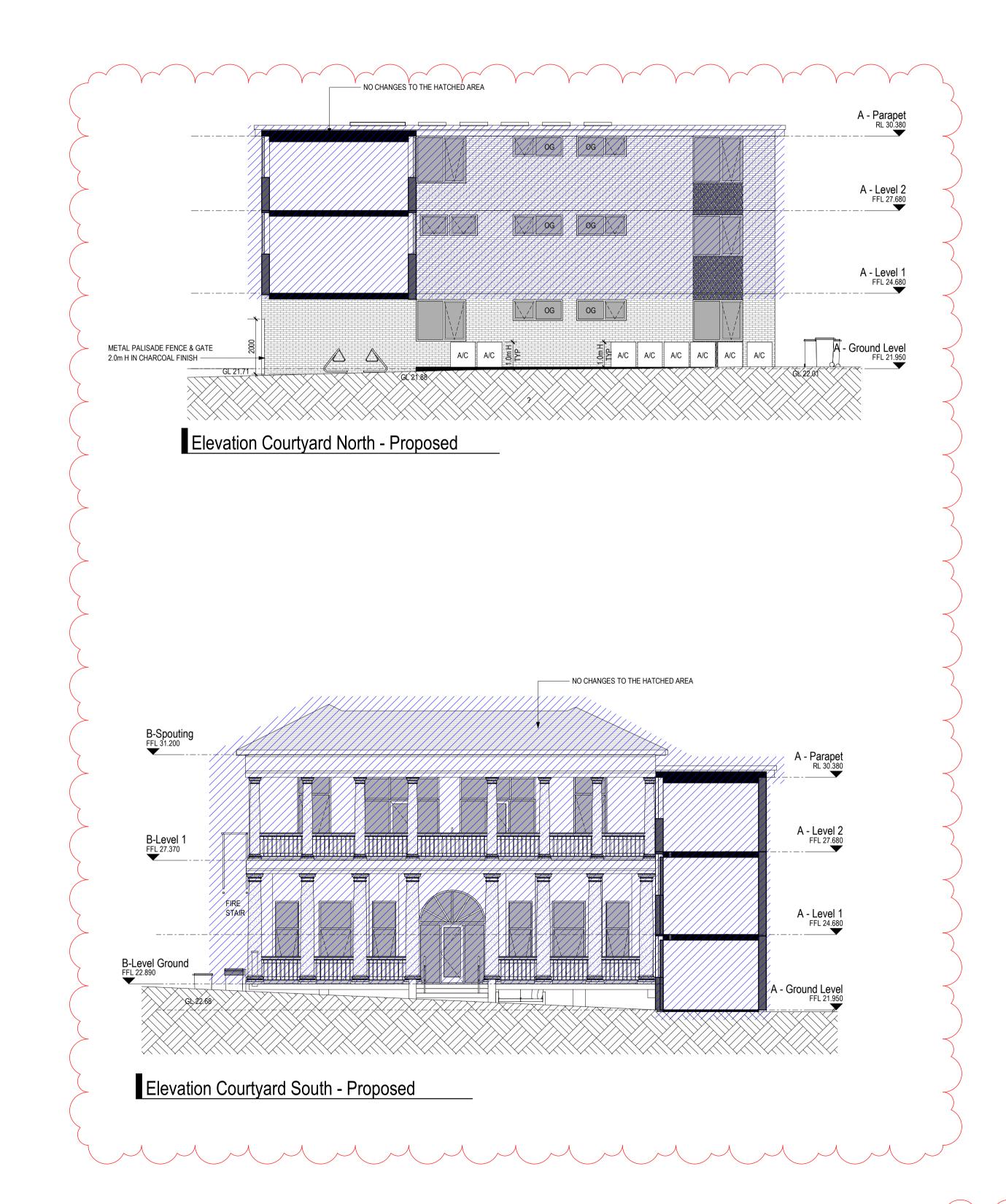
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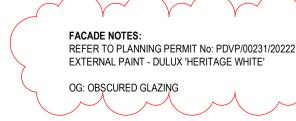


Elevation Courtyard North - Existing



Elevation Courtyard South - Existing





| Revisions | P2 | 2024.03.14 | Issued without prejudice | P3 | 2024.03.26 | Issued without prejudice | P4 | 2024.05.05 | Issued without prejudice | P5 | 2024.05.13 | Issued without prejudice | P6 | 2024.05.11 | VCAT Submission | P7 | 2024.07.02 | VCAT Submission | VCAT Submission | VCAT Submission | P7 | 2024.07.02 | VCAT Submission | VCAT Submission

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Project Project No:23.02

Proposed Change of Use -¬Rooming House

40 Alma Rd, St Kilda, Vic 3182

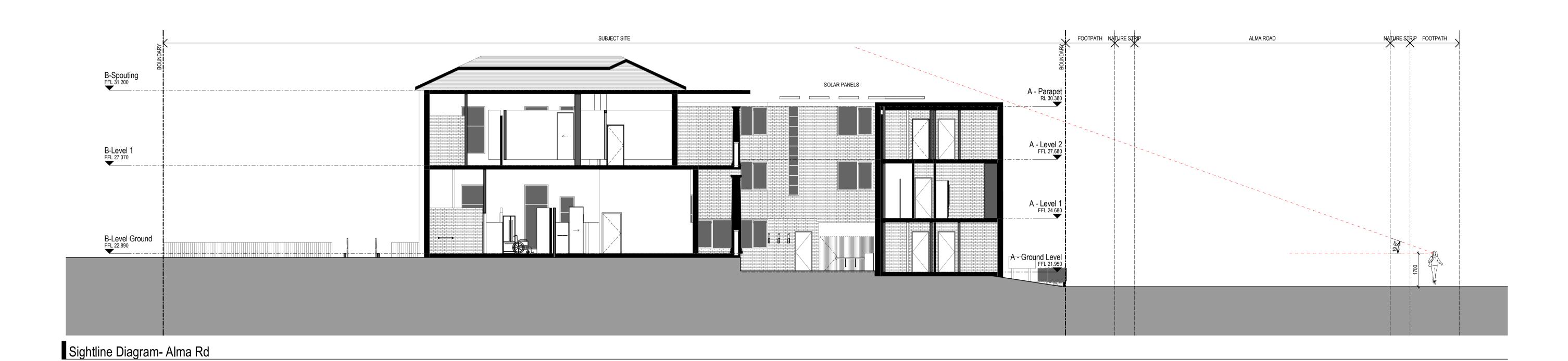
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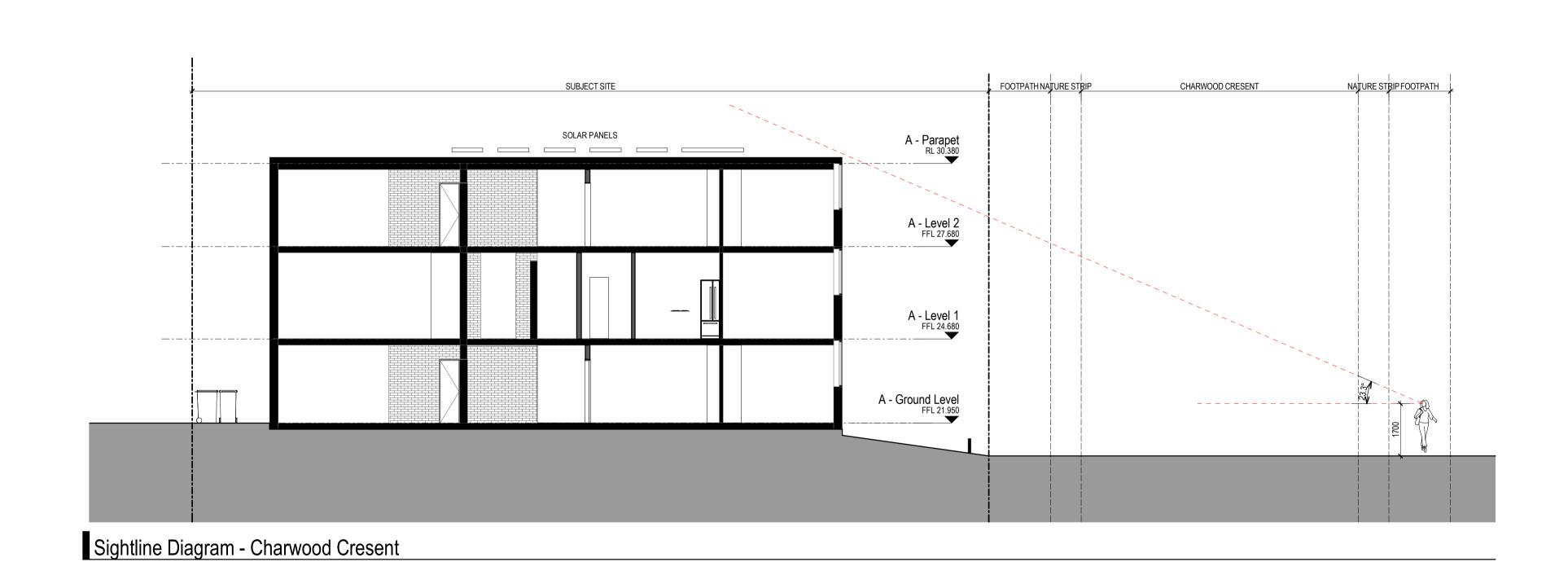
Seranin Pty Ltd

Drawing

Elevation - Courtyard North & Courtyard South

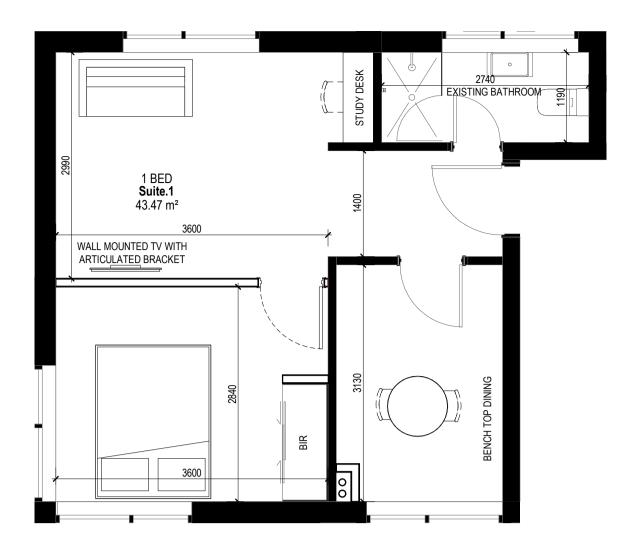
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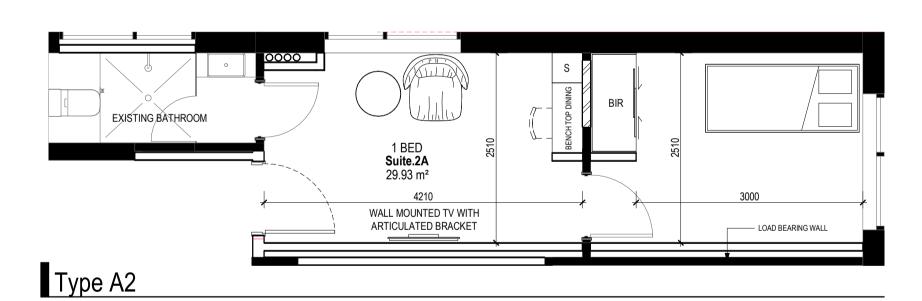
1 2 3 4 5 1: 100 @A1 10m

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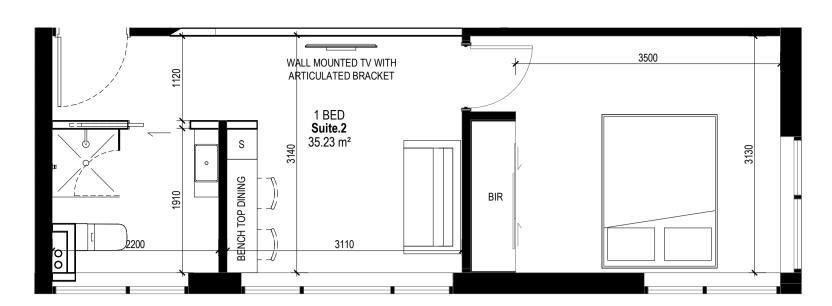


## Type A1

LAYOUT:	uite1		
INSTANCES:	Suite 1, Suite 6		
MAX. RESIDENTS:	2		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the room
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 1,
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 1
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

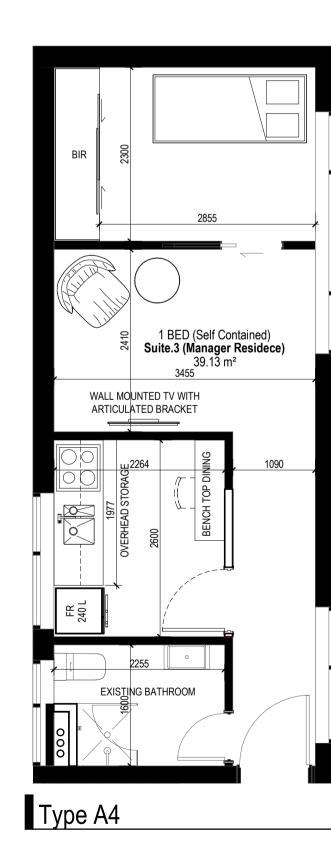


LAYOUT:	Suite2A		
INSTANCES:	Suite 2A, Suite 7A		
MAX. RESIDENTS:	1		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the room
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 1
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 1
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	



## Type A3

LAYOUT:	uite2		
INSTANCES:	Suite 2, Suite 7		
MAX. RESIDENTS:	2		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the room
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 1
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 1
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	



LAYOUT:	Suite3		
INSTANCES:	Suite 3		
MAX. RESIDENTS:	1		
TYPE: SELF CONTAINED	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Υ	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator 80L, Storage 100L.	Υ	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 2
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

**LEGEND** 

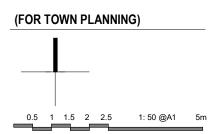
"GP" GRATED PIT

EXISTING WALL

TP05.01

\_\_\_\_\_ NEW WALL

2024.07.02



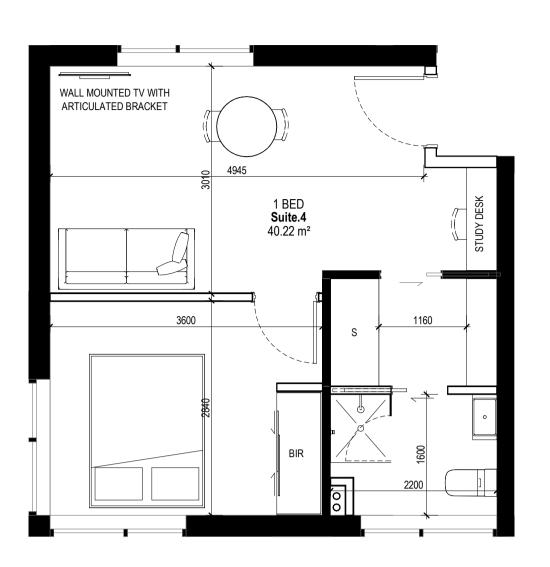
P1 2024.05.05 Issued without prejudice
P2 2024.05.13 Issued without prejudice
P3 2024.06.11 VCAT Submission
P4 2024.07.02 VCAT Submission

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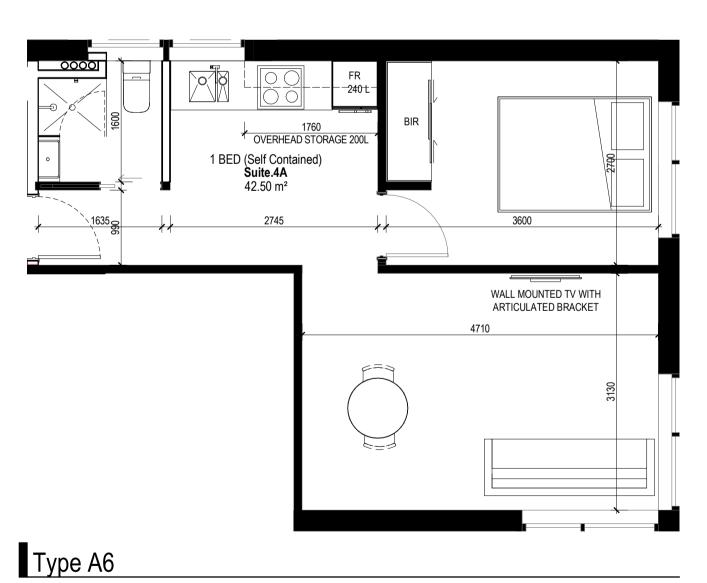
Project No:23.02 Drawing Rooming House Assessment - Sheet 1 Date Drawing No. Scale: @ A1

As indicated



LAYOUT:	Guite4		
INSTANCES:	Suite 4		
MAX. RESIDENTS:	2		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared kitchen/Laundry 1
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 1
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 1
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

Type A5

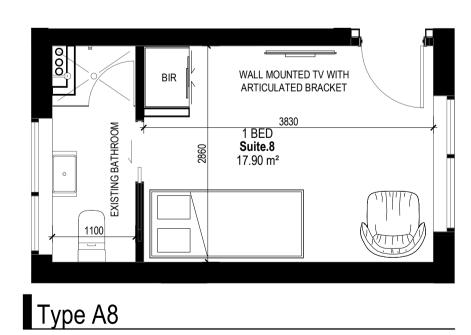


LAYOUT:	Suite4A		
INSTANCES:	Suite 4A		
MAX. RESIDENTS:	2		
TYPE: SELF CONTAINED	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Υ	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator 80L, Storage 100L.	Y	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 2
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

3400	3455
	BIR
3020	1 BED <b>Suite.5</b> 38.98 m <sup>2</sup> 3455
S	WALL MOUNTED TV WITH ARTICULATED BRACKET
2600	2255  1090  EXISTING BATHROOM
000	

LAYOUT:	Suite2A		
INSTANCES:	Suite 2A, Suite 7A		
MAX. RESIDENTS:	2		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared Kitchen/Laundry 1
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 1
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 1
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

Type A7

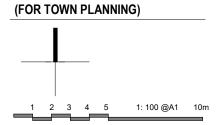


LAYOUT:	Suite8		
INSTANCES:	Suite 8		
MAX. RESIDENTS:	1		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared kitchen/Laundry 2
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 2
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 2
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

**LEGEND** 

"GP" GRATED PIT

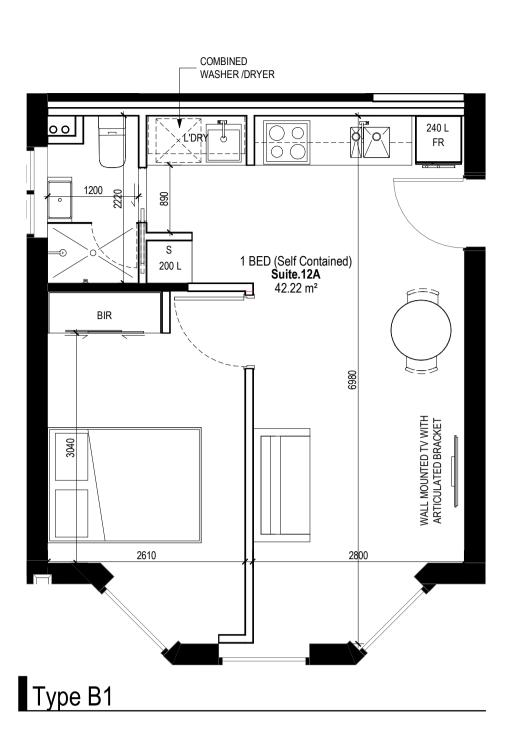
EXISTING WALL \_\_\_\_\_ NEW WALL



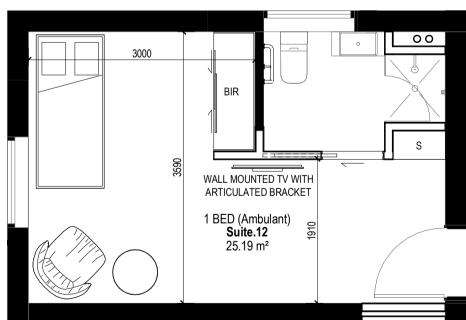
P1 2024.05.05 Issued without prejudice
P2 2024.05.13 Issued without prejudice
P3 2024.06.11 VCAT Submission
P4 2024.07.02 VCAT Submission

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Project No:23.02 Drawing Proposed Change of Use - Rooming House Rooming House Assessment - Sheet 2 40 Alma Rd, St Kilda, Vic 3182 Drawing No. Client Scale: @ A1 Date TP05.02 Seranin Pty Ltd 2024.07.02 As indicated



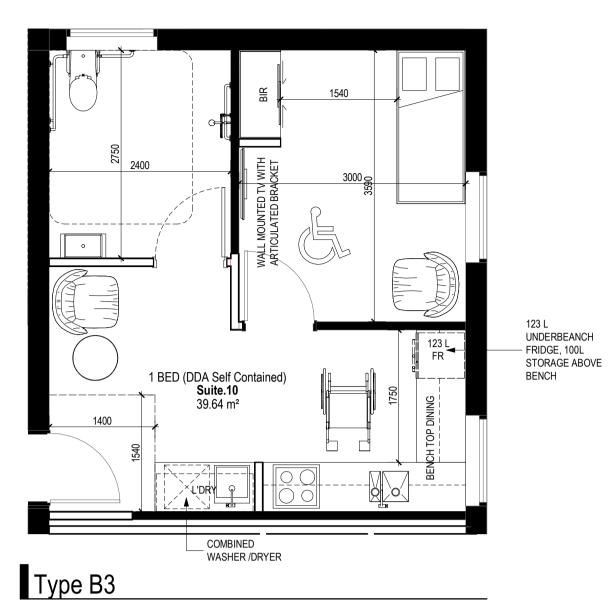
LAYOUT:	Suite12A		
INSTANCES:	Suite 12A, 10A		
MAX. RESIDENTS:	2		
TYPE: SELF CONTAINED	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator 80L, Storage 100L.	Y	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	



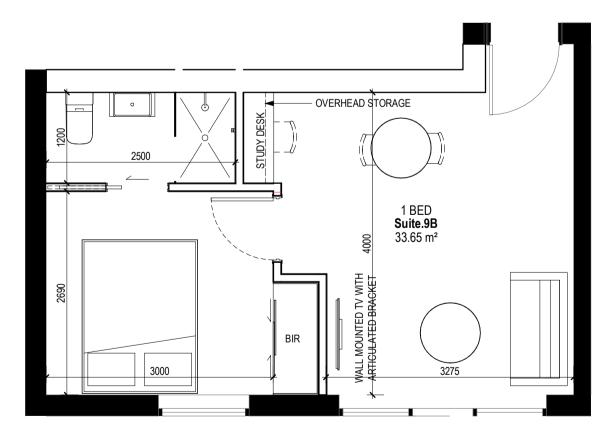
Type B2		

LAYOUT:	Suite 12		
INSTANCES:			
MAX. RESIDENTS:	1		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared kitchen/Laundry 3
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3,
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		Υ	

Ambulant Suite



LAYOUT:	Suite10			
INSTANCES:	Suite 10			
MAX. RESIDENTS:	1			
TYPE: SELF CONTAINED	MINIMUM REQ. Y/N COMMENTS			
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Υ		
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator 80L, Storage 100L.	Υ		
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ		
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		Υ		



LAYOUT:	Suite9B		
INSTANCES:	Suite 9B		
MAX. RESIDENTS:	2		
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the room
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ	
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ	
ACCESSIBLITY:		N	

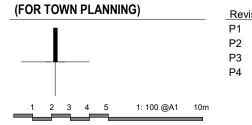
Type B4

LEGEND

"GP" GRATED PIT

EXISTING WALL

NEW WALL



Revisions
P1 2024.05.05 Issued without prejudice
P2 2024.05.13 Issued without prejudice
P3 2024.06.11 VCAT Submission
P4 2024.07.02 VCAT Submission

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Project Project No:23.02
Proposed Change of Use -^Rooming House

40 Alma Rd, St Kilda, Vic 3182

Client Scale: @ A1 Re
Seranin Pty Ltd

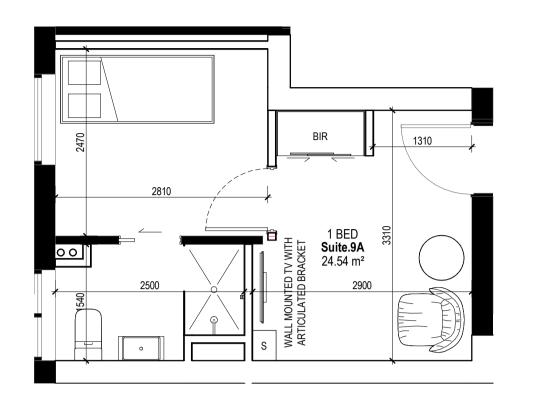
Project No:23.02

Rooming House

Scale: @ A1 Re
As indicated Page 1

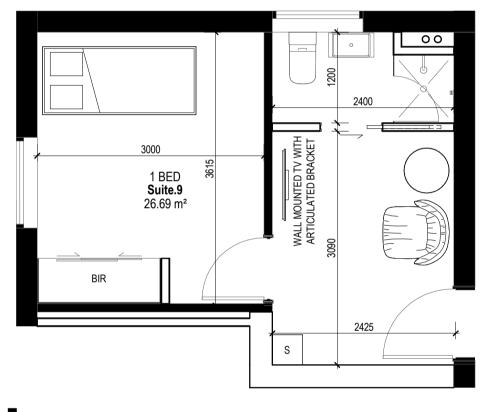
Rooming House Assessment - Sheet 3

Scale: @ A1 Rev Date Drawing No.
As indicated P4 2024.07.02 TP05.03



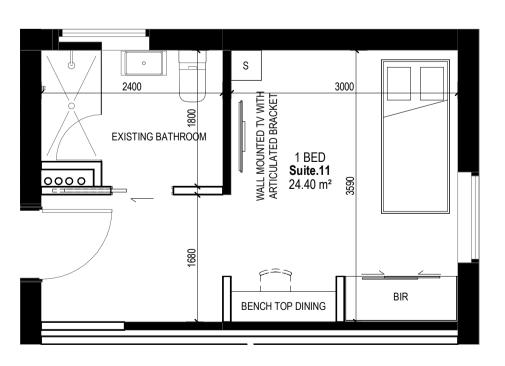
LAYOUT:	Suite9A			
INSTANCES:	Suite 9A			
MAX. RESIDENTS:	1			
TYPE: SHARED FACILITY	MINIMUM REQ. Y/N COMMENTS			
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared kitchen/Laundry 3	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		N		

Type B5



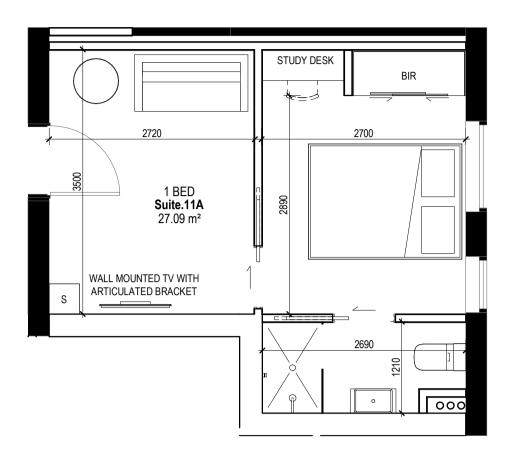
LAYOUT:	Suite9			
INSTANCES:	Suite 9			
MAX. RESIDENTS:	1			
TYPE: SHARED FACILITY	MINIMUM REQ.	Y/N	COMMENTS	
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Υ	Provided in the shared kitchen/Laundry 3	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		N		

Type B6



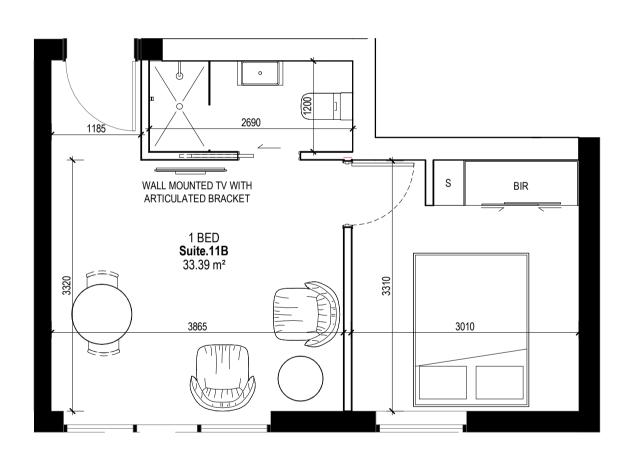
LAYOUT:	Suite11			
INSTANCES:	Suite 11			
MAX. RESIDENTS:	1			
TYPE: SHARED FACILITY	MINIMUM REQ. Y/N COMMENTS			
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the room	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		N		

Type B7



LAYOUT:	Suite11A			
INSTANCES:	Suite 11A			
MAX. RESIDENTS:	2			
TYPE: SHARED FACILITY	MINIMUM REQ. Y/N COMMENTS			
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Y	Provided in the shared kitchen/Laundry 3	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		N		

Type B8



LAYOUT:	Suite11B			
INSTANCES:	Suite 11B			
MAX. RESIDENTS:	2			
TYPE: SHARED FACILITY	MINIMUM REQ. Y/N COMMENTS			
DINING FACILITY:	Standard 13; Enough chairs to accomodate the maximum number of residents	Υ	Provided in the room	
KITCHEN:	Standard 12; Food Prepration area, Sink, Oven, Cooktop, Refrigerator, Storage 100L.	Y	Provided in the shared kitchen/Laundry 3	
LAUNDRY:	Standard 14; Washing Machine, Dryer, Trough	Υ	Provided in the shared kitchen/Laundry 3	
BATHROOM:	Standard 11; Basin, Toilet, Shower	Υ		
VENTILATION:	Standard 18; Window or Exhaust Fan	Υ		
ACCESSIBLITY:		N		

Type B9

**LEGEND** 

"GP" GRATED PIT

EXISTING WALL

\_\_\_\_\_ NEW WALL



P1 2024.05.05 Issued without prejudice
P2 2024.05.13 Issued without prejudice
P3 2024.06.11 VCAT Submission
P4 2024.07.02 VCAT Submission

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Project Project No:23.02 Drawing

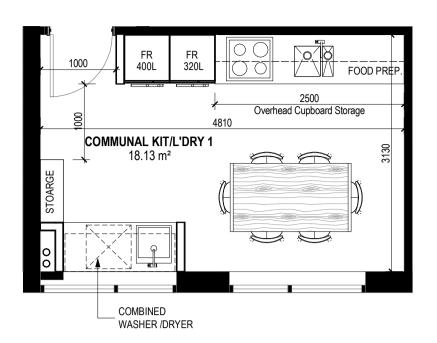
Proposed Change of Use -^Rooming House Rooming House Assessment - Sheet 4

40 Alma Rd, St Kilda, Vic 3182

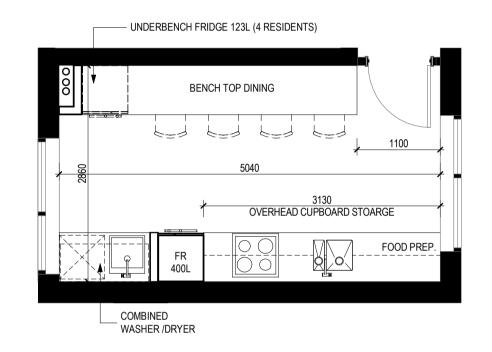
Client Scale: @ A1 Rev Date Drawing No.

Seranin Pty Ltd As indicated P4 2024.07.02 TP05.04

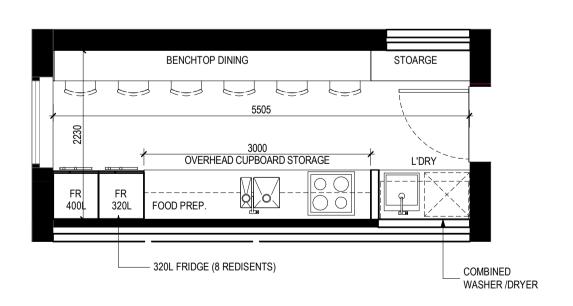




Communal KIT/L'DRY 1



Communal KIT/L'DRY 2



Communal KIT/L'DRY 3

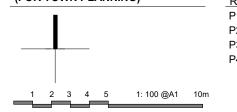
### Communal Facility Matrix

	KITCHEN / LAUNDRY	KIT/L'DRY 1	KIT/L'DRY 2	KIT/L'DRY 3
	Max No. of Suites Using Facility	7	3	7
	Food Prepration Area	Provided	Provided	Provided
≥	Dining Table	1 x Dining Table	1 x Bench Top	1 x Bench Top
딩	Chair	6 x Chairs	4 x Chairs	6 x Chairs
FA	Oven	1 x Oven	1 x Oven	1 x Oven
DINING FACILITY	Cooktop	1 x 4 Burner	1 x 4 Burner	1 x 4 Burner
	Fridge	1 x 400 L 1 x 320 L	1 x 400 L 1 x 240 L	1 x 400 L 1 x 320 L
	Storage	700 L	300 L	700 L
:ILITY	Max No. of Residents Using Facility	7	4	7
LAUNDRY FACILITY	Trough	1 x Trough	1 x Trough	1 x Trough
	Seperate Washer and Dryer	1 x Washer 1 x Dryer	1 x Washer 1 x Dryer	1 x Washer 1 x Dryer

**LEGEND** "GP" GRATED PIT

EXISTING WALL

\_\_\_\_\_ NEW WALL



(FOR TOWN PLANNING) P1 2024.05.05 Issued without prejudice
P2 2024.05.13 Issued without prejudice
P3 2024.06.11 VCAT Submission
P4 2024.07.02 VCAT Submission

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Project No:23.02 Drawing Proposed Change of Use - Rooming House Rooming House Assessment - Sheet 5 40 Alma Rd, St Kilda, Vic 3182 Client Scale: @ A1 Date Drawing No. TP05.05 Seranin Pty Ltd 2024.07.02 As indicated



Date Received: 04/07/2024

# SERANIN GROUP MANAGEMENT PLAN SERANIN | MELBOURNE



40 Alma Road, St Kilda 3 July 2024

#### 1.0 <u>INTRODUCTION</u>

This report aims to identify any concerns in managing the rooming house accommodation provided at the subject site – 40 Alma Road, St Kilda. We provide clear strategies that will be implemented by the management team on site and supported by the ownership group. Seranin Group offers a complete and systematic management plan for the proposed development with consideration of the following pivotal components:

- Tenancy checks
- Welcome Package
- Surveillance and maintenance strategies
- Anti-graffiti measures
- Accommodation house rules
- Access and waste management systems, and
- Complaints notification and resolution process

Seranin Group is a residential property management company that has successfully managed multiple properties offering rental accommodation throughout NSW and Tasmania, with short and long-term accommodation options in the form of hotels, motels, holiday parks and boarding houses. Our business has effectively managed multiple boarding houses and long stay accommodation in NSW such as *Greenwich Village Accommodation* (175 bed student accommodation in Greenwich), *Seranin | Lane Cove* (17 room boarding house) and *Seranin | Bathurst* (96 room accommodation). With our extensive knowledge, expertise, and prowess in managing long term properties, we believe that our company can offer a fantastic asset to the suburb of St Kilda and the locality by assisting people from all walks of life to access affordable accommodation.

Our record of management is outstanding due to a thorough screening process of all occupants across our properties. By maintaining clean, safe and secure accommodation, we provide a place people can enjoy living in. We pride ourselves in the quality of our properties. In instances of non-compliance with the accommodation house rules, Seranin Group implements management strategies that all onsite managers are trained in and provides full support in dealing with such issues. Management personnel will seek to amicably resolve any issues, and where required, issue notices to occupants who breach any of these house rules. We believe this is the best way to manage any property offering rooming houses to ensure their continued success for the residents and surrounding community.

This management plan aims to address all foreseeable operational and safety issues. We will action and apply this plan to provide a peaceful and enjoyable environment for all our residents. Our weekly tariff will include free Wi-Fi services throughout the building and all utilities are inclusive (excepting electricity which will be metered and charged as per individual resident usage). Professional cleaning of each room is possible at an additional charge.

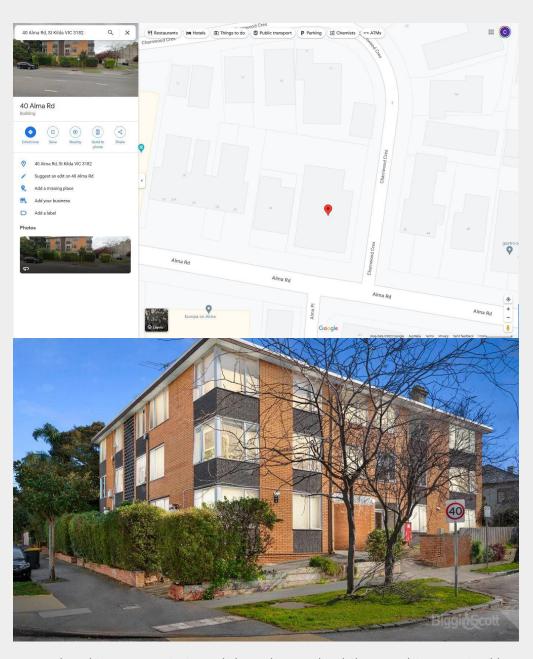
#### 2.0 <u>PURPOSE</u>

The primary purpose of this Plan of Management (PoM) is to maintain a clean and well-run accommodation property that achieves a high level of amenities for all residents and neighbouring properties. Its objectives are:

- a. To minimise disturbance to residents and neighbours.
- b. To establish a procedure to receive and resolve complaints.
- c. To maintain the internal and external appearance and cleanliness of the premises.
- d. To ensure a responsible person is readily contactable to assist in the ongoing implementation of this Management Plan.
- e. To ensure the use of the premises will be controlled by the PoM, and that the PoM is applied.
- f. To ensure that the premises will be operated in strict accordance with relevant legislation, including under the:
  - Health and Wellbeing Act 2008;
  - · Rooming House Operators Act 2008;
  - Residential Tenancies Act 1997;
  - Planning and Environment Act 1987.
- g. To work closely with the local Police in providing access, information and support where necessary to maintain a peaceful community, with consistent implementation of our accommodation house rules.

Subject to the requirements of any planning permit conditions, this plan may be amended from time to time, to facilitate timely and responsive operational changes.

#### 3.0 <u>SUBJECT SITE</u>



The subject property is situated along *Alma Road and Charnwood Crescent, St Kilda* with dual access for residents from either side of the building to both the existing mansion and apartment block. The proposed architectural and landscaping revisions demonstrates

how the entry and exit paths are accentuated to provide clear paths of travel for residents. The designated main entrance for the property is positioned off Charnwood Crescent, with pedestrian access to all levels of accommodation. Clear signage will indicate the location of the onsite manager residence/office. The property does not have a lift in the building and access to each floor is attainable through the internal staircases.

#### 4.0 <u>MATTERS ADDRESSED IN THIS</u> <u>MANAGEMENT PLAN</u>

This PoM address the following matters:

- On site manager, staff and contractors
- Hours of operation
- Site Management
- Surveillance measures
- Anti-vandalism measures
- Access control system
- \* Rooming House Agreement and Accommodation House Rules
- Tenancy checks
- Property Manager Responsibilities
- **❖** Visitors and Residents
- Complaints and Disputes
- ❖ Waste Management
- Fire Safety

### 5.0 <u>GENERAL OPERATIONS AND PROCEDURES</u>

#### 5.1 STAFFING

The owner will employ one full time, resident (onsite) Manager. The Manager's standard hours will be 9am – 5pm Monday to Friday. The Manager will also be available after hours for emergencies. The manager's duties will include directing the cleaning / casual staff and attending to any urgent matters that impact the operation of the property or the quiet enjoyment of the premises. The Manager will be responsible for ensuring surveillance cameras are in working order. These will be operated 24 hours/7 days a week to monitor the building and surrounds. Day-to-day administrative duties including monitoring the common areas (common walkways, common rooms, laundry facilities, communal kitchens, common carpark and outdoor common area). The reception hours will be shared between the Manager and casual shifted staff who will attend to weekly business operational tasks (taking payments, emails, calls, check ins/check outs, etc). All staff or cleaning contractors will report any issues with the building, residents, rooms, common facilities, etc to the Manager to address promptly.

The Manager will overlook the performance of all tasks by casual staff and rectify any issues immediately. This will include ensuring that all common areas are clean and safe, reporting any instances of vandalism to the owner for action and if necessary, notice to vacate given to residents who repeatedly breach the accommodation rules or carry out serious breaches. In addition to the administrative work of a casual staff member, their duty will also require regular walk throughs of the building and external common facilities to report any issues for management or the cleaning staff to attend to. Furthermore, all staff members will be provided with a security checklist to be followed daily which requires that all public access doors are shut and functioning correctly. The Manager will inspect resident's

rooms, with notice provided in accordance with legislative requirements and at a time convenient for the resident to ensure that all amenities offered in the room are functioning correctly and the property is correctly maintained. This will benefit all residents by supporting a clean, safe, and healthy environment. In our experience, failure to monitor and ensure rooms are clean and tidy may result in dirty, smelly, mouldy, and unhealthy rooms.

The cleaning staff will attend the property regularly and will clean all common areas and vacated rooms. They will be contracted professionals and their performance will be monitored by the Manager. Daily cleaning of individual resident rooms is the responsibility of the respective resident. Professional cleaning of residents' rooms can be organised with management at an additional fee. Common areas and circulation spaces will be checked regularly in the morning and afternoon and always kept clean and free from obstruction. A contracted gardener shall be engaged to maintain the health and appearance of all managed landscape areas and to monitor for any security or safety risks posed by landscaping. The external presentation of the premises will be maintained to a high standard. Pest control by a professional contractor shall be carried out on an "as needs" basis.

#### 5.2 <u>SITE MANAGEMENT</u>

It is the responsibility of the owner to ensure that the accommodation operates in accordance with the terms of the PoM. Residents will be provided with an access card or key which will provide entry into common areas and the resident's individual room, 24 hours per day, 7 days per week. The Manager will be contactable at any time/any day and their contact details will be provided to residents and the relevant local authorities. Seranin Group management is also contactable at any time and their details will be easily accessible through an internal notice board for all residents and an external notice board for the

locally community. Furthermore, contact information can be found through our website and google search.

An access security card or key will be issued to all registered residents. No additional cards or keys will be issued to visitors. Any resident failing to observe the House Rules and any cases of serious misconduct will be dealt with by the Manager.

## 5.3 <u>EMERGENCY MANAGEMENT</u> <u>PLAN</u>

In the event of serious misconduct, the Manager will take immediate action as appropriate. If the resident or visitor is being violent or harming others the Manager will call the local Police authorities for assistance. Examples of serious misconduct include, but are not limited to, drug or alcohol abuse, sexual, racial, or religious harassment, theft, or violence (see attached Rooming House Agreement and House Rules), serious anti-social behaviour, serious damage or vandalism of the resident's room or building. In addition to the Manager's own oversight, where residents become aware of any resident or visitor performing illegal acts they are to advise the Manager accordingly. The Manager may if required issue a notice to vacate in accordance with the *Residential Tenancies Act 1997* in specific circumstances (as per the Rooming House Agreement and House Rules). Below is a step-by-step emergency management plan:

- A report or identification of serious misconduct/ breach of house rules to staff or management.
- 2. Immediate notification of issue by staff to Manager(s) and owners
  - a. On the basis that neither Manager(s) or owners responds immediate notification to local Police authorities.
  - b. On the basis that Manager does respond, discussion of issue

with manager – notification of issue to local Police authorities

- Manager is then to inform owners so that they are aware and can take any necessary action if required.
- c. On the basis that the reported issue is of dangerous or violent
   conduct immediate notification to local Police authorities
   and then notification to management and owners.
- 3. Upon notification of local authorities, staff/Manager will leave gates open for quick access into the premises by Police so that they may report to the reception for key card access throughout the building and visual access of all CCTV which will be monitored by the Manager.
- 4. Staff/manager will assist local authorities wherever possible in dealing with the issue and will abide by any requests of the Police where possible.

AFTER HOURS ACCESS: Local Police authorities will be provided with the on-site manager, contracted manager, and ownership details if they require after hours access for 24 hour, 7 days a week access to the property. Furthermore, the installation of a key coded lockbox at the entry door of the building, will provide Managers/Police immediate access to a master access card/key to use in an emergency instance. This will be installed in clear sight of CCTV coverage to prevent any hinderance for after-hours access.

#### 5.4 <u>SURVEILLANCE</u>

The property spans over a large parcel of land with four points of pedestrian access to the building. External and internal surveillance cameras will provide management full coverage of all key points throughout the building and around the external perimeter of the property. All internal cameras will be 720HD motion sensor activated to assist with the

monitoring of common areas, whereas external cameras will be 1080HD outdoor day/night cameras. Correct signage will be placed along the internal hallways and external points of entrance and areas of concern to notify residents, visitors and the community that the premises are under constant surveillance. Cameras will be checked regularly to ensure that they are recording and operational.

#### 5.5 ANTI-VANDALISM MEASURES

The anti-graffiti measures that are recommended include the use of LED sensor lights around the external perimeter of the building to deter graffiti artists and criminals, strategically placed to highly illuminated the areas where cameras are prevalent. Further sensor lighting will be used in all outdoor common areas such as bin areas, common carpark, and main entrances. Signage will be used around the premises to deter intruders such as 'Warning: Trespassers will be prosecuted', 'Warning: these premises are under electronic surveillance'. Further signage will be utilised at the main entrance of each floor to inform residents and visitors of the rooms on each level with arrows directing movement to reduce confusion and excuses for unauthorised persons.

#### 5.6 <u>AGREEMENT AND RULES</u>

Seranin Group has incorporated into its management practices and policies, and adheres to, the *Public Health and Wellbeing Act* 2008 (and regulations), the *Rooming House Operators Act* 2016 (and regulations), the *Residential Tenancies Act* 1997 (and regulations)

The Manager will maintain an accommodation register providing the names of all residents, their full contact details, and their agreed length of stay and payment details. The maximum number residents at any one time is 35.

Before commencement each Resident is to sign a Rooming House Agreement, which includes the summary of rights and obligations (with such agreement being in accordance with Form 8 of Schedule 1 of Residential Tenancies Regulation 2021) and also the House Rules Agreement. In addition, a Condition Report (with such report being in accordance with Form 9 of Schedule 1 of Residential Tenancies Regulation 2021) is to be provided to the resident. Furthermore, each resident must be given a Rooming House Residents Guide issued by Consumer Affairs Victoria (as at the date of PoM was prepared, the Guide was available for download at: https://www.consumer.vic.gov.au/housing/renting/starting-and-changing-rental-agreements/resources-and-guides-for-renters/rooming-house-residents-guide). The minimum term for occupancy can be 3 months, 6 months, or 12 months, with the option to roll over the agreement at the end of this fixed term for a further agreed period (noting that an amendment may need to be made to the original agreement to provide for this). Failure by residents to adhere to the Rooming House Agreement and the House Rules may result in breach notices, and in repeated or serious instances in notice to vacate under the Rooming House Agreement, subject to provisions set out in said agreement and law.

#### 5.7 TENANCY

As is mandatory for all rooming house agreements, a tenancy check will be conducted prior to the rental of any room in our building to gather some background knowledge on the kind of individual we are allowing into our property. Seranin Group understands that this building will serve as a small community and for that community to thrive, it is important residents detailed be verified. By conducting a tenancy check, this assisting with greater information in ensuring the wellbeing of the community. This includes a photo ID (eg: typically, either passport or driver's licence) of each resident at the time of signing the Rooming House Agreement. Where the person is an Australian citizen and does

not hold a driver's licence or a passport, then alternative ID which may not hold a photo can be accepted.

#### 6.0 <u>ACCOMMODATION MANAGER</u> <u>RESPONSIBILITIES</u>

- The Manager shall be familiar with and aware of his or her responsibilities under all current legislation.
- The Manager shall be responsible for the implementation of management responsibilities as set out in the Plan of Management, Rooming House Agreement, , and House Rules, including:
  - a. Orientation for new residents including providing them with copies of the
     Rooming House Agreement (including pointing out the rights and
     obligations provisions), Condition Report, Rooming House Residents Guide,
     and House Rules;
  - b. Orientation of residents with allocated onsite parking;
  - c. Ensuring that House Rules are complied with;
  - d. Registration of all residents
  - e. Maintenance of all records in relation to resident registration and resident meetings
  - f. Keeping all common areas in an excellent state of cleanliness
  - g. Supervising all maintenance operations including landscaping, cleaning, waste management, fire safety, repair, or replacement of damaged or broken furniture and repair of any faulty services.
  - h. Contract licensed and professional companies to attend and

repair/maintain any issues of the property pertaining to:

- a. water, gas, electricity, safety, surveillance and IT infrastructure.
- b. Seranin Group has an array of licensed specialists who regularly service all of our properties under our portfolio.
- The management and documentation of any disputes and/or complaints from accommodation residents and/or neighbours (see clauses 10 and 11 in this plan).
- The Manager will have undertaken relevant training in:
  - Conflict resolution.
  - Basic First Aid.
  - Orientation to PoM, Rooming House Agreement, Rooming House Residents Guide and House Rules.
- ❖ The Manager will have undergone the following checks prior to employment:
  - Police Criminal Check.

#### 7.0 RESIDENTS AND VISITORS

All residents must comply with the Rooming House Agreement, the Plan of Management, and the House Rules for the accommodation, and all applicable laws. Each resident shall permit the Manager or Management Agency access with notice as required to check cleanliness, condition of furniture and maintenance of services, as per the terms of the agreement.

Residents shall advise the Manager or Management Agency of any broken furniture or faulty services within the accommodation. Also, residents are to inform the Manager if

they have guests staying the night.

Residents will be provided with a room/unit fitted with a security lock on the room/unit entry door. Rooms will be furnished with a bed; table and two dining chairs (where permissible); bathroom containing a toilet, shower and basin, cupboards/wardrobe; and suitable lighting. Residents are not permitted to bring their own furniture to the premises unless agreed by the Manager (for example, their own bed or table). A Notice Board will be provided in a convenient location to provide information including Manager's details and the House Rules, for residents. Indoor communal facilities and outdoor communal areas are provided for use by residents and their guests. Communal laundry facilities will be located within the property, including coin operated washing machines/dryers and sinks. Residents inviting visitors to the premises must accept full responsibility for their guests' behaviour. Visitors to the premises are only permitted to use common areas between 9.00am and 10.00 pm; and then only in the company of a resident.

# 8.0 <u>COMPLAINTS AND DISPUTES</u> 8.1 <u>COMPLAINTS</u>

- Seranin Group encourages active participation from the community in the ongoing operation of the business. The Complaint Management System is described below, and designed to support a positive relationship between the accommodation and its surrounding community.
- The Manager will be available to deal with any complaints as to the operation and management of the premises. Phone contact details for the Manager will be displayed at various notice boards in common areas, and also at the entrance to the accommodation on a sign that can be clearly read from the adjacent footpath.
- The Manager is responsible for recording all complaints, including complaints from

- residents, in a Complaints Register.
- When receiving any complaints from community members, the Manager will provide advice that the complaint may also be reported to the local Council and the Police; and will make the Complaints Register available for inspection to these bodies upon request.
- Complaints about noise will be attended to immediately. The Manager will take steps to rectify the situation immediately and take all reasonable steps to prevent future occurrences. The Manager will follow up by contacting the individual who made the complaint about noise to verify that the problem has been resolved.
- The Complaints Register will contain:
  - a. Complaint date and time
  - b. Name of person/police/council officer making the complaint
  - c. Contact details
  - d. Nature of the complaint
  - e. Action taken (by whom and when)
  - f. Outcome and/or further action required
- The Complaint Register must be updated immediately (within 24 hours) of a complaint being made.
- All complaints will be addressed by management immediately (within 24 hours) of notification.
- Management will regularly review the Complaints Register and where appropriate, amend the operating procedures to minimise any negative impacts of the accommodation on residents in the accommodation and members of the

surrounding community.

### 8.2 DISPUTES

- The Manager will convene regular meetings with residents to discuss any issues or problems. These meetings will be recorded in a Residents' Meeting Minutes Register and all issues raised by these meetings will be recorded in the Minutes.
- ❖ In the event of a dispute between residents, the Manager will attempt to negotiate a resolution between the involved residents. If the dispute cannot be resolved, then the Manager will make an interim determination regarding the dispute, and this resolution will be binding on the residents.
- If one or both residents are not satisfied with the Manager's interim determination, the matter will be referred to mediation or arbitration, for example at a community legal centre, Consumer Affairs Victoria, the Neighbourhood Justice Centre or other suitable organisation. The Manager will amend the interim determination in line with the recommendations arising through that process. Residents are responsible for the costs of any mediation or arbitration required.
- Disputes in relation to the Rooming House Agreement will be resolved in accordance with the local laws and either party may apply to the Victorian Civil and Administrative Tribunal (VCAT) to resolve a dispute about the Rooming House Agreement.
- In the event of a dispute with an external party, the Manager will initially attempt to resolve the dispute. If the dispute cannot be resolved, then the matter will be referred to the owner. If the dispute still cannot be resolved, the owner will refer the matter to for mediation or arbitration, with each party to bear its own costs.

### 9.0 <u>WASTE MANAGEMENT</u>

- ❖ All residents shall be responsible for disposing of their waste to the bin area.
- The Manager shall be responsible for ensuring that waste collection is carried out on a regular basis in accordance with contract arrangements.
- A floor waste and hose cock is to be provided in the bin storage area to ensure it is kept in a high state of cleanliness. The Manager will wash down the garbage area regularly to maintain cleanliness.
- Waste collection schedule will be displayed on the notice boards as well as in the waste area for resident's ease of reference. Updates to the displayed waste collection schedule will be prompt and residents will be advised via email/ phone accordingly.

### 10.0 FIRE SAFETY

- The owner is responsible to ensure that certification of Fire Safety Equipment and preparation of the Annual Fire Safety Statement is carried out accordingly by a qualified fire safety consultant.
- A copy of the Annual Fire Safety Statement shall be displayed on the Notice Board in a reception area.
- Essential fire safety measures (including any fire management plan) to comply with the Building Regulations 2018 (VIC) shall be provided in each building at the entrance, in communal areas, and in a prominent area in each resident's room.
- Each resident's room and each communal room will be fitted with smoke detectors.
- The Manager's contact phone number must be clearly displayed at the entrance of the premises and be shown on signs available in each resident's room. Other

emergency contact details (police, fire, ambulance) as well as utility information (gas, electricity and plumbing) are to also be clearly visible in every room.

### 11.0 PARKING

For all our properties, we record the registration details of all residents' vehicles to make certain we know who is coming and going from our property as a safety measure. To ensure that parking is appropriately provided to our residents and that no adverse effect will be had on the surrounding properties through kerbside parking, Seranin Group will keep an up-to-date register of all residents who are allocated a parking space.

### 12.0 <u>SERANIN GROUP EXPERIENCE</u>

- Seranin Group is an experienced provider of long- and short-term accommodation.
  We have owned and operated multiple accommodation properties which have dealt with guests from all backgrounds and walks of life. Our company motto is to provide modern accommodation at an affordable price. We have upheld this mantra whilst operating every property under our portfolio and our record of management is impeccable.
- With over 25 years of experience in property management, we are more than capable of managing an accommodation of the proposed size as is evident in the number of properties we have managed. Below are some of the notable buildings we have managed:
  - o Artarmon Inn
    - (66 room / 150 occupant motel)
  - o Pink House

- 6-8 Barncleuth Square, Elizabeth Bay (125 beds next to Kings Cross)
- o Greenwich Village Accommodation
  - (175 bed/95 room boarding house)
- o Fairfield West Caravan Park
  - (100 beds and cabin)
- o Seranin Lane Cove
  - 388 Pacific Highway Lane Cove Boarding House
- o Seranin Gordon
  - 807 809 Pacific Highway Gordon 75 occupant motel
- Devonport Holiday Village
  - 175 Cabin & Caravans
- o Civic Motor Inn
  - 81 occupant motel
- o Seranin Bathurst
  - 158 Brilliant Street, Bathurst 100 room / 190 occupant accommodation
- Mainway Holiday Park
  - 192 Rose Street, Wee Waa 65 cabin & caravans
- Seranin Toukley
  - 51 Peel Street, Toukley 55 room boarding house (almost at occupation certificate stage].
- o Seranin Carmel
  - 382 Pacific Highway, Lane Cove 55 room boarding house in planning stage.

### 13.0 CONCLUSION

This plan of management sets out clear and practical steps to protect the wellbeing of the residents and surrounding community. Seranin Group is confident it will empower our management team to successfully run an accommodation facility of this magnitude with minimal negative impact on the neighbourhood. We wish to provide an asset to the community of St Kilda, and we are confident that with the right approach, we are the best providers to do so.

### 14.0 <u>ATTACHMENTS</u>

- **\*** ATTACHMENT 1: CONTACT DETAILS FOR MANAGER OR MANAGEMENT AGENCY
- **ATTACHMENT 2: HOUSE RULES**
- **ATTACHMENT 3: CHECK SHEET FOR RESIDENTS**

## ATTACHMENT 1: CONTACT DETAILS FOR MANAGER OR MANAGEMENT AGENCY

NAME OF ACCOMMODATION:	<u> </u>
ADDRESS OF ACCOMMODATION:	<u> </u>
CONTACT DETAILS FOR MANAGER OR MANAGEMENT AGENCY:	
This information will be displayed in a sign at the entrance of the premises are in each resident's room.	nd also on signs available
The contact person in respect of all enquiries in relation to the operation of	these premises is:
Name:	
Position:	
Phone Number:	
After Hours Contact Number:	

### ATTACHMENT 2: HOUSE RULES

#### 1. General

- 1.1 The House Rules are a supplement to the Rooming House Agreement and the Plan of Management for the accommodation.
- 1.2 The Rules provide information about the standards and procedures that all residents are required to meet. They are designed to achieve a safe and comfortable living environment.
- 1.3 Residents must read and sign the House Rules at the time of registering their occupancy.
- 1.4 The accommodation Manager must provide every incoming resident with a copy of these House Rules, and the House Rules must also be prominently displayed on the Notice Board.

#### 2. Privacy and quiet enjoyment

- 2.1 Residents must always respect the peace and privacy of other residents.
- 2.2 Residents will ensure that noise levels are kept at an acceptable level and that noise does not adversely impact on neighbouring residents.
- 2.3 No live or amplified music is permitted in the common open space areas, nor is music to be audible beyond individual rooms or common areas.
- 2.4 No alcohol is permitted to be consumed in common rooms or open space areas.
- 2.5 The indoor communal kitchens are accessible at all hours, but residents are to ensure any use between 10pm and 9am does not cause undue noise, being respectful of the rights of all residents.
- 2.6 No loud parties are permitted, either in the common areas or in private rooms.
- 2.7 There can be no congregation within or around any communal areas between 10pm and 9am.

