



MEETING OF THE PORT PHILLIP CITY COUNCIL

AGENDA

18 JUNE 2025



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MEETING OF THE PORT PHILLIP CITY COUNCIL

18 JUNE 2025



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](#)



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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, 18 June 2025 at 6:30pm**. At their discretion, Councillors may suspend the meeting for short breaks as required.

AGENDA

- 1 APOLOGIES**
- 2 MINUTES OF PREVIOUS MEETINGS**
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- 3 DECLARATIONS OF CONFLICTS OF INTEREST**
- 4 PUBLIC QUESTION TIME AND SUBMISSIONS**
- 5 COUNCILLOR QUESTION TIME**
- 6 SEALING SCHEDULE**
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The information contained in the following Council reports is considered to be Confidential Information in accordance with Section 3 of the Local Government Act 2020.

17.1 St Kilda Pier Landside Works Upgrade - Contract Award

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: This report contains the assessment and recommendation arising from a confidential procurement process. Further, the report outlines options available to address a budget shortfall. The costings of these options are commercial in confidence. Disclosure of this information publicly may impact Council's ability to work with the recommended contractor in the delivery of the project.

17.2 Delivered Meals Contract Extension Report

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 contains specific information regarding the current contract spend, and contractor performance which would unreasonably expose the business.

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1. APOLOGIES

2. MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the minutes of the Meeting of the Port Phillip City Council held on 21 May 2025 be confirmed.

3. DECLARATIONS OF CONFLICTS OF INTEREST

4. PUBLIC QUESTION TIME AND SUBMISSIONS

5. COUNCILLOR QUESTION TIME

6. SEALING SCHEDULE

Nil

7. PETITIONS AND JOINT LETTERS

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7.1

PETITION: WOODGATE STREET AND BOUNDARY STREET LIGHTING

A Petition containing 91 signatures, was received from residents of Woodgate Street and Boundary Street.

The Petition states the following:

To the Mayor and Councillors of the Port Phillip City Council

The Petition of the following named citizens draws the attention of the Council that sections of the street between Woodgate Street and Boundary Street remains poorly lit, especially during the evening and nighttime hours. The lack of proper lighting poses significant safety risks for Port Melbourne and Fishermans Bend residents, pedestrians, cyclists, and motorists who regularly use this street.

Key Concerns include:

- *Safety Hazards: The current lighting does not provide sufficient visibility, increasing the risk of accidents, falls, and other incidents. This is particularly concerning for elderly residents, children, and those walking or cycling along the street at night.*
- *Increased Vulnerability: The insufficient lighting creates dark spots, making the area more susceptible to criminal activity, and causing residents and visitors to feel unsafe.*
- *Impact on the Community: As our community continues to grow and attract more visitors, it is vital that our infrastructure evolves accordingly to ensure the safety and well-being of all who live in, work in, and visit the area.*

The following Petitioners hereby request the installation of additional streetlights in the affected area. We firmly believe that addressing these issues is crucial to maintaining a safe, vibrant, and welcoming neighbourhood for all.

OFFICER COMMENT

Officers acknowledge receipt of the petition and thank those that have prepared the petition and garnered the interest of concerned residents. Officers understand the concerns, recognising the importance of appropriate public lighting to uphold public safety, accident prevention, and deter criminal and other unsavoury activities. Officers are familiar with this area and have undertaken past investigations and responded to concerns raised by residents.

There are gaps in the public lighting network around South Melbourne; similar gaps exist in Port Melbourne and Fishermans Bend. These gaps exist where there has been a shift over the years in precinct use away from industrial / commercial and to residential. This shift in precinct use has resulted in greater levels of service required in terms of public lighting, and the streetlights in Woodgate Street (Boundary to Montague Street) fall into this category.

Scheduled for FY 2025/26, a municipal wide assessment of the public lighting network will take place. Public lighting requirements will form part of this work and will inform the funding requirements for a multi-year upgrade and renewal program of public lighting.

In the interim, arrangements will be made for the temporary deployment of a lighting solution to improve the current situation, and the pruning of trees to address shading issues impacting lighting performance.

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RECOMMENDATION

That Council:

1. Receives and notes the Petition.
2. Thanks the petitioners for their Petition relating to street lighting between Woodgate and Boundary Streets, South Melbourne.
3. Directs the CEO, or their delegate, to arrange for the temporary deployment of a lighting solution to improve the current situation, and the pruning of trees to address shading issues impacting lighting performance.
4. Provides a response at a future Council meeting, informed by the municipal wide assessment of the public lighting network.

ATTACHMENTS

Nil



7.2

PETITION: ENHANCING ARGYLE STREET PRECINCT

A Petition containing 19 signatures was received from residents of Alma Ward, Albert Park Ward & City of Port Phillip

The Petition states the following:

We, the undersigned residents and stakeholders, thank the City of Port Phillip for initiating the Enhancing Argyle Street Precinct project and for the opportunity to contribute to the future planning of our neighbourhood. This project presents a rare and valuable chance to future-proof Argyle Street and its surrounds for the next 60+ years, delivering safer, greener, and more accessible public infrastructure for all community members.

In the spirit of collaboration, we submit this petition to provide resident feedback and input for inclusion of specific design elements to ensure the initiative reflects the lived experiences, aspirations, and long-standing advocacy of local residents. Our requests are based on more than 15-20+ years of community consultation, ongoing engagement, and repeated submissions made to Council since 2010.

1. ROAD RESURFACING & TRAFFIC CALMING

We request:

a) Road Resurfacing

- Full resurfacing of Argyle Street and key adjoining streets including:
 - Marriott Street
 - Steele Avenue
 - Henryville Street
 - Odessa Street
 - Lambelth Place

b) Removal of Old Existing Speed Humps

- Remove all outdated brick-top speed humps.

c) Traffic Calming Measures - examples only:

Safer Protected Pedestrian Crossings with Garden Beds

- Install new flat-top road humps (75mm height), modelled on City of Monash design: <https://shape.monash.vic.gov.au/valley-haughton>
- Painted pedestrian crossings and kerb extensions with garden beds
- Benefits: reduced vehicle speed, better visibility, lower noise, improved aesthetics and pedestrian safety

Strong Objection:

No Watts Profile Humps

Watts Profile speed humps are strongly opposed by residents and community members due to their multiple drawbacks:

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- *Excessively noisy, especially when speeding vehicles, or heavy vehicles such as garbage trucks or delivery vans pass over them, disrupting nearby homes at all hours.*
- *Ineffective for traffic calming: many drivers do not anticipate their steepness, brake suddenly upon approach, then accelerate rapidly afterward to regain momentum encouraging erratic and unsafe driving patterns between humps.*
- *Increase wear and tear on vehicles, especially low-clearance cars, and pose challenges for emergency services and public transport vehicles that require smoother road transitions.*
- *Aesthetic blights, often appearing as harsh, intrusive additions to residential streetscapes that reduce visual amenity.*
- *Prioritise pedestrian safety, failing to include flat-top or painted pedestrian zones which improve visibility and safe crossing, especially for children, older residents, and people with disabilities.*

No Use of Bricks

Bricks become slippery and deteriorate quickly; we oppose any use on crossings or footpaths, foot paths or pedestrian crossings (ie do NOT use bricks).

2. FOOTPATH UPGRADES - WIDENING, ACCESSIBILITY, SAFETY

We request Council:

- Undertake comprehensive footpath works:*
 - *Fully resurface, widen, and level footpaths along Argyle Street and adjoining streets*
 - *Eliminate trip hazards and steep crossovers where possible*
 - *Use consistent, non-slip surface materials*
 - *Install accessible kerb ramps and safe pedestrian zones*
- Prioritise safety and access for vulnerable users:*
 - *Elderly residents, disability aid users, prams, and young families*
 - *Visitors to Betty Day Community Centre and St Kilda Kindergarten*
 - *Social housing residents and business patrons*
- Proposal:*
 - *Fully upgrade the northern footpath of Argyle Street (St Kilda Rd to Chapel St), and Southern footpath if able*
 - *Provide at least one continuous, safe, compliant pedestrian corridor*

3. TREE PLANTING, CANOPY & GREENING STRATEGY

Generally we're very support the proposal for landscaping and planting, but not sure it goes far enough for meeting councils 30% green canopy targets, and kindly request under Council's greening and sustainability objectives:

- *Install new garden beds along verges and traffic calming locations*
- *Include rain gardens at all street corners- refer to note on utilities and services*
- *Plant more mature tree stock (where possible), not saplings, for accelerating canopy benefits*

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- *Replace underperforming or inappropriate existing trees with new species for uniformity*
- *Odessa St corner- Replace new tree with Ulmus Parvifolia and plant garden bed*
- *Ensure alignment with 30% canopy coverage target from the Urban Forest Strategy:*
https://www.portphillip.vic.gov.au/media/ifnh3rzt/urban-forest-strategy_2024.pdf

4. ALIGNMENT WITH URBAN FOREST PRECINCT PLAN (UFPP)

Council is urged to apply relevant tools from the Urban Forest Precinct Planning Guidelines:
<https://haveyoursay.portphillip.vic.gov.au/greening-port-phillip-1>

Design features requested include:

- *Protected pedestrian crossing*
- *Localised lane narrowing - perhaps used instead of installing new speed humps/pedestrian crossings?*
- *Corner build-out*
- *Footpath Widening*
- *Kerb outstands (within road)*

5. UTILITIES - DO NOT LET UTILITY SERVICES BLOCK GOOD DESIGN

We ask Council to:

- *Work proactively with utility providers (gas, water, NBN, electricity) to relocate assets or adopt workarounds*
- *Learn from previous successful projects within CoPP*
- *Explore co-funding or planning exemptions where required*

6. BETTY DAY CENTRE & JIM DUGGAN RESERVE PRECINCT MASTERPLAN

The precinct offers a once-in-a-generation opportunity. We urge the City to accelerate funding commit to a comprehensive, integrated masterplan, design and construction.

We request:

- *A fast tracked investment of \$10-20M+ to future-proof community facilities, for master plan, design, construction of precinct*
- *Clear separation between temporary beautification works and permanent infrastructure upgrades*
- *Reallocation of funds from pop-up or cosmetic works toward strategic redevelopment works*

Suggested Masterplan Elements:

- *Create new north facing open space park with main entrance onto Argyle Street*
- *Relocate centre entrances to Marriott Street for better orientation & demolish existing buildings and relocate new buildings to southern section of site*
- *Upgraded childcare and kindergarten facilities*
- *Community café and social enterprise venue*
- *Shared community and co-working spaces*

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- *Expanded Jim Duggan Reserve: gardens, basketball courts, BBQs*
- *EV charging stations, solar infrastructure, and green building design*
- *Relocate parking drop off/pick up zone from Argyle Street to Bath Street (rear of precinct), and/or construct underground parking to align with new entrances to future new kinder garden and Betty Care Centre from Bath Street and Marriott Sts.*

CONCLUSION

We respectfully request that the City of Port Phillip petition with:

- *A formal written response*
- *Revised designs and actions incorporating resident feedback*
- *Funding and Timeline commitments for key works*
- *Confirmation of alignment with UFPP and Greening Port Phillip targets*

This petition is made in good faith to ensure that this vital precinct reflects the needs, values, and aspirations of its community for the next generation and beyond

Kind Regards,

Residents of Alma Ward, Albert Park Ward & City of Port Phillip

OFFICER COMMENT

The feedback in the petition relates primarily to Council's current 'Enhancing Argyle Street Precinct' project which was open for community feedback via Council's online Have Your Say platform from 17 April until 22 May 2025.

The draft plan presented to the community for engagement was the result of a process to respond to community advocacy, primarily from the Safer Greener Argyle Street community group. The group which was established in 2023 and advocated for improvements to Argyle Street between St Kilda Road and Chapel Street, together with broader precinct upgrades. The lead petitioner is a founding member of the Safer Greener Argyle Street community group, and several petitioners are also members of the group. The group wanted to see improvements to footpaths and crossings, slower car speeds and less 'rat running', increased greening in kerb outstands and improved road surface and drainage.

Officers met with the group's representatives to discuss ideas for improved amenity and safety on Argyle Street through the process of developing the draft plan. The plan outlines a draft vision, principles, and short-, medium- and longer-term outcomes. The document responds to residents by demonstrating opportunities to deliver tangible improvement to the area, guided by good urban design, and aligned to Council's strategies and programs.

The Safer Greener Argyle Street community group was invited to gather and provide feedback on the draft document in January 2024. This feedback informed the updated draft which was recently shared online with the broader community to ensure the broader community as well as the community advocacy group could have their say.

To promote the engagement, approximately 320 letters were hand delivered by officers to residents of Argyle St and surrounding streets. There were also posters and left flyers at the Betty Day Centre and the childcare centre.

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The online engagement included survey questions and open fields for comments. Survey was filled out online by 51 people. Five survey responses referred to the petition. In addition to the survey and petition, one other detailed submission was received via email.

Officers are collating community feedback into an engagement summary report which will inform the final Enhancing Argyle Street Precinct plan.

Officers will include the feedback from the petition into the broader community feedback received via Have Your Say to ensure there is a complete assessment of community sentiment. This will assist in developing a clear picture of community views, enable a transparent and wholistic evaluation of feedback, balancing competing views to inform the final plan and other next steps.

Detailed design will quickly follow confirmation of the final plan in order to prepare for delivery in 2025/26. \$990k is allocated for delivery of these works.

RECOMMENDATION

That Council:

1. Receives and notes the petition.
2. Thanks the petitioners for their petition.
3. As this petition pertains to an operational matter, in accordance with Council's Governance Rules, Council refers the petition to the CEO for consideration.
4. Notes that Council has recently completed community engagement on proposed improvements to Argyle Street, which were instigated in response to community advocacy.
5. Notes that the feedback received via the petition will be included and responded to as part of the community engagement process.

ATTACHMENTS

Nil



7.3

PETITION: URBAN FOREST PRECINCT PLAN

A Petition containing 26 signatures, was received from the residents of Alma Ward, Albert Park Ward and the City of Port Phillip.

The Petition states the following:

We, the undersigned residents and community members, formally request that the City of Port Phillip urgently include the area bounded by St Kilda Road-Inkerman Street - Chapel Street- Dandenong Road within the current planning phase of the Urban Forest Precinct Plan. This area is a vital civic, transport, residential and mixed-use corridor that has been excluded from the current draft, despite its strategic importance and alignment with Council's stated objectives. If required, the construction and implementation can be delivered in stages _ however, we urge Council to ensure the planning phase fully incorporates this precinct now, to avoid inefficiencies and lost opportunities.

PLANNING PHASE- "Must Include" Zone

St Kilda Rd-Inkerman St-Chapel St -Dandenong Rd Area

Integrate into current planning phase to align delivery and avoid duplicated costs

KEY REASONS FOR INCLUSION

1. Planning & Budget Efficiency

- Prevents fragmented rollout and duplicated ramp-up/ramp-down delivery costs.*
- Optimises timeline for budgeting, design, and construction.*
- Reduces long-term project management delays and risk.*

2. Integrated Urban Outcomes

- Transport & Safety: This area is a critical connector across tram, pedestrian, cycling, and vehicle routes.*
- Public Realm Activation: Unlocks public benefit for surrounding community and commercial areas.*
- Canopy & Cooling: Current hard surface ratio + limited green space = priority heat island mitigation zone.*
- Green Network Logic: Seamlessly links to adjacent Urban Forest precincts.*

3. Maximising Council Resources

- Enables holistic community consultation and delivery.*
- Strategic, forward-thinking planning delivers far greater ratepayer value.*
- Supports long-term, sustainable infrastructure outcomes.*

DELIVERY / CONSTRUCTION PHASE

We raise no objection to this area being delivered in future stages. However, it must be included in the current planning to ensure strategic alignment and future delivery efficiency.

We ask Council to:

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- 1. Acknowledge this petition.*
- 2. Confirm inclusion of this zone in the current planning phase.*
- 3. Update the public consultation map and link to reflect inclusion.*

RECOMMENDATION

That Council:

1. Receives and notes the Petition and provides a response as part of the 'Balaclava & East St Kilda Urban Forest Precinct Plan' report being considered at a future Council meeting.

ATTACHMENTS

Nil



8. PRESENTATION OF CEO REPORT

8.1	<i>Presentation of CEO Report Issue 117 - Quarter 3, and CEO Report Issue 118 - April, 2024-25.....</i>	<i>16</i>
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8.1 PRESENTATION OF CEO REPORT ISSUE 117 - QUARTER 3, AND CEO REPORT ISSUE 118 - APRIL, 2024-25

EXECUTIVE MEMBER: ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE

PREPARED BY: KIHM ISAAC, CORPORATE PLANNING AND PERFORMANCE ADVISOR

1. PURPOSE

- 1.1 To provide Council with a regular update from the Chief Executive Officer regarding Council's activities and performance.

2. EXECUTIVE SUMMARY

- 2.1 In March 2014, the City of Port Phillip introduced a program of more regular performance reporting through the CEO Report.
- 2.2 The attached CEO Report – Issue 117 (Attachment 1) focuses on Council's performance for Quarter 3 (January to March) 2024/25.
- 2.3 Issue 117 was deferred from the 21 May Council Meeting.
- 2.4 The attached CEO Report – Issue 118 (Attachment 2) focuses on Council's performance for April.

3. RECOMMENDATION

That Council:

- 3.1 Notes the CEO Report – Issue 117 (provided as Attachment 1).
- 3.2 Notes the CEO Report – Issue 118 (provided as Attachment 2).
- 3.3 Authorises the CEO or their delegate to make minor editorial amendments that do not substantially alter the content of the report.

4. OFFICER MATERIAL OR GENERAL INTEREST

- 4.1 No officers involved in the preparation of this report have a material or general interest in the matter.

ATTACHMENTS

1. CEO Report Issue 117 Third Quarter 
2. CEO Report Issue 118 - April 



Message from the CEO

Welcome to the CEO Report for quarter three (Q3), which includes an update on the priorities that Council has set for me and the organisation. The quarterly report offers a deeper understanding of the scope of projects and accomplishments during the quarter, as well as reflections on our efforts in the preceding quarter.

Deliver the Council Plan

The overall project portfolio delivery status for Q3 shows 68 per cent of projects are on-track, progressing as planned, 18 per cent are at-risk, and 13 per cent off-track. We were proud to officially open the new and improved play equipment and amenities at Hewison Park Reserve in Q3. As part of this project, we partnered with Rotary Overseas Relocated Playgrounds to donate the existing play equipment to disadvantaged communities overseas.

We continue to make steady progress across a range of community safety initiatives. Recent activity includes hosting the Community Safety Roundtable with key stakeholders – including Victoria Police, community legal services, health

and housing providers, and social service organisations. The Roundtable is one input to the new, wide-ranging Community Safety Plan our Council is developing in 2025. We continue to progress community safety initiatives such as planning for major CCTV upgrades. Local Laws staff continued daily patrols across hotspots and worked with Police and local service providers to support those in need of help while ensuring roads, footpaths and streets were clear and safe. Our Summer Management campaign concluded on 31 March with attendance from Local Laws at all major events and patrols across areas with high summer visitation such as our beaches.

Some of these events include the iconic St Kilda Festival, attracting an estimated 350,000 visitors to our foreshore, as well as our annual We-Akon Dilingja Mourning Ceremony on 26 January and the 40th annual Midsumma Pride March along Fitzroy Street. We also saw more than 50,000 visitors enjoy an incredible weekend of live music and seafood as part of our Mussel and Jazz Festival at South Melbourne Market.

Governance and Advocacy

We continue to progress towards the delivery of the Plan for Port Phillip 2025–35. This draft plan addresses the evolving needs of our community and outlines key services, initiatives, and projects to help Port Phillip thrive. While most of this draft plan was formalised in Q3, it has been the result of nine months of community engagement, with nearly 1,300 residents contributing through surveys, workshops, neighbourhood pop-ups, and a dedicated 40-member community panel. The community panel took in place in February and saw residents from different walks of life, meet for 15 hours across four workshops to deliberate and form recommendations on the 10-year Community Vision and priorities for the next four years. These recommendations were presented to Councillors in March and will inform the Plan for Port Phillip which is expected to be finalised by the end of June.

The Plan for Port Phillip engagement was one of 11 initiatives we asked for feedback on from our community. Overall, we saw 1,824 contributions to

CEO message

Inclusive
Port PhillipLiveable
Port PhillipSustainable
Port PhillipVibrant
Port PhillipWell-Governed
Port Phillip

Message from the CEO

engagements and 13,049 unique visitors to our Have Your Say website for the period between January and March 2025.

Community, Stakeholder, and Customer

In Q3, we saw a significant volume of service requests, which is typical for summer. March emerged as our peak month for requests, surpassing January and February. This period is often marked by increased demand for services such as parking permits, pet registrations, event coordination, and reports of illegal parking. Additionally, we saw a notable increase in requests relating to change of details, tree maintenance, open spaces, and graffiti. Our ASSIST team continues to be a cornerstone of community support. During Q3, the team efficiently managed 18,243 calls, resolving 42 per cent of these enquiries on the spot. In this time, ASSIST also logged more than 10,500 service requests with the most common categories being Bins, Waste & Cleaning (16 per cent), Parking & Transport (nine per cent), and Parks & Open Spaces (four per cent). This reflects the ongoing demand for

essential services and the critical role our teams play in maintaining community satisfaction.

Finance, assets, and value for money

We will be providing data on our current financial status in our upcoming Q3 Financial Report which can be found in the Council Meeting minutes on our website.

Culture and capability

In Q3, the staff turnover rate was 17.3 per cent against a target threshold of 15 per cent. The higher-than-average turnover is attributable to recent Australian Government aged care reforms and the transition of some of our in-home services to other providers – this is temporary and will reduce. The voluntary turnover rate is 12.6 per cent and has been trending down the last four months.



Chris Carroll
CEO, City of Port Phillip

CEO message

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Strategic Direction 1

Inclusive Port Phillip

A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.



Key highlights

Exceeding standards maintained across Council-managed Children's Services

The Children's Services team achieved another strong result in maintaining its Exceeding National Quality Standards rating at Bubup Nairn Children's Centre. Bubup Nairn achieved consistent performance in the assessment and rating process. Educator teams and the staff who lead them work hard to achieve the requirements of the National Quality Standards to provide a quality program for our community. The Children's Services team proudly maintains an Exceeding rating for 100% of its Council-managed services.

In Our Backyard Strategy Update

The current iteration of the In Our Backyard strategy ends in June 2025. Of the 600+ units committed, under construction or completed, to address housing affordability in the municipality, there are two highlights in this quarter.

Firstly, delivery of the Wellington St Common Ground project is proceeding on track to deliver 26 units (14 net units) for persons who were homeless (rough sleeping). This is replacing 12 public

housing units which are no longer fit-for-purpose. This was funded by a Council contribution of \$4.7m, a surplus lane (\$365k value in 2022) and a Homes Victoria contribution of \$6.1m, plus a \$6m operating subsidy over a three-year period. This is being delivered by St Kilda Community Housing and will be completed in August 2025.

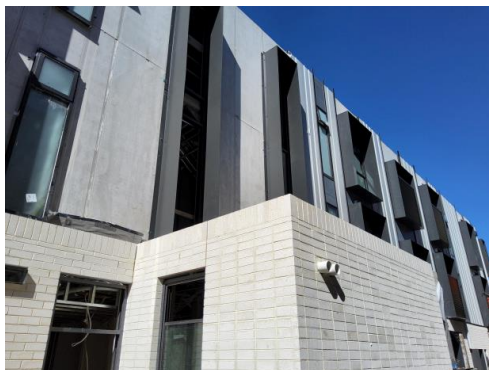
Secondly, the Barrak-Beacon site public housing redevelopment in Port Melbourne is currently under construction by a private consortium developing the site under a 40-year ground lease via a public-private partnership with Homes Victoria. This will deliver mixed public, affordable and private units, comprising 130 social housing units (a 46 per cent increase on the now demolished 89 units of public housing that were no longer fit-for-purpose), 82 affordable housing units, and 196 market rate units (all build-to-rent). The project will be completed in late 2026, and after the lease expires, all units will revert to DFFH ownership.

To keep progressing our work toward more affordable housing in the municipality, the current focus is now on developing the new Homelessness

and Affordable Housing Strategy for the next 10 years, 2025 - 2035.



The Wellington St Ground project currently under construction (north elevation)



The Wellington St Common Ground project currently under construction (west elevation).

Midsumma Festival

In Q3, we continued to support the annual Midsumma Festival, Victoria's premier festival of LGBTIQ+ arts and culture. On 19 January, Council staff, including members of our own Pride Network, ran a City of Port Phillip information booth at the Midsumma Carnival. On 28 January, the Pride Network held the annual Pride Flag Raising Ceremony at St Kilda Town Hall, including guest speakers and a musical performance. On 2 February, City of Port Phillip councillors, executive leaders and staff marched together to celebrate our LGBTIQ+ communities at the Pride March in St Kilda.