### 3. Health, Safety and Security

- 3.1 The premises are non-smoking. This includes within each private room, courtyard and common open space areas.
- 3.2 No unauthorised drugs are permitted on the premises.
- 3.3 Residents shall not engage in drug or alcohol abuse; sexual, racial or religious harassment; or theft.
- 3.4 No glassware is permitted to remain in the outdoor common open space area.
- 3.5 No visitors are permitted on the premises unless accompanied by a resident.
- 3.6 Residents are responsible for the behaviour of their visitors. Visitors are required to comply with the House Rules.
- 3.7 The accommodation Manager or Management Agency has the discretion to be able to ask any person to vacate the common areas, should they breach the House Rules.

- 3.8 No visitors are permitted to remain on the premises between the hours of 10.00 pm to 9.00 am, unless prior approval is obtained from the manager.
- 3.9 Residents must keep their front door locked at all times.
- 3.10 If a resident loses their security card it will be necessary to pay for the replacement card.

#### 4. Cleanliness and good order

- 4.1 Rubbish is to be placed in the bins provided. Residents must remove waste from their rooms and place it in the communal bins. Recycling is encouraged.
- 4.2 There shall be no littering.
- 4.3 Occupants to keep their room, kitchenette and bathrooms clean at all times, and make their room available for inspection by the Resident Manager upon adequate request.
- 4.4 No clothes, washing, towels or other items are to be placed on any window or balcony.
- 4.5 No pets are permitted on the premises.
- 4.6 Residents must report any damage or maintenance requirements to the accommodation Manager.
- 4.8 Residents must not remove or alter any furniture or fittings in the premises, except where they have written consent of the accommodation Manager as detailed in the Rooming House Agreement.
- 4.9 Vandalism is a breach of House Rules and will not be tolerated.

#### 5. Fire safety

- 5.1 Residents must keep common areas and corridors free of personal belongings, to ensure there are no obstructions to the safe evacuation of the building.
- 5.2 Residents must not interfere with fire safety measure or equipment.
- 5.3 Candles and other naked flames are not to be used in the premises.

#### 6. Parking spaces

6.1 The use of the parking spaces for cars, motorcycles and bicycles will be allocated by the accommodation Manager, and must not be sub-let.

#### 7. Mail boxes

7.1 Residents are asked to clear their mail boxes at least once per week.

### Attachment 4: Amended Plan of Management

I hereby acknowledge that	I have read and understood	the House Rules:	
Name:			
Signature:			
Accommodation Room Nu	mber:		
Date:			

## ATTACHMENT 3: CHECK SHEET FOR RESIDENTS

Please return this check sheet to the Manager or Management Agency after you have received all the documents listed below.

I CERTIFY THAT I HAVE BEEN PROVIDED WITH PRINTED COPIES OF MY SIGNED:

- ACCOMMODATION MANAGEMENT PLAN
- CONTACT DETAILS FOR MANAGER OR MANAGEMENT AGENCY
- ROOMING HOUSE AGREEMENT
- HOUSE RULES

Resident's Name:	
Resident's Signature:	
ACCOMMODATION Room Number:	
Datos	

Waste Management Plan 40 Alma Road, St. Kilda VIC 02/07/2024 Frater Consulting Services (03) 8691 6928 Sustainability admin@fraterconsultingservices.com.au fraterconsultingservices.com.au



## Waste Management Plan (WMP) Proposed Residential Development

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### **DOCUMENT VERSION**

Version	Date	Changelog	Author	Review
0	21/07/23	Draft issued for Client Review	PS	DG
1	24/07/23	Issued for Client Review: bin storage provided	PS	DG
2	01/07/24	Updated as per latest design - FCS 59042	JC	-
3	02/07/24	Updated as per client's comments - FCS 59380	JC	/







### PURPOSE OF THE WASTE MANAGEMENT PLAN

The purpose of the waste management plan (WMP) is to:

- Demonstrate the development of an effective waste management system that is compatible with the design of the development (residential or commercial) and the adjacent built environment. An effective waste management system is hygienic, clean and tidy, minimises waste going to landfills, and maximises recycling.
- Provide a waste management system that is supported by scaled drawings to ensure the final design and construction are compliant with the WMP and are verifiable.
- Form a document that achieves effective communication of the waste management system so that all stakeholders can be properly informed of its design, and the roles and responsibilities involved in its implementation.
- Stakeholders are defined (but not limited to): owners, occupiers, body corporate, property managers/real estate agents, Council, neighbours, and collection contractors.
- Ensure occupants of MUDs are not disadvantaged in their access to recycling and other responsible waste management options.
- Avoid existing legacy issues that plague many MUD's due to poor design and insufficient consideration for waste management.





### INTRODUCTION

Frater Consulting Services has been engaged to undertake a Waste Management Plan for the proposed residential development located at 40 Alma Road, St Kilda.

We have reviewed the plans for the proposed development and have, where necessary, undertaken research in the relevant field of waste management.

### SITE DESCRIPTION

The proposed site is located at 40 Alma Road, St Kilda. The site is currently occupied by a cluster of residential buildings that is proposed to be retained and altered prior to the proposed development. It is located within an established residential area approximately 6 km southeast of the Melbourne CBD.

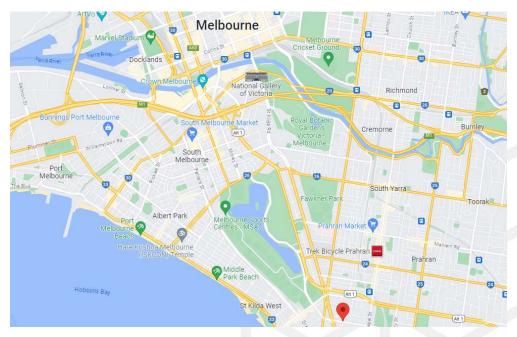


Figure 1: Location of the proposed development in St. Kilda in relation to Melbourne CBD (Source: Google Maps)

### PROPOSED DEVELOPMENT

The proposal consists of changing the use of the existing development to a Rooming House consisting of a total of 22 suites:

- Ground level: 8 suites (8 x 1 bedroom).
- First floor level: 3 suites (3 x 1 bedroom).
- Second-floor level: 11 suites (11 x 1 bedroom)

The area of the site is approximately 1,395.2m<sup>2</sup>.

Aage







### TYPES OF WASTE GENERATED

The following types of waste are most commonly generated within a residential development:

- General landfill rubbish;
- Recyclables such as glass, paper, cardboard, cartons, plastics with ID Codes 1 to 7, steel & aluminium cans;
- Compostable organic material (food scraps);
- Hard rubbish such as broken furniture and large objects; and
- Sundry waste types such as electronic waste.

This list of waste types to be separately treated is expected to expand by 2030 in line with the Victoria State Government's Recycling Victoria Policy. This will include separate treatment of FOGO and glass waste for a 4-stream system.

### **WASTE GENERATION RATES**

Listed below are the waste generation estimates for the development in accordance with the Port Phillip Waste Management Plan Guidelines

For each suite, as per Port Phillip Waste Management Plan Guidelines, generation rates:

Space type	Rubbish Generation	Comingled Recyclables	FOGO Waste*
1-Bedroom	80 L/week	80 L/week	28 L/week

<sup>\*</sup> Based on the audit carried out by Sustainability Victoria, which found that approximately 35% of the garbage bin is made of food waste.

#### Separate Glass Waste

The development will also be provided with an allocation for a future glass stream service. This is to be in line with the State of Victoria's recycling targets for 2030. Please note there are no set glass waste generation rates. The allocation for four future 240L bin for glass will be provided within the dedicated bin storage area. Glass collection services will be required to be provided once it is compulsory to start offering the service.







Based on the proposed Rooming House with 22x1Bedroom, the total waste generated by the development is therefore:

Development	Rubbish Generation	Comingled Recyclables	Food Waste
22 x 1 Bedroom	1,760L/week	1,760L/week	616L/week
Proposed Bin Type	240 L	240 L	240 L
Number of Bins	8 (shared)	8 (shared)	3 (shared)
Collection Frequency	Once per week (Council collection)	Once per week (Council collection)	Once per week (Council collection)









## BIN TYPES

Below are the types of bins that the Council will provide with the common dimensions:

Bin Storage Type	Capacity	Colour	Waste Type	Comments
	240L	Red lid and dark green body	Garbage	The average dimensions are: Height 1.1m, Width 0.6m, Depth 0.8m Total floor area required: 0.528m²/bin
	240L	Yellow lid and dark green body	Recycling	The average dimensions are: Height 1.1m, Width 0.6m, Depth 0.8m Total floor area required: 0.528m²/bin
	240L	Light green lid and dark green body	FOGO	The average dimensions are: Height 1.1m, Width 0.6m, Depth 0.8m Total floor area required: 0.528m²/bin
	240L	Purple lid and dark green body	Glass Waste	The average dimensions are: Height 1.1m, Width 0.6m, Depth 0.8m Total floor area required: 0.528m²/bin

The Council will provide the bins for the development.





## SIGNAGE

Signage is required at communal bin storage areas to encourage correct recycling and reduce waste going to landfill. Appropriate signage will be made available for the owner to install (such as on the underside of the bin's lid). These visual prompts (such as Figure 2 below) will assist in the proper disposal of the different types of waste.





Figure 2: Example signage from the Sustainability Victoria waste signage library. Printable signage can be found on Sustainability Victoria's website: <a href="http://www.sustainability.vic.gov.au">http://www.sustainability.vic.gov.au</a>.





## WASTE STORAGE

 $8 \times 240$ L bins for general rubbish (shared),  $3 \times 240$ L bin for food waste (shared)  $8 \times 240$ L bins for recycling will be provided for the development by Council. Additional space will be allocated for  $4 \times 240$ L bins for the future dedicated glass stream. Shared bins are proposed, and occupants will not be allowed to request individual bins for these streams.

All shared bins will be stored in dedicated communal storage within the common area of the site. This will make it easy to store and roll out the bins to their respective collection point on the collection day. The proposed storage area will be appropriately screened to protect visual amenities.

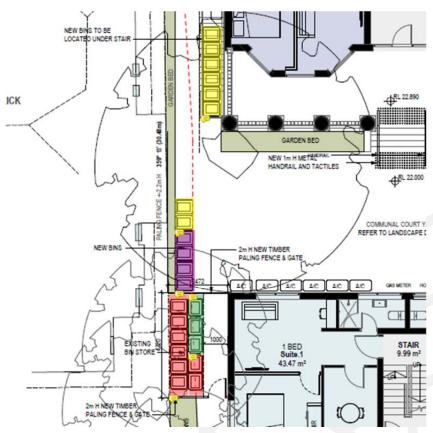


Figure 3: Shared bins location

Red (General Rubbish), Recyclables (Yellow), FOGO (Green) & Glass (Purple).

The storage area is outdoors and thus naturally ventilated, which will help reduce odours related to the waste. The staff, cleaner or building manager will ensure that the bin storage area remains clean and clear to avoid attracting vermin and maintain easy access.







### WASTE COLLECTION & DISPOSAL

Council collection is proposed for the development.

Building manager will roll out their bins to the kerbside on the evening before collection day and put them back once empty. Sufficient kerbside space is available to present all bins with a minimum 500mm spacing between each bin, as shown in the following markup. A maximum of nineteen bins will be presented for collection.

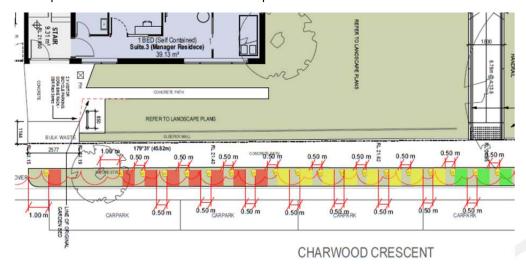


Figure 4: Bin presentation on the kerbside for council collection

General Rubbish (General Rubbish. Recyclables (Yellow) & FOGO (Green)

The collection will require separate trucks for each waste stream.

All waste streams will be collected by Council, with pickups made once per week for general waste, recycling, and food waste. Glass is assumed to be collected once per month.

The collection will be in accordance with EPA and the City of Port Phillip requirements to minimise any traffic disturbance for site occupants or visitors.

On collection days, the building manager must ensure no vehicles obstruct waste collection trucks from accessing the kerb for pickup.

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### OTHER WASTE TYPES

### **Hard and Green Waste**

The development will have access to Council hard waste collection services. Council provides up to six free collections per year for the development.

For more information please visit: <a href="https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/hard-and-green-waste-collection-services">https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/hard-and-green-waste-collection-services</a>

#### **E-Waste**

E-waste has been banned from landfills since 1<sup>st</sup> July 2019. Occupants will be required to dispose of their E-waste at their nearest drop-off point. The nearest e-waste recycling drop-off point can be found on Planet Ark's *Recycling Near You at https://recyclingnearyou.com.au/electrical.* 

The following section is sourced from the City of Port Phillip Waste and Recycling web page. Apart from the collection of recyclables from the bins provided, occupants can actively donate/dispose of other non-regular rubbish, such as electronic waste and large objects at the nearby Waste Transfer Station listed below:

### Port Phillip Resource Recovery Centre (Transfer Station)

- Address: Corner of White and Boundary Streets, South Melbourne
- Phone: 03 9209 6686
- Opening Hours: Monday to Friday: 7.30am to 3.30pm, Saturday and Sunday: 9am to 1pm
- Closed on Public Holidays: Christmas Day 25 December 2019, Boxing Day 26 December 2019 & New Year's Day 1 January 2020

Free Disposal: Along with accepting general household rubbish for disposal, the Resource Recovery Centre accepts the following materials for recycling:

Oils - used motor oil (must be drained from the engine/gearbox) and used household cooking oils

Small car parts and car batteries

Green Waste (including leaves, clippings, pruning and small branches - NO SOIL)

Washing machines and other white goods (disposal free of charge to residents only)

Iron - small amounts (large amounts can be disposed of at Norstar Steel Recyclers, 191 Dougherty's Road, Laverton, telephone (03) 9369 2099)

Used plastic plant pots for re-use (these become available free of charge)

Electronic waste (including mobile phones, household batteries and light bulbs/fluorescents tubes)

Mattresses for recycling

 $^{\mathrm{age}}11$ 







Household chemicals (including paint - residential quantities only)

While there is no charge to dispose of small amounts of materials which can be recycled, charges apply to larger amounts for recycling. For example, a car boot load of cardboard (flattened) or green waste can be disposed of free of charge and a fee is charged for larger amounts.

Charges apply: All non-recyclable garbage incurs a fee for disposal

No: bricks, soil, rubble, concrete and other heavy building wastes, hazardous waste and wood

A summary of the charges for different types of waste can be consulted at <a href="https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/resource-recovery-centre-and-depot">https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/resource-recovery-centre-and-depot</a> for more information.

### **Other Recycling Options**

The following recycling options may also be useful:

Waste Exchange Database: Allows communication between generators of waste and potential recyclers.

Ziilch: Simple online recycling of unwanted goods.

Freecycle: A non-profit portal for exchanging unwanted goods for free.

Reverse Art Truck Inc.: A non-profit organisation that collects seconds and factory offcuts for reuse as art materials. Free pick up.

Ozrecycle: Another way to give and get things for free instead of sending them to landfill.

FreeTreasure: Free Treasure is developing to become one of Australia's best communities to find free stuff.

The Sharehood: Helps you share resources within your neighbourhood.

Other recycling services such as St Vincent de Paul, Brotherhood of St Laurence, The Smith Family and The Salvation Army accept a range of household items.

### PREVENTATIVE MEASURES

### **Disposal Procedures**

The building manager/staff is to ensure that all internal general rubbish bin bags are tied up securely before being placed in the bins. They will also ensure that recyclables are placed in the yellow-lidded bins in a way that minimises potential litter and overflow (for example, crushing boxes, cans and plastic bottles).

### **Maintenance**

As a minimum, the building manager/staff will be required to keep the bins neatly placed in the designated bin storage area. To further reduce the risk of litter, the building manager/staff will be asked to ensure bins are not overfilled and to keep the lids closed. The above measures will minimise the dispersion of site litter and the risk of vermin. The building manager/staff will be required to conduct periodic maintenance of their bins, such as wash-downs, and any necessary repairs/replacements will need to be organised with the council.

#### SUMMARY

Correct implementation and staff induction to the WMP will ensure all waste streams are correctly disposed of and sorted into their proper bins. Proper bin management will ensure that all waste is stored & collected efficiently and effectively without compromising the amenity, capacity, and tidiness of the storage areas. The council contractor will supply the bins and will be responsible for bin collection.



# Heritage Impact Statement

40 Alma Road, St Kilda

Application for permit – Proposed works

July 2024



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### Attachment 6: Heritage Impact Statement



Project Address: 40 Alma Road St Kilda, VIC

#### 1.0 Introduction

This report in relation to 40 Alma Road, St Kilda, was prepared on behalf of the permit applicant, the owners of the subject site. The report is to be read in conjunction with amended drawings (dated 2 July 2024) in relation to VCAT proceeding P1630/2023. This assessment relates to a proposal for internal works and minor external works on the subject land to enable the conversion from apartments into a rooming house.

This report assesses the significance of the existing built form on the land and the contribution it makes to the surrounding streetscape and the broader heritage overlay precinct. It then comments on whether the proposed works are appropriate in character and detail, and whether it is acceptable in terms of its impacts upon the graded building and the character and significance of the heritage overlay area.

#### 2.0 Sources of Information

The analysis below draws upon external site visits along with a review of the relevant documents and resources including the following.

- City of Port Phillip Heritage Planning Scheme- Clause 43.01 Heritage Overlay; Heritage Policy Clause 22.04.
- Port Phillip Heritage Review, City of Port Phillip, December 2021, Version 36.
- City of Port Phillip Heritage Policy Map, December 2021.
- Notice of Decision to Refuse to Grant a Permit, City of Port Phillip, 18 December 2023
- City of Port Phillip, Planning Officer Report, 14 December 2023.
- State Library Victoria, as cited.
- University of Melbourne library, as cited.
- MMBW plans, State Library of Victoria, <a href="https://www.slv.vic.gov.au">https://www.slv.vic.gov.au</a>
- Sands & McDougall Directories, State Library of Victoria, <a href="https://www.slv.vic.gov.au">https://www.slv.vic.gov.au</a>

It is noted that this application has already been through the Council planning process. On 18 December 2023, Council issued a Notice of Decision to Refuse to Grant a Permit, citing two reasons for the refusal. Neither of these reasons related to heritage considerations.

The report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with the amended drawings and other documents prepared by Next Architects Pty Ltd and submitted with respect to this VCAT application.



#### 3.0 The Site and Context

The subject site comprises a largely rectangular parcel of land on the north west corner of Alma Road and Charnwood Crescent, St Kilda. Occupying the property are two buildings: a double storey Victorian mansion at a setback from Alma Road, with a three storey early 1960s apartment building constructed in front and to its side.

The former mansion was designed by architects Crouch and Wilson and built in 1868-69 for David Rosenthal.<sup>7</sup> It has a substantial two storey stuccoed brick envelope with a symmetrical front facade featuring columns and corner piers. Canted bay windows with full length double sashes are present to the facade. Rosenthal owned the property until the mid 1870s when it was purchased by John Finlay and renamed *Shirley*<sup>2</sup>.

The 1897 MMBW detail plan highlights that *Shirley* was on a slightly larger allotment than present today, set behind a semi-circular carriage drive with a stable complex to the rear. The rear of the building extended further north than what is present today, with a verandah along its eastern side. By 1945 an updated MMBW detail plan shows the property had been subdivided, with the stable complex demolished and the south west corner occupied by a new envelope. The rear wing to the mansion has subsequently been demolished.

The second building on the property is a set of three storey face brick flats constructed between 1960 and 1965<sup>3</sup>. These flats are sited to the front of, and partly to the side of the former mansion, largely obscuring views to the former mansion from Alma Road. While the apartment building obscures the former mansion in primary views, its construction appears to have had limited physical impact on the former mansion, with only minor portions of the apartment building impacting the eastern elevation of the former mansion. The rear of the former mansion is visible in views from the north east along Charnwood Crescent.

The property is enclosed from Alma Street by a low face brick retaining wall with tall hedges planted directly behind. A timber paling fence constructed in the past 12 years encloses the eastern boundary along Charnwood Crescent. A carpark is located to the rear of the property, accessed via a narrow bluestone laneway on the western side of 38 Alma Street. The MMBW detail plans depict this bluestone laneway, so it is likely the laneway has always provided an access point.

Alma Road, between St Kilda Road/Nepean Highway to the west and Crimea Street to the east, comprises a mix of late 19<sup>th</sup> and early 20<sup>th</sup> century built form, alongside mid-century apartment buildings and modern development. The southern side of Alma Road is not subject to a Heritage Overlay and contains a greater concentration of mid 20<sup>th</sup> century and modern low scale and midrise apartment buildings.

<sup>&</sup>lt;sup>1</sup> Port Phillip Heritage Review, Citation No.2385

<sup>&</sup>lt;sup>2</sup> Port Phillip Heritage Review, Citation No.2385

<sup>&</sup>lt;sup>3</sup> Sands and McDougall Directories, 1960 and 1965.



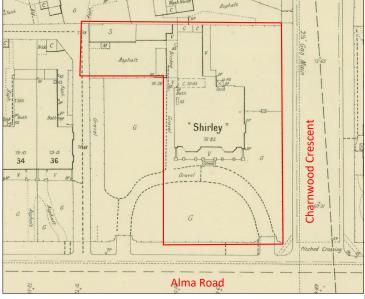




Figure 1 Extract from 1897 MMBW detail plan, with the approximate current boundaries of the subject site highlighted red.

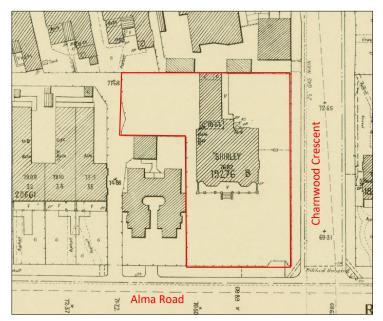




Figure 2 Extract of 1945 MMBW detail plan, with the approximate current boundaries of the subject site highlighted red.

p. 4





Figure 3 Extract of 1924 sales advertisement. Image source: University of Melbourne Library https://qallery.its.unimelb.edu.au/imu/imu.php?request=multimedia&irn=13 6642



Figure 4 The former mansion, as seen from Alma Road, c.1962. The apartment building would have been constructed shortly after this image was taken. Image source SLV <a href="http://handle.slv.vic.gov.au/10381/4122293">http://handle.slv.vic.gov.au/10381/4122293</a>.





Figure 5 View to the facade of the former mansion, with the apartment building constructed adjacent to its eastern side.



Figure 6 View of the facade, with original columns and balustrade to the upper level verandah.





Figure 7 Front steps to the former mansion. The steps may be early or original fabric, with non-original handrails.



Figure 8 Courtyard between the former mansion and the 1960s apartment building, will be converted into a courtyard.





Figure 9 Rear of the former mansion. As seen in the above MMBW detail plans, there was previously a rear wing connecting to this elevation.



Figure 10 The rear of the former mansion and the 1960s apartment building constructed on the eastern side of the property.





Figure 11 Rear of the property as seen from Charnwood Crescent.



Figure 12 Carparking facilities at the rear of the property.





Figure 13 The subject site, 40 Alma Road, St Kilda, as seen from the south east along Alma Road.



Figure 14 Opposite the property are various modern low and mid rise apartment buildings.



### 4.0 Significance and Heritage Overlay

The property at 40 Alma Road, St Kilda is located within the St Kilda East Heritage Overlay Precinct, identified as HO6 in the schedule to the Heritage Overlay. Paint controls apply under the provisions of HO6, but internal alteration controls and tree controls do not.

The subject site is identified as a 'significant' place in the *City of Port Phillip Heritage Policy Map* (see Figure 16 below) within the St Kilda East Heritage Overlay. As is evident in the policy map below many nearby buildings are also identified as significant, with one non-contributory property to the north east. It is noted that properties opposite the subject site to the south along Alma Road are not subject to a Heritage Overlay.

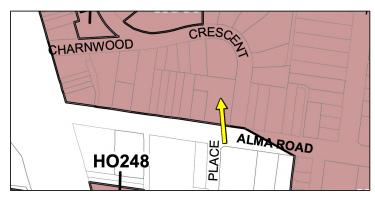


Figure 15 Extract of Heritage Overlay map showing the location of the subject site at 40 Alma Road (indicated by the yellow arrow) and its location within H06.

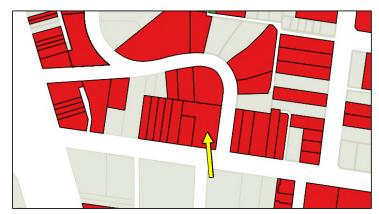


Figure 16 Heritage grading map showing significant sites as shaded red, contributory sites green and non-contributory sites unshaded. 40 Alma Road is identified as significant, indicated by the yellow arrow.

#### Attachment 6: Heritage Impact Statement



Project Address: 40 Alma Road St Kilda, VIC

The statement of significance for the St Kilda East precinct, as included in the *Port Phillip Heritage Review*, is reproduced below:

#### What is Significant?

The St Kilda East precinct covers a large area contained in several parts with Wellington Street and Dandenong Road as its north boundary extending from St Kilda Road to Orrong Road. Development began in the 1850s and by the 1870s the area contained several mansions on large allotments, closely settled streets containing modest cottages, several private schools, as well as six churches and the St Kilda Drill Hall surrounding Alma Park. Much of the vacant land between St Kilda Road and Hotham Street was built upon during the boom of the 1880s, and successive building booms before and after World War I resulted in the development of the remaining vacant sites, as well as the redevelopment of the original mansion estates. By the end of the interwar period the precinct was almost fully developed, and the next development boom of the 1960s was characterised by the replacement of older building stock, mostly by flats, continuing the trend toward higher density living that began during the early 1900s. Primarily a residential area, the precinct also includes the eastern side of St Kilda Road, which grew to become St Kilda's premier commercial centre by the early 1900s, but declined by the 1930s and was partially destroyed by road widening in the early 1970s.

The precinct comprises buildings predominantly from the Victorian, Federation/Edwardian and interwar periods interspersed with a lesser number of early post-war buildings, mostly flats. Many of the houses and flats, particularly those of the interwar period, retain original front fences. The buildings within the precinct are complemented by historic infrastructure and other features such as bluestone kerb & channels, bluestone laneways, the pillar post box on the north side of Alma Road east of Chapel Street, two remnant cast iron bases of former gas street lamps, and the mature street trees (Platanus sp.) in Charlotte Place, Charnwood Road, Cintra Avenue, Crimea Street, Dandenong Road and Redan Street.

Buildings and features that contribute to the significance of the precinct are shown on the precinct map.

#### How is it Significant?

The St Kilda East Precinct is of local historic, aesthetic, architectural significance to the City of Port Philip.

#### Why is it Significant?

It is historically significant as evidence of the successive waves of growth in St Kilda from the mid nineteenth to the mid twentieth century. It demonstrates how, by the late nineteenth century, the residential areas of St Kilda had advanced as far as Hotham Street (with the outlying areas such as Shirley Grove of note as evidence of the remote subdivisions partially developed during the 1880s boom) and, following the opening of the electric tramway along Dandenong Road in 1911, had reached the easternmost municipal boundary at Orrong Road by the early twentieth century. The precinct is also significant as evidence of the rapid growth of St Kilda during the early to mid-twentieth century and the trend to higher density living during that time. This is demonstrated by the groups of Federation/Edwardian and interwar houses, and the sheer numbers of duplexes and flats, which demonstrate the importance of St Kilda to the development of apartment living in Melbourne.(Criterion A)

Of particular significance are buildings dating from the 1870s or earlier, which are now rare within St Kilda, and the grand mansions and villas that demonstrate how the high ground associated with Dandenong Road and Alma Road and the building of some of St Kilda's earliest churches surrounding Alma Park led to this becoming one of the most prestigious residential areas in Melbourne by the end of the nineteenth century. The presence of these



Project Address: 40 Alma Road St Kilda, VIC

mansions alongside the modest cottages in nearby streets illustrates the diverse socioeconomic groups that have co-existed in St Kilda since it was first settled. This is also demonstrated by the simple form and small scale of the General Baptist Church in Pakington Street that contrasts with the grand church complexes in Chapel Street and Dandenong Road. (Criteria A & G)

This group of churches surrounding Alma Park is significant as an expression of the status enjoyed by the churches during the nineteenth century and expresses it not only in architectural terms but also in the number of churches located within close proximity of each other. The presence of the synagogue in Charnwood Crescent as well as houses associated with prominent Jewish families recalls the long-standing presence of the Jewish community in the area. (Criteria A & G)

The buildings along St Kilda Road are significant as the surviving remnants of the former High Street shopping centre that was St Kilda's most important retail centre until the 1930s. (Criterion A)

Collectively, the duplexes and flats within the precinct are significant for their ability to demonstrate the development of multi-dwelling and flat design in Melbourne during the early to mid-twentieth century and forms part of the important collection of flats within the broader St Kilda and Elwood area. (Criteria C & D)

Architecturally and aesthetically, the precinct is significant for its rich and diverse collection of residential buildings. The resultant streetscapes include those that were developed at one time and are more homogeneous in character to those that represent several phases of growth and are quite diverse. The latter streetscapes that comprise a mix of late nineteenth and early twentieth century houses interspersed with interwar and post-war flats are a distinctive characteristic that distinguishes St Kilda and sets it apart from other areas within Port Phillip. (Criteria D & E)

Within the precinct, the following streets are of note:

- Dandenong Road, which is a remarkable boulevard because its very great width and landscaped plantation with rows of mature Plane trees and the central tramway reservation enriched by the row of decorative centre span poles.
- Chapel Street, which contains an impressive group of landmark buildings including three churches, the St Kilda Drill Hall and Astor Theatre, as well as three late nineteenth century mansions and two groups of Federation/Edwardian and interwar housing.
- Charnwood Crescent and Charnwood Grove, which comprise late nineteenth century houses interspersed with early twentieth century flats surrounding the landmark St Kilda Hebrew Congregation Synagogue and hall/school complex.
- Charnwood Road and Crimea Street, which contain a rich collection of late Victorian
  and interwar houses and flats including several individually notable examples, as well
  as the former Baptist Church in Crimea Street, and are also enhanced by the mature
  street trees.
- The highly intact and very consistent Edwardian housing in Charlotte Place & Cintra Avenue (and the intervening section of Chapel Street), Moodie Place, and along the west side of Lambeth Place.
- Palm Court, a very intact interwar cul-de-sac containing flats and duplexes with original front fences and garages.



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Given the subject site is identified as being significant within the St Kilda East Heritage Overlay Precinct, a citation has been produced and is provided within the *Port Phillip Heritage Review*. The Statement of Significance is reproduced below:

#### What is significant?

'Toldara' (later 'Shirley'), designed by Crouch & Wilson and constructed in 1868-9 for David Rosenthal, at 40 Alma Road, St Kilda is significant. It is substantial two storey stuccoed brick mansion with a symmetrical front facade featuring the traditional hierarchy of classical orders used for the columns and corner piers: Tuscan for the ground floor and Corinthian above. Other 'correct' classical details are the use of heavy rustication for the ground floor, but smooth ashlar (or render ruled to resemble stone ashlar) to the first floor, urn-shaped balusters to the first-floor balcony, and a classical architrave, frieze and cornice to the parapet at the top. Other details of note include the pair of canted bay windows to the ground floor (a feature that became common for later Italianate houses), full-length double-hung sash windows, and the round-arched doorway with rusticated voussoirs. The four-panelled door is likely to be original, but the Art Nouveau leadlights appear to date from c1910. At least one rendered chimney survives on the east side and the visible side and rear elevations have rendered walls with tall timber sash windows.

The mansion is now mostly concealed (part of the east side wall is visible from Charnwood Crescent) behind c.1960s flats, which are not significant.

#### How is it significant?

The former 'Toldara' (later 'Shirley') at 40 Alma Road, St Kilda is of local historic, architectural and aesthetic significance to the City of Port Phillip.

## Why is it significant?

It is historically significant for its associations with the formation of the Jewish community in St Kilda during the nineteenth century and as the home of the jeweller, David Rosenthal. It is also significant as one of the early mansions in Alma Road that established its reputation as one of the most prestigious residential areas in Melbourne during the nineteenth century. (Criterion A & H)

It is of architectural and aesthetic significance as a fine and well-detailed example of a Renaissance Revival style villa by the prominent architects, Crouch & Wilson. While latter additions obscure the front of the mansion the remarkable Classical style façade remains highly intact. (Criteria D, E & H)

# 5.0 Heritage Policy Provisions

As noted, the site at 40 Alma Road is located within the St Kilda East Heritage Overlay Precinct, (HO6) and is therefore subject to the provisions of Clause 43.01, the Heritage Overlay. The purpose of this overlay is as follows:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To conserve and enhance heritage places of natural or cultural significance.

To conserve and enhance those elements which contribute to the significance of heritage places.

To ensure that development does not adversely affect the significance of heritage places.



Project Address: 40 Alma Road St Kilda, VIC

To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority will need to consider, (only relevant points noted):

- The Municipal Planning Strategy and the Planning Policy Framework.
- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Any applicable heritage study and any applicable conservation policy.
- Whether the location, bulk, form or appearance of the proposed building will adversely
  affect the significance of the heritage place.
- Whether the location, bulk, form or appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.
- Whether the demolition, removal or external alteration will adversely affect the significance
  of the heritage place.
- Whether the proposed works will adversely affect the significance, character or appearance of the heritage place

The proposal must be assessed against Council's local heritage policy as set out under Clause 15.03-1L. This policy provides more detailed guidance as to the forms of development that might be appropriate in heritage overlay areas. The policy within Clause 15.03 includes the following strategies:

## <u>General</u>

Conserve and enhance Significant and Contributory buildings as identified in the incorporated document in Schedule to Clause 72.04 'City of Port Phillip Heritage Policy Map'.

Conservation of heritage places and new development are guided by the statement of significance, the urban context and any relevant documentary or physical evidence.

Encourage high quality, contemporary design responses for new development that respects and complements the heritage place by using a contextual approach that:

- Responds to and reinforces the contributory features of the heritage place, including:
  - Building height, scale, massing and form.
  - Roof form and materials.
  - Siting, orientation and setbacks.
  - Fenestration and proportion of solid and void features.
  - Details, colours, materials and finishes.
- Conserves and enhances the setting and views of heritage places.

Maintain the integrity and intactness of heritage places.

Conserve and enhance the significant historic character, intactness and integrity of streetscapes within heritage precincts including:

- The layering and diversity of historic styles and character where this contributes to the significance of the precinct.
- The consistency of historic styles and character where this contributes to the significance of the precinct.



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Avoid development that would result in the incremental or complete loss of significance of a heritage place by:

- Demolishing or removing a building or feature identified as Significant or Contributory in the incorporated document in Schedule to Clause 72.04 'City of Port Phillip Heritage Policy Map'.
- Altering, concealing or removing a feature, detail, material or finish that contributes to the significance of the heritage place.
- Distorting or obscuring the significance of the heritage place by using historic styles and details where these previously did not exist.

#### Demolition and relocation

Prioritise the conservation, restoration or adaption of a heritage place over demolition.

Discourage the complete demolition of any building or feature that contributes to the significance of a heritage place unless the building or feature is structurally unsound and the defects cannot be rectified.

Avoid demolition where it would result in the retention of only the façade and/or external walls of a Significant or Contributory building.

Support demolition of part of a Significant or Contributory building or feature if it will not adversely impact upon the significance of the place and any of the following apply:

- It will remove an addition or accretion that detracts from the significance of the place.
- It is associated with an accurate replacement, or reconstruction of the place.
- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.

Avoid the demolition of a Significant or Contributory building unless new evidence has become available to demonstrate that the building is not of heritage significance and does not contribute to the heritage place.

Avoid the relocation of a building or feature that contributes to the significance of a heritage place unless a suitable new location is secured and either:

- The relocation is the only reasonable means of ensuring the continued existence of the building or feature and the option of retaining it in the current location is not feasible.
- The building or feature has a history of relocation and/or is designed for relocation.

#### **Alterations**

Discourage alterations to:

- Contributory fabric, the principal façade, roof or any walls or surfaces visible from the public realm including a side street or laneway for Significant and Contributory places.
- Any feature, detail, material or finish specified in the statement of significance for Significant places.

Support alterations to visible or contributory fabric of Significant or Contributory places if it will not adversely impact upon the significance of the place and any of the following apply:

- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.
- It will improve the environmental performance of the building.



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#### Vehicle access

Discourage vehicle crossovers and driveways at the front of a Significant heritage place or any property within a heritage precinct where vehicle access was not historically provided for.

Avoid changes to existing crossovers that would impact upon the significance or setting of a heritage place.

Encourage vehicle access to be:

- From a rear laneway.
- For a corner property, from the side street to the rear yard of the property only if rear laneway access is not available.

Avoid onsite car parking in locations that would be visible from a street (other than a lane).

#### Fencing 1

Encourage conservation of fences or gates that contribute to the significance of a heritage place.

Ensure the height, materials, detailing and colours of front fences are appropriate to the architectural style of the heritage place.

Encourage a consistent approach to new fences for heritage places that form part of a related group of buildings such as an attached pair or terrace row or houses, including the reconstruction of historic fences if applicable.

Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the fences historically found in the heritage precinct.

# 6.0 Development Proposal

It is proposed to convert the existing buildings, presently used as apartments, into a rooming house. To achieve the conversion internal and external changes need to occur.

Externally, the amended plans show it is proposed to demolish approximately 3 metres of the timber paling fence along Charnwood Crescent, toward the rear of the property. This extent of demolition will enable a DDA compliant ramp to be constructed from Charnwood Crescent to the rear of the building. Car parking bays between the 1960s apartment building and the original mansion will be removed with this area proposed to be an internal courtyard with a new landscaping scheme. New 1-metre-tall handrails will be applied to the front steps of the original mansion, along with tactiles to these steps. Two first floor bathroom windows, at the rear of the former mansion, and one to the ground floor of the eastern elevation i.e., facing Charnwood Avenue, will be frosted. Ten new mailboxes will be provided to the rear of the former mansion.

To the western side of the property, a new 2 metre high timber paling fence and gate will be installed adjacent to the 1960s buildings and one toward the rear of the former mansion. This will enable security and screen bin storage closer to Alma Road. Sections of the existing garden beds along the western side of the property will be removed.

The undercroft of the 1960s building, accessed via Charnwood Avenue will be enclosed behind a metal palisade fence and provided a pedestrian gate to enable access to undercover bike racks.



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An additional three bike racks will be attached to the western wall of the 1960s apartment building within the courtyard and two bike racks provided on the eastern side of the property, between the apartment building and fence line. Three windows to the southern elevation of 1960s apartment building will be frosted and new 1-metre-tall handrails will be installed to the front steps of the apartment building, along Alma Road. Ten 4kW solar panels are proposed to be installed at a 3 degree angle on the 1960s apartment building.

The rear carpark will continue to be accessed via the bluestone laneway to the west of 38 Alma Road.

Internally a number of alterations will be made to remove redundant kitchens and bathrooms located in both the former mansion and the 1960s apartment building. The internal stairs to the former mansion will be demolished and a new stairwell constructed. Small sections of existing walls within the former mansion and the apartment building will be removed as required to reconfigure the spaces.

# 7.0 Discussion

It is noted that the application has already been through the Council planning process. On 18 December 2023, Council issued a Notice of Decision to Refuse to Grant a Permit, citing two reasons for the refusal. Neither of these reasons related to heritage considerations.

It is acknowledged that this is an unusual site for a building to be identified as significant within a heritage precinct, given the significant fabric on the property cannot be readily seen from Alma Road. The extant fabric of the heritage building that can be seen from Charnwood Crescent could be considered secondary in nature, given it is to the rear of the building.

The construction of the 1960s apartment building appears to have had limited adverse physical impact upon the retained mansion, notwithstanding its location, given it only appears to have impacted a portion of the eastern elevation.

As mentioned in the planning officer report, it is understood the application was referred to Council's Heritage Advisor for comment. Council's Heritage Advisor did not object to the proposed works, noting that the internal works did not trigger a permit under the Heritage Overlay.

It is noted that the amended drawings highlight additional changes that were not present in the decision drawings, including greater extent of internal demolition, the rear external ramp, new handrails and tactiles to the former mansion's front stairs, changes to carparking, bike rack installation solar panel installation and landscaping modifications.

The heritage policy for significant places encourages partial demolition to not adversely affect the cultural heritage significance of a place and that the extent of demolition should enable works to contribute to the long term conservation of a heritage place.



Project Address: 40 Alma Road St Kilda, VIC

Externally, the proposed works are consistent with the heritage policy and supported on that basis. The key heritage fabric on the property, being the former mansion, will be retained to its full extent with the extent of demolition and new works required to convert this property to a rooming house relating predominately to non-original elements.

While the new handrails and tactiles to the existing front steps of the mansion are to be applied to an early and/original feature, they are a relatively minor element necessary for safety and DDA compliant access. Heritage policy supports alterations to visible or contributory fabric of a significant heritage place, *inter alia*, if it does not adversely impact upon the significance of the place, and it facilitates a new use to support the conservation of the building. The proposed introduction of these items will not adversely impact the identified significance of the former mansion and will facilitate its proposed use as a rooming house. It is supported on this basis.

It is further noted that while the proposed external works will not adversely impact upon the identified significance of the place, many of the external changes, such as the introduction of compliant handrails and tactiles, new accessible ramp, frosted windows and bike parking are readily reversible.

All internal changes are supported as the place is not subject to internal alteration controls under the Heritage Overlay. Moreover, the extent of internal demolition relates primarily to the demolition of a number of modern kitchens and bathrooms and construction of new walls to create new rooming configurations. Much of this fabric has previously been altered and, similar to many of the proposed external changes, internal works will primarily impact non-original elements.

With respect to on-site car parking arrangements, the rear car park will continue to be accessed via the bluestone laneway on the western side of 38 Alma Road, which is acceptable and supported by policy.

# 8.0 Conclusion

In conclusion, the amended development scheme for 40 Alma Road, St Kilda has been designed with due regard for the character, appearance and significance of the heritage place, with minimal intervention taking place. The scheme has been prepared with appropriate consideration for the objectives and design guidelines of the Heritage Overlay of the planning scheme as set out in Clause 43.01, as well as the associated heritage policies provided within Clause 15.03 of the Port Phillip Planning Scheme. Having regard for all the above, the proposed scheme is supported with regard to heritage considerations.

Date Received: 04/07/2024

# **Traffix Group**

Our Reference: G34975L-01B

3 July 2024

Mills Oakley Level 6/530 Collins St MELBOURNE VIC 3000

Attention: Ms Matilda Burston

Dear Madam.

# 40 Alma Road, St Kilda – Proposed Rooming House Development Traffic Engineering Assessment

Further to your request, please find following our traffic engineering review of the proposed rooming house at 40 Alma Road, St Kilda.

This review is based on the plans prepared by Next Architects (dated 2<sup>nd</sup> July, 2024). A copy of these plans is attached at Appendix A.

# **Proposal and Background**

The subject site is occupied by a residential building of 12 apartments ( $3 \times 6$  x two-bed and  $1 \times 6$  three-bed). There are a total of 15 car spaces currently provided across the site

It is proposed to refurbish the building into a 22-bed rooming house.

Council's officer recommended that a Notice of Decision be issued for the proposal, subject to conditions. Notwithstanding the above, Council subsequently issued a Notice of Refusal dated 18<sup>th</sup> December, 2023. The grounds relate to Council considering that the proposed use does not meet the definition of a 'Rooming House' but is rather an apartment development.

This issue does not directly relate to traffic engineer matters. However, determining the proposal to be Dwellings rather than a Rooming House has implications to the statutory car parking assessment, as 'rooming house' has a different rate under the planning scheme to a 'dwelling' (which is what an apartment would be considered).

The Amended Plans modify the internal layout of the building compared to that decided on by the Council. As a part of the works:

- There will be 11 on-site car spaces available post-development, (i.e. 4 car spaces removed), and
- 15 new bicycle parking spaces will be provided.

We are instructed that the use of the site is to be considered a 'Rooming House' and this forms the basis of the following assessment.

Level 28, 459 Collins St MELBOURNE VIC 3000 Office 38, L4/60 Moorabool St GEELONG VIC 3220 Traffix Group Pty Ltd ABN: 32 100 481 570 T: 03 9822 2888 traffixgroup.com.au

G34975L-01B

40 Alma Road, St Kilda

# **Traffix Group**

# **Car Parking Provision**

The statutory car parking assessment for the development scheme is provided below. The site is located within the Principal Public Transport Network (PPTN) area and the requirements of Column B apply.

Table 1: Statutory car parking assessment - Column B of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column B)	Parking Requirement <sup>1</sup>	Parking Provision	Shortfall / Surplus
Rooming House	22	1 space to each four bedrooms	5	11	+6
Notes:					

Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

Based on the above, the development has a requirement for 5 car spaces, which is exceeded by the provision off 11.

Accordingly, a car parking reduction is not required under Clause 52.06-7.

# **Bicycle Parking Provision**

A Rooming House falls under a 'Residential Building' under the nesting diagrams of Clause 73.04. A Residential Building does not have a bicycle parking requirement under Clause 52.34 of the Planning Scheme if the building is under 4-storeys in height (which the current proposal is). Accordingly, the site does not generate a statutory requirement for any bicycle parking.

If the building was four or more storeys, 1 bicycle space would be required for every 10 lodging room for guests and 1 bicycle space every 10 rooms for visitors

A total of 15 bicycle spaces are proposed as follows:

- 13 guest spaces provided via:
  - 10 spaces via 2 separate 'Cora Expo 1500' bicycle racks
  - 3 x 'Ned Kelly' style wall mounted rails
- 2 x visitor spaces provided via a horizontal 'Flat Top' rail.

The provision of a high level of bicycle parking is well above the Residential Building or Dwelling requirements (if these applied). In our view, the level of bicycle parking is appropriate given the site location and level of car parking provided.

All bicycle spaces are provided in accordance with the specification sheet and the requirements of Australian Standard AS2890.3-2015.



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40 Alma Road, St Kilda

# **Traffix Group**

# **Car Park Layout and Vehicle Access Arrangements**

The subject site already provides hardstand areas for car parking of up to 15 car spaces. Some of these existing car spaces in the communal courtyard are functionally challenging to use and do not meet current design standards.

The car parking arrangements are generally being maintained compared to existing conditions, with the following changes:

- Two car spaces have been converted to a DDA space and associated shared area (resulting in the loss of 1 car space).
- Three of the car spaces accessed directly from Charwood Crescent have been removed in place of a communal courtyard. In any event, these existing car spaces have limited functionality.

There will be one existing car space accessed directly from Alma Road (car space 11). Given this car space is not changing and is functional, we are satisfied with its retention.

The remaining 10 car spaces are provided within the rear carpark, which is accessed via a ROW that runs adjacent to #36 Alma Road (ROW #R3675 under Council's laneway register). This is a continuation of the currently provided car parking in this area.

There is generally no requirement in the Planning Scheme to retrospectively assess car parking spaces against current design standards. However, we are satisfied that the proposed car spaces will operate in a functional manner. The car spaces generally comply with the Australian Standard requirements (i.e. spaces are typically 2.4m wide x 5.4m long). Additionally, the newly created DDA space fully complies with the requirements of AS2890.6-2022.

Swept path diagrams have also been prepared that demonstrate access to the rear carpark to/from the easement, as well as for critical car spaces. These swept path diagrams are presented at Appendix B.

The exit movement from the rear carpark slightly cuts through the existing kerbing and landscaping on the site. From our site visit, it was clear that vehicles are currently driving over this kerbing to access the site, as the swept paths show. The kerbing is not high in this location, and does not prevent the movement. We would recommend that this kerbing be slightly cut back to formalise these arrangements and improve movement to/from the site. This is also illustrated in the attached swept path diagrams.

Overall, we are satisfied with the proposed car parking layout and vehicle access arrangements.

# **Loading and Waste Collection**

A Waste Management Plan was prepared by Frater Consulting at the Town Planning stage (dated 24<sup>th</sup> July, 2023). Waste collection is proposed via Council's existing services from the kerbside. Residents will be responsible for transferring the bins to/from the kerbside on collection day. We are satisfied that these arrangements are appropriate.



40 Alma Road, St Kilda

# **Traffix Group**

Loading activities associated with the development are not expected to be significant. Loading can either occur on-street in the nearby area, or within the on-site car parking areas

These arrangements for both loading and waste collection are also a continuation of existing site operation.

We consider the loading and waste collection arrangements acceptable.

# **Traffic Impacts**

The proposal results in the reduction in the number of car spaces on-site by 4 (i.e. from 15 to 11). Accordingly, the level of traffic associate with the site is expected to reduce. The number of car spaces using the accessway is also reducing by one. We do not consider the traffic generation of the proposal to be a critical issue.

Accordingly, we expect that the traffic impacts of the proposed site can be accommodated by the surrounding road network.

## **Conclusions**

Having undertaken a review of the proposal for a Rooming House proposal at 40 Alma Road, St Kilda, we are of the opinion that:

- a) Clause 52.06-5 requires the provision of 5 car spaces, which is satisfied by the provision of 11 car spaces.
- b) No bicycle parking is required under Clause 52.34, however 15 bicycle spaces are provided.
- c) The existing on-site car parking is largely be retained and we are satisfied all car spaces are functional.
- d) Loading and waste collection are not significant issues for this application.
- e) The traffic generated by the proposal will be less than the previous use of the site and can readily be accommodated.

Overall, we are satisfied that there are no traffic engineering reasons why the proposed rooming house development should be refused, subject to appropriate conditions. Please contact James Young (Senior Traffic Engineer) or myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

**LEIGH FURNESS** 

Director

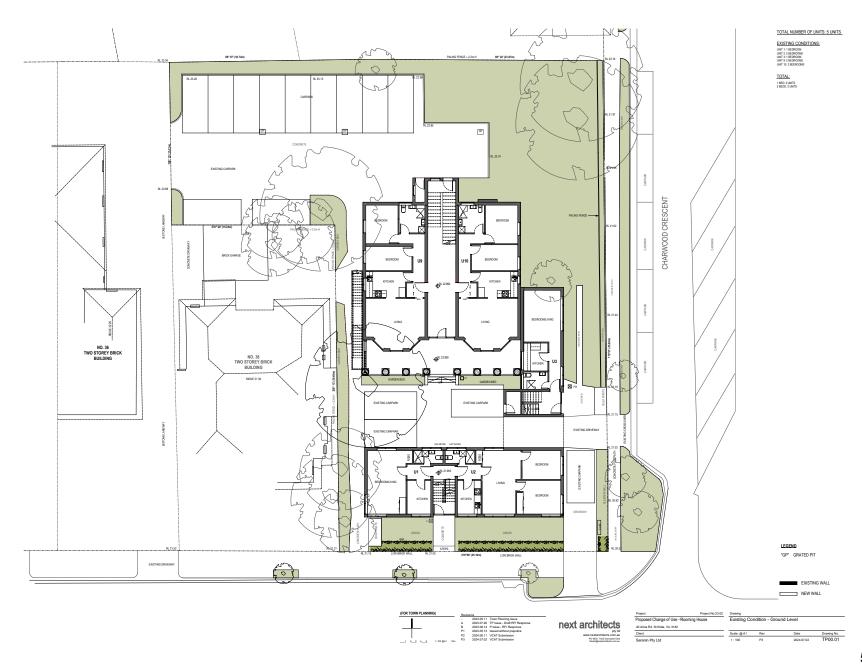


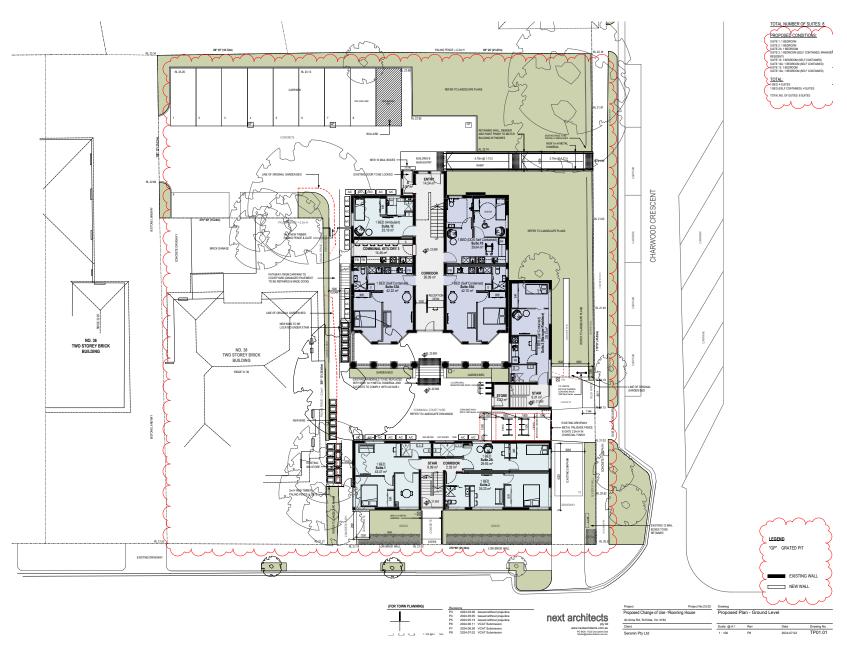
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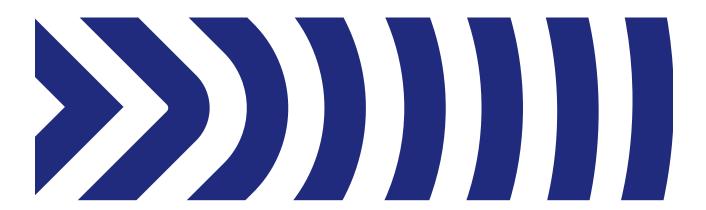


# **Appendix A**

**Amended Plans** 

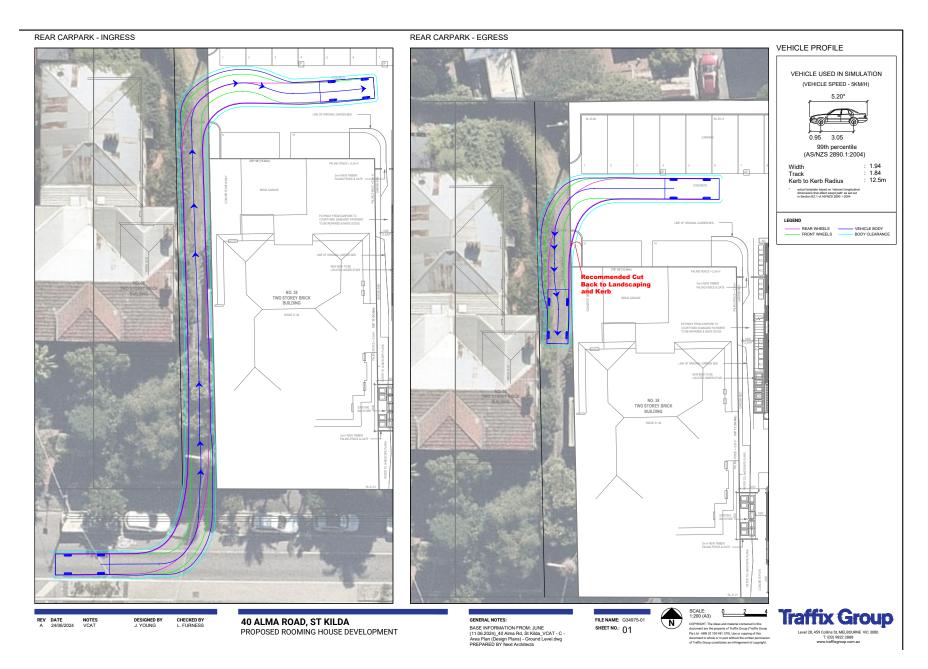






# **Appendix B**

**Swept Path Diagrams** 







Date Received: 04/07/2024

# **PLANNING REPORT**

Submitted to

**Port Phillip City Council** 

In relation to a Planning Permit Application:

Use of the land for a Rooming house and associated minor buildings and works in the GRZ1 and HO6.

Αt

40 Alma Road, St Kilda

Prepared for

**Seranin Pty Ltd** 

Prepared by

**Urban Edge Consultants Pty Ltd** 

May 2023 (Rev A – July 2024, updated in accordance with proposed Amended Plans)

Job No: 1851

# **Urban Edge** Consultants Pty Ltd

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# 1. INTRODUCTION

This Planning Report has been prepared by *Urban Edge Consultants Pty Ltd* on behalf of Seranin Pty Ltd. It accompanies an application to Port Phillip City Council (the 'Responsible Authority') for a planning permit for the following:

'Use of the land for a Rooming house and associated minor buildings and works in the GRZ1 and HO6..' at 40 Alma Road, St Kilda (the subject site).

The application for a planning permit is made to the Responsible Authority pursuant to Clause 47 of the *Planning and Environment Act 1987*, and in accordance with Section 13 of the *Planning and Environment Regulations 2015*.

This Planning Report has been updated in response to amended plans prepared by Next Architects dated 2 July 2024 and the requirements set out at Practice Note – PNPE9 Amendment of Planning Permit Applications and Plans. It relates to the section 77 proceedings VCAT Reference No P1630/2023, permit application no PDPL/00299/2023.

A planning permit is required under the Port Phillip Planning Scheme ('the Scheme') because:

#### FOR THE USE:

 General Residential Zone - Schedule 1: Pursuant to Clause 32.08-2, a permit is required to use the land as a Rooming House, as the proposed use does not satisfy the conditions to allow the use 'as of right' becoming a Section 2 (permit required) Use or the exemption at Clause 52.23 (Rooming House).

#### FOR BUILDINGS AND WORKS:

- General Residential Zone Schedule 1: Pursuant to Clause 32.08-10, a permit is required for the minor buildings and works associated with the Section 2 (Rooming house) use; and
- <u>Heritage Overlay Schedule 6</u>: Pursuant to Clause 43.01-1, a permit is required for the minor buildings and works,
- Clause 62.02-2 (buildings and works not requiring a permit unless specifically required by the planning scheme) applies and therefore no permit is required under Clause 32.08-10 or Clause 43.01-1 for the internal rearrangement of the buildings or any internal works. The gross floor area of the building and the size of the works is not being increased and the number of dwelling is not being increased.
- The new fencing is more than 3 metres from the street and no permit is required under Clause 32.08 (see Clause 62.02-2), but a permit is required under Clause 43.01-1 as parts of the new fencing will be visible from Alma Road and Charnwood Crescent.

This Report is to be read in conjunction with amended plans prepared by Next Architects dated 2 July 2024.

Minor external buildings and works are required to provide disabled access, bicycle parking, landscaping, enable additional waste storage and to improve security, amenity and privacy for residents.

The external works required are:

## Alma Road frontage

- 1m handrail to be provided along both sides of pathway to the building entrance for Building A (not heritage graded);
- 2m high timber paling fence and gate between Building A and western boundary to screen bins and secure courtyard;
- 3 windows to Building A frontage (not heritage graded) to be frosted to provide privacy for internal conversion to bathrooms.

## Charnwood Crescent frontage and courtyard behind Building A

- Addition of 1.8m wide concrete ramp and metal handrails to provide DDA compliant access to rear of Building B (heritage graded) in accordance with Standard AS1428.1;
- Partial removal of existing fence and sleeper wall along Charnwood Crescent frontage to facilitate access to DDA ramp;
- 2 visitor bicycle spaces in front of Building A (not heritage graded);
- Addition of 10 mailboxes for use by residents in Building B;
- Addition of 2m high metal palisade fence across the undercroft to secure the courtyard and resident bicycle spaces;
- 13 secure resident bicycle spaces, provided via:
  - 2 bicycle racks (providing spaces for 5 bikes each, 10 in total) in the undercroft of Building A (not heritage graded);
  - o 3 wall mounted bicycle racks (providing space for 1 bike each, 3 in total);
- Existing metal handrails on steps to front entry of Building B (heritage graded building) to be replaced and tactiles to be added to steps;
- 8 Air conditioners to be installed within courtyard;
- Provision of hot water system, gas metre and Main Switch Board (MSB)
- Landscaping to be provided in accordance with landscape plan.

# **Building B-northern (rear) elevation**

- frosting of level 1 windows to provide privacy for internal conversion to bathrooms (no change to existing frosting at ground level).
- Air conditioning units (not visible from the street).

# Western boundary

- Minor reduction in extent of garden bed to improve access and provide additional bin storage area;
- Additional bin storage area under metal stair case and along western boundary; and
- Air Conditioning units.

## Roof

 A 4kw flat roof solar panels are to be located on the roof of the Building A (not heritage graded). As they are to be laid out to sit flat, there will be little if any visibility of the panels from Charnwood Crescent or Alma Road.

Other than this Introduction, this Planning Report consists of five (5) further sections, as outlined in the following table.

Section 2	Site Analysis	This section puts the subject site into context by providing a thorough description of it, as well as the properties adjoining it, and the area surrounding it.
Section 3	The Proposal	Describes the proposed use and development in detail.
Section 4	Planning Controls	Identifies the zoning and overlay controls and the Planning Policy Framework and Local Planning Policy Framework which are relevant to the proposed use and development.
Section 5	Planning Assessment	Provides an assessment of the proposed use and development against the planning controls and policy framework identified in Section 4.
Section 6	Conclusion	Provides a conclusion as to why the proposal is appropriate and that a permit should be granted subject to appropriate conditions.

# 2. SITE ANALYSIS

# 2.1 The Subject Site

The subject site is located in the suburb of St Kilda, approximately 6 kilometres south-east of the Melbourne CBD and within the municipality of Port Phillip.

The subject site is located on a corner lot, on the northern side of Alma Road and western side of Charnwood Crescent.

There are two crossovers providing vehicular access, one being located at the southern end of Charnwood Crescent and the other located at the at the south eastern end of the Alma Road frontage.

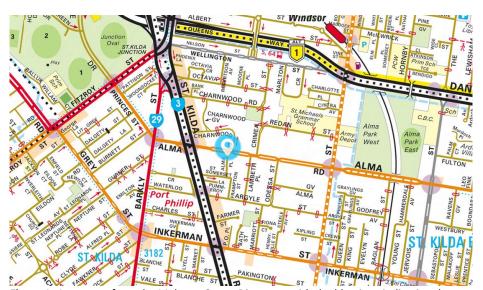
It is noted that the site also utilises vehicle access from the laneway (ROW) immediately adjacent No. 36 Alma Road which provides access to the 11 car spaces at the rear of the subject site. This laneway is known as ROW 3675 in Council's register of lanes.

The subject site is developed with two buildings that contain a total of twelve apartments. There is no strata plan for the development. It is registered on the land titles registry in Volume 08455 Folio 950, with the legal description as follows:

Lot 1 on Title Plan 384890D (formerly known as part of Crown Allotment G Portion 68 Parish of Prahran).

No known easements, restrictions or encumbrances are listed on the title. A recent copy of Title accompanies this application.

The location of the subject site is shown in Figure 1 below.



**Figure 1:** An extract from the Melways Street Directory, with the blue icon indicating the location of the subject site fronting Alma Road.

The subject site is irregular in shape, and has the following dimensions:

- a 25.10m-wide southern frontage to Alma Road;
- a 45.82m-long eastern (side) boundary with Charnwood Crescent;
- a 15.21m-long north-western (side) boundary with 36 Alma Road;
- a 15.21m long south-western boundary with No. 38 Alma Road;
- a 30.46m long western boundary with No. 38 Alma Road; and
- a 40.59m-wide northern (rear) boundary with No. 15 and 17 25 Charnwood Crescent.

The site area of the subject site is 1391m<sup>2</sup>.

In terms of topography, the subject site includes a rise from the frontage to the rear.

The subject site is currently occupied by two buildings:

- Two storey brick dwelling with a hipped roof profile (heritage graded constructed in 1868-9, the former 'Toldara (later 'Shirley'); and
- Three storey brick building with a flat roof profile (constructed circa 1960).

Both buildings comprise of apartments (total 12). A breakdown of the 12 apartments is as follows:

<u>1 bedroom</u>: 3 Apartments; <u>2 bedrooms</u>: 8 Apartments; and <u>3 bedrooms</u>: 1 Apartment.

Planning Permit History:

A planning permit was recently granted for the site, relating to external painting of the buildings (given their location in the heritage overlay), as follows:



Photographs of the existing features of the subject site are depicted in Figures 2 to 5 (below).



Figure 2: Aerial View of the subject site, indicated by the red arrow and red outline.



Figure 3: The subject site as viewed from Alma Road, indicated by the red underline.



**Figure 4:** The subject site, as viewed from Charnwood Crescent, including the 60s building (left) and original heritage building at the site (right of image).



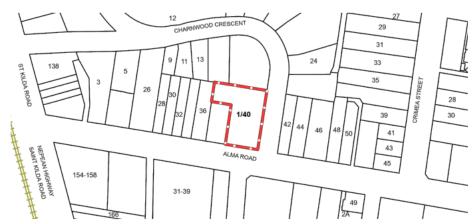
Figure 5: Façade of the heritage building located centrally within the subject site.

# 2.2 Adjoining Properties

As can be seen in the map extract in Figure 6, below, the following properties adjoin the subject site. These properties are:

- 36 Alma Road;
- 38 Alma Road;
- 15 Charnwood Crescent; and
- 17 25 Charnwood Crescent.

Each property with regard to its location is shown in Figure 6 below.



**Figure 6:** An extract from Planning Maps Online, showing the subject site (red outline) and the surrounding neighbourhood.

Key features of the immediately surrounding properties are as follows:

- Secluded Private Open Space at the rear of No. 38 Alma Road sits immediately adjacent the western section of the subject site;
- There are several habitable room windows at No. 36 and No. 38 Alma Road which face towards the western section of the subject site;
- Secluded Private Open space at No. 15 and 17 25 Charnwood Crescent sit immediately adjacent to the northern boundary of the subject site, noting that there are habitable room windows located at the southern section of both buildings for both properties which face towards the subject site.

## Public Roadway:

It is noted that there is a laneway off Alma Road (between Nos. 36 and 38) providing access to No. 36 Alma Road, the rear of Nos. 28-34 Alma Road, the rear of 11 and 13 Charnwood Crescent and the rear car park area at the subject site. It is understood from previous discussions with Council (pre-application discussions) that this road is classified as a public road on Council's Road register, affording access to all lots.



**Figure 7:** Above is an extract from Council's register of lanes which lists this roadway as R3675

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This is also shown on Council's online mapping system, which shows the ROW in grey.



**Figure 8:** An extract from Council's online mapping system "Near Me" showing the ROW in grey and subject site in red<sup>1</sup>

## 2.3 The Surrounding Area

The subject site is located in a well-established residential and mixed use precinct surrounding. There are a variety of built form typologies surrounding the subject site, including original housing stock i.e. single dwellings on a lot, infill development in the form of townhouses and apartment developments comprising of walk up flats and more recent higher intensity multi storey developments.

There are a variety of public transport services on offer, including access to tram routes along St Kilda Road and Chapel Street, with Windsor station located to the north-east of the site.

Public transport services available within proximity to the subject area are detailed in the image below.

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<sup>&</sup>lt;sup>1</sup> Council's Near Me mapping system: https://www.portphillip.vic.gov.au/explore-the-city/travelling-around/using-port-phillip-maps



**Figure 9:** PTV map showing the available public transport services within close proximity to the subject site.

#### 3. THE PROPOSAL

The proposal included pre-application advice with Maggie Pridmore of Port Phillip City Council in 2022.

The feedback, along with further design development has guided the proposal as submitted to Council, ensuring that the proposal seeks to provide for an appropriate planning outcome with regard to its scale and land use.

Further changes have been introduced following the preparation of amended plans to be circulated in accordance with the VCAT Practice Note PNPE9 (Amendment of Planning Permit Applications and Plans).

The proposal seeks to use the land for the purpose of a Rooming house, providing inclusionary and affordable social housing services within the local area and to undertake minor buildings and works associated with the change in use. As part of this application retention of both existing buildings on site is to occur.

There will be no construction or extension of any dwellings or residential buildings. Permission for the external repainting existing buildings has previously been approved under the VicSmart planning permit referenced in Section 1 (PDVP/00231/2022).

The proposed Rooming house has been designed to meet the provisions of the Residential Tenancies Act 1997. The operator will be required to comply with the Standards in the Rooming House Operators Act 2016 and will be registered with the City of Port Phillip under the Public Health and Wellbeing Act 2008.

Internal rearrangement works will be required as part of this application to facilitate the revised layouts to provide accommodation across both buildings, providing for a total of 22 Rooming house rooms each containing one bedroom.

It is noted that 5 of the rooming house rooms are self-contained, inclusive of the managers residence at ground floor level. These suites have kitchenettes contained within them. All rooms have access to the shared kitchen, dining, laundry facilities and the common areas including the courtyard.

This is consistent with the allowable provision for a self-contained apartment to be treated as if it were a room in a rooming house. Section 18(2) of the Residential Tenancies Act 1997 provides:

"This Act applies to a self-contained apartment in a rooming house as if it were a room in that rooming house if the ratio of rooms to self-contained apartments in the rooming house is not less than 3 rooms for every self-contained apartment."

The number of self-contained apartments to rooming house rooms is 5:17 (which is 1:5.66). Accordingly, there are not less than 3 rooming house rooms for every self-contained apartment.

A summary of the proposed conditions is as follows:

<b>Site Area</b> : 1395.2 m <sup>2</sup>	Permeability: 381.45m <sup>2</sup> (27.34%)
Internal Court Yard: 104.01m <sup>2</sup>	Garden Area: 535.28m <sup>2</sup> (38.36%)

Planning Report 40 Alma Road, St Kilda A breakdown of each suite to be provided is as follows:

```
<u>Ground Level – Floor Area Provided in m<sup>2</sup>:</u>
```

```
Suite 1: 1 bed (43.47m²);
Suite 2: 1 bed (35.23m²);
Suite 2a: 1 bed (35.23m²);
Suite 3 (Manager Residence): 1 bed (39.13m²);
Suite 10: 1 bed (39.64m²);
Suite 10a (DDA Self Contained): 1 bed (42.10m²);
Suite 12: 1 bed (25.19m²); and
Suite 12a (Self Contained) (42.22m²): 1 bed.

Entry: (14.24m²)
Communal Kitchen/ Laundry: (14.45m²);
Corridor - Combined: (28.44m²);
Stair Areas - Combined: (19.30m²); and
Storage: (4.23m²).
Car Parking Spaces: 11.
```

## Total comprised of:

• 8 Suites, All 1 Bedroom, 4 x 1 Bedroom, 4 x Self Contained.

#### Level 1:

```
Suite 4: 1 bed (40.22m²);

Suite 4a (Self Contained): 1 bed (42.50m²); and

Suite 5: 1 bed (35.98m²).
```

# Total comprised of:

• 3 Suites, 2 x 1 Bedroom, 1 x Self Contained – 1 Bedroom.

```
Communal Kitchen/ Laundry: (17.92m²);
Corridor - Combined: (12.73m²); and
Stair Areas – Combined: (19.17m²).
```

# Level 2:

```
Suite 6: 1 bed (43.47m²);

Suite 7: 1 bed (36.10m²);

Suite 7a: 1 bed (28.36m²);

Suite 8: 1 bed (17.90m²);

Suite 8a: 1 bed (38.98m²);

Suite 9: 1 bed (26.99m²);

Suite 9a: 1 bed (24.54m²);

Suite 9b: 1 bed (33.65m²);

Suite 11: 1 bed (24.40m²);

Suite 11a: 1 bed (27.09m²); and

Suite 11b: 1 bed (33.39m²).

Total comprised of:
```

• 11 Suites, 11 x 1 Bedroom.

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#### Proposed Internal Rearrangement Works:

To facilitate the conversion from the previous 12 apartments to the 22 rooming house rooms (inclusive of the onsite manager's accommodation). There will be internal rearrangement works to both of the existing buildings (labelled as Building A and Building B).

This will not require any changes to the building envelope of either of the existing buildings, and will not increase the gross floor area of the buildings.

#### **Solar Panels:**

A 4kw flat roof solar panels are to be located above the eastern and southern planes of the 1960s building, being the building that is not listed as having heritage significance.

As the solar panels are to be laid out to sit flat, there will be minimal visibility of the panels from Charnwood Crescent or Alma Road, as shown on the sightline drawing accompanying this application.

#### Car Parking:

The proposal seeks to reduce the number of spaces from 15 (existing) to 11.

10 car parking spaces to be located within the existing car park area located at the rear of the site, reducing the rear carparking by one space to provide for a DDA space.

The three existing car spaces provided in the courtyard between Buildings A and B, accessed from Charnwood Crescent via the under croft, will not be retained and instead this area will be used for communal private open space.

The carpark in the southeast corner of the site, accessed from the Alma Road crossover, will be retained.

The proposal continues to comply with the relevant car parking requirements under Clause 52.06 of the Scheme, as addressed in further detail in Section 5.5.1 below.

## Setbacks off boundaries:

As noted above, there is to be no change to the existing building envelope, therefore the existing setbacks from all boundaries will remain the same.

## Fences:

Partial removal of the existing fencing along the eastern boundary is proposed to provide for the access ramp and handrail.

No change is proposed to the boundary fencing along the north (rear) and west (side boundaries).

The proposal includes the construction of a 2m high metal palisade fence across the under croft of the 1960s flats (Building A at ground floor) to provide improved security for the central courtyard and secure bike parking.

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A short section of additional 2m high timber paling fencing will be introduced to the Alma Road frontage between Building A and the western boundary. This will screen the bin storage and secure the courtyard area.

## Crossover:

No change to the existing crossovers is to occur as part of this application.

## Mailboxes:

Mailboxes are to be provided for all residents, comprising the following:

- Existing 12 mailboxes allocated to front building (Building A) which will provide mailboxes for 11 suites + manager suite; and
- Additional 10 mailboxes provided for rear building (Building B) along the eastern boundary, as shown on the elevation (as shown on TP02.01).

# **Architectural Plans:**

Further detail regarding the proposal, including the proposed layout are shown on the plans prepared by Next Architects.

# 4. PLANNING CONTROLS

## 4.1 Preamble

The planning control framework that applies to the subject site and the proposed development including zoning, overlays, planning policy framework, and particular provisions are contained within the Port Phillip Planning Scheme (the 'Scheme').

Section 5 of this Report provides discussion regarding how the proposal accords with the relevant provisions of the Scheme.

# 4.2 Zoning

The subject site is located within the following zone:

General Residential Zone – Schedule 1	as contained within Clause 32.08 of the
(General Residential Areas)	Scheme.

An assessment against the relevant requirements of the GRZ1 is included in Section 5.2 of this Report.

# 4.3 Overlays

The following Overlay affects the subject site:

Heritage Overlay (HO6)	as contained within Clause 43.01 of the
	Scheme.

An assessment against the relevant requirements of the HO6 is included in Section 5.3 of this Report.

# 4.4 Planning Policy Framework

Those sections of the Planning Policy Framework (PPF) which are considered relevant to the proposed development are:

Heritage	as contained within Clause 15.03 of the
	Scheme.
Residential Development	as contained within Clause 16.01 of the
	Scheme.

An assessment against the relevant sections of the Planning Policy Framework is included in Section 5.4 of this Report.

**Urban Edge** Consultants Pty Ltd

# 4.5 Particular Provisions

The following Particular Provisions of the Planning Scheme are relevant to this application:

Car Parking	as contained within Clause 52.06 of the
	Scheme.

An assessment against the relevant sections of the Particular Provisions is included in Section 5.5 of this Report.

### 5. PLANNING ASSESSMENT

#### 5.1 Matters for Consideration

Pursuant to the Decision Guidelines contained within Clause 65 of the *Port Phillip Planning Scheme* ('The Scheme') and given the planning controls identified in Section 4 of this Report, the following matters are to be considered in the assessment of the proposed development.

#### 5.2 Zoning

#### General Residential Zone - Schedule 1

Under the Scheme the subject site is situated within the General Residential Zone – Schedule 1 (GRZ1) which applies to all immediately adjoining properties to the east and west, with properties to the north of the site located within the Neighbourhood Residential Zone – Schedule 5 (NRZ5).



**Figure 10:** Extract from VicPlan detailing the site's location within the General Residential Zone, which applies to all properties immediately east and west of the subject site.

The GRZ1 has the following purposes (Clause 32.07):

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

The proposed use is Rooming House (nested within Residential building – Accommodation), which is defined at Clause 73.03 of the Port Phillip Planning Scheme (Land use terms) as follows:

"Land used for a rooming house as defined in the Residential Tenancies Act 1997."

A Rooming House is listed as a Section 1 (no permit required) use in the GRZ1 provided the following condition is met:

- Must meet the requirements of Clause 52.23-2.

The requirements from Clause 52.23 (Rooming House) are as follows:

#### **Use Exemption:**

Any requirement in the Activity Centre Zone, Capital City Zone, Commercial 1 Zone, General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone to obtain a permit to use land for a rooming house does not apply if all of the following requirements are met:

Any condition opposite the use 'rooming house' in the table of uses in the zone or schedule to the zone is met.

- The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, does not exceed 300 square metres, excluding outbuildings.
- No more than 12 persons are accommodated.
- No more than 9 bedrooms are provided.

#### **Buildings and works exemption**

Any requirement in the General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone to obtain a permit to construct a building or construct or carry out works for a rooming house does not apply if all of the following requirements are met:

- No more than 9 bedrooms are developed on the land.
- Bedrooms can only be accessed from within the building.
- The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, does not exceed 300 square metres, excluding outbuildings.
- If the development is in the General Residential Zone or Neighbourhood Residential Zone, a garden area is provided in accordance with the minimum garden area requirement specified in the zone.
- Shared entry facilities and common areas, including a kitchen and living area, are provided.

The highlighted areas above note the items for which the proposal does not comply with these conditions, therefore, a planning permit is required for the land use.

There are no buildings being developed on the land and the internal rearrangements to the existing buildings fall within the exemption at Clause 62.02-2 (discussed below). The minor works being undertaken do not contravene the exemption, although the total floor area of the existing buildings exceeds 300 square metres, excluding outbuildings.

Clause 32.08-14 sets out the following relevant Decision Guidelines that the responsible authority must consider in any application as appropriate:

#### General

- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of this zone.
- The objectives set out in a schedule to this zone.
- Any other decision guidelines specified in a schedule to this zone.
- The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.

There are no objectives or decision guidelines set out in the schedule to the zone. There are no new buildings or works that will impact overshadowing of existing rooftop solar energy systems. There is no construction or extension of a residential building, since the existing buildings are not being extended.

It is considered that the use of the land for a Rooming house is appropriate in consideration of the above, for the following reasons:

- The proposed land use is to occur within the two existing buildings, which require
  minimal internal works to be repurposed from their existing purpose (dwellings) to
  Rooming house with suitable layouts to meet the requirements of these residents;
- The proposal provides for a modest increase in the total number of bedrooms to be provided from 19 (existing) to 22 (proposed) within two buildings that can readily accommodate this change, as reflected in the proposed floor plans;
- The proposal maintains provision for landscaping to be provided across the subject site;
- The proposal satisfies the car parking requirements as set out under Clause 52.06 ensuring there is no unreasonable impact on parking infrastructure present on Alma Road or Charnwood Crescent;
- The proposal will maintain the domestic appearance of the existing built form to ensure that there is no perceptible change to the current conditions; and
- The proposal will not render any change with respect to overlooking, overshadowing or other built form outcome relative to the existing conditions;
- The proposal provides a garden area that exceeds the minimum garden area requirement that is applicable in the General Residential Zone.

It is considered that the minor buildings and works associated with the section 2 use (Rooming house) are appropriate in consideration of the above, for the following reasons:

- The works are minor and do not increase the building envelope or height of the residential buildings and ensure the buildings retain their residential form and scale, consistent with the varied architectural styles and typologies found within the surrounding area; and
- The works will allow for the on-going use of the site for a residential purpose without requiring extensive change to the existing conditions, both with regard to internally within the buildings and externally across the site.

#### Internal Works (building and works exemption)

Reference to the proposed internal works has been outlined in Section 3 and assessed in Section 5 of this report. Internal works do not require a permit under the planning scheme (and there are no internal works controls under Clause 43.01 and its schedule 6. The internal works are exempt from assessment, pursuant to Clause 62.02-2 of the Scheme (Buildings and works not requiring a permit unless specifically required by the planning scheme'), noting the following extract:

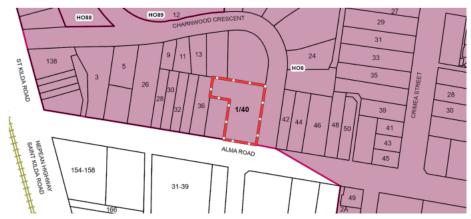
 The internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased.

No increase in floor area or the number of dwellings is proposed.

#### 5.3 Overlays:

#### 5.3.1 Heritage Overlay – Schedule 6 (HO6) St Kilda East

The subject site is affected by a Heritage Overlay – 6 (HO6) –see Figure 11 below. This overlay applies to all surrounding properties.



**Figure 11:** Extract from Planning Maps Online showing the subject site (outlined in red) within the HO6.

As outlined in Section 2.2 of this Report, the subject site comprises of two buildings, one building being constructed in the 1960s (non-graded), being the 3 storey apartment building and the original heritage graded building at the rear.

A summary of the proposed external works has been provided in Section 3 above. These works are considered to be relatively minor and seek to facilitate the proposed land use in a manner which will allow for efficient functionality for all users, while also seeking to appropriately sit within the heritage fabric, particularly the heritage fabric.

It is considered that the minor buildings and works associated will not have any adverse heritage implications as follows:

- There is no permit requirement for internal alterations to the heritage building (or 1960s addition) under the HO6, where it is noted that Council's heritage officer had no objection to the original application, where internal alterations where proposed;
- The additional works are only a modest extent of change, and are consistent with the relevant local policy Clause under the Port Phillip Planning Scheme (Clause 15.03-1L).

A comprehensive assessment of the proposed works has been undertaken by Bryce Raworth in the Heritage Impact Statement which accompanies this amendment application.

#### 5.4 Planning Policy Framework

The following Clauses are relevant to this application:

Clause 15.03 (Heritage); and

Clause 16.01 (Residential Development).

Each Clause, including sub-clause is provided below:

#### Clause 15.03 (Heritage):

Clause 15.03-1S (Heritage Conservation):

Objective

To ensure the conservation of places of heritage significance.

#### Strategies:

- Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.
- Provide for the protection of natural heritage sites and man-made resources.
- Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.
- Encourage appropriate development that respects places with identified heritage values.
- Retain those elements that contribute to the importance of the heritage place.
- Encourage the conservation and restoration of contributory elements of a heritage place.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- Support adaptive reuse of heritage buildings where their use has become redundant.
- Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Planning Report 40 Alma Road, St Kilda Clause 15.03-1L (Heritage Policy):

Policy application

This policy applies to all land within a Heritage Overlay

#### Strategies:

Conserve and enhance Significant and Contributory buildings as identified in the incorporated document in Schedule to Clause 72.04 'City of Port Phillip Policy Map'.

Conservation of heritage places and new development are guided by the statement of significance, the urban context and any relevant documentary or evidence.

Encourage high quality, contemporary design responses for new development that respects and complements the heritage place by using a contextual approach

- Responds to and reinforces the contributory features of the heritage place, including:
  - Building height, scale, massing and form.
  - Roof form and materials.
  - Siting, orientation and setbacks.
  - Fenestration and proportion of solid and void features.
  - Details, colours, materials and finishes.
- Conserves and enhances the setting and views of heritage places.
- Maintain the integrity and intactness of heritage places.
- Conserve and enhance the significant historic character, intactness and integrity of streetscapes within heritage precincts including:
  - The layering and diversity of historic styles and character where this contributes to the significance of the precinct.
  - The consistency of historic styles and character where this contributes to the significance of the precinct.
- Avoid development that would result in the incremental or complete loss of significance of a heritage place by:
  - Demolishing or removing a building or feature identified as Significant or Contributory in the incorporated document in Schedule to Clause 72.04 'City Phillip Heritage Policy Map.'
  - Altering, concealing or removing a feature, detail, material or finish that contributes to the significance of the heritage place.
- Distorting or obscuring the significance of the heritage place by using historic styles and detail where these previously did not exist.

Additional Strategies are listed with regard to the following items:

- Demolition and Relocation;
- Conservation;
- Alteration;
- Additions;
- New buildings;
- Vehicle access;
- Fencing; and
- Signage.

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#### Response:

The outcomes sought under the above Clauses has been largely addressed under the Heritage Overlay (above), where it is submitted that the works will have an imperceptible change to the external conditions, notably towards the significantly graded heritage building on site.

This will ensure the heritage building, where visible from the public realm (east) and adjoining properties (north and west) will continue to illustrate the building to detail itself largely in its original form.

#### Housing Supply (Clause 16.01-1S):

#### Objective:

To facilitate well-located, integrated and diverse housing that meets community needs.

#### **Strategies:**

- Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.
- Support opportunities for a range of income groups to choose housing in well-serviced locations.

#### Housing Affordability (Clause 16.01-2S)

#### Objective:

To deliver more affordable housing closer to jobs, transport and services.

#### Strategies:

- Increase the supply of well-located affordable housing by:
- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.
- Facilitate the delivery of social housing by identifying surplus government land suitable for housing

#### Housing Affordability (Clause 16.01-2S)

- Locate affordable and social housing within walking distance from the Principal Public Transport Network (PPTN) or Major Activity Centre or Neighbourhood Activity Centre.
- Encourage a broad spectrum of affordable housing through innovative models including
  affordable rental housing (community housing and Build to Rent) and affordable home
  ownership (Shared Equity Housing, Community Land Trusts, Rent to Buy).
- Provide affordable housing with a priority for moderate income households.
- Provide social housing with a priority for very low and low-income households that addresses identified local need.
- Encourage well-designed affordable and social housing within development that:
   -Integrates with the remainder of the development and is externally indistinguishable from other dwellings/development.

Planning Report 40 Alma Road, St Kilda

- -Reflects the overall dwelling composition of the building.
- -Has internal layouts identical to other comparable dwellings within the building. Avoid the conversion of existing social housing and registered rooming houses into other forms of residential buildings, such as backpackers' lodges.
- Support the redevelopment of social housing (including public housing estates) to: Increase
  the yield of social (public and community) housing in terms of both total number of
  dwellings and total number of bedrooms.
- Increase the diversity of housing through inclusion of community and affordable housing.
- Increase the quality of housing.
- Address local housing need.
- Integrate the design of built form with built form of surrounding neighbourhoods. Provide broader public benefits to the wider community through delivery of public spaces and shared community facilities and co-located community services.

#### **Policy Guidelines:**

- Consider as relevant: Locating affordable and social housing no more than 400 metres walking distance from the PPTN or Major or Neighbourhood Activity Centres.
- Providing a mix of bedsitter, one, two and three bedroom affordable and social housing dwellings that are in the same ratio as the mix of bedsitter, one, two and three bedroom dwellings in the overall building.
- Providing a mix of one and two bedroom dwellings for moderate income households.
- Providing appropriately sized social housing for the following priority groups of local need:
  - Smaller families with children in two bedroom dwellings.
  - Larger families with children in three or more bedroom dwellings.
  - Older persons, particularly older single women, in one and two bedroom dwellings.
  - Singles who are experiencing homelessness and sleeping rough, in bedsitter and onebedroom dwellings.
  - Persons at greatest risk of homelessness, in bedsitter and one bedroom dwellings.
  - Lower income wage earners, in one and two bedroom dwellings.
  - Youth, in particular younger women, in bedsitters and one bedroom dwellings.

#### Response:

The proposed use is considered to be highly compatible with the outcomes sought under the objective and strategies above, given the site's location which provides ease of access to nearby services and activity centres.

This is illustrated by the site's location within the PPTN, as well as being within walking distance of both St Kilda Road and Chapel Street which provide access to a variety of public transport and services the future residents can access without reliance on private vehicle (car) transport.

As detailed on the proposed floor plans (TP.01.01-TP.01-03) the layouts for each suite provide for a diverse layout between each building and each floor which has the ability to accommodate a variety of living requirements.

This includes all suites being provided with separate bathroom and bedrooms to ensure that the residents can have a level of privacy-contained within their residence.

Most importantly, the proposal will provide for a significant increase in the provision of social housing, in an area where there is a clear need to increase rooming house and community care accommodation.

To this end, Council has recognised the importance and need to significantly increase the provision of affordable housing within the municipality.

Council has prepared and adopted a strategy entitled 'In our Backyard – Growing Affordable Housing in Port Phillip 2015 – 2025', which is aimed at addressing housing affordability.

One of the key aims is to provide housing for the socially disadvantaged and marginalised. This is partly reliant upon the private sector in providing such accommodation. The proposed repurposing of the apartments within the existing buildings on the subject site to provide Rooming house accommodation will provide a positive contribution to the provision of affordable accommodation to low-income groups.

Private rooming houses (provided by private landlords and investors) is recognised as one of the key typologies in housing products for the very low to low-income population in Port Phillip.

Accordingly, it is considered that this proposal is highly responsive to the policy framework relating to housing supply and housing affordability.

#### 5.5 Particular Provisions

#### 5.5.1 Car Parking (Clause 52.06)

Clause 52.06-1 provides the requirements of Clause 52.06 that apply to a new use.

Clause 52.06 sets out the following purpose:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Under Clause 52.06-2 prior to a new use commencing, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 states that a permit is required to reduce the number of spaces.

The subject site is located within the Principal Public Transport Network. Therefore, under Table 1 to Clause 52.06-5 of the Scheme, a 'rooming house' requires the following car parking spaces:

- 1 space to each four bedrooms

As noted in Section 3 of this Report the proposal seeks to provide for 22 bedrooms, therefore, requiring 5 car spaces (rounding down from 5.5) to be provided.

Given that there are 11 spaces to be provided it is noted that the proposal satisfies the requirements under Clause 52.06 of the Scheme.

Additionally, as part of this amended application, a detailed Traffic Engineering Assessment has been completed by Traffix Group.

This assessment provides an overview of the proposed car parking/ vehicle moments associated with the use, including the following summary:

- The majority of car parking on site will operate as per existing conditions. The rear car park will continue to access the subject site via the existing laneway (R3675) and the number of car spaces using the accessway is reducing by one (from 11 carparks in the rear to 10), representing no significant difference in vehicle movements in/ out of the site;
- The reduction in on-site car parking (4 spaces) will continue to provide an appropriate level of car parking on site, providing 11 spaces which is more than the statutory requirement;
- Minor alterations to the existing kerbing at the rear of the subject site would allow for an improvement for vehicle egress, however, it is not a mandatory requirement, and vehicles are presently accessing the carpark under the existing conditions; and
- In addition to the car parking provision, 15 bicycle spaces are to be provided for resident and visitor use.

#### 5.5.2 Rooming House (Clause 52.23)

Assessment of the proposal under this provision is provided above in Section 5.2 under the land use assessment in the GRZ1.

#### 6. CONCLUSION

The proposal is considered to be appropriate for the subject site because:

- The proposal achieves a high level of compliance with the purpose and intent of the GRZ, the relevant requirements of the Port Phillip Planning Scheme including the Planning Policy Framework and the decision guidelines of Clause 65;
- The proposal will facilitate the delivery of quality low-cost persons' housing in a location
  which is in close proximity to a wide range of existing services and infrastructure. By doing
  so, the proposal will contribute to the supply of a form of housing which is needed in
  Victoria;
- The proposal will increase the range of housing types that exist in the area and will assist in addressing the shortfall of accommodation for very low to low income people;
- The proposal will contribute to the diverse social and economic population demographics of the St Kilda neighbourhood;
- The proposal will facilitate the upgrading of the existing accommodation on-site and the re-purposing of the existing accommodation to enhance the provision of low cost housing;
- The proposed use will allow for an efficient use of the site and make a positive and respectful contribution to the neighbourhood; and
- The proposal will not have detrimental impacts upon the built of natural environments, will complement the orderly planning of the surrounding area and will not have any unacceptable impacts upon the amenity of adjoining properties.

Given all of the above, it is considered the proposal warrants approval subject to appropriate permit conditions to ensure its orderly operation.

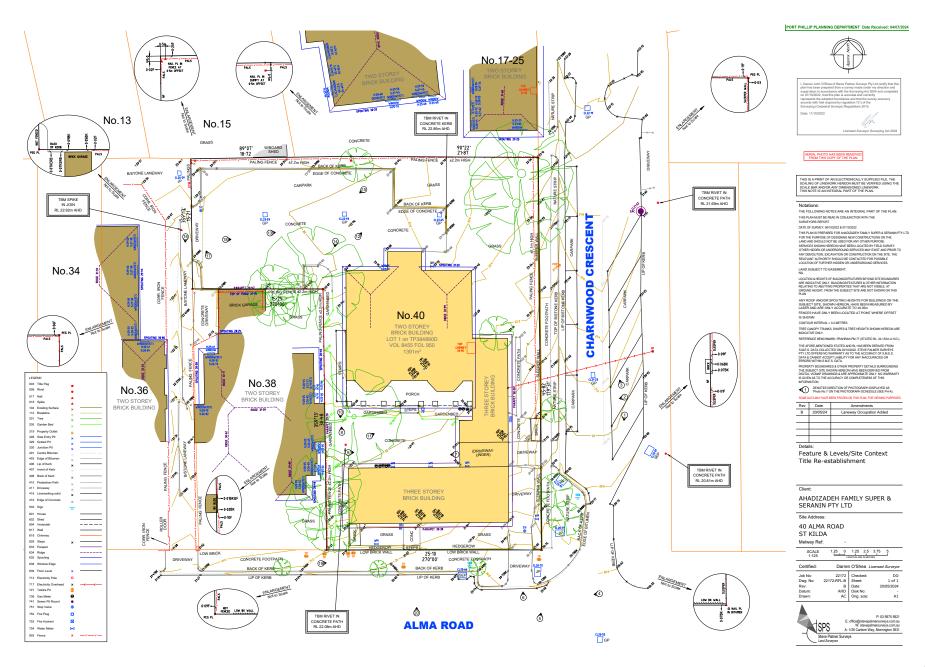
Yours Sincerely,

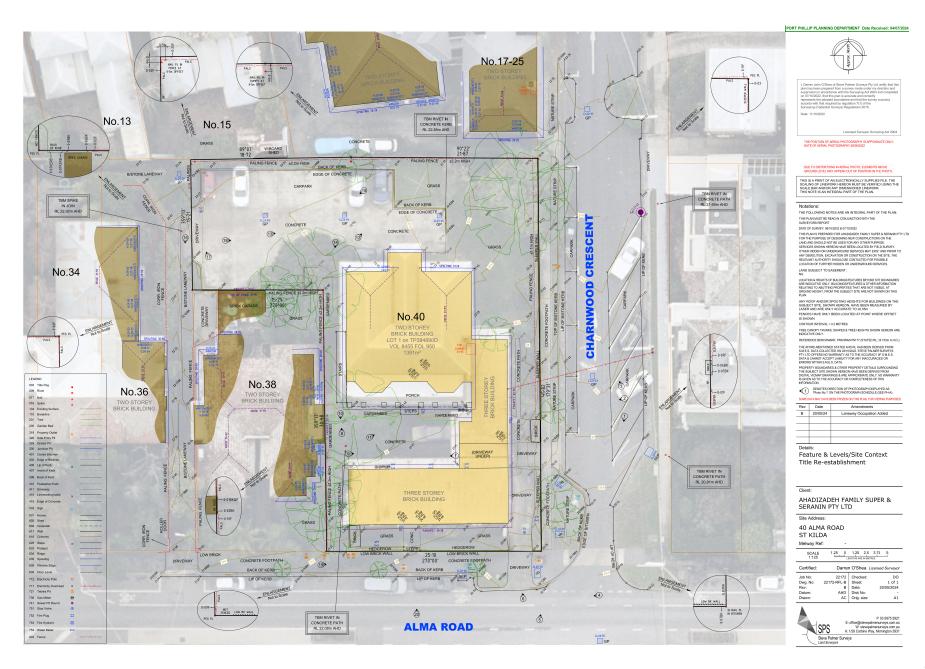
MULCOUN

Hamish Balzan

Senior Urban Planner

**Urban Edge Consultants Pty Ltd** 







# 11. SUSTAINABLE PORT PHILLIP

11.1	Notice of Motion Response: South Eastern Councils Biodiversity Network		
	Update	.591	
11.2	Green Link Feasibility Report	.628	



11.1 NOTICE OF MOTION RESPONSE: SOUTH EASTERN

COUNCILS BIODIVERSITY NETWORK UPDATE

EXECUTIVE MEMBER: TARNYA MCKENZIE, INTERIM GENERAL MANAGER,

**COMMUNITY WELLBEING AND INCLUSION** 

PREPARED BY: JENNIFER WITHERIDGE, URBAN FOREST PLANNER

DANA PRITCHARD, MANAGER OPEN SPACE RECREATION AND

**COMMUNITY RESILIENCE** 

#### 1. PURPOSE

1.1 To report to Councillors on the progress made in relation to the request for the establishment of a South Eastern Councils Biodiversity Network (SEBN), put forward as a Notice of Motion at the Ordinary Meeting of Council on 16 November 2022.

#### 2. EXECUTIVE SUMMARY

- 2.1 At the Ordinary Meeting of Council on 16 November 2022, it was resolved that Council receives a report at the earliest possible opportunity exploring the establishment of a South Eastern Councils Biodiversity Network (consisting of the cities of Hobson's Bay, Glen Eira, Melbourne, Port Phillip, Kingston, Frankston, Mornington Shire and Bayside). The network to be comprised of Councillors and supported by Council officers from the network councils in the south eastern metropolitan region, with the purpose of:
  - information sharing
  - collaboration in relation to joint projects
  - advocacy in relation to common objectives
  - working with State and Federal Governments on environment initiatives
  - exploring wildlife corridors across the region
  - engaging with traditional owners across the region.
- 2.2 In response to the Notice of Motion, Council officers from across the municipalities have met several times since November 2022 and discussed options for the network.
- 2.3 These discussions highlighted that it is unlikely that existing networks will be able to accommodate the scope and purpose of the proposed SEBN and that supporting a new network would be challenging for most Councils.

### 3. RECOMMENDATION

That Council:

3.1 Writes to the South Eastern Councils Climate Change Alliance to request that it incorporates the South Eastern Council Biodiversity Network into its operations, potentially as an annual round table event.

#### 4. KEY POINTS/ISSUES

**Existing Networks** 



- 4.1 Council officers have been working closely with a group of other interested councils as well as other agencies who auspice biodiversity networks.
- 4.2 There has been varying views about whether there is a need for an additional network, given the various existing forums that are already in place, including the South East Councils Climate Change Alliance ('SECCCA'), the LGPro Biodiversity Planning Network, Melbourne Waters Living Links and Living Melbourne forums.
- 4.3 The City of Bayside, City of Greater Dandenong and City of Frankston have worked with a consultant to further explore options, and a report has been prepared (Attachment 1), and the consultant has provided a discussion paper (Attachment 2).
- 4.4 The exploration found that no network in its current state encompasses both a prioritisation of biodiversity as well as a Councillor and Council officer participation mechanism. Further, no existing networks have indicated an immediate ability to widen their respective scope to either include biodiversity as a priority together with a formalised Councillor Advisory Group.

#### **Annual Biodiversity Event**

- 4.5 Given the challenges regarding the ability of all councils to dedicate additional resources to the establishment of a new network, the feedback from all participating Councils has been to instead pursue the realisation of the SECBN outcomes through a forum such as an annual roundtable event.
- 4.6 Convening the SECBN as a regular roundtable event could support achievement of the objectives of the NOM.
- 4.7 The benefits of this approach will include:
  - cost savings to participating councils as compared to individual network participation contributions;
  - complement rather than duplicate existing related networks;
  - fill the current gap by providing an advocacy forum for Councillors to align and prioritise biodiversity agendas;
  - provide a forum for Councillors, Council officers, and network convenors to participate in biodiversity knowledge sharing;
  - provide a forum to showcase both existing cross-council and networks program delivery;
  - support Councillors and Council officers to collaborate on aligned council strategic biodiversity goals;
  - facilitate engagement across networks through the participation of network convenors engage Traditional Owners in a participatory forum;
  - provide a channel to explore efficiencies of scale by drawing on existing council biodiversity-related strategies, as well as learnings from developing and implementing these strategies.
- 4.8 The frequency and nature of these events will need to be further explored with the potential network/agency in due course.

#### **SECCCA** to lead the Biodiversity Event



- 4.9 The Bayside commissioned report recommended incorporating the biodiversity network within the SECCCA umbrella.
- 4.10 SECCCA is Council funded and comprises most of the councils who have passed the NoM. Therefore it is the pathway that can most easily and efficiently accommodate a future biodiversity focused event.
- 4.11 There are strong links between the biodiversity focus of the SECBN and the climate focus of SECCCA, and whether it be a sub-committee or working group, there are a few potential pathways that SECCCA could pursue.
- 4.12 The SECCCA operating model has Councillor oversight and provides established governance, reporting and communication pathways that can support the biodiversity objectives.

#### **Pursuing change**

- 4.13 Further engagement will need to take place with SECCCA to determine the approach to embedding the SECBN into practice.
- 4.14 As there is a Councillor Advisory Group established for SECCCA, it is an option for CoPP to write to SECCCA to seek its support to host the proposed biodiversity and consider incorporating it into their operations.
- 4.15 The change would require support of other member councils, given the current discussions there does not appear to be any significant barriers that will prevent this from occurring.
- 4.16 Bayside Mayor Cr Fiona Stitfold has written to SECCCA (Attachment 3). Initial feedback from SECCCA indicates a willingness to consider this opportunity, should a formalised request be made.
- 4.17 If CoPP wishes to join Bayside and other interested Councils to seek SECCCA's support as a host for the SEBN, CoPP would need to formalise its position. It is anticipated that other member councils will do the same, allowing SECCCA to consider how it may develop such a model to be a viable proposition.
- 4.18 Should a different pathway continued to be explored, it is unlikely that all interested councils will be in a position to allocate resources to the establishment of the network and it will require a significantly higher financial contribution shared across a smaller number of councils.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Council officers have been consulting with officers from Hobsons Bay, Glen Eira, Melbourne, Bayside, Kingston, Knox, Frankston, Greater Dandenong Mornington Shire.
- 5.2 To date, work on the SEBN has included officers from the Open Space team. Further consultation with other teams throughout Council will be required in the next steps.

### 6. LEGAL AND RISK IMPLICATIONS

6.1 There are no known legal implications associated with this report.

#### 7. FINANCIAL IMPACT

7.1 Minor costs are expected with the request for SECCCA to develop the SEBN of between \$2,000-\$5,000. The report exploring the establishment of the SEBN identifies



- case studies which indicate a cost of approximately \$3,000 is likely (page 18 of the report). However, until all councils provide a formal response to SECCCA the costs will be unknown.
- 7.2 Networks like the proposed SEBN have the potential to give greater value in terms of research capability and expertise, knowledge sharing, leveraging, project funding (particularly for joint Council projects) than Council could support individually. The success of which is dependent on the success of the network via the support and contributions of all participating Councils.

#### 8. ENVIRONMENTAL IMPACT

8.1 Habitat loss and fragmentation is a main factor in the decline and disappearance of many species in Port Phillip and throughout Australia. Protecting and enhancing the biodiversity throughout the City of Port Phillip and within the region benefits local plants and wildlife and provides ecosystem services that cool the city and contribute to flood mitigation and improved water quality.

#### 9. COMMUNITY IMPACT

- 9.1 Throughout recent community engagements, our community has emphasised the importance of biodiversity for connection to place and community, for amenity and provision of ecosystem services to mitigate against urban heat islands and flooding, and the value of biodiversity, plants, birds, animals and insects as important in and of itself.
- 9.2 Being involved in the establishment of a new biodiversity network demonstrates the City of Port Phillip's value of biodiversity and commitment to improving biodiversity both within Port Phillip and across the region.
- 9.3 Biodiversity and ecological connectivity contributes to a sense of place and amenity for Port Phillip residents, and contributes to a connection with Country for many. Strengthening biodiversity improves greener public places and has been demonstrated to have positive health and wellbeing benefits.

#### 10. GENDER IMPACT ASSESSMENT

10.1 Any projects associated with this program would include a Gender Impact Assessment.

#### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The strategic objective Sustainable Port Phillip in the Council Plan 2017-27 includes the following actions:
- 11.2 The City is actively mitigating and adapting to climate change and invests in designing, constructing and managing our public spaces to optimise water sustainably and reduce flooding (blue/green infrastructure).
- 11.3 We will provide urban forests to increase tree canopy, vegetation, greening and biodiversity and reduce urban heat, in line with Council's Greening Port Phillip and Act and Adapt strategies, prioritised within available budgets each year.

#### 12. PROPOSED NEXT STEPS

12.1 If supported, prepare a letter to South Eastern Councils Climate Change Alliance to request that it incorporates the South Eastern Council Biodiversity Network into its operations, potentially as an annual round table event.



12.2 Keep in contact with other Councils in the proposed network to track progress and support across Council.

#### COMMUNICATION

12.3 Council officers will report back to Councillors as further information becomes available and with an update on the status of other Councils in relation to the SEBN.

#### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this briefing have material or general interest in the matter.

#### **ATTACHMENTS**

- 1. Exploring Establishment of the SECBN Final Report
- 2. Discussion Paper SECCCA Biodiversity Consideration

## Attachment 1:

# **Exploring Establishment of the South East Councils' Biodiversity Network**

Prepared for the SECBN Working Group 19 April 2024

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Attachment 1:	<b>Exploring</b>	Establishment of	of the	SECBN	Final Re	eport

# Contact

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# 1. Executive Summary

A new cross-council South East Councils' Biodiversity Network (SECBN) was proposed to be established via a notice of motion (NOM) presented to six councils in late 2022.

Several local councils have been actively exploring establishment of the SECBN over the course of 2023 through a working group led by Bayside City Council, the City of Greater Dandenong, and Frankston City Council. Subsequently in January 2024, the SECBN Working Group engaged Leveraged IQ to consolidate all relevant background information and work done to date in exploring establishment of the SECBN, culminating in the development of this report.

In preparing this report Leveraged IQ undertook review of the NOM, a landscape assessment to identify similar existing networks, a desktop review of potential SECBN member councils strategies, and consultation interviews with councillors and network convenors.

This review has established that no network in its current state encompasses both a prioritisation of biodiversity, as well as a councillor and council officer participation mechanism. Further, no existing networks are open to widening their respective scope at this stage to include biodiversity as a priority together with a councillor advisory group.

Acknowledging these gaps in existing networks, Leveraged IQ recommends convening the SECBN as an annual roundtable event. Recent similar events have shown the value of a roundtable event to complement but not duplicate existing networks, provide a forum for councillors to align and prioritise advocacy agendas, enable knowledge sharing, and showcase current program delivery.

#### 2. Notice of Motion Overview

In late 2022, a notice of motion (NOM) was presented to six councils regarding the potential establishment of a South East Councils' Biodiversity Network (SECBN). The SECBN is proposed to comprise of councillors and council officers from network councils in the South Eastern metropolitan region.

The proposed objectives of the SECBN are:

- 1. Information sharing
- 2. Collaboration on joint projects
- 3. Advocacy in relation to common objectives
- 4. Working with State and Federal Governments on environment initiatives
- 5. Exploring wildlife corridors across the region
- 6. Engaging with Traditional Owners across the region

Table 1: SECBN Notice of Motion Summary

COUNCIL	NOM DATE	Sponsor	RESULT	Notes
Mornington Peninsula Shire	4 October 2022	Cr Mar, seconded by Cr Race	Carried	Additionally noted "ecosystems" in objective 5
Glen Eira Council	12 October 2022	Cr Pennicuik, seconded by Cr Zyngier	Carried unanimously	
Bayside City Council	18 October 2022	Cr Samuel-King, seconded by Cr Evans	Carried unanimously	Listed a 7 <sup>th</sup> objective: "protecting endangered species"
City of Greater Dandenong	24 October 2022	Cr Garard, seconded by Cr Foster	Carried	
Frankston City Council	24 October 2022	Cr Harvey, seconded by Cr Baker	Carried unanimously	
Port Phillip City Council	16 November 2022	Crs Baxter / Martin	Carried	
Knox City Council	NA	NA	NA	Interested observer
Kingston Council	NA	NA	NA	Requested to stay informed
City of Melbourne	NA	NA	NA	Requested to stay informed
Hobsons Bay	NA	NA	NA	Suggested in NOM; however, no councillors or officers are known to have participated in SECBN discussions

Refer to figure 1 showing councils who have received NOMs and interested councils.

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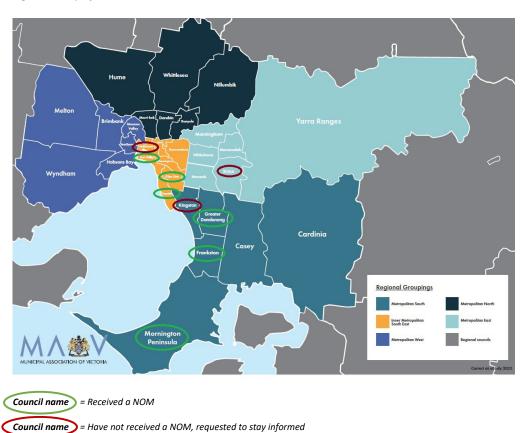


Figure 1: Map of NOM Received and Interested Councils

Background information was provided within the NOMs to outline the SECBN rationale:

- The State of the Environment Report 2021 shows that the environment is under extreme pressure, with a range of compounding threats (global warming, habitat loss, invasive species, pollution, and resource extraction). Councils cannot address the issue in isolation from neighbouring councils who share interconnected biodiversity corridors.
- Climate change, habitat loss, invasive species, pollution, and resource extraction are combining to increase the impact on the environment. Councils should share information and work together on joint projects and advocacy strategies.
- South East metropolitan councils are on land of traditional custodians, the Bunurong, and share many ecological communities. Some NOM also noted that councils are generally in the sandbelt region and share a common coastline.

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# Attachment 1: Exploring Establishment of the SECBN Final Report

- The network can provide opportunities for sharing information and ideas relating to urban forest, biodiversity, and foreshore / marine / coastal management strategies and to advocate with a unified voice.
- Potential joint projects:
  - o a joint wetland celebration, protection, and restoration strategy
  - o endangered species recovery and habitat restoration programs
  - o wildlife corridor protection and linkage projects
  - o noisy minor management strategies including, possibly a joint application for a Governor in Council Order in relation to Noisy Miners
  - o other projects raised by participating councils

# 3. Methodology

Over the course of 2023 following presentation of the NOMS, Bayside City Council, the City of Greater Dandenong, Frankston City Council and a broader coalition of local councils convened a working group to explore establishment of the SECBN. Through the SECBN Working Group, interested Councils have been meeting regularly and working together to gather key information and explore potential network models.

The Bayside City Council together with the City of Greater Dandenong engaged Leveraged IQ on behalf of the SECBN Working Group beginning in January 2024 to consolidate all relevant background information and work done to date in progressing assessment of the SECBN, culminating in the development of this report.

In developing this report, Leveraged IQ undertook a series of analysis and consultation activities:

- Summarised the position of each potential member council in joining the SECBN, drawing on the Notice of Motion provided by each council.
- Conducted a landscape assessment to identify similar existing networks.
- Undertook a desktop review of potential SECBN member councils strategies to establish a
  baseline of relevant strategies including climate, biodiversity, and urban tree strategies.
- Interviewed councillors from Bayside (councillor and mayor), Dandenong, and Frankston during February-March 2024 to further elucidate councillor interests, priorities, and desired participation mechanisms.
- Interviewed key network convenors during February-March 2024 to best understand the existing network landscape including the South East Councils Climate Change Alliance, Melbourne Water Living Links, LGPro Biodiversity Planning Network, Municipal Association of Victoria, Bunurong Land Council Aboriginal Corporation, and the Victorian Department of Energy, Environment and Climate Action.
- **Held 3 x workshops with the core SECBN Working Group** to discuss early findings and the existing networks landscape.
- Held a workshop with the broader coalition of local councils to discuss findings together with the draft report.

# 4. Findings

#### 4.1 Proposed Member Councils Strategy Review

Consistent with the NOM concept of sharing information and ideas relating to council strategies, Leveraged IQ undertook a desktop review of potential SECBN member Councils to establish a baseline of relevant strategies. Strategies were reviewed as supplied by the SECBN Working Group and include climate, biodiversity, and urban tree strategies. The desktop strategy review encompasses the six councils where a NOM has been presented, summarised in Appendix 1.

#### 4.1.1 Common challenges

#### **Environmental degradation**

- · Pollution and litter
- Loss of biodiversity
- Tree and canopy cover loss
- Habitat, waterway, flora, and fauna loss
- · Weed, pest, and invasive species management
- Waterway alterations / altered hydrology

## Climate change impact

- Increasing temperatures
- Decreasing rainfall
- Extreme weather events including coastal inundation
- Adverse economic impacts

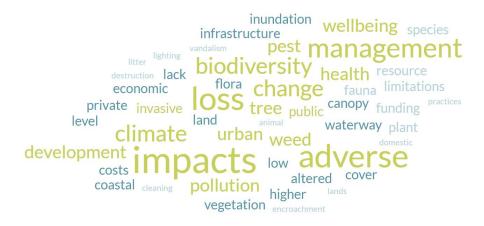
#### Social and wellbeing impact

- · Adverse health and wellbeing impacts
- Greater risks for vulnerable populations

#### Community de-prioritisation of biodiversity

- Low level of community engagement
- Urban development and expansion
- · Private landowner behaviour de-prioritising biodiversity

Figure 2: Common Challenges Identified in Council Climate, Biodiversity, and Urban Forest Strategies



#### 4.1.2 Common opportunities

#### Increasing conservation and biodiversity

- Conservation reserves management
- Biodiversity conservation and open space objectives integration
- Biodiversity focused land management practices including increasing tree canopy cover and indigenous species plantings
- Biodiversity and urban forest mapping, planning, budgeting, planting, and monitoring
- · Pest plants and animals management
- Water sensitive urban design and management

#### Increasing renewable energy and sustainable practices

- Sustainable / green procurement
- Renewable energy procurement and solar generation
- Waste generation reduction and improved recycling

#### Internal strategy and governance alignment

- Internal strategy and governance alignment
- Internal capability + capacity building and awareness
- Improving data collection and management
- Staff training and engagement
- Monitoring and evaluation

#### Policy and planning improvements

- Infrastructure planning and controls alignment with biodiversity objectives on public and private lands
- Sustainable and resilient infrastructure delivery

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#### **Community engagement**

- · Community outreach and education
- Community empowerment
- Assisted flora and fauna identification ("citizen science")

#### **Advocacy and partnerships**

- State and Federal government advocacy
- · Regional and local response partnerships
- Partnerships with Traditional Owners

Figure 3: Common Opportunities Identified in Council Climate, Biodiversity, and Urban Forest Strategies



#### 4.1.3 Regional similarities and differences

Review of these council strategies highlights that many of the challenges and opportunities faced are similar, while local responses my differ reflecting specific communities and environments. All councils acknowledge the pressing need to address climate change and mitigate further affects at the local level through deliberate cataloguing, management, and improvements to existing biodiversity.

Notably, some significant regional differences exist among the examined councils, including:

- The councils reviewed have varying land conditions including urban, coastal, rural, and farm land environments.
- Some councils are more advanced in their biodiversity planning and response, while other councils do not yet have biodiversity plans.
- Stated timelines to achieve net zero carbon emissions vary between councils from 2025 through 2040.

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#### 4.2 Adjacent Networks

In exploring the establishment of a new SECBN, Leveraged IQ conducted a landscape assessment to identify similar existing networks, as well as six network convenor interviews.

Figure 4 below provides an overview of relevant networks currently in operation noting members, participation levels, and type of activities the network undertakes.

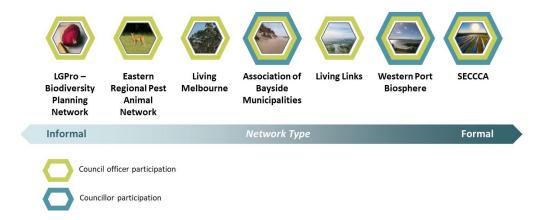
A key distinguishing factor in establishing the SECBN is the inclusion of a councillor advisory group. Figure 5 shows participation of councillors and council officers in existing networks together with the type of network (informal to formal).

Further detail on the networks including their purpose, governance, and funding model is provided in Appendix 2.