During Midsumma, the St Kilda Library held a series of LGBTIQ+ events and activities, including Rainbow Storytime for children, DIY Pride Flag workshop (for young people) and Trans Zine workshop (for adults).

Lagoon Reserve sports field redevelopment recognised for engineering excellence

The Lagoon Reserve Sports Field Redevelopment project has been nominated for an IPWEA Victoria Engineering Excellence Award in the Public Works Project (< \$2M) category. These awards recognise excellence through a contribution to Victorian public works.

Port Phillip sets the standard in beach accessibility and inclusion

The Accessible Beaches program has again proven to be a huge success, and City of Port Phillip is now viewed as an expert in this space. The powered wheelchair was used 60 times during the summer period, while the mobi chair had 30 users. Both chairs provide increased independence for people with disability, ensuring that everyone can enjoy our beaches during the summer period.

Celebrating inclusion: Rainbow Storytime at St Kilda Library

In February, St Kilda Library hosted a Rainbow Storytime to celebrate Midsumma Festival. The library team shared songs and books with LGBTIQ+ themes, aiming to ensure that children from rainbow families see themselves represented in children's picture books and library programs. Over 30 children and carers attended the session, with overwhelming positive feedback. 100 per cent of attendees reported that the library makes them feel safe and welcome.

When the storyteller was reading a book featuring two mums, one child turned around in excitement

and squealed "I have two mums!". This was a powerful reminder of the impact it has when children feel seen and represented and the potential for libraries to change lives.

Rainbow Storytime was part of a diverse mix of library programming that celebrates Port Phillip's LGBTIQ+ community, with the Midsumma program also featuring programs for youth and adults. Throughout the year, the library celebrates important LGBTIQ+ dates and festivals such as IDAHOBIT and Pride Month.

Celebrating International Women's Day – ROAR

On 9 March, Council supported a special International Women's Day (IWD) event as part of ROAR Fest, the inaugural women's music festival held in St Kilda. Three legends of the Australian music industry – Kate Ceberano AM, Ella Hooper and Tania Doko, came together for a special in-conversation event at MEMO Music Hall in St Kilda, moderated by musician and broadcaster, Chelsea Wilson. 130 people attended as the panel discussed topics such as lack of representation of women in the Australian music industry, gender pay gaps, resilience and longevity, mentorship and lessons learnt about gender equality from other countries, aligning with the UN theme of 'March Forward for ALL women and girls'. IWD is one of the key dates of significance recognised by Council and is seen as both a time to celebrate women's achievements and to call for greater progress in gender equality.

Ngwala Willumbong takes over community gathering programs

Ngwala Willumbong, an Aboriginal-owned organisation, has officially taken over the coordination of the Community Gathering Program, including the Wominjeka BBQ and Our Rainbow Place, as of March 2025.

These cultural gathering programs were previously led by Better Health Network for over 15 years, as part of their long-standing commitment to supporting the Aboriginal and Torres Strait Islander community in Port Phillip.

With the reactivation of Better Health Network's Local Aboriginal Community Network Meeting (formerly known as the Spirit Network), a series of community conversations took place through outreach, gatherings, and working groups. From these discussions, the community clearly expressed their desire for Ngwala Willumbong to take on the leadership of the programs.

Attendance at the Wominjeka BBQ has grown, and the program continues to provide a culturally safe, inclusive, and welcoming space for Aboriginal and Torres Strait Islander community members. This transition marks a significant milestone for the local community, as Ngwala has stepped up to lead in response to community needs – actively listening to the voices of community members and putting their wellbeing at the forefront. Ngwala's leadership reflects a strong and empowering step toward Aboriginal-led community ownership and self-determination.

We-Akon Diliinja 2025 – Strengthening Cultural Leadership and Community Engagement: Event Date: 26 January 2025

We-Akon Diliinja 2025 was successfully delivered on Monday, 26 January in partnership with the Boonwurrung Land and Sea Council and the City of Port Phillip, continuing the tradition of acknowledging and honouring First Peoples on a day that holds complex meaning.

The event opened with a culturally guided Welcome to Country and Smoking Ceremony, followed by reflections from community leaders and performances from local Aboriginal and Torres Strait Islander artists. It remains one of the few civic events in Victoria held on 26 January that centres First Nations voices.

This year's program continued to deepen cultural understanding, encourage truth-telling, and provide a space for the broader community to come together in solidarity and reflection. Attendance increased, with many attendees expressing appreciation for the respectful and inclusive tone of the event.

We-Akon Diliinja continues to serve as a Ceremony in the City's Reconciliation journey, providing a culturally safe platform for the community to listen, learn, and stand with First Peoples. The success of this event reflects the importance of early planning, strong partnerships with Traditional Owners, and ongoing investment in Aboriginal-led cultural programming.

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Service spotlight: Affordable housing and homelessness

In Our Backyard Strategy Update

The In Our Backyard Strategy 2015–2025 (IOBY) was launched to address the housing affordability and within the city.

In its final year of the current strategy, 601 – 606 units of social (public and community) housing have been delivered or facilitated under the strategy. With less than four months of the strategy to go, these include:

- **Marlborough St, Balaclava** – 46 units of community housing for low-income persons, completed by Housing First in 2023.
- **Wellington St Common Ground project** – 26 units (14 net units replacing 12 units of former

community which were no longer fit-for-purpose) for persons who were rough sleeping, to be completed in August 2025.

- **Barrak-Beacon** site public housing redevelopment – 212 units of public and affordable housing (net 123 units replacing 89 units of public housing), currently being constructed with completion in late 2026.
- **Local community housing projects** – 149 units (net 43 units) in four projects delivered by local community housing organisations.
- **Fishermans Bend** social and affordable housing – 344 units committed or completed under planning permits, comprising 269 affordable units and 75 social (community) housing units, including 50 units delivered by

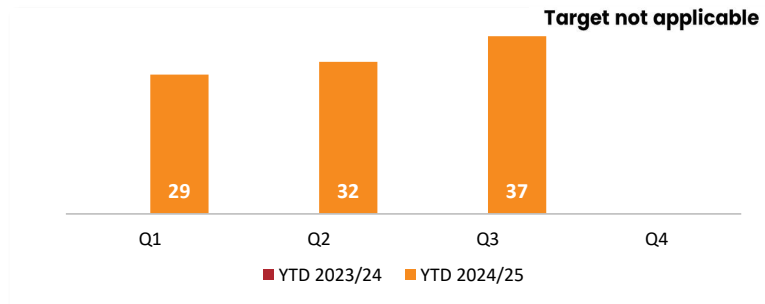
- **Carlisle St, St Kilda** – 6 units of affordable housing to be delivered by a private developer of the adjoining property at 92 Carlisle St, as a return on the transfer of adjoining surplus Council land at 351 St Kilda Rd.

This excludes a potential 470 – 500 units of community housing proposed to be delivered on a site in Fishermans Bend, subject to a potential planning scheme amendment, which will be determined towards the end of the 2025 calendar year.

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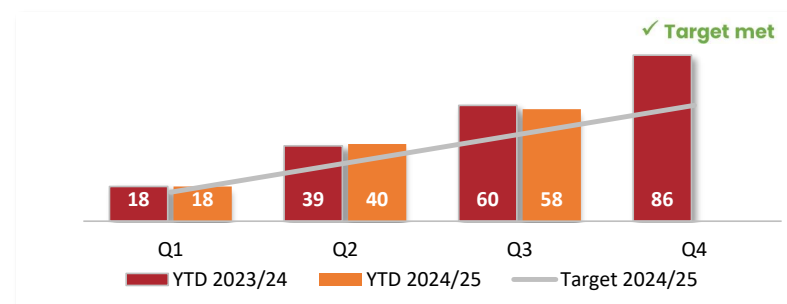
Number of people actively sleeping rough



As at the end of Q3, there were an average of 37 people sleeping rough in the municipality which increased by 5 compared to the previous quarter. Data for this measure is provided by Launch Housing.

Council continues to support a coordinated response to rough sleeping. This involves Council's Housing and Homelessness services, City Amenity and Indigenous Policy and partnering with community organisations and police.

Number of older local persons housed



In Q3 2024/25, the number of older persons housed was 18 which exceeded the quarterly target of 15. This brings the year-to-date total of 58 older persons housed which exceeds the Q3 target of 45 older persons housed.

Service spotlight: ageing and accessibility

Linking Neighbours Social Connections program

The Linking Neighbours Social Connections program continues to gain membership for residents aged 55 and over. Over the last three months, members have participated in 65 coffee mornings across the municipality building connections and forging friendships offering peer support. There have also been regular outings and activities keeping older Port Phillip residents connected, active and living well. The Linking Neighbours Seniors Program is designed by the residents with Council support to create social connection opportunities for older residents to reduce loneliness and isolation.

A highlight in the social connection service was a recent visit to the iconic Brighton Bathing boxes cafe and a scenic drive down beach road. The weather was perfect, and clients reminisced about previous visits they had had to the bathing boxes and their memories of these.



A Social Connection outing to the beach.

Older Persons Advisory Committee (OPAC)

The Older Persons Advisory Committee had their annual planning day in January and identified key focus areas for 2025 including providing input into the Plan for Port Phillip (including Budget) along with the Municipal Health and Wellbeing Plan. The committee continued to meet in February and March.

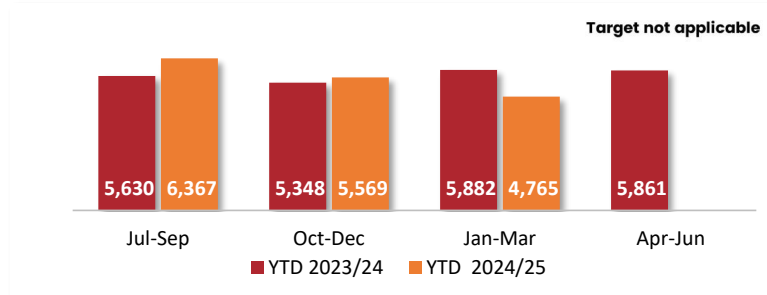
Young Mentors Program supporting digital literacy

Opportunities for increased digital literacy continue at our libraries, with the reintroduction of our Young Mentors Program. This allows younger, high school students to assist older people with their digital queries, building digital confidence for older residents and creating opportunities for intersectional connectivity between generations.

Planning for the annual Port Phillip Seniors Festival

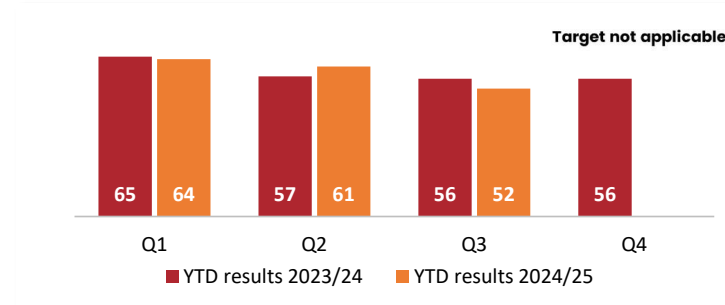
Initial planning has commenced for the annual Port Phillip Seniors Festival due to be held in early October 2025. The Senior's Festival is codesigned with community members nominated to a subcommittee. The festival includes the Port Phillip Writing Awards, now in its 21st year which involves the participation of three volunteer guest judges from the City of Port Phillip.

Number of 'meals on wheels' provided to the community



In Q3 2024/25, 4,765 meals were provided to the community. This represents a 20 per cent increase compared to the same time last year. This is reported as trend data without a target.

Number of people participating in social support programs and events



In Q3 2024/25, 52 unique clients attended group social support programs which is a slight decrease of from 61 in attendance in Q2 and slightly lower than last year at 56 participants.

We are currently experiencing challenges in receiving social inclusion referrals through the Commonwealth's My Aged Care assessment service. A national backlog of over 100,000 assessments is significantly impacting the number of referrals being passed on to the City of Port Phillip, limiting our ability to support older residents in a timely manner.

Service spotlight: Children

Maternal and Child Health Service

This quarter, the Maternal and Child Health (MCH) Service:

- received 226 birth notices and enrolled 243 infants and children
- completed a total of 1,934 Key Ages and Stages Visits and 268 additional consultations
- conducted 38 family violence consultations
- made 406 internal and external referrals to community supports
- outreach program provided 30 Key Ages and Stages consultations in childcare or home settings to families who are unable to get to a MCH Centre.

As part of the Sleep and Settle program the Early Parenting Practitioner delivered 37 groups, with a total of 294 participants.

The Enhanced MCH Service worked with 34 families providing 283 hours of service delivery to families experiencing vulnerability who require extra support in addition to the funded ten Key Ages and Stages consultations.



A Key Age and Stage (KAS) visit is a series of scheduled appointments with a Maternal and Child Health (MCH) nurse that focuses on a child's health, development, and well-being.

Children's Service – registrations and enrolment

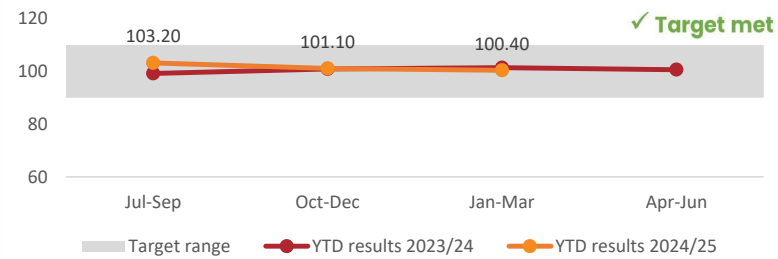
The Children's Services Integrated Registration Enrolment scheme provides our community with cost-free registration for up to five preferred centres. The scheme successfully offered places to 476 children between January and March 2025.

Childcare Centre redevelopment update

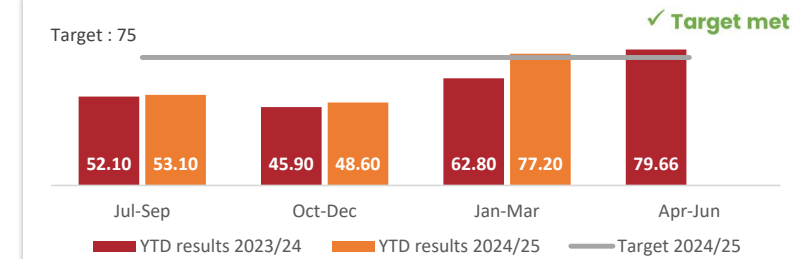
As preparation for the upgrading and redevelopment of several Children's Services facilities across the City progresses, the planned relocation of families and staff from North St Kilda Children's Centre to Bubup Nairn Children's Centre in 2026 is underway with consultations and support for relocation being provided to families and staff.

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Infant enrolments in maternal and child health services (YTD figure)

The percentage of infant enrolments in MCH services for Q3 was 100.4 per cent. This is on par compared to the same time last year and is within the target range of 90-110 per cent.

Participation in maternal and child health services (YTD figure)

Participation in MCH for Q3, 2024/25 is 77.2 per cent, which is fifteen percentage points higher than the same time last year. This metric is calculated as the proportion of children who attend the MCH service once, as a proportion of the number of children enrolled.

The participation rate increases as the year progresses and enrolments continue, and key stage-age visits fall due.

Service spotlight: Community programs and facilities

Community Connection Service

The Community Connection service has made significant progress in promoting and contributing to broader awareness of programs and supports offered. This has included the delivery of wellbeing programs in partnership with libraries, as well as community connector pop ups and providing individual support to community members connect with local services and support. The social connection team has continued to diversify its program of activities, with members attending the St Kilda Festival, theatre and exercise programs

Inclusive communities update: forums, advisory groups & gender equality work

- Multicultural Network Forum met in February with 8 multicultural senior leaders in attendance.
- Council continues to support the LGBTIQ+ Advisory Committee, Multicultural Advisory Committee and Multifaith Network, with meetings taking place in February and March.
- Council continued to implement the Gender Impact Assessment (GIA) program, with five GIAs undertaken this quarter, as required under the Victorian Gender Equality Act 2020.

Community volunteering

The Port Phillip Volunteer Coordinator Network met in March for their quarterly meeting. There were presentations on the topics of: inclusive volunteer programming from St Kilda Gatehouse, finalists in the Volunteering Victoria Awards 2025 for Inclusive

Volunteering; and another from Volunteering Victoria on resourcing guides for inclusive volunteering.

Shaping health and wellbeing together: stakeholder workshops for the Plan for Port Phillip

On the 20 February, Council hosted a Health and Wellbeing Stakeholder Workshop at St Kilda Town Hall. The workshop, involving 27 stakeholders from health and community organisations, explored health and wellbeing priorities for the City of Port Phillip as well as opportunities for strengthening how we work together. The insights gathered during the workshop are informing the development of the Municipal Public Health and Wellbeing Plan, integrated into the Plan for Port Phillip 2025-29, as well as our approach to delivering on the Plan.

Quick Response Grant Program small funding grant winners

The Quick Response Grant Program (QRGP) annually provides small grants to eligible individuals and organisations. This competitive program is limited by the amount of funds available. The Individual category supports residents experiencing barriers to participating in elite and competitive local, state, national, and international events/activities. The Community Organisations and Social Enterprises Category funds organisations to deliver programs, projects, and events that support the Council in achieving its strategic directions and do not align with other Council grant program objectives and timelines. In

Q3, four organisations were funded a total of \$7,000 and \$1,250 was awarded to individuals

Friends of Suai/Covalima

Council continues to work with the Friends of Suai/Covalima Community Reference Committee to deliver on our friendship with the community of Suai/Covalima in East Timor, now in its 25th year. The committee has been supported to meet during February and delivered a trivia night on 20 March at Middle Park Bowl Club that brought together more than 100 residents and raised over \$10,000 for the Covalima Community Centre.

Community safety

This quarter, we continued to make steady progress across a range of community safety initiatives. Recent activity includes planning for major CCTV upgrades, engagement through the Community Safety Roundtable, and ongoing delivery of actions in the current Community Safety Plan. The following provides a summary of key developments.

- The Community Safety Roundtable, chaired by Ian Gray AM and facilitated by Anika Dell, was held on 19 March.
- Engagement for the Community Safety Plan has been delayed to May 2025 (from March) to allow response, if required, to the Community Safety Roundtable and Local Laws review.
- The Public Place CCTV system continues to be actively monitored and maintained, with one

camera replaced in February 2025. Council's mobile CCTV trailer was deployed in various locations across the municipality. The planned CCTV Renewal Project is progressing on schedule.

- Delivery of actions in the current Community Safety Plan is continuing.
- The Trauma Aware Port Phillip working group hosted a film screening and panel discussion on 11 February 2025 and is developing a toolkit.

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Service spotlight: Families and young people

Seedlings, nature-based playgroup

Council partnered with the St Kilda-based nature playgroup, Seedlings, to deliver a four-week program of nature play activities for children aged 0 to 5 at Skinners Adventure Playground. Representatives from programs across Council were present to engage with families and offer information, guidance, and referrals to other services.

Over the program, 71 parents and 81 children participated. Parents expressed increased confidence in letting their children play in nature, feeling more socially connected, and having a greater understanding of Council supports.



Nature play with Seedlings nature playgroup at Skinners Adventure Playground

Youth Advisory Committee annual planning day and expanding membership

The Youth Advisory Committee (YAC) is made up of a group of local young people aged 15-25 who act as the voice for young people within Council, advocating for the needs, wants and concerns of young people living, studying and working within the City of Port Phillip.

In Q3, the Committee expanded to twelve members, welcoming four new recruits. Their annual planning day in March focused on integrating new members and reviewing the 2024 Youth Summit Report recommendations, particularly concerning climate change, mental health, and community connections. The YAC brainstormed ideas for youth-focused educational content and events.

Upcoming activities include consultations with Council departments such as Waste and Community Building, and research into youth grant opportunities to inform the 'Funding for the Future' policy review.

Our Family Support and Library teams came together to host an activities tent in O'Donnell Gardens at this years' St Kilda Festival.

The Family Services team were able to promote Council-run childcare, share information about our programs including how we can offer support to families in our community.



Activities for youth at the St Kilda Festival

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Service spotlight: Recreation

Sport and Recreation Strategy

Council's Sport and Recreation Strategy 2015 – 2024 guides Council's provision of sport and recreation facilities and services. We have delivered many high priority recommendations and actions throughout the lifespan of the strategy, with some ongoing actions now embedded into everyday operations.

This quarter, we completed background research and data analysis to inform engagement planning, and commenced internal engagement. Insights will support the development of an evidence-based draft Strategy.

We are delighted to announce that upgrade works to the Port Melbourne Skatepark (also known as the Graham St Skatepark) have now been completed. The revitalised facility offers a dynamic and inclusive space for the community to enjoy, supports participation in recreational activities and has enhanced safety features. The project was supported by Sport and Recreation Victoria, and an official opening will be held in May.



Port Melbourne Skatepark (also known as Graham St) upgrades

Key achievements and activity this quarter

- Summer sports clubs concluded their seasonal sportsground and sports pavilion use.
- Some winter sports clubs began pre-season training on sports grounds.

- Two new sports clubs entered into licence agreements for sportsground and pavilion use: Auskick and AFL women's.
- Conclusion of 2024/25 accessible beaches program at St Kilda, Port Melbourne and Elwood, with a final promotional push via social media and local media, to increase community awareness.
- Successful application to Change Our Game to support women in leadership positions for sports clubs.
- Progressing Fair Access in Sport Action Plan with education sessions for sports clubs, Expression of Interest requested for Women in Sport Network and finalising the sports club audit tool.
- One new Outdoor Fitness Trainer Permit issued.
- Preparation of Expression of Interest documentation for Outdoor Commercial Recreation permits for next financial year.
- Collaboration with other departments to deliver on active recreation projects and activations.

Engagement undertaken

- Engaged with the Parish and neighbouring schools on Alma Park East – Multi Purpose Court.