Figure 4: Overview of Current Networks Similar to the Proposed SECBN

Network		Men	Members		Activities
	South East Councils Climate Change Alliance (SECCCA)	Bass Coast Shire     Bayside City Council     Cardinia Shire     City of Casey     City of Greater Dandenong	City of Kingston City of Port Phillip Frankston City Council Mornington Peninsula Shire	Councillors     Council officers	Advocacy     Knowledge sharing     Project delivery
	Western Port Biosphere	City of Casey Bass Coast Shire Cardinia Shire Mornington Peninsula Shire	<ul> <li>Individual/business members of the general public</li> </ul>	Councillors     Council officers	Advocacy     Knowledge sharing     Project delivery
	Melbourne Water - Living Links	City of Bayside City of Casey City of Greater Dandenong City of Kingston City of Knox City of Maroondah City of Monash City of Whitehorse Frankston City Council	Yarra Ranges Shire Council South East Water Parks Victoria VicRoads Bushwalking Victoria Conservation Volunteers Australia Field Naturalists Club of Victoria	Council officers	Knowledge sharing     Projectdelivery
11/1	Association of Bayside Municipalities	Bayside City Council     Frankston City Council     City of Greater Geelong     Hobsons Bay City Council     City of Kingston	Mornington Peninsula Shire     City of Port Phillip     Borough of Queenscliffe     Windham City Council	Councillors     Council officers	Advocacy     Knowledge sharing     Project delivery
	Living Melbourne	Endorsed by 30 metro councils +11 bodies (Vic gov, water authorities, statutory agencies, and industry bodies) – but not currently funded		Council officers	Advocacy     Knowledge sharing     Project delivery
H	Eastern Regional Pest Animal Network	13 councils in eastern     Melbourne     Parks Victoria     DEECA     DTP	Melbourne Water     Port Phillip CMA     Westernport CMA	Council officers	Knowledge sharing     Project delivery
	LGPro - Biodiversity Planning Network	Informal membership		<ul> <li>Council officers</li> </ul>	Knowledge sharing

Figure 5: Current Networks by Type and Councillor + Council Officer Participation



Drawing on the findings from the existing networks landscape assessment, Leveraged IQ conducted six interviews with network convenors identified with the SECBN Working Group to further understand the existing networks landscape.

- 1. South East Councils Climate Change Alliance (SECCCA) on 16 February 2024
- 2. LGPro Biodiversity Planning Network on 20 February 2024
- 3. Melbourne Water Living Links on 23 February 2024
- 4. Municipal Association of Victoria (MAV) Environment and Water on 7 March 2024
- 5. Bunurong Land Council Aboriginal Corporation on 7 March 2024
- 6. Department of Energy, Environment and Climate Action (DEECA) on 12 March 2024

Key themes and information from the network convenor interviews is outlined below.

#### **SECCCA**

- **History**: SECCCA was established 20 years ago and was housed originally within the City of Casey, though is now an independent incorporated entity. Starting small enabled SECCCA to grow based on its members' interests and priorities.
- Funding: occurs primarily through membership and project fees, which enables SECCCA to scale up and down based on member and project interest. Funds are additionally supplemented through grants and philanthropic funding.
- **Governance**: SECCCA's governance model is unique council officers comprise the management committee (decision making body) and councillors participate via an advisory group.

#### **LGPro – Biodiversity Planning Network**

- **Operation**: an online community of practice or resource group for council officers (environmental planners) to discuss implementation and delivery matters.
- Affiliation: as 'Special Interest Group' of LGPro, which is a membership organisation for Victorian council officers.
- **Funding**: minimal to no funding is required as the Biodiversity Planning Network operates virtually and on a self-organising basis with informal membership.

#### Melbourne Water - Living Links

- Operating model: as a statutory authority owned by the Victorian State Government, Living Links supports on ground project delivery together with partner organisations which include 10 local governments, three government agencies, and three community groups.
- **Priorities**: biodiversity priorities and outcomes are linked to waterways and drainage charges which are set every five years through state regulations.
- Review: a review of Living Links will be undertaken and will likely take into account the
  outcomes of the SECBN considerations.

#### **MAV - Environment and Water**

- **Operations**: MAV delivers advocacy and activities that have a statewide focus, in alignment with its legislated remit.
- Water and Environment Committee: MAV previously convened an Environment and Water advisory committee, which ceased operation in 2020 as part of broader reforms to the MAV committee structure.
- Advocacy: the existing MAV state council motion process could provide an advocacy channel for networks like the SECBN.

#### **Bunurong Land Council**

- Operations: across 8,000 sq km, the Bunurong Land Council RAP spans 22 local councils.
- **Current network engagement**: the Bunurong Land Council has some but limited engagement with other SECBN-related networks.
- **Engagement**: the Bunurong Land Council is interested to explore participation in forums that are culturally appropriate and safe.

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#### **DEECA**

- Victoria's Environment—Biodiversity 2037: DEECA is responsible for managing Victoria's biodiversity via this 20 year strategic plan, which focuses on long term outcomes and creating the greatest net benefit for the greatest number of species.
- **Biodiversity Forum**: *Biodiversity 20237* identifies that as part of its implementation, a Biodiversity Forum is to be convened to develop common responses to statewide targets. Participants are to include state / local government agencies, public land managers, community groups, NGOs, business and industry, Traditional Owner Corporations, and members of regional partnerships. However, this forum is not currently in operation.

#### 4.3 Councillor Consultations

Leveraged IQ conducted four interviews with councillors identified with the SECBN Working Group from councils who passed the NOM, to further elucidate councillor interests, priorities, and desired participation mechanisms in the SECBN.

- 1. Cr Claire Harvey, Frankston City Council on 13 February 2024
- 2. Mayor Fiona Stitfold, Bayside City Council on 27 February 2024
- 3. Cr Jo Samuel-King, Bayside City Council on 12 March 2024
- 4. Cr Rhonda Garad, City of Greater Dandenong on 12 March 2024

Areas of interest and themes identified in the interviews are outlined below.

- Biodiversity: as a concept biodiversity can be difficult to understand but is critical due to
  ecological limits, council interdependence (biodiversity does not stop at council boundaries),
  and is a shared priority. Improvements could be made generally in measuring biodiversity,
  cross-region monitoring, and standardised data sharing.
- Efficiencies of scale: regional collaboration and/or a regional approach to biodiversity could
  yield possible efficiencies of scale and resource utilisation, including knowledge sharing and
  skills exchange.
- Existing network landscape: there may be cross over and duplication in the existing networks.
- Challenges of a cross-council biodiversity network: the proposed SECBN member councils have differences in geographies, landscapes, and populations which is a challenge existing networks also navigate.
- Advocacy: a biodiversity network could support councillors to advocate at various levels of government with one collective voice to advance shared priorities.
- **SECBN considerations**: the SECBN could be established as a stand-alone network, a project based network, or an event every year. The SECBN could have shared advocacy strategies and projects, as well as provide opportunities for knowledge sharing.

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#### 4.4 Risk Assessment

Examining current council strategies and existing networks, together with interviews with councillors and network convenors highlights complexities and risk in establishing the SECBN:

- The current climate / sustainability / environment landscape is replete with networks,
  risking duplication of efforts and diluting limited available funding generally across networks.
  Key activities of advocacy, knowledge sharing, and on ground delivery are occurring through
  these networks, albeit in some cases dispersed across networks. Though notably, the specific
  focus areas of individual networks can allow for more concentrated efforts in their respective
  areas.
- There is no existing network dedicated to biodiversity in which both councillors and council
  officers can participate, though both can participate in existing climate / sustainability /
  environment focused networks in various capacities.
- There is no cross sharing of activities between networks which can lead to duplication of work.
- 4. Some existing networks provide a forum for councillor advocacy and knowledge sharing on climate / sustainability / environment priorities, though advocacy avenues and knowledge sharing forums in a biodiversity context are limited.
- 5. Significant council on the ground delivery is occurring within existing networks and across councils; however, councillors often have limited visibility of this delivery.
- 6. There is very little Traditional Owner engagement in existing networks and in order to support Traditional Owner participation, cultural appropriateness and cultural safety of the forum must be addressed.
- There is no consolidated, statewide biodiversity forum currently being facilitated by DEECA
  for local councils to engage with the Victorian government on biodiversity priorities as set out
  in *Biodiversity 2037*.
- 8. Establishing any new network will require cross-council buy in and financial commitment, which are challenges all existing networks face ongoing. The appetite to establish the SECBN as a new standalone network is mixed, given the many adjacent networks currently in operation, as well as constraints on funding and resourcing (both councillor and council officer time and capacity).

#### 5. Recommendation

Drawing together the findings of the SECBN exploration, it can be determined that no network in its current state encompasses both a prioritisation of biodiversity as well as a councillor and council officer participation mechanism. Further, no existing networks are open to widening their respective scope at this stage to include biodiversity as a priority together with a councillor advisory group.

As such, a range of options have been considered in exploring the SECBN, from maintaining the status quo of current networks paired with increased visibility of on ground cross-council biodiversity project delivery, to establishing the SECBN as a new stand-alone network.

Acknowledging the gaps in existing networks and as the most likely viable option, Leveraged IQ recommends convening the SECBN as an annual roundtable event. Further detail on this option including the concept, comparative costs, and benefits are outlined below.

#### 5.1 Convening the SECBN as an annual roundtable

Convening the SECBN as an annual roundtable event could support achievement of the SECBN objectives as outlined in the NOM in both a resource and time efficient way, while also augmenting the current network landscape.

- Discuss biodiversity advocacy priorities and prioritise advocacy efforts among councillors, followed by a SECBN communiqué and potentially a working party to progress activities, for example through existing advocacy avenues such as the Municipal Association of Victoria or the Australian Local Government Association.
- Provide a forum for both councillors and council officers to convene and share knowledge, together with related network convenors and potentially also Traditional Owners.
- Celebrate and inform existing council and related networks by showcasing on ground delivery
  of biodiversity projects.
- Hosting could occur via auspicing through an existing network such as SECCCA (preferred) or Living Links (alternative).
- Fund on a proportional council basis, potentially supplemented with sponsorship funding and deliver in-house or with a contracted event provider.
- **Open invitation** to all councillors from all interested south east councils reflecting broad interest in biodiversity with significant advanced notice to maximise participation.
- Formalised **review after the first SECBN roundtable** could be conducted to assess the effectiveness of the forum and relevant lessons learned for future forums.

## 5.2 Case study comparisons

The City of Melbourne Urban Nature: Urban Myth symposium held in May 2023 and the cross-council Victorian Coastal Roundtable held in March 2024 provide recent case study event examples. Case Study 1: Urban Nature: Urban Myth? A symposium for urban practitioners

A two-day <u>symposium</u> hosted by the City of Melbourne on 11-12 May 2023.

**Objective**: to make good work more visible, amplify uptake of new research, and shift social norms on what 'should be done' for nature in the urban environment

Attendees: 300+ elected officials, practitioners, academics, members of the general public

**Outcome**: <u>Playbook for Urban Biodiversity</u> produced by the Melbourne Centre for Cities at the University of Melbourne

- 24 recommendations including the development of a metropolitan-wide biodiversity strategy, recognising that local governments are important players in managing public land in cities (page 12)
- Embracing a holistic approach to land management in partnership with Traditional Owners (pages 14-15)

## **Budget**

Venue	\$1,700
AV, attendant support	\$3,000
Catering	
Coffee on arrival & morning tea	\$5,900
Lunch	\$8,000
Afternoon tea, coffee, biscuits	\$2,300
Welcome to country fees	\$700
Speaker fees & gifts	\$2,750
Invitations & advertisement	\$500
TOTAL	\$24,850

Staff preparation time: Senior Ecologist \$50,000 estimated

@ 0.5 x 6 months

## Attachment 1: Exploring Establishment of the SECBN Final Report

#### Case Study 2: Victorian Coastal Roundtable

A one-day <u>roundtable</u> held on 15 March 2024, hosted by Mornington Peninsula Shire Council, Bass Coast Shire Council, and South Gippsland Shire Council, and facilitated with the support of the Australian Coastal Councils Association.

**Objective**: to establish a unified stance to advocate to both State and Federal governments addressing coastal inundation, erosion, sea level rises, and planning challenges encountered by councils statewide

Attendees: 65 local government councillors and council officers

**Outcome**: development of a communiqué and advocacy position, potentially for provision to the Australian Local Government Association National General Assembly in July 2024

Budget: approximately \$3,000

## 5.3 Operational benefits

Distinct benefits exist in establishing the SECBN as an annual roundtable event, particularly in comparison to a new stand-alone network. These benefits include:

- Cost savings to participating councils as compared to network participation contributions, which range from \$3,000 to \$40,000 annually per council based on council and network (see additional detail in Appendix 2), particularly with reference to the Victorian Coastal Roundtable event.
- Complement rather than duplicate existing related networks.
- **Fill the current gap** by providing an advocacy forum for councillors to align and prioritise biodiversity agendas.
- Provide a forum for councillors, council officers, and network convenors to participate in biodiversity knowledge sharing.
- Provide a forum to showcase both existing cross-council and networks program delivery.
- Support councillors and council officers to collaborate on aligned council strategic biodiversity goals.
- Facilitate engagement across networks through the participation of network convenors.
- Engage Traditional Owners in a participatory forum.
- Provide a channel to explore efficiencies of scale by drawing on existing council biodiversityrelated strategies, as well as learnings from developing and implementing these strategies.

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## 6. Next Steps

As the NOM was presented to six councils with several additional councils interested in the SECBN's exploration, councils will next consider the SECBN exploration on a council by council basis.

To progress considerations of this report and associated recommendation, councils may wish to:

- Confirm the number of interested councils who support (or do not support) the recommendation, in order to determine minimum viability of the SECBN as a roundtable event and proportional costs to participating councils.
- Should the recommendation proceed, identify and engage with the preferred roundtable event host.

Appendix 1: Proposed SECBN Member Councils' Climate, Biodiversity, and Urban Forest Strategies Summary

STRATEGY NAME	Overview	<b>OPPORTUNITIES</b>	CHALLENGES
Bayside Biodiversity Action Plan June 2018- 2027	<ul> <li>Actions to implement         Environmental Sustainability         Framework 2016-2025</li> <li>77.09 hectares of conservation         open space; 56.72 hectares on 17         kms of foreshore and 20.37         hectares in eight inland reserves</li> <li>Part of the South Eastern         Melbourne Sandbelt region,         Brighton Coastal Plain</li> </ul>	<ul> <li>Internal strategy and governance alignment</li> <li>Significant biological areas identification</li> <li>Community outreach and education</li> <li>Conservation reserves management</li> <li>Increase indigenous species plantings</li> <li>Controlled fire management</li> <li>Climate change adaptations</li> </ul>	<ul> <li>Weed and pest management</li> <li>Tree vandalism</li> <li>Public lands destruction and encroachment</li> <li>Invasive lighting and cleaning practices</li> <li>Domestic animal management</li> <li>Pollution and litter</li> </ul>
Greater Dandenong Climate Emergency Strategy and Action Plan 2020 – 30	<ul> <li>Build foundations for future programs and activities, target community capacity building to respond to the Climate Emergency, and facilitate change</li> <li>Target: net zero carbon emissions by 2025</li> </ul>	Community outreach and education Vulnerable households support Internal capability + capacity building and awareness Internal strategy and governance alignment + implementation Financial, performance, risk, and vulnerability assessments Monitoring and evaluation State and Federal gov advocacy Regional and local partnerships Local business economic development and support Green procurement Public transit Power, water, and building optimisation	<ul> <li>Adverse health and wellbeing impacts</li> <li>Loss of biodiversity</li> <li>Electricity supply and costs</li> <li>Increased need for irrigation</li> <li>Flood damage</li> <li>Building and infrastructure impacts</li> <li>Adverse open spaces impacts</li> <li>Food and water insecurity</li> <li>Adverse economic impacts</li> </ul>

STRATEGY NAME	Overview	OPPORTUNITIES	CHALLENGES	
Growing Nature Together - Greater Dandenong's Biodiversity Action Plan 2023-2025	<ul> <li>Achieve the vision 'The City of Greater Dandenong's ecosystems are resilient, healthy, connected and contributing to the wellbeing of current and future generations'</li> <li>600+ hectares of remaining native vegetation, trees, and revegetated areas</li> </ul>	<ul> <li>Biodiversity focused land management practices</li> <li>Biodiversity mapping</li> <li>Internal strategy and governance alignment + implementation</li> <li>Vulnerability assessments</li> <li>Monitoring and evaluation</li> <li>Internal capability + capacity building and awareness</li> <li>Community education and engagement – including private land</li> <li>Partnerships including Traditional Owners</li> <li>State and Federal government advocacy</li> </ul>	<ul> <li>Residential and commercial development</li> <li>Industrial development</li> <li>Agriculture</li> <li>Waterway alterations / altered hydrology</li> <li>Weed and pest management</li> <li>Transport and utility corridors</li> <li>Pollution</li> <li>Climate change</li> </ul>	
City of Greater Dandenong Urban Forest Strategy 2021- 28	<ul> <li>Provides a framework for Council and the community to grow the city's urban forest</li> <li>Very low tree canopy cover at 9%</li> <li>Associated strategies: Greater Dandenong Greening Our City: Urban Tree Strategy 2018-28 and Greater Dandenong Greening Our Neighbourhoods Strategy 2021-28</li> </ul>	Increase canopy cover to 15% by 2028  Urban forest management framework  Improve climate change resiliency  Cooling through greening the city  Improve community health  Engage and educate the community - encourage increased canopy trees on private land	<ul> <li>Higher urban heat island effects</li> <li>'High vulnerability' status due to very low canopy cover and highly disadvantaged population</li> <li>Influence private landowner behaviour</li> </ul>	
Frankston City Council Climate Change Strategy 2023–2030	<ul> <li>Prepare Council and the community for climate change impacts</li> <li>Deliver 57 actions over seven years</li> </ul>	<ul> <li>Staff training and engagement</li> <li>Sustainable procurement</li> <li>Renewable energy procurement and solar generation</li> <li>Planning controls and standards</li> </ul>	<ul> <li>Loss of biodiversity</li> <li>Sea level rise, storm surges, and coastal inundation</li> <li>Erosion, loss of vegetation, cliff instability, and beach accessibility</li> </ul>	

STRATEGY NAME	Overview	OPPORTUNITIES	CHALLENGES
	Target: net zero greenhouse gas emissions by 2040	<ul> <li>Sustainable and resilient infrastructure delivery</li> <li>Council building retrofits and upgrades</li> <li>Regional, state, federal and international government advocacy</li> <li>Regional collaboration</li> <li>Community education and empowerment</li> <li>Community grants, incentives, and rebates</li> </ul>	<ul> <li>Adverse health and wellbeing impacts</li> <li>Threatened identity and sense of belonging of Traditional Custodians</li> <li>Infrastructure and built environment disruptions, higher operating and repair costs</li> <li>Housing adaptations</li> <li>Vulnerable populations</li> </ul>
Frankston City Council Biodiversity Action Plan 2021–2036	<ul> <li>Collate and analyse existing biodiversity data, identify knowledge gaps, and consider potential future threats</li> <li>Targeted, achievable actions to enhance biodiversity</li> <li>1,900 ha of remnant native vegetation, spread across private and public land</li> <li>Note: Statement of Significance provided by Bunurong Land Council</li> </ul>	<ul> <li>Internal strategy and governance alignment + implementation</li> <li>Infrastructure planning</li> <li>Biodiversity conservation and open space objectives integration</li> <li>Climate emergency planning</li> <li>Research and international best practice implementation</li> <li>Monitoring and evaluation</li> <li>Community engagement and support</li> <li>Pest plants and animals management</li> <li>Strategic urban expansion planning and biodiversity protection on private and public land</li> <li>Bushland management</li> <li>Fire management in bushland reserves</li> <li>Enforcement and compliance</li> </ul>	<ul> <li>Low level of community engagement and support</li> <li>Pest plants and animals</li> <li>Urban expansion and biodiversity on private land</li> <li>Bushfire management</li> <li>Lack of current management plans – natural reserves, flora and fauna surveys</li> <li>Resource and funding limitations</li> <li>The climate emergency</li> </ul>

STRATEGY NAME	OVERVIEW	OPPORTUNITIES	CHALLENGES	
Frankston City Council Urban Forest Action Plan 2020–2040	<ul> <li>20 year plan for Frankston's urban forest: the sum of all trees across the municipality (130 sq km) irrespective of tree species, location, origin, or ownership</li> <li>62,000 trees in streets, parks and private property; 17% tree canopy</li> <li>Estimated 16,000 vacant street tree sites provide significant opportunity to increase tree cover</li> </ul>	<ul> <li>Best practice tree mapping, planning, budgeting, planting, monitoring, and removal</li> <li>Water sensitive urban design and management</li> <li>Internal capability + capacity building and awareness</li> <li>Internal strategy and governance alignment</li> <li>Planning controls</li> <li>Supplier engagement</li> <li>Enforcement practices</li> <li>Community education and engagement</li> <li>State government advocacy</li> <li>Partnerships</li> </ul>	<ul> <li>Tree and canopy cover loss</li> <li>Climate change</li> <li>Resource and funding limitations</li> <li>Urban development – tree removal, excessive pruning, failure to plant new trees</li> </ul>	
Glen Eira Council – February 2018 Biodiversity in Glen Eira	<ul> <li>Report cataloguing Glen Eira's biodiversity</li> <li>Identifies previously undocumented wild, indigenous plant species, indigenous frogs, fish and lizards</li> </ul>	<ul> <li>Biodiversity hotspot management</li> <li>Community assisted flora and fauna identification ("citizen science")</li> </ul>	<ul> <li>Limited historical records</li> <li>Habitat, waterway, flora, and fauna loss</li> <li>Weed + non-indigenous plant species introduction</li> </ul>	
Mornington Peninsula Shire Our Climate Emergency Response From 2020 to 2030: A place where people and nature thrive	<ul> <li>Target: net zero greenhouse gas emissions by 2040</li> <li>7 summit targets and 21 action steps to restore a safe climate pathway</li> </ul>	<ul> <li>Internal strategy and governance alignment</li> <li>Community outreach and education</li> <li>Increased renewable energy</li> <li>Increase public transport and zero emissions vehicles use</li> <li>State and Federal government advocacy and partnerships</li> </ul>	<ul> <li>Increasing temperatures</li> <li>Decreased rainfall</li> <li>Coastal inundation</li> <li>Extreme weather events</li> <li>Biodiversity and ecosystems loss</li> <li>Adverse economic impacts</li> <li>Adverse health, wellbeing, and social justice impacts</li> </ul>	

STRATEGY NAME	Overview	OPPORTUNITIES	CHALLENGES
Mornington Peninsula Shire <i>Biodiversity</i> Conservation Plan	<ul> <li>Establish a strategic, best practice approach to managing and enhancing biodiversity</li> <li>Increase community biodiversity awareness, value, and involvement</li> <li>Partnerships between the community, public land managers, and agencies</li> </ul>	<ul> <li>Local partnerships</li> <li>Atmospheric carbon sequestration</li> <li>Supply of local, sustainable food</li> <li>Improved biodiversity on public and private land</li> <li>Waste generation reduction, improved recycling, and investment in local circular economy</li> <li>Monitoring and evaluation</li> <li>Organisational tool development</li> <li>Planning, research, documentation, and reviews</li> <li>Best practice land management</li> <li>Community outreach and education</li> <li>Knowledge building</li> <li>Private land biodiversity conservation</li> <li>Policy and plan alignment and improvement</li> <li>Building ecosystem resilience</li> <li>Local partnership, including Traditional Owners</li> <li>State government advocacy</li> </ul>	<ul> <li>Vegetation clearance and land use change</li> <li>Invasive species – environmental weeds, pests, and pathogens</li> <li>Pollution</li> <li>Nature-based recreation</li> <li>Altered disturbance regimes – fires and flooding</li> <li>Lack of public awareness</li> <li>Climate change</li> </ul>
Background Research Discussion Paper: City of Port Phillip Biodiversity Study and Action Plan	<ul> <li>Presents a summary of findings compiling biodiversity records, the results of which were used to identify sites and taxonomic groups targeted for field surveys.</li> </ul>	<ul> <li>Keystone and flagship species identification</li> <li>Flora, fauna, and fungi cataloguing</li> </ul>	<ul> <li>Climate change</li> <li>Detrimental management practices ie. beach grooming/combing, herbicide spraying</li> <li>Community consultation</li> <li>Urban development</li> </ul>

Appendix 2: Adjacent Networks Landscape Overview

NETWORK	Purpose	MEMBERS	GOVERNANCE & FUNDING	COMMENTARY
South East Councils Climate Change Alliance (SECCCA)	Leads, facilitates and supports comprehensive regional action that accelerates greenhouse gas emissions reduction and builds climate resilience	<ul> <li>Councillors + Council officers</li> <li>Bass Coast Shire</li> <li>Bayside City Council</li> <li>Cardinia Shire</li> <li>City of Casey</li> <li>City of Greater Dandenong</li> <li>City of Kingston</li> <li>City of Port Phillip</li> <li>Frankston City Council</li> <li>Mornington Peninsula Shire</li> </ul>	<ul> <li>Local government, not for profit, incorporated association with 3 x staff</li> <li>Management Committee: 2 officers from member councils</li> <li>Councillor Advisory Group: 1-2 councillor reps from each council</li> <li>Funded by member councils approx. \$40k per annum, Vic Gov, Australian Gov, philanthropy, grants</li> </ul>	<ul> <li>SECCCA's strategic priorities do not encompass biodiversity</li> <li>Does not include all proposed SECBN member councils</li> </ul>
Melbourne Water - Living Links	<ul> <li>A large scale, long-term urban nature program working to create a web of green spaces across Melbourne's south-east</li> <li>Established in 2006, operates in the Dandenong Catchment</li> </ul>	<ul> <li>Council officers</li> <li>City of Bayside</li> <li>City of Casey</li> <li>City of Greater Dandenong</li> <li>City of Kingston</li> <li>City of Knox</li> <li>City of Maroondah</li> <li>City of Monash</li> <li>City of Whitehorse</li> <li>Frankston City Council</li> <li>Yarra Ranges Shire Council</li> <li>South East Water</li> </ul>	<ul> <li>Staffed by Melbourne Water</li> <li>Government agencies, non-government organisations and community groups fund and deliver coordinated small and large-scale projects and on-ground works</li> <li>Council financial contributions between \$3k-\$7.5k per annum</li> </ul>	<ul> <li>Remit would not accommodate a councillor advisory group</li> <li>Dandenong Catchment does not include all proposed SECBN member councils</li> <li>Possible implementation or delivery partner for SECBN</li> </ul>

NETWORK	PURPOSE	MEMBERS	GOVERNANCE & FUNDING	COMMENTARY
		<ul> <li>Parks Victoria</li> <li>VicRoads</li> <li>Bushwalking Victoria</li> <li>Conservation Volunteers Australia</li> <li>Field Naturalists Club of Victoria</li> </ul>		
LGPro - Biodiversity Planning Network	<ul> <li>Assist in protecting and enhancing natural values across the state and within local municipalities</li> <li>Main focus is on native vegetation / biodiversity protection legislation, controls, and enforcement</li> </ul>	Closed group with 114 members	<ul> <li>Special Interest Group auspiced by LG Pro for local government staff who implement biodiversity legislation and policies</li> <li>1 x member convenor</li> <li>Subscription based, funded via LGPro Council membership, no additional network financial contributions required</li> </ul>	<ul> <li>Similar aims to SECBN:</li> <li>Discuss emerging issues, provide advice to policy makers, advocate for biodiversity protection</li> <li>Share knowledge and experience to improve policy and legislation implementation</li> <li>Provide a forum for stakeholder and gov communication</li> <li>Provide professional development opportunities and peer support</li> </ul>
Living Melbourne	<ul> <li>Work towards a shared vision for the urban forest across</li> </ul>	Council officers  • 41 endorsing	<ul> <li>Managed by a local government Advisory Group</li> </ul>	<ul> <li>All proposed SECBN councils are endorsing organisations</li> </ul>
	metropolitan Melbourne via the Living Melbourne: our metropolitan urban forest strategy	organisations spanning local gov, Vic gov, water authorities, statutory agencies, and industry bodies	<ul> <li>Staff: seeking 1 x         executive officer and 1 x         program support officer</li> <li>Currently exploring new         funding options ranging</li> </ul>	Future funding, governance, and implementation is uncertain

NETWORK	Purpose	Members	GOVERNANCE & FUNDING	COMMENTARY
			from \$15k-\$30k to in- kind contributions per annum	
Municipal Association of Victoria – Environment & Water	<ul> <li>Supported councils' environmental activities through policy analysis, advice, advocacy, project support and management, and relationships</li> </ul>	<ul> <li>Councillors + Council officers</li> <li>All councils except         Bayside City Council     </li> </ul>	<ul> <li>Subscription based, funded via MAV membership</li> </ul>	<ul> <li>Environment &amp; Water Committee was discontinued in 2020</li> </ul>
Association of Bayside Municipalities	The protection and management of the natural, cultural, social and economic values of Port Phillip Bay  Committed to protection, effective management and enhancement of bay beaches, and marine environment, including conservation of coastal and marine ecosystems	<ul> <li>Councillors + Council officers</li> <li>Bayside City Council</li> <li>Frankston City Council</li> <li>City of Greater Geelong</li> <li>Hobsons Bay City Council</li> <li>City of Kingston</li> <li>Mornington Peninsula Shire</li> <li>City of Port Phillip</li> <li>Borough of Queenscliffe</li> <li>Windham City Council</li> </ul>	<ul> <li>Unincorporated association of councils that have frontage to, and are affected by the tidal influences of, Port Phillip Bay</li> <li>Operates under the auspices of the Municipal Association of Victoria</li> <li>Funding via membership of approx. \$11k per annum</li> </ul>	<ul> <li>Does not include all proposed SECBN member councils</li> <li>Remit is broader than biodiversity and/or environment</li> </ul>
Western Port Biosphere	<ul> <li>Founded in 2003 to create a sustainable future for Western Port environmentally, socially and economically</li> <li>Part of UNESCO's World Network of Biosphere Reserves</li> </ul>	<ul> <li>1 nominated councillor on the board + council officers</li> <li>City of Casey</li> <li>Frankston City Council</li> <li>Bass Coast Shire</li> <li>Cardinia Shire</li> </ul>	<ul> <li>Not for profit foundation</li> <li>Funded by donations and contributions from the 5 local governments of the Biosphere at approx. \$25k per annum + grants and philanthropy</li> </ul>	<ul> <li>Does not include all proposed SECBN member councils</li> <li>Remit is broader than biodiversity and/or environment</li> </ul>

NETWORK	Purpose	Members	GOVERNANCE & FUNDING	COMMENTARY
	<ul> <li>Covers an area of 2,142 sq km intersecting with 5 LGAs</li> </ul>	<ul> <li>Mornington Peninsula Shire</li> <li>Individual / business members of the general public</li> </ul>		
Eastern Regional Pest Animal Network	<ul> <li>Pursuing pest animal management as best implemented at a regional scale, with coordinated action across land tenures, sharing knowledge, capacity, and resources</li> </ul>	<ul> <li>13 local councils in eastern Melbourne</li> <li>Parks Victoria</li> <li>DEECA</li> <li>DTP</li> <li>Melbourne Water</li> <li>Port Phillip CMA</li> <li>Westernport CMA</li> </ul>	<ul> <li>Voluntary network</li> <li>Funded via council contributions of \$10k per annum (with a target budget of \$100k)</li> </ul>	Remit is one aspect of biodiversity
Biodiversity Council	<ul> <li>Mission to be a trusted expert voice of accurate information on all aspects of biodiversity to the Australian people, to ensure biodiversity and Country prosper</li> </ul>	<ul><li>Universities</li><li>Foundations</li></ul>	<ul> <li>Founded and hosted by the University of Melbourne with support from partner members</li> <li>Funded by donations and partnerships</li> </ul>	<ul> <li>No local or state government participation</li> </ul>
Cities with Nature	<ul> <li>Provides a shared platform for cities and their partners to engage and connect, working with shared commitment towards a more sustainable urban world</li> </ul>	<ul> <li>City of Melbourne</li> <li>City of Port Phillip</li> <li>City of Stonnington</li> <li>City of Yarra</li> <li>City of Brimbank</li> <li>Other cities across Australia and the world</li> </ul>	<ul> <li>Not for profit organisation</li> <li>Founding partners:         ICLEI, The Nature         Conservancy,         International Union for the Conservation of         Nature UN Convention on Biological Diversity         and other int'l partners</li> </ul>	<ul> <li>Does not include all proposed SECBN member councils</li> <li>Broader urban nature and global remit</li> </ul>



# **Discussion Paper: SECCCA Biodiversity Consideration**Prepared by Nicki Van Veen, Leveraged.iQ

#### Introduction

This paper seeks the views of the SECCCA Management Committee and Councillor Advisory Group on exploring the inclusion of biodiversity within SECCCA's strategic priorities over the next 12 months, commencing with hosting a roundtable event. The paper is prepared by *Leveraged IQ* on behalf of the SECCCA management team.

## **Background**

Through recent development of the *Strategic Plan 2024-2028*, SECCCA has reaffirmed our vision for communities of the south east of Melbourne to be vibrant, prosperous and climate-safe.

Councils across the south east recognise this imperative and broadly have declared a climate emergency, are working toward zero emissions targets, and are actively implementing key climate, sustainability, and biodiversity strategies.

Increasingly in recent years, the link between climate change and its resulting impacts on biodiversity<sup>1</sup> specifically are being more fulsomely documented and better understood. Key reports note that:

- "Climate change, habitat loss and degradation, and invasive species are the key threats to
   Australia's biodiversity... Climate change and extreme weather events are becoming
   increasingly important as direct drivers of changes in biodiversity."<sup>2</sup>
- "In many cases, the impacts of climate change on biodiversity are exacerbated by other
  pressures such as land clearing and invasive species, but in some cases impacts can be
  unequivocally attributed to climate change."3

Councils in the south east are actively working in the nexus between climate change and biodiversity, and bringing a dedicated focus to biodiversity. This focus on biodiversity includes considering the establishment of a South East Councils' Biodiversity Network (SECBN), presented to and carried via notice of motion in late 2022 by the following six councils:

- 1. Bayside City Council
- 2. City of Greater Dandenong
- 3. Frankston City Council
- 4. Glen Eira Council
- 5. Mornington Peninsula Shire
- 6. Port Phillip City Council



#### **Key Issues**

At this stage of SECCCA's strategic planning process and with the focus councils in the south east are bringing to biodiversity, it may be timely to consider over the next 12 months the inclusion of biodiversity within SECCCA's strategic priorities.

Traditionally a priority focus area for SECCCA has been supporting councils in the south east to achieve net zero emissions targets. Historically SECCCA has fulfilled this priority through dedicated capital and asset-based projects. However, adding a focus on biodiversity could complement SECCCA's current work, including the recently completed Carbon Sink Study. For example, recent literature notes that "biological CDR [carbon dioxide removal] methods like reforestation, improved forest management, soil carbon sequestration, peatland restoration and coastal blue carbon management can enhance biodiversity and ecosystem functions, employment and local livelihoods."<sup>4</sup>

Further, SECCCA is well positioned as a flagship regional network to take a visible biodiversity role. SECCCA's operating strengths include our unique governance model which encompasses both councillors and council officers, together with a strong membership base of nine councils across the south east. Additionally, SECCCA's agenda spans advocacy, knowledge sharing, and project delivery activities, whereas many adjacent regional networks do not encompass all three activities.

Drawing together these emerging focus areas and strengths, SECCCA could be well placed to incorporate biodiversity within our strategic focus. This focus could initially manifest in SECCCA hosting a biodiversity roundtable broadly shaped around the following:

- **Invitees**: all SECCCA members (both councillors and council officers) together with related network convenors, other stakeholders and Traditional Owners.
- Purpose: discuss and prioritise biodiversity advocacy efforts, share knowledge across councils
  and networks, and showcase on ground delivery of biodiversity projects.
- Funding: on an additional project basis, potentially supplemented with sponsorship funding.
- Review: following the roundtable to assess the effectiveness of the forum and fit within SECCCA's long term strategy.

Benefits of SECCCA hosting a biodiversity-focused roundtable could include:

- Leading engagement across councils and networks through the participation of councillors, council officers, and adjacent network convenors in biodiversity advocacy and knowledge sharing.
- Showcase both existing cross-council and network biodiversity program delivery.
- Support councils' collaboration on both climate and biodiversity goals.
- Provide an avenue to release / promote SECCCA's Carbon Sink Study.

By way of comparison, the Victorian Coastal Roundtable was held in March 2024. Over 60 councillors and council officers attended the roundtable hosted by Mornington Peninsula Shire Council, Bass Coast Shire Council, and South Gippsland Shire Council, facilitated with the support of the Australian Coastal



Councils Association. The roundtable culminated in development of a communiqué and advocacy position submitted to the Australian Local Government Association.

## **Next Steps**

The SECCCA management team seeks the Management Committee and Councillor Advisory Committee's views in exploring biodiversity as part of SECCCA's strategic priorities over the next 12 months, commencing with hosting a roundtable event in early 2025. All feedback and comments are sought out-of-session by **COB 20 June 2024**.

#### **Terms and References**

- 1. The Convention on Biological Diversity defines **biodiversity** as "variability among living organisms from all sources including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are apart" (Article 2).
  - Available at: <a href="https://www.cbd.int/convention/articles?a=cbd-02">https://www.cbd.int/convention/articles?a=cbd-02</a> (Accessed: 15 May 2024).
- Australian Department of Agriculture, Water and the Environment, 2021: Australia State of the Environment Report 2021, Canberra. Available at: <a href="https://soe.dcceew.gov.au/">https://soe.dcceew.gov.au/</a> (Accessed: 15 May 2024).
- 3. Hughes L, Dean A, Steffen W & Rice M (2019). *This is what climate change looks like*, Climate Council of Australia, Sydney. Available at: <a href="https://soe.dcceew.gov.au/">https://soe.dcceew.gov.au/</a> (Accessed: 15 May 2024).
- Intergovernmental Panel on Climate Change, 2023: Summary for Policymakers. In: Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, p. 21, doi: 10.59327/IPCC/AR6-9789291691647.001.
  - Available at: <a href="https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC\_AR6\_SYR\_SPM.pdf">https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC\_AR6\_SYR\_SPM.pdf</a> (Accessed 15 May 2021).



11.2 GREEN LINK FEASIBILITY REPORT

EXECUTIVE MEMBER: TARNYA MCKENZIE, INTERIM GENERAL MANAGER,

**COMMUNITY WELLBEING AND INCLUSION** 

PREPARED BY: CLAIRE ULCOQ, COORDINATOR OPEN SPACE

DANA PRITCHARD, MANAGER OPEN SPACE RECREATION AND

**COMMUNITY RESILIENCE** 

## 1. PURPOSE

1.1 To provide Councillors with the Green Link Feasibility Report and actions.

## 2. EXECUTIVE SUMMARY

- 2.1 In 2021 the Port Phillip Emergency Climate Action Network (PECAN) presented the Green Line Master Plan (GLMP) to Council. (Attachment 1).
- 2.2 The vision of the GLMP is to create a pedestrian and cycling shared path between key transport hubs and public open spaces in the Balaclava/St Kilda East neighbourhood that would provide opportunities to increase canopy cover, biodiversity value and improve amenity.
- 2.3 Following the adoption of the *Places for People: Public Space Strategy 2022 2032* (PSS), Council made a commitment to undertake background work to understand the viability of the GLMP.
- 2.4 The project has been renamed to the Green Link to reduce any confusion with the City of Melbourne's Green Line project. This also aligns with the City of Glen Eira's renaming of their section of the Green Line to Green Link.
- 2.5 The Green Link Feasibility Report (FR) outlines the opportunities, constraints, and deliverability of a green corridor along the Sandringham Rail Corridor from Alma Park to Ripponlea Estate (**Attachment 2**).
- 2.6 The FR found that:
  - there were significant challenges to the delivery of many sections of the GLMP
  - Council has a number of core policies, strategies and plans which are aiming to gain the same outcomes as the GLMP
  - there are a number of other projects planned and underway in the Balaclava/St Kilda East neighbourhood which will provide a more significant benefit to public space and greening than the GLMP, including five newly purchased properties and actions in the draft Urban Forest Strategy (UFS)
  - when considering the GLMP against feasibility, challenges and outcomes, it is recommended that only 15 projects are considered for progress and that the full GLMP is considered not feasible to deliver.
- 2.7 There is \$145k in the 2024/25 Council Budget for delivery of a Green Link project. It is recommended that this is allocated to upgrading the existing playspace in Burnett Gray Gardens in Ripponlea, including extra greening.
- 2.8 There are 3 other projects along the Green Link that already have funding allocated in the 10-year plan. The projects include pedestrian crossings at Inkerman and Nightingale Streets; and the expansion of open space at Glen Eira Avenue.



## 3. RECOMMENDATION

## That Council:

- 3.1 Notes that there are major constraints and challenges which would make the transformation of the full Green Link project very difficult to achieve.
- 3.2 Notes that projects identified in the Council Plan and Budget, the PSS and the UFS have higher deliverability and will better meet the outcomes outlined in the GLMP.
- 3.3 Notes that only 15 projects identified of the GLMP are considered for progress and that the full Green Link project is considered not feasible to deliver.
- 3.4 Proceeds with upgrading the existing playspace in Burnett Gray Gardens in Ripponlea.
- 3.5 A list of projects recommended to proceed are outlined from page 52 of the feasibility report (Attachment 2).

## 4. KEY POINTS/ISSUES

## **Background**

- 4.1 In 2021 PECAN presented the GLMP to Council (Attachment 1).
- 4.2 The GLMP follows the Sandringham Rail Corridor through the City of Stonnington, City of Port Phillip and City of Glen Eira. The Port Phillip section extends from Alma Park to Ripponlea Estate.
- 4.3 The GLMP aims to:
  - improve the walkability along the railway corridor of the Sandringham rail line
  - increase the provision of public open space in the Balaclava/St Kilda East neighbourhood
  - increase canopy cover
  - improve biodiversity outcomes.
- 4.4 The benefits of the GLMP align with Council Strategy and Policy, as they aim to improve public space, walkability and the urban forest.
- 4.5 Following the adoption of the *Places for People: Public Space Strategy 2022 2032* (PSS), Council made a commitment to undertake background work to understand the viability of the GLMP.

#### Context

- 4.6 The PSS recognises that the Balaclava/St Kilda East neighbourhood has the lowest amount of open space within our neighbourhoods and has one of the largest historical gaps in our public space network.
- 4.7 The neighbourhood has eight open spaces, making up 5% of the total neighbourhood area. It includes Alma Park, which is one of the highest quality open spaces in the City of Port Phillip.
- 4.8 Narrow local streets result in a lack of canopy cover and trees and the poor permeability of the street network makes it harder for people to easily and comfortably walk and cycle through the Balaclava/St Kilda East neighbourhood.



- 4.9 The population in the Balaclava/St Kilda East neighbourhood is expected to grow by almost 9% by 2041 and the neighbourhood has a high proportion of young children.
- 4.10 Due to this the PSS includes a number of actions to increase/improve public space in this area, including temporary road closures, pedestrian crossings, greening projects, and new land acquisition to convert to new parks.
- 4.11 The draft Urban Forest Strategy (UFS) also recommends a range of actions from planting more trees and vegetation across each suburb in an equitable way, maintaining a healthy and diverse forest to strengthening the protection of existing trees and vegetation. There is a focus on canopy, biodiversity and improving the greening in our parks and pedestrian areas.



Image 1: Public Space in Balaclava/East St Kilda

## **Assessment**

- 4.12 To better understand the deliverability, challenges and the benefits of the GLMP, a feasibility study was undertaken, resulting in the Green Link Feasibility Report (FR) (Attachment 2).
- 4.13 The FR considers the GLMP, other opportunities, alignment to Council's strategic direction, project deliverability, cost, constraints, benefit realisation and recommendations.



- 4.14 The FR considers the proposal in eight sections consistent with the original GLMP: Alma Park; Raglan Street; Nelson Street; Balaclava Station and Railway Place; Railway Place to Gibbs Street; Gibbs to Albion Street; Albion Street to Ripponlea Station; and Lyndon Street.
- 4.15 The FR considers the opportunities, constraints and actions for each section and provides a deliverability rating, considering the cost benefit analysis, project requirements, resourcing and outcomes.

## **Constraints**

- 4.16 The FR showed significant deliverability constraints, including:
  - non-council managed land
  - safety risks and restrictions working on VicTrack Land
  - contamination
  - significant changes to road conditions and removal of parking
  - costs (including land acquisition).
- 4.17 Along with delivery the following was also considered:
  - the Green Link will formalise a walking path along the rail line and would improve walkability with the biggest benefits along Raglan Street, however could not provide a continuous walking path along the rail line due to privately owned property.
  - the proposal would provide minimal increases to the public open space network
  - there are limited opportunities on Council managed land for biodiverse planting.
     Challenges have been identified for any planting and ongoing maintenance on VicTrack land, further reducing this opportunity
  - the streets in the Green Link area are not currently priority streets for canopy
    planting in the newly developed Street Tree Planting Guide. While there are
    some trees not thriving along the Green Link, other streets across the
    municipality which have a higher greening/canopy need and they have therefore
    been prioritised.

## **Current project commitments**

- 4.18 There are a number of other projects currently funded in the Council Plan and Budget which provide higher benefits (when using the same measures) than the actions in the GLMP. These include:
  - Five new land acquisitions in Balaclava/St Kilda East, which will be converted into parks and will be delivered over the next 6 – 18 months
  - Inkerman Street Bike Path which will install a new crossing at the end of Raglan Street and three new trees
  - Carlisle Street Streetscape Plan improving public space and greening in the area
  - Alma Park West Boundary Treatment inclusion of fence and new biodiversity planting



- Uplift of Jim Duggan Reserve improved planting, maintenance, and potential community garden.
- Tree planting program audits focusing on filling empty tree plots and infill
  planting opportunities in parks have identified over 800 additional sites to plant
  across the municipality during the 2024 planting season. Further audits are
  underway to inform future planting program. A large number of sites around the
  Balaclava/East St Kilda neighbourhood have been identified through this
  program.
- UFS Actions the draft UFS includes actions which will improve canopy and greening in this neighbourhood including:
  - Development of the Urban Forest Precinct Plans and biodiversity mapping (this neighbourhood will be the first mapped)
  - Partnering road and footpath renewals with planting (includes Argyle Street)
  - Delivery of the Street Tree Planting Guide (includes Sycamore Grove)
  - Focus on planting in areas of high heat island index.
- Investigation of opportunities for planting along Brighton Road, on VicRoads land
- Upgrade of Alma Park Basketball Courts which will include improved surrounding vegetation.
- 4.19 As there are limited resources and finding for delivery of capital projects, any new projects from the Green Link would mean we need to stop or defer projects which are already underway.

## **Budget**

- 4.20 These recommendations include projects which are both currently funded and ideas for future budgets. There is currently funding allocated in the 2024/25 Council Plan and Budget for 3 of these projects.
- 4.21 One of the actions within the draft UFS is to develop greening Precinct Plans across the municipality. This work will inform the City's future planting programs (trees and biodiversity). Precinct plans for Balaclava/St Kilda East are currently scheduled to begin in 24/25 and all greening projects identified to progress within the FR will be considered through that process.
- 4.22 Only three of the identified projects do not currently have funding allocated through either a dedicated capital project or program (e.g. Greening Port Phillip).
- 4.23 External funding for a Tiny Forest could be sought if Raglan Street was considered a good candidate.
- 4.24 There is \$145K within the 24/25 Council Plan and Budget to spend on the Green Link project. The following projects were considered based on current funding or potential external funding:
  - 1. Alma Park increasing lighting
  - 2. Raglan Street formalise the path
  - 3. Burnett Grey Gardens renewal of playground (including planting)



4. Lyndon Street and/or Burnett Grey Gardens - biodiverse planting.

**Table 1: Project Assessments using Green Link Criteria** 

		Walkability	Increased Public Space	Increased Canopy	Improved Biodiversity	Total	Funding
1	Alma Park	2	1	1	1	5	Nil
2	Raglan Path*	2	1	1	1	5	Nil
4	Burnett Grey^	1	1	2	3	7	Nil
5	Lyndon Biodiverse	2	1	1	3	7	Greening 2026/27

<sup>^</sup> Burnet Gray Gardens is Metro Trains land. Council has a licence for the purpose of beautification.

Assessment Key - Low (1), Medium (2) High (3)

#### Recommendation

- 4.25 It is recommended that only 15 projects identified of the GLMP are considered for progress and that the full Green Link project is not feasible to deliver. This is due to:
  - major constraints and challenge which would make the transformation of the full project very difficult to achieve
  - projects identified in the Council Plan and Budget, the PSS and the UFS have higher deliverability and will better meet the outcomes outlined in the GLMP.
- 4.26 A list of projects recommended to proceed are outlined from page 52 of the feasibility report (Attachment 2).
- 4.27 Most of the actions which are proposed to continue are already identified in the 2024/25 Council Plan and Budget; or are actions from the PSS or draft UFS.
- 4.28 It is recommended to progress with renewal of the playground in Burnett Grey Gardens in Ripponlea. The \$145k funding will provide replacement playground equipment (like for like) and some biodiverse planting.
- 4.29 Other unfunded projects would be considered through future budget processes. Projects have been provided an approximate budget, but all would need to be subject to further feasibility and design prior to the budget finalisation.

## 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Regular updates have been provided to PECAN through the reoccurring meetings and the draft Feasibility Report was shared in late June.
- 5.2 VicTrack and MetroTrains were contacted on several occasions however they have not commented on the plan. Previously they have provided feedback regarding the

<sup>\*</sup> The \$145k would fund a granitic gravel path along the rail side of Raglan St. No additional greening, removal of parking or changes to the road reserve could be achieved for this funding.



- requirements to work safely near rail lines and this information has been used to inform the feasibility,
- 5.3 Consultation has occurred with the City of Glen Eira and City of Stonnington on their components of the Green Link project.
- 5.4 Future community consultation would be required on the individual projects if Council decides to proceed.

## 6. LEGAL AND RISK IMPLICATIONS

6.1 There are risk implications with committing to undertaking work and future maintenance on land vested in State Transport authorities, VicTrack and Metro Trains. Due to this, all related projects have been rated low for deliverability and recommended not to progress.

## 7. FINANCIAL IMPACT

- 7.1 There is no additional funding request for this project as part of this feasibility study.
- 7.2 Most of the projects identified to progress already have funding allocated in the current Council Plan and Budget.
- 7.3 There is \$145k allocated to deliver a Green Link project in 2024/25. It is recommended this is used to renew the playground in Burnett Gray Gardens, including planting.
- 7.4 Funding for the delivery of the actions which are recommended to consider include the following:
  - five of these projects are already included with funding within the current Council Plan and Budget
  - one is proposed to fund through the \$145k for the Green Link in the 24/25 budget
  - two are projects in the PSS and have funding in the 10 year plan.
  - four would be included for consideration through the Precinct Planning and Biodiversity mapping proposed in the draft Urban Forest Strategy
  - three have no current funding.
- 7.5 Additional funding would be considered through a future budget process.
- 7.6 Some parts of the projects are cost prohibitive and therefore recommended not to progress.

## 8. ENVIRONMENTAL IMPACT

8.1 The proposed Green Link projects would contribute to increasing canopy cover and biodiversity in the Balaclava/St Kilda East neighbourhood.

## 9. COMMUNITY IMPACT

- 9.1 The projects proposed will improve walkability, public space connections and greening.
- 9.2 Some sections of the Green Link would potentially impact adjacent residents through changes to road networks, removal of parking or acquisition of land. This was considered through the feasibility with projects with high impacts not recommended to progress.



## 10. GENDER IMPACT ASSESSMENT

10.1 All projects will have a Gender Impact Assessment undertaken prior to progressing.

## 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The Green Link project aligns with the Livable and Sustainable strategic directions in the Council Plan 2021 31.
- 11.2 The PSS includes actions along the Green Link including:
  - Advocate to and partner with Vic Track to beautify a small portion of the Green Line from Balaclava Station down to the rail bridge, including planter boxes and public artwork to test and trial future use and inform future investment overtime
  - Provide a new signalised pedestrian crossing over Alma Road to Alma Park East and Alma Park West.
  - 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.
  - 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.
  - Trial a new temporary public space in Gibbs Street near the corner of Grosvenor Street (via a temporary road closure) to test a potential new space in this location.
  - Plant additional street trees where feasible to increase canopy cover and improve in the areas bound by Alma Road, Inkerman Street, Chapel Street and Hotham Street pedestrian amenity.
  - Glen Eira Avenue Reserve Investigate options to reallocate road space to expand the reserve and improve integration with Glen Eira Avenue. Upgrade may integrate a future event space to complement the adjoining commercial interface, while retaining the residential interface and green character to Burnett Grey Gardens. Further consultation to occur on removal of car parking.
  - Glen Eira Avenue Reserve Trial reallocation of road space to expand the reserve and improve integration with Glen Eira Avenue. May integrate an events space to complement the adjoining commercial interface, while retaining the residential interface and green character to Burnett Grey Gardens.
  - Hotham Street, between Glen Eira Road and Nepean Highway Advocate to the Department of Transport for a new signalised pedestrian crossing on Hotham Street to improve access to Rippon Lea Estate.
- 11.3 The Green Link has alignment with *Act and Adapt: Sustainable Environment Strategy 2018-28*, the draft Urban Forest Strategy and *Move, Connect, Live: Integrated Transport Strategy 2018-28*, but there are no specific Green Link actions.



## 12. IMPLEMENTATION STRATEGY

## 12.1 TIMELINE

- 12.1.1 The recommended projects will continue as per their allocations within the Council budget.
- 12.1.2 Those recommended projects with no allocated funding will be considered through future Council Plan development.
- 12.1.3 The project as a whole is not progressing.

## 12.2 COMMUNICATION

- 12.2.1 PECAN will be notified of the outcome in writing.
- 12.2.2 The project will be updated in the PSS and on Council webpages.
- 12.2.3 Projects which are progressing will include individual engagement plans and will open to community engagement as part of delivery.

## 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

## **ATTACHMENTS**

- 1. PECAN Green Line Master Plan 4
- 2. Feasibility Report

# PORT PHILLIP EMERGENCY CLIMATE ACTION NETWORK



**PROPOSAL** 

## **GREEN LINE OVERVIEW**

The Green Line is a linear park that follows the route of the rail corridor from Alma Park to Elsternwick Park. The Green Line connects Alma Park to the Balaclava Precinct, and then continues south east through Ripponlea to Elsternwick Station and on to Elsternwick Nature Reserve.

The route of the Green Line uses existing public open space and walking paths, and expands these by retiring on-street carparking in key areas.

The Green Line will improve public accessibility through St Kilda East and Ripponlea, increase habitat for biodiversity and tree canopy cover.



## BENEFITS OF THE GREEN LINE

The Green Line offers significant public benefits to the City of Port Phillip:

- Partially addresses lack of public open space in St Kilda East
- Impoves public accessibility along the green line route
- Precinct walkability
- Tree canopy cover
- Bio-diversity support through indigenous (and suitable) planting, and dedicated corridor for wildlife along the rail line route
- Permeability of water by replacing on-street parking with planting reserves and permeable paving
- Balaclava precinct redevelopment integration
- Walking connection from Alma Park to Elsternwick Nature Reserve,
   Rippon Lea Gardens, and the Ellwood Canal precinct

## **PRIORITIES**

The realization of the Green Line project requires long-term local community engagement and investment. However, key elements of the project are achievable and affordable in the near-term.

The following sections of the Green Line could be tackled initially, and would immediately contribute to local amenity while progressing the overall Green Line initiative.

The top priority areas are:

- Raglan Street (between Alma Rd and Inkerman St)
- Nelson St (between Inkerman St and Balaclava Rd)
- Balaclava Station precinct/Railway Place (between Balaclava Rd and Grosvernor St)

These sections comprise the main connections to the Balaclava precinct from the north and the south.

## **GREEN LINE ROUTE AND SECTIONS**

The Green Line is sectioned from Alma Park to Elsternwick Station:

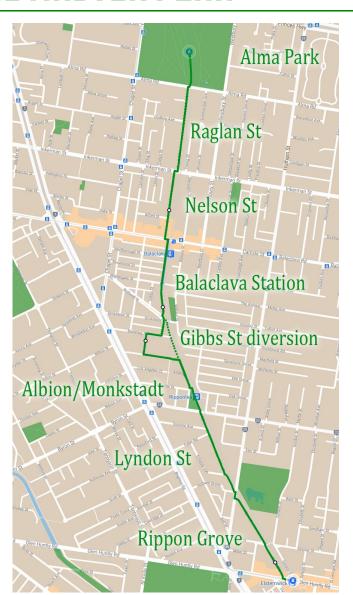
- Alma Park (between Dandenong Rd and Alma Rd)
- Raglan St (between Alma Rd and Inkerman St)
- Nelson St (between Inkerman St and Balaclava Rd)
- Balaclava Station precinct/Railway Place (between Balaclava Rd and Grosvernor St)
- Gibbs St/Brunning St/Summers St/Albion St diversion
- Albion St/Monkstadt Path (between Albion St and Glen Eira Rd)
- Lyndon St (between Glen Eira Rd and Hotham St)

The sections beyond Hotham Street fall outside Port Phillip, and would require engagement with the City of Glen Eira and City of Bayside to extend the Green Line to Elsternwick Station:

• Rippon Grove (between Hotham St and Glen Huntly Rd)

From Elsternwick Station, the Green Line can further connect to Elsternwick Nature Reserve and Riddell Pde.





## **ALMA PARK SECTION**

The Green Line starts in Alma Park, St Kilda East's most significant green space. Alma Park has extensive walking paths, including paths on the west and east sides of the rail line.



Alma Park is home to some of the last remnant stands of indigenous vegetation, including spear grass, yellow box and lightwood. Additionally, the park provides valuable habitat to indigenous bird and animal species.



The path on the west side of the rail line is used as a bike path, and runs under established peppercorn trees.



The path on the east side runs alongside Alma Playground and Alma oval.

The west side of the Alma Park rail cutting is characterized by introduced grasses, peppercorns, cork oaks.

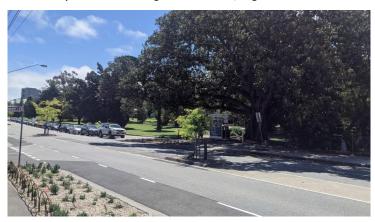


#### PUBLIC ACCESSIBILITY

Public accessibility in this section of the Green Line is generally good. The existing walking and cycling paths to the west and east of the rail line are well situated, well used, and well maintained. However, access to Alma Park is difficult here, because there is no formal pedestrian crossing nearby. Pedestrians and cyclists cross at the intersection of Alma Rd and Raglan St.

Actions Required:

• Install a pedestrian crossing at the Alma Rd/Raglan St intersection.



#### PUBLIC OPEN SPACE

There are limited opportunities to increase public open space in Alma Park. However, the derelict caretaker's building at the north end of the park is an opportunity to increase the public open space in the City of Port Phillip.

Actions Required:

- Renovate/remove caretaker building at north end of Alma Park West.
- Negotiate with army to acquire land for west access to Alma Park
- Negotiate with CBC college to acquire land for east access to Alma Park

## **TREE CANOPY**

The Green Line will increase tree canopy in Alma Park by regenerating Alma Park with indigenous park trees.

Actions Required:

- Plant replacement yellowbox park trees for aging existing trees.
- Propagate lightwood acacia trees along Green Line.
- Identify fauna-supporting trees for propagation along Green Line.
- Remove recently planted pines and replace with indigenous trees.



#### **BIO-DIVERSITY**

The Green Line will increase bio-diversity in Alma Park by protecting and expanding habitat areas alongside the rail line.