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Project updates

Project initiation and feasibility was undertaken for:

- Head Street Sports Grounds – reinstatement following Melbourne Water Main Drain Duplication Project
- Elwood Croquet Club Upgrade
- Sandridge Recreation Precinct
- Fishermans Bend Gymnastics Club

Projects in discovery and concept design phase:

- North Port Oval Access and Egress
- Sport and Recreation Strategy Refresh
- Alma Park East – Multi Purpose Court

Projects in the planning and detailed design phase:

- Elder Smith Netball Courts and Pavilion
- Albert Park Bowls Club Pavilion Upgrade
- Elwood Angling Club Roof Replacement

Construction commenced for:

- Elwood Reserve Change Rooms and Toilets Facility (off-site)

Construction continued for:

- Lagoon Reserve Pavilion (off-site)

Construction completed for:

- JL Murphy Pitch 2 & 3 upgrade
- Peanut Farm Reserve Scoreboard Installation

Procurement underway for:

- Sandridge Recreation Precinct – Masterplan Consultancy
- Sport and Recreation Strategy Refresh – Engagement Consultancy

Contracts awarded:

- Sport and Recreation Strategy Refresh – Research Consultancy

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Inclusive – Strategic priorities and major initiatives

Project	Update	Date	24/25 Forecast/ Budget
Children's Centres Improvement Plan to update six childcare centres			
Stage: Discover and concept to Planning and design Status: On-track About this project: The City of Port Phillip is investing in the upgrade of six (6) Children's Centre over the following six years.	<p>The Victorian School Building Authority (VSBA) has confirmed an increase in the Building Blocks Capacity Building grant rates, resulting in an additional \$3.8M contribution towards the upgrade of six Council-managed children's centres. This has led to this project now being on-track. As construction costs have exceeded the allocated budget, Council still seeks funding support from the Federal Government.</p> <p>Planning permits have been received for four of the six centres, with remaining permits for Lilian Cannam and North St Kilda in progress. Detailed designs are advancing, and updates are being made to meet compliance requirements.</p> <p>Council has also confirmed a shared-site plan for North St Kilda Children's Centre with relocations scheduled between 2026 and 2028. Families and playgroups have been informed, and a project webpage is now live to help the community track progress.</p>	Target completion date: September 2030 Adjusted completion: September 2030	\$999k / \$1.145m
In Our Back Yard – Implementation / Review			
Stage: Delivery Status: At Risk About the project: Aimed at accelerating and maximising new affordable housing in Port Phillip, the implementation of In Our Backyard (IOBY) is negotiating delivery of a target of 601-606 units.	<p>Aimed at accelerating and maximising new affordable housing in Port Phillip, the implementation of In Our Backyard (IOBY) is negotiating delivery of a target of 601 – 606 dwellings including:</p> <ul style="list-style-type: none"> 46 units in Marlborough St., Balaclava, with public parking replacement (Complete – see photo). 26 units of 'Common Ground' housing at 28 Wellington St., St Kilda, for rough sleepers under construction and on track to deliver in mid-2025 (In progress in Partnership with Victorian Govt. and St Kilda Community Housing). 344 units (269 affordable units and 75 social housing units in 52 developments) committed or delivered in Fishermans Bend under a planning mechanism to date. 	Target completion date: April 2025 Adjusted completion: July 2025	\$2.8m / \$2.8m

Project	Update	Date	24/25 Forecast/ Budget
	<p>Current project (cost of \$4.8M) is for delivery of the Wellington Street 'Common Ground' units and is on track for completion in August 2025.</p> <p>Commenced work to brief Council on the creation of an integrated housing & homelessness strategy and associated community engagement and funding strategy to deliver the plan.</p>		
Lagoon Reserve Pavillion and Sports Field			
<p>Stage: Delivery</p> <p>Status: Off track</p> <p>About this project:</p> <p>We're upgrading Lagoon Reserve in Port Melbourne to provide greater access to sport and recreation opportunities. Upgrades to the entire reserve include a new pavillion, cricket nets, public toilets, BBQ, picnic facilities, a reconstructed sports field, new sports ground lighting and upgraded path network.</p>	<p>Pavilion and Reserve Upgrade</p> <p>The pavillion upgrade is currently delayed due to hold-ups in the contractor's final design work. Despite this, the project is still on track to meet the key construction completion milestone outlined in the original plan. Council is working closely with the contractor to recover lost time and keep the project moving.</p> <p>Revised architectural plans are being prepared for the building permit application. In the meantime, we're planning to begin early landscaping works to reduce the risk of further delays and allow the community to enjoy improved areas of the reserve sooner.</p> <p>Sports Ground & Facilities – Now Open</p> <p>We're pleased to share that the sports ground, new lighting, cricket nets, and walking path are complete. The oval reopened to the public on 1 October 2024 and is now ready to be enjoyed by the community.</p>	<p>Target completion date:</p> <p>June 2025</p> <p>Adjusted completion:</p> <p>September 2025</p>	<p>\$3.2m /</p> <p>\$3.2m</p>
JL Murphy sports field redevelopment			
<p>Stage: On track</p> <p>Status: At Risk</p> <p>About this project:</p> <p>JL Murphy is Reserve is the largest Council-managed park in Port Phillip. Upgrades to park include the baseball field lighting and infield reconstruction, as well as the</p>	<p>Baseball Lighting (Complete):</p> <p>Project is complete. Opening event was held Monday 9th September 2024.</p> <p>Baseball Infield (Complete):</p> <p>Works are now complete.</p> <p>Pitch 2 & 3: (At Risk):</p> <p>Pitch 2 & 3 are both now open for community usage.</p> <p>The overall project is At Risk due to fencing works. A new building permit was submitted in January for fencing inclusions, the resolution of this permit is expected by early May 2025.</p>	<p>Target completion date:</p> <p>June 2025</p> <p>Adjusted completion:</p> <p>May 2025</p>	<p>\$5.9m /</p> <p>\$6.1m</p>

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Project	Update	Date	24/25 Forecast/ Budget
resurfacing of two community pitches (pitch 2 and 3)			
Construction of new netball courts, pavilion, car parking and lighting at Elder Smith Reserve			
Stage: Planning and design Status: Off Track About this project: With support from the Victorian Government, Council has an opportunity to develop a new netball facility at Elder Smith Reserve, Port Melbourne including four outdoor netball courts with sports lighting, a pavillion and on-site car parking. The facility will support the growth of netball and improve the provision for female-led sports within the municipality.	The project is currently Off Track. Investigations have continued into the issues with underground services at Elder Smith Reserve. The location of underground assets may mean that the site is not suitable to build netball courts and associated infrastructure. Further investigations are underway, and Council is also conducting preliminary investigations on the suitability of an alternate space to still build the four netball courts.	Target completion date: July 2025 Adjusted completion: TBA	\$158k / \$342k

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Strategic Direction 2

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.



Key highlights

Port Philip wins 2025 Municipal Excellence Award

Port Phillip City Council has been awarded the '2025 Municipal Excellence Award' by the Association of Consulting Surveyors Victoria – the body that represents businesses employing Licensed Surveyors (who are legally responsible for all subdivisions in Victoria).

The award is voted on by members of the association, who rate the performance of all Municipal Councils across the state on efficiency, response time, understanding of the Subdivision Act and facilitation of subdivision outcomes.

Council's subdivision officer, Sandra Stewart, along with the Planning Support team, administer this function for Council. Sandra develops great working relationships with the surveying sector and is often consulted on complex subdivision matters by other local government subdivision practitioners.

The award is a great reflection of the professionalism that Sandra has in administering the subdivision function.



Council officer receiving the 2025 Municipal Excellence Award from the Association of Consulting Surveyors Victoria

Boosting local road and bike safety

In Q3, Council successfully secured external funding for several projects:

- \$395,000 under the Australian Government Black Spot Program for safety upgrades at two high-collision sites: \$118,000 for speed humps, sharrows, and signage improvements at Mary and Park Streets, St Kilda West; and \$277,000 for kerb extensions and raised crossings at Langridge and Patterson Streets, Middle Park.
- \$515,000 from the Australian Government to deliver a safe bike riding corridor along Beacon Road, Port Melbourne, connecting a new pedestrian operated signal at Williamstown Road and the Garden City Bike Path.
- \$80,000 from the Transport Accident Commission (TAC) Local Government Grant Program: \$30,000 for a Vulnerable Road User Analysis of Richardson Street, Albert Park; and \$50,000 to engage a consultant to develop a Road Safety Strategy and Action Plan to support the City's role in contributing to the statewide goal of zero road deaths and serious injuries in Victoria by 2050.

2025 Australian Grand Prix

City of Port Phillip has worked with the Australian Grand Prix Corporation (AGPC) to support the delivery of the 2025 Grand Prix at Albert Park. This major event has a significant impact on our on-street parking, public transport, and active transport networks.

Council Officers implemented a restricted parking zone for residents of Middle Park and Albert Park, mitigating the impacts on residents and traders of these neighbourhoods. Officers will review the performance of this year's zone and consider any necessary changes that may be required for next year's event.

Dedicated spaces were also provided for e-bike and e-scooters to minimise safety and amenity impacts of this popular and sustainable mode of transport.

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Service spotlight: City planning and urban design

This quarter, we made progress on the following projects and initiatives:

- **Heritage Response to Flooding Issue Stage 1** (HO8 Review area) is continuing. Consultants are analysing the Melbourne Water flooding data.
- **Peer Review of HO8** Review has commenced. Fieldwork has been conducted and a meeting has been scheduled to discuss the preliminary findings.
- **Heritage Review of HO5 (St Kilda Hill)** – Stage 1 is continuing. Consultants have provided preliminary findings, which was discussed at a milestone meeting, and are working on finalising their recommendations.
- **Argyle St renewal plan** – Finalising functional design – service providers have informed Council of restrictions relating to underground gas mains which mean alternative sites for some trees need to be investigated.
- **Carlisle St Streetscape Plan** – Issues and opportunities paper has been drafted in preparation for community engagement. Engagement strategy is being developed to align with the potential sale of land and discontinuance and sale of roads project engagement timelines.
- **Anzac Station Metro** – Confirmation that funding will be provided for the delivery of a further 19 trees at Park Street.
- **Residential Zone and Policy Review** – Consultants technical investigations funded by the Federal Housing Grant is underway. These consultancy projects investigate if there are areas within existing established residential areas which have potential for infill residential development. It assesses locations where this growth can be delivered in a way which is sensitive to the character and heritage of the local area.

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Service spotlight: public space

The following projects have been nominated for a Parks and Leisure Australia (PLA):

- Dog off-leash guidelines
- Moubay Street community park

Following the upgrade completion in December 2024, the Hewison Reserve park upgrade was officially opened by Cr Buckingham and Cr Halliday this quarter.



Project updates for Quarter 3

Strategy work in progress:

- Revision of Play Space Strategy
- Preparation of School Use of Public Open Space Guidelines
- Fishermans Bend Open Space Plan
- Implementation of Dog Off-Leash Guidelines
- Our Coastal Future
- Balaclava and East St Kilda Urban Forest Precinct Plan out to community engagement
- Plane Tree Management Plan
- Palm Tree management Plan

Feasibility underway:

- Port Melbourne Light Rail Linear Parks Plan
- Pier Road and Bay Trail Safety Upgrade

Design consultant awarded:

- Burnett Gray Gardens (formerly Greenline Feasibility)

Engagement undertaken:

- New land acquisition sites, including 49, 49A & 51 Pakington Street, St Kilda (abutting Pakington Street Reserve), 15 Marriot Street, 30 Kalyrna Grove and 14 Lansdowne Rd
- Dickens Street Pop-Up Park
- Port Melbourne Light Rail master plan
- Proposed changes to dog on and off-leash restrictions

Design underway for:

- Shrine to Sea (Kerferd Road median and forecourt works)

Detailed design completed for:

- expansion of Pakington Street Reserve
- St Kilda and St Kilda Pier landside project

Procurement underway for:

- St Vincent Gardens
- Sol Green Reserve

Contracts awarded for:

- Gasworks Art Park – overall park plan
- Balaclava East St Kilda Urban Forest Precinct Plan

Construction complete:

- Hewison Reserve Playground

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Service spotlight: Municipal emergency management

The Port Phillip Municipal Emergency Management Planning Committee is currently undertaking a revision of the Municipal Emergency Management Plan. The plan revision focuses on:

- Refreshing the plan style to make it more modern and accessible for all of community and emergency agencies.
- Updating the presentation of all the latest community data and statistics.
- Identifying key data of vulnerable and marginal community groups who may be most impacted and require ongoing support during and after emergencies.
- Undertaking a Gender Impact Assessment of the plan.
- Identifying current data and future trends relating to climate change which will impact the municipality.
- Reviewing the municipalities main risks and planning for mitigating that risk.
- Checking the plan does not replicate other State and Regional plans.
- Ensuring the plan meets all statutory requirements under the Emergency Management Act 2013.

Municipal Emergency Management Plan workshop

On 21 March a workshop with the Municipal Emergency Management Planning Committee and members of the community was held at St Kilda Town Hall, to consider the awareness and resilience level of the local community to emergencies, and how the Municipal Emergency Management Plan can assist in strengthening that awareness and resilience into the future. In attendance was Victoria Police, Fire Rescue Victoria, VIC SES, Ambulance Victoria, Lifesaving Victoria, Emergency Recovery Victoria, Department Family Fairness and Housing, Department of Health, Australian Red Cross, Community Security Group, Victorian Pride Centre, City of Port Phillip and the Older Persons Advisory Group.



Municipal Emergency Management Plan workshop held on 21 March with Municipal Emergency Management Planning Committee and members of the community, held at St Kilda Town Hall.

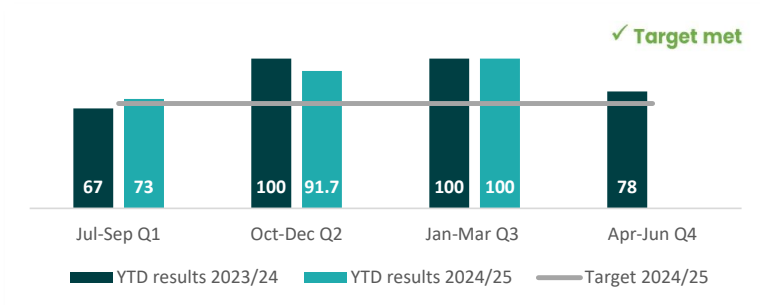
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Service spotlight: Development approvals and compliance

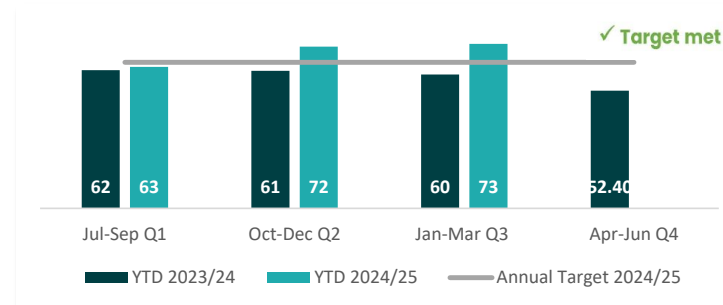
The Statutory Planning service has continued to see improvements in decision making timeframes. Over the last quarter, 73.23 per cent of planning permit applications were decided within statutory timeframes and with a median of 60 days for decisions to be made. This compares with an average of 68.71 per cent of planning permit applications and a median of 81 days for decisions to be made for the inner and middle urban group of Councils. This is attributed to a focus on the active management of applications and shows that the efforts are having a positive impact for planning permit applicants within the municipality.

Planning decisions upheld at VCAT



For Q3 2024/25, 100 per cent of planning decisions were upheld at VCAT which exceeded the 70 per cent target.

Percentage of planning applications decided within required timeframes



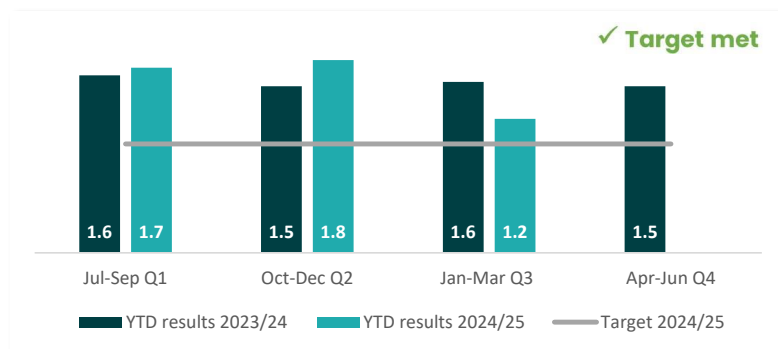
For Q2 2024/25, 73.2 per cent of planning applications were decided within the required timeframe, exceeding the target of 65 percent for 2024/25. This is an improvement compared to the same time last year at 60 per cent.

Service spotlight: Health

Annual inspection and registration update

- The annual inspection program of all food premises registered under the Food Act 1984 commenced this quarter.
- Environmental Health Officers inspected all temporary and mobile food premises at major events over summer including Pride March, St Kilda Festival, the Beer Festival, the South Melbourne Market Mussel and Jazz Festival and the Formula 1 Grand Prix.

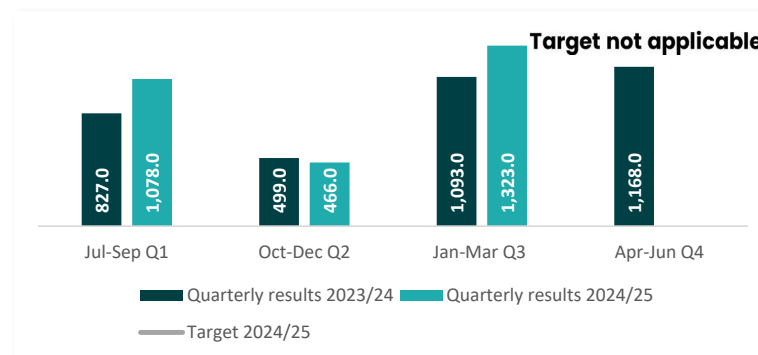
Time taken to action food complaints (days)



Time taken to action food complaints was 1.23 days in Q3 2024/25. The result is within the target range of one to 10 days. All requests are responded to on the day received or the next working day. Results for this measure have been relatively stable over the past 12 months.

- The number of clients seen for immunisation during Q3 2024/25 increased to 1,323, up from 1,093 in the same period last year. This increase was driven by the high school vaccination program conducted from February to March.

Number of clients seen for immunisation



During Q3 2024/25 1,323 clients were seen for immunisation. This was an increase of 230 immunisations or 21 per cent compared to the same time last year. This higher result for this quarter is mostly attributed to the high school vaccination program conducted from February to March.

This is reported as trend data and does not have a target.

Service spotlight: Local laws and animal management

Local laws

Animal Management Officers continued reactive and proactive patrols in on and off lead areas to enforce regulations. Summer Management saw increased patrols in beach areas where we often receive concerns from the community around dog access to the sand and water.

Kitten Adoption day at St Kilda Town Hall

Animal Management held their first Kitten Adoption Day on 9 February 2025 at the Town Hall, in partnership with the Lost Dogs' Home.

The event was a huge success, with eager attendees lining up before doors even opened. A total of 53 kittens were available for adoption, and 41 found new homes on the day. An additional six adoptions were completed the following morning by people who had attended the event and needed a little more time to decide — bringing the total to 47 successful adoptions.

The team is now in early discussions with the Lost Dogs' Home about planning our next adoption day, with a focus on adult cats who have been in the shelter longer and are often overlooked.

We're excited to continue this partnership to promote responsible pet adoption and help reduce the number of animals in shelters.

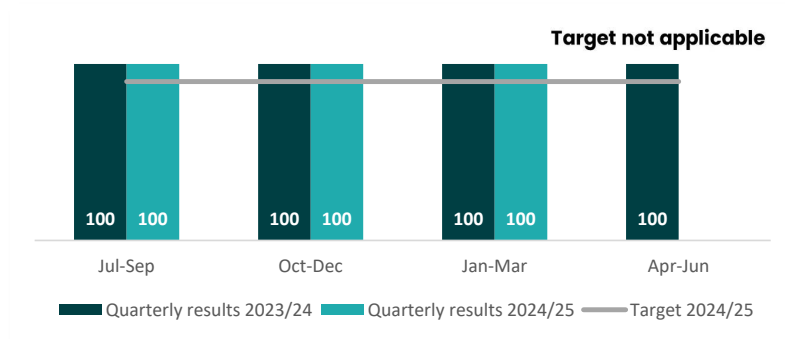


Kitten adoption day at St Kilda Town Hall

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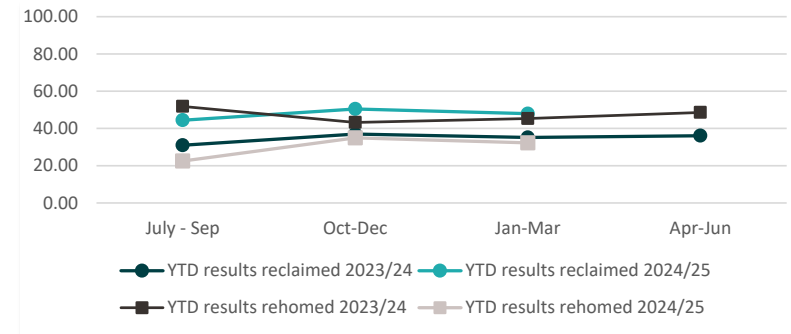
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Percentage of successful animal management prosecution cases



For Q3 2024/25, there was one animal management prosecution case in February which was prosecuted successfully (100 per cent). Animal prosecutions through the Magistrate's Court has been consistently achieving a 100 per cent success rate.

Animals reclaimed and rehomed



Of the 118 animals collected from 1 July 2024 to 31 March 2025, 57 animals (48.30 per cent) were reclaimed by their owners. Out of the remaining 61 animals, 22 animals were rehomed (36.06 per cent). A further 9 animals (14.75 per cent) were being assessed at the time this report was generated. All avenues are explored to ensure animals find new homes.

21 out of the 118 animals collected were surrendered by their owners (17.79 per cent). Number of euthanised of the remaining animals was 28 (45.90 per cent).

Service spotlight: Transport and parking management

Move, Connect Live Integrated Transport Strategy

The implementation of Move Connect Live: Integrated Transport Strategy 2018–2028 continues to progress, with 79 per cent of actions on track and 21 per cent of actions completed.

The City of Port Phillip has been awarded a \$515,000 grant for the Beacon Road Active Transport Safety Upgrade in Port Melbourne through the Australian Government's Active Transport Fund. The Active Travel Fund program encourages active transport through the upgrade of existing and construction of new bicycle and walking pathways across Australia. This project supports Action 18a of *Move, Connect, Live: Integrated Transport Strategy 2018–2028* to deliver a range of interventions (including protected bike lanes) to build a network of connected, safe riding options, ensuring safety for people of all ages and abilities.

The project involves developing a detailed design and delivering safe bike riding infrastructure along Beacon Road, connecting to the recently completed Garden City Bike Corridor and the planned pedestrian-operated signal on Williamstown Road, to be delivered by the Department of Transport and Planning (DTP).

Pedestrian safety upgrades

- External funding from the IP43 –Safe System Pedestrian Infrastructure Program has seen Council complete the delivery of two pedestrian safety upgrades. The pedestrian upgrades at Danks St and Withers St in Albert Park, and at Rouse St and Esplanade East in Port Melbourne will improve safety for vulnerable pedestrians at these locations.
- The replacement of in ground sensors is continuing under contract as required to ensure accurate monitoring of parking.
- There has been an additional notification for permit lookups added to Pinforce to advise officers if a lookup result has not been returned to minimise infringements being issued incorrectly to permit holders.



Rendering of Beacon Road Active Transport Safety Upgrade

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Safe and active travel in City of Port Phillip

Ride2School Day

Throughout March, we supported our school communities to deliver Bicycle Network's 2025 National Ride2School Day events. This year, we partnered with nine local schools across the City. Council continues to support all local schools through our Active Travel Rebate program, which provides up to \$400 in funding for schools to run initiatives to encourage active travel. This year, schools have used their rebates to run healthy breakfasts and aerobics classes on the day of the event, while one school opted to use their rebate to purchase a bike as a prize for a student in need.

Healthy Tracks

In early 2025, Council commenced work on its ninth Healthy Tracks to School Program. This year, City of Port Phillip will work in partnership with Port Melbourne Secondary College, located in the rapidly growing Fishermans Bend. The program involves engaging with students, parents and staff of our school communities to understand travel behaviours, mapping key routes to school, and auditing these routes to identify opportunities for safety and access improvements.



'The Green Machine' St Kilda Primary School Ride2School event

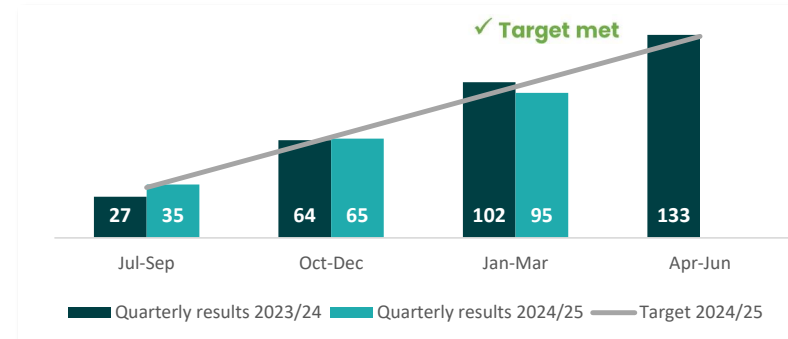
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Number of sealed local road condition requests

The number of sealed road requests for Q3 was 30, which is below the threshold target of 33 requests. This brings the YTD figure to 95 requests, which is slightly lower than the same time last year (102 requests) and below the threshold target of 99 requests.

The number of road condition related requests fluctuates from year to year. Requests in September were mostly related to edging and laneways.



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Liveable – Strategic priorities and major initiatives

Project	Update	Date	24/25 Forecast/ Budget
Fishermans Bend Program			
Stage: Delivery Status: At Risk About this project: Fishermans Bend is Australia's largest urban renewal project, including the Wirraway, Sandridge and Montague precincts within the City of Port Phillip. By 2050, it will be home to approximately 80,000 residents and provide employment for up to 80,000 people. The transformation of Fishermans Bend is guided by plans for parks, schools, roads, transport, community facilities and services to ensure liveability as the precinct grows	Council has been working closely with the Department of Transport and Planning on the draft Montague Precinct Implementation Plan (MPIP). This quarter, a series of collaborative workshops have taken place to work through Council's feedback on the draft MPIP and find solutions to outstanding issues. While the Panel report on the draft Development Contributions Plan (DCP) was expected in March, its release has been delayed until April. The Fishermans Bend Program is also progressing other key initiatives, including: Master planning for the Sandridge Recreation Precinct, including the Bunnings, DHL and Australia Post sites, and upgrades to North Port Oval. Planning to upgrade Smith Street in preparation for the new Fishermans Bend Primary School. Working with the State Government and a developer to transform part of Johnson Street into a new public park in the Montague Precinct.	Target completion date: TBC Adjusted completion: TBC	\$537k / \$537k
Inkerman Safe Travel Corridor between St Kilda Road and Orrong Road			
Stage: Discovery and Concept Status: On track About this project: The Inkerman Safe Travel Corridor project addresses the high crash rate on Inkerman Street and aims to provide safer travel alternatives for various users, including cyclists and other active travel users, pedestrians, and motorists.	In March, the Department of Transport and Planning (DTP), Yarra Trams and Melbourne Water progressed their review of the detailed design drawings. Work will continue on lighting design and incorporating feedback to obtain final approval on the detailed design drawings. Completion of the detailed design drawing package, and approvals from Melbourne Water and DTP are expected in June 2025.	Target completion date: May 2028 Adjusted completion: November 2027	\$455k / \$400k
Park Street Streetscape Improvement Project			
Stage: Delivery Status: Off-track About this project:	Project is Off Track due to utility service relocation impacting timeline contingency. Completion is still expected by August 2025. Footpath works at the South Side of Park Street from Palmerston Crescent to St Kilda Road are nearing completion. Service relocations for telecommunications are mostly complete, and South-East Water half complete.	Target completion date: June 2025	\$1.60m / \$1.66m

Project	Update	Date	24/25 Forecast/ Budget
<p>Park Street is a strategically important east-west bike-riding corridor, linking the Domain Precinct and future ANZAC Station to the South Melbourne Activity Centre and beyond to Fishermans Bend.</p> <p>The Park Street Streetscape Improvement project will create a safe and refreshed streetscape for those living on or nearby, travelling through and using Park Street.</p> <p>The two projects include the Park Street Bike Link and the Streetscape Improvement project.</p>	<p>A daily site inspection is being conducted, and the original fortnightly progress meetings have increased to weekly with the contractor to mitigate further delay.</p>	<p>Adjusted completion: August 2025</p>	
Elwood foreshore facilities development project			
<p>Stage: Discovery and concept</p> <p>Status: On track</p> <p>About this project:</p> <p>Council is developing a masterplan for Elwood Foreshore to ensure it meets the demands of our growing and changing community. We know that many of the buildings are ageing, that climate change might impact this area in coming years, that there are challenges for the way traffic and people move about the site, and that there are growing numbers of females in organised sports that we need to plan for. This initiative aims to address these concerns and develop a plan for development across the site over the next decade.</p>	<p>Planning is ongoing for the early stages of the redevelopment. The landscape plan from our consultants has been received and shared with internal stakeholders for feedback, which will now be considered for the masterplan. The project business case is expected for approval in early May.</p> <p>Planning and negotiations with Melbourne Water led to the endorsement by Council of a financial agreement for the reinstatement works required following Melbourne Water's Elwood Main Drain Duplication project. Through this agreement, financing is secured for the Head Street Sports Ground and Elwood Croquet Pavilion projects. In addition, it will aid in supporting the relocation of impacted sports clubs from Head St A and B and provide offset for tree removals required under the Melbourne Water works plan. A licence agreement for the project is being drafted, and work is advancing to gain Marine and Coastal consent. Officers await confirmation of Melbourne Water project timelines however the project is expected to begin onsite in July 2025.</p>	<p>Target completion date: June 2034</p> <p>Adjustment completion date: No adjustment</p>	<p>\$430k/ \$487k</p>

Project	Update	Date	24/25 Forecast/ Budget
South Melbourne Structure Plan			
Stage: Delivery Status: On track About this project: Council has prepared a new South Melbourne Structure Plan to manage change and help respond to challenges such as climate change and population growth. The Plan sets out the long-term strategic vision for South Melbourne and an action plan on how it will be achieved.	Officers have lodged a request for authorisation to the Minister for Planning to prepare and exhibit Amendment C219port to the Port Phillip Planning Scheme. Amendment C219port seeks to implement the land use and built form recommendations in the Port Phillip Planning Scheme. Officers have not yet received a response from the Minister for Planning.	Target completion date: August 2024 Adjusted completion: August 2024	\$138k/ \$50k
Gasworks Arts Park upgrade			
Stage: Delivery Status: On track About this project: The upgrade of and landscape renewal of Gasworks Art Park is a priority action identified within the City of Port Phillip's <i>Public Space Strategy 2022-2032</i> . The two-phased project includes a new playground and park upgrade.	The project is on track to meet the construction completion milestone of August. Construction of stage 1 works commenced 17 March 2025. A letter was delivered to local residents to inform them of upcoming works. Signs with project info have been installed on the construction fence and around the park. During construction, the Farmers Market will be relocated to road closures in Graham and Foote Streets and in Lemnos Square. The market will be held at the alternative locations from April–October inclusive.	Target completion date: May 2025 Adjusted completion date: August 2025	\$2.2m / \$3.35m
Partner with the Australian Marina Development Corporation to deliver the St Kilda Marina redevelopment			
Stage: Delivery Status: Off Track About this project: The purpose of this project is to implement a new lease for the St Kilda Marina that benefits the community and achieves a balance between	The project is Off Track as development of the St Kilda Marina has not yet occurred as planned. Council has now activated its contingency plan, which has included transitioning the long-term lease into a short-term lease, to ensure St Kilda Marina continues to operate. As a result, the current project is intended to be closed and a new project commenced for the revised approach, which will likely include seeking new proposals to redevelop the marina. In the interim, works have been progressing to understand the condition of the marina, including hazardous material audits for most buildings, and a sea wall condition audit. Additionally, brick repointing works on relevant buildings and road line marking works have been undertaken to	Forecast completion: September 2025 Adjusted completion: TBC	\$330k / \$330k

Project	Update	Date	24/25 Forecast/ Budget
social, economic, environmental and cultural benefits for the Municipality and State.	address known deficiencies to ensure the marina remains operational whilst the project is re-established.		
Partner with the Victorian Government to ensure appropriate outcomes for our community are achieved through the redevelopment of St Kilda Pier			
Stage: Discovery and Concept Status: At Risk St Kilda Pier is being upgraded by Parks Victoria. We've recognised there's a great opportunity to extend their design, revitalise and upgrade the surrounding foreshore area and develop connecting paths between the promenade, park and other visitor attractions.	The project is At Risk due to a delay in releasing the tender package to the market and request for extension. The tender was released on 13 February 2025 and was extended from 6 March to 27 March 2025 due to extension requests from potential submitters. This has delayed project commencement by 3 weeks. We do not expect that this will have an impact on project completion date. The anticipated contract award is on 18 June 2025 with construction completion end of January 2026. A Project Change Request has been submitted to update the project schedule.	Forecast completion: January 2026 Adjusted completion: January 2026	\$689k / \$662k

Strategic Direction 3

Sustainable Port Phillip

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.



Key highlights

EcoCentre redevelopment re-uses materials

Works on the EcoCentre Redevelopment rapidly approached completion in March, with internal fittings and joinery installed. Footings for external landscaping were set as the finishing touches were put on Australia's first Citizen Science Lab, all-electric Community Kitchen and Multi-Purpose Room.

Roofing tiles from the former EcoCentre building, a 1960's cottage, have been re-used in a gabion wall (a steel cage containing re-used materials) that will be used for external seating outside the Community Kitchen. Tiles left over from the building project have been donated to herpetologists to act as homes for lizards across Victoria.



Materials used in the construction of the Eco Centre.
Photo: Bourke + Bouteloup Architects

Artists celebrate with sustainability themed event

Over 100 community members attended the Shakespeare Grove Artist Studio as part of the Sustainable Living Festival, supported by the City of Port Phillip Arts and Culture team.

Working artists welcomed visitors into their studios to share and chat about their artworks, processes and practices across a range of different mediums. Many artists were using recycled and repurposed materials that address our changing environment. There were a range of sustainability themed interactive activities including activities run by the Port Phillip EcoCentre and Beach Patrol group. Resident artist and graduate of the Port Phillip Environmental Leaders course, Carolyn Cardinet, provided an immersive sculptural/soundscape experience reimagining her work 'Invasion 2025'.

Elster Creek – \$3.1m partnership between our Council and the Australian Government

The lower Elster Creek will be cleaner and greener thanks to this project as part of the Governments' Urban Rivers and Catchments Program. The two-part project will focus on vegetation management and stormwater harvesting.

About 22,500 indigenous plants will be planted along the Elster Creek, and approximately 4,500 square metres of dead and dying vegetation will be removed.

The stormwater harvesting plan will help regulate flows and enhance the water quality by removing an estimate 12 ML/year of stormwater from Elster Creek.

Detailed design is scheduled to begin soon, with construction planned for completion in late 2027.

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Don't Waste It! Waste and Recycling Strategy Consultation Stage One

Stage 1 of the waste and recycling strategy community consultation commenced on 14 March. The survey is available in 6 languages: English, Spanish, Italian, Russian, Polish and Chinese (simplified). Fact Sheets are available in 7 languages: the above 6, and Greek. Officers have attended pop up events as part of the Neighbourhood Engagement Program and facilitated workshops with Greek and Russian seniors' groups. Further workshops have been scheduled for April.

Stage 1 of the strategy consultation has been designed to clearly outline and communicate to the community what they can and cannot influence, and why. Officers have designed the consultation in specific and translatable language, to ensure the community comes away with an agreed understanding and enhanced knowledge on an area that is influenced heavily by social expectations, state legislation, and financial limitations.

The strategy consultation aims to capture feedback on:

- How Council communicates with the Community on Waste;
- How Council deals with kerbside waste;
- How we reduce waste to landfill;
- Frequency of service;
- Hard waste service;
- Communal hubs; and
- Circular Economy.



Middle Park, Neighbourhood Engagement Program (NEP)

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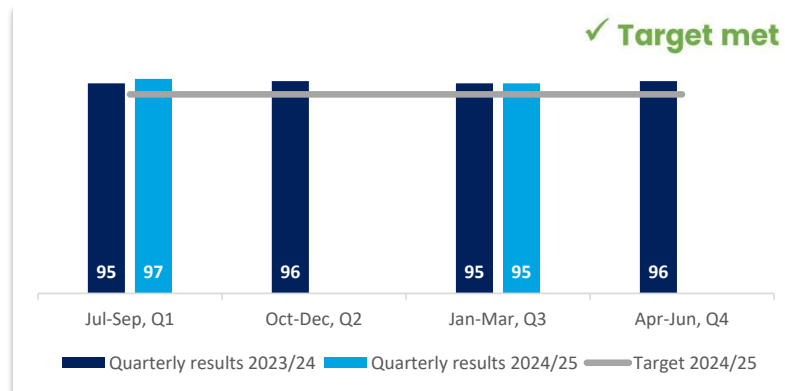
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Service spotlight: Amenity

City amenity patrols

Local Laws staff continued daily patrols across hotspots and worked with Police and local service providers to support those in need of help while ensuring roads, footpaths and streets were clear and safe. Summer Management concluded on 31 March with attendance from Local Laws at all major events and patrols across areas with high summer visitation such as our beaches.

Street cleaning audit compliance



Shopping trolley clean up

Local Laws officers removed over 70 shopping trolleys from public land and worked with supermarkets to continue to roll out the requirement for trolley locks under the Local Law to limit the ability for trolleys to be left away from supermarket trolley bays.

The street cleaning audit compliance for Q3 was 95 percent which is above the 90 percent target. There was no data available in Q2 due to a shortage of staff performing audits.

The street cleaning audit compliance assesses the effectiveness of cleaning services across various precincts by evaluating key criteria such as discarded rubbish, tree debris, silt, weeds, biohazards/stains, and drain inlets/grates. Each category is rated for cleanliness, and an overall 'Precinct Weighted Audit Result' is calculated to reflect the total compliance score which is the data reflected in this chart.

We are currently reviewing the street cleaning program and updating it.

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Service spotlight: Sustainability

Act and Adapt Strategy

The implementation of *Act and Adapt: Sustainable Environment Strategy 2023-28* is steadily progressing with 64 per cent of actions on track, and 10 per cent of actions completed. Some achievements across our priority areas include:

A water sensitive city

Our work in Water Sensitive Urban Design has seen three new infrastructure projects move to the construction phase (due to start in April) and two more sites are currently under investigation.

A city with lower greenhouse gas emissions

Our Planning Compliance Officer role commenced in February. This is a trial role for two years that will assess developments' compliance with the Environmentally Sustainable Design requirements of the associated Planning Permit.

We've begun reviewing the materials we use to construct our assets across the Transport, Stormwater and Open Space portfolios to identify where we can make changes to increase the sustainability performance of our assets.

A city that is adapting and resilient to climate change

We have completed our Climate Risk Policy Review, where we reviewed relevant Council policies to determine if climate risk was appropriately addressed. We now have a list of recommendations that we will work with policy owners to incorporate.

Preparing our communities for the future climate

City of Port Phillip is eager to strengthen social connections, build wisdom and support communities to prepare for the future. To do this we have developed the Climate Ready Communities program which kicked off in March 2025. This program will build knowledge and empower our community to tackle climate challenges head-on, right where they live.

Communities in need and ready to act have been prioritised for support. Community members will undertake Canopy Training sessions that will take place towards the end of April. This training will guide community leaders through a six-step engagement approach up-skilling them to lead change on the ground in their local areas.

Council staff clean up the neighbourhood

Council staff removed a staggering 90 kilograms of waste from the streets surrounding the Operations Centre in Port Melbourne on 25 February 2025, as part of the business Clean Up Australia Day.

Led by the City of Port Phillip Waste Management team, the one hour clean up saw a significant amount of rubbish collected including, 11kgs of e-waste, 6 kgs of scrap metal and approximately 500 cigarette butts.



Council officers in action at the Clean Up Australia Day business event

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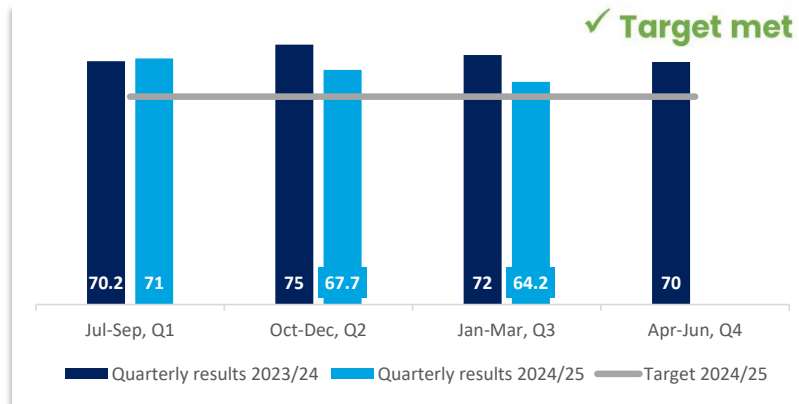
Connecting our community - Neighbours Day

In March, a current participant in our Environmental Leaders course organised, 'Neighbours Day' in the St. Kilda Road precinct. The day brought together over 50 locals to connect on 31 nature-based activities included a 'BioBlitz' with Port Phillip EcoCentre, a composting workshop with South Melbourne Sustainability Group and an olive brining workshop with the Port Phillip Pickers.



Neighbours Day 3004, olive brining workshop with Port Phillip Pickers

Percentage of investment in fossil-free institutions



The percentage of investment in fossil-free institutions was 64.2 percent in Q2 compared to 72 percent for the same time last year. The percentage investment in fossil-free institutions has consistently been over 60 per cent the last year and is within the target range of 60 to 80 percent. This target is at risk as this has trended downwards in recent months due to several factors. Overall funds invested have decreased due to settlement of property acquisitions. Additionally, market volatility due to inflation and RBA rate changes resulted in fossil free banks not taking investment funds. A merger in the banking sector further reduced green banking options for Council. Council continues to prioritise fossil free investments to meet our sustainability commitments, balancing this with managing risk and return. We continue to monitor this closely to seek green options and ensure we meet all our investment targets.

Service spotlight: waste management

Don't Waste It! Waste Management Strategy

Stage 1 of the waste and recycling strategy community consultation ran 14 March to 13 April. Officers attended pop up events to socialise the strategy and ensure wide feedback. It is likely that some of the targets in the current Don't Waste It! will be reviewed and revised due to a combination of changing community priorities and changed State Government direction. The new State Government kerbside bin service standards and associations are now due to be ratified by June 2025.

Kerbside waste collection tender

A kerbside waste collection tender was released in March 2025, as part of Council's commitment to continuously improve the quality of our services. The tendering process is an opportunity to establish a fresh and mutually beneficial agreement with a provider who is committed to delivering the standard of services expected by our community. We have learned much from the challenges encountered during the changeover to the previous kerbside waste collection contract and are actively working to avoid any similar issues in the future.

Waste education events

During the quarter, Waste Education hosted three events:

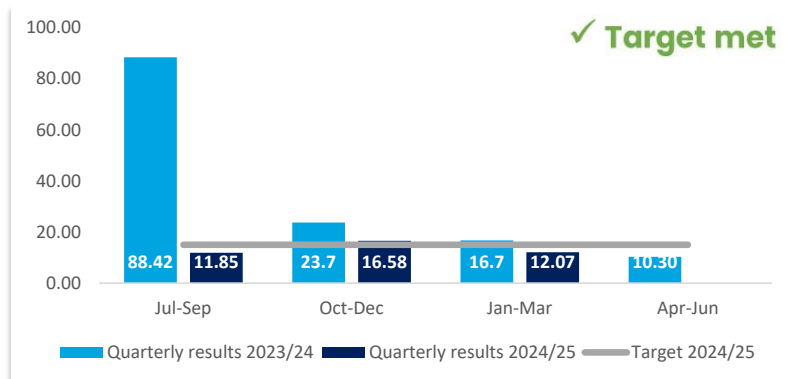
- Hosting a stall at St Kilda Festival where approximately 300 interested community members asked questions and learned about our current programs and left with educational materials.
- Two Clean up Australia day events, a community facing event, and an internal staff event. The impact combined was over 30 volunteers and approximately 120kg of waste and recycling material picked up from the streets.

Many participants in the community clean up event were interested in learning more about regular clean-up activities with City of Port Phillip and they were directed to our dedicated webpage - [Volunteer to keep our city clean - City of Port Phillip](#)

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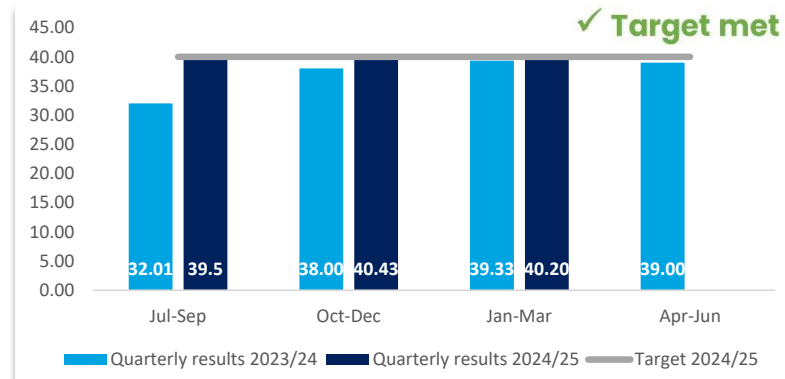
Kerbside collection bins missed per 10,000 scheduled bin lifts



For Q3, kerbside collection bins missed per 10,000 scheduled collections was 12.07 which is within the 15-target threshold and an improvement from last quarter at 16.58 lifts and on the same time last year at 16.7 bins missed on average.

This is a significant improvement from Q1 23/24 where performance was impacted by the transition to a new waste services provider.

Kerbside collection waste diverted from landfill



For Q3, kerbside collection waste diverted from was 40.2 per cent which is a slight improvement compared to the same time last year and meets the 40 per cent target.

Sustainable strategic priorities and major initiatives

Project	Monthly Update	Date	24/25 Forecast/budget
Deliver an updated Foreshore Management Plan, Marine and Coastal Management Plan and Coastal Adaptation Plan			
Stage: Discovery and Concept Status: At Risk About this project: Council is embarking on two projects to strategically manage our coastline and better prepare us for the future: a Foreshore Management Plan (FMP) and a Coastal Adaptation Plan (CAP). These plans will operate together to form a holistic and comprehensive approach to managing the Port Phillip coastline through the integrated project, Our Coastal Future.	<ul style="list-style-type: none"> The project is currently at-risk due to tight project timeframes. Once the community reference group is engaged and Councillors have input on the community engagement and their project expectations in May 2025, it is expected that the project will have a path to being on-track. On-site signage, postcards, social media posts and website updates to advertise Community Reference Group membership. Applications for Community Reference Group closed 31 March 2025, and assessment of nearly 50 applications is in progress. The Our Coastal Future Photos competition to promote the program and gain further insights on the community's values for the coast closed on 31 March 2025. Fortnightly progress meetings with the external consultant are continuing. 	Target completion: June 2027 Adjusted completion: June 2026	\$384k/ \$395k
Shrine to Sea			
Stage: Initiation Status: On track About this project: The Shrine to Sea project will deliver landscape, artistic and civil works to the Kerferd Road median and pier forecourt, in accordance with the State Government's Shrine to Sea Masterplan.	lagoon	Target completion: June 2027 Adjusted completion: No change	\$525k / \$300k
New Community Safety and Wellbeing Plan			
Stage: Initiation Status: On Track About this project: The Community Safety Plan outlines how we're working towards building a safe and connected community where everyone feels safe to live, work and play. We are working on the next Community Safety Plan 2025-2029	<ul style="list-style-type: none"> The Internal Safety Committee/PCG has been meeting monthly to monitor delivery of the Community Safety Plan, Domestic Animal Management Plan, and other projects. The Community Safety Roundtable, chaired by Ian Gray AM and facilitated by Anika Dell, was held on 19 March. Engagement for the Community Safety Plan has been delayed to May 2025 (from March) to allow response, if required, to the Community Safety Roundtable and Local Laws review. The Trauma Aware Port Phillip working group has hosted an event and is developing a toolkit. 	Target completion: April 2025 Adjusted completion: November 2025	\$225k/ \$225k

Project	Monthly Update	Date	24/25 Forecast/b udget
Eco-Centre Redevelopment			
Stage: Delivery Status: At Risk About this project: <p>Since 1999, the Port Phillip EcoCentre has delivered education, programs and services to more than 19,000 participants annually. The popularity of the EcoCentre over this time has seen it outgrow its current building which is no longer fit for purpose. A new building will increase the EcoCentre's ability to deliver sustainability programs, meet compliance requirements, and provide a leading example of environmentally sustainable design. It offers a larger space for the community to book, and includes Australia's first Citizen Science Lab.</p>	<p>Works on site are steadily progressing. The project is At-Risk due to risk of contractor not meeting deadlines for completion of landscape works.</p> <p>Works to the building are near completion and are sufficiently complete for the Municipal Building Surveyor to undertake a pre-final inspection. Statutory and Greenstar compliance is underway and up to date. The lift installation and most statutory compliance items are complete.</p> <p>External landscaping works are expected to be complete near the end of April. In ground services are complete, concrete sleeper retaining walls have been constructed and crushed rock for paths is well underway. A footing issue for brick retaining walls and a clash with South East Water assets was resolved at the beginning of April meaning footings, retaining walls and paving can now proceed.</p>	<p>Target completion: May 2024</p> <p>Adjusted completion: Building: April 2025 Exterior/landscape works: May 2025</p>	<p>\$2.8m/ \$2.2m</p>

CEO message

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Port Phillip

Strategic Direction 4

Vibrant Port Phillip

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.



Key highlights

Port Phillip Mussel & Jazz Festival

Over the Labour Day long weekend on 8–9 March, South Melbourne Market came alive as more than 50,000 festivalgoers enjoyed two days of incredible live music, delicious seafood and entertainment. Cecil Street was closed to traffic and the Market celebrated our favourite mollusc with a two-day seafood street party, set to a soundtrack featuring some incredible jazz and soul acts including The Shuffle Club, Miss Lizzy & The Night Owls and Margie Lou Dyer.



Mussel and Jazz Festival, South Melbourne Market

Capturing the voice of our community – St Kilda Library uplift community engagement

St Kilda Library will be refurbished in 2025 to create a safer, more functional and engaging space for our community.

Between 24 February – 23 March 2025, a range of communications and engagement activities were carried out to inform the community about the St Kilda Library Uplift and to seek their feedback. The Library team and Engagement team delivered community pop-up conversations at numerous locations around St Kilda and Elwood including Veg Out Farmers Market, Alma Park and at local Primary Schools

A draft concept design was presented which includes:

- new seating and study desks
- more lounge areas for reading and relaxation
- a relocated children's area to create a more vibrant and interactive space for families
- a relocated teen space to read, study and relax.

We are currently reviewing the feedback we received before the design concept is finalised.



Primary School students providing feedback on the St Kilda Library furniture upgrade

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Last Lap Live St Kilda

The City of Port Phillip and the Australian Grand Prix Corporation (AGPC) met in late 2024 to discuss strategies to increase the positive economic impact to both the Clarendon Street and Fitzroy Street precincts, and to support the AGPC in reducing pressure on public transport at daily track patron-egress times during the 2025 Australian F1 Grand Prix.