Actions Required:

- Revegetate and regenerate indigenous species along rail cutting.
- Improve landscaping along rail cutting to support indigenous species.

## **RAGLAN ST SECTION**

The Raglan St section of the Green Line runs between Alma Road and Inkerman St. This section of the Green Line is widely used, and offers significant opportunities to quickly increase public amenity and accessibility and to increase public open space.

The path here follows the existing nature strip, which is already used as an informal walking path. This informal walking path is used for north-south access until interrupted by the railway substation half way along Raglan St.

Raglan St residents predominantly have access to on title car parking. Much of the on-street parking here is likely used opportunistically, such as by park and sports club visitors and non-residents.



The nature strip is interrupted several times, including by a power substation that blocks continuous north/south walking access.



At the south end of Raglan St, this nature strip is often used to dump rubbish; either from nearby residents or from opportunistic visitors.



## **IMPROVING PUBLIC ACCESSIBILITY**

The Green Line increases public accessibility in Raglan St. First, it will encourage the use of Raglan St as a walking route through improved walking access and appeal. Second, the Green Line will reduce rubbish dumping in Raglan St by improving maintenance and appeal of the nature strips.

Actions Required:

- Widen nature strip on east side of Raglan St by removing some or all parking from the east side of Raglan St.
- Build formal walking path from Alma Rd to Inkerman St.

#### INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space by widening the nature strip on east side of Raglan St.

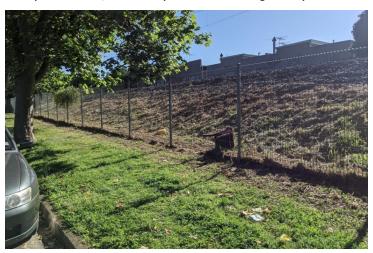


## **BUILDING TREE CANOPY**

Raglan St has extensive tree cover over sections of the west of the rail corridor, but only light canopy on the east side of the railway lines.

Actions Required:

- Replant indigenous species on both sides of the rail embankment.
- Replace invasive/introduced plants and with indigenous species.



## **SUPPORTING BIO-DIVERSITY**

Raglan St has extensive tree cover to the west of the rail corridor, but only light canopy on the east side of the railway lines.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

## **NELSON ST SECTION**

In this section, the pedestrian route runs along Nelson St, adjacent to the rail corridor. The rail embankment runs behind the houses facing Nelson St and Blenheim St, making it effectively inaccessible to pedestrian access.



The rail embankment along this section has isolated stands of vegetation, including invasive species, but is otherwise mainly grassy inclines.

The walking route follows Nelson St, to the west of the rail corridor. Nelson St is a major pedestrian thoroughfare, despite its lack of amenity.



The footpaths along Nelson Street do not meet community access standards. That are narrow, do not feature nature strips, frequently interrupted by tree plantings, obstacles (motorbikes, bins, etc), and uneven driveways.





Revitalisation of Nelson St can be aligned with the redevelopment of the Coles carpark precinct behind Balaclava Rd. For example, the south end of Nelson St (beyond Alfred St) could be converted to a one-way road. This would allow the widening of footpaths, and improvements to traffic flow.



#### IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility in Nelson St by removing pedestrian obstacles and impediments along one or both footpaths.

#### Actions Required:

- Designate Nelson St east or west side as the primary pedestrian route.
- Remove in-footpath plantings and replace with on-street plantings.
- Install on-street planting reserves.
- Widen primary pedestrian footpath by narrowing road.
- Replace driveway crossovers with elevated 'flat' crossovers.
- Require future developments to have landscaped setbacks from footpath.
- Upcoming Balaclava Structure plan must address Nelson St's pedestrian access and amenity issues.



#### **INCREASING PUBLIC OPEN SPACE**

Integration of the Nelson St route with the redevelopment of the Coles carpark area is the best opportunity to increase public open space in this section of the Green Line.

## **BUILDING TREE CANOPY**

The Green Line increases tree canopy in the Nelson St section by improving planting on railway embankment and along Nelson St proper.

## Actions Required:

- Plant indigenous trees and grasses along rail embankment.
- Continue planting large eucalypts in on-street reserves.
- Protect large existing native trees alongside Coles car park.



## **SUPPORTING BIO-DIVERSITY**

The Green Line builds bio-diversity by connecting habitat along the corridor.

#### Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

# BALACLAVA STATION/RAILWAY PLACE SECTION

The Green Line runs alongside the rail line through the pedestrian concourse to the west of the station. South of Nightingale St, the Green Line continues along Railway Place, a pedestrian laneway that runs adjacent to the rail embankment, to the Gibbs St and Grosvenor Rd intersection.



Balaclava Station runs from Balaclava Rd to Nightingale St. This area has good pedestrian access on both the west and (to a lesser extent) east sides of the rail line. However, the embankment here is poorly vegetated and some sections have been covered in spray-on concrete.



Across Nightingale St, the Green Line continues alongside the embankment, where it passes the St Kilda Community Gardens Club.



The west side of embankment here has been rehabilitated by members of the community garden, and is largely in excellent condition. On the other side of the rail line, the east embankment runs alongside the William St Reserve, which has been recently rehabilitated.



## **IMPROVING PUBLIC ACCESSIBILITY**

The Balaclava Station and Railway Place section of the Green Line has very good public access. Amenity and safety for pedestrians will be improved by a formal pedestrian crossing over Nightingale St.

Actions Required:

• Install a pedestrian zebra crossing across Nightingale St.





#### **INCREASING PUBLIC OPEN SPACE**

This section of the Green Line has significant public open space, including the Balaclava Station precinct, and the pedestrian friendly Railway Place, and William St Reserve.

## **BUILDING TREE CANOPY**

The Balaclava Station redevelopment resulted in significant canopy loss. Additionally, the understory of this section is sparse or absent, and would benefit from regenerative planting.

The St Kilda Community Gardens Club has undertaken extensive revegetation along accessible section of the rail embankment adjacent to the garden but are unable to access other areas of the embankment

Actions Required:

- Plant indigenous trees and grasses along rail embankment.
- Build low retaining wall along Railway Place.



#### SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

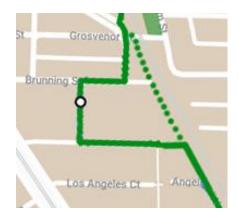
- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

# GIBBS/BRUNNING/SOMERS/ALBION DIVERSION

The section of the Green Line from Grosvenor St to Albion St has significant access issues. There is an existing walking path along the west side of the railway embankment. However, the path is narrow, and in its current state is unsuitable for pedestrian access.

Ideally, council would work with local property owners to acquire land adjacent to the path, allowing it to be widened enough to allow pedestrian access.

Alternatively, the railway embankments could be narrowed by moving retaining walls approximately 60cm towards the rail line.



Until this land is acquired, or the embankments are narrowed, the Green Line must divert south along the continuation of Gibbs St, west along Brunning St, south down Somers St, then east along Albion St.







#### **IMPROVING PUBLIC ACCESSIBILITY**

The Green Line increases public accessibility by reopening the walking path along the railway embankment.

Actions Required:

• Reopen the existing path alongside the railway embankment





#### **INCREASING PUBLIC OPEN SPACE**

The Green Line increases public open space by revitalising this poorly maintained section of the existing walking path and returning it to the public realm.

Actions Required:

 Acquire land adjacent to the rail corridor or move embankments to widen existing path

#### **BUILDING TREE CANOPY**

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

Actions Required:

• Plant indigenous trees and grasses along rail embankment.

#### SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

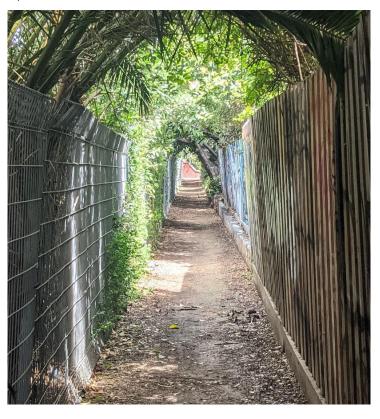
- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.



# **ALBION/MONKSTADT ST SECTION**

The Green Line proper continues at the east end of Albion St. A dedicated walking path runs along the west side of the railway embankment and connects to Monkstadt St and then continues through the park adjacent to Ripponlea Station.

This section of the existing walking path is relatively well-maintained. The path is narrow, and features overarching vegetation, giving a tunnel-like experience.







#### **IMPROVING PUBLIC ACCESSIBILITY**

The Green Line increases public accessibility from Albion St to Monkstadt St by opening the overarching vegetation canopy along the walking path.

#### Actions Required:

- Prune the trees above the walking path to open the canopy.
- Widen existing walking path by repositioning the metal mesh fence.
- Install pedestrian crossing at the Glen Eira Rd/Lyndon St intersection.
- Remove the wooden paling fence from the south end of this path to open the path to Monkstadt St

#### **INCREASING PUBLIC OPEN SPACE**

The Green Line increases public open space by repositioning the metal mesh fence that runs alongside the walking path, approximately 30cm from the retaining wall.

#### Actions Required:

- Reposition the metal mesh fence to widen the walking path.
- Work with owners of 23 Monkstadt St to acquire the wedge of land adjacent to the walking path.



#### **BUILDING TREE CANOPY**

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

#### Actions Required:

• Plant indigenous trees and grasses along rail embankment.



#### SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

#### Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

#### LYNDON ST SECTION

Lyndon St, which runs alongside the rail line from Glen Eira Rd to Hotham St, offers significant opportunities for expansion of public open space, revegetation, and creation of an upgraded Green Line walking route.



Lyndon St's configuration offers opportunities for the Green Line and public open space in general. While all of Lyndon St is two-way, the north end of Lyndon St is wider than the south end. The south end is generally used as a one-way street, with occupants continuing out onto Hotham St, rather than performing a difficult u-turn to return to Glen Eira Rd.



Further, the open space at the intersection of Lyndon St and Victoria Ave is the ideal for formalised public open space. This area could be used as a public playground, small park, or habitat for indigenous species.



Lyndon St has significant surplus on-street parking. One lane of this parking should be removed to expand the reserve adjacent to the established walking path along the east side of Lyndon St.



#### **IMPROVING PUBLIC ACCESSIBILITY**

The Green Line increases public accessibility along Lyndon St by installing a pedestrian crossing across Glen Eira Rd (from Ripponlea Station) and widening the nature strip alongside the walking path,

Actions Required:

- Install pedestrian crossing at the Glen Eira Rd/Lyndon St intersection.
- Investigate road configuration changes along Lyndon St to increase resident amenity and public open space.

#### **INCREASING PUBLIC OPEN SPACE**

The Green Line increases public open space in the Lyndon St section by removing surplus on-street car parking and reconfiguring the Lyndon St/Victoria Ave intersection to create a pocket park, playground, or habitat.

Actions Required:

- Expand nature strip on east side of Lyndon St through road narrowing.
- Create small park/playground/habitat at Lyndon St/Victoria Ave intersection.



#### **BUILDING TREE CANOPY**

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

Actions Required:

• Plant indigenous trees and grasses along rail embankment.



#### SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

#### **RIPPON GROVE SECTION**

Beyond Hotham St the Green Line leaves the City of Port Phillip and enters Glen Eira. The Green Line has the potential to continue along Rippon Grove, along the south-west of the rail line.

Along this section, the rail corridor runs along a shallow cutting. On the north-east side, an existing narrow walking path runs between the railway cutting and the boundary of Rippon Lea Estate. On the south-west side of the rail lines, the shallow cutting blends directly into the verge of Rippon Grove. Since Rippon Grove was closed to through traffic, it has been neglected.





The north-east side of Rippon Grove, adjacent to the rail line, has ample space for a formal pedestrian path and an adjacent nature strip.



Many sections of Rippon Grove's embankment transition are in very poor condition with broken tarmac verges, unplanned plantings, dumped rubbish, rail tracks, and concrete beams.



#### **IMPROVING PUBLIC ACCESSIBILITY**

The Green Line increases public accessibility by revitalising the nature strip on the south-west side of the rail line

Actions Required:

• Install formal walking path alongside rail embankment.



#### **INCREASING PUBLIC OPEN SPACE**

The Green Line increases public open space revitalising the derelict embankments south-west side of the rail line.

Actions Required:

• Install walking path adjacent to rail embankment at south end of Rippon Grove by realigning parking near Glen Huntly Rd.



#### **BUILDING TREE CANOPY**

The Green Line increases tree canopy by replanting the derelict embankments on either side of the rail line.

Actions Required:

• Plant indigenous trees and grasses along rail embankment.



#### **SUPPORTING BIO-DIVERSITY**

The Green Line supports bio-diversity by linking habitat along the rail line.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

# TREE CANOPY, UNDERSTOREY AND GROUND COVER LAYERS



#### TREE LAYER

**Existing Species:** 

• Pine (Remove)

- Yellowbox
- Willow
- Oak
- Cork
- Peppercorn

#### **UNDERSTOREY LAYER**

**Existing Species:** 

.

Ideal Species:

Ideal Species:

Yellowbox

• Lightwood

#### **GROUND COVER**

**Existing Species:** 

Rye grass

Ideal Species:

Spear grass

•



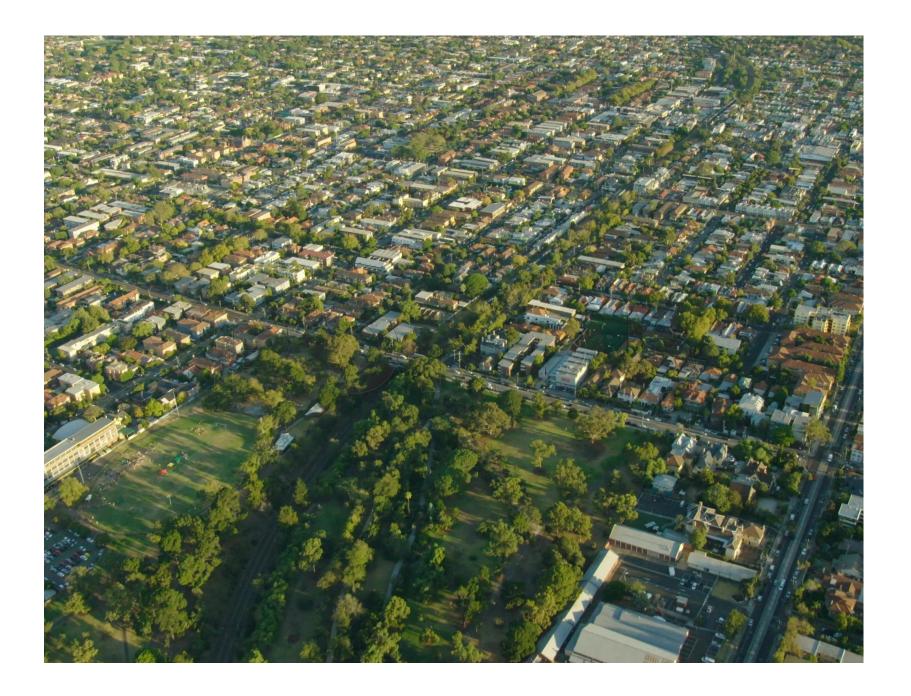














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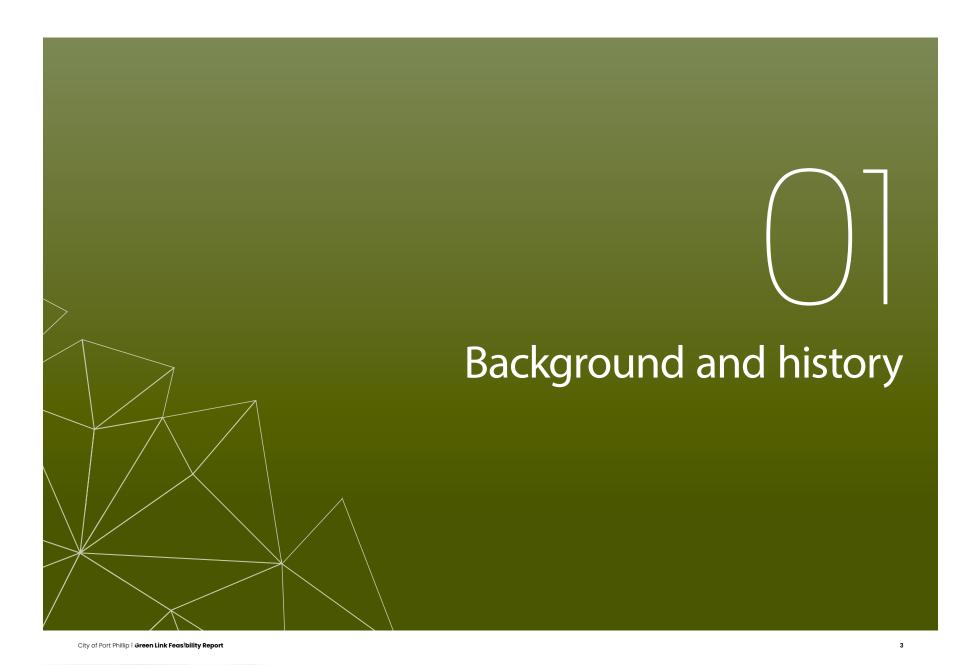
City of Port Phillip | Green Link Feasibility Report

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# Introduction

#### Background

The Balaclava/St Kilda East neighbourhood has long been identified as having historical gaps in the provision of public open space.

Balaclava/St Kilda East has eight open spaces, making up 5% of the total neighbourhood area. Balaclava/St Kilda East has the lowest amount of open space of all our neighbourhoods, significantly lower than the City average of 17%, and has one of the larger historic gaps in our public space network.

As such, it is a focus area for additional open space in the future. We need new open spaces in this neighbourhood and this is recognised in Council's Places for People: Public Space Strategy 2022 - 32, supported by a number of short, medium and long-term priority actions.

In 2021 the Port Phillip Emergency Climate Action Network (PECAN) submitted a proposal to Council for a 'Green Line' linear park along the Sandringham Rail Corridor from Alma Park to Ripponlea Estate.

The project has been renamed the Green Link.

### Purpose

The purpose of this document is to outline the opportunities, constraints and deliverability of a green corridor along the Sandringham Rail Corridor from Alma Park to Ripponlea Estate.

The vision for the green corridor is to create a pedestrian and commuter link between key transport hubs and public open spaces in the Balaclava/St Kilda East neighbourhood that would provide opportunities to increase canopy cover, biodiversity value and improve amenity.

This report outlines the context, strategic alignment, assessment and options for a series of potential projects that could be delivered to achieve public open space, greening and biodiversity outcomes for the Balaclava/St Kilda East neighbourhood along the Sandringham Rail Corridor. Specifically, this report examines:

- · PECAN's advocacy and desired actions
- · Council's vision for the neighbourhood
- · opportunities to align with planned Council works
- opportunities to deliver within existing programs
- · actions that would require a budget bid to progress
- areas where ideas could be improved for more integrated outcomes.

#### What have we heard?

PECAN have been advocating to Council for the development of the Green Link since 2021. Specifically, PECAN have been advocating for:

- · improved pedestrian and cycling accessibility
- uban greening initiatives including tree planting, storm water harvesting and other integrated water management initiatives
- an alternative commuter link that is safe, shady, convenient and attractive.

Community engagement for Council's Places for People: Public Space Strategy 2022 - 32 was undertaken in 2020 and 2021. During this we heard that the Balaclava/St Kilda East community would like to see:

- improved access to public spaces for pedestrians and cyclists
- increased green space and trees, especially shade trees
- · expansion of public space
- enhanced walking links between Balaclava and Ripponlea train stations
- improved lighting and connectivity in Alma Park
- improved lighting and greenery around Balaclava Train Station.

This report responds to the needs of PECAN and the broader community by demonstrating opportunities to deliver tangible improvement outcomes guided by best practice open space planning, in a reasonable time frame.

# Strategic direction

#### Council Plan

The Green Link project is underpinned and guided by the Council Plan 2021 - 31 and aligns to the following two strategic directions:

#### Liveable Port Phillip

A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.

#### Sustainable Port Phillip

A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bay side city that is greener, cooler, cleaner and climate resilient.

## Council strategies

In addition to the Council Plan 2021-31, other Council strategies have informed this document:

#### **Council Strategies**

Places for People: Public Space Strategy 2022 - 32

Act and Adapt Sustainable Environment Strategy 2018-28

Move, Connect, Live Integrated Transport Strategy 2018-28

Greening Port Phillip, an Urban Forest Approach 2010

A number of the projects in the original proposal were adopted as priority actions in Council's Places for People: Public Space Strategy 2022 - 32, including:

- Advocate to, and partner with, VicTrack to beautify a small portion of the Green Line from Balaclava Station down to the rail bridge, including planter boxes and public artwork to test and trial future use and inform future investment over time
- Provide a new signalised pedestrian crossing over Alma Road to Alma Park East and Alma Park West
- Plant additional street trees where feasible to increase canopy cover and improve in the areas bound by Alma Road, Inkerman Street, Chapel

Sets the vision and blueprint for the future of public spaces in Port Phillip.

Outlines the City of Port Phillip's commitment to environmental sustainability for the organisation and the wider community. It establishes a pathway that will help transition the City to a greener, cooler more liveable City where everyone is reducing their impact on the environment and are more resilient to the impacts of climate change.

A long-term plan to ensuring that the community can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options, and ensuring the liveability and safety of streets.

Provides the strategic framework and policy context for the development and management of trees in Port Phillip.

Street and Hotham Street pedestrian amenity

 Plant additional street trees where feasible to increase canopy cover and improve pedestrian experience and connections from Balaclava Walk in the area bound by Carlisle Street, Albion Street/Oak Street, Brighton Road and Hotham Street. In addition, the following projects were included as requiring further investigation:

- Install kerb extensions and a pedestrian zebra crossing across Nightingale Street
- Advocate to, and partner with,
   VicTrack to plant indigenous trees and
   grasses along the rail embankment
   and build a low retaining wall along
   Railway Place
- Widen the nature strip on the eastern side of Raglan St by removing some, or all, car parking and build a formal walking path from Alma Road to Inkerman Street, including planting trees and vegetation.

# Location

Located between Alma Park and Ripponlea, the Green Link follows the Sandringham Rail Corridor through the Balaclava/St Kilda East neighbourhood for 2.5 kilometres and continues for a small section into the Elwood/Ripponlea neighbourhood.

The Green Link includes the following key sections:

- Alma Park, St Kilda East (410 metres)
- Raglan Street, St Kilda East (415 metres)
- Nelson Street, Balaclava (330 metres)
- Balaclava Station and Railway Place, Balaclava (200 metres)
- Railway Place, Nightingale Street and Gibbs Street, Balaclava (180 metres)
- Gibbs, Brunning, Somers and Albion Streets, Balaclava (440 metres)
- Albion Street to Ripponlea Station, Ripponlea (165 metres)
- Lyndon Street, Ripponlea (425 metres).



# What's already planned?

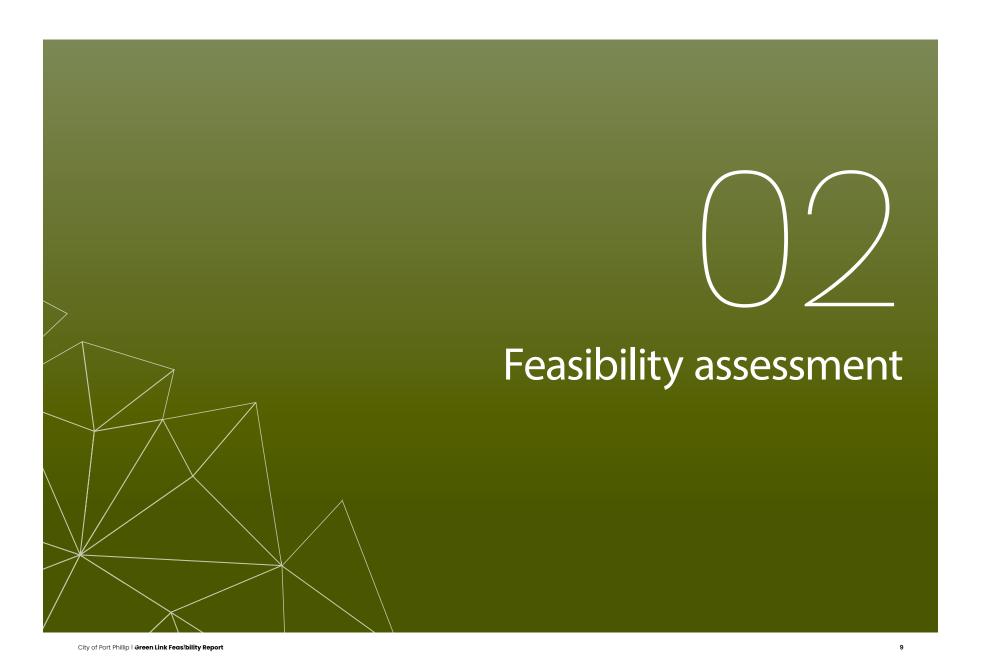
Council has commmitted to assessing the feasibility and viability of the Green Link project. There is no funding allocated in the Council budget in addition to the below projects.

Below is a list of projects that are currently planned, underway or recently completed to increase public open space, improve canopy cover, enhance biodiversity value and improve amenity in the Balaclava/St Kilda East neighbourhood:

Action	Description	Timing
Bothwell Street Biolink	Creation of a new biodiverse planting down the Bothwell Street median to support local flora and fauna and improve pedestrian amenity.	Completed 2023/24
Alma Park East playground renewal	Renewal of playground, recreation facilities and other embellishments.	Completed 2023/24
Woodstock Street tree renewals	Planting of additional street streets on Woodstock Street to increase canopy cover.	Completed 2023/24
Alma Road signalised crossing	Provide a new signalised pedestrian crossing over Alma Road to Alma Park East and Alma Park West.	Design completed 2024/25
Nightingale Street pedestrian crossing	Provide a new signalised pedestrian crossing over Alma Road to Alma Park East and Alma Park West.	2025/26
Carlisle Street Streetscape Plan	Creation of a streestcape plan for the Carlisle Street Activity Centre to guide future upgrades and renewals including character and pavement treatments, greening, lighting, movement and access and furniture.	2024/25
Alma Park West boundary treatment	Create an undefined boundary along Alma Road to respond to safety concerns for children and dogs leaving Alma Park West.	2024/25
Acquisition of land for public open space	Council has acquired five properties all to be transformed into public space over the next 18 months. They include 2 properties adjacent to Pakington Street Reserve, 1 property adjacent to Jim Duggan Reserve and 2 properties on Landsdowne Road	In progress, complete 2025/26
Argyle Street and Jim Duggan Reserve	Argyle Street community group led project to achieve a 'safer and greener' street and make improvements to Jim Duggan Reserve.	In progress
Inkerman Street Safe Travel Corridor	Safety improvements to Inkerman Street including on-road buffered bike lanes. Including a signalised pedestrian crossing at Raglan Street.	In progress
Wellington Street/Dandenong Road/ Alma Park safe walking and cycling connection	TAC grant to undertake analysis of a safe walking and cycling connection linking local destinations and other strategic cycling corridors.	In progress

# What's already planned?

Action	Description	Timing
Woodstock Street Reserve enlargement plan	Investigate opportunity to enlarge and upgrade reserve through the reallocation of road space.	2027/28
Hewison Reserve Playground	Upgrade to the current playground, design completed and construction due to start mid-June.	2024/25
Pakington Street Reserve	Land acquired next to current reserve which will expand the size of this public space. Design completed.	2024/25
Draft Urban Forest Strategy	Includes actions to undertake Precinct Plans and Biodiversity mapping. These projects will identify all greening and biodiverse planting and set future projects in each precinct. In the draft document Balaclava/East St Kilda are proposed to be completed first.	2025/26
Glen Eira Avenue Reserve	Creation of both a temporary and permanent park in this area, by reclaiming road space.	2026/27
Upgrade Alma Park Basketball Courts	The upgrade of these facilities will include improvements to surrounding vegetation	2025/26



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# Overview

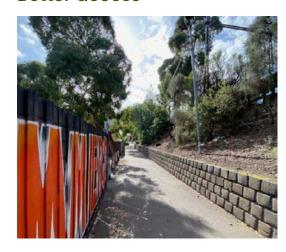
The feasibility assessment for the Green Link corridor has been informed by:

- Consideration of the Green Link proposal from PECAN
- Council Plan and relevant strategies
- Breakdown of the project into eight sections with a number of outcomes and actions
- Existing site condition and analysis
- Opportunities and constraints for each section
- Identifying sections where external partnerships with VicTrack must be negotiated
- Establishing the extent of works on Council land and identifying areas of land vested in other authorities
- Understanding external permit requirements, approvals and agreements
- Identifying high-level indicative costings and a deliverability rating.



# **Desired outcomes**

#### **Better access**



Provide better connections to improve access between our existing public open spaces and major public transport nodes in the Balaclava/St Kilda East neighbourhood.

Enhance the pedestrian and cyclist experience through the Balaclava/St Kilda East neighbourhood by improving the amenity of existing streets.

## Comfortable and greener



Improve the overall comfort of the Green Link corridor to enhance community connection to the area and provide a safer experience for pedestrians.

Increase canopy cover to provide more shade to improve the pedestrian experience through the Balaclava/St Kilda East neighbourhood, while assisting with carbon capture and reducing the Urban Heat Island effect (UHI).

## **Biodiverse**



Enhance the diversity of healthy tree species and vegetation in our streets to support a flourishing biodiversity and make a greener and cooler Balaclava/St Kilda East neighbourhood.

# 01 Alma Park St Kilda East Location



# 01 Alma Park St Kilda East

## **Existing conditions**



Alma Park West has a pedestrian/cycling path from Dandenong Road to Alma Road, adjacent to the rail corridor



The Alma Park Caretakers Cottage and garden surrounds have been fenced off for a number of years



Alma Park West has significant existing trees and planting, guided by a Conservation Analysis and Masterplan



Alma Park playground, seating area and path connections have recently been upgraded



Alma Park West new BBQ facilities, paving and planting



Alma Park East and West are divided by the rail corridor which has steep embankments with indigenous plant and weed species

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## 01 Alma Park St Kilda East

#### The site

Alma Park is comprised of Alma Park West (5.35HA) and Alma Park East (3.94HA) bisected by railway line.

Alma Park is a city-wide/municipal public open space Alma Park East and West are two high-quality, well-loved public open spaces and key destinations spaces that compromise over 78% of the existing public space in the Balaclava/St Kilda East neighbourhood.

Alma Park is bounded by Dandenong Road, Westbury Street, Alma Road and Chapel Street.

Christian Brothers' College and private residences are located on the eastern boundary and All Saints Anglican Church, St Georges Uniting Church, Australian Defence Force (Light Battery), Cheder Levi Yitzchok Independent School and The Salvation Army St Kilda Chapel Corps are located on the western boundary.

The Caretaker's cottage in Alma Park was erected in 1872 and has architectural significance as a simple early cottage with Gothic revival detailing and is the oldest structure in the park. It is covered by heritage overlay HO102.

## **Opportunities**

- · Improve lighting to enhance perception of safety
- Improve connectivity in and around the park
- · Improve accessibility to the park
- Advocate to VicTrack to remove weed species along railway embankment
- Increase biodiversity value of railway embankment

#### **Constraints**

- Dandenong Road and Alma Road act as a barrier to accessing the open space
- · Existing Conservation Analysis and Masterplan
- Existing Heritage Overlay (HO102)
- · Rail corridor.

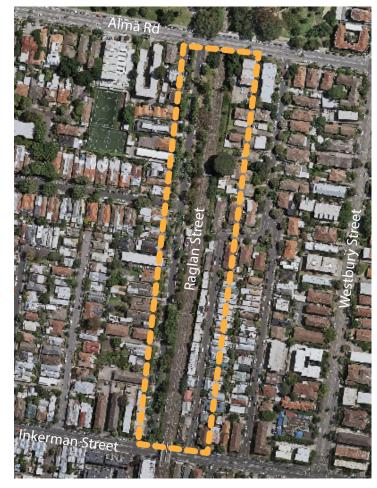
# Assessment of potential actions

			Deliverability rating		
		High	Medium	Low	
Action in PSS     In progress		•			
Increased public open space     Adaptive reuse and repurposing of caretaker building and garden surrounds	Caretaker building has Heritage Overlay (H0102) and heritage consultants would need to be engaged to investigate scope of works to restore caretaker building and surrounds				
	Re-use of the caretaker building is currently a low priority for Council			•	
	Current position is to maintain the cottage, keep it secure, prevent deterioration and avoid anything that could impact upon its significance				
Increase connectivity and accessibility to, and within, Alma Park East and West	Unwillingness of adjacent private land owners to grant permission for pedestrian easement				
	Project not identified or funded within the land acquisition policy				
<ul> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Future opportunities as part of the current work on School Use of Public Open Space Guideline.</li> </ul>	Unwillingness of adjacent private land owners to grant permission for pedestrian easement				
	Project not identified or funded within the land acquisition policy		•		
	Increased public open space Adaptive reuse and repurposing of caretaker building and garden surrounds  Increase connectivity and accessibility to, and within, Alma Park East and West  Increase connectivity and accessibility to, and within, Alma Park East and West  Increase connectivity and accessibility to, and within, Alma Park East and West  Future opportunities as part of the current work on School Use of Public	<ul> <li>In progress</li> <li>Increased public open space</li> <li>Adaptive reuse and repurposing of caretaker building and garden surrounds</li> <li>Re-use of the caretaker building is currently a low priority for Council</li> <li>Current position is to maintain the cottage, keep it secure, prevent deterioration and avoid anything that could impact upon its significance</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Future opportunities as part of the current work on School Use of Public</li> <li>Project not identified or funded within</li> </ul>	<ul> <li>In progress</li> <li>Increased public open space</li> <li>Adaptive reuse and repurposing of caretaker building and garden surrounds</li> <li>Re-use of the caretaker building is currently a low priority for Council</li> <li>Current position is to maintain the cottage, keep it secure, prevent deterioration and avoid anything that could impact upon its significance</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Unwillingness of adjacent private land owners to grant permission for pedestrian easement</li> <li>Project not identified or funded within the land acquisition policy</li> <li>Unwillingness of adjacent private land owners to grant permission for pedestrian easement</li> <li>Project not identified or funded within the land owners to grant permission for pedestrian easement</li> <li>Project not identified or funded within</li> <li>Project not identified or funded within</li> <li>Project not identified or funded within</li> </ul>	<ul> <li>In progress</li> <li>Increased public open space</li> <li>Adaptive reuse and repurposing of caretaker building and garden surrounds</li> <li>Re-use of the caretaker building is currently a low priority for Council</li> <li>Current position is to maintain the cottage, keep it secure, prevent deterioration and avoid anything that could impact upon its significance</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Increase connectivity and accessibility to, and within, Alma Park East and West</li> <li>Project not identified or funded within the land acquisition policy</li> <li>Unwillingness of adjacent private land owners to grant permission for pedestrian easement</li> <li>Project not identified or funded within</li> <li>Project not identified or funded within</li> </ul>	

# Assessment of potential actions

Action	Opportunities	Constraints/project unknowns		J	
			High	Medium	Low
5. Enhanced greening	Plant replacement yellowbox park trees for ageing existing trees Propagate Acacia melanoxylon (Blackwood acacias) Identify fauna supporting trees for propagation Remove pines and replace with indigenous species Additonal planting in Alma Park will be considered as part of infill and succession planting. Tree choices are yet to be made.	Tree succession planting and conservation must be guided by the Alma Park Conservation Analysis and Masterplan Any works completed on site must be undertaken in accordance with heritage advice because of the Heritage Overlay (HO102)	•	•	•
Greening of rail corridor     Revegetate and regenerate indigenous species within railway cutting     Improve landscape along rail cutting to support indigenous species	Collaborate with Stonnington and Glen Eira to advocate to VicTrack	VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.			•
Additional actions we have identified					
7. Increased lighting		Undertake a lighting and safety audit of Alma Park using CPTED principles	•	_	
8. Improve connectivity within and around the park	Leverage Safe Walking and Cycling Connection project (Wellington Street to Alma Park)	Projects must be guided by the Alma Park Conservation Analysis and Masterplan Projects must be undertaken in accordance with heritage advice because of HO102.		•	

# O2 Raglan Street St Kilda East Location



# 02 Raglan Street St Kilda East

# **Existing conditions**



VicTrack infrastructure located on Raglan Street, adjacent to rail corridor



Northern end of Raglan Street where Council reserve is 3 metres wide, then widens to 5 metres before narrowing again near Inkerman Street



Self seeded and unmaintained vegetation on Council land. Tree outstand with agapanthus (weed species) missing street tree



VicTrack infrastructure located on Raglan Street, adjacent to rail corridor



VicTrack land and Council reserve boundary fence



VicTrack infrastructure fenced off, located near the northern end of Raglan Street

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# 02 Raglan Street St Kilda East

#### The site

Raglan Street is a well maintained residential street that runs between Alma Road and Inkerman Street in St Kilda East.

Raglan Street runs north – south for approximately 420 metres, with the Sandringham Rail Corridor on the eastern side and residential housing on the western side.

The Council road reserve varies in width from 3 metres at the northern end to 5 metres then 8 metres and narrows again as the rail corridor rises to an incline.

The Sandringham Rail Corridor runs underneath Alma Road, then increases in height to a railway pass over Inkerman Street.

There is a 'goat track' from pedestrian use on the eastern side of Raglan Street adjacent to the railway corridor.

The street has good existing canopy cover from mature trees on both sides of the street.

There is on-street car parking on both sides of the street and traffic calming measures (speed bumps) in the street

### **Opportunities**

- Provide an improved pedestrian linking path to Alma Park, Balaclava Station and Carlisle Street
- Increase biodiversity value of railway embankment
- Partnership with VicTrack to remove weed species along railway embankment
- Formalise the 'goat track' into a pedestrian path, and creates opportunity to undertake greening initiatives for amenity, biodiversity value and linking corridor.

#### **Constraints**

- · Poor connectivity of street network
- · Cost, maintenance and installation
- Height variation of rail corridor from below Alma Road to above Inkerman Street
- · Soil contamination
- · Advocacy required with VicTrack to undertake works
- VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night works
- VicTrack has a number of built assets that path would need to navigate around
- · VicTrack managed land
- · Removal of car parking.

# Assessment of potential actions

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
What we heard from PECAN					
9. Widen nature strip on east side of Raglan Street by removing some or all parking from east side of Raglan Street		<ul><li>Parking analysis required</li><li>Unknown if local residents would support removal of car parking</li></ul>		•	
10. Build a formal walking path from Alma Road to Inkerman Street	Formalise pedestrian walkway along Council road reserve along Raglan Street, from Alma Road to Inkerman Street     Soil contamination analysis report     Service location identified	Soil contamination assesment required Identify locations of underground services VicTrack maintenance and infrastructure buildings must be considered and future path would need to be designed to navigate around these assets. Railway line crosses under Alma Road but over Inkerman Street, and level changes must be factored into commuter path Possible soil contamination within Council Reserve area therefore soil contamination report required Would require removal of some car parking to make it continuous		•	
11. Enhanced greening  Remove invasive /introduced plants with indigenous species  Replant indigenous species on both sides of railway embankment  Plant species that support indigenous wildlife	Include PSS streetscape actions as part of future Urban Forest Strategy actions     Undertake urban greening initiatives and lessons learnt from Bothwell Street Biolink to guide concept plan and future works     Consider these streets in future years for raingardens and integrated water management initiatives	Council land - Not currently identified as a priority in the Street Tree Planting Guide  VicTrack land - VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work  VicTrack maintenance prioritises upkeep and safety of rail infrastructure.		•	•

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# Assessment of potential actions

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
Additional actions we have identified					
12. Plant additional street trees to increase canopy cover and improve pedestrian amenity	Streets in the area bound by Alma Road, Inkerman Street, Chapel Street and Hotham Street     Action in the PSS	The draft Urban Forest Strategy and the Street Tree Planting Guide do not include Raglan Street as a priority as other streets have higher heat island impacts  Planting conditions currently unknown	•		
13. Address poor connectivity of street network	<ul> <li>Leverage Safe Walking and Cycling Connection projects</li> <li>Wayfinding signage</li> <li>Improved lighting</li> </ul>			•	

# 03 Nelson Street St Kilda East Location



# 03 Nelson Street St Kilda East

# **Existing conditions**



Nelson Street has a narrow 1.5 metre footpath and no nature strips. From Inkerman Street to Alfred Place it is a one-way street with cars traveling north-south



The western footpath on Nelson Street widens to 3 metres just before Alfred Place intersection. No nature strips and street trees are planted in footpath cut-outs



Low density housing development showing landscaped front setback, and competition for footpath space from tree cutouts, bins, pedestrians and crossovers



The entrance to Nelson Street from Inkerman Street, looking south.



Urban greening initiative and traffic calming device.



Looking north up Nelson Street from the Carlisle Street Activity Centre

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# 03 Nelson Street St Kilda East

#### The site

Nelson Street is located between Inkerman Street and Carlisle Street in St Kilda East and runs north – south for approximately 340 metres. It is a one way street until it intersects with Alfred Street and the Coles carpark.

Nelson Street is a typical residential street for this neighbourhood with a narrow footpath and road reserve, and is active both day and night.

The northern end, near Inkerman Street, has medium-density new housing developments. The middle of the street has low rise and low-density housing types.

Nelson Street merges into the Carlisle Street Neighbourhood Activity Centre at Alfred Street (Alfred Street is a two way street) and is a key connection to the Coles carpark.

For most of Nelson Street (between Alfred Street and Inkerman Street) there are no nature strips.

Street trees are planted in footpath cutouts, resulting in poor accessibility, poor tree establishment and restriction of tree size that is available to plant (currently Lagerstroemia cultivar/Crepe Myrtle). There is one large Eucalyptus species in a traffic island at the intersection of Nelson Street with Alfred Street and 5 large Eucalyptus species on the edge of the Coles carpark.

## **Opportunities**

- Widen footpaths between Inkerman Street and Alfred Street to improve accessibility
- Remove immature Lagerstroemia cultivars that have been planted in footpath cut outs
- Include tree outstands to enable increased soil volume, replace small street trees with medium (8-15m) trees thereby increasing canopy cover and contributing to remediating UHI
- Increase biodiversity value by combining urban greening with integrated water management initiatives
- · Reduce UHI, improve pedestrian and urban amenity.

#### **Constraints**

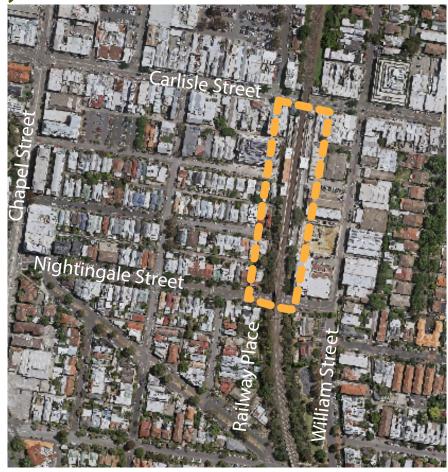
- Footpath on eastern side is 1.5 metres wide and street tree cut outs make the path impassable for pedestrians with mobility issues
- On-street car parking is likely to be impacted by any changes
- · Existing overhead powerlines
- Improvements to restricted space could require changes to the road network, including having to reduce the entire street to one-way.

Action	Opportunities	Constraints/project unknowns		Deliverability rating		
			High	Medium	Low	
What we heard from PECAN						
14. Designate Nelson Street east or west side as the primary pedestrian route	Widen primary pedestrian footpath by narrowing road     Replace driveway crossovers with elevated 'flat' crossovers     Carlisle Street Structure Plan to address Nelson Street pedestrian access and amenity issues     Leverage Safe Walking and Cycling Connection projects     Include wayfinding signage.	Analysis of current road reserve width to determine if the road reserve width can be reduced to increase footpath width and include nature strips Parking analysis required Significant changes to the road reserve or footpaths would be a major expense and not currently funded Impacts of removal of parking or reducing the road to single lane to residents in this street, and ones in surrounding streets as parking/traffic are diverted Any work would need to be undertaken in line with Carlisle Street Structure Plan's timelines and design.			•	
<ul> <li>15. Enhanced greening</li> <li>Remove in-footpath plantings and replace with onstreet plantings</li> <li>Install on-street planting reserves</li> <li>Require future developments to have landscaped setbacks from footpath</li> </ul>	<ul> <li>Investigate options to increase tree planting options and urban greening initiatives</li> <li>Consider these streets in future years for raingardens and integrated water management initiatives.</li> </ul>	<ul> <li>Restricted ability to plant in the current confined spaces</li> <li>Retaining accessibility</li> <li>Engineered planting options are likely to be required for any new trees in order to ensure long term health, this increases the costs of planting and is likely to decrease parking spaces.</li> </ul>			•	

Action	Opportunities Constraints/project unknowns		Deliverability rating		
			High	Medium	Low
Additional actions we have identified					
16. Plant additional street trees Streets in the area bound by Alma Road, Inkerman Street, Chapel Street and Hotham Street	Increase canopy cover     Improve pedestrian amenity     Action in the PSS	Additional planting would be difficult on this street without impacting parking and widith of road     Difficult planting in roadways, unsure of the planting conditions - e.g. underground services, powerlines or ground conditions     Current trees would need to be removed for new trees to be planted     Not currently identified as a priority street in the Street Tree Planting program			•
17. Improve access to public spaces for pedestrians and cyclists	Inkerman Street signalised crossing project	Narrow footpaths and street     Restricting opportunity to improve the usability without significant changes to the road network			•

04 Balaclava Station and Railway Place Balaclava

Location



# 04 Balaclava Station and Railway Place Balaclava

### **Existing conditions**



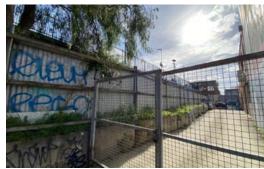
Good urban design outcomes from Balaclava Walk 2012. Railway Place permeable from adjoining streets and public lighting in place. The raised garden beds behind retaining wall are Metro Trains assets



Balaclava Station entrance from Carlisle Street Activity Centre



Railway Place looking north from Nightingale Street. A community garden group planted and maintained the garden beds behind the blue stone retaining wall. However, the community garden group ceased in 2020



Private landowners adjoin railway easement of eastern side of Balaclava Station



Metro Trains have used spray-crete underneath Balaclava Station platforms. Large high density housing development abutts the train station in Wilson Street



Spray-crete under station platforms on western side of Balaclava Station

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# 04 Balaclava Station and Railway Place Balaclava

#### The site

Balaclava Station is a busy commuter hub and zoned TRZI (state transport infrastructure). The platforms and transport hub area directly around Balaclava Station is managed by Metro Trains.

This section of Railway Place runs from Carlisle Street to Nightingale Street, including a pedestrian path west of the Sandringham Rail Corridor. This path and adjacent green space is a VicTrack asset that runs north south for approximately 200 metres and is known to be heavily contaminated.

There is a steep embankment from Balaclava Station to Nightingale Street, with a bluestone retaining wall to Nightingale Street overpass. There are established trees in the embankment but also large gaps and weed species.

A community garden group have previously undertaken landscaping works, however no further beautification works have occured since 2020.

There are ongoing issues with graffiti, tagging and vandalism, as well as drainage issues.

There was a previous project considered in the 2022/23 financial year which did not progress past feasibility due to constraints around planting close to the rail line.

#### **Opportunities**

- Undertake lighting analysis to create a safer night time environment that supports safety and accessibility
- Partnership with Metro Trains and VicTrack to improve amenity along Railway Place (south of station)
- Improve pedestrian and urban amenity using CPTED principles to address antisocial behaviour
- Repair drainage issues and paving surface as reauired
- Invite local artists to install murals and public art initiatives
- Initiate urban greening and integrated water management initiatives.

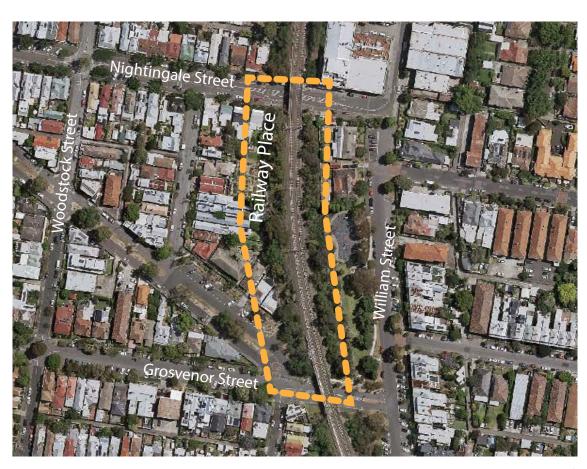
#### Constraints

- Partnership required with MetroTrains and VicTrack to undertake works as it is VicTrack land
- Anti-social behaviour, graffiti and tagging and risk of assets being vandalised
- Interface agreements and underground service locations unknown
- Soil contamination and Metro Trains use of 'spraycrete'
- Maintenance access and maintenance burden of non-Council land
- VicTrack strict safe work requirements on steep embankements requiring specialised equipment, skilled staff and night work
- VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
What we heard from PECAN					
18. Plant indigenous species along the railway embankement	Leverage PSS 2022-32 action to initiate permit application to VicTrack	VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work			•
		<ul> <li>VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.</li> </ul>			
Additional actions we have identified					
19. Advocate to, and partner with, VicTrack to beautify a small portion of the Greenline from Balaclava Station to the rail bridge, including planter boxes and public artwork to test and trial future use and inform future investment over time	Action in the PSS	Feasibility on this project was tested in 2022/23. The project is not progressing due to VicTrack safe work requirements			•
20. Enhance the walking link between Balaclava and Ripponlea station	Wayfinding signage	Pathways already well established. Enhancements would be through greening, lighting etc which are addressed in other actions			•
21. Improve lighting around Balaclava Station	Enhanced sense of safety     Leverage Carlisle Streetplan project to undertake safety audit using Crime Prevention Through Environmental Design (CPTED) principles and Gender Impact Assessment	Limited space on walkway to place additional infrastructure to improve CPTED     Audits required on lighting and GIA required to test feasibility of this action.			•
22. Add more greenery to Balaclava Station to discourage litter		VicTrack land			•

05 Railway Place, Nightingale Street to Grosvenor Street Balaclava

Location



# 05 Railway Place, Nightingale Street to Grosvenor Street Balaclava

## **Existing conditions**



Railway Place, looking south towards Grosvenor Street. Rear access to private residences and St Kilda Community Garden. The path area is Council and the embankment is a VicTrack asset



Gibbs Street intersection with Grosvenor Street



Bothwell Street Biolink



Railway Place looking north from Grosvenor Street. Steep embankment without retaining structures



Existing path adjacent to the rail corridor



Railway Place location of St Kilda Community Garden. Vehicle access is required

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# 05 Railway Place, Nightingale Street to Grosvenor Street Balaclava

#### The site

This section of Railway Place runs from Nightingale Street to Grosvenor Street for approximately 140 metres.

The pedestrian path is a Council asset (unlike the previous section of Railway Place which is a VicTrack asset).

There is a steep embankment without any retaining structures from Nightingale Street to Grosvenor Street, with established trees and weeds in the embankment. This section is a VicTrack asset.

There is an existing community garden within Railway Place Reserve in this section, run by not for profit organisation St Kilda Community Gardens Club.

Some private properties have rear loading requirements that mean vehicle access is required through this section.

There is minimal public lighting and there are ongoing issues with graffiti, tagging and vandalism, as well as drainage.

#### **Opportunities**

- Undertake lighting analysis to create a safer night time environment that supports safety and accessibility
- Advocate to Metro Trains and VicTrack to improve amenity, along Railway Place (south of station)
- Improve pedestrian and urban amenity using CPTED principles to address antisocial behaviour
- Repair drainage issues and paving surface as reauired
- Invite local artists to install murals and public art initiatives
- Initiate urban greening and integrated water management initiatives.

#### **Constraints**

- Sourcing power for lighting (trenching 800mm for power)
- Partnership required with MetroTrains and VicTrack to undertake works
- Anti-social behaviour, graffiti and tagging and risk of assets being vandalised
- Interface agreements and underground service locations unknown
- Soil contamination and Metro Trains use of 'spraycrete'
- · Maintenance of non-Council land
- VicTrack strict safe work requirements on steep embankements requiring specialised equipment, skilled staff and night work
- VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
What we heard from PECAN				_	
23. Plant indigenous species along the railway embankement	Leverage PSS 2022-32 action to initiate permit application to VicTrack	VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work			•
		<ul> <li>VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.</li> </ul>			
24. Install a pedestrian crossing across Nightingale Stree	t • Action in the PSS • In progress		•		
Additional actions we have identified					
Refer to actions 20 - 22					

# 06 Gibbs, Brunning, Somers and Albion Streets Balaclava

Location



# 06 Gibbs, Brunning, Somers and Albion Streets Balaclava

## **Existing conditions**



**Brunning Street** 



Somers Street



The pedestrian path near Grosvenor Street and Gibbs Street



Intersection of Brunning and Somers Streets



**Brunning Street** 



Albion Street

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# 06 Gibbs, Brunning, Somers and Albion Streets Balaclava

#### The site

This section of the Green Link includes Gibbs Street, Brunning Street, Somers Street and Albion Street.

Gibbs Street is a narrow residential street, 10 metres in width. There is insufficient room for nature strips and street trees are restricted to the western side of the street in asphalt cut outs.

Brunnings Street is a residential street that is 12 metres wide, without any existing nature strips. Street trees are planted in footpath cutouts.

Somers Street is a residential street that is 15.5 metres wide, with nature strips and street trees.

Albion Street is a 20 metre wide residential street with nature strip and street trees.

#### **Opportunities**

- Divert pedestrian and commuter trail along nearby residential streets to overcome inaccessibility of land adjoining railway corridor
- Alternate diversion from Grosvenor Street to William Street and Glen Eira Avenue, linking to Ripponlea Station
- Improve canopy cover and urban greening in Gibbs and Brunnings Street
- Widen the footpaths and instate nature strips in Gibbs and Brunning Streets
- Include tree outstands to enable increased soil volume, replace small street trees with medium (8-15m) trees to increase canopy cover and contribute to remediating UHI
- · Improve pedestrian and urban amenity.

#### **Constraints**

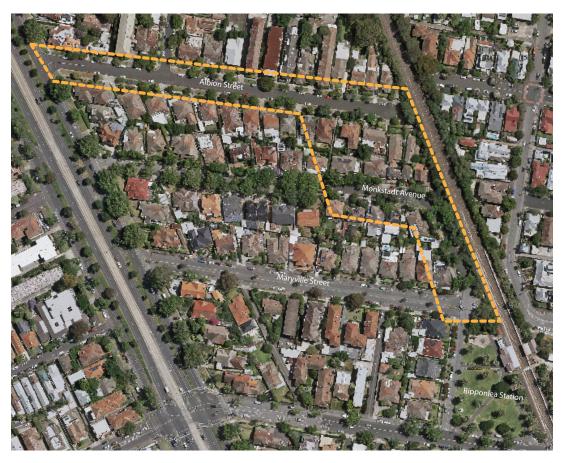
- Existing path is too narrow to be a viable pedestrian pathway alongside the rail corridor, without requiring removal of part of the existing railway embankment or procuring significant private residential land.
- Widening of existing footpaths is likely to impact onstreet car parking.

Action	Opportunities Constraints/project unknowns			Deliverability rating	
			High	Medium	Low
What we heard from PECAN					
25. Re-open the existing path alongside the railway embankment	Create a diversion in residential streets to link Greenline to	Existing pathway to narrow and not currently a safe, usable			•
26. Acquire land adjacent to the railway corridor or move embankments to widen the existing path	<ul><li>Ripponlea Station</li><li>Wayfinding</li></ul>	pedestrian route. Private — property or VicTrak Land required to be acquired to widen			
		This land is not identified in the newly developed Public Space Acquisition Policy			
		Large reshaping required of VicTrak land to widen pathway, soil known to be highly contaminated and investigations would be required to understand if this could occur without impacting the rail network      Cost prohibitiv			
27. Plant indigenous species	Prioritise PSS 2022-32 Streetscape actions as part of future Urban Forest Strategy actions Consider extending Biolink	Not currently identified actions in the capital program or the Street Tree Planting guide  Testing would be required to plant further in this area			
	initiatives to culminate in Gibbs Street  PSS identifies potential pop-up park in Gibbs Street	Planting on VicTrack land can be challenging due to partnership and safety issues		•	

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
28. Landscape western and eastern sides of rail embankment to support wildlife		VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work			•
		<ul> <li>VicTrack maintenance prioritises upkeep and safety of rail infrastructure.</li> </ul>			
Additional actions we have identified					
29. Trial a new temporary public space in Gibbs Street near the corner of Grosvenor Street (via a temporary road closure) to test a potential new space in this location	Action in the PSS	Closing the Railway Place intersection with Gibbs Street is not possible due to vehicle access requirements to the St Kilda Community Garden			•
30. Plant additional street trees	Streets in the area bound by Carlisle Street, Albion Street/ Oak Avenue, Brighton Road and Hotham Street     Action in the PSS	Not currently identified actions in the capital program or the Street Tree Planting guide		•	
	<ul><li>Increase canopy cover</li><li>Improve pedestrian amenity</li></ul>				

07 Albion Street to Monkstadt Avenue Ripponlea

Location



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# 07 Albion Street to Monkstadt Avenue Ripponlea

## **Existing conditions**



Entrance to pedestrian path in easement from Albion Street



Burnett Gray Gardens near Ripponlea Station



The informal pedestrian path between Grosvenor and Albion Street. Poorly maintained private fence. CPTED principles could not be met to formalise path



Looking north from Albion Street towards Grosvenor Street. Private residences on the western side and Vic-Track boundary on the eastern side



The existing pedestrian path links Albion Street to Monkstadt Street. Private timber fence and VicTrack boundary mesh fence



Ripponlea train station

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# 07 Albion Street to Monkstadt Avenue Ripponlea

#### The site

This section of the Green Link follows the Sandringham Rail Corridor between Albion Street and Monkstadt Avenue in Ripponlea.

There are private residential properties on the western boundary, and VicTrack land on the eastern boundary which is overrun by self-sown weeds.

There is an existing pedestrian path with loose granitic toppings surface, however it is very narrow and there is no street lighting. The pedestrian path terminates at Burnett Grey Gardens and Ripponlea Station.

The path is overgrown on both sides.

#### **Opportunities**

- · Improved commuter trail
- Link local residents with a pedestrian trail to Ripponlea Station and Burnett Grey Gardens
- Partnership with VicTrack to determine land ownership boundaries
- Improve pedestrian amenity using CPTED for safety, accessibility and equity
- Enhance and beautify the public open spaces to improve biodiversity values
- Remove weed species and clear overhanging branches to improve natural light end enhance perception of safety
- Provide wayfinding signage and resurface path
- Remove weed species and replace with indigenous and Australian plants to increase biodiversity value.