Last Lap Live was created to celebrate South Melbourne and Fitzroy Street, St Kilda after the Grand Prix period. The event showcased these precincts and hospitality venues and encouraged racegoers to exit the track and explore these precincts on their way home, through a multi-venue free music festival. It emphasised the vibrancy, diversity and walkability of these precincts, at the doorstep to the track, offering an alternative to public transport queues and CBD venues.

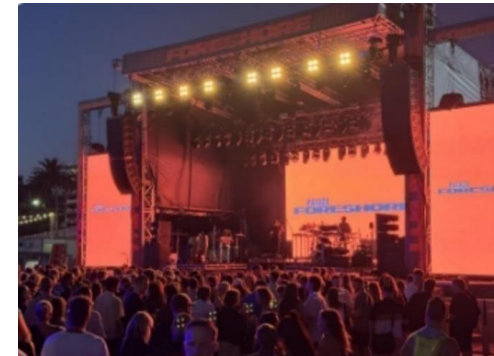
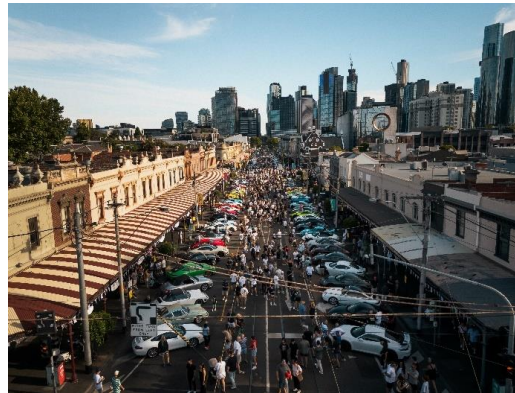
The event featured multiple South Melbourne and St Kilda iconic hospitality venues, including live music, dedicated food and beverage specials, and street performer activation throughout Clarendon Street, Fitzroy Street and surrounds.

The venues and live music were staggered throughout South Melbourne and all the way down Fitzroy Street to The Esplanade, to encourage smooth egress and a spread of patrons through different venues along the key routes.

CEO message
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Sustainable Port Phillip
Vibrant Port Phillip
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Festival highlights

In Q3, the City of Port Phillip delivered a vibrant program of live music and cultural events that brought the community together and activated key precincts. With strong attendance and diverse programming, highlights included the Palace Foreshore concert series, the St Kilda Blues Fest, the Porsche and Coffee event in South Melbourne, and the new Last Laps Live initiative during the Grand Prix. The St Kilda Festival showcased First Peoples talent and culminated in Big Festival Sunday—a celebration of music, art, performance, and community spirit.



Top left: St Kilda Festival Big Sunday teasers
 Left: Porsche and Coffee event, South Melbourne
 Top right: Blues Fest
 Above: Palace Foreshore

Service spotlight: Art, culture & heritage

Creative and Prosperous City Strategy

Creative and Prosperous City is a 3-year Strategy that commenced 1 July 2023. It has 56 actions that encompass initiatives around activating our high streets and key public spaces (Great Places and Precincts), our arts, events and creative industries support, and broader projects relating to the vibrancy of the City. Currently 41 of the 56 actions are on track.

The Games Action Plan is on track and funding has been confirmed for the 2025/26 financial year as we transition towards a broader program of screen support.

Fred Negro's artwork of the St Kilda Live Music Precinct is proudly on display in Acland Street Plaza. The work was created during Fred's artist residency at the Carlisle Street Art Space in 2024. Temporary grass has also been installed in the Plaza with Market Umbrellas to be installed next Spring.

Work continues to build our website and Business Concierge capability as well as commencing planning for a Bay St retail mapping project.

Service spotlight: Festivals

Some overall highlights for Q3 include:

- 8 nights of Palace Foreshore live music with approximately 30-35,000 attendees across the shows
- incredibly successful St Kilda Blues Fest which also ran on the same weekend as Palace and We Are Lost for a massive weekend of music in the live music precinct
- Porsche and Coffee event in South Melbourne with over 5,000 people in attendance
- trial of Last Laps Live with Grand Prix featuring programming of live music in Fitzroy Street and South Melbourne to capture crowds leaving the F1 Grand Prix.

St Kilda Festival First Peoples First highlights:

- 2 live music stages
- 56 first people music artists
- 67 dancers
- 6 locally employed first peoples hosts

St Kilda Big Festival Sunday highlights:

- 80 musical acts spread over 10 live music stages
- A range of activities across music, art and circus workshops, sports demonstrations, parades and dance events.

Service spotlight: Economic Development and Tourism

Council is continuing to advance the online business support project, which is scheduled for completion by the end of April 2025. Following the completion of the Victorian Government's Regulation Reform Incentive Fund (RRIF) online resources in late 2024, Council is now redeveloping its business website to showcase these permitting and application tools.

To support this initiative, a targeted promotional campaign will launch in mid-May 2025 to increase awareness of the new resources and position Port Phillip as a premier destination for doing business.

In addition, the website redevelopment will enhance support for established businesses by better highlighting the range of services Council provides, particularly for traders located within commercial precincts.

CEO message

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Service spotlight: Libraries

Library service utilisation and visitation continues to increase as we move toward the final year of our Library Action Plan 2021–2026. Compared to the same period last year, visits to libraries increased by 7 per cent, loans of collection items increased by 6 per cent and attendance at programs increased by 4 per cent. The library also welcomed 2,646 new members during the quarter. Community consultation was conducted for the St Kilda Library Uplift project in March and new furniture is expected to arrive later in 2025.

Capturing the voice of our community – St Kilda Library uplift community engagement

St Kilda Library will be refurbished in 2025 to create a safer, more functional and engaging space for our community.

Between 24 February – 23 March 2025, a range of communications and engagement activities were carried out to inform the community about the St Kilda Library Uplift and to seek their feedback. The Library team and Engagement team delivered community pop-up conversations at numerous locations around St Kilda and Elwood including Veg Out Farmers Market, Alma Park and at local Primary Schools

A draft concept design was presented which includes:

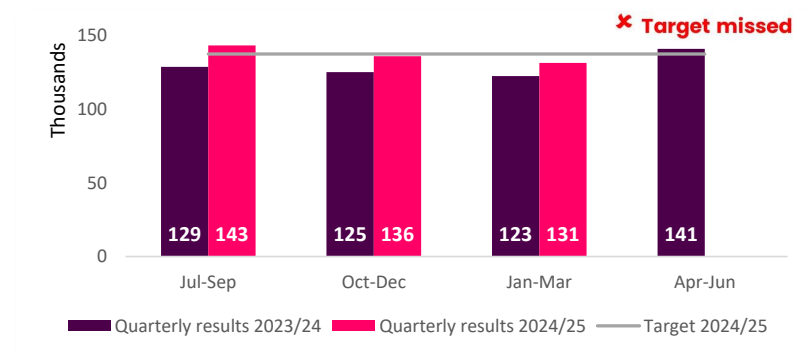
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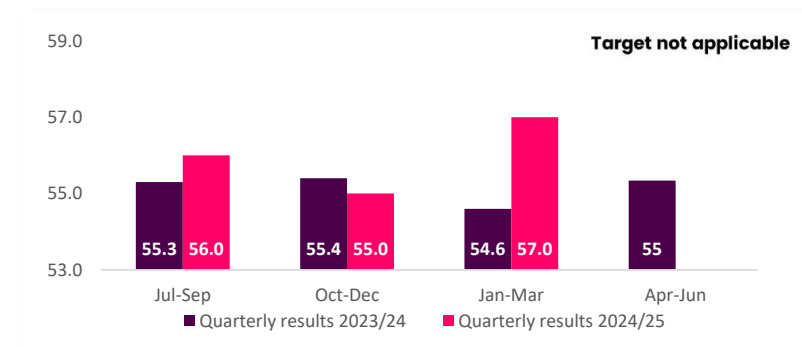
Primary School students providing feedback on the St Kilda Library furniture upgrade

Visits to libraries



In Q3 there were 131,454 visits to the libraries which was 4 per cent short of the quarterly target of 137,500 visits. Library visitation increased by 7 per cent in comparison to the same period last year. This increase was influenced by an increase in the number of community programs which resulted in the number of program attendees. The most significant increase was in programs for adults and older adults with a focus on digital literacy, social connection, and literary events. The increase in programming is a core deliverable of the Port Phillip Library Action Plan 2021-26.

Percentage of recently purchased library collection



As at the end of Q3, 57 percent of the library collection was purchased in the last 5 years which was higher than the same time last year at 54.6 percent.

This measure is an indicator of the turnover and currency of library resources.

Service spotlight: South Melbourne Market

This quarter has seen exciting developments across the South Melbourne Market, from infrastructure upgrades to new trader openings and community events. We've continued to invest in improving the Market experience for visitors and traders alike, while celebrating local talent and sustainability initiatives. Here's a snapshot of what's been happening

An Approach to Market was completed this quarter for a **new carpark management system** for the Market's rooftop carpark. The new system will be installed in quarter 4, replacing the current system which is end-of-life, and introducing efficiencies by replacing paper tickets with license plate recognition software.

Suki McMaster and Markee Skincare opened in January. Sister-and-brother duo, Suki and Mark, have joined forces to bring their two thriving

businesses together in a new location. This exciting collaboration offers an extended range of Suki's cheerful, Australian-designed homewares, stationery and gifts, alongside Mark's handmade, environmentally sustainable skincare products, all crafted with love in Melbourne.

South Melbourne Market was proud to be part of the inaugural **Australian Food Education Conference** in February. The conference hosted 65 secondary school teachers who teach in Food Studies, Hospitality, Cookery and / or Agriculture and focused on industry connections and insights, food systems and sustainability. Conference attendees enjoyed a guided tour of the Market to meet specialist traders and their suppliers, hear about the Market's sustainability initiatives and enjoy time to eat and shop.

Pizzateca Lupa opened at the Market in March in Stall 53 on the corner of Coventry and Cecil Streets. The Italian café / restaurant is serving up pizza teglia, pizza tonda, pasta, wine and cocktails, open from 8am – late Wednesday to Sunday.

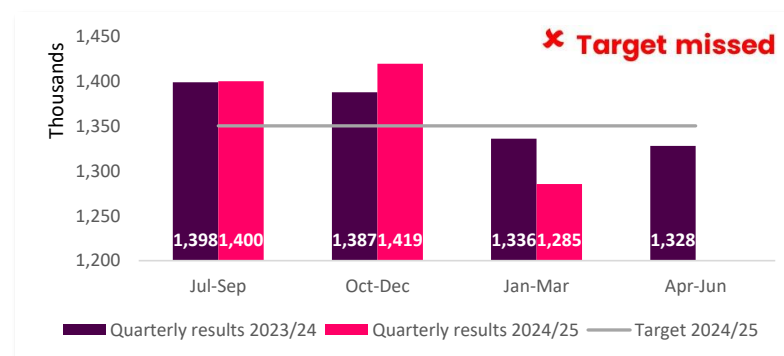
The **Cecil Street Essential Services Project** neared completion this quarter, with completion set for Quarter 4. The project has seen compliance works and improvements made to the restaurant's outdoor cooking stations along Cecil Street including the installation and upgrades of services including gas, drainage, water and electricity, and the installation of new fire sprinklers.

Visits to the South Melbourne Market

In Q3, the market recorded 1.285 million visits, slightly below the quarterly target of 1.35 million. However, March performed strongly with 460,000 visits, exceeding the monthly target of 450,000.

Key factors influencing March visitation included four days of extreme heat (over 35°C), disruptions from the Melbourne Grand Prix (local road closures and no Route 96 tram service), and the boost from the Port Phillip Mussel & Jazz Festival. March also benefited from having five weekends – typically the Market's busiest days.

We're aiming for a record-breaking 5.4 million visits in 2025, which would mark the highest annual visitation in the Market's history.



Vibrant Strategic priorities and major initiatives

Project	Monthly update	Date	2024/25 Forecast/ Budget
St Kilda Triangle Project (Feasibility)			
Stage: Delivery Status: On track About this project: <p>The St Kilda Triangle is located on the St Kilda foreshore, next to the Palais Theatre and Luna Park across from one of the city's busiest beaches. In 2016 Council adopted a masterplan for the site to provide guidelines for development. In 2022, a feasibility study for the site as a live music and performance venue was made, followed by the backing of a proposal to transform the triangle into a 5,000-person standing room live music venue. The next phase of this project relies on strong engagement and support from the Victorian Government.</p>	<p>Following Council's decision in July 2024 to continue some work on the project to engage with State Government, an advocacy strategy was developed to seek support and funding for a business case while other project works paused. The advocacy strategy is currently being implemented although there has been limited interest from the Victorian Government so far. Council will be briefed later this year on the outcomes of the advocacy which will determine the next steps for the project</p>	Target completion: June 2025 Adjusted completion: May 2025	\$67k / \$67k
Implementation of New Creative and Prosperous City Strategy 23-26 and the Live Music Action Plan – Music Precincts project			
Stage: Delivery Status: On track About this project: <p>The Creative and Prosperous City Strategy 2023-2026 is designed to deliver on the Vibrant Port Phillip Strategic Direction of Port Phillip's Council Plan 2021-31.</p>	<p>Games Action Plan Implementation– The Games Action Plan is on-track and funding has been confirmed for the 25/26 financial year as we transition towards a broader program of screen support.</p> <p>Activation of Public Space – The temporary plan for Acland Street Plaza has been confirmed with large-scale music precinct signage, greenery and umbrellas on the way.</p> <p>Business Support – Work continues to build our website and Business Concierge capability as well as commencing planning for a Bay St retail mapping project.</p>	Target completion: July 2025 Adjusted Completion: July 2025	\$900k / \$1.1m

Project	Monthly update	Date	2024/25 Forecast/ Budget
South Melbourne Town Hall redevelopment and ANAM lease			
Stage: Delivery Status: On Track About: South Melbourne Town Hall is a 140-year-old building, and in fair condition overall but due for major restoration and renewal. It requires some repair, due to a collapse of part of the ceiling in 2018 that triggered the fire system, causing water damage. Further structural investigation completed in December 2020 confirmed the need to keep it closed until the project is complete. This will ensure the safety of the building.	The project is back on track following Council endorsement in January 2025 of additional budget and time. This change followed the discovery of hazardous materials (asbestos and lead paint) in the ceiling spaces of the Ballantyne Room and Main Hall during demolition works in late 2024. Removal of the hazardous materials is progressing to schedule, and redevelopment activities are occurring alongside this process to minimise the delays incurred. These include commencement of the shop drawing process for the structural steel required for the east annex and the Ballantyne Room, and inground works for the updated amenities in the east annex.	Target completion: April 2026 Forecast completion: July 2026	\$6m / \$10.7m
Carlisle Street Carparks Redevelopment			
Stage: Planning and design Status: On Track	The project is on track with further discussions and negotiations relating to the potential transaction continuing this month. Additionally, the project team is preparing to commence community consultation, which is expected to proceed in May 2025. Any written submissions pertaining to the proposal received during the consultation period will be presented to Council for consideration, prior to any Council decision in respect of the proposal.	Target completion: February 2025 Forecast completion: January 2026	\$58k / \$58k

CEO message

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Strategic Direction 5

Well Governed Port Phillip

A city that is a leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts



Key highlights

Council civic events

City of Port Phillip's civic event calendar has been active, featuring five events in the first quarter of the year.

Council civic events provide an opportunity to celebrate community milestones, recognise outstanding individuals, and promote cultural diversity. The council plays a key role in organising these events and supporting community groups to bring them to life. Here's an update on some of the key events we've recently hosted.

The 110th Albert Jacka Anniversary Commemoration

This event was held on Sunday 19 January with over 120 attendees paying their respects at the cemetery. We then hosted 80 attendees at the St Kilda Town Hall for afternoon tea. A fantastic turn out for a 38-degree day to pay tribute to the efforts of Albert Jacka during World War I which led him to become the first Australian Soldier to be awarded the Victoria Cross.



Albert Jacka memorial

Raoul Wallenberg Day Event

On the same day, the City of Port Phillip hosted the Raoul Wallenberg Day Event with 80 attendees in the Council Chamber. The Hon Dr Mike Kelly AM & Dr Frank Vajda AO were in attendance. To commemorate the life of Raoul Wallenberg Swedish Diplomat credited with saving 400,000 Jews in WWII.

International Women's Day was held at the St Kilda Town Hall & Carlisle Street Art Space on Thursday 6 March with over 100 people in attendance.

The event was held in conjunction with the festivals & events team and the ROAR Women's Music Festival, celebrating Women in art & music with a fantastic exhibition of women in music, and women photographers.

Citizenship ceremonies

There have been two Citizenship Ceremonies held to date this year at the St Kilda Town Hall. On January 26 we hosted the Australia Day Citizenship Ceremony with 120 Conferees. The audience were treated to performances by the Low Rez Choir and a sausage sizzle catered by the Port Phillip Rotary Club on the front lawn.

The second Citizenship Ceremony was held on Thursday 20 March with 155 conferees. This ceremony turned out to be an extra special ceremony as we facilitated a proposal on stage for two of our conferees.

Both ceremonies were presided over by Mayor Louise Crawford with some Federal and State Members of Parliament also in attendance.



Surprise wedding proposal at the most recent citizenship ceremony on 20 March, St Kilda Town Hall.

Deliberation on the Plan for Port Phillip

In Q3, Council held a community panel to provide additional advice and recommendations about the Plan for Port Phillip (including budget). The panel consisted of approximately 40 community members from different walks of life, who met for 15 hours across four workshops to deliberate and form recommendations on the 10-year Community Vision and priorities for the next four years.

The panel was given the context to make informed decisions and recommendations; they heard from Council Officers, received information packs, and considered a presentation from a futurist.

Through discussion, negotiation and voting, the panel members identified changes to the existing Community Vision as well as their seven top priority areas for the Port Phillip community over the next four years.

These recommendations were presented to Councillors in March and will inform the Plan for Port Phillip which is expected to be finalised by the end of June.



Community panel deliberative workshop (1 of 4) at St Kilda Town Hall

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Service Spotlight: Communication and engagement

Council sought feedback from community on 11 initiatives:

- Plan for Port Phillip Community Panel (deliberative engagement program)
- Proposed changes to dog on and off leash restrictions
- Don't Waste It! (Waste Management Strategy)
- Love you neighbourhood (neighbourhood branding)
- Port Melbourne Light Rail Linear Parks Plan
- Small Parks for Balaclava and St Kilda East
- Uplifting St Kilda Library
- Funding for the future (community funding policy)
- Reviewing the Dickens Street Pop-up Park, St Kilda
- Our Coastal Future (nominations for Community Reference Group)
- St Kilda Botanical Gardens Public Toilets

Engagement reports for seven initiatives were written and shared with the community:

- Greening Fred Jackson Reserve and Sandridge Beach
- Plan for Port Phillip, phase 2 broad community engagement
- Plan for Port Phillip, Community Panel Recommendations
- Lighting up Carlisle St, Balaclava

- Reconciliation Action Plan
- Greening Raleigh St, Windsor
- Danks Street Biolink Review and Renewal, Port Melbourne

Three monthly newsletters were sent:

- January: 3,542 recipients
- February: 3,539 recipients
- March: 3,522 recipients

There were 1,824 contributions and 13,049 unique visitors to the Have Your Say digital engagement platform for the period between January and March 2025.

Service spotlight: Customer experience

Quarter 3 reflects service requests received and resolved over the busy summer period, which typically sees the highest volume of requests. This year was no exception, with March recording the most requests—slightly above January and February.

Common summer requests include parking permits, pet registrations, events, and reports of illegal parking. This year also saw notable increases in requests related to change of details, trees and open spaces, and graffiti.

Our ASSIST team remains a vital contact point for the community. In Q3, they handled 18,243 calls—resolving 42% on the spot, supporting parking permit applications, and logging over 10,500 service requests. The top three request categories were:

- Bins, Waste & Cleaning: 2,966 (16 per cent)
- Parking & Transport: 1,668 (9 per cent)
- Parks & Open Spaces: 703 (4 per cent)

Our ASSIST counters at Port Melbourne and St Kilda received 3,499 visitors, mainly for permits and rate payments. We're actively adjusting staffing to better manage peak call times and improve our speed of answer.

We've upgraded our website to enhance security, speed, mobile accessibility, and user experience.

We're committed to continuous improvement in service request handling and welcome feedback and complaints as key insights. Recent analysis has identified improvement areas:

- using plain language
- adding empathy and personalisation
- including the right level of detail
- clearly explaining decisions, especially in disappointing outcomes

Service spotlight: People, culture and capability

This quarter, several initiatives were progressed:

- Leaders Forum held with all City of Port Phillip people leaders coming together to focus on the year ahead
- Progressed our approach to psychosocial safety in the workplace with a leadership session with Professor Brock Bastion
- International Women's Day event held for staff to recognise the importance of continuing to progress gender equality
- In alignment with Cultural Diversity week, Racial Literacy and Bystander training run for our community facing leaders who interact with our diverse and multicultural community
- Focus on support and safety for our staff working outdoors and challenges with inappropriate behaviour from members of the Public

Cultural diversity

Cultural Diversity Week (17–23 March) and International Day for the Elimination of Racial Discrimination (21 March) saw us celebrating our diverse workplace as well as recognising the need to do more to eliminate racial discrimination.

One part of Council's broader commitment to combating racism and fostering a safer environment for our staff and community was a 'Racial Literacy and Bystander training' held during Cultural Diversity Week. The training was specifically targeted towards leaders in our community-facing teams and focused on practical knowledge and skills that leaders could share with their teams.

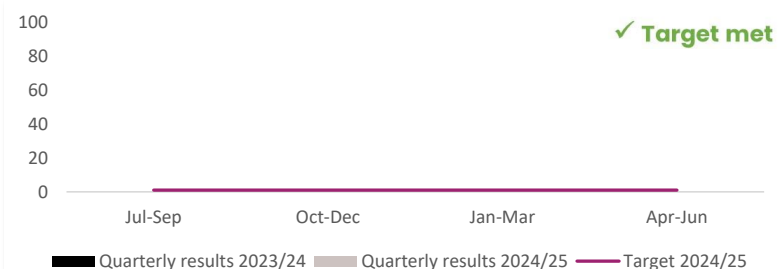
Service spotlight: Technology

During Q3 the Technology team implemented an upgrade to our Enterprise Resource Planning (ERP) system, OneCouncil, to its latest version of the software on the 11th of March. This upgrade ensures the Council has the most up-to-date system, the latest functionality and ongoing support from our vendor, TechnologyOne.

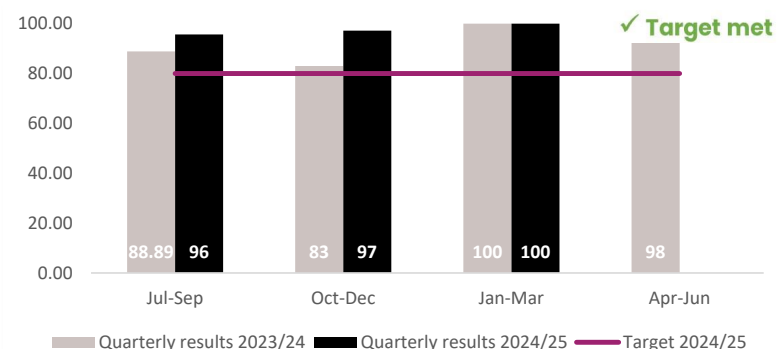
This upgrade will enable the Council to experience a number of system improvements which include (but are not limited to) a new payment plan process, a shortcut to be able to enter file note details to support every time we talk with our customers, improved matching of addresses in the Snap, Send and Solve system, a new way of booking fleet vehicles through the mobile phone in addition to improved security features, system performance and system bug fixes.

CEO message

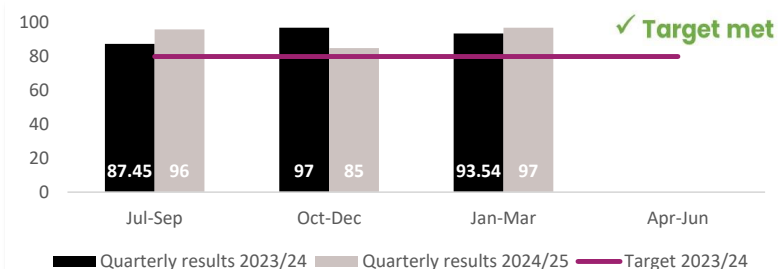
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Material legislative breaches

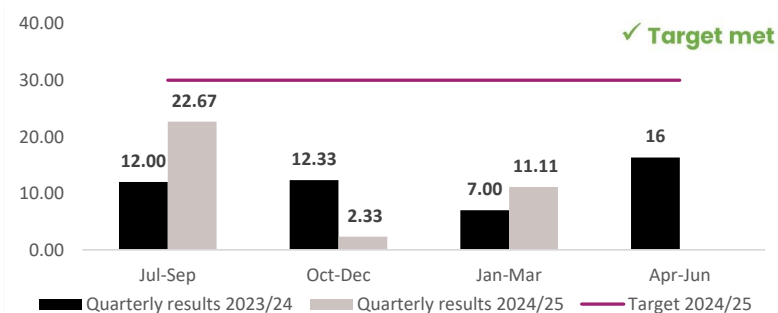
There were no material legislative breaches for Q3 consistent with the target and the result for the same period last year.

Percentage of councillor attendance at council meetings

In Q3, there was 100 per cent councillor attendance at council meetings which was the same as the same time last year – there were no Council meetings held in January.

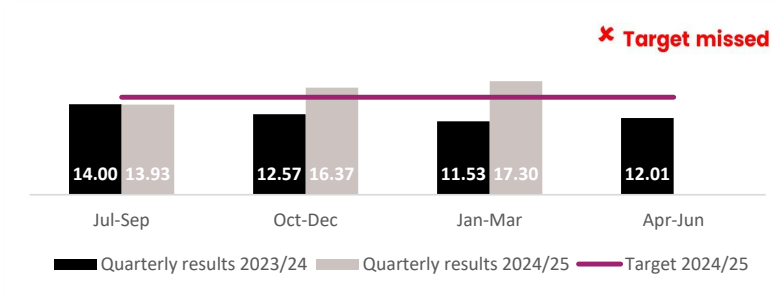
Percentage of audit actions completed on time

For Q3 97 per cent of audit actions were completed on time which is an increase on same time last year at 94 per cent and exceeds the quarterly target of 80 per cent.

Percentage of Council decisions made at meetings closed to the public

In Q3, 36 Council decisions were made at meetings with 4 of these decisions (11.11 per cent) made at meetings closed to the public. This is below the 30 per cent target. This result is slightly higher than the same time last year where 7 per cent decisions were made in closed meetings.

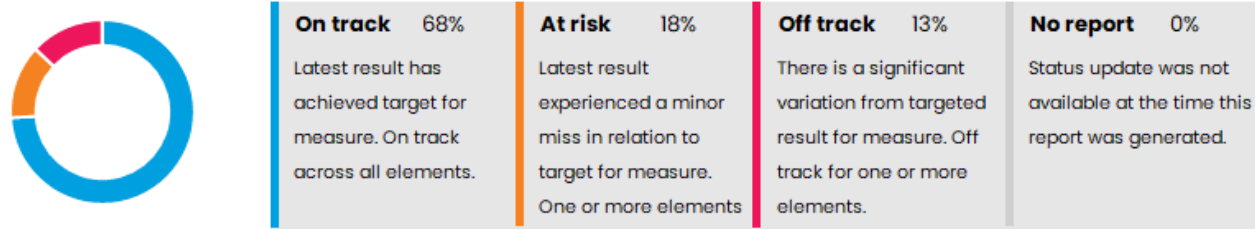
Staff turnover (rolling 12 month average)



In Q3, the staff turnover rate was 17.30 per cent against a target threshold of 15 percent. The higher-than-average turnover is attributable to recent Australian Government aged care reforms and the transition of some of our in-home services to other providers – this is temporary and will reduce. The voluntary turnover rate is 12.6 per cent and has been trending down the last four months.

Project portfolio summary

Overall status – Q3 average



Portfolio status trend

	12-month average	Jan-25	Feb-25	Mar-25
On track	70%	67%	70%	67%
At risk	15%	18%	17%	20%
Off track	13%	15%	12%	13%
No report	2%	0%	0%	0%

Portfolio financial performance

	Number of projects	Annual budget (\$ million)	Annual forecast (\$ million)	YTD forecast (\$ million)	YTD actuals (\$ million)	YTD variance (\$ million)
Capital	109	58.8	51.3	30.5	22.4	8.1
Operating	51	10.2	10.3	7.7	6.8	1.0
Total	160	69.0	61.5	38.2	29.2	9.1

CEO message

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Vibrant Port Phillip

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Financial update

We will be providing data on our current financial status in our upcoming Q3 Financial Report which can be found in the Council Meeting minutes on our website.

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City of Port Phillip

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Language assistance

廣東話 9679 9810 Ελληνικά 9679 9811 Polska 9679 9812

普通話 9679 9858 Русский 9679 9813 Other 9679 9814



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

🌐 relayservice.gov.au





What we did in April...



In the lead-up to the May election, secured federal funding commitments to expand CCTV coverage across Port Phillip



17 participants graduated from our Environmental Leaders Course

Housed 61 older persons through the Sponsorship Housing Agreement with Housing Victoria



Won the 2025 Consulting Surveyors Victoria Award for Municipal Excellence



Resolved 95% community service requests on time



Monthly performance indicators

71%
met target

Project portfolio performance

87%
projects on track
(incl. those at risk)

Hosted 49,741 visitors at our libraries



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Message from the CEO

Welcome to the April CEO Report, which includes an update on the priorities that Council has set for me.

Deliver the Council Plan

The overall project portfolio performance sits at 87 per cent for April, above the target of 80 per cent. We're pleased to share that the upgrade of our six children's centres is on track following the confirmation of additional funding from the Victorian Government through the Victorian School Building Authority. Since receiving their respective planning permits, detailed design has progressed for Clarendon Street, Elwood, Eildon Road, and The Avenue, and construction documentation drawing is now commencing.

Community safety formed the focus of discussions at our Council meeting on 21 May as the Community Safety Roundtable Report was put to Councillors. We are now following up several Roundtable recommendations which fit within existing policies and budgets, such as enhancing existing partnerships and developing a protocol with Victoria Police and key service providers to further support a coordinated response. At this meeting, Councillors voted to explore community consultation on a potential Local Laws amendment to designate certain encampment "hotspots" as temporary no-

camping areas to address safety and amenity concerns. It's important to note that this potential change would be a last resort if housing and support offers are declined, with no fines involved and exemptions on camping maintained elsewhere for people experiencing homelessness.

I am pleased to share that consultation to help inform our new, overarching Community Safety Plan opened on 22 May, and I'm looking forward to seeing the feedback and recommendations from our passionate and engaged community.

Governance and Advocacy

Ahead of the 2025 Federal Election, we launched a strong advocacy campaign to secure funding for vital local projects. We met with federal election candidates to highlight priority initiatives, ensuring local needs were considered in campaign promises. We also joined the Municipal Association of Victoria's (MAV) Federal Election Advocacy Campaign, reinforcing calls for investment in infrastructure and community services. These efforts saw key funding pledges, including investment in CCTV installations across five major activity centres to enhance public safety, support for the Australian National Academy of Music (ANAM) at South Melbourne Town Hall, and funding for the Port Phillip EcoCentre to expand environmental programs.

In April, we opened community consultation for the Plan for Port Phillip 2025-35 and the 2025-26 proposed budget. The plan represents the vision our councillors have for our City and addresses the evolving needs of our community and outlines key services, initiatives, and projects to help Port Phillip thrive now and in the future. This project was one of seven open for community feedback for the month. Other notable projects included our new Don't Waste It! Strategy, our Sport and Active Recreation Strategy, and proposed changes to our Dog On- and Off-Leash areas.

Community, Stakeholder, and Customer

The Ripponlea community continues to heal and rebuild in the aftermath of the December terror attack on the Adass Israel Synagogue. Though the trauma is still deeply felt, the community has demonstrated remarkable resilience, especially during Passover and Easter.

Adass Israel has expressed heartfelt gratitude for the widespread support received from across the Port Phillip community, including Council and emergency services. Plans for a new Synagogue and community centre continue to take shape and the Shul is working with architects and planners, supported by fundraising and federal pledges.

For April, I'm pleased to report that 95 per cent of community complaints were resolved within agreed timeframes, far exceeding our 80 per cent target. This result improves on our performance for the same time last year at 89 per cent. We also experienced a 29 per cent reduction in complaints compared to this time last year.

Finance, assets, and value for money

At the end of April, the full year forecast 2024/25 cash surplus was \$3.3 million which was \$2.7 million higher than Budget 2024/25. This month, the forecast was updated to reflect higher volumes of parking infringements due to consistent weather and savings achieved on project completion. This was partially offset by increased costs associated with clearway and abandoned vehicle towing. Most of these savings are one-off rather than ongoing.

We are working towards a target of \$1.8 million efficiency savings for Budget 2024/25 and continue to maintain an overall low risk rating using the Victorian Auditor General's Office financial sustainability indicators.

Culture and capability

After consideration, we made the decision to commence bargaining for a standalone single-enterprise agreement. We believe a standalone enterprise agreement, as opposed to a multi-enterprise agreement between other councils, will provide better outcomes for our staff,

organisation, and the Port Phillip community. We have a strong track record of providing fair and reasonable outcomes for pay increases and conditions in a rates capped environment, that is financially sustainable and affordable. We anticipate bargaining discussions will commence in June.

We're proud to be awarded the 2025 Municipal Excellence Award by the Association of Consulting Surveyors Victoria, recognising outstanding efficiency and expertise in subdivision management.

At our 16 April Council meeting, Mayor Crawford accepted the award on behalf of Sandra Stewart, Council's Subdivision Officer, who was personally recognised for her professionalism and strong relationships within the surveying sector. Sandra is frequently consulted by other local government subdivision practitioners on complex cases, making her a standout in the industry.



Chris Carroll

CEO, City of Port Phillip

Inclusive Port Phillip

A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.

Autumn school holiday programs

In April, the Middle Years and Youth teams delivered an Autumn school holiday program that made the most of the beautiful weather, offering fun, inclusive activities to 260 local young people. School holidays can place added pressure on family budgets, so the program was designed to ease that burden by providing engaging experiences—along with lunch for all participants.

Younger children enjoyed sessions with the Eco Centre, where they explored local wildlife, and took part in traditional Marngrook games with great enthusiasm. Other highlights included rocket making and launching, as well as an energetic fitness session at Boxing Fit.

Young people aged 12 to 17 took part in a social mini-golf outing at Albert Park and a hands-on DJ workshop at the Victorian Pride Centre. These programs encouraged connection, skill building, and access to new opportunities.



Children at Skinners Adventure Playground enjoying the Eco Centre program

Active ageing - walking basketball

Just over a year ago, the Melbourne Central Basketball Association (MCBA) approached Council to assist in promoting their new walking basketball program. They sought support in raising awareness through established community networks, including Linking Neighbours and the Older Persons Advisory Committee (OPAC).

This collaboration aligned well with increasing interest from older residents in accessible and inclusive sport and recreation opportunities. Since then, the program has continued to grow,

with several Linking Neighbours and OPAC members remaining active participants. Sessions are held on Thursday mornings at the MSAC Basketball Stadium.

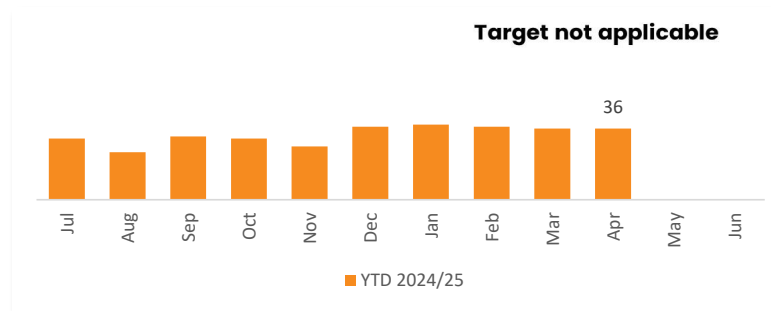
A highlight for many was the opportunity to take part in the NBL1 Anzac Day game, where participants played against Nunawading as part of the halftime entertainment—an experience that left a lasting impression.



Walking Basketballers Photo Credit: Melbourne Tigers

Monthly service statistics

Number of people actively sleeping rough (monthly data)

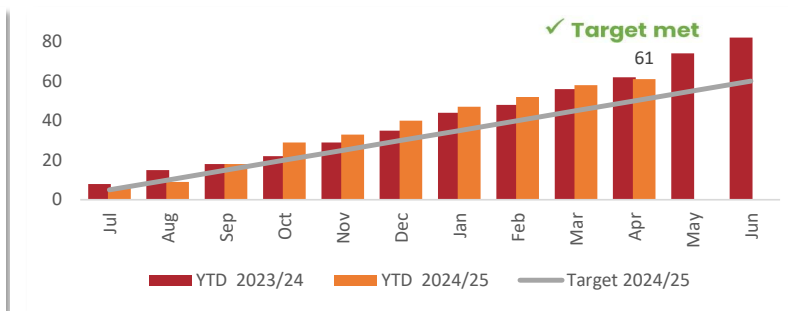


During April, 36 people were actively sleeping rough in our community (including in squats and vehicles) which is the same figure as last month.

The number of people can fluctuate from month to month, with decreases related to individuals being housed in long-term secure, affordable housing. Other reasons for decreases include people are no longer eligible for inclusion on the Port Phillip list as they have relocated to a list in another local government area, not being seen for over 90 days, or no longer requiring housing (e.g., a long-term traveller living in a vehicle).

Council continues to support a coordinated response to rough sleeping. This involves a range of Council services and partnering with community organisations.

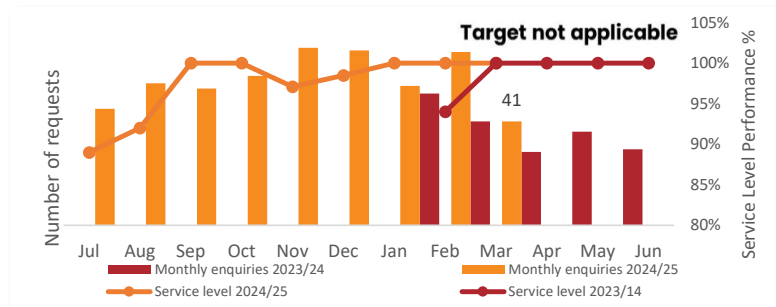
Number of older local persons housed (cumulative year to date)



In April, six public housing vacancies were filled through Council's sponsorship housing agreement with Housing Victoria. This brings the total number of older people housed to 61 against a year-to-date target of 50.

Our sponsorship housing pathway is solely for public housing estates for persons over the age of 50 (or 45 for First Nations Identified). We redirect clients outside this age to other support services, including Launch Housing with whom we have a funding deed arrangement, and other providers whom we work closely with including the Better Health Network and Sacred Heart Mission.

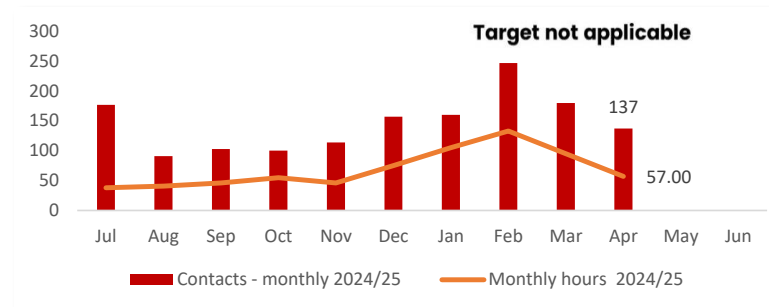
Customer housing and homelessness enquiries



This indicator reflects the number of housing and homelessness enquiries we receive. In April, we received 41 enquiries related to homelessness and housing. In April, 100 per cent of enquiries were responded to within the service level target.

Council plays a key role in facilitating connections with state-based and other partner organisations including Launch Housing, Better Health Network and Sacred Heart Mission amongst others. These complex queries are mostly in relation to rough sleeping and seeking information about social housing. Tracking the full outcome of each enquiry is challenging, as referrals are made to multiple partner organisations.

Rough Sleepers Initiative monthly contacts and hours



This data is provided via Launch Housing, whom we partner with to deliver housing and homelessness support including provision of assertive outreach services, and general housing information and support. The data shows the number of individual contacts made and respective hours delivered in outreach services and is reported as trend data.

In April 2025, assertive outreach workers made 137 contacts and provided 57 hours of direct support to individuals sleeping rough. A reporting discrepancy identified in late 2024 has since been resolved, resulting in more accurate reporting of contact hours from February onwards. The reduction in reported hours during March was due to staffing shortages, while April figures were affected by public holidays and staff leave.

More detailed reporting can also be found monthly on our website here: [Community safety - City of Port Phillip](#)

Strategic priorities and major initiatives

Project	Update	Date	24/25 Forecast/Budget
Children's Centres Improvement Plan to update six childcare centres			
Stage: Discover and concept to Planning and design Status: On track About this project: The City of Port Phillip is investing in the upgrade of six (6) Children's Centres over the following six years.	The upgrade of six (6) children's centres – Eildon Road, The Avenue, Elwood, North St Kilda, Clarendon Street, and Lilian Cannam – is on track following the confirmation of additional funding for the Improvement program from the State Government (through the Victorian School Building Authority). Since receiving their respective planning permits, detailed design has progressed for Clarendon Street, Elwood, Eildon Road, and The Avenue, and construction documentation drawing is now commencing. Lilian Cannam is awaiting a formal response regarding the planning permit application. Once this is received, the project will progress to detailed design and preparation of construction drawings. Following discussions with the State government licencing body, design changes were required that impacted the timeline, however the design is now approved and will be submitted as part of the planning permit application shortly.	Target completion date: May 2030 Adjusted completion: September 2030	\$1.3m/ \$1.1m
In Our Back Yard – Implementation / Review			
Stage: Delivery Status: At Risk About the project: Aimed at accelerating and maximising new affordable housing in Port Phillip, the implementation of In Our Backyard (IOBY) is negotiating delivery of a target of 447–498 units.	Implementation of the In Our Backyard (IOBY) strategy is targeting effort to accelerate and maximise the delivery of new affordable housing in Port Phillip. A total of 1,071 – 1,106 units have been committed, under construction or completed through all IOBY strategies. Work is underway to progress current projects for the remainder of IOBY strategy implementation. Funding opportunities under the Victorian Government's 'Big Housing Build' provide the best opportunities to deliver new housing projects (to date, 301 units in 8 eight projects have confirmed Victorian Government funding). Four key areas of focus for the program are: <ul style="list-style-type: none"> Working with the Victorian Government and St Kilda Community Housing (St KCH) to progress development of supported social housing at 28 Wellington Street, St Kilda, using the Common Ground model to provide 26 units of long- 	Target completion date: April 2025 Adjusted completion: July 2025	\$2.8m/ \$2.8m

Project	Update	Date	24/25 Forecast/Budget
	<p>term housing for persons who are sleeping rough. On 1 March 2023 Council confirmed its commitment to contribute \$4.755 M in cash and a surplus adjoining lane to enable delivery by St KCH. A Tripartite MOU with Homes Victoria and St KCH, and Partnership and Funding Deeds with St KCH ensure Council's housing outcomes are met. This project is scheduled for completion in Aug. 2025.</p> <ul style="list-style-type: none"> • Delivery of 46 units in the air space over replacement Council car parking through the Marlborough Street community housing development in Balaclava by HousingFirst, including a replacement public car parking. Project construction was completed in early 2023. • Working with Homes Victoria to ensure positive housing and broader community benefits via public housing renewal, and to support effective engagement with the local community. This included initial master planning for the Emerald Hill Court redevelopment, providing advice to Homes Victoria for redevelopment of the Barak Beacon site in Port Melbourne, and providing a submission in March 2025 to the Victorian Legislative Council's Enquiry into the Redevelopment of Melbourne's Public Housing Towers. • Preparation of a draft Social and Affordable Housing Regional Agreement with Homes Victoria for the M9 group of inner Melbourne Councils, to outline how the supply of social and affordable housing can be increased across the region. • Continuing to facilitate and broker new affordable rental housing and community housing in two private developments in St Kilda and Fishermans Bend. 		

Project	Update	Date	24/25 Forecast/Budget
Lagoon Reserve Pavilion and Sports Field			
Stage: Delivery Status: Off Track About this project: We're upgrading Lagoon Reserve in Port Melbourne to provide greater access to sport and recreation opportunities. Upgrades to the entire reserve include a new pavilion, cricket nets, public toilets, BBQ, picnic facilities, a reconstructed sports field, new sports ground lighting and upgraded path network.	<p>The Lagoon Reserve Pavilion project is off-track.</p> <p>The contractor's final design package has been submitted for approval and is being assessed by the Registered Building Surveyor (RBS). This approval is required for the Building Permit to be issued.</p> <p>Off-site construction of the Pavilion modules is progressing well, and on-site construction is on-track to commence in July, pending approval of the Building Permit.</p> <p>Enhanced landscaping works are in progress. The reserve will remain open to the public throughout the works; however, access points and sections of the reserve may be temporarily restricted to accommodate the works.</p> <p>Signage has been installed at the reserve to advise of the project timing with a link to the project information page on Council's webpage.</p>	Target completion date: June 2025 Adjusted completion: October 2025	\$3.2m/ \$3.3m
JL Murphy sports field redevelopment			
Stage: Delivery Status: On Track About this project: JL Murphy is Reserve is the largest Council-managed park in Port Phillip. Upgrades to the park include the baseball field lighting and infield reconstruction, as well as the resurfacing of two community pitches (pitch 2 and 3)	<p>The JL Murphy Pitch 2 and 3 Upgrade Project is On Track.</p> <p>The project is approaching completion, with both the turf pitch (Pitch 2) and synthetic pitch (Pitch 3) now accessible for public use.</p> <p>Additional works, including the installation of enhanced fencing and goal netting within the project area continue to progress. These works will be finalised upon the successful issuing of a Building Permit, which is currently in review.</p>	Target completion date: June 2025 Adjusted completion: June 2025	\$6.1m/ \$5.9m
Construction of new netball courts, pavilion, car parking and lighting at Elder Smith Reserve			
Stage: Planning and Design Status: Off Track About this project: With support from the Victorian Government, Council has an opportunity to develop a new netball	<p>The Elder Smith Netball Court and Pavilion project remains off track.</p> <p>Feasibility investigations in consideration of progressing the project at an alternate site continue and will be prioritised over the coming months.</p> <p>Currently awaiting completion of Traffic Impact Assessment to further inform feasibility recommendations.</p>	Target completion date: July 2025	\$158k/ \$342k

Project	Update	Date	24/25 Forecast/Budget
facility at Elder Smith Reserve, Port Melbourne including four outdoor netball courts with sports lighting, a pavilion and on-site car parking. The facility will support the growth of netball and improve the provision for female-led sports within the municipality.		Adjusted completion: TBA	

Liveable Port Phillip

A City that is a 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.

Rebuilding Ripponlea: community strength and renewal after tragedy

Ripponlea is rebuilding following the December terror attack on the Adass Israel Synagogue. While the trauma remains, the community has shown resilience, especially during Passover and Easter. Adass Israel has expressed deep gratitude for the outpouring of support from locals, Council, and emergency services.

Temporary sites now host daily prayers and events while plans for a new Synagogue and community centre take shape. The Shul is working with architects and planners, supported by fundraising and federal pledges.

Council is also exploring upgrades to the surrounding precinct, with \$60,000 proposed in the 2025/26 Budget to investigate public realm improvements—integrating security, greening, better lighting, and improved access. An extra \$250,000 is earmarked for initiatives to boost social connection and tackle discrimination, including \$60,000 to accelerate the Multicultural Strategy.

Ripponlea's vibrant traders continue to thrive, with revitalisation of Glen Eira Road also in the works. Let's continue supporting this strong and culturally rich community.



Ripponlea traders at the Glen Eira Road retail precinct.

Port Phillip honoured for excellence in subdivision management

The City of Port Phillip has been awarded the 2025 Municipal Excellence Award by the Association of Consulting Surveyors Victoria, recognising its outstanding efficiency and expertise in subdivision management.

At the 16 April Council meeting, Mayor Crawford accepted the award on behalf of Sandra Stewart, Council's Subdivision Officer, who was personally recognised for her professionalism and strong relationships within the surveying sector. Sandra is frequently consulted by other local government

subdivision practitioners on complex cases, making her a standout in the industry.

Paul Wood, Manager of City Development, emphasised the significance of the award, which is based on a statewide survey evaluating councils on efficiency, response time, and understanding of the Subdivision Act. He credited Sandra and the City Development team for their dedication to maintaining high standards.

The Mayor congratulated Sandra and her colleagues, expressing pride in Port Phillip's ability to facilitate subdivision outcomes effectively. The award highlights the council's commitment to excellence in municipal development.

Scouting safety in City of Port Philip

Since 2022, there have been 1.5 million shared e-scooter rides helping residents and visitors get around the City. In response to community concerns about safety and amenity, we've made several improvements to how e-scooters are used and parked, including:

- installing 50 "no footpath riding" decals at busy locations to remind riders of road rules
- rolling out footpath detection cameras across almost the entire fleet to alert or discipline riders

- requiring digital 'no parking' zones in apps to prevent parking in inappropriate areas
- trialling 10 marked parking bays on wide footpaths at key locations, with community consultation

Council will consider its long-term position on e-scooters in the coming months.