#### Constraints

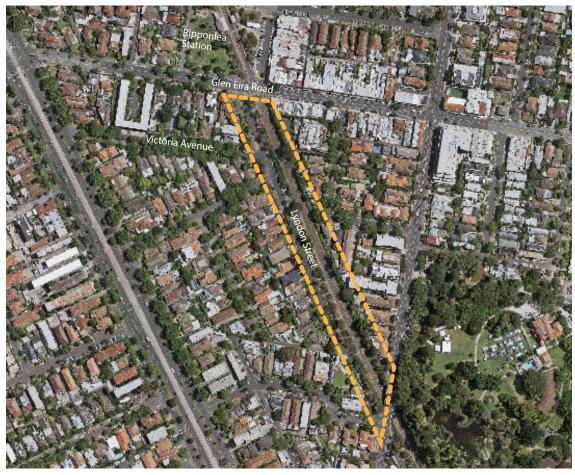
- · Unknown land ownership boundaries
- Lighting would need to be designed to ensure it does not negatively impact private residential dwellings adjacent to the existing path
- Narrow site may impact ability to improve pedestrian amenity and meet CPTED principles
- · Soil testing required
- · Unknown location of underground services
- Partnership required with VicTrack to undertake
  works

Action	Opportunities	Constraints/project unknowns		Deliverability rating	
			High	Medium	Low
What we heard from PECAN					
31. Reposition the metal mesh fence to widen the walking path	Undertake formative pruning to increase natural light and passive survellience	VicTrack land, partnership and further investigation for feasibility required prior to consideration. Likely to have safe work, and contamination considerations			•
32. Work with owners of 23 Monkstadt Street to acquire wedge of land adjacent to walking path		This land has not been identified as an action in the Public Space Acquisition Policy or Council Budge			•
33. Plant indigenous plant species that support wildlife		VicTrack land     Unknown planting conditions			•
34. Landscape eastern and western sides of the railway embankment		VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work VicTrack maintenance			•
		prioritises upkeep and safety of rail infrastructure.			

Action	Opportunities	Constraints/project unknowns		Deliverability rating	
			High	Medium	Low
Additional actions we have identified					
35. Upgrade of playground in Burnett Gray Gardens	Redesign the space to meet the broader needs of the community     Consider relocating the playground within the Gardens	<ul> <li>Heritage considerations</li> <li>Not identified in the PSS</li> <li>Not on the priority list of playgrounds requiring upgrades</li> </ul>		•	
36. Investigate options to reallocate to expand the reserve and improve integration with Glen Eira Avenue	Action in PSS	Project identified for design in 26/27 and delivery in 27/2	•		
37. Trial reallocation of road space to expand the reserve and improve integration with Glen Eira Avenue	Action in PSS	Project identified in 26/27 budget	•		
38. Advocate to VicTrack for removal of the building adjacent to Ripponlea Train Station, on the corner of Glen Eira Avenue (old burger bar)	Increase quantity of public open space Alignment with above PSS actions for Glen Eira Avenue Improve accessibility Increase passive surveillance	VicTrack land			•

08 Lyndon Street Ripponlea

Location



# 08 Lyndon Street Ripponlea

## **Existing conditions**



Wide nature strip on the corner of Lyndon Street and Victoria Avenue



Pedestrian path on the eastern side of Lyndon Street



Intersection of Lyndon Street and Glen Eira Road, adjacent to rail corridor and Ripponlea Village



Lyndon Street narrows into a one way street from Erindale Avenue to Hotham Street

# 08 Lyndon Street Ripponlea

#### The site

Lyndon Street runs between Glen Eira Road and Hotham Street. The width varies between 22 metres at the northern end before it narrows down to one way lane, terminating with Hotham Grove onto Hotham Street.

Lyndon Street is a well maintained residential street with good existing canopy cover that runs parallel to the rail corridor

The rail corridor is on the eastern side of the street, with private residences on the western side.

There is an existing pedestrian path adjacent to the rail corridor, and a galvanised steel post and rail fencing treatment marking the boundary of VicTrack's land.

Lyndon Street has mature London Plane trees on the residential side of the street. There is a wide nature strip at the corner of Victoria Avenue that is planted with a mix of Eucalyptus trees.

VicTrack's land has a mix of mature trees, shrubs and woody weeds.

The street has good pedestrian activity during the day and traffic volumes are low because of the restricted one-way access to Hotham Street.

#### **Opportunities**

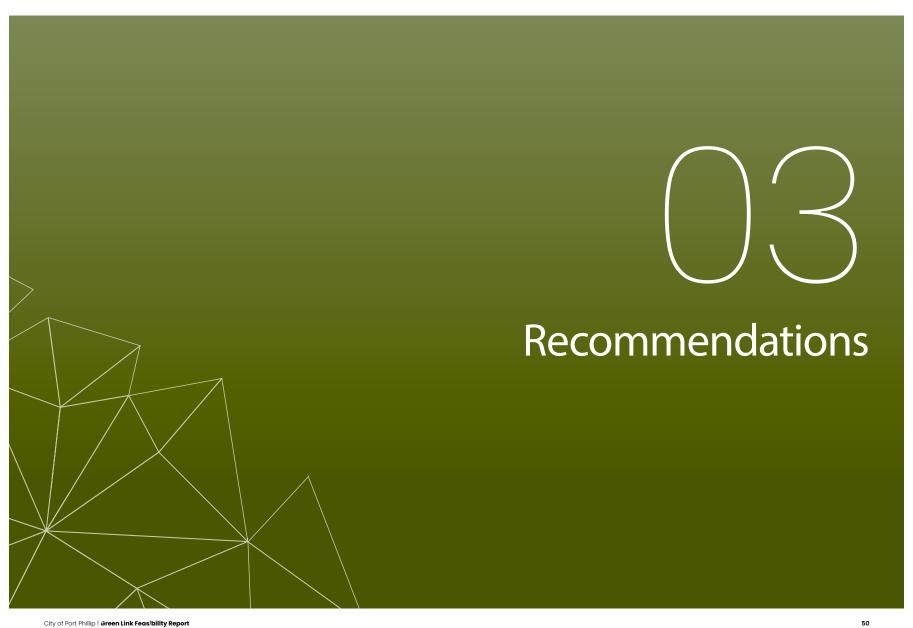
- Provide a linking path From Ripponlea Station to Hotham Street
- Enhance and beautify the public open space on the corner of Victoria Avenue to improve biodiversity values and increase amenity
- Provide lighting, wayfinding signage and resurface according to CPTED principles for safety, accessibility and equity
- Remove moribund trees and increase tree planting on Council reserve along side pedestrian path
- Increase biodiversity value of railway embankment
- Investigate possibility of creating tree outstands and urban greening initiatives along path.

#### **Constraints**

- Hotham Road currently acts as a major pedestrian barrier from Ripponlea Station to Ripponlea Estate
- · Soil contamination
- Partnership with VicTrack to remove weed species along railway embankment
- · VicTrack interface agreement would be required
- VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night works.

Action	Opportunities	Constraints/project unknowns	Deliverability rating		
			High	Medium	Low
What we heard from PECAN					
39. Expand nature strip on east side of Lyndon Street through road narrowing	Changes to road conditions required	The pedestrian path adjacent to the rail corridor is functional			
	Loss of parking				
	<ul> <li>Impacts on adjoining residents, unknown whether they would support project</li> </ul>				
40. Create small park/playground at Lyndon Street/ Victoria Avenue intersection	Consider improving and activating this space	Not identified as a project in the PSS			
		Existing road reserve/nature strip and is not large enough to create a safe open space or accommodate a playground			•
41. Plant indigenous plant species that support wildlife	Council arborists are currently undertaking street tree removal and replacements	Increase tree planting along Council reserve adjoining railway reserve (VicTrack			
	Opportunities for tree outstands			•	
	along non-residential side of Lyndon Street	<ul> <li>Not currently identified as a project in Greening Port</li> </ul>			
	<ul> <li>Integrate raingardens and integrated water management initiatives</li> </ul>	Phillip or in WSUD program  Potential loss of parking			
42. Landscape eastern and western sides of the railway embankment	Collaborate with the City of Glen Eira	VicTrack strict safe work requirements on steep embankments requiring specialised equipment, skilled staff and night work			•
		VicTrack maintenance prioritises upkeep and safety of rail infrastructure on VicTrack land.			

Action	Opportunities	Constraints/project unknowns		Deliverability rating	
			High	Medium	Low
Additional actions we have identified					
43. Advocate to the Department of Transport for a new	Action in the PSS				
signalised crossing over Hotham Street	<ul> <li>Advocate to the City of Glen Eiro for a multi-Council approach to deliver a crossing</li> </ul>		•		
	<ul> <li>Apply for a TAC Analysis grant to investigate design options to deliver a safe walking and cycling crossing over Hotham Street</li> </ul>				
44. Consider ways to improve access to public spaces for pedestrians and cyclists	Wayfinding signage	Further feasibility required to understand conditions and requirements - eg. removal of parking etc		•	



# Challenges and benefits assessment

#### Challenges

A number of deliverability challenges have been identified in the feasibility assessments. The key challenges identified are:

- Varying land ownership, with a lot of the land managed by VicTrack or MetroTrains. Both organisations have been difficult to contact and neither have shown an interest in partnering with Council on the project.
- Restrictions of working on VicTrack land including strict safe work requirements on steep embankments and near rail lines, requiring specalised equipment, skilled staff and night works. This would be for construction and ongoing maintenance.
- Known high levels of contamination on the rail embankments and concrete finishes providing limited opportunities.
- Requirements to remove parking or significant changes to road network (e.g. Nelson Street redesign).
- Required acquisition of property to create a continuous path alongside the railway.
- Some sections of the project would require significant funding levels, which may not balance with the benefit outcomes.
- There are a lot of project unknowns that require further investigation if Council wishes to proceed including location of underground services and level of soil contamination.

Many of these challenges would be costly to overcome, both with time and resources.

#### Benefits/outcomes

Assessing against the outcomes of the Green Link master plan it was found that the benefits provided by implementing identified projects were limited:

#### Improve walkability

- There is a formalised pathway along most of CoPP's section of the Green Link. With the exception of the section between Gibbs and Monkstadt Avenue requiring a diversion away from the rail line.
- The 'missing link' is not a viable project to progress as it requires purchase of property or significant construction work on VicTrack land.
- There are projects already in the Council Plan and Budget that will further enhance walkability including pedestrian lights on Alma, Inkerman and Nightingale Streets.

#### Increase the provision of public open space

- There would be limited additional public space from this project, the largest areas (Glen Eira Avenue) are already included as actions in the PSS
- There are a number of other projects already identified in the PSS which will provide more significant outcomes for the provision of public space – including the recent acquisition of five residential properties in this neighbourhood

#### Increase canopy cover

- The streets in the Green Link area are not currently priority streets for canopy planting in the newly developed Street Tree Planting Guide.
- While there are some trees not thriving along the Green Link, many sections of the include mature healthy trees.

- VicTrack land also includes a number of trees although they are of varying quality. However there are significant challenges to working on VicTrack land that reduce the deliverability of this type of project.
- Nelson Street has low canopy cover but significant work would be required, including road closures and therefore it is not recommended to proceed.
- As part of our infill tree program empty plots in the area have been identified and will be filled during the 2024 planting season.
- The draft Urban Forest Strategy has actions which will help to improve canopy across the neighbourhood and are also about to adopt a new Street Tree Planting guide. These strategic documents are in place to ensure that planting is targeted first to the areas of greatest need.

#### Improve biodiversity outcomes

- There are limited opportunities on Council manged public space to increase biodiversity.
- There are limited opportunities on Council managed land for biodiverse planting. Challenges have been identified for any planting and ongoing maintenance on VicTrack land, further reducing this opportunity.
- However there are projects adjoining the Green Link which have or will be increasing biodiversity – in both Bothwell Street and Alma Park.
- The draft Urban Forest Strategy also has actions which will aim to improve biodiversity across the area. Like with canopy, this work will help to identify planting in a coordinated way – which will assist to develop biodiversity corridors and healthy planting.

# Projects to consider progressing

There are 15 projects identified which Council could consider progressing along the Green Link. They include new projects and ones which are already identified through other strategies and the 2024/25 Council Plan and Budget.

In addition to the below projects, Council will advocate to VicTrack for increased planting on VicTrack land along the Sandringham Rail Corridor.

Section	Action	Outcome	Scope	Current funding	Delivery timeline
Alma Park, St Kilda East	1. Deliver a signalised crossing connection from Alma Park over Alma Road to Raglan Street	Walkability	Delivery of designed pedestrian crossing	Nil	Future budget consideration
Alma Park, St Kilda East	5. Enhanced greening	Canopy	<ul> <li>Additional planting in Alma Park will be considered as part of infill and succession planting program for planting in 2025 season</li> <li>Tree removals only as they come to end of their lifecycle</li> <li>Planting in line with the park's heritage requirements</li> <li>Biodiverse planting to be included in the Alma Park West Boundary Treatment program.</li> </ul>	Capital funding (Boundary Treatment)	2024/25
Alma Park, St Kilda East	7. Increased lighting	Walkability	Audit on lighting to consider if future project feasible	Nil	Future budget consideration
Raglan Street, St Kilda East	10. Build a formal walking path from Alma Road to Inkerman Street	Walkability	Granetic sand path on eastern side of road, additional planting:  • feasibility/design  • traffic and parking study  • service testing  • arborist report  • concept design  • community engagement.	Nil	Future budget consideration

# Projects to consider progressing

Section	Action	Outcome	Scope	Current funding	Delivery timeline
Raglan Street, St Kilda East	Remove invasive /introduced plants with indigenous species     Replant indigenous species on both sides of railway embankment     Plant species that support indigenous wildlife	Biodiversity	<ul> <li>Consider as a biodiverse site through the Precinct Planning action in the draft Urban Forest Strategy</li> <li>No planting on VicTrack land included in scope.</li> </ul>	GPP program	2025/26
Raglan Street, St Kilda East	12. Plant additional street trees to increase canopy cover and improve pedestrian amenity	Canopy	<ul> <li>Additional tree planting on Council managed land</li> <li>Could consider this site for a Tiny Forest if external funding could be secured</li> <li>No planting on VicTrack Land included in scope.</li> </ul>	Nil	Future budget consideration
Raglan Street, St Kilda East	13. Address poor connectivity of street network	Walkability	Addressed through Inkerman Street Pedestrian crossing project	Capital funding	2026/27
Railway Place, Nightingale Street to Grosvenor Street Balaclava	24. Install a pedestrian crossing across Nightingale Street	Walkability	Project funded and under design	Capital funding	2025/26
Gibbs, Brunning, Somers and Albion Streets, Balaclava	27. Plant indigenous species	Biodiversity	Consider as a biodiverse site through the Precinct Planning action in the draft Urban Forest Strategy	GPP program	Precinct Planning 2026/27
Gibbs, Brunning, Somers and Albion Streets, Balaclava	29. Plant additional street trees	Canopy	Consider through the Precinct Planning action in the draft Urban Forest Strategy	GPP program	2026/27

# Projects to consider progressing

Section	Action	Outcome	Scope	Current funding	Delivery timeline
Albion Street to Monkstadt Avenue, Ripponlea	35. Upgrade of playground in Burnett Gray Gardens	Public space	<ul> <li>Playground upgrade or renewal could be considered in future budget processes</li> <li>Not currently scheduled</li> </ul>	Capital funding (Green Link)	24/25
Albion Street to Monkstadt Avenue, Ripponlea	36. Investigate options to reallocate to expand the reserve and improve integration with Glen Eira Avenue	Public space	Identified as an action in the PSS	Capital funding	Design 26/27 Delivery 27/28
Albion Street to Monkstadt Avenue, Ripponlea	37. Trial reallocation of road space to expand the reserve and improve integration with Glen Eira Avenue	Public space	Identified as an action in the PSS	Capital funding	Design 25/26 Delivery 26/27
Albion Street to Monkstadt Avenue, Ripponlea	38. Advocate to VicTrack for removal of the building adjacent to Ripponlea Train Station, on the corner of Glen Eira Avenue (old burger bar)	Public space	Action for Council to include in their advocacy to VicTrack	Nil	Advocacy 2025/26
Lyndon Street, Ripponlea	41. Plant indigenous plant species that support wildlife	Biodiversity	Consider as a biodiverse site through the Precinct Planning action in the draft Urban Forest Strategy	Planning 2026/27	Precinct Planning 2026/27

# **Funding**

There is currently funding attached to some of these projects within the 2024/25 Council Budget. Funding for these projects is as follows:

- · 3 of these projects are already included with funding in the current Council Plan and Budget
- 1 is proposed to fund through the \$145,000 funding allocated for the Green Link in the 24/25 budget
- 2 are projects in the PSS and have funding in the 10 year plan
- · 4 would be included for consideration through the Precinct Planning and Biodiversity mapping proposed in the draft Urban Forest Strategy
- 5 have no current funding.





#### 12. VIBRANT PORT PHILLIP

- 12.1 Footpath Trading Guidelines (2024) Consultation Outcomes and Adoption717



**12.1** FOOTPATH TRADING GUIDELINES (2024) - CONSULTATION

**OUTCOMES AND ADOPTION** 

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: MARC JAY, COORDINATOR CITY PERMITS

CINDY STUBBS, LOCAL LAW REVIEW CONSULTANT

#### 1. PURPOSE

1.1 To update Council on the findings of the community consultation undertaken, subsequent amendments to and recommend endorsement of the Footpath Trading Guidelines (2024)

1.2 To present Councillors with outcomes from the Fitzroy Street Outdoor Speaker Trial.

#### 2. EXECUTIVE SUMMARY

- 2.1 Council adopted its Outdoor Trading (Dining) Policy 2022. This sets out how we manage the provision of outdoor trading under the Local Law and references both the Footpath Trading Guidelines (Guidelines) and Business Parklet Guidelines 2023.
- 2.2 The Guidelines provide a framework for the use and management of footpath trading areas and are an incorporated document under Community Amenity Local Law 2023. The Guidelines are due for review to ensure alignment with the new Dining Policy, to ensure they reflect current legislative and community standards.
- 2.3 The Guidelines were last comprehensively reviewed in 2013 with a revision in 2017 following changes to legislation.
- 2.4 The draft Guidelines have been updated to:
  - Be more easily understood by traders and the community.
  - Support vibrancy and activation in our main streets, activity centres and laneways.
  - Support our local businesses and economy and encourage businesses to establish and remain in the city.
  - Seek to protect residents' amenity and Council assets, by appropriately balancing the commercial use of public space with the needs of the broader community.
  - Support accessibility for all, public safety and sustainability.
- 2.5 Key changes in the draft Guidelines include:
  - A more customer friendly document, reduced from 93 to 43 pages.
  - Traders could propose temporary outdoor cooking stations, outdoor speakers, lights and fixed glass screens in more wind-affected areas of our city.
  - New standards for display of goods to enhance the visual appeal of our streets.
  - Streamlined assessment process for requests that do not meet the Guidelines, in-turn reducing wait times for traders.



 A new precinct standard for the South Melbourne Market, recognising its unique characteristics including fixed outdoor cooking.

#### 3. RECOMMENDATION

That Council:

- 3.1 Endorses the Footpath Trading Guidelines (2024).
- 3.2 Promotes the Footpath Trading Guidelines to current permit holders, business associations and other key stakeholders.
- 3.3 Approves the CEO, or their delegate, to make minor amendments that do not affect the intent or substance of these guidelines.

#### 4. KEY POINTS/ISSUES

4.1 The draft Guidelines have been well received by the community and trader feedback has been generally supportive. (Attachment 1 Draft Footpath Trading Guidelines 2024).

#### 4.2 <u>Amendments to the draft Guidelines</u>

- As a result of community and trader feedback, the draft Guidelines have been further refined to support compliance activities.
- Consistent with other Council infringement actions, breaches would be reviewed by Council's broader Infringement Review Panel and not the City Permits Panel.
- As the Guidelines are an incorporated document under the Community Amenity Local Law 2023, compliance activities have been better aligned, with updates proposed for inclusion in the Community Amenity Local Law 2023 Procedure and Protocol Manual.

#### 4.3 Outdoor speakers

- The decision-making criteria for outdoor speakers have been developed to ensure amenity is not unreasonably compromised.
- The draft Guidelines state that outdoor speakers would not be supported at venues located in residential zones, as defined by the Planning Scheme.
   However, traders would be able to request an exemption to the Guidelines.
   These requests would require an officer recommendation and consideration by the City Permits Panel, made up of three senior Council officers.
- The draft Guidelines state that outdoor speakers are supported at venues with residences above retail and hospitality venues in commercially zoned areas, noting that restrictions of music volume and hours of use (9am until 9pm each day), would help manage potential issues.
- Benchmarking of neighbouring Councils found that outdoor speakers are not currently being supported, in-favour of internalised speakers that may project and benefit the outdoor dining areas.
- Through its Community Amenity Local Law 2023, Council investigates complaints about noise that may detrimentally affect the amenity of a neighbourhood.
   Compliance with outdoor speaker requirements would occur through Council's Authorised Officers, undertaking proactive audits and investigating complaints.



Officers would liaise with a trader using the 'Ask Tell Enforce' steps, to increase awareness of permit requirements, including ambient music volume. The aim being to achieve satisfactory music levels before taking enforcement action.

- The Environment Protection Authority (EPA) music noise regulations provide an additional layer of protection for resident's amenity if required.
- If outdoor speaker noise could not be reasonably managed or permit conditions complied with, approvals for outdoor speakers could be revoked.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Initial Trader Consultation
  - Initial consultation was undertaken from October to December 2023. This included:
    - Detailed internal review including engagement with Councillors.
    - Trader Insights Survey, with 663 surveys sent to permit-holders and business associations. 16 responses were received, including 1 written submission.
    - Attendance at five meetings with Business Associations and the Business Advisory Group.
  - The draft Guidelines were subsequently developed in consultation with Councillors, internal Council staff and informed by initial consultation outcomes.
  - At a Council meeting 17 April 2024, Council resolved to release the draft Guidelines for consultation.
- 5.2 Community Consultation on the Draft Guidelines occurred from 19 April to 17 May 2024. This was via Council's online engagement website 'Have Your Say', a dedicated project email address, community drop-in sessions through the Neighbourhood Engagement Program and direct trader / key stakeholder engagement. Hard copies of the draft Guidelines and the surveys were available at Port Phillip Town Halls and Libraries.
  - Consultation was supported with FAQ's explaining the key changes proposed, boosted social media posts, website, e-newsletters, and newspaper advertisements.
  - A total of 240 people visited the Have Your Say website, and the social media campaign reached 2,959 people. The campaign comprised Facebook and Instagram posts to promote opportunities for the community feedback.
  - Current footpath trading permit holders (663) and trader associations (6) were emailed to inform traders about the engagement process. Emails were also sent to interested stakeholder groups including Council advisory committees and accessibility groups.
  - We heard from a total of 166 people.
    - 85 people provided their feedback through the online survey form, 25 survey responses were from traders.
    - o 7 people lodged submissions via email.



- 74 people provided feedback through Neighbourhood Engagement Program pop-ups.
- 5.3 Feedback has been collated and analysed, with a community consultation report of findings prepared (Attachment 2 Engagement Report Draft Footpath Trading Guidelines June 2024).
- 5.4 Specific feedback provided on key proposed changes in the draft Guidelines.

Fairy lights	<ul> <li>The majority of survey (69.4%) and pop-up (85.2%) respondents agreed or strongly agreed with allowing traders to use fairy lights in footpath trading areas.</li> </ul>	
	Of the 25 survey respondents who indicated they were traders, 80.0% agreed or strongly agreed with allowing traders to use fairy lights in footpath trading areas.	
	5 people provided comments about fairy lights:	
	<ul><li>Supportive (3).</li></ul>	
	<ul> <li>Unsupportive (1).</li> </ul>	
	<ul> <li>Standard for look and feel is required (1).</li> </ul>	
Outdoor speakers (background music in outdoor dining areas)	<ul> <li>Most of the survey (60.0%) and pop-up (72.6%) respondents agreed or strongly agreed with allowing background music in outdoor dining areas, provided it doesn't conflict with existing permits or licenses and is not in residential areas.</li> </ul>	
	Of the 25 survey respondents who indicated they were traders, 80.0% agreed or strongly agreed with allowing background music in outdoor dining areas.	
	<ul> <li>21 people provided comments about background music in outdoor dining areas. The themes were:</li> </ul>	
	<ul> <li>Concern with noise impact on others (9).</li> </ul>	
	<ul> <li>Provide clarity on requirements for time of day / volume (4).</li> </ul>	
	<ul> <li>Provide individual solutions for each precinct (3).</li> </ul>	
	o Provide clarity on process and enforcement (2).	
Temporary outdoor cooking stations	Most of the survey (57.2%) and pop-up (78.8%) respondents agreed or strongly agreed with allowing food businesses to use temporary outdoor cooking stations in their outdoor dining areas.	
	<ul> <li>Of the 25 survey respondents who indicated they were traders, 76.0% agreed or strongly agreed with allowing food businesses to use outdoor temporary cooking stations in outdoor dining areas.</li> </ul>	

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	•	<ul> <li>10 people provided comments about temporary outdoor cooking stations. The themes were:</li> <li>Concern with smell (4).</li> <li>Concern with waste, health and safety (3).</li> </ul>	
Display of goods on streets (new standards)	•	Most of the survey (57.2%) and pop-up (78.8%) respondents agreed or strongly agreed with allowing food businesses to use temporary outdoor cooking stations in their outdoor dining areas.	
	•	Of the 25 survey respondents who indicated they were traders, 80.0% agreed or strongly agreed with introducing new standards that will improve the look of displays of goods on the streets.	
	•	4 people provided comments about new standards for display of goods on streets. The themes were:	
		<ul> <li>Provide clarity on requirements (2).</li> </ul>	
		o Should ensure visual appeal (1).	
		<ul> <li>Should not be permitted (1).</li> </ul>	
Glass screens (change to requirements)	•	Most of the survey (52.6%) and pop-up (72.0%) respondents agreed or strongly agreed with the changes to glass screen requirements.	
	•	Of the 25 survey respondents who indicated they were traders, 64.0% agreed or strongly agreed with introducing new standards that will improve the look of displays of goods on the streets.	
	•	40 people provided comments about changes to glass screen requirements. The themes were:	
		<ul> <li>Concerns with footpath encroachment (16).</li> </ul>	
		o Supportive (8).	
		o Safety concerns (3).	
		<ul> <li>Concern with visual amenity (2).</li> </ul>	
		<ul> <li>Need shutters / louvres (2).</li> </ul>	
		<ul> <li>Prefer vegetation or planter boxes (2).</li> </ul>	

### 5.5 General feedback on the draft Guidelines.

- Participants were asked to provide other comments and suggestions.
- 94 survey and pop-up respondents provided their feedback. The themes were:
  - Concerns with footpath encroachment generally and more specifically in relation to accessibility and positioning of A-frame signs (15 people).

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- A need to improve vibrancy on our streets (8 people), visual amenity (2 people), and street maintenance and cleanliness (6 people).
- o Permanent furniture should be allowed (7 people).
- o Need to support / assist business recovery / consider fees (5 people).
- Concerns with removal of parking spaces (5 people).

### 5.6 Outdoor speaker trial outcomes.

On 6 September 2023, a Notice of Motion was carried, that Council:

In response to feedback from traders and a formal request from the Fitzroy Street Business Association, requests the CEO, or their delegate, to investigate ways in which outdoor speakers could be permitted for appropriate hospitality businesses in the Fitzroy Street Commercial Precinct until the formal review of the Footpath Trading Guidelines in 2024.

- Requirements for traders to participate in the trial included having a valid footpath trading permit, with outdoor music not prohibited by either a planning permit or liquor licence condition.
- The trial was broadly advertised to traders in the Fitzroy Street Precinct, by email and visiting traders, along with assistance of the Fitzroy Street Business Association to promote the trial.
- Expressions of interest were received, with five businesses able to use outdoor speakers under the trial which ran until 30 April 2024.
- Officers have undertaken audits of the venues operating with outdoor speakers and reviewed complaints received.
- Feedback was sought from participating businesses on their experience and more broadly from the Fitzroy Street Business Association. In summary:
- Feedback from participating traders.
  - The trial was a positive Council initiative, enjoyed by patrons.
  - Would like to continue using outdoor speakers if adopted in the new guidelines.
  - We communicate with neighbouring residents and have a healthy dialogue with them. They could contact us directly regarding any issues.
  - Feedback from Fitzroy Street Business Association.
  - Ambient outdoor music helps to show venues are open, with one business claiming their trade dropped by 40% when the outdoor speaker trial ended.
  - Ambient outdoor music at venues helps to improve this precinct.
     Particularly in the winter months.
  - Ambient outdoor music and lighting contribute positively to community amenity and the vibrancy of this Live Music Precinct.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 An external legal review of the draft Guidelines has been conducted.

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6.2 Assessments including a Risk Assessment and Gender Impact have been completed.

#### 7. FINANCIAL IMPACT

7.1 These Guidelines do not impact the footpath trading fee structure endorsed as part of the annual budget process. Fees will next be considered as part of the 2025/2026 budget process.

#### 8. ENVIRONMENTAL IMPACT

8.1 The Guidelines are anticipated to have positive impacts on the environment through protecting the amenity, natural and built assets, and cleanliness of the city.

### 9. COMMUNITY IMPACT

- 9.1 The Guidelines aim to support the creation of a liveable, safer and healthier city by regulating footpath trading activities that may impact on urban character, local amenity and the fair enjoyment by or safety of others
- 9.2 These Guidelines and outdoor dining, in general, enable the community to support local traders as well as opportunities to socialise outdoors
- 9.3 These Guidelines are designed to support local traders in growing their patronage and increasing visitation to the Municipality.
- 9.4 These Guidelines are designed to support access to high quality dining experiences as well as healthy and vibrant neighbourhood shopping strips for our community.

#### 10. ECONOMIC IMPACT

10.1 The Guidelines support well managed economic recovery and development through regulating the use of public space for activities that generate economic benefits in the city such as footpath trading.

# 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The Guidelines align with the Vibrant Port Phillip Strategic Direction.
- 11.2 The Guidelines are an incorporated document to the Community Amenity Local Law 2023.
- 11.3 The Outdoor Trading Policy (November 2022) sets the strategic intent in relation to Outdoor Dining. The Guidelines provide specific details on how that Policy will be implemented to achieve the Policy outcomes 'Encourage activation and vibrancy in our main streets, activity centres and laneways, which makes them more enjoyable and safer for our community'.

#### 12. IMPLEMENTATION AND COMMUNICATION

12.1 Officers have developed a plan to guide implementation, including communication and education for those who may be particularly impacted. Key implementation dates are:

7 August 2024	Council report to endorse the Guidelines.	
15 August 2024	The Guidelines, as incorporated document to the Community Amenity Local Law 2023, would be published in the Government Gazette and advertised on Council's website.	

# MEETING OF THE PORT PHILLIP CITY COUNCIL 7 AUGUST 2024



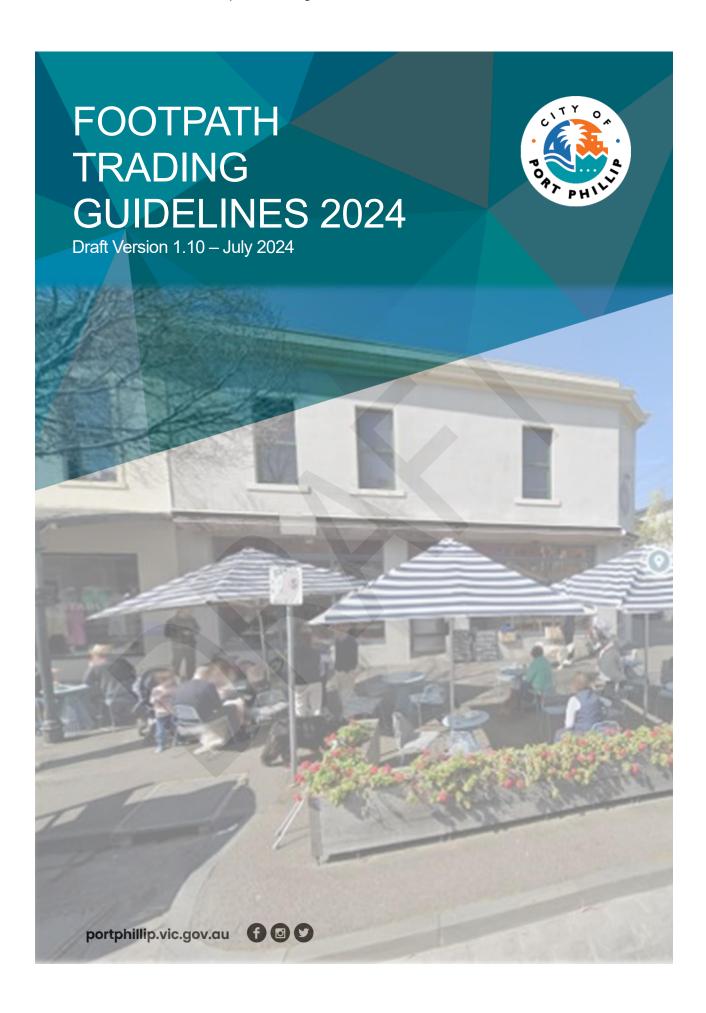
15 August 2024	The Guidelines would take effect upon Gazettal.	
15 August to 30 September 2024	<ul> <li>Community and trader information period.</li> <li>Email current permit holders</li> <li>Updates to Have Your Say page.</li> <li>Email business associations, Council advisory groups (including the Business Advisory Group) and those who provided submissions.</li> <li>Publish information in Council's e-newsletters including Divercity and the Business Newsletter.</li> <li>Media release and social media posts.</li> </ul>	

#### 13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report have any material or general interest in the matter.

### **ATTACHMENTS**

- 1. Draft Footpath Trading Guidelines 2024 4
- 2. Engagement Report Draft Footpath Trading Guidelines June 2024



Attachment 1:

City of Port Phillip FOOTPATH TRADING GUIDELINES 2024

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# **Guideline Governance**

Draft Version 1.10 – July 2024

Responsible Service / Department:
City Growth and Development; Safety and Amenity
Adoption authorised:
Date of adoption:
Date effective from:
Content Manager folder:
[Insert Text]
Content Manager file:
[Insert Text]
Endorsed CEO or ELT member or department manager to make and approve document editorial amendments:
General Manager City Growth and Development
Executive Manager Advocacy and Stakeholder Engagement
Annual desktop review date:
To be advised
Review date:
To be advised
Completion date:
To be advised
Version number:
Draft Version 1

2

#### Stakeholder review and engagement:

Local Laws and City Amenity, South Melbourne Market, City Growth and Culture, Open Space Recreation and Community Resilience, Asset Protection, City Planning and Sustainability, Maintenance and Operations, Partnership and Transport, Health, Events, Property, Footpath Trading.

### **Relevant Legislation:**

Community Amenity Local Law 2023

Local Government Act

Road Management Act

**Environment Protection Act** 

Planning and Environment Act

### **Associated Strategic Direction #:**

Strategy 4 - Vibrant Port Phillip

#### **Associated instruments:**

Outdoor Trading (Dining) Policy

**Business Parklet Guidelines** 

# Supersedes:

Footpath Trading Guidelines 2017

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# 1.Purpose

The Guidelines have been developed by the Council in consultation with the local community and traders to provide a framework for the sustainable use and management of footpath trading areas, and to ensure accessibility for all footpath users.

The Guidelines support Council's strategic direction 'Vibrant Port Phillip' – a flourishing economy, where our community and local businesses thrive, and will maintain and enhance our reputation as one of Melbourne's cultural and creative hubs.<sup>1</sup>

The Guidelines show commitment to supporting and enhancing the vibrancy of our local communities and the sustainable growth of local business. They demonstrate this by allowing private businesses to trade on the city's footpaths, enabling them to profit from the use of public land

These Guidelines explain when and how to trade on the footpath. There are times when this would not be possible to use the footpath in the way that is desired by a business. In these instances, Council must balance the desires of traders with its legislative obligations and its obligations to the broader community in making its decision.

# 2. Outcomes

The Council's Outdoor Trading (Dining) Policy (November 2022) sets the strategic intent in relation to Outdoor Dining. These Guidelines provide specific details on how that Policy will be implemented in order to achieve the following Policy outcomes: Encourage activation and vibrancy in our main streets, activity centres and laneways, which makes them more enjoyable and safer for our community.

- Ensure that outdoor trading enhances the quality of streetscapes and activity centres.
- Ensure that the City of Port Phillip's 'brand' as a vibrant, sophisticated, arts-focused community
  is represented by strong design and visual outcomes being apparent in approved locations.
- Support our local businesses and economy to survive and thrive and be more resilient to future economic shocks.
- Balance the activation of public space with amenity requirements of surrounding businesses and the community more broadly.
- Ensure activation of public space meets (and in some cases exceeds) accessibility, public safety and sustainability requirements.
- Ensure businesses that benefit from use of public space make a fair contribution for this use through appropriate fees, charges and upkeep responsibility.
- Provide certainty to businesses, community, Councillors and staff on the way requests to use
  public space in new ways will be treated (and any fees, charges and engagement required) to
  ensure applications can be considered efficiently, effectively and in a timely manner.
- Ensure appropriate oversight and compliance measures are in place to provide our community
  with confidence that public safety, accessibility, maintenance and legislative requirements are
  being achieved and the policy objectives are being met.
- For temporary activities only, test and trial new uses of public space, which could inform longer-term public space priorities, projects and investment by Council.

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<sup>&</sup>lt;sup>1</sup> City of Port Phillip Council Plan 2021-2031

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When considering shared public space, ensure a balanced and equitable sharing of
opportunities between the public, hospitality traders and non-hospitality traders adjoining the
public space.

The Guidelines are an incorporated document to the Community Amenity Local Law (2023)

# 3. Who is this document for?

- Businesses who are required to manage the use of their designated footpath trading areas in accordance with relevant legislation, particularly the Local Law.
- Patrons, residents, ratepayers and visitors who assist businesses' efforts to comply with legislative responsibilities and these guidelines.
- Council Authorised Officers who assess applications for footpath trading permits and who
  enforce the Local Law and permit compliance.

# 4. What is footpath trading?

Footpath trading involves the use of public footpaths for commercial purposes. The footpath is the area between the property boundary and the kerbside of a road that is provided for footpath users. Commercial purposes typically include the placement of advertising signs, display of goods, tables, chairs and other equipment such as umbrellas, heaters, screens and planter boxes.

Footpath trading can improve the look of our streets, adds life and vibrancy to our precincts. It also supports local businesses by increasing their floor space and advertising their presence. Footpath trading increases opportunities to shop, dine and drink outside.

With the many benefits come potential problems. The needs of businesses can conflict with the greater community. The Council has a responsibility to regulate the use of footpath areas for the good of all. Whilst seeking to provide benefits to businesses, Council must ensure that footpath trading is fair and consistent, that the public is welcome and safe, and that footpaths provides an accessible path of travel for all.

# 5. Definitions

Table 1 Definition of terms

Term	Definition	
Authorised Officer	A person appointed pursuant to section 224 of the <i>Local Government Act</i> 1989 as an authorised officer, for the purposes of the Local Law.	
Council	City of Port Phillip	
City Permits Panel	The Panel considers:	
	<ul> <li>Applications that do not meet the requirements of the Footpath Trading Guidelines, Mobile Food Vehicle Guidelines or Business Parklet Guidelines, but where there may be justification for support; and or</li> </ul>	
	<ul> <li>Applications where the applicant seeks a review of the Authorised Officer's decision not to issue a permit.</li> </ul>	
Fairy lights	Small, lightweight lights joined by wire and used for decoration.	
Fixed permanent outdoor cooking station	A structure that remains in situ on public land within a footpath trading zone from which food is cooked and sold.	
Footpath trading area	A permitted area shown on an endorsed plan that can be occupied, that excludes the pedestrian zone, kerb zone and all other clearances here.	
Guideline/s	Footpath Trading Guidelines 2024.	
Infringement Review Panel	A panel of three authorised senior Councl officers, to review decisions of authorised officers that have been made under the provisions of Council's Community Amenity Local Law 2023 and other acts or regulations for which they are authorised. The members of the panel are selected from outside the area of Council that issued the infringement.	
Kerb zone	The area between the road and footpath trading zone.	
Local Law	City of Port Phillip Community Amenity Local Law 2023.	
Pedestrian zone	The area between the building line and the footpath trading zone.	
Permit	Means a permit issued under the Local Law or subsequent Local Law, as adopted by <i>Council</i> , that authorises the use or activity.	
Permit holder	Permit holder has the same meaning as the definition under the Local Law or subsequent Local Law, as adopted by <i>Council</i> .	
Planning Scheme	City of Port Phillip Planning Scheme	
Smokers' area	An area within a footpath trading zone permitted for smoking and vaping in accordance with the <i>Tobacco Act 1987</i> .	
Temporary outdoor cooking station	A removable structure within a footpath trading area from which food is cooked and sold.	

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# 6. Types of Permits available

#### 6.1 Annual Permits

Annual permits allow for year-round activation, issued for up to twelve months and contain an expiry date. Permits may be subject to change at any time at the discretion of an Authorised Officer or Council.

#### 6.2 Events Permits

Council supports various outdoor events within the city. These include markets, laneway activations, promotions, street stalls and collections. All outdoor events are assessed using the Events Strategy and Outdoor Events Policy. During these events businesses may be able to extend outdoor trading areas. For more information, search for Events on the City of Port Phillip website.

# 7. Considerations prior to making an application

### 7.1 Will your premises have enough toilet facilities?

Outdoor dining increases patron capacity. Each venue must have toilet facilities for customers and staff as required by the Building Regulations. View Volume 1 of the <a href="National Construction Code">National Construction Code</a> <a href="NCC">NCC (abcb.gov.au)</a> Restaurants/Cafes are considered 'Class 6'.

# 7.2 Will you need to relocate any public infrastructure?

To relocate items such as seats, litter bins or bicycle stands, you can request Council consider relocating these public assets. Relocation should result in an equivalent, if not an improved outcome for the community.

If the infrastructure is to be relocated in front of another premises, you must obtain the written consent of the owner and occupant of each of the affected premises. All costs associated with the relocation including any reinstatement must be paid by the person/business requesting the relocation.

# 7.3 Will access to any services be compromised?

Access to services such as sewers, gas, water, telecommunications and electricity conduits should not be obstructed by footpath trading structures. Removable furniture like tables, chairs, umbrellas and heaters can be placed on top of underground service pits, with access to these services required at any time.

#### 7.4 Will you include any advertising?

Include any proposed advertising.

- Removable screens and umbrellas may feature the name of your business or relevant products
- Glass screens can include your business/company logo on every second panel up to 15cm in height and 50cm wide.
- Advertising boards can be up to 1.2m in height and 0.7m wide.

# 7.5 Design considerations

To ensure the appearance of any structures associated with footpath trading are appropriate and in keeping with the Council's Urban Design and Heritage controls, the following standards apply:

- Permanent structures that may be considered include folding-arm awnings, glass screens, fixed heaters and planter boxes. Other approved items should be removed each day in accordance with the footpath trading permit.
- Structures within Heritage Overlay zones should not impede views to significant heritage buildings and the colour of any structures should complement the heritage objectives and location.
- Structures should comply with any of Council's existing streetscape master plans and designs. These can be found on Council's website.
- Structures must not unreasonably restrict access to the public footpath areas or; fully enclose them.
- Removable screens can be a maximum of 0.9m high and fixed glass screens to a maximum of 1.5m high.
- Transparent drop-down blinds are not permitted. This decision was made by the Council on 2 August 2017.



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# 8. Footpath trading application process



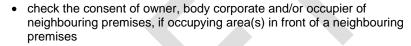
#### Apply

After considering these Guidelines, you can apply for a Permit via the Council's online portal at: portphillip.vic.gov.au. You will need to attach supporting information.

#### Assessment

An Authorised Officer will:

- · check the proposed use and activity would be associated with a use legally established under the Planning and Environment Act 1987
- check the request meets the requirements of the Local Law and the Footpath Trading Guidelines



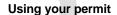
- conduct a site assessment
- refer the proposal to other officers for technical advice
- consider the proposal against any relevant matters
- assess the application and if required, refer the proposal to the Coordinator City Permits and City Permits Panel
- contact you to discuss aspects of your application or seek further information.





You will be invoiced the footpath trading fees for the current financial year, 1 July to 30 June, or part thereof. Fees are non-refundable.

When paid, a Footpath Trading Permit is issued including permit conditions and an endorsed plan.





You must manage the footpath trading area in accordance with your permit, the permit conditions and the endorsed plan.

Authorised Officers periodically inspect footpath trading areas and will liaise with you to address any concerns. Non-compliance with your permit may result in enforcement action or the cancellation of the permit.

### End of Permit (Remove Items)



If a permit is not renewed or cancelled, all items must be removed and Council's assets including the footpaths must be returned to their original condition.

# 8.1 Applying for a footpath trading permit

The following information is required, with plans dimensioned and scaled 1:100 (1cm = 1m).

**Public Liability Insurance:** The City of Port Phillip requires the insurance policy to note Council's interest and be for the amount of no less than \$20,000,000 in respect of any single occurrence. Public liability insurance must remain current and valid for the life of the permit.

**Confirmation of the business** use via a Planning Permit or confirmation that a planning permit is not required.

Liquor Licence if applicable.

Company and business registration; with company name, ACN, ABN and business name.

Photographs of the existing footpath areas.

Proposed plan of footpath areas showing:

- · the width of the building frontage
- · neighbouring properties and business names
- all street features i.e. street trees, bicycle hoops, litter bins and parking restrictions
- area to be occupied.

**Furniture quantities and dimensions** of tables, chairs, screens, heaters, umbrellas and planter boxes. Bar-style height furniture is not encouraged.

**Advertising**: Photographs or detailed design including dimensions and locations on any items like screens and umbrellas. If the total advertising area exceeds 8m<sup>2</sup> a planning permit may be required.

In-ground sockets: Manufacturer's engineering drawings.

### Display of goods:

- · Display rack dimensions
- List of items proposed to display

#### Temporary outdoor cooking stations:

- Proposed items to be prepared, cooked and served
- Outdoor advertising and/or menu boards
- Plans showing:
  - o elevations, layout, queuing, serving and waiting areas
  - materials and appliances
  - power and water supply
  - advertising
- Operational and Waste Management Plans, including hygiene/cleanliness, patron and emergency management, operational hours, storage of the cooking station structure and gas bottles outside operating hours

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**Form of indemnity**, to indemnify the Council against all claims of any kind arising from any negligent act either by the permit-holder or their agents and users.

Application fee is payable on submission.

### 8.2 Applying for fixed items

For fixed items like glass screens, retractable awnings, fixed heaters or planter boxes, the following information is required:

**Existing site plan** as above, including existing verandah and/or awnings, outdoor dining furniture, public assets (i.e. including street trees, telephone poles and parking restrictions), and any underground services.

**Proposed site plan** showing use of footpath areas and the width of the building frontage and any glass screens, retractable awnings, fixed heaters, planter boxes, existing awnings, outdoor dining furniture and public assets.

#### Proposed elevation plans of each side:

- · For retractable awnings the clearance from the kerb and any other structure.
- For fixed heaters the clearance from any other structure or Council asset
- For planter boxes, the height and clearance from the footpath to the underside of the planter box.
- For glass screens, the clearance between the top of the glass screens and anything above, including canopies, awnings and fixed heaters. Also, the clearance from the footpath to the underside of the glass screens.
- Any advertising to barriers, umbrellas, or fixed glass screens including size and positioning of advertising/company logos.

#### **Building Permit**

Structural alterations to buildings like the addition of a retractable awning or a fixed heater may require a Building Permit. Further advice can be obtained from Council's Building department.

#### 8.3 Amendments to an existing permit

Permit-holders can apply to amend a footpath trading permit. Examples include extending or reducing the footpath trading area or increasing advertising. An amendment fee is payable.

#### 8.4 Transfer of business ownership

A footpath trading permit has no legal attachment to the sale or transfer of ownership of a business. A new business owner must apply for a footpath trading permit within 28 days of the sale. A Council Authorised Officer re-assesses each new application.

#### 8.5 Renewal of an existing permit

Footpath trading permits are issued yearly with renewal notices sent to the current permit-holder who must ensure their contact details are correct, including public liability insurance and any other consents.

#### 8.6 Expiry and cancellation

At the expiry or cancellation of a permit all items must be removed. Any items left behind may be removed by Council and any associated costs may be passed on to the business owner.

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# 9. Decision making

The criteria below are a guide to the factors that Authorised Officers will consider when assessing each application.

Priority	Objectives	
Public safety	Streets are safe and have unobstructed passage on the carriageway and on the footpath.	
	Streets have clear views for all modes of transport.	
	<ul> <li>Streets are safe and have unobstructed passage for those who may be physically or visually impaired</li> </ul>	
Accessibility for all	Streets are easily navigated by all footpath users.	
	<ul> <li>Should not impact the amenity and function of the footpath.</li> </ul>	
	<ul> <li>Access to public transport stops is not impaired.</li> </ul>	
	<ul> <li>Access to local businesses and residences is not impaired.</li> </ul>	
Balancing a prosperous local economy with local amenity	<ul> <li>Supporting a prosperous local economy is balanced with ensuring that footpath trading activities do not cause any significant impacts on the function and amenity of surrounding areas in relation to nuisance, noise, and other amenity considerations.</li> </ul>	
Vibrant street life	Streets are vibrant and lively.	
	Streets contribute positively to an area's sense of place and character.	
Attractive	Streets are clean and attractive.	
streetscapes	<ul> <li>Significant heritage elements are not unreasonably obscured.</li> </ul>	
Leisure opportunities	<ul> <li>Footpath trading activities support social interaction, alfresco dining and drinking as enjoyable leisure activities in a managed way.</li> </ul>	

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#### 9.1 Variations

In cases where an application does not meet all the Guidelines and minor variations can be considered, the Authorised Officer will refer the application to the Coordinator City Permits who provides a recommendation.

In some cases where an application seeks significant or complex variations to the Guidelines, a recommendation is provided to a City Permits Panel for a recommendation. The Panel is comprised of three senior Council Officers.

Council reserves the right to vary or amend permit conditions as appropriate.

#### 9.2 Review of decisions

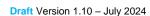
If an applicant is dissatisfied with an Authorised Officer's decision, they may request a review within 28 days, including all information to be taken into consideration.

A City Permits Panel will consider decisions using the Footpath Trading Guidelines and City of Port Phillip's Community Amenity Local Law (2023) and any subsequent Local Laws adopted by Council.

The City Permits Panel provides a recommendation to the Authorised Officer to be relayed to the applicant.

# 9.3 Review of infringements

Where an appeal is made against an infringement issued, Council's Infringement Review Panel will review decisions of authorised officers that have been made under the provisions of Council's Community Amenity Local Law 2023, including the Footpath Trading Guidelines.



# 10. Permit-holder responsibilities

#### The permit-holder must:

#### **Daily management**

- operate in accordance with the permit, its conditions and endorsed plan(s).
- monitor use of the area, ensuring patrons consuming food and drinks are seated and manage any behaviour that impacts with the use, enjoyment and comfort of others, including footpath users and nearby residents.
- · ensure adjoining areas area are not obstructed.
- keep furniture and surrounding areas clean, with litter deposited in bins kept inside the
  premises. Litter must not be swept into the street gutter or adjacent footpath areas.
- · ensure planters are watered and maintained.
- ensure all non-fixed items are removed at the end of trading hours. If a business operates
  internally when the outdoor permitted hours have ceased, footpath items must be stacked
  within the footpath trading area until the close of business.
- · comply with all relevant Acts and Regulations.

#### Safety and accessibility

- ensure patrons do not impact the flow of footpath users, bicycles or vehicles.
- ensure footpath trading in proximity to an intersection does not obscure a driver's line of vision, or traffic signs.
- maintain all permitted clearances and traffic lanes, public and other street infrastructure.
- · ensure the footpath trading area remains clean and safe.

#### Community amenity

- comply with the permitted use, hours and conditions of the Footpath Trading Permit, and comply with all other relevant Acts and Regulations.
- prevent adverse impacts on the amenity of the area from the emission of noise, smell or appearance.
- comply with Environment Protection Authority (EPA) requirements in respect of noise, and
  ensuring that no external address system, outdoor speakers or sound amplification
  equipment is used, without the written consent of the Council.
- ensure the prompt removal of graffiti and rectification of any damage.
- not place commercial waste in public litter bins.

#### Queuing and waiting

 ensure queuing arrangements maintain accessible footpaths and queues contained internally of the premises where possible.

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# 11. Council responsibilities

#### Maintenance of the footpath

Council manages and maintains the public land and reserves the right to reclaim access to the footpath and remove all items at any time.

#### Compensation and loss of trade

No compensation is provided for any inconvenience or loss of trade resulting from activities or works carried out by the Council, its contractors or service authorities.

#### Access to underground services

Council and other service authorities may access underground services within the footpath trading area at any time, without notice to the permit-holder.

#### Monitor compliance with approved permit

Council's Authorised Officers monitor footpath trading areas to ensure compliance with permit conditions. If a breach is observed the permit-holder would be contacted.

Where the Authorised Officer considers there to be public safety risk, this would be considered to be a serious breach and may require immediate action.

Where the Authorised Officer considers there to an amenity/nuisance concern, this would be considered to be a breach and may also require immediate action.

Actions may include the issuing of a Notice to Comply, fines, amendment or cancellation of the permit and/or the impounding of footpath items.

Depending on seriousness of the breaches, further action may be taken in accordance with the Community Amenity Local Law 2023.

\*

#### Relevant policy, regulations or legislation

City of Port Phillip Community Amenity Local Law 2023 or updated versions.

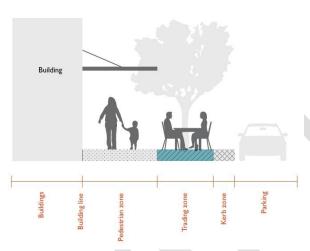
Outdoor Trading (Dining) Policy.

# 12. The footpath

# 12.1 Footpath zones

The footpath of being made up of three zones. Pedestrian zone, trading zone and kerb zone

Diagram 1 - Footpath zones



### 12.2 Pedestrian zone

The pedestrian zone is the area between the building line and the footpath trading zone, to provide an accessible path for all, including those with mobility aids and prams. The minimum width of a pedestrian zone can vary, depending on the width of the footpath and a precinct's levels of pedestrian traffic.

Table 2 - Minimum pedestrian clearances for commercial precincts

Precinct	Minimum pedestrian zone width
Carlisle Street, East St Kilda	1.5m
Glenhuntly Road, Elwood	
Glen Eira Road, Ripponlea	
Ormond Road, Elwood	
Acland Street, St Kilda	2.5m
Armstrong Street, Middle Park	
Bay Street, Port Melbourne	
Bridport Street, Albert Park	
Clarendon Street, South Melbourne	
Victoria Avenue, Albert Park	
Fitzroy Street, St Kilda	3.0m

Table 3 - Minimum pedestrian clearance outside of commercial precincts

Footpath width	Minimum pedestrian zone width
2.49m or less	Prohibited
2.5m - 3.0m	1.5m
3.1m – 4.0m	1.8m
4.1m – 5.0m	2.3m
5.1m – 6.9m	2.5m
7.0 or greater	3.5m

# 12.3 Trading zone

The trading zone is the area left between the pedestrian and kerb zones and any other clearances.

A minimum 1m gap is required between neighbouring trading zones, generally setback by 0.5m from adjacent trading zones to provide footpath user access to road areas.

When a trading zone is more than 12m in length, a minimum 1.5m wide gap must be provided.

#### 12.4 Kerb zone

The kerb zone is the area between the road and footpath trading zone. On-street parking adjacent to a kerb helps protect footpath patrons from moving vehicles.

Council reserves the right to vary the setback of a kerb zone, depending upon matters including, likely levels of footpath user traffic, adjacent parking restrictions and if a business parklet has been permitted within an adjacent parking bay.

Table 4 - The minimum distance between the face of the kerb and the trading zone

Scenario	Minimum setback from kerb	Variations	
*Angle parking	1.2m	Ormond Road – 0.7m Blessington Street - 0.7m	
*Bike lane	0.6m		
Disabled parking:  Parallel  Angle	1.3m 1.7m		
Loading zones	1.0m		
*No standing		A trading zone within 10m of a signalised or un-signalised intersection must be supported by Council's Traffic Engineer.	
Parallel parking	0.5m		
Taxi zones	1.5m		

<sup>\*</sup>Fixed screens, removable barriers or weighted planters may be required for patron and footpath user safety.

Building line

Building line

Building line

Building line

Disabled parallel parking Angle parking anytime

Disabled parallel parking anytime

Diagram 2 – Example kerb zones with 6.1 metres wide footpath

# 12.5 Clearances within trading zones

#### Intersections - line of sight

To ensure adequate sight lines for road users, trading within 10m:

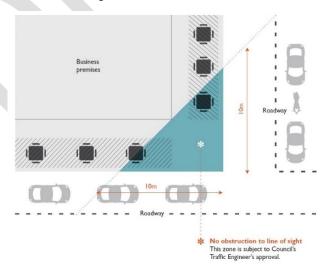
### Un-signalised intersections

No obscuring of the road users' line of sight by structures within the trading zone. Low height structures may be acceptable.

#### Signalised intersections

No obscuring of the road users' line of sight by structures within the trading zone.

Diagram 3 - Intersections - line of sight



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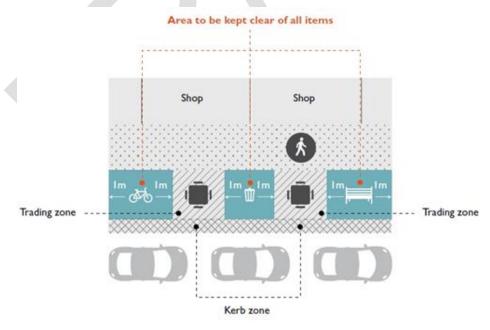
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### Clearance from existing public infrastructure

Table 5 – Clearances from existing street infrastructure

Public Infrastructure	Minimum clearances required
Tram power pole	0.3m
Street tree pit edge Naturestrip and garden bed Electricity box	0.5m
Australia Post box Bicycle stand (from outer edges of stand) Fire hydrant	1.0m
Litter bin Payphone Parking meter Public seat	
Footpath user-operated light Vehicle crossing	

Diagram 4 – Example clearances from public infrastructure



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Table 6 - Clearances from existing public transport infrastructure

Public transport infrastructure	Minimum clearances required
Tram stops	A minimum 1.5m clearance must be kept from the departure side of a tram stop sign and 10m from the approach side, to ensure that direct access from the pedestrian zone
Bus zones	A minimum 1.5m clearance must be kept from the departure side of a bus stop sign to ensure adequate access for bus users.  For the access and safety of bus users, outdoor seating is prohibited where a bus zone is 20m or less. Outdoor seating will be considered near bus zones over 20m.
Taxi zones	A minimum 1.5m clearance must be kept to either side of taxi zone signage to ensure adequate access for users and to maintain visibility for taxi drivers.