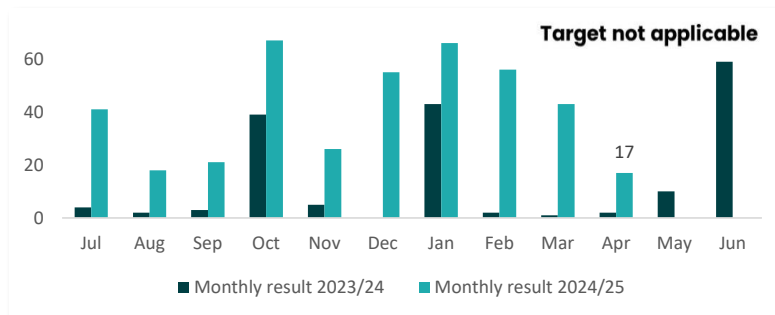
For more information, visit our [E-scooter page](#).



Street decals on the footpath in Fitzroy Street, St Kilda

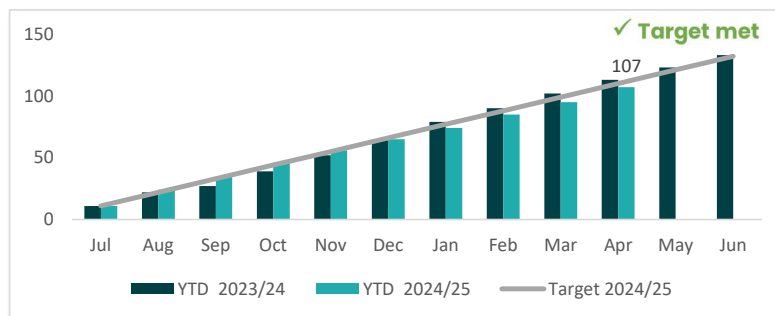
Monthly service statistics

Number of fines issued related to animal management

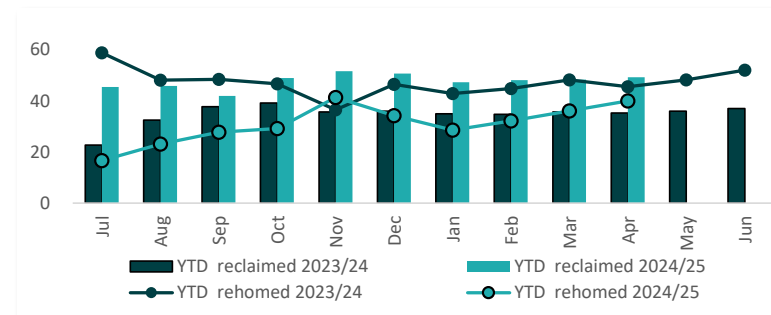


In April, 17 fines were issued in relation to animal management. Since the end of the summer season, there has been a reduction in the number of patrols across our parks and beaches. As of 1 April, seasonal changes to off-leash areas and restrictions have come into effect. Following the summer period (1 November to 31 March), dogs are now permitted on all beaches from 1 April to 31 October.

Number of sealed local road requests* (year to date)



Percentage of collected animals reclaimed and rehomed (year to date)



Of the 128 animals collected from 1 July 2024 to 30 April 2025, 63 animals (49 per cent) were reclaimed by their owners. Out of the remaining 65 animals, 26 animals were rehomed (40 per cent). A further 7 animals (10 per cent) out of the remaining (65) were being assessed at the time this report was generated. All avenues are explored to ensure animals find new homes. 25 out of the 128 animals collected were surrendered by their owners (19 per cent). Number of euthanised of the remaining animals (65) was 30 (46 per cent).

Council received 12 sealed local road requests in April which is just above the monthly threshold target of target 11 requests per month.

Year-to-date, there have been 107 sealed road maintenance requests which is below the 110-threshold target. These requests relate to road, kerb and laneway condition.

Strategic priorities and major initiatives

Project	Update	Date	24/25 Forecast/ Budget
Fishermans Bend Program			
Stage: Delivery Status: At Risk About this project: The Fishermans Bend Urban Renewal Area is the largest urban renewal area in Australia.	<p>The Fishermans Bend Development Contributions Plan (DCP) Panel Report was finally released on 29 April. An initial high-level review has found the report to be broadly favourable and supportive of many aspects of Council's submission.</p> <p>A detailed assessment will be prepared over coming weeks to understand the full implications of the report and to work with DTP on responding to the Panel recommendations. Due to delays in the release of the report, Ministerial Approval is now likely to happen later in 2025.</p> <p>Work has continued to progress this month with the Department of Transport and Planning (DTP) on updating the draft Montague Precinct Implementation Plan (MPIP) to address Council's formal feedback. A final version is expected mid-year.</p>	Target completion date: TBC Adjusted completion: TBC	\$477k/ \$537k
Housing Strategy			
Stage: Implementation Status: On Track About this project: The Housing Strategy sets out a municipal wide housing Vision guiding Council's actions to respond to our housing needs and aspirations over the next 15 years. Council endorsed the strategy on 21 August 2024. The implementation for this year consists of two consultancy projects funded by the Federal Housing Grant: <ul style="list-style-type: none"> • Residential Zone and Policy Review • Residential Zone Review: Heritage Advice 	<p>Consultants were appointed in November 2024, with draft report scheduled to be completed in June 2025. FY 25-26 will see community engagement on the draft outcomes and finalisation of the review. The project is on track, with the first draft of the report in preparation.</p> <p>Council endorsed the final Housing Strategy on 21 August 2024, setting a 15-year vision to guide local housing needs and goals.</p>	Target completion date: June 2025 Adjustment completion date: June 2026	\$360k/ \$410k

Project	Update	Date	24/25 Forecast/ Budget
Inkerman Safe Travel Corridor between St Kilda Road and Hotham Street			
Stage: Detailed Design Status: On Track About this project: The Inkerman Safe Travel Corridor project addresses the high crash rate on Inkerman Street and aims to provide safer travel alternatives for various users, including cyclists and other active travel users, pedestrians, and motorists.	In April 2025, key agencies reviewed the 80 per cent detailed civil design, with Melbourne Water giving in-principal endorsement. The final design was submitted as planned on 1 May, and approvals for traffic signals is scheduled for June. Lighting design and final approvals are scheduled for FY 2025/26.	Target completion date: May 2028 Adjusted completion: May 2028	\$455k/ \$400k
Park Street Streetscape Improvement Project			
Stage: Delivery Status: On Track About this project: Park Street is a strategically important east-west bike-riding corridor, linking the Domain Precinct and future ANZAC Station to the South Melbourne Activity Centre and beyond to Fishermans Bend. The Park Street Streetscape Improvement project will create a safe and refreshed streetscape for those living on or nearly, travelling through and using Park Street. The two projects include the Park Street Bike Link and the Streetscape Improvement project.	Construction delivery of Park Street Streetscape (Park Street Bike Link and Park Street Road Construction) and are approximately 40 per cent complete with works scheduled for completion by 15 August 2025. Project designated at risk until conclusion due to limited time contingency available.	Target completion date: June 2025 Adjusted completion: August 2025	\$1.6m/ \$1.6m

Project	Update	Date	24/25 Forecast/ Budget
Elwood foreshore facilities development project			
Stage: Discovery and concept Status: On Track About this project: Council has developed a masterplan for Elwood Foreshore to ensure that it meets the demands of our growing and changing community and is in the process of implementing the plan. We know that many of the buildings are ageing, that climate change might impact this area in coming years, that there are challenges for the way traffic and people move about the site, and that there are growing numbers of females in organised sports that we need to plan for. This initiative aims to address to implement the endorsed masterplan, over the next decade.	<p>The project is on track and detailed planning continues for the staged delivery of the masterplan. Melbourne Water has advised they have awarded a construction contract to undertake the Elwood Main Drain Duplication Project works, and a works schedule is expected shortly.</p> <p>Coordination works have continued with Melbourne Water on the reinstatement of Head Street sports grounds. A brief is being prepared to engage a Field of Play Designer to undertake works ahead of community engagement for Ground A. Further, an Architect will be engaged to develop concept designs for the Elwood Croquet Club upgrade that will go out for public consultation.</p>	Target completion date: June 2034 Adjustment completion date: June 2034	\$430k/ \$487k
South Melbourne Structure Plan			
Stage: Delivery Status: On Track About this project: Council has prepared a new South Melbourne Structure Plan to manage change and help respond to challenges such as climate change and population growth. The Plan sets out the long-term strategic vision for South Melbourne and an action plan on how it will be achieved.	<p>Officers have not yet received a response from the Minister for Planning.</p> <p>The South Melbourne Structure Plan implementation program is underway. Council adopted the South Melbourne Structure Plan on 21 August 2024 and has commenced the Planning Scheme Amendment to implement the relevant recommendations into the Port Phillip Planning Scheme.</p> <p>In early September 2024 Council requested authorisation from the Minister for Planning to commence the formal Amendment. Council is awaiting the Minister's authorisation and pending this, the next steps will include further engagement with the community, stakeholders and landowners.</p>	Target completion date: August 2024 Adjusted completion: August 2024	\$0k/ \$0k

Project	Update	Date	24/25 Forecast/ Budget
	<p>Aside from updates to the planning scheme, projects supporting the implementation of the South Melbourne Structure Plan and identified in the draft Plan for Port Phillip 2025–2035 include:</p> <ul style="list-style-type: none"> • Emerald Hill Masterplan Refresh (estimated completion 2026/27) • South Melbourne Town Hall Upgrade (major initiative 2025/26, estimated completion 2026/27) • Skinners Adventure Play Upgrade Stage 2 (estimated completion 2027/28) • Expand the size of Eastern Reserve North (estimated completion 2028/29) • WSUD Dorcas Street (estimated completion 2026/27) • Emerald Hill Library Upgrade (estimated completion 2025/26) • South Melbourne Market Renewal Works (Ongoing) • South Melbourne Project Connect – Upgrades, essential services and compliance (estimated completion 2031/32) 		
Gasworks Arts Park upgrade			
<p>Stage: Delivery</p> <p>Status: Off Track</p> <p>About this project: The upgrade of and landscape renewal of Gasworks Art Park is a priority action identified within the City of Port Phillip's <i>Public Space Strategy 2022–2032</i>. The two-phased project includes a new playground and park upgrade.</p>	<p>The project is On Track to meet the construction completion milestone of 4 August 2025.</p> <p>Demolition on site has been slower than anticipated, therefore there is a risk we may need to defer some contingency budget for 25/26 financial year. Construction completion remains unchanged.</p>	<p>Target completion date:</p> <p>June 2025</p> <p>Adjusted completion date:</p> <p>August 2025</p>	<p>\$2.2m/ \$3.3m</p>
Partner with the Australian Marina Development Corporation to deliver the St Kilda Marina redevelopment			
<p>Stage: Lease Implementation</p> <p>Status: On track</p> <p>About this project: This project is to secure and implement a new lease for the St Kilda Marina that benefits the community and</p>	<p>City of Port Phillip's contingency plan came into effect this month, with the long-term lease of the St Kilda Marina transferring to a short-term lease agreement. As a result, a new project was established and endorsed to commence the task of securing new proposals to redevelop the marina.</p>	<p>Forecast completion:</p> <p>September 2025</p> <p>Adjusted completion:</p>	<p>\$330k/ \$330k</p>

Project	Update	Date	24/25 Forecast/ Budget
achieves a balance between social, economic, environmental and cultural benefits for the Municipality and State.	To support this, works have been progressing to understand the condition of the marina. Council has also enforced the lease obligations for maintenance and repairs of the asset, and the current tenant has been attending to these items.	November 2034	
Partner with the Victorian Government to ensure appropriate outcomes for our community are achieved through the redevelopment of St Kilda Pier			
Stage: Planning and Design Status: At Risk About this project: St Kilda Pier is being upgraded by Parks Victoria. We've recognised there's a great opportunity to extend their design, revitalise, and upgrade the surrounding foreshore area and develop connecting paths between the promenade, park and other visitor attractions.	<p>The project is At Risk due to the tight budget constraints. Based on the tender drawings, the indicative cost estimate of the overall project cost has increased placing pressure on the overall project contingency. This has been outlined within the recent change request.</p> <p>The construction contract tender closed on 27 March and is anticipated to be awarded at a Council Meeting on 18 June 2025. Construction completion will be by end of January 2026.</p>	Forecast completion: January 2026 Adjusted completion: January 2026	\$688k/ \$662k

Sustainable Port Phillip

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.

Environmental Leaders graduate

On 29 April, 17 participants 'graduated' from the latest Environmental Leaders course. Over the free 10-week course, community members built their knowledge, leadership skills and confidence to action their own environmental projects.

Guest speakers were invited to each session to share their own environmental leadership journeys, and the group also benefited from connecting with other environmentally minded people.



Pitch night at the St Kilda Town Hall

EcoCentre: old roof tiles become homes for lizards

The EcoCentre's new building is almost complete! The external landscaping has kicked off and the finishing touches were put on Australia's first Citizen Science Lab, all-electric Community Kitchen and Multi-Purpose room.

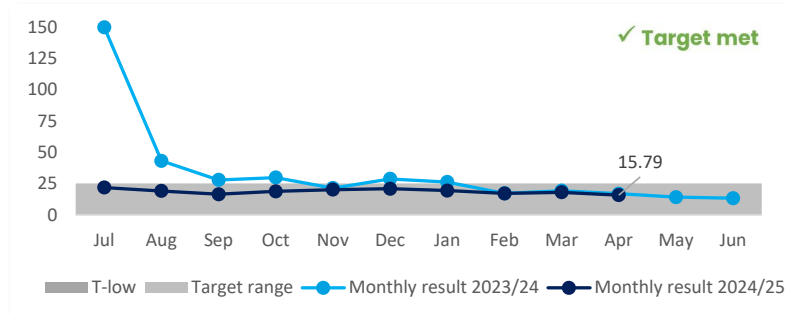
Roofing tiles have been re-used in a gabion wall (a steel cage containing re-used materials) that will be used for external seating outside the community kitchen. Roof tiles left over from the building have been donated to herpetologists to act as homes for lizards across Victoria.



EcoCentre under construction

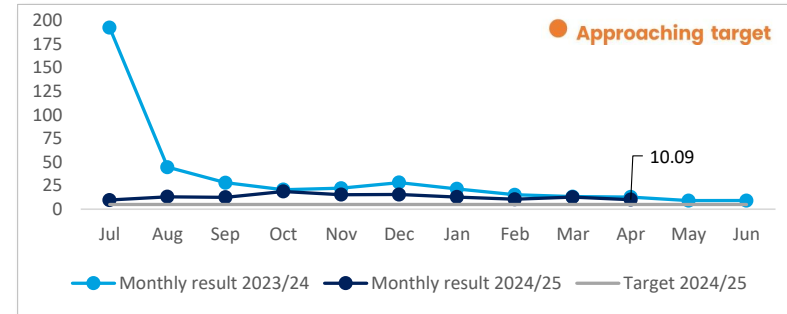
Monthly service statistics

Kerbside bin collection requests (per 1,000 households)



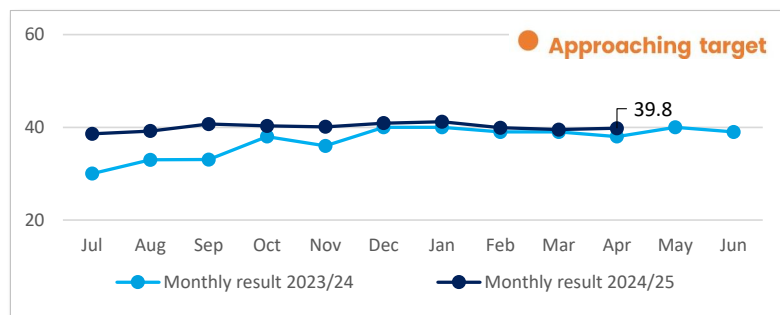
Kerbside bin collection requests were 15.79 in April against a monthly threshold of 25 per 1,000 households. This result is an improvement on the same time last year at 16.91 requests per 1,000 households.

Kerbside collection bins missed (per 10,000 scheduled kerbside bin lifts)



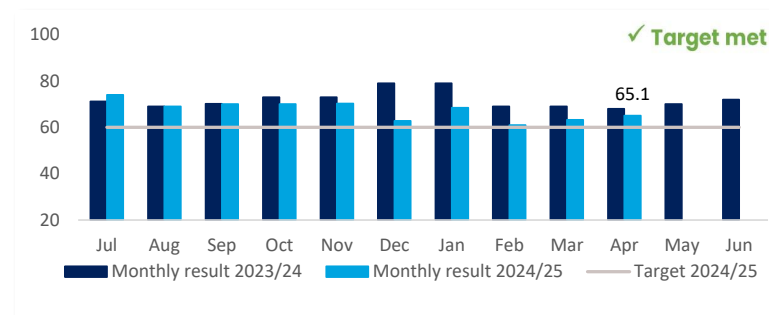
Kerbside missed bins per 10,000 collections was 10 in April which was the lowest result since July 2024 (9.75 lifts missed). Council continues to work with the contractor on improving performance and will soon be undertaking a competitive tendering process. Council is reviewing the target as part of the development of the new Plan for Port Phillip (including Annual Budget).

Kerbside collection waste diverted from landfill



In April 39.8 per cent of kerbside collection waste was diverted from landfill which meets the monthly target of 40 percent. Year-to-date, waste diverted from landfill is averaging 40 per cent compared to 36 per cent for the same period last year and reflects the roll-out of the municipal wide food-organics and garden-organics (FOGO) service.

Percentage of investment in fossil-free institutions



Fossil free investments in April were 65 per cent which was slightly up on last month's results of 63 per cent. Meeting our target of 60 to 80 per cent. This target is at risk as this had trended downwards in recent months due to several factors. Overall funds invested have decreased due to settlement of property acquisitions. Additionally, market volatility due to inflation and RBA rate changes resulted in fossil free banks not taking investment funds. A merger in the banking sector further reduced green banking options for Council. Council continues to prioritise fossil free investments to meet our sustainability commitments, balancing this with managing risk and return. We continue to monitor this closely to seek green options and ensure we meet all our investment targets.

Strategic priorities and major initiatives

Project	Monthly Update	Date	24/25 Forecast/ budget
Deliver an updated Foreshore Management Plan, Marine and Coastal Management Plan and Coastal Adaptation Plan			
Stage: Discovery and Concept Status: At Risk About this project: Council is embarking on two projects to strategically manage our coastline and better prepare us for the future: a Foreshore Management Plan (FMP) and a Coastal Adaptation Plan (CAP). These plans will operate together to form a holistic and comprehensive approach to managing the Port Phillip coastline through the integrated project, Our Coastal Future.	<p>Our Coastal Future photos competition successfully concluded, with a public announcement and five winners awarded.</p> <p>The nominations for the Coastal Community Reference Group are being independently assessed.</p> <p>Internal Stakeholder Workshop completed, receiving direct feedback from over 40 participants from across the organisation.</p> <p>The project is At Risk due to tight project timelines.</p>	Target completion: June 2027 Adjusted completion: June 2027	 \$384k/ \$395k
Shrine to Sea			
Stage: Initiation Status: On track About this project: The Shrine to Sea project will deliver landscape, artistic and civil works to the Kerferd Road median and pier forecourt, in accordance with the State Government's Shrine to Sea Masterplan.	<p>The Shrine to Sea project is on track and progressing well. Detailed Design has commenced.</p> <p>Traditional Owner engagement continues to develop the Interpretation Works content.</p>	Target completion: June 2027 Adjusted completion: June 2028	 \$380k/ \$300k
New Community Safety Plan			
Stage: Initiation Status: On Track About this project: The Community Safety Plan outlines how we're working towards building a	<p>Development of the Communications and Engagement Plan for the new Community Safety Plan is underway. The Roundtable Report from the 19 March Community Roundtable Session chaired by Ian Gray is under preparation for consideration by Council in May. The planned Public Place CCTV renewal</p>	Target completion: April 2025	\$40k/ \$225k

Project	Monthly Update	Date	24/25 Forecast/ budget
safe and connected community where everyone feels safe to live, work and play. We are working on the next Community Safety Plan 2025-2029	project is progressing to delivery. This project will address the priority of system server replacement, and scheduled CCTV camera renewal. A tender for the project will be released in May. The tender will be a two-part process, with Stage 1 an Expression of Interest, ensuring respondents meet minimum security criteria, prior to the release of Stage 2, Request for Tender documentation.	Adjusted completion: November 2025	
Eco-Centre Redevelopment			
Stage: Delivery Status: At-Risk About this project: Since 1999, the Port Phillip EcoCentre has delivered education, programs and services to over 13,000 participants each year. The popularity of the EcoCentre over this time has seen it outgrow its current building which is no longer fit for purpose. A new building will increase the EcoCentre's ability to deliver sustainability programs, meet compliance requirements, and provide a leading example of environmentally sustainable design. It offers a larger space for the community to book, and includes Australia's first Citizen Science Lab.	<p>Works on site are nearing completion. The project is At Risk due to landscape works still that are ongoing.</p> <p>Works to the building have been inspected by the MBS in a pre-final inspection with only minor items identified that have since been rectified. Statutory and Greenstar compliance is underway and up to date.</p> <p>External landscaping works are expected to be complete mid-late May. Brick retaining walls have been completed with paving to commence shortly.</p>	Target completion: September 2024 Adjusted completion: Building: April 2025 Exterior/landscape works: May 2025	 \$2.8m/ \$2.2m

Vibrant Port Phillip

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.

ANZAC Day at City of Port Phillip

In April, we delivered four community events as part of the ANZAC Day services. On Sunday 13 April, the St Kilda RSL held its commemoration service in Alfred Square. Around 150 people marched from the St Kilda RSL to Alfred Square. Later that afternoon Rats of Tobruk held their annual service in the Moubay Community Park there were over 80 people in attendance.

On ANZAC Day the first service was held in Elwood with over 1,500 people attending with a strong sense of community spirit as speakers from surrounding primary and secondary schools read poetry and recited moving reflections for the occasion. Later that morning our final service for the day was held at Port Melbourne with well over 2,000 people attending.



ANZAC Day Port Melbourne

Easter at South Melbourne Market

South Melbourne Market was buzzing over the Easter period in April.

From fresh seafood, local lamb and artisan chocolate to hot cross buns, Tsourekis and unique gifts for young and old, the market was a one-stop shop for locals to stock up on their Easter and Orthodox Easter celebrations.

The market held its annual Easter Egg Hunt for the kids on Thursday 17 April, with 100 per cent of ticket sales donated to the Royal Children's Hospital's Good Friday Appeal. There were also visits from the Easter Bunny and roving entertainment provided by The Jazz Jokers.

La Colmena pop-up stall at South Melbourne Market

Inspired by the ancient traditions of Spanish pastry-making, La Colmena is artisan pastry at its finest. A tribute to old family recipes with aromas that will transport you to Spain. Their commitment is to honour tradition, and this has been the inspiration to create La Colmena, the first Spanish Pastelería (pastry shop in Spanish) in Australia.

La Colmena was a popular pop-up stall at South Melbourne Market during April, sharing Spain's exquisite pastry heritage with Market shoppers.



La Colmena Spanish Pastries

South Melbourne Market welcomes new neighbourhood pizzeria

South Melbourne Market has welcomed *Pizzateca Lupa*, a Roman style caffè and pizzeria by Italian brothers Lino and Gabriele Torre. Inspired by their childhood and Roman traditions, the venue serves antipasti, pasta, pizza (by the slice or whole), coffee, and Italian drinks. Pizzateca Lupa is a Roman style caffè and pizzeria run by Italian brothers Lino Torre (previously D.O.C Gastronomia Italiana and Park Street Pasta & Wine) and Gabriele Torre (previously head pizza chef at D.O.C Gastronomia Italiana), which pays homage to their childhood memories and sharing food with family.

The menu spans takeaway pizza in teglia and dine-in options like Roman-style tonda pizzas, traditional pasta, and Italian desserts. Highlights include carbonara tubettone, Margherita, and seafood scoglio calamarata. Chefs Diana Desensi and Sammie De Leso join the team, bringing extensive experience.