#### 12.6 Smokers' area

A permit is required for a smokers' area and may be allowed within a trading zone. Its use must comply with the *Tobacco Act 1987*. The capacity of a smokers' area is 1 person per 0.75m<sup>2</sup>.

The permit-holder must ensure:

- · patrons who are smoking or vaping stand inside the smokers' area
- the smokers' area is delineated from other areas by barriers, rope or bollards
- no beverages or food must be consumed within the smokers' area
- · windproof ashtrays are provided

# 12.7 Queuing and waiting

#### **Unlicenced venues**

A business with queuing and waiting patrons including those with servery windows can result in an obstructed pedestrian zone. Patrons that cannot be contained inside a venue must ensure the safe management of the pedestrian zone and outdoor dining furniture may be limited.

#### Licensed venues

A permit is required for a queuing and waiting area on the footpath at a licenced venue. The permit-holder must ensure the safe management of patrons queuing. The Victorian Liquor Commission's Design Guidelines for Licensed Venues requires queues to be contained within the venue where practical.

If the venue is in a precinct or streetscape where Council supports the containment of queuing along the building line:

- an appropriate level of staffing must be provided to manage the queue,
- queuing areas must not impede the continuous accessible path of travel for all persons past the premises,

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- queuing areas must be delineated from any smokers' areas,
- bollards/queue barriers/guides must not extend in front of the adjacent premise(s), unless the written consent of the owner, body corporate and/or occupier of the adjacent premise(s) has been obtained.
- a Queue Management Plan must be provided and include:
  - a dimensioned plan of the area detailing queuing arrangements, and
  - a Venue Management Plan detailing how queuing patrons are managed, including advising queuing patrons of wait times, the placement of bollards/queue barriers and guides, ensuring there is room for footpath users to pass and any other relevant matter.

# 12.8 Relocating public assets and streetscape works

#### **Public assets**

Council can consider requests to relocate public seats; litter bins or bicycle hoops, that increase outdoor dining. Relocated items should be proposed to be relocated within 10m of the existing location and result in an equal, or better outcome for the community.

For proposed relocations in-front of another property, the applicant must obtain the written consent from that owner, to submit with their request.

All costs for relocations including any reinstatement to Council assets, are payable by the applicant.

#### Streetscape works

Council replaces and upgrades footpaths across the City on an on-going basis. An applicant can request an upgrade of a footpath to improve footpath trading opportunities. These are considered on a case-by-case basis, taking into account the benefits of the proposed works for the community.

### 12.9 Occupying footpath of an adjacent property

The annual, written consent of the owner, body corporate and/or tenant of the adjacent property is required. If the ownership of the neighbouring property or business changes, a new consent must be obtained.

Applications to occupy adjacent footpaths require dimensioned plans, signing of the indemnity form and a copy of certificate of currency each noting both premises.

It the use of the footpath is not adjacent to a business, Council may take into consideration the benefits to the business, streetscape and greater community.

Consent from the adjacent owner, body corporate and/or occupier may be withdrawn at any time. Depending on the circumstances, if consent is withdrawn during the permit period, the permit holder may be permitted to trade in front of the adjacent premises until the permit expiry date.

### 12.10 Toilets

Outdoor dining increases patron capacity. Each venue must have toilet facilities for customers and staff required by the Building Regulations. View Volume 1 of the <u>National Construction Code | NCC (abcb.gov.au)</u> Restaurants/Cafes are considered 'Class 6'.

#### 12.11 Delineation markers

Delineation markers are installed to footpaths between the pedestrian zone and kerb zone. These assist permit holders to set-up furniture correctly and acts as a visual aid. Delineation markers may not be required if screens and sockets are installed that indicate the trading zone. When Council installs delineation markers, there is a one-off cost to the permit-holder.

# 13. Footpath dining

#### 13.1 Patron numbers

The number of patrons that can be accommodated in an outdoor dining area will be determined by:

- any relevant planning permit or liquor licence,
- · the number of toilets available,
- · the size of the footpath trading area,
- · whether additional seating would have a significant impact on parking,
- · the size of the proposed furniture and any additional items,
- the ability to store all removable furniture inside of the premises outside of opening hours,
- A minimum of 4m² is required for one table and four chairs, with a clearance of 0.5m between adjoining settings for unobstructed access for patrons and staff to safely move around. Examples:
- A two-person table requires a minimum of 2m<sup>2</sup>, unless a narrow footpath,
- A three--person table requires a minimum of 3m<sup>2</sup>,
- A four-person table requires a minimum of 4m<sup>2</sup>,

#### 13.2 Tables and chairs

A table should be no higher than 0.8m and a chair or seat no higher than 0.5m.

Higher, bar-style furniture is not encouraged as gathering patrons can obstruct the pedestrian zone. It can also limit access to wheelchairs and mobility aids.

Different heights of tables and chairs may be requested. Refer to section 9.1 Variations.

#### Tables and chairs:

- must be sturdy for outdoor use and to able to withstand wind gusts,
- must be easily removable, stackable for storage outside of opening hours,
- · must be easy to clean,
- may include bench style seating,
- must not include advertising,
- are not permitted on permeable surfaces, like grass, naturestrip or a tree pit,
- may be restricted opposite a servery window to accommodate queuing and/or waiting.

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# 13.3 Furniture storage

Adequate storage for all removable items must be provided inside the premises.

If the business operates beyond the hours of the outdoor dining area, furniture must be stacked and rendered un-usable until it can be stored inside.

Care must be taken when removing and storing furniture at the end of each day, to avoid causing unreasonable noise and disturbance to nearby residents.

#### 13.4 Removable screens

A permit is required for removable screens. Screens help contain furniture within the approved trading zone and should preserve the general appearance and openness of the streetscape. Removable screens will be assessed according to available space, footpath user traffic, streetscape, amenity and traffic conditions.

#### Removable screens:

- · must not exceed 0.9m in height
- must be securely installed using in-ground sockets. Refer to Section 13.9.
- · must be lightweight to ensure that they can be removed outside operating hours
- must not be attached to other structures. i.e. drop-down blinds, awnings, menu boards.
- must be easily removable for storage outside of opening hours
- may vary in design but must complement the streetscape
- may only be permitted between the kerb zone and trading zone elevation in narrow streets

If the business operates past the hours approved on the permit, the applicant must show the Council where and how the items will be stored and moved between the end of footpath trading and the close of business.

You may feature the name of your business or relevant product/s name on removable screens. The business/company logo can be displayed on every second barrier and on each ends.

#### 13.5 Glass screens

A permit is required for glass screens which help businesses to use their footpath trading zone in windy conditions. They also help protect the openness of streetscapes and views of heritage building facades. Glass screens are assessed according to available space, footpath user traffic, streetscape, amenity and traffic conditions.

Glass screens may be considered if:

- the footpath is 4m wide or greater, and
- the pedestrian zone is 2m wide or greater.

#### Glass screens must:

- be no higher than 1.5m,
- maintain a gap of 0.10m between the base of the panels to the footpath,
- not be attached to other structures. i.e. drop-down blinds, awnings,

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- · be transparent, clean and maintained,
- respond to the design specification on Council's website. Refer to Council's Standard Drawing – Glass Screens.

Glass screens may include the business/company logo on every second panel. The maximum size of a logo is 0.075m<sup>2</sup> (15cm height x 50cm width).

A Working Within Road Reserves consent must be obtained prior to installation. Refer to Council's website.

# 13.6 Transparent drop-down blinds

Transparent drop-down blinds were prohibited by the Council on 2 August 2017.

### 13.7 Retractable awnings

A permit is required for a retractable awning attached to a building. A Planning Permit and/or Building Permit may also be required. Advice can be obtained from Council's Planning or Building departments.

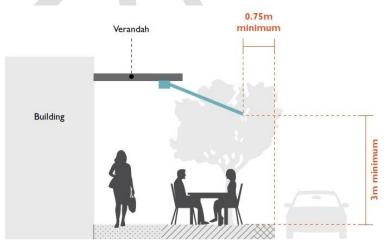
A retractable awning must comply with the requirements of the Building Regulations for projections beyond the street alignment.

#### **Verandahs - Building Regulation 103**

A verandah must not project beyond the street alignment:

- unless it is set back not less than 0.75m from the kerb; and
- at a height less than 3m above the level of the footpath.

Diagram 5 - Retractable awning attached to a verandah

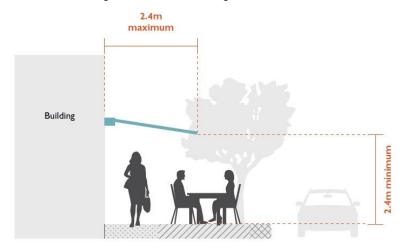


#### Sun blinds and awnings - Building Regulation 104

A sunblind or awning must not project beyond the street alignment more than 2.4m horizontally and be not less than 2.4m above the footpath.

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Diagram 6 - Retractable awning attached to a building



Sunblinds and retractable awnings:

- proposed to significant heritage buildings, a Planning Permit may not be supported. Contact Council's Statutory Planning department for advice.
- attached to a building or verandah require a Building Permit.
- · must not be attached to any types of screens or item on the footpath.
- must not include advertising.
- must be retracted when the outdoor area is not operating.

Sunblinds and retractable awnings that do not comply with Building Regulations detailed above require the Report and Consent of Council. Information can be obtained from Council's Building department.

#### 13.8 Umbrellas

A permit is required for umbrellas. Umbrellas help support the use of outdoor dining areas during inclement weather. Umbrellas will be assessed according to available space, footpath user traffic, streetscape, amenity and traffic conditions.

#### Umbrellas:

- may protrude into the pedestrian zone, at a minimum height of 2.2m above the footpath,
- must not obstruct traffic signals,
- must not protrude into the kerb zone,
- must be securely installed using in-ground sockets. Refer to Section 13.9.

You may feature the name of your business or relevant product/s name.

#### 13.9 In-ground sockets

In-ground sockets must be installed for use with umbrellas and removable screens.

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#### In-ground sockets must:

- · be cast aluminium or stainless steel
- · have a lid to prevent tripping when not in use
- include a pin to lock umbrellas to the socket
- be installed into concrete, to ensure the sockets remain intact during footpath maintenance works. If the footpath is also concrete, this must be a saw-cut joint
- be installed, used and maintained in accordance with manufacturer's specifications.

After Footpadsfairth Trading approval is obtained, a Working Within Road Reserve consent is required before installation. Refer to Council's website. The installer must also request and check for underground services using Dial Before You Dig.

### 13.10 Outdoor gas heaters – freestanding patio heaters

Outdoor gas heaters help support the use of outdoor dining areas. These must be stable, properly managed and maintained.

#### Outdoor gas heaters must:

- be operated in accordance with the manufacturer's instructions, including required clearances from combustibles, maintenance and performance of safety checks
- · comply with Australian standards and regulations

#### Outdoor gas heater management:

- the business must assign the role of a gas supervisor to monitor the safe use and storage of gas heaters and cylinders
- the gas supervisor should be familiar with the manufacturer's instructions, clearances requirements, safety checks and how to safely store and handle cylinders
- all staff should be trained in operating gas heaters and safety procedures.

### 13.11 Outdoor fixed heaters

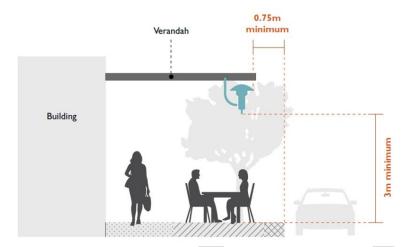
A permit is required for fixed heaters. These help support the use of outdoor dining areas and can be mounted to existing structures. The assessment of fixed heaters will include streetscape, heritage and safety.

#### Outdoor fixed heaters must:

- be installed in accordance with the manufacturer's specifications
- comply with the requirements of the Building Regulations for projections beyond the street alignment as detailed above.

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Diagram 7 - Heaters attached to a verandah



Fixed heaters that do not comply with Building Regulations detailed above require the Report and Consent of Council. Further information can be obtained from Council's Building Department.

### 13.12 Windproof ashtrays

Where smoking is permitted under the *Tobacco Act 1987*, windproof ashtrays must be provided. The permit-holder must remove and dispose of cigarette litter using their own bins. Cigarette litter must not be swept into the gutter, street or other areas.

### 13.13 Consumption of liquor

A Planning Permit and a Liquor Licence are required to sell or consume liquor on the footpath (in the Trading Zone) and the footpath becomes part of the licensed area of the premises.

Liquor must not to be sold, served or consumed in an approved footpath trading area unless approved by a Planning Permit and the Victorian Liquor Commission.

The granting of a Footpath Trading Permit does not remove the right for Council to refuse a Planning Permit application or lodge an objection to a Liquor Licence application (pursuant to Section 40 of the Liquor Control Reform Act 1998), if it considers the proposal would be detrimental to the amenity of the area. For more information about liquor licensing, contact The Victorian Liquor Commission.

### 13.14 Outdoor speakers

Approval is required to use outdoor speakers. Background music can contribute to ambience and vibrancy to a footpath trading area. This must be carefully balanced to ensure amenity is not unreasonably compromised, particularly noise levels that can impact residents, noise-sensitive persons, or nocturnal wildlife.

Authorised Officers will consider all relevant matters including:

- any planning permit, building permit and/or liquor licence that may prohibit or limit the use of outdoor speakers,
- outdoor speakers will not be considered within 25m of a residential zone (as defined by the Planning Scheme).
- the proposed location and type of outdoor speakers. Wireless speakers may be preferable
  as anything affixed to building structures including awnings may require planning or building
  consent
- the ability of the permit-holder to comply with Environmental Protection Act (EPA) requirements relating to outdoor speaker noise,
- the proposed hours of operation.
- any power supply must be at a minimum height of 2.2m above the footpath and suitable for outdoor use.

#### Outdoor speakers must:

- Provide ambient, background level music, to the approved outdoor dining area and must not unreasonably impact other persons or businesses,
- have volumes regularly checked by the permit-holder, to ensure ambient, background music levels,
- be suitable for outdoor use and used in accordance with the manufacturer's specifications,
- be installed by a qualified Electrician (if fixed speakers have been permitted), in accordance with Energy Safe Victoria Standards,
- · not to be attached to any trees or other public assets,
- be used only during the hours detailed on the permit. If no hours are stipulated, operating hours are from 9am until 9pm daily.

Authorised Officers will monitor the use of outdoor speakers to ensure these are operating within suitable noise levels. If amenity impacts cannot be reasonably managed or permit conditions complied with, Council reserves the right to revoke approval for outdoor speakers.

# 13.15 Fairy lights

Fairy lights can enhance ambience to a footpath trading area when added to furniture including screens, planters or umbrellas. Battery powered; solar lights ensure these can be easily detached when outdoor dining furniture is required to be removed from the footpath.

The use of fairy lights must ensure amenity is not unreasonably compromised, particularly colour and brightness levels that could impact road users and light-sensitive persons, or to nocturnal wildlife.

### Fairy lights must:

· be suitable for outdoor use,

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- be coloured warm white and remain static, (no fade, flash, chase or other),
- · provide low-level, ambient lighting only,
- be adequately secured, to remain stationery in windy weather conditions,
- not be attached to any surrounding public infrastructure, including street trees,
- be used and maintained in accordance with the operating instructions,
- be easily removable.

# 14. Advertising boards

A permit is required for advertising signs/a-boards that give businesses the opportunity to advertise their goods and services on the footpath. One advertising board can be permitted per premise and must not create safety challenges, or visual clutter, detracting from the streetscape.

Assessment includes available space, streetscape, footpath user activity, amenity and traffic conditions.

Narrow footpaths and laneways may not be able to safely accommodate an advertising board and alternative ways of advertising should be explored.

Advertising boards must:

- be displayed outside the premises to which it relates, during opening hours,
- be a maximum of 1.2m high and 0.7m wide,
- be displayed adjacent to the kerb zone and not placed against in the pedestrian zone,
- not be affixed to the footpath, public asset or structure,
- be sufficiently weighted to withstand wind. This can be a water or sand filled base, or weighted discs or sandbags on each leg.

# 15. Display of goods

A permit is required for display of goods that gives businesses the opportunity to showcase items. Assessment includes the available space, streetscape, footpath user activity, amenity, traffic conditions. Items displayed could detract from the desired look and feel of a precinct. An Authorised Officer may limit or specify the items that can be displayed.

#### A display of goods must:

- be used to display visually appealing items and not detract from the streetscape,
- be secured and displayed in an appropriate rack with lockable wheels,
- · be sufficiently weighted to withstand wind gusts,
- · allow for transactions of sale to occur inside the premises,
- not exceed a height of 1.5m above the footpath,
- include a viewing area within the trading zone, a minimum of 0.4m wide,
- not include advertising,
- not be affixed to the footpath, public asset or structure, or cause damage to public assets.

Table 7 - Examples of items for display goods

	Examples
May be displayed	Fruit, vegetables, plants, flowers, clothing, shoes, greeting cards, wrapping paper, newspapers, magazines
Not supported	Buckets, brooms, mops, storage containers, pool noodles, white goods

# 16. Planter boxes

A permit is required for planter boxes and are encouraged to improve the look of outdoor trading area and the streetscape. Planter boxes can remain on the footpath for the duration of the permit.

## Planter boxes must:

- be placed outside the premises to which they relate, as indicated on the permit,
- be visually appealing, with plants maintained throughout the year,
- not exceed a height of 0.9m above the footpath, including vegetation, with a 0.1m gap between the underside of the planter box and the ground,
- not be affixed to the footpath, public asset, or structure,
- not cause unreasonable damage to the footpath surface,
- not include advertising.

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# 17. Temporary outdoor cooking stations

Cooking on the footpath can enhance street-life, showcasing a food business's products. To support existing food businesses, the opportunity to provide a temporary outdoor cooking station is for fixed businesses with an available footpath trading zone.

A cap on the number of temporary outdoor cooking stations that can be accommodated in each precinct may be considered by Authorised Officers, to support the desired economic mix.

To safely accommodate an outdoor cooking station and its activities, the number of outdoor dining patrons that can also be accommodated in the footpath trading zone may be reduced on a permit.

The following standards must be met to ensure the safety of all members of the community.

#### Safety and Accessibility

A temporary outdoor cooking station must:

- be contained within an approved footpath trading zone, including queuing, waiting and serving customers, to ensure unobstructed pedestrian and kerb zones and all other clearances,
- provide direct access from the pedestrian zone and not via a roadway,
- · be maintained during daily use to remain inviting, clean and safe,
- not cause a distraction to drivers,
- promote orderly patron behaviour.

#### **Community Amenity**

- Must ensure the amenity of the area surrounding is protected and enhanced, the following standards must be met.
- Must not unreasonably impact upon residential amenity, by complying with the Environment Protection Authority requirements, particularly with respect to noise, fumes or odours.
- Must avoid obstructing signage or the desired design outcomes of a precinct.

#### **Hygiene and Cleanliness**

Council and business operators have a responsibility to keep the public realm clean and must work together to ensure this is achieved. Council's street cleaning services generally operates in the early morning hours to ensure minimum disruption to local businesses.

Temporary outdoor cooking stations undergo regular inspections by Environmental Health Officers, to assess ongoing compliance with the Food Act and National Food Safety Standards.

A temporary outdoor cooking station must:

- · be kept clean and free of litter,
- include a litter bin to service the needs of patrons,
- ensure preparation, handling and serving of food and drinks is conducted in accordance with the requirements of the Food Act 1984 and Council's Health Services Unit.

Council may require an Asset Protection Permit and refundable bond, for the duration of an approved temporary outdoor cooking station to cover the costs of any cleaning or damage to public assets. The bond amount is determined on a case-by-case basis and returned subject to satisfactory inspection by the Asset Inspection Officer.

#### Sites and locations

To ensure appropriate locations, a temporary outdoor cooking station:

- must not be located within an area zoned as Residential, (R1Z) by the Planning Scheme,
- will not be considered where gas bottle storage requirements cannot comply with Energy Safe Victoria (ESV),
- will not be considered when the footpath width from the property boundary to the kerb is less than 6m,
- must not be located within 10m of any intersection,
- · must not be adjacent to a loading zone or disabled parking bay,
- must not be within 3m of an existing pedestrian/pram crossing,
- must be located on the kerbside, in-front of the business to which it relates,
- the cooking structure must not exceed 5.76m² (2.4m x 2.4m),
- must be set back a minimum of 1m from any adjoining footpath trading zone,
- must provide for an unobstructed pedestrian zone with a minimum 1m wide queuing area.

#### **Daily Management**

The permit holder must:

- monitor the surrounding area to promote orderly patron behaviour,
- ensure the cleanliness of the surrounding area,
- ensure unobstructed access to surrounding areas for all.

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# 18. South Melbourne Market precinct standards

The South Melbourne Market Precinct is the area delineated by the kerb edges of Cecil Street, Coventry Street, York Street, and the light rail. The Market is Melbourne's oldest continuing market and trading days see high volumes of footpath user traffic.

These Precinct Standards aim to support current and future activities, recognising the Market as a unique destination where footpath uses must be carefully balanced to achieve a vibrant and prosperous Market with safety and accessibility for all.

Unless stated below, all other Footpath Trading Guidelines and standards apply.

#### Pedestrian Zone

Outside the building there must be unobstructed footpath user access along the footpath immediately adjacent to the front of the building line. No items of furniture, including waiters' tables, planter boxes, advertising signs or furniture must be placed in the pedestrian zone.

Table 8 – South Melbourne Market minimum pedestrian zone widths

Location	Typical footpath width	Minimum pedestrian zone width
Cecil Street	8.6m	2.4m
Coventry Street	6.2m	2.5m
York Street	4.2m	2.3m

#### **Trading zone**

Outdoor dining and other permitted uses must be contained to an approved trading zone. No 'point-of-sale' trading is allowed within a trading zone, except where fixed outdoor cooking stations have been permitted and for 'end of day' sales of perishable goods that support social equity.

#### Fixed outdoor cooking stations

Fixed outdoor cooking stations are a feature of the Cecil Street elevation of the Market and take into account all relevant matters including building, gas, electrical safety and health requirements, as well as the ability of each operator to manage their patron activities including queuing, waiting and the serving of customers, while retaining an accessible footpath for all.

Fixed outdoor cooking stations must be setback within the trading zone a minimum of 2m from the pedestrian zone.

To safely accommodate an outdoor cooking station, the number of patrons that can be accommodated in the footpath trading zone may be reduced on a permit.

The following standards must be met to ensure the safety of all members of the community.

#### Safety and Accessibility

A fixed outdoor cooking station must:

• be setback within the trading zone a minimum of 2m from the pedestrian zone.

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- including a designated area for queuing, waiting and serving customers, to ensure unobstructed pedestrian and kerb zones and all other clearances
- promote orderly patron behaviour
- provide direct access from the pedestrian zone and not via a roadway
- · not cause a distraction to driver's

## Community Amenity

A fixed outdoor cooking station must:

- ensure the amenity of the area surrounding is protected and enhanced,
- not unreasonably impact upon residential amenity, by complying with the Environment Protection Authority requirements, particularly with respect to noise, fumes or odours.
- · avoid obstructing signage or the desired design outcomes of the precinct.

#### Hygiene and Cleanliness

Council and business operators have a responsibility to keep the public realm clean and must work together to ensure this is achieved. Council's street cleaning services generally operates in the early morning hours to ensure minimum disruption to local businesses.

Fixed outdoor cooking stations are subject to regular inspections by Environmental Health Officers, to assess ongoing compliance with the Food Act and National Food Safety Standards.

A fixed outdoor cooking station must:

- · be kept clean and free of litter
- · include a litter bin to service the needs of patrons
- ensure preparation, handling and serving of food and drinks is conducted in accordance with the requirements of the Food Act 1984 and Council's Health Services Unit.

## **Daily Management**

The permit holder must:

- monitor the surrounding area to promote orderly patron behaviour
- ensure the cleanliness of the surrounding area.
- ensure unobstructed access to surrounding areas for all

#### Displays of goods

Displays of goods can extend to the 'yellow line' along the building. Any displays of goods beyond this line are subject to the Footpath Trading Guidelines and must include areas for customers to view and manage an accessible footpath for all.

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#### Queuing

Business operators and Market Management must ensure the safe queuing for patrons and an accessible footpath for all. Queues should first be contained within the venue, Food Hall or any ancillary trading zone, with footpath areas providing a secondary area for queue over-spill during peak times.

Where Council has approved queuing along the building line, the following arrangements apply:

- Queuing must:
  - not impede an accessible path for footpath users
  - not extend past the venue unless the written consent of the affected tenant and Market Management has been obtained
  - be clearly delineated by barriers.
- A Queue Management Plan must be provided, including:
  - a dimensioned layout plan
  - details of staff/security responsibilities for managing queues
  - how patrons are managed such as signage advising of wait times, placement of queue barriers and any other relevant matters.

## **Outdoor speakers**

Outdoor speakers at the South Melbourne Market are used for announcements and background music. Amplified noise from outdoor speakers must not cause nuisance or unreasonably impact the amenity of nearby residents.

## **Partnership with Market Management**

Council manages stall holder's footpath activities using the Footpath Trading Guidelines, in partnership with the South Melbourne Market Management, to manage trader's requests and compliance through their on-site presence on Market days.

Authorised Officers meet with Market Management periodically to review current and future footpath activities.

# 19. Footpath trading standard conditions

The permit-holder must operate in accordance with the Local Law, and Council's Footpath Trading Guidelines.

- 1. The layout and use of the footpath must always accord with the endorsed plan.
- Council reserves the right to revoke the footpath trading permit should there be a breach of the Local Law or Council's Footpath Trading Guidelines or the permit. Any action taken by Council will be in accordance with the Community Amenity Local Law 2023.
- The permit holder must take all reasonable steps to ensure that the use of the footpath for the purposes of footpath trading has a limited impact on the residential amenity and neighbourhood.
- 4. All clearances must be maintained including pedestrian zones, kerb zones and clearances from public infrastructure.
- All non-fixed items must be removed from the footpath/land in accordance with the hours of operation on this permit. If the hours are not stipulated on the permit, all non-fixed items must be removed by 11pm each day.
- 6. Council reserves the right to reclaim access to the land at any time for maintenance purposes. Should any fittings fixed to the footpath need to be removed temporarily due to the nature of the maintenance, Council will reinstate them accordingly and to the best of its abilities. Costs associated with the removal and reinstatement will be at the expense of the permit holder.
- 7. Council and service authorities reserve the right to access all underground services within the footpath trading area at any time, without notice to the permit holder.
- 8. No compensation will be payable for any removal of fittings or fixtures associated with the footpath trading permit, or for the loss of trade experienced due to these works.

#### **Venue Management**

- Patrons must be seated within a footpath trading area and must not exceed the maximum patron numbers specified.
- 10. Liquor must not to be sold, consumed or served within the footpath trading area unless covered by a current valid liquor licence.
- 11. Queueing must operate in accordance with any Queue Management Plan and approved layout plan.

#### Waste management

- 12. Litter including cigarette waste, must not be swept into the street, gutter or adjacent areas and must be deposited within the operator's own waste bins.
- 13. Where smoking is allowed under the Tobacco Act 1987, windproof ashtrays must be provided.
- 14. When vacated, tables must be cleared of all empty bottles, glass, items and other waste.

#### Noise

15. No form of external public address system, outdoor speakers, or sound amplification equipment must be used outside the premises, without the written consent of Council.

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16. The use of the footpath trading area must not, through the emission of noise, be a nuisance or detrimentally affect the amenity of the area.

#### Risk management

- 17. \$20 million Public liability insurance must remain current and valid for the life of the permit and a copy submitted to Council each year.
- 18. The permit-holder indemnifies and releases the City of Port Phillip from all liability arising from the use of the footpath trading area, including any claims made by any person for injury, loss or damage arising in any matter.
- Council must be promptly notified of any damage to Council's assets, and any conditions that creates a safety hazard.
- 20. The footpath/land is occupied and used by the permit-holder at their own risk.

#### **Tables and chairs**

- 21. A table must be no higher than 0.8m and the seat of a chair no higher than 0.5m unless specified on the permit.
- 22. Tables and chairs must be sturdy and able to withstand wind gusts.
- 23. Tables and chairs must be stackable and easily removed and stored inside the business, unless specified on the permit.
- 24. No furniture is permitted on grassed areas or naturestrips.
- 25. No form of advertising is permitted on tables and chairs.

## Heaters

- 26. Free standing gas heaters must comply with Australian Standard AS 1596.
- Free standing gas heaters must be stable and maintained in accordance with the manufacturer's specifications.
- 28. Fixed heaters must have a valid Building Permit.

#### Removable screens

- 29. Removable screens must be securely fixed with an in-ground socket into the footpath in accordance with Council's requirements.
- 30. Removable screens must be no higher than 0.9m.

#### **Umbrellas**

- 31. Umbrellas must be securely fixed with an in-ground socket into the footpath in accordance with Council's requirements.
- 32. Umbrellas must maintain a minimum distance of 2.2m between the underside of the umbrella and the footpath.
- 33. Umbrellas must not protrude into the kerb zone.
- 34. Umbrellas must not be attached to any street furniture, pole, or other structure.

#### Advertising boards

- 35. An advertising board must be a maximum 1.2m high and 0.7m wide.
- 36. An advertising board must not be placed outside of the trading zone.
- 37. Advertising boards must be sufficiently weighted to withstand wind gusts.
- 38. An advertising board must not be fixed to any footpath, building, street furniture, pole or other structure.

#### Display of goods

- 39. Display of goods must only include allowed items specified on the permit.
- 40. Display of goods must be no higher than 1.5m, unless specified otherwise on the permit.
- 41. Display of goods must not be placed outside of the trading zone.
- 42. Display of goods must be secured and displayed in an appropriate rack with lockable wheels to withstand wind gusts.
- 43. Display of goods must allow for the transactions of sale to occur inside the premises.
- 44. Display of goods must not be fixed to any footpath, building, street furniture, pole or other structure.

#### **Outdoor speakers**

- 45. Outdoor speakers must provide background music levels, only to the approved footpath trading zone and must not unreasonably impact other persons.
- 46. Outdoor speakers must have volumes regularly checked by the permit holder, to ensure background music levels.
- 47. Outdoor speakers must be suitable for outdoor use and used in accordance with the manufacturer's specifications.
- 48. Outdoor speakers must be installed by a qualified Electrician (if fixed speakers have been permitted), in accordance with Energy Safe Victoria Standards.
- 49. Outdoor speakers must not to be attached to any trees or other public assets.
- 50. Outdoor speakers must be used only during the hours detailed on the permit. If no hours are stipulated, operating hours are from 9am until 9pm every day.

#### Fairy lights

- 51. Fairy lights must be suitable for outdoor use and used in accordance with the manufacturer's instructions.
- 52. Fairy lights must not be placed outside of the trading zone.
- 53. Fairy lights must be coloured warm white and remain static.
- 54. Fairy lights must provide low-level, ambient lighting only.
- 55. Fairy lights must be battery or solar powered.
- 56. Fairy lights must be secured to withstand wind gusts.
- 57. Fairy lights must be easily removable.

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58. Fairy lights must not be fixed to any street tree, street furniture, pole or other structure.

#### Temporary outdoor cooking stations

- 59. A temporary outdoor cooking station must only be for the preparation of food items specified on the permit.
- 60. A temporary outdoor cooking station must not be placed outside of the trading zone.
- A temporary outdoor cooking station must comply with any Patron Management Plan submitted.
- 62. A temporary outdoor cooking station must comply with any Waste Management Plan submitted.
- 63. Patrons queuing, ordering, and waiting associated with a temporary outdoor cooking station must be contained within the area designated in the approved layout plan
- 64. All gas cylinders and appliances must be certified and display their approval badge as proof of certification.
- 65. All staff that use gas bottles must be trained in the safe use, handling and storage of gas appliances and cylinders.
- 66. Any clearances required from public seating, litter bins and any other infrastructure must be maintained in accordance with the endorsed plan.
- 67. A temporary outdoor cooking station and any associated items must be removed daily from the footpath/land in accordance with the hours of operation on this permit. If no hours are stipulated, operating hours are from 9am until 9pm every day.
- 68. A temporary outdoor cooking station must be maintained in a safe condition, be of sturdy construction to ensure public safety and not damage the footpath or other public infrastructure.
- 69. A temporary outdoor cooking station must not be fixed to any footpath, building, street furniture, pole or other structure.
- 70. The preparation, handling and serving of food and drinks to patrons must be conducted in accordance with the requirements of the *Food Act 1984* and Council's Health Services Unit.

## **Major events**

- 71. Major events include St Kilda Festival and New Year's Eve. During these events:
  - a) St Kilda Festival conditions apply for the duration of the festival within the St Kilda Festival designed precinct.
  - b) New Year's Eve conditions apply across the City.
- 72. No glass bottles or glassware are permitted within the footpath trading zone during major events, unless expressly permitted.



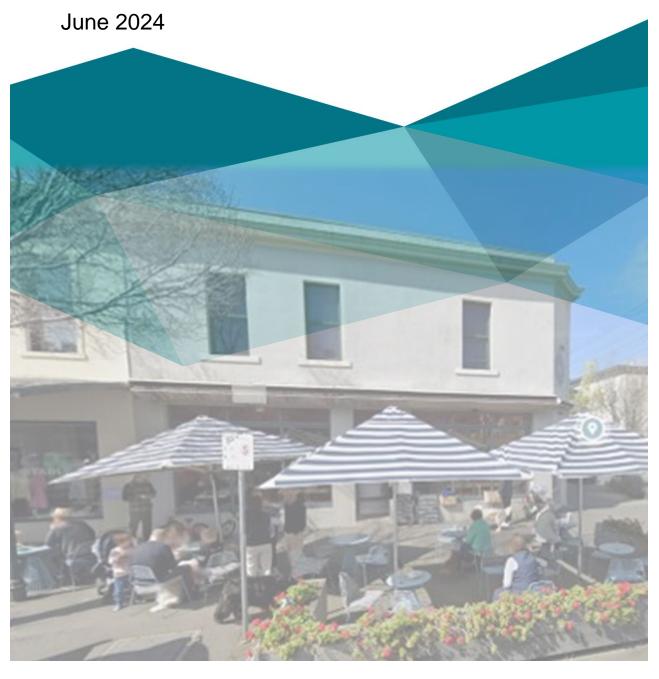
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# **Engagement Summary Report**



Consultation on Draft Footpath Trading Guidelines





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# Introduction

# **Project background**

The draft Footpath Trading Guidelines provide a framework for how businesses use footpath areas for outdoor dining, displays of goods and advertising boards. These Guidelines aim to balance traders' needs with residential amenity and safe, accessible footpaths.

# Before reading this report

The following should be considered in reading this report:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- Participants attending the community events were self-selecting. As such, the key themes of conversations at these events may reflect only a limited proportion of the local community.
- City of Port Phillip strives to include diverse voices in our engagement activities. We acknowledge, however, that some people are likely to have experienced barriers to participation in the activities that are outlined in this report including people with disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people, and others.
- The information and views presented in this report are a summary of the opinions, perceptions, and feedback heard from across all the engagement activities. The feedback has not been independently validated. As such, some information maybe factually incorrect, unfeasible or outside of the scope of this project.
- This report summarises key feedback from participants and does not preclude the project team from considering community feedback in its original format.
- The report summarises the feedback from engagement activities. While every effort
  is made to include the full breadth of feedback provided, not all comments, views, or
  advice are shown in the findings of this report. Where appropriate, a mix of quotes,
  themes, and metrics are used to convey community feedback.
- We acknowledge that, while efforts are taken to manage duplication, there is
  potential for double-counting where participants have attended multiple events,
  and/or completed online activities via the Have Your Say website.
- Detailed participant demographic data was not collected or mandatory across all engagement events and activities. This may affect the weight of findings about

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> community participation. Where appropriate, response numbers for each question are displayed or acknowledged.

- Verbatim comments received through the online survey, written submissions and written contributions at face to face engagement activities have been summarised in this report with thematic analysis provided. We acknowledge that there were many additional verbal comments made during face to face engagement activities, these were not recorded.
- This report focuses on the communication and engagement activities delivered by the Council. It does not necessarily include events, meetings, surveys, or communications organised by the community or third parties.

# Initial trader consultation

Initial consultation was undertaken from October to December 2023 to help inform the draft Footpath Trading Guidelines, to ensure that they are relevant and support our local traders. This included:

- Detailed internal review including engagement with Councillors.
- Trader Insights Survey, with 663 surveys sent to current permit-holders and business associations. 16 responses were received, including 1 written submission.
- Businesses briefings, with Officer attendance at five meetings with Business Associations and the Business Advisory Group.

The draft Footpath Trading Guidelines were subsequently developed in consultation with Councillors, internal Council staff and informed by initial consultation outcomes.

At a Council meeting 17 April 2024, Council resolved to release the draft Footpath Trading Guidelines for consultation.

# About the draft Guidelines

The draft Footpath Trading Guidelines presented to the community for feedback seek to:

- Support accessibility for all and help keep patrons, footpath and road users safe.
- Support vibrancy and activation in our main streets, activity centres and laneways.
- Support our local businesses and economy to thrive and encourage businesses to establish and remain in the City.
- Be more easily understood by traders and the community.
- Protect residents' amenity and Council assets, by appropriately balancing the commercial use of public space with the needs of the broader community.



Some key improvements in the draft Footpath Trading Guidelines include:

- A more customer friendly document, reduced from 93 to 43 pages.
- The ability for traders to propose temporary outdoor cooking stations, outdoor speakers, fairy lights, and fixed glass screens in more wind-affected areas of our city.
- New standards for display of goods to enhance the visual appeal of our streets.
- A new precinct standard for the South Melbourne Market, recognizing its unique characteristics including fixed outdoor cooking.

This report explores how Council engaged the community on the Draft *Footpath Trading Guidelines*, and the feedback we collected.

# What we set out to achieve

This engagement process was designed to:

- Present the draft Footpath Trading Guidelines,
- Gather general feedback from the community on the draft Footpath Trading Guidelines, and
- Gather specific feedback from the community on key proposed changes:
  - Allowing traders to use fairy lights in their footpath dining areas
  - Allowing background music in outdoor dining areas, provided it doesn't conflict with any existing permits or licenses and is not in residential areas.
  - Allowing food businesses to use temporary outdoor cooking stations in their outdoor dining areas.
  - Introducing new standards that will improve the look of displays of goods on the streets.
  - o Allowing for fixed glass screens in more wind-affected areas of our city.

This report also considers feedback received separately from the concurrent Fitzroy Street Outdoor Speaker Trial project.



# What we did

**Between 19 April and 17 May 2024**, Council delivered a range of communications activities to let the community know about ways they could engage and collected feedback via a mix of different activities.

# **Communications activities**

To get the word out about the draft Footpath Trading Guidelines, we did the following:



# Emails to key stakeholders

Current footpath trading permit holders (663) and trader associations (6) were emailed directly to inform traders about the engagement process and how to have their say.

Emails were also sent to other interested stakeholder groups including Council advisory committees and accessibility groups.



# 'Have Your Say' website

Council's dedicated engagement page, 'Have Your Say' had a project page for the *Footpath Trading Guidelines*, with information including project timelines, contact details, and opportunities to engage.



#### Newsletter

Council included information about this project in the 'DiverCity' and Help Shape our City newsletters. These newsletters go to subscribers interested in Council news, or people who want to know about current engagement projects, respectively.



## Social Media Posts

Council utilised social media to promote the engagement process as well, with posts on Facebook (posts and stories) and Instagram.



# **Engagement activities**

A range of engagement activities were undertaken during this project:



Online survey (Have Your Say website)

An online survey was available on the 'Have Your Say' engagement website. This survey asked for feedback on the draft *Footpath Trading Guidelines*.

Participants were also able to upload a written submission to Have Your Say, or send an email to <a href="mailto:ftguidelinesreview23@portphillip.vic.gov.au">ftguidelinesreview23@portphillip.vic.gov.au</a>



Neighbourhood Engagement Program (pop-ups) The project featured at some of Council's Neighbourhood Engagement Program pop-ups, to provide another way for the community to learn more about the draft *Footpath Trading Guidelines* and to have their say.

The popups were delivered on the following days:

- Saturday 20 April 2024, Armstrong Street and Erskine Street Middle Park.
- Saturday 20 April 2024, Ormond Road and Docker Street Elwood.
- Wednesday 24 April 2024, South Melbourne Market.
- Saturday 4 May 2024, Veg Out Farmers Market St Kilda.
- Friday 10 May 2024, Carlisle Street and Woodcock Street Balaclava.
- Saturday 11 May 2024, Bay Street Port Melbourne.



# Reach and participation

# Reach through communication activities

Activity	Reach	Insights
DiverCity and Help Shape our City Newsletters	15,137 total subscribers	17 clicked through to the Have Your Say website.
Social media	2,959	<ul> <li>Facebook post 19 April 2024:</li> <li>Reach 2,285</li> <li>Impressions 2,422 (times seen)</li> <li>Engagements 56         <ul> <li>(likes, comments, clicks)</li> </ul> </li> <li>Instagram post reach 674.</li> </ul>
'Have Your Say' website	378 views 240 visitors	<ul> <li>Most visitors came to the website directly (59%), or via social media (19%).</li> <li>12% of visitors were referred from a search engine.</li> </ul>

# Participation by engagement activity

Activity	Participation	Insights
Online survey (Have Your Say)	92	85 people provided their feedback through the online survey form.
and written submissions		<ul> <li>7 people lodged a written submission via email.</li> </ul>
Neighbourhood Engagement Program (pop-ups)	74	74 people provided their feedback through the Neighbourhood Engagement Program pop-ups.

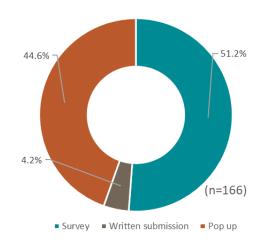


# Who we heard from

# Feedback source

Between **19 April and 17 May 2024**, we heard from **166 people** about the draft *Footpath Trading Guidelines*.

Feedback was provided via the online survey, face-to-face activities or written submissions.



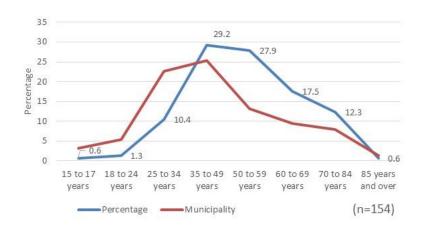
# **Demographics**

Through our online surveys and face-to-face activities, we collected demographic details about the people we engaged.

# Age

The ages represented are skewed towards mid-aged and older community members when compared to 2021 census data for the City of Port Phillip.

The highest proportion of respondents were aged 35 to 49 years (29.2%).



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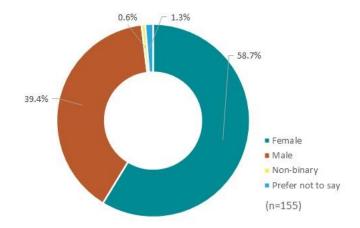




# Gender

More respondents identified as 'female' (58.7%) compared to 'male' (39.4%).

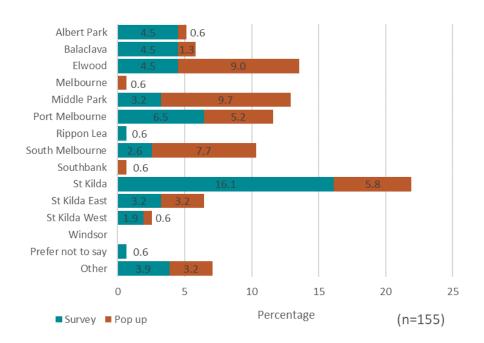
Across the City of Port Phillip, there is a higher proportion of women (51.2%) to men (48.8%).



# Residential suburb

Respondent residential suburb generally represents a mix of locations across the City of Port Phillip.

Although, a large proportion of respondents reported that they reside in St Kilda, St Kilda East or St Kilda West (31.0%).

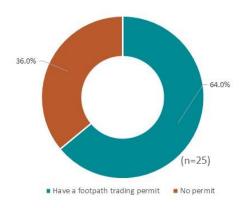




# Respondents who own or work in a retail business

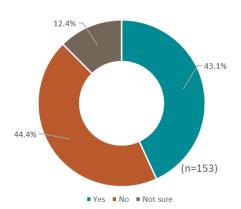
From a total of 83 survey respondents, 25 told us that they owned or worked in a retail business in the City of Port Phillip.

Of these 25 respondents, 64.0% reported that they have a footpath trading permit.



# Diversity and inclusion

44.4% of respondents reported that they had not engaged Council in the past year.



We also asked people how they identified, they told us the following:

Engaged wi			vith Council in past year?	
Identification	Yes	No	Not sure	Total
Aboriginal or Torres Strait Islander background	1	1	0	2
Non-English speaking background	6	11	2	19
Living with a disability	3	2	1	6
LGTBQIA+	5	6	1	12
Financially disadvantaged	1	1	2	4



# What we heard

## Please note: This section uses a thematic analysis of comments from respondents.

Comments that related to multiple themes have been split to allow for accurate theme counts. As such, the number of total comments may differ from the total number of people who participated in the engagement activities. Written comments were received and recorded through the online survey, written submissions and at face-to-face engagement activities.

We acknowledge that many more verbal comments were made at face-to-face engagement activities, with some very polarising viewpoints expressed for both outdoor speakers and temporary outdoor cooking stations. Verbal comments were not recorded.



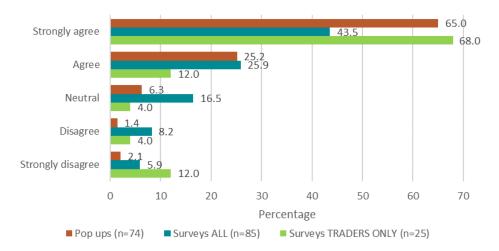
# **Changes to the Footpath Trading Guidelines**

Respondents who participated in the survey or pop-up activities were asked to indicate the extent to which they agree or disagree with a series of proposed changes to the *Footpath Trading Guidelines*.

# Fairy lights

The majority of survey (69.4%) and pop-up (85.2%) respondents reported that they agreed or strongly agreed with allowing traders to use fairy lights in their footpath trading areas.

Of the 25 survey respondents who indicated they were traders, 80.0% reported that they agreed or strongly agreed with allowing traders to use fairy lights in their footpath trading areas.



5 people provided comments about fairy lights. A thematic analysis is provided below.

"Making the streets light up will give a safer feeling for customers to come and eat, enjoying the night."

Fairy lights - comments	Count
Supportive	3
Unsupportive	1
Standard for look and feel is required	1
Total comments: fairy lights	5

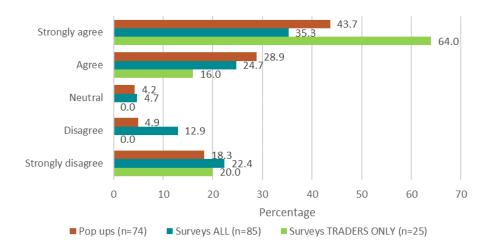
"There is already too much ambient lighting in cities..."



# Background music in outdoor dining areas

The majority of survey (60.0%) and pop-up (72.6%) respondents reported that they agreed or strongly agreed with allowing background music in outdoor dining areas, provided it doesn't conflict with any existing permits or licenses and is not in residential areas.

Of the 25 survey respondents who indicated they were traders, 80.0% reported that they agreed or strongly agreed with allowing background music in outdoor dining areas.



21 people provided comments about background music in outdoor dining areas. A thematic analysis is provided below.

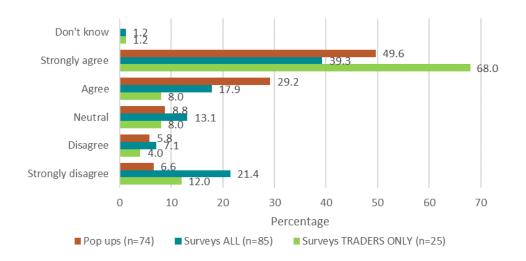
Background music in outdoor di	ning areas	Comment Count
Concern with noise impact on other	rs	9
Provide clarity on requirements for	time of day / volume	4
Provide individual solutions for eac	h precinct	3
Provide clarity on process and enfo	prcement	2
Concern with footpath encroachme	ent	1
Unsupportive		1
Supportive		1
Total comments: background music	c in outdoor dining are	as 21
"They should simply not be allowed in residential areas. The noise is untenable'	"How would it work? How would it be enforced?"	"Amplified music needs to be in formalised entertainment areasnot one size fits all"



# Temporary outdoor cooking stations

The majority of survey (57.2%) and pop-up (78.8%) respondents reported that they agreed or strongly agreed with allowing food businesses to use temporary outdoor cooking stations in their outdoor dining areas.

Of the 25 survey respondents who indicated they were traders, 76.0% reported that they agreed or strongly agreed with allowing food businesses to use outdoor temporary cooking stations in outdoor dining areas.



10 people provided comments about temporary outdoor cooking stations. A thematic analysis is provided below.

Temporary outdoor cooking stations	Comment Count
Concern with smell	4
Concern with waste, health and safety	3
Concern with footpath encroachment	1_
Provide clarity on enforcement	1
Provide clarity on requirements	1
Total comments: temporary outdoor cooking stations	10

"Temporary outdoor cooking stations, waste management and health and safety of major concern. Extra Council policing?" "Outdoor cooking stations should not be permitted. This has the potential to create smoky or smelly areas on or around public footpaths"

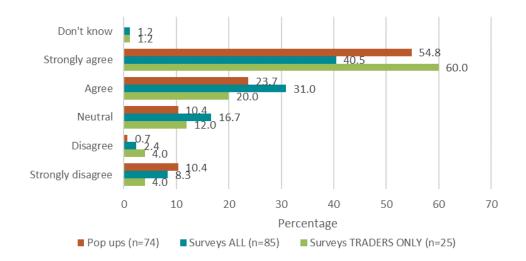
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# Display of goods on streets – new standards

The majority of survey (71.5%) and pop-up (78.5%) respondents reported that they agreed or strongly agreed with introducing new standards that will improve the look of displays of goods on the streets.

Of the 25 survey respondents who indicated they were traders, 80.0% reported that they agreed or strongly agreed with introducing new standards that will improve the look of displays of goods on the streets.



4 people provided comments about new standards for display of goods on streets. A thematic analysis is provided below.

Display of goods on streets - new standard	ds Comment Count
Provide clarity on requirements	2
Should ensure visual appeal	1
Should not be permitted	1
Total comments: display of goods on streets -	new standards 4
"I'm not sure what the new standards for displays entails?"	"Not convinced that displays of goods should be permitted - that is what shop windows are for"

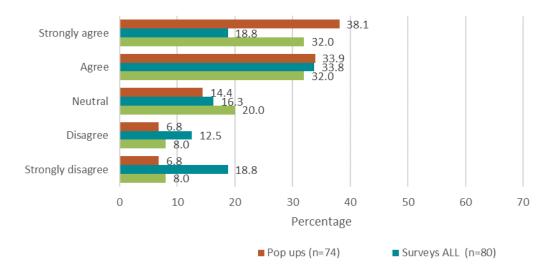
17



# Glass screens - changes to requirements

The majority of survey (52.6%) and pop-up (72.0%) respondents reported that they agreed or strongly agreed with the changes to glass screen requirements\*.

Of the 25 survey respondents who indicated they were traders, 64.0% reported that they agreed or strongly agreed with introducing new standards that will improve the look of displays of goods on the streets.



\*The draft Footpath Trading Guidelines seek to make it easier for traders to provide wind protection for patrons by obtaining and installing fixed glass screens. We propose to change the rules to allow more shops to put up permanent glass barriers outside. Now, the footpath only needs to be about 4 metres wide from the shopfront to the kerb edge, instead of 6 metres. Plus, the space for people to walk by these glass barriers can be a bit narrower at 2 metres instead of 2.8 metres. We have also included updated in-ground socket and sleeve requirements for umbrellas and removable screens, in response to supplier's feedback and manufacturer's current specifications



40 people provided comments about changes to requirements for glass screens. A thematic analysis is provided below.

Glass screens - changes to requirements	Comment Count
Concern with footpath encroachment	16
Supportive - weather proofing	4
Supportive	2
Supportive - if quality aesthetics / improves appeal	2
Safety concern	3
Concern with visual amenity	2
Need shutters / louvres	2
Prefer vegetation or planter boxes	2
Concern with clearance from car doors	1
Need to assess on individual basis	1
Unsupportive	1
Need framing for safety	1
Need variation in height and look	1
Permit fees for glass screens too high	1
Provide clarity on requirements	1
Total comments: glass screens - changes to	
requirements	40

"This will further limit access for the disabled, prams and general foot traffic"

"It would be great to allow businesses to weatherproof their outdoor area. Particularly those with small indoor spaces in winter who rely on their outdoor area for seating"



# Other comments and suggestions

94 people provided other comments and suggestions for consideration. A thematic analysis is provided below.

Other comments and suggestions	Comment Count
Concern with footpath encroachment - general	15
Improve vibrancy in streets	8
Permanent furniture should be allowed	7
Improve street maintenance / cleanliness	6
Supportive of new guideline inclusions generally	6
Need to support / assist business recovery / consider fees	5
Parking - concern with removal of spaces	5
Concern with footpath encroachment - accessibility	4
Manage antisocial behaviour	4
Enforcement - more needed	3
Permits / processes - streamline	3
Smoking outdoors - enforcement needed	3
Concern with footpath encroachment - A-frames	2
Importance of aesthetic balance / improve visual amenity	2
More green space on footpaths	2
Query why dining is on the kerbside	2
Support footpath activation generally	2
Advertising restrictions are overly restrictive (eg. on seating)	1
Concern with footpath encroachment - tables and chairs	1
Consider all weather flexibility	1
Consider other areas for outdoor dining - such as Balaclava	1
Consultation is mostly with businesses - not democratic	1
Greater flexibility needed for traders	1
Heating - ban gas fuelled outdoor heaters	1
Individual solutions required for each precinct	1
Allow drop down screens	1
Need to support not for profit businesses	1
Not able to comment, need more information	1
Parking - should be free for traders	1
Permanent furniture needed in Acland Plaza	1
Permanent furniture - do not support	1
Permits - amend permit review process to include neighbour	
consultation and appeal	1
Total comments: other comments and suggestions	94



# Written submissions

7 written submissions were received, a thematic analysis has been provided below.

Source	Thematic summary of feedback
Direct contact with Council officers	Unlikely to renew current (display of goods) permit, due to ongoing theft from the footpath (trader).
Direct contact with Council officers	Unsupportive of new standards for display of goods on streets (trader).
Direct contact with Council officers	Unsupportive of new standards for display of goods on streets (trader).
Email 22 Apr 2024	Concerns for residents with potential for late night noise nuisance as a result of the introduction of outdoor speakers.
	Clear, enforced rules must apply.
Email 23 April 2024	Stressed importance of improving vibrancy and supporting businesses to survive during hard times.
	Supportive of outdoor speakers, temporary outdoor cooking stations, fairy lights, changes to glass screen and display of goods requirements.
	Need to make the process for footpath trading permits simple and easy for traders.
Email 1 May 2024	Do not support outdoor speakers.
Email 10 May 2024	Concerns with dirty, empty shops in St Kilda and antisocial behaviour.



# Outdoor speaker trial

On 6 September 2023, a Notice of Motion was carried, that Council:

In response to feedback from traders and a formal request from the Fitzroy Street Business Association, requests the CEO, or their delegate, to investigate ways in which outdoor speakers could be permitted for appropriate hospitality businesses in the Fitzroy Street Commercial Precinct until the formal review of the Footpath Trading Guidelines in 2024.

Officers established requirements for traders to be part of the trial, including having a valid footpath trading permit, with outdoor music not prohibited by either a planning permit or liquor licence condition.

The trial was broadly advertised to traders in the Fitzroy Street Precinct, by email and visiting traders, along with assistance of the Fitzroy Street Business Association to promote the trial.

Expressions of interest were received, with five businesses able to use outdoor speakers under the trial which ran until 30 April 2024.

Officers have undertaken audits of the venues operating with outdoor speakers and reviewed any complaints received.

Feedback was sought feedback from participating businesses on their experience as part of the trial, and more broadly from the Fitzroy Street Business Association. In summary:

#### Feedback from participating traders

- The trial was a positive Council initiative, enjoyed by patrons.
- Would like to continue using outdoor speakers if adopted in the new guidelines.
- We communicate with neighbouring residents and have a healthy dialogue with them. They could contact us directly regarding any issues.

## Feedback from Fitzroy Street Business Association

- Ambient outdoor music helps to show venues are open, with one business claiming their trade dropped by 40% when the outdoor speaker trial ended.
- Ambient outdoor music at venues helps to improve this precinct. Particularly in the winter months.
- Ambient outdoor music and lighting (fairy lights), contribute positively to community amenity and the vibrancy of this Live Music Precinct.



# **Next steps**

# How this report will be used

Thank you to everyone who provided feedback about the draft *Footpath Trading Guidelines*.

This report, and the underlying feedback will be used by the project team to update the draft *Footpath Trading Guidelines*.

The report will also be used to share with Council how the engagement process went, and what changes (if any) have been made as a consequence.

# **Next steps**

Work will now begin to revise and finalise the draft *Footpath Trading Guidelines*. We will share this report, and updates on the project with you via the 'Have Your Say' project page.

# MEETING OF THE PORT PHILLIP CITY COUNCIL 7 AUGUST 2024



12.2 CULTURAL DEVELOPMENT AND ARTS AND ACTIVATION

FUNDING (CDF, LOVE MY PLACE AND RUPERT BUNNY

FOUNDATION) RECOMMENDATIONS

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND

**DEVELOPMENT** 

PREPARED BY: LAURA POHLENZ, PARTNERSHIPS AND INDUSTRY

**DEVELOPMENT LEAD** 

JESS HALL, COORDINATOR EVENTS, PARTNERSHIPS &

**INDUSTRY DEVELOPMENT** 

## 1. PURPOSE

1.1 To present the recommended funding and grant recipients for 2024/25 for the Cultural Development Fund (Festivals and Events), Cultural Development Fund (Projects), Love My Place, and Rupert Bunny Foundation Visual Arts Fellowship for Council's approval.

## 2. EXECUTIVE SUMMARY

- 2.1 Council's cultural development and place activation grants, including Cultural Development Fund (Festivals and Events), Cultural Development Fund (Projects), Love My Place, and the Rupert Bunny Foundation Visual Arts Fellowship, aim to assist and encourage artists and organisations to develop and realise creative projects, festivals and installations.
- 2.2 Due to Council elections scheduled for October 2024, this year's grants opened to applications earlier than usual. To ensure delivery of the 2024-25 Community Grants program in compliance with Council's Election Period Policy, the program opened on 27 February and closed on 4 April to enable recommendations to be endorsed in August 2024.
- 2.3 The total approved budget for the 2024/25 **Cultural Development Fund (Festivals and Events)** grant round was \$135,000. 24 eligible applications were received. 12 applications, totalling \$136,500, have been recommended to Council for funding by the Cultural Development Fund Reference Committee and direct Officer recommendation.
- 2.4 The total approved budget for the 2024/25 **Cultural Development Fund (Projects)** grant round was \$125,000. 24 eligible applications were received. 13 applications, totalling \$125,142, have been recommended to Council for funding by the Cultural Development Fund Reference Committee.
- 2.5 The total approved budget for the 2024/25 **Love My Place** grant round was \$100,000. 14 applications were received. Two applications, totalling \$40,000, have been recommended to Council for funding by the Love My Place Evaluation Panel.
- 2.6 The total approved budget for the 2025/26 **Rupert Bunny Foundation Visual Arts Fellowship** was \$30,000. Eight applications were received. One application, requesting \$30,000, has been recommended to Council by the Rupert Bunny Foundation Visual Arts Fellowship Reference Committee.
- 2.7 A total of \$331,642 in grants has been recommended across these four funding streams, which is allowed for in the 2024/45 budget.

# MEETING OF THE PORT PHILLIP CITY COUNCIL 7 AUGUST 2024



#### 3. RECOMMENDATION

That Council:

- 3.1 Endorses the successful applicants proposed by the internal officer panel and Cultural Development Fund Reference Committee for the Cultural Development Fund (Festivals and Events) Grant 2024/25 as outlined in Confidential Attachment 1.
- 3.2 Endorses the successful applicants proposed by the Cultural Development Fund Reference Committee for the Cultural Development Fund (Projects) Grant 2024/25 as outlined in Confidential Attachment 2.
- 3.3 Endorses the successful applicants proposed by the Love My Place Evaluation Panel for the Love My Place Grant 2024/25 as outlined in Confidential Attachment 3.
- 3.4 Endorses the successful applicant proposed by the Rupert Bunny Foundation Visual Arts Fellowship Reference Committee for the Rupert Bunny Foundation Visual Arts Fellowship 2025/26 as outlined in Confidential Attachment 4.
- 3.5 Releases details on the successful recipients of the above from confidence once all applicants have been advised of the outcome of their application and those successful have confirmed their ability to proceed with their application.
- 3.6 Thanks the Cultural Development Fund Reference Committee, Love My Place Evaluation Panel and Rupert Bunny Foundation Visual Arts Fellowship Reference Committee for their work in assessing applications and making recommendations to Council.
- 3.7 Thanks all applicants who participated in these most recent Cultural Development Fund, Love My Place and Rupert Bunny Foundation Visual Arts Fellowship grants rounds.

## 4. KEY POINTS/ISSUES

- 4.1 The Cultural Development Fund (Festivals and Events), Cultural Development Fund (Projects), Love My Place, and Rupert Bunny Foundation Visual Arts Fellowship fund provide Council with a strategic opportunity to support arts, cultural and community organisations to develop creative projects, events and installations in the City of Port Phillip that engage our community, promote precinct visitation and enhance Port Phillip's reputation as one of Melbourne's cultural and creative hubs.
- 4.2 Four categories of cultural development and place activation grants funding opened on 27 February and closed on 4 April in line with other Council grants:
  - 4.2.1 The **Cultural Development Fund (Festivals and Events)** supports incorporated, not for profit arts, cultural or community organisations and has two tiers: Tier One supports small events with \$5,000 to \$10,000 and Tier Two supports medium-sized events with \$10,001 to \$20,000.
  - 4.2.2 The **Cultural Development Fund (Projects)** supports artists and arts/cultural organisations with up to \$12,000 per project.
  - 4.2.3 **Love My Place** supports for-profit and incorporated businesses seeking to activate public space with up to \$20,000 per project.



- 4.2.4 The **Rupert Bunny Foundation Visual Arts Fellowship** grants an acquisitive award of \$30,000 once every two years in support of professional development and excellence in contemporary visual art.
- 4.3 The process for application is as follows:
  - A call for applications was advertised through Divercity, CoPP Community sector news, Council's website, partner newsletters and a social media campaign from February 2024.
  - Applicants could access the guidelines and application form through the website and receive assistance by contacting staff.
  - Applications were made using the online grants management system, SmartyGrants.
  - Applications opened on 27 February and closed on 4 April 2024.
  - Eligible applications were assessed according to the program objectives/criteria by the relevant assessment panels.
- 4.4 The recommended funded events and projects will take place in St Kilda, St Kilda East, South Melbourne, Albert Park, Port Melbourne and Elwood with the bulk of applicants focussed on St Kilda.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Eligible applications were assessed by the relevant assessment panels (the Cultural Development Fund Reference Committee, the internal Officer CDF Festivals and Events panel, the Love My Place Evaluation Panel and the Rupert Bunny Foundation Visual Arts Fellowship Reference Committee).
  - 5.1.1 The Cultural Development Fund Reference Committee is constituted through its Terms of Reference and is comprised of an independent community panel of experts with Councillor representation.
  - 5.1.2 The Cultural Development Fund (Festivals and Events) internal committee is comprised of officers.
  - 5.1.3 The Love My Place internal evaluation panel is comprised of officers with Councillor representation.
  - 5.1.4 The Rupert Bunny Foundation Visual Arts Fellowship Reference Committee is constituted through its Terms of Reference and is comprised of an independent community panel of experts with Councillor representation.
- 5.2 The CDF Assessment Panel assessors recommended:
  - That applicants be further encouraged to seek other funding sources.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 There are no known risks to Council in adopting this recommendation.

#### 7. FINANCIAL IMPACT

7.1 The total amount of funding recommended for these four funding streams is \$331,642, which is provided for in the 2024/2025 budget.



- 7.2 Remaining funds unspent from Love My Place will be reallocated to place activation projects that deliver on projects that meet the same criteria.
- 7.3 Creative practice is recognised as making a valuable contribution to the City of Port Phillip's economy. As a sector, creative and cultural practice and industries are the second largest employer in the City of Port Phillip. Small to medium community cultural events engage with local business community as supporters but also draw community and broader audiences to business precincts.

#### 8. ENVIRONMENTAL IMPACT

8.1 All successful applicants will be made aware of Council's commitment to environmental sustainability through the Council Plan and relevant funding guidelines.

#### 9. COMMUNITY IMPACT

- 9.1 Council's cultural development and place activation grants continue to support local creatives, including individual artists, not-for-profits and for-profits, to celebrate community culture and connection.
- 9.2 Community engagement and cultural participation are contributing factors to community health and wellbeing.
- 9.3 Funded projects offer free or low-cost access to diverse cultural events across the municipality.
- 9.4 Community members of all abilities and diverse backgrounds are encouraged to participate in funded programs.
- 9.5 Endorsed recipients will contribute to the local economy by generating precinct activity through attendance at festivals, events and activations.

#### 10. GENDER IMPACT ASSESSMENT

- 10.1 The Cultural Development Fund (Festivals and Events), Cultural Development Fund (Projects), Love My Place, and Rupert Bunny Foundation Visual Arts Fellowship programs embed equity focus throughout their design, application and assessment processes, including:
  - 10.1.1 Inviting applications that enhance diversity, and contribute to the building of healthy, strong and inclusive communities.
  - 10.1.2 Identifying a key objective of the program to enable access to inclusive and accessible events, programs and services.
  - 10.1.3 Requiring applicants to demonstrate consideration for how their project is inclusive and accessible for all participants.

#### 11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 Funding under the Cultural Development Fund, Love My Place and Rupert Bunny Foundation Visual Arts Fellowship delivers on the Council Plan 2021-31:
  - 11.1.1 Inclusive: a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.
  - 11.1.2 Vibrant: with a flourishing economy, where our community and local business thrive, and we maintain and enhance our reputation as one of Melbourne's cultural and creative hubs.



#### 12. IMPLEMENTATION STRATEGY

#### 12.1 TIMELINE

- 12.1.1 The successful applicants will receive their funding by end January 2025.
- 12.1.2 All funded projects will be delivered between October 2024 and December 2025.
- 12.1.3 Funded projects will be acquitted within eight weeks of completion.

#### 13. COMMUNICATION

- 13.1 Applicants will be advised of the outcome of their application soon after Council decision.
- 13.2 Details of funded projects will be available on the Council website.
- 13.3 Unsuccessful applicants are notified in writing and are invited to receive feedback from Council Officers.

#### 14. OFFICER DIRECT OR INDIRECT INTEREST

14.1 No officers involved in the preparation of this report have any material or general interest in the matter.

#### **ATTACHMENTS**

- 1. Confidential- Attachment 1\_ Confidential\_CDF (Projects) Funding Recommendations
- 2. Confidential- Attachment 2\_Cultural Development Fund (Festivals and Events) Recommendations
- 3. Confidential- Attachment 3\_Love My Place Funding Recommendations
- 4. *Confidential* Attachment 4\_Rupert Bunny Fund Visual Arts Fellowship Recommendation



13.	WEL	WELL GOVERNED PORT PHILLIP		
	13.1	Councillor Expenses Monthly Reporting - June 2024		
	13.2	Council Policy - Revised Fraud and Corruption Awareness and Prevention Policy		
	13.3	Appointment of Cr Pearl as Council's delegate to MAV external committee 823		



13.1 COUNCILLOR EXPENSES MONTHLY REPORTING - JUNE

2024

EXECUTIVE MEMBER: JOANNE MCNEILL, EXECUTIVE MANAGER, GOVERNANCE AND

**ORGANISATIONAL PERFORMANCE** 

PREPARED BY: MITCHELL GILLETT, COORDINATOR COUNCILLOR AND

**EXECUTIVE SUPPORT** 

REBECCA PURVIS, SENIOR COUNCIL BUSINESS ADVISOR

#### 1. PURPOSE

1.1 To report on the expenses incurred by Councillors during June 2024, in accordance with the Councillor Expenses and Support Policy.

#### 2. EXECUTIVE SUMMARY

- 2.1 The Local Government Act 2020 requires Council to maintain a policy in relation to the reimbursement of out-of-pocket expenses for councillors and members of delegated committees. Council endorsed its current Councillor Expenses and Support Policy (the Policy) at the Council Meeting held on 19 June 2024.
- 2.2 The Policy requires a monthly report on Councillor allowances and expenses to be tabled at a Council meeting in addition to publishing the monthly report on the Council's website.
- 2.3 The report outlines the total amount of expenses and support provided to Councillors and is detailed by category of support. Any reimbursements made by Councillors are also included in this report.

#### 3. RECOMMENDATION

That Council:

- 3.1 Notes the monthly Councillor expenses report for June 2024 (attachment 1) and that this will be made available on Council's website.
- 3.2 Accepts Councillor Heather Cunsolo's childcare expense reimbursement claims totalling \$675.00 which have been lodged outside of the 30-day claim period stipulated in the Councillor Expense and Support Policy.

#### 4. KEY POINTS/ISSUES

- 4.1 The *Local Government Act 2020* (the Act) provides that councillors and members of delegated committees are entitled to be reimbursed for bona fide out-of-pocket expenses that have been reasonably incurred while performing their role, and that are reasonably necessary to perform their role.
- 4.2 The management of expenses is governed by the updated Councillor Expenses and Support Policy (the Policy), developed in accordance with the requirements of the Act and adopted by Council on 19 June 2024.
- 4.3 The Policy sets out the process for submitting requests for support and/or reimbursement. All requests are required to be assessed by officers prior to processing.



- 4.4 All requests for reimbursement must be lodged with officers for processing no later than 30 days from the end of the calendar month, except for the month of June where claims must be submitted within 7 days. Claims for reimbursement lodged outside this timeline will not be processed unless resolved by Council.
- 4.5 To accurately capture expenses, monthly reports are prepared no earlier than 30 days following the end of the month and generally reported at the next available Council meeting cycle. This means that reports are generally presented in a 2-3 month rolling cycle.
- 4.6 Councillor Heather Cunsolo has requested reimbursement of childcare expenses for the period 14 August 2023 to 6 June 2024. Section 4.3 of the Policy states that Council endorsement is required before this claim can be processed.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 No community consultation is required for the purposes of this report.
- 5.2 A copy of Councillor expense reporting will be provided to the Audit and Risk Committee.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 The provision of expenses and support to Councillors is governed by the *Local Government Act 2020*, and Council's adopted policy.

#### 7. FINANCIAL IMPACT

7.1 Provision of support and expenses for Councillors is managed within Council's approved operational budgets.

#### 8. ENVIRONMENTAL IMPACT

8.1 There are no direct environmental impacts as a result of this report.

#### 9. COMMUNITY IMPACT

9.1 This report provides to the community transparency and accountability by publicly disclosing expenses and support accessed by Councillors.

#### 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 Reporting on Councillor expenses delivers Strategic Direction 5 – Well Governed Port Phillip.

#### 11. IMPLEMENTATION STRATEGY

- 11.1 Council reports to the community monthly on the expenses and reimbursements provided to Councillors.
- 11.2 Officers will publish monthly expense reports to Council's website once adopted.

#### 12. OFFICER MATERIAL OR GENERAL INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

#### ATTACHMENTS 1. Declaration of Councillor Expenses - June 2024

# Declaration of Councillor Expenses – June 2024

### **Councillor Allowances and Expenses**

The following pages set out the expenses incurred by each Councillor in the following categories:

Councillor Allowance includes statutory allowances for the Mayor and Councillors, inclusive of a provision paid in recognition of the fact that Councillors do not receive superannuation.

Conference and Training includes any registration fees, accommodation and meal costs associated with attendance or participation in conferences, training or professional development programs.

Travel includes cabcharge / taxi fares, Mayoral vehicle at standard charge out rate, public transport / myki costs, airfares, rail and bicycle reimbursements associated with Council business related travel.

Car Mileage includes reimbursement to Councillors for kilometres travelled in their private vehicles associated with Council business related travel.

Child and Family Care include payments for necessary childcare arrangements incurred to attend: Council and Special Council Meetings, Council Briefings, ceremonial functions, events and occasions agreed by the Chief Executive Officer or resolution of Council.

Information and Communication Technology includes the monthly fees and usage costs associated with mobile telephones, tablets and internet charges.

#### **Councillor Attendances**

In addition to regular Council Meetings and Councillor briefings, Councillors attend meetings as Councillor appointed representatives of delegated, advisory and external boards and committees.

Details of Councillor Respresentative appointments is available <a href="here.">here.</a>

 $\underline{\text{Note: All expenses are exclusive of Goods and Services Tax (GST) where applicable.}}$ 

1

### Cr Tim Baxter

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$84.96
TOTAL	\$4,701.94

### Cr Andrew Bond

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$71.99
TOTAL	\$4,688.97

### Cr Rhonda Clark

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$84.98
TOTAL	\$4,701.96

## Cr Louise Crawford (Deputy Mayor) incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$7,641.62
Conferences and Training	\$275.00
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$84.96
TOTAL	\$8,001.58

## Cr Heather Cunsolo (Mayor) incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$15,283.23
Conferences and Training	
Travel (including provision of a Mayoral vehicle charged at \$7,800 per annum pro rata to cover operating costs)	\$625.00
Car Mileage	
Child and Family Care	*\$675.00
Information and Communication Technology	\$56.99
TOTAL	\$16,640.22

<sup>\*</sup>Child care expenses from August 2023 to June 2024. Pending approval by way of Council resolution.

### Cr Peter Martin

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$56.98
TOTAL	\$4,673.96

3

## Cr Robbie Nyaguy incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$71.98
TOTAL	\$4,688.96

### Cr Marcus Pearl

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	\$9.68
Car Mileage	
Child and Family Care	\$272
Information and Communication Technology	\$29.00
TOTAL	\$4,927.66

### Cr Christina Sirakoff

incurred the following expenses during the month June:

Expense	Value
Councillor Allowance	\$4,616.98
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$28.99
TOTAL	\$4,645.97



13.2 COUNCIL POLICY - REVISED FRAUD AND CORRUPTION

AWARENESS AND PREVENTION POLICY

EXECUTIVE MEMBER: JOANNE MCNEILL, EXECUTIVE MANAGER, GOVERNANCE AND

**ORGANISATIONAL PERFORMANCE** 

PREPARED BY: JULIE SNOWDEN, COORDINATOR RISK AND ASSURANCE

1. PURPOSE

1.1 To seek Council's endorsement of the revised Fraud and Corruption Awareness and Prevention Policy

#### 2. EXECUTIVE SUMMARY

- 2.1 The previous Fraud and Corruption Awareness and Prevention Policy was adopted by Council 20 May 2020.
- 2.2 As per Council's Policy Framework, policy documents are to be reviewed on a regular cyclical basis and/or in response to a change in process, procedures, or environment.
- 2.3 One of the key changes made through this review was to update our Policy to align with the Australian Standard on Fraud and Corruption Control (AS 8001:2021).
- 2.4 In addition to aligning with the Fraud and Corruption Control standard, the revised policy reflects the current operating environment.
- 2.5 The Policy has been reviewed by the Audit and Risk Committee and was endorsed for adoption by Council on 18 July 2024.

#### 3. RECOMMENDATION

That Council:

- 3.1 Endorses the revised Fraud and Corruption Awareness and Prevention Policy in Attachment 1.
- 3.2 Authorises the CEO, or their delegate, to make minor editorial changes to the policy outside of any formal policy review process.

#### 4. KEY POINTS/ISSUES

- 4.1 The Fraud and Corruption Awareness and Prevention Policy sets out the responsibilities and obligations for Councillors, Council employees, Contractors, and Volunteers in preventing and reporting instances of fraud and corruption. This policy is supported by and consistent with other relevant policies including but not limited to the Employee and Councillor Codes of Conduct.
- 4.2 The policy has been updated to reflect Council's current operating environment, and to better align with the Fraud and Corruption Control Standard AS 8001-2021 as recommended by our Internal Auditor in the fraud and corruption control framework internal audit.
- 4.3 An assessment of the 2020 policy was undertaken against the Standard to identify key gaps. Key changes proposed to the updated policy include:
  - 4.3.1 New policy template including removal of Mayor's message (no longer used).



- 4.3.2 Introduced reference to a Fraud and Corruption Control System (new concept included in the new standard). The system consists of a suite of tools and resources including but not limited to:
  - Council's Fraud and Corruption Awareness and Prevention Policy.
  - Fraud and Corruption Control Plan.
  - Fraud Register.
  - Fraud awareness training mandator eLearn module plus specific training for functions risk assessed as 'High'.
  - Supporting policies include Codes of Conduct Conflicts of Interest, recruitment and selection of employees and Discipline Policy, Guidelines and Procedures.
- 4.3.3 Definitions added Bribery, reference to Information security management system and professional (ISMS), business associate, and refined Fraud & Corruption.
- 4.3.4 Updated training section to include reference to: Conflicts of Interest, Gifts and Hospitality; Public Interest Disclosures; Personal Interest Returns; disciplinary policy, guidelines, and procedures.
- 4.3.5 New paragraph on Pressure Testing.
- 4.3.6 Updated:
  - Notification and Investigation Process.
  - Investigation outcomes including disruption of fraud activities.
  - Notifying impacted third parties about fraud and corruption.
- 4.3.7 Minor changes to links, titles, and minor grammatical changes.
- 4.4 Further feedback from Council's internal Strategic Risk and Internal Audit Committee (SRIA) and the Audit and Risk Committee include:
  - 4.4.1 Updating the Supplier and customer vetting section to reflect the changes made to the Procurement Policy.
  - 4.4.2 Review the responsibilities table to ensure all responsibilities have been captured.

#### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 All key stakeholders have been included in the review of the policy with the policy having been reviewed in accordance with Councils Policy and Procedure Guidelines.
- 5.2 The revised policy was shared with the staff consultative committee for feedback. No feedback had been received.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 The Fraud and Corruption Awareness and Prevention Policy is a key element of a suite of controls and procedures for the prevention, detection and effective response to fraudulent and corrupt conduct.



#### 7. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

7.1 Our commitment to you through improving community engagement, advocacy, transparency and governance, risk, and policy.

#### 8. IMPLEMENTATION STRATEGY

- 8.1 COMMUNICATION
  - 8.1.1 The Fraud and Corruption Awareness and Prevention Policy will be actively communicated to employees, contractors, and volunteers through the implementation of a communications plan over the next six months, focusing on various themes and utilising various information sharing channels.

#### 9. OFFICER MATERIAL OR GENERAL INTEREST

9.1 No officers involved in the preparation of this report have any material or general interest in the matter.

**ATTACHMENTS** 

1. Fraud and Corruption Awareness and Prevention Policy incorporating all feedback July 2024

Attachment 1: Fraud and Corruption Awareness and Prevention Policy incorporating all feedback July 2024



## Fraud and Corruption Awareness and Prevention Policy

#### **Policy outcomes**

Council has zero tolerance for fraud and corruption and is committed to protecting its reputation and assets from any attempt by employees or others to gain financial or other benefits by deceit or dishonest conduct.

Council has established an organisational culture where transparency, accountability, integrity and stewardship are embraced. Council will ensure all employees and councillors have an awareness of expectations in relation to fraud and corruption and the process for reporting incidents.

Any fraud or corruption event committed or attempted against the Council will be thoroughly investigated irrespective of the suspected wrongdoer's position, length of service or relationship to Council.

Appropriate disciplinary and legal action may be taken against any employee involved in fraudulent or corrupt conduct. In addition, and where appropriate, any individual other than an employee involved in fraudulent or corrupt conduct will be prosecuted to the fullest extent of the law

Council will ensure that it has in place effective operational controls and procedures for the prevention, detection and effective response to fraudulent and corrupt conduct and support ongoing control activities to review key policies and procedures that form the foundation of a Fraud and Corruption Control System.

Responsible area Governance and Organisational Performance

Version 2.0

Date approved / adopted

Endorsed by SRIA 11 June 2024

Reviewed by Audit and Risk Committee 9 July 2024 Agreed and Endorsed by Audit and Risk Committee 18 July 2024

Adopted by Council – 7 August 2024

Planned review date June 2028

Fraud and Corruption Awareness and Prevention Policy incorporating all feedback July 2024

City of Port Phillip Fraud and Corruption Awareness and Prevention Policy



#### 1. Purpose

Fraud and corruption is not tolerated at City of Port Phillip. Council is committed to protecting its reputation and assets from any attempt by employees or others to gain financial or other benefits by deceit or dishonest conduct.

The purpose of this policy is to help minimise the opportunity for fraudulent and corrupt activity to occur by ensuring all members of the organisation understand what it is, that it will not be tolerated and what their legal and moral obligations are in response to it.

- 2. The Policy outlines Council's commitment to fraud and corruption control awareness and prevention and outlines its approach to preventing, detecting, investigating and effectively responding to all instances of fraudulent and corrupt conduct.
- 3. This Policy applies to all Councillors, Council employees, contractors and volunteers engaged directly by the City of Port Phillip as well as its agents and contractors either engaged by Council or by an authorised contractor of the City of Port Phillip.

#### Responsibilities

Responsibility for the prevention and detection of fraud and corruption and for the implementation and operation of controls that minimise fraudulent and corrupt activity within their areas of responsibility rests with all levels of management, Councillors, staff, volunteers and agency or contract staff who represent Council.

Role	Responsibility	
Councillors (Governing Body)	As part of their sworn oath (or affirmation) as elected representatives, Councillors have a duty to ensure that Council assets and resources are safeguarded from fraudulent and corrupt conduct, and to ensure that Council's powers, duties and responsibilities are exercised in an open, fair and proper manner to the highest standards of probity.	
	Councillors must lead by example and genuinely commit to fraud and corruption control by raising awareness and ensuring that associated risks are considered in their dealings with the CEO, Council officers and members of the public.	
	Reviewing and endorsing this Policy.	
Chief Executive Officer	The CEO has ultimate accountability for fraud and corruption control within Council and ensuring policies and procedures are followed and that appropriate governance structures are in place and are effective.	



	Expeditiously reporting to IBAC, relevant agencies and the Audit and Risk Committee in accordance with this policy.
	Reporting incidents and outcomes of fraud and corruption events to the Audit & Risk Committee
Executive Leadership Team / SRIA	Ensuring Fraud and Corruption Control is embedded into Corporate risk management.
	Monitoring the implementation of this policy.
	Reviewing the annual risk assessment and assisting in establishing a Fraud and Corruption Control System.
	Championing ethical behavior and fraud and corruption awareness within Council.
	Assisting with the handling of any incidents as appropriate.
	Working in partnership with the Executive Manager Governance & Organisational Performance to ensure targeted training awareness for staff in high-risk areas is prioritized.
	Monitoring compliance with associated codes of conduct, policies and procedures.
	Receiving reports on actual incidences of fraud and corruption.
Audit and Risk Committee	Reviewing and endorsing this Policy and reviewing the effectiveness of the fraud and corruption control system.
	Considering the adequacy of actions taken to prevent, detect and respond to fraud and corruption through ongoing Internal Audit Program and Compliance activities.
	Receiving reports on actual incidences of fraud and corruption and/or serious allegations.
	Ensuring fraud and corruption control is adequately considered in the Internal Audit and Core Compliance Plan and compliance activities.
External Auditors (VAGO) role in the detection of fraud and corruption	The Victorian Auditor General's Office (VAGO) is the external auditor for Port Phillip City Council. VAGO has an obligation to consider the risk of fraud and corruption in performing the external audit. Council will engage with

Fraud and Corruption Awareness and Prevention Policy incorporating all feedback July 2024

City of Port Phillip Fraud and Corruption Awareness and Prevention Policy



VAGO in an open and collaborative manner to assist VAGO in the discharge of its obligations including:

- Sharing findings of Council's fraud and corruption risk assessments and the results of any investigations undertaken into fraudulent or corrupt behavior;
- Providing VAGO with Council's Fraud and Corruption Control system focusing on the importance Council places on fraud and corruption prevention;
- Offering such assistance as the auditor may require enabling a more comprehensive understanding of Council's approach to fraud and corruption management.

### Public Interest Disclosure Coordinator and officers

Receiving allegations of fraud and corruption (where the disclosure falls within the Public Interest Disclosure Act 2012).

Refer to the below link for Council's Public Interest
Disclosure Procedures and Roles and Responsibilities:
Public Interest Disclosures (Whistle Blowing) - Council
Intranet (portphillip.vic.gov.au)

### Head of ICT Strategy and Information

\*\* referenced in the standard as Information security management system (ISMS) professional DTS recognises the critical importance of safeguarding sensitive data, protecting the privacy of citizens, and maintaining the integrity of ICT systems. To achieve this, Council's ICT strategy encompasses robust security measures across all layers of infrastructure, applications, and processes. DTS will:

- Prioritise proactive threat detection, continuous monitoring, and rapid response capabilities to mitigate fraud risks effectively;
- Foster a culture of cybersecurity awareness by providing comprehensive training to employees;
- Implement cyber best practices, adhering to compliance standards, and leveraging cutting-edge technologies.





Executive Manager Governance & Organisational	Maintain oversight and review of Council's Fraud and Corruption Control System.				
Performance	Maintain oversight of investigations conducted by the Ombudsman, IBAC and other relevant external agencies.				
	Maintain oversight over Council's Registers of Delegations.				
	Maintain oversight over Council's Training and Awareness program/s relevant to this policy.				
Coordinator Risk and Assurance	Responsible for reviewing and updating Council's Fraud and Corruption Awareness and Prevention Policy.				
	Responsible for maintaining Council's confidential Fraud and Corruption Incident Register and the Fraud and Corruption Control System.				
	Support the CEO in expeditiously reporting to IBAC, relevant agencies and the Audit and Risk Committee in accordance with this policy.				
	Develop a fraud and corruption training and awareness program and ensure it is kept up to date by reviewing the elearn module and other training material every 12 months, (in consultation with Head of Governance and Organisational Development).				
	Coordinate the internal audit and core compliance program.				
Executive Manager, People Culture and Safety	Provide oversight of the conduct for any related employee investigations and disciplinary processes in accordance with City of Port Phillip's Discipline Policy.				
Managers, Heads Of, Coordinators, Leads and Team Leaders	Complying with this Policy and promoting awareness and compliance with this Policy to employees, contractors and volunteers who fall within the area of responsibility of their Department/Team, including monitoring completion of mandatory training.				
	Identifying and documenting fraud and corruption risk as business as usual and after organisational change.				
	Ensuring strong fraud and corruption risk controls exist, are recorded on their respective departmental operational risk				

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City of Port Phillip Fraud and Corruption Awareness and Prevention Policy



	registers and are complied with by all staff and frequently reviewed.
	Educating their employees about fraud and corruption controls and procedures following the detection of fraud and corruption.
	Continuously promoting ethical behavior by their actions and advice.
	Business owners / SMEs responsible for relevant training modules and training awareness are responsible for reviewing the module every 12 months and advising Learning and Development if any changes are required.
Council employees, contractors and volunteers	To be aware of and understand their obligations in identifying and reporting any risks, exposures or suspected fraudulent activities.

#### Fraud and Corruption prevention and detection

#### **Pre-employment screening**

A focus on the prevention of fraud and corruption incidents perpetrated by staff commences at the beginning of the City of Port Phillip (CoPP) employment journey. When a preferred applicant is selected by an interview panel, the Pre-Employment Screening process will take place.

This will include reference checks, and for all new employees evidence of Identity and National Police Checks (NPC). Employment screening is designed to minimise the risk of corruption and misconduct risks as well employing people who may be unsuitable for the role by assessing available information at a point in time.

Things to look for may include unexplained gaps in employment history, a pattern of short periods of employment with a series of employers not as contract work or a reluctance to produce referees from past employers/managers.

#### Supplier and customer vetting

In addition to potential employees, Council also vets prospective contractors as part of the public tender process. The depth of analysis is contingent on the level of risk and the value of the proposed procurement. The analysis conducted by a specialist organisation includes credit ratings, any legal actions, court actions, referee checks, business profiles, and provides a risk profile of directors of the business. The independent report is then reviewed and forms part of the tender assessment. Any reported frauds would be identified through this process.

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Note, at the time of updating this policy, work is underway to expand the Contractors Consultant and Suppliers Code of Conduct to include reference to / or extracts from the Fraud and Corruption Awareness and Prevention Policy. (This section will be updated once the review has been completed).

#### Fostering an organisational culture of ethical behaviour

The most effective preventative measures against fraud and corruption are a well-informed and aware workforce, prepared to disclose any fraudulent or corrupt behaviour.

The CEO and Executive Leadership Team is responsible for promoting an anti-fraud and corruption culture throughout the organisation. Staff must be aware that all reports of fraud and corruption will be fully investigated, and appropriate action taken including possible dismissal, , reporting of fraudulent or corrupt activity to Victoria Police or another regulator and potential prosecution including recovery of any financial loss suffered by Council.

#### Training, Awareness and Communication (general / targeted)

#### <u>Staff</u>

Council acknowledges the primary role of staff in the prevention of fraud and corruption. To foster an appropriate fraud and corruption resistant culture, the organisation will implement fraud awareness training and adopt transparent and participative management practices that empower staff in their operational roles. Current training offered includes:

- Fraud and Corruption Awareness and prevention mandatory eLearn module in MyPath.
- Face to Face fraud and corruption training for those without access to a computer.
- Conflict of Interest covered within Code of Conduct mandatory e-learn.
- Gifts and Hospitality covered within Code of Conduct mandatory e-learn.
- Public Interest Disclosures Targeted training provided on an as needs basis.
- Personal Interests Returns impacted officers are provided with a set of guidelines and support from the Governance team.

There will be suitable induction training to enhance fraud and corruption resistance. Awareness of the available reporting mechanisms and Public Interest Discloser (Whistleblower) support will also be further reinforced through training programs and other means of communication such as via Council's intranet page. Training may be facilitated internally and/or via external providers.

Targeted training may be provided for staff working in business areas or functions where the risk of fraud is inherently high (e.g. areas utilising Credit Cards and Purchasing Cards undertake training on the use of the cards and reimbursement requirements).

#### Councillors



Councillors are required to participate in a mandatory induction program within four months of taking the oath or affirmation of office. Fraud and Corruption Awareness will be incorporated in future inductions, including for any potential by-elections.

This training will aim to inform Councillors of their obligations in relation to preventing fraud and corruption and embed a culture of integrity and compliance.

#### Fraud and Corruption risk management and assessment Process

Fraud and corruption risk management is integrated with Council's risk management framework and Operational / Corporate risk register.

A fraud and corruption risk assessment is undertaken at least annually with each manager as part of the full annual risk review process to identify weakness in controls and allow the organisation to identify high risk areas. These assessments will be used to improve any identified internal control weaknesses. There are often changes in a person's behaviour when perpetrating a fraud. Some of these behaviours are obvious however some are also subtle.

Red flag behaviours include (things to look out for):

- Excessive leave balances and refusal to commit to leave arrangements;
- Lifestyle changes new car, expensive holiday;
- Buying gifts for others and shouting expensive lunches, etc.

#### Internal Controls (Fraud and Corruption Control System)

Council must maintain effective internal controls designed to prevent and detect fraud and corruption. These internal controls are outlined in the Fraud and Corruption Control System, (framework for controlling the risks of fraud and corruption against or by an organisation). These controls are subject to review by the Strategic Risk and Internal Audit Group (SRIA) and the Audit and Risk Committee to have oversight that they are effective and respond appropriately to the organisation's current risk profile.

Council must also maintain clearly documented procedures for its high-risk activities such as tendering, accounts payable and purchasing, and management of assets.

Common examples of internal controls include:

- Segregation of duties;
- Identification and declaration of conflict of interest;
- Adherence to and promotion of Council policies including Purchasing Policy, Procedures and checklists:
- Effective leadership setting the tone at the top;
- Security (physical and information systems);
- Supervision (internal reviews);



- Approvals within delegated authority;
- Regular financial reconciliations;
- Sound budget control including regular reviews;
- · Regular review of exception financial management reporting;
- Clear reporting lines;
- · Annual Attestation.

#### **Pressure Testing**

The Standard AS 8001:2021 requires an organisation to implement procedures aimed at assessing the effectiveness of internal controls that are specifically designed or intended to mitigate fraud and corruption risks. Pressure testing involves an internal or external individual or team initiating a series of test transactions to assess the operational effectiveness of internal controls. This involves the introduction of documents, data or other action consistent with an actual fraud or corruption event, to determine if existing internal controls are operating as intended and are effective in preventing fraud or corruption of the type contemplated, and then observing how existing internal controls respond to such a test transaction. Examples of actions that can be used include submitting a 'false' invoice for payment, email communication to change the bank account details of a supplier or a telephone call to change the contact details of a client. Other examples of pressure tests include desktop review of case studies (IBAC, VAGO & Local Government Inspectorate etc.) process walk-throughs and data analysis / analytics. Pressure testing delivers a number of benefits including the following:

- (a) Gaining a better understanding of different functions, programs and risks across the business.
- (b) Providing assurance that internal controls designed to mitigate fraud and corruption risk are operating as intended.
- (c) Closer internal working relationships.
- (d) Increased fraud awareness, helping staff acknowledge the risk of fraud and the vulnerabilities of associated processes.
- (e) Identifying and rectifying previously unknown control vulnerabilities.

Council will include pressure testing of fraud and corruption risk controls as part of its Legislative Compliance evidence-based controls effectiveness testing program which will be reported through SRIA.

#### Reporting of Breaches, Disclosures, Allegations and Investigations

Staff who come forward and report incidents of wrongdoing are helping to promote integrity, accountability and good management within Council. Staff / Contractors should report conduct which involves (or which they reasonably believe may involve) fraud, corrupt conduct, maladministration or serious and substantial waste of public money.

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Anonymous reporting is not an encouraged practice, as anonymous allegations are difficult to pursue as generally further information is required. It is also a means to disguise vexatious or frivolous complaints.

However, City of Port Phillip does recognise that people have many reasons for remaining anonymous, and this should not eliminate these opportunities to prevent and/or detect fraud and corruption.

An Employee who makes a false disclosure, in addition to being guilty of an offence, may face disciplinary action that may include dismissal (see Discipline Policy)

The following issues will be considered when determining to what extent an anonymous disclosure will be investigated:

- · Seriousness of the issue raised;
- Evidence provided;
- · Prospects for further investigation;
- Fairness to the person being investigated.

Disclosures may be made to:

- The Public Interest Disclosures Coordinator or any of the Public Interest Disclosure Officers (as
  outlined in the Council's Public Interest Disclosure Procedures) Note that if the reported
  incident or allegation relates to either the CEO or a Councillor the disclosure must be made to
  the Public Interest Disclosures Coordinator for reporting directly to IBAC.
- Any member of the Leadership Network (Executive Leadership Team or department lead).
- The Coordinator Risk and Assurance.
- Independent Broad-Based Anti-Corruption Commission (IBAC) in accordance with the Public Interest Disclosures Act 2014 or the Independent Broad-based Anti-corruption commission Act 2011 (IBAC Act).

Council may act against anyone who takes reprisal action, particularly where the reprisal action is malicious or reckless, against a Council officer / Contractor who reports suspected or known incidents, consistent with Council's Public Interest Disclosures (Whistleblowers) Policy and Procedures. Any action will be determined by the CEO when it involves employees (Action against Contractors is currently under review)

#### Fraud and Corruption Incident Register

A confidential Fraud and Corruption Incident Register is maintained by the Coordinator Risk and Assurance and is used to record suspected or actual incidents of fraud or corruption. Incidents of fraud or corruption will be reported as confidential items in the Risk Management Update section of the SRIA agenda. Reporting can be completed confidentially and sent through to Coordinator Risk and Assurance either electronically or via internal mail marked "confidential".

All incidents related to fraud or corruption are reported to the CEO. However, the Audit and Risk Committee will only receive reports of actual substantiated fraud or corruption or any serious



allegations of fraud or corruption (in accordance with Public Interest Disclosure Act requirements, where relevant).

#### **Notification and Investigation Process**

Where an incident of suspected fraudulent or corrupt conduct is reported, the officer receiving the report should:

- Make detailed notes about the circumstances of the incident by undertaking a preliminary assessment.
- Unless the matter is a Public Interest Disclosure pursuant to the Public Interest Disclosures Act 2012 (Vic), report the matter immediately to the CEO and the relevant General Manager / Director as well as the Executive Manager Governance & Organisational Performance for inclusion in the register.
- Quarantine, capture and collate digital and physical evidence.
- Maintain confidentiality at all times around all allegations raised and the identity of any individuals involved.
- Not attempt to personally undertake an investigation as generally Council will engage an external investigator.
- Not contact any staff members which are the subject of the allegations.
- Not discuss the complaint with any other staff members other than as directed by an authorised investigating officer.
- Not compromise the integrity of any evidence supporting allegations raised.
- Usually the Risk and Assurance Coordinator in conjunction with senior management will risk
  assess what the event will mean to the organisation and activate the response and recovery
  procedure. This group will also determine if action should be taken to suspend the suspected
  staff and remove their access both digital and physical.

#### **IBAC Mandatory Notification**

Mandatory notifications of public sector corruption were introduced in December 2016. This obligation is set out in Section 57 of the Independent Broad-based Anti-Corruption Commission Act 2011 Independent Broad-based Anti-corruption Commission Act 2011 (the IBAC Act), requiring 'principal officers'\* of a Public Sector body to notify IBAC on reasonable grounds of any matter they suspect is occurring or has occurred constituting corrupt conduct.

"principal officers - head of a department, agency or Council

There is no legislative obligation for relevant principal officers to search out corrupt conduct, only report it when suspected. To meet the threshold for notification to IBAC, the conduct must:

- 1. Be corrupt conduct as defined in section 4 of the IBAC Act; and
- 2. Be an indictable offence or a prescribed common-law offence committed in Victoria; and
- 3. Lead a reasonable person to suspect that corrupt conduct has occurred or is occurring (reasonable suspicion).

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The Coordinator Risk & Assurance is currently the City of Port Phillip nominated officer to report mandatory notifications to IBAC, utilizing the IBAC Mandatory notification form <a href="Mandatory">Mandatory</a> notifications | IBAC All information exchanged is authorized by the CEO &/or nominated delegated officer.

#### **Investigation Outcome**

Once an investigation has been finalised, the CEO will determine the appropriate course of action in consultation with the relevant General Manager, Executive Manager People, Culture & Safety and Manager Governance & Organisational Performance which may include:

- · Disciplinary action.
- Referral to Victoria Police.
- Referral to another agency for investigation.
- · Civil action.

The Executive Manager Governance & Organisational Performance and the Coordinator Risk and Assurance (or other delegated officer) shall work with relevant managers to ensure appropriate controls are introduced to prevent a reoccurrence of the issue.

Investigation may not always uncover all the perpetrators or obtain enough evidence for police, regulators or prosecution. But 'disruption' of the activity is recognised as an adequate response because it helps ensure such activities don't continue.

#### Notifying impacted third parties about fraud and corruption

Council has established a notification process to consider the impact of a fraud and corruption event on third parties. Third parties include customers, clients, Government services, law enforcement, community, environment, industry and national security. When a fraud or corruption event has been identified, Council will assess the possible impact on third parties and notify where deemed appropriate.

#### **Crime and Fraud Insurance Arrangements**

Council maintains a crime insurance policy , that forms part of the suite of insurances which Council administers. The policy is designed to respond to incidents of crime / fraud where Council has suffered a financial loss including employee fraud, computer (cyber) fraud, identity fraud, credit card fraud and forgery, etc.

The extent of coverage and applicable excess is reviewed each year at renewal. In order to ensure that council has notified insurers of any potential criminal or fraudulent activity, an annual risk and insurance attestation is forwarded to all managers to ensure disclosure of circumstances or confirmation of incidents previously reported in the financial year are appropriately recorded and reported.



#### 4. Supplementary policy documents

The Fraud and Corruption Awareness and Prevention Policy is one of a suite of policies and procedures designed to minimise the incidence of corrupt conduct in the workplace. This Policy should be read in conjunction with other related policies and procedures which together form the Fraud and Corruption Control System, including but not limited to:

City of Port Phillip Fraud and Corruption Control Plan

Integrity Framework (In Draft)

Discipline Policy, Guidelines and Procedures

Employee Code of Conduct (including Council's Gift & Hospitality Policy)

Councillor Code of Conduct (including Council's Gift & Hospitality Policy)

**Procurement Policy** 

Corporate Credit Card Policy

Conflict of Interest Policy including (Gifts and Hospitality)

Recruitment and Selection Policy

Public Interest Disclosure Procedure

Risk Management Policy and Framework

Risk Management Principles and Guidelines AS/NZS ISO 31000-2018

Risk Register

Fraud and Corruption Incident Register

Audit and Risk Committee Charter

#### Normative references

(Some contents of the following documents are referred to in this Policy however this does not indicate total compliance)

AS ISO 37001, Anti-bribery management systems — Requirements with guidance for use AS ISO/IEC 27001, Information technology — Security techniques — Information security management systems

#### 5. Related legislation and documents

The following legislation establishes Council's accountability and integrity framework and determines key requirements to ensure fraudulent and corrupt conduct is not tolerated.

Local Government Act



Crimes Act Victoria

Australian Standard AS8001-2008 – Fraud and Corruption Control AS 8001:2021 Fraud and Corruption Control

Public Interest Disclosure Act 2012 (Vic)

Independent Broad-based Anti-Corruption Commission (IBAC) Act 2011

Ombudsman Act 1973

Audit Act 1994

Privacy and Data Protection Act

#### 6. Definitions

Term	Definition
Bribery (subset of corruption)	Offering, promising, giving, accepting or soliciting of an undue advantage of any value (which could be financial or nonfinancial), directly or indirectly, and irrespective of location(s), in violation of applicable law, as an inducement or reward for a person acting or refraining from acting in relation to the performance of that person's duties  Examples of acts of fraud include (but are not limited to):  A council officer or councillor accepts a financial incentive to provide contract specifications in a tender ahead of time.  Offering a cash incentive to procurement staff to sway their decision on a tender in favour of the paying vendor.  A member of the Rates Team being offered cash to provide details of certain people addresses within the municipality.
Business associate	External party with whom the organization has, or plans to establish, some form of business relationship including outsourcing providers, contractors, sub-contractors and consultants. (refer Supplier and customer vetting)
Fraud External	The Australian Standard for fraud and corruption control AS 8001:2021 defines fraud as:  Externally instigated fraud Fraudulent activity where no perpetrator is employed by or has a close association with the target organisation. (For example  Cyber-attack including attempts to destroy, expose, alter, disable, steal or gain unauthorized access to or make unauthorized use of an asset)



Term	Definition
	<ul> <li>False invoicing, involving a person with no connection to the target organization creating a fictitious invoice claiming payment for goods or services not delivered.</li> <li>Unauthorised access to the bank account of the target organization and transfer to a fictitious bank account. often initiated by way of a "phishing" or "spear-phishing" malware distribution</li> </ul>
Fraud	Dishonest activity causing actual or potential financial loss to any person or entity including theft of moneys or other property by employees or persons external to the entity and where deception is used at the time, immediately before or immediately following the activity. This also includes the deliberate falsification, concealment, destruction or use of falsified documentation used or intended for use for a normal business purpose or the improper use of information or position for personal financial benefit. While conduct must be dishonest for it to meet the definition of "fraud" the conduct need not necessarily represent a breach of the criminal law.
	<ul> <li>Examples of acts of fraud include (but are not limited to):</li> <li>theft of plant and equipment</li> <li>theft of inventory</li> <li>false invoicing (creating a fictitious invoice claiming payment for goods or services not delivered or exaggerating the value of goods delivered or services provided)</li> <li>theft of funds or cash (usually involving some form of concealment)</li> <li>accounts receivable fraud (misappropriation or misdirection of remittances received by an entity from a debtor)</li> <li>credit card fraud involving the unauthorised use of a credit card, credit card number issued to another person or the use of stolen or fraudulently generated credit card numbers by merchants.</li> <li>theft of intellectual property or other confidential information</li> <li>release or use of misleading or inaccurate information for the purposes of deceiving, misleading or to hide wrongdoing.</li> <li>misuse of position in order to gain some form of financial advantage.</li> </ul>
Corruption	The Australian Standard for fraud and corruption control AS 8001:2021 defines corruption as:



Term	Definition
	Dishonest activity in which a person associated with an organization (e.g. director, executive, manager, employee or contractor) acts contrary to the interests of the organization and abuses their position of trust in order to achieve personal advantage or advantage for another person or organization. This can also involve corrupt conduct by the organization, or a person purporting to act on behalf of and in the interests of the organization, in order to secure some form of improper advantage for the organization either directly or indirectly
	Examples of Corruption include (but are not limited to):  • taking or offering bribes
	dishonestly using influence
	Serious conflict of interest involving a senior executive of an entity or other entity acting in his or her own self-interest rather than the interests of the entity to which he or she has been appointed
	misusing information or material acquired at work (to confer an improper advantage or disadvantage on a person)
	<ul> <li>conspiring or attempting to engage in the above corrupt activity.</li> </ul>
	Corruption can occur through:  • improper or unlawful actions or inactions
	actions of private individuals who try to improperly influence council functions or decisions.
	Examples of acts of corruption include (but are not limited to) the following:  • disclosing tender bids to competing tenderers before a tender closes;
	<ul> <li>accepting payments to make planning decisions in a particular way;</li> </ul>
	providing family and close friends with preference;
	<ul> <li>While conduct must be dishonest for it to meet the definition of corruption, the conduct does not necessarily represent a breach of the law.</li> </ul>
Information security	Preservation of confidentiality, integrity and availability of information

Attachment 1: Fraud and Corruption Awareness and Prevention Policy incorporating all feedback July 2024

City of Port Phillip Fraud and Corruption Awareness and Prevention Policy



Term	Definition
Information security management system (ISMS) professional	Person who establishes, implements, maintains and continuously improves one or more information security management system processes
Information security management system (ISMS)	Part of the overall management system, based on a business risk approach, that establishes, implements, operates, monitors, reviews, maintains and improves information security
Governing body (Council)	A group or body that has the ultimate responsibility and authority for an organisation's activities, governance and policies and to which top management reports and by which top management is held accountable.
Investigation	Investigation means a search for evidence connecting or tending to connect a person (either a natural person or a body corporate) with conduct that is dishonest and / or infringes the criminal law or the policies and standards set by the Council.

#### 7. Document history

Version	Date of approval/adoption	Changes made	ECM record
Fraud and Corruption Control Policy	June 2017	Ver 1.2 - Update reflects Council's current operating environment.	16/11/17
Fraud and Corruption Awareness & Prevention Policy	May 2020	Ver 1.3 - Update reflects Council's current operating environment, includes feedback from Fraud Internal Audit Nov 2018 and better aligns with the Fraud and Corruption Control standard AS8001-2008.	98/01/37
Fraud and Corruption Awareness & Prevention Policy	July 2024	Ver 2.0 - Update reflects Council's current operating environment, compliance with the updated Fraud and Corruption Control Standard AS8001-2021 and includes feedback from the Fraud Internal Audit July 2023.	98/01/37



13.3 APPOINTMENT OF CR PEARL AS COUNCIL'S DELEGATE TO

MAV EXTERNAL COMMITTEE

EXECUTIVE MEMBER: JOANNE MCNEILL, EXECUTIVE MANAGER, GOVERNANCE AND

**ORGANISATIONAL PERFORMANCE** 

PREPARED BY: XAVIER SMERDON, HEAD OF GOVERNANCE

1. PURPOSE

1.1 To appoint Councillor Marcus Pearl as Council's primary delegate for the Municipal Association of Victoria (MAV) external committee for the remainder of the Council term.

#### 2. EXECUTIVE SUMMARY

2.1 This report facilitates that Councillor Marcus Pearl will replace Councillor Louise Crawford as Council's primary delegate to the MAV external committee and, as such, allows Councillor Pearl to vote on motions tabled at the MAV State Council on behalf of Council.

#### 3. RECOMMENDATION

That Council:

3.1 Appoints Councillor Marcus Pearl as Council's primary delegate to the Municipal Association of Victoria external committee for the remainder of the Council term.

#### 4. KEY POINTS/ISSUES

- 4.1 Council participates in various delegated, advisory and external boards and committees. Each requires Council to nominate Councillor representation.
- 4.2 On 6 December 2023, Councillors were appointed to Council's various advisory and external committees.
- 4.3 In July 2024, officers were advised that Council's delegate and substitute delegate to the MAV external committee were unable to attend State Council on 23 August 2024.
- 4.4 MAV rules require that a substitute representative be appointed by resolution of Council to allow the representative to have voting rights at State Council.
- 4.5 Officers have since been advised that it is intended for Councillor Pearl to replace Councillor Crawford as Council's primary delegate to the MAV external committee until the end of the current Council term.
- 4.6 Mayor Heather Cunsolo will remain as Council's substitute delegate to the MAV external committee.

#### 5. CONSULTATION AND STAKEHOLDERS

5.1 Councillors are requested to make use of the standing item on the Council agenda "Reports by Councillor Delegates" to report back to Council on the activities of respective advisory and external bodies.

#### 6. LEGAL AND RISK IMPLICATIONS

6.1 If Council does not resolve to appoint a replacement delegate, Councillor Pearl be ineligible to vote on motions tabled at MAV State Council on 23 August 2024.



#### 7. FINANCIAL IMPACT

7.1 There are no financial impacts arising as a result of this report.

#### 8. ENVIRONMENTAL IMPACT

8.1 There are no environmental impacts arising as a result of this report.

#### 9. COMMUNITY IMPACT

9.1 Appointments to external bodies is at the discretion of the Council, however, there is a possibility that Council and the community would lose a significant voice in an important forum if Council was not represented.

#### 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 The appointment of Councillors to committees is consistent with Council's strategic direction and commitment to the community of a financially sustainable, high performing, well governed organisation that puts the community first.

#### 11. IMPLEMENTATION STRATEGY

#### 11.1 TIMELINE

11.1.1 The appointment will take effect from the date of this resolution.

#### 11.2 COMMUNICATION

11.2.1 Once resolved, officers will advise the MAV that Councillor Pearl has been appointed as Council's primary delegate to the MAV external committee by way of signed correspondence from Council's CEO.

#### 12. OFFICER MATERIAL OR GENERAL INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

#### ATTACHMENTS NII



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#### 14.1 Notice of Motion - Mayor Cunsolo - Around the Bay

I, Councillor Heather Cunsolo, give notice that I intend to move the Motion outlined below at the Ordinary Meeting of Council on 07 August 2024:

#### That Council:-

- 1. That Council waive \$7500 (50% of \$15,000) of the event permit fee that has been quoted to the Bicycle Network for the holding of the 2024 Around the Bay event.
- 2. Notes that the event has provisional approval for 2024 and is working with the Events Team to obtain the full permit, which is expected to be issued imminently. The permit for Around the Bay relates to road closures and a rest-stop.

#### **Supporting Information**

#### **About Around the Bay**

- Around the Bay has occurred for 30 years, it has started and finished in various locations but due its size and early start the last few years it has been set-up at Albert Park Lake. The event is a not-for-profit mass community event, run by the Bicycle Network.
- Bicycle Network has received a fee estimate of \$15k from City of Port Phillip for the event, which relates to on-road fees for closures required within the municipality and the set up of a drinks/rest stop.
- The event hosts six ride options ranging from the Family Ride to 300km. All longer ride options include a section along the City of Port Phillip foreshore, and the Family ride takes place in Albert Park Lake Reserve.
- This year the event will also feature an e-bike expo and an event village in Albert Park Lake Reserve open to all.
- The ride events are ticketed with participants charged a short distance fee \$49 pp and the
  long distance up to \$285.00 per person, which help fund the running of the event. Kids under
  14 are free for the Family Ride. Riders are also encouraged to undertake their own
  fundraising for the event charity partner, Maddie Riewoldt's Vision, for patients living with
  Bone Marrow Failure Syndromes.
- The Bicycle Network reports that 7,165 people undertook the ride last year.

#### **Proposal**

- The City of Port Phillip events team have assessed the event against the Outdoor Events Fee Subsidy Guidelines and subsequently offered a 30% fee waiver.
- The event has contacted Council to seek a further waiver, citing:
  - The Bicycle Network have proposed a partnership arrangement to host a two-day event village and e-bike expo within the City of Port Phillip in exchange for a 100% fee waiver

#### **Permit Waiver Considerations**

• The Bicycle Network received a 30% discount in 2023, and paid full fees in 2019 and 2022 (did not run due to COVID in 2020 or 2021)



- The event is considered a commercial event with a charity fundraising component and is held outside peak times, so qualifies for a 30% discount.
- There is community benefit in the family ride with kids under 14 riding for free and having the e-bike expo and event village open to all.
- This event is not eligible for any current funding streams/grants within CoPP.
- For an event to qualify for greater discounts under the guidelines they would need to satisfy a
  range of additional considerations relating to purpose of event, timing and other community
  benefits. For events to receive a 100% discount they must meet criteria including being a
  local non-for-profit group, directing all proceeds to fundraising, and not being a ticketed
  event.
- There is a risk that in waiving the fees as an exception to the Fee Subsidy Guidelines, a precedent will be set for other events hosted within the municipality.
- A history of recent event waivers is as follows:

Event Name	Average Attendance / Participation	Key Qualifiers for Waiver
Father's Day Car Show	40,000	Increase usage and activity at key activity centres and open space, and opportunities to change behaviour or perceptions within key areas
		Opportunity for community strengthening, connection and social benefit
		Increase interaction with local community, including local artists, community groups and facilities
Wellness Run	8,000	Promote a healthy, safe and welcoming experience
		Are produced by local community, sporting or trader groups
		Opportunity to increase engagement with, and pride in, the local area
		DGR Status & Not local, Peak
Connor's Run	4000	Promote a healthy, safe and welcoming experience
		Are produced by local community, sporting or trader groups
		Opportunity to increase engagement with, and pride in, the local area
		DGR Status & Not local, Shoulder



 Examples of applications received in 2023/24 that received 100% fee waiver are: Planetary Healing, Chanukah Celebrations, Port Melbourne Primary School Colour Run, Carols by the Bay, Elwood Toy Library, Planetshakers, Middle Park Primary School, Port to Park Swim, Neighbourhood Watch, Artists for Kids Culture

#### **Economic Impact**

- Bicycle Networks has provided the following figures relating to Around the Bay for 2023:
  - o Riders come from all around Australia, with the usual length of stay being 3-7 nights.
  - Of ticket sales to date, 4% of the riders reside in Port Phillip, 96% from other areas (see heat map) we have sold around 35% of estimated tickets
- Council's Economic Development team have noted there was a slight uplift in spend within the municipality during the Around the Bay event in 2023: 4% up on previous year including 15% up on the evening of the event). At a local level Fitzroy Street (+3%) and Acland Street (+5%) had higher spends that the same time the previous year. We do not have data to quantify impact on spending along the St Kilda foreshore, who have consistently noted negative impacts from road closures that limit access to their businesses.
- Council reviewed its Events Strategy and Outdoor Events Policy on 19<sup>th</sup> June 2024 with the aim of mitigating the impact of events with road closures on traders in St Kilda, and particularly those along the foreshore.

#### Around the Bay Alignment with Integrated Transport Strategy

- Events such as these align with the ITS Outcomes and directly deliver on Action 22 -Encourage and support the community to ride bikes.
- The ITS has a target of increasing the number of daily bike trips to 44K by 2027/28 (151% increase from 2016) and technologies such as e-bikes may support mode shift in our community from private vehicles to sustainable transport. Events such as the proposed e-bike expo offer an opportunity for the community to investigate this option.

#### **Financial Impact**

- Providing a half waiver for the event as outlined will be a total impact to Council of \$ \$7500 (30% waivers have already been approved under Officer delegation according to the fee subsidy guidelines)
- Should the full fee waiver be granted, this amount will be deducted from event permit revenue and have an impact on projected revenue for 2024/25 (currently forecast to be a total of \$540k)
- No appropriate grant streams exist to fund either of these requests.



#### 15. REPORTS BY COUNCILLOR DELEGATES

#### 16. URGENT BUSINESS

#### 17. CONFIDENTIAL MATTERS

17.1	Park Street Bike Link and Road Construction Tender Award	829
17.2	Procurement for the Maintenance of Paid Parking Machines	829
17.3	Award of Carpentry & Handyman Services Panel Contract	829

#### RECOMMENDATION

That Council resolves to move into confidential to deal with the following matters pursuant to section 66(2) of the *Local Government Act 2020*:

#### 17.1 Park Street Bike Link and Road Construction Tender Award

3(1)(a). Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

**Reason -** Contractual negotiations regarding the procurement of services for this project are still being undertaken and finalised, and the public release of the information in the report at this stage may negatively impair the Council's ability to negotiate and implement procurement arrangements effectively

#### 17.2 Procurement for the Maintenance of Paid Parking Machines

3(1)(a). Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

**Reason -** The report contains contractor price submissions, subjective evaluation summary notes and other information that may jeopardise Council's position in finalising contract negotiations related to this service yet to be finalised.

#### 17.3 Award of Carpentry & Handyman Services Panel Contract

- 3(1)(g(i)). private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets
- 3(1)(g(ii)). private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

**Reason -** The report outlines a proposed contracting arrangement and comercially sensitive information that if made public would potentially expose parties to unfavourable disadvantage