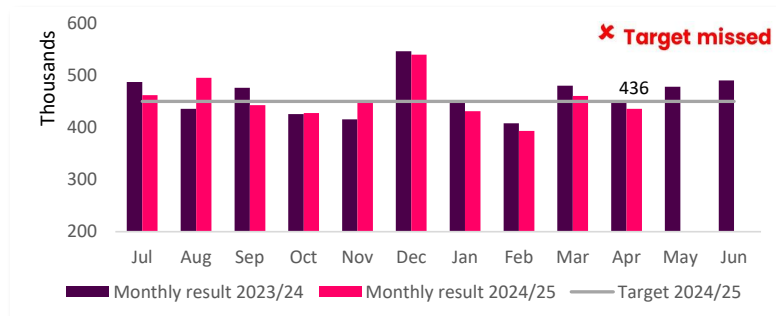
Drinks include St. Ali coffee, Italian-inspired cocktails, local beers, and a curated wine list. Designed as a local go-to, *Pizzateca Lupa* celebrates family, flavour, and the Roman spirit of sharing.



Pizzateca Lupa, South Melbourne Market

Monthly service statistics

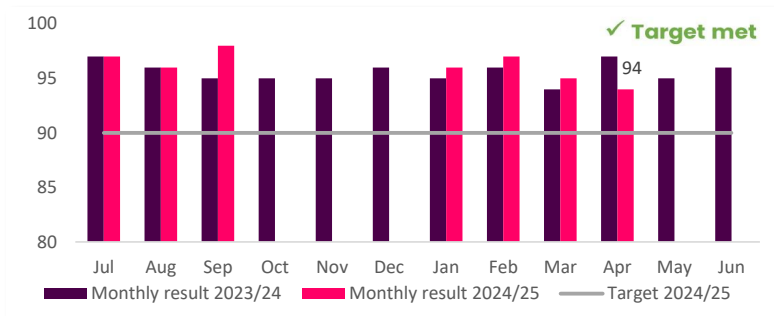
Visits to South Melbourne Market



During April, there were 435,951 visits to South Melbourne Market which was short of the 450,000 monthly target and a decrease of 12,293 visits (2.7 per cent) compared to the same time last year. The month saw consistent foot traffic across all market trading days, with strong results for the Easter and school holiday period. The market recorded its busiest Easter Saturday in history. The Market was closed on ANZAC Day, and the loss of a trading day this month resulted in a below-target total for the month.

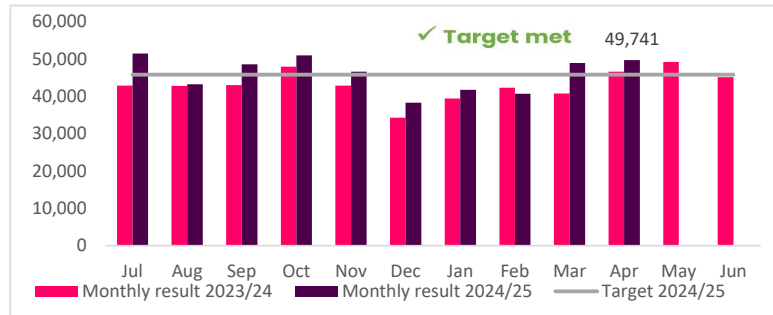
Year to date there has been 4.54 million visitors to South Melbourne market compared to 4.56 million for the same time last year. Yea

Per centage of street cleaning audit compliance



In April, the street cleaning audit compliance score 94 per cent against a monthly target of 90 per cent. This is a slight decrease in performance from last year at 97 per cent. Data for October to December was not available due to staffing issues and audits not taking place.

Council is currently reviewing the street audit framework to ensure that the quality of street cleaning meets community and trader expectations. The new framework will be finalised ahead of being used to audit and assess our performance from 2025/26.

Visits to libraries*

In April, there were 49,741 visits to our libraries in April which exceeded the monthly target of 45,833 by 8.5 per cent. This was also a 7 per cent increase compared to the same time last year at 46,616 visits.

Financial year to date, visitation is slightly ahead of the annual target by 0.5 per cent (460,565 against a target of 458,833).

Strategic priorities and major initiatives

Project	Monthly update	Date	2024/25 Forecast/ Budget
St Kilda Triangle Project (Feasibility)			
Stage: Delivery Status: On track About this project: The St Kilda Triangle is located on the St Kilda foreshore, next to the Palais Theatre and Luna Park across from one of the city's busiest beaches. In 2016 Council adopted a masterplan for the site to provide guidelines for development. In 2022, a feasibility study for the site as a live music and performance venue was made, followed by the backing of a proposal to transform the triangle into a 5,000-person standing room live music venue. The next phase of this project relies on strong engagement and support from the Victorian Government.	<p>The project remains on track. The advocacy strategy is currently being implemented although there has been limited interest from the Victorian Government so far.</p> <p>The Council briefing proposed for April has moved to 28 May which will determine next steps.</p>	Target completion: June 2025 Adjusted completion: June 2025	\$7k/\$67k
Implementation of New Creative and Prosperous City Strategy 23-26 and the Live Music Action Plan – Music Precincts project			
Stage: Delivery Status: On track About this project: The Creative and Prosperous City Strategy 2023-2026 is designed to deliver on the Vibrant Port Phillip Strategic Direction of Port Phillip's Council Plan 2021-31.	<p>This project is currently On Track. Forty-one of the Strategy's 56 actions are either completed or on track to be completed. Planning for how to deliver the remaining actions will be a core focus of the next month; as well as considering initial plans to renew this Strategy once concluded.</p> <p>This month, several meetings and conversations with Port Phillip based arts organisations have taken place to inform the upcoming budget conversations.</p> <p>Refinements have also been made to how arts funding is allocated and assessed.</p>	Target completion: July 2025 Adjusted Completion: June 2026	\$900k/\$1.1m

Project	Monthly update	Date	2024/25 Forecast/ Budget
South Melbourne Town Hall redevelopment and ANAM lease			
Stage: Delivery Status: On-track About: South Melbourne Town Hall is a 140-year-old building, and in fair condition overall but due for major restoration and renewal. It requires some repair, due to a collapse of part of the ceiling in 2018 that triggered the fire system, causing water damage. Further structural investigation completed in December 2020 confirmed the need to keep it closed until the project is complete. This will ensure the safety of the building.	<p>The project is on track and the removal of hazardous materials is progressing to schedule, with much of the removal completed prior to the Easter break. These works are expected to be completed early next month.</p> <p>Redevelopment works are progressing well. The contractors are currently undertaking timber strengthening works within the Ballantyne room and have commenced inground works for updates of the east annex.</p> <p>In recent months, there has been some community interest in the future of the clock tower. The bell is currently not chiming as it has been temporarily switched off during the redevelopment works. The bell however will be switched back on again as works progress and will remain a functional element of the town hall as prescribed under the Conservation Management Plan for this historic site.</p>	Target completion: April 2026 Forecast completion: July 2026	\$6.0m/ \$10.7m
Carlisle Street Carparks Redevelopment			
Stage: Planning and design Status: On track About: In August 2024, Council endorsed the commencement of a community consultation process regarding the potential sale of some of its land in Balaclava in a step towards implementing a long-term strategy for the area. The potential sale of this site and consolidation of landholdings could unlock the ability for future development at the site and a more vibrant and functional space for the Balaclava community.	<p>The project is on track. As required for the proposed sale of Council-owned land and laneways to Coles Group Property Developments Ltd, officers have been preparing the communications and engagement materials required for the consultation period, which will formally commence in May. Any written submissions pertaining to the proposal received during the consultation period will be presented to Council for consideration, prior to any Council decision in respect of the proposal.</p>	Target completion: December 2025 Forecast completion: January 2026	\$58k/ \$58k

Well-Governed Port Phillip

A leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts.

Community Engagement Update

During April, we had six projects open for feedback:



- Port Melbourne Light Rail Linear Parks Plan
- Don't Waste It!
- Proposed changes to Dog On- and Off-Leash areas
- Sport and Active Recreation Strategy
- Plan for Port Phillip (engagement on the Draft Plan)
- Small Parks for Balaclava and St Kilda East

There were 4,825 unique visitors to the Have Your Say Website.

Safety and wellbeing report

Progress against the annual safety plan has continued with a review of the implementation of the safety training matrices, progress on development of the psychosocial hazard guidance material and manual handling review in libraries with some key recommendations to be implemented in the coming months. A number of complex safety incident investigations and learnings shared across the relevant areas for improvements to processes.



Plan for Port Phillip

In April we opened [community consultation](#) for the [Plan for Port Phillip 2025-35](#) and the 2025-26 proposed budget. The plan represents the vision our councillors have for the City. It addresses the evolving needs of our community and outlines key services, initiatives, and projects to help Port Phillip thrive now and in the future.

The draft plan is the result of nine months of community engagement, with nearly 1,300 residents contributing through surveys, workshops, neighbourhood pop-ups, and a dedicated 40-member community panel.

We look forward to hearing our wider community's thoughts and feedback on the draft, ahead of the final plan being adopted in June.

Port Phillip Council's Federal Advocacy Secures Key Commitments for 2025

Ahead of the 2025 Federal Election, the City of Port Phillip launched a strong advocacy campaign to secure funding for vital local projects.

In April, Council met with federal election candidates to highlight priority initiatives, ensuring local needs were considered in campaign promises. It also joined the Municipal Association of Victoria (MAV) Federal Election Advocacy Campaign, reinforcing calls for investment in infrastructure and community services. To keep residents informed, Council developed a Federal Election Advocacy website, tracking commitments made by candidates.

These efforts have resulted in key funding pledges, including investment in CCTV installations across five major activity centres to enhance public safety, support for the Australian National Academy of Music (ANAM) at South Melbourne Town Hall, and funding for the Port Phillip EcoCentre to expand environmental programs.

For more details on Council's advocacy campaign and election commitments, visit the Council website.

Mayor Crawford to represent City of Port Phillip on the 2025 Local Government Mayoral Advisory Panel (LGMAP)

Victorian Local Government Minister Nick Staikos has announced the 2025 Mayoral Advisory Panel, bringing together nine mayors from across the state to strengthen governance and address key issues. Port Phillip's Mayor Louise Crawford has been appointed, recognising her leadership and commitment to community development.

Chaired by Minister Staikos, the panel will explore legislative, regulatory, and policy matters, with a diverse mix of urban, regional, and rural voices

enriching the discussion. Members include mayors from Glen Eira, Monash, Cardinia, Melton, Hume, Warrnambool, Mt Alexander, and Northern Grampians.

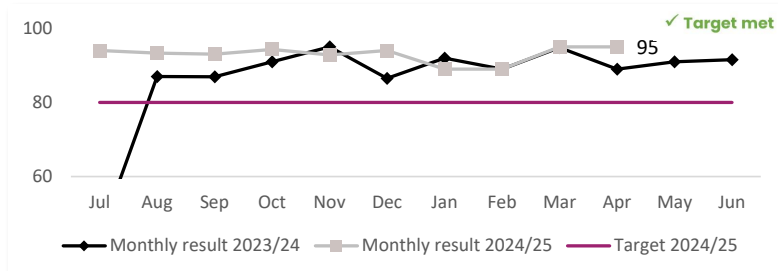
Mayor Crawford's involvement offers a valuable platform to represent local concerns, advocate for resources, and influence decisions that affect the Port Phillip community. The initiative highlights the importance of strong local leadership and inclusive governance.



LGMAP 2025 from left to right: Cr Jarrod Bell, Cr Paul Klisaris, Cr Jack Kowarzik, Cr Simone Zmood, Cr Ben Blain, Minister Nick Staikos, Cr Louise Crawford, Cr Steve Abboushi, Cr Karen Hyslop, Cr Rosie Annear

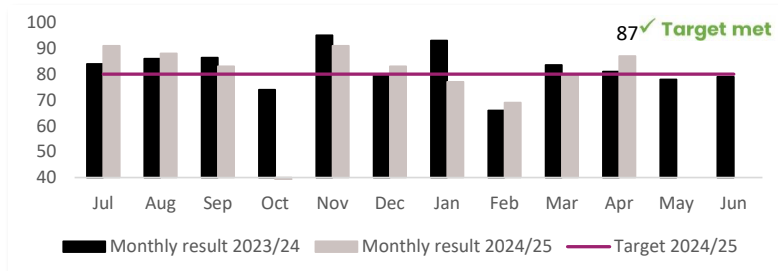
Monthly service statistics

Percentage of community complaints resolved within agreed timeframes



For April, 95 per cent of community complaints were resolved within agreed timeframes, exceeding the 80 per cent target. This result exceeds performance for the same time last year at 89 per cent. We experienced 12 per cent reduction in missed bin reports compared with March and a 29 per cent reduction on the same time last year. The decrease can be attributed to a reduction in complaints for parks services and waste management. Strong performance was seen across services.

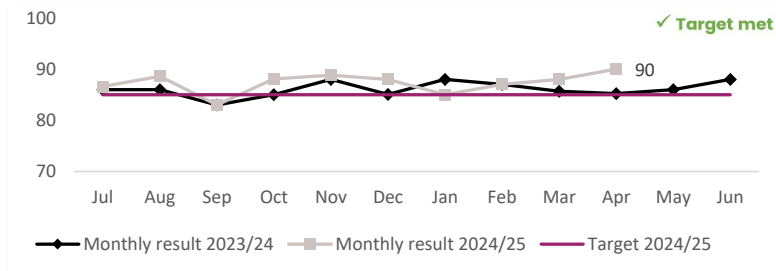
Percentage of Councillor requests resolved within agreed timeframe



For April, Councillor requests resolved on time was 87 per cent which exceeded the 80 per cent target and was 6 percentage points higher than last year (81 per cent).

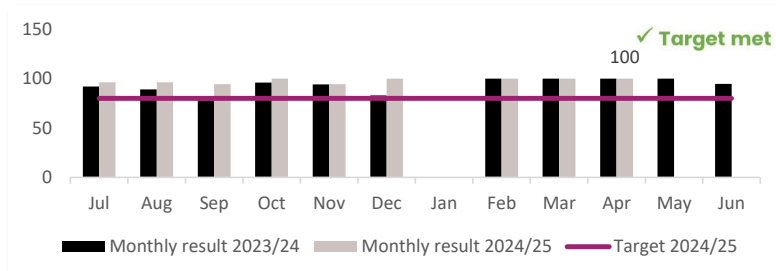
The drop February was due to an increase in Councillor request volume aligns with the onboarding of new Councillors and an increase in information requests.

Percentage of community requests resolved within agreed timeframes

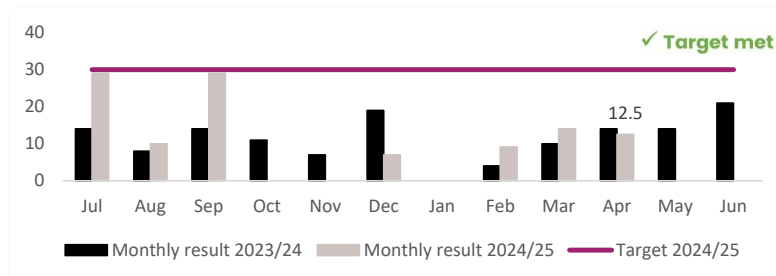


For April, 90 per cent of community service requests were resolved within agreed timeframes up from 88 per cent in March. This result surpassed the 85 per cent target and was also an improvement compared to last year at 85 percent. Community request volumes reduced for the first time since November 2024, with an 8.1 per cent reduction from a 12-month high in March. Year-on-year volumes increased, with April-25 seeing a 5.5 per cent increase compared to April 2024.

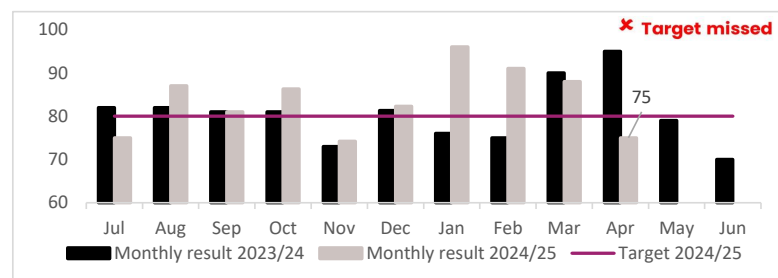
Percentage of Councillor attendance at council meetings*



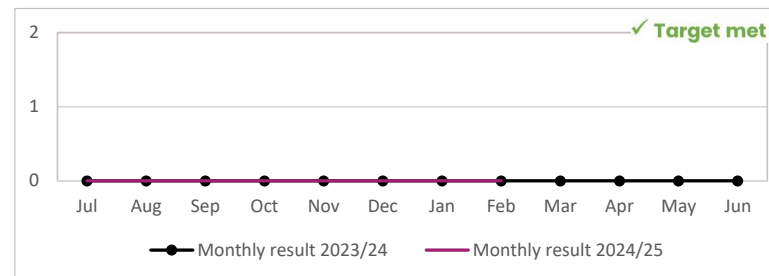
There was 100 percent Councillor attendance for April Council meetings. No apologies were received for the one Council meeting held on 16 April 2025.

Percentage of Council decisions made at meetings closed to the public

A total of 8 decisions were made at one meeting held in April 2025. Of these, one decision was made in a meeting closed to the public. This is equivalent to 8.5 per cent of decisions and is below the 30 percent target.

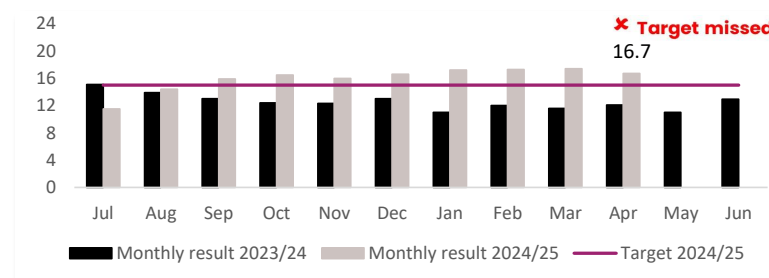
Percentage of occupational health and safety incidents reported within 24 hours

In April, the percentage of occupational health and safety incidents reporting within 24 hours was 75 per cent against a target of 80 percent for the month. The year to date rolling figure of 83 per cent, which remains above the 75-80 per cent target range. Additional work is underway with operational leaders for areas who are under target.

Number of material legislative breaches

There were no material legislative breaches for April 2025. A material legislative breach is determined as a 'moderate to extreme' breach in our incident assessment criteria. To make an appropriate assessment we consider the financial, reputational and legal and regulatory consequences of the incident and apply the relevant rating.

Consequences range from a moderate breach that may result in a fine or suspension of a licence or permit to an extreme breach potentially punishable by imprisonment or action taken in High Court.

Staff turnover (rolling 12-month average)

In April, rolling staff turnover was 16.7 per cent. Rolling turnover continues to see an increase the last three months with an increase of resignations and the flow on from Aged Care Exit. Voluntary staff turnover remains within target at 12 per cent.

Project portfolio report

Overall status

The project portfolio is made up of projects and programs which achieve the initiatives set out in the Council Plan and Budget 2021- 2031.



On track 66% Latest result has achieved target for measure. On track across all elements.	At risk 21% Latest result experienced a minor miss in relation to target for measure. One or more elements	Off track 12% There is a significant variation from targeted result for measure. Off track for one or more elements.	No report 1% Status update was not available at the time this report was generated.
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Portfolio status trend

	12-month average	Feb-25	Mar-25	Apr-25
On track	69%	70%	67%	66%
At risk	16%	17%	20%	21%
Off track	13%	12%	13%	12%
No report	2%	1%	0%	1%

Portfolio financial performance

	Number of projects	Annual budget (\$ million)	Annual forecast (\$ million)	YTD forecast (\$ million)	YTD actuals (\$ million)	YTD variance (\$ million)	Forecast remaining (\$ million)
Capital	108	52.9	50.5	42.2	27.4	14.8	23.1
Operating	48	9.7	8.9	7.5	7.3	0.3	1.6
Total	156	62.6	59.4	49.7	34.7	15.0	24.8

Financial report

As of 30 April 2025, the full year forecast 2024/25 cash surplus was \$3.3 million which was \$2.7 million higher than Budget 2024/25. This month, the forecast has been updated to reflect higher volumes of parking infringements due to consistent weather and savings achieved on project completion, this has been partially offset by increased costs associated with clearway and abandoned vehicle towing.

This year the forecast has been updated to include additional maintenance requirements for the ANZAC station precinct, and to provide for additional legislative requirements through electrical line clearance and organisational parental leave. Council has also faced cost pressures and service delivery challenges in the aged care village model and long day care services.

Council has responded to safety concerns in the community, funding additional resourcing for emergency preparedness and additional city amenity patrols. Additional temporary project funding has also been approved for the Sandridge Recreation Precinct masterplan works and open space and tree maintenance procurement.

These cost pressures were offset by supplementary rates (growth in residential properties), efficiency savings achieved, additional rental income for commercial and South Melbourne Market leases, higher volumes of parking infringement issued, and the rental income Council will earn from a short-term lease of the Australia Post site. There were also other movements that did not impact the cash surplus including an increase in forecast depreciation,

additional developer open space contributions (held in reserve for future capital delivery) and a small reduction in net waste charge income through lower property growth (offset by the waste charge reserve).

At the start of the year, the opening forecast was also updated to include project deferrals processed at year end after the adoption of the budget for 2024/25. Project deferrals do not change Council's cumulative cash surplus, however, reflects the changed timing of delivery of the projects. The net movement in project deferrals resulted from a mix of projects completed ahead of schedule and brought forward and others deferred to 2024/25.

Summarised Income Statement Converted to Cash

	Year to Date				Full Year			
	Actual (\$,000's)	Forecast (\$,000's)	Variance (\$,000's) %		Forecast (\$,000's)	Budget (\$,000's)	Variance (\$,000's) %	
Total Income	225,704	222,155	3,549	2%	273,367	266,337	7,030	3%
Total Expenses	196,742	197,584	842	0%	257,814	255,839	(1,975)	(1%)
Operating Surplus/(Deficit)	28,962	24,571	4,391	18%	15,553	10,498	5,055	48%
Income Statement Converted to Cash:								
Capital Expenditure	(78,474)	(85,102)	6,628	(8%)	(102,535)	(109,786)	7,251	(7%)
Non-cash operating items	21,503	21,291	211	1%	31,213	39,129	(7,916)	(20%)
Financing Items	(1,230)	(1,101)	(129)	(12%)	(1,321)	(1,321)	0	0%
Net Reserves Drawdown (Replenish)	0	0	0	0%	60,281	61,959	(1,678)	(3%)
Current Year Cash Surplus/(Deficit)	(29,240)	(40,341)	11,101	(28%)	3,191	479	2,712	566%
Opening cash surplus balance	118	118	0	0%	118	140	(22)	(16%)
Accumulated Cash Surplus	(29,122)	(40,223)	11,101	(28%)	3,309	619	2,690	434%

Key Financial Updates and Indicators:

- A forecast cumulative cash surplus balance of \$3.31 million noting ongoing risk of changing economic conditions and inflationary pressures. Persistent inflation continues to increase the cost of delivering core council services. This is particularly relevant to delivery of capital works.
- A forecast overall low risk rating using the Victorian Auditor General's Office (VAGO) financial sustainability indicators.
- Forecasted net operating result of \$15.6 million (5.7 per cent of total revenue), a funding source for capital works.
- A forecasted working capital ratio of 273 per cent.
- A forecasted cash and investment balance of \$100 million. Majority of this is held in reserves and tied to specific delivery of projects and services (e.g., open space developer contributions, project deferrals and specific grants)
- Working towards a target of \$1.8 million efficiency savings for Budget 2024/25.
- Council offers support for ratepayers who are suffering extreme financial hardship. This year rates waivers totalling \$7,849 (14 waivers) have been issued. This is in addition to waivers totalling \$4,407 (10 waivers) issued in the prior year.



City of Port Phillip

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9. INCLUSIVE PORT PHILLIP

9.1 *Older Persons Advisory Committee Annual Report 2024 - For Endorsement*121

MEETING OF THE PORT PHILLIP CITY COUNCIL

18 JUNE 2025



9.1 OLDER PERSONS ADVISORY COMMITTEE ANNUAL REPORT 2024 - FOR ENDORSEMENT

EXECUTIVE MEMBER: KYLIE BENNETTS, GENERAL MANAGER, COMMUNITY WELLBEING AND INCLUSION

PREPARED BY: SIMONE JAMIESON, TEAM LEADER COMMUNITY BUILDING

1. PURPOSE

- 1.1 To present the Older Persons Advisory Committee (OPAC) Annual Report (Attachment 1) for the period January to December 2024.

2. EXECUTIVE SUMMARY

- 2.1 The OPAC Annual Report 2024 documents activity of the Committee, including membership, meetings, subcommittees and working groups, significant consultation and feedback activity, as well as engagement with external groups and events.
- 2.2 OPAC was established in 2000 as an outcome of the International Year of the Older Person and is the peak advisory and advocacy body on issues affecting the wellbeing of older people (55 years and over) in Port Phillip. OPAC provides advice to Council on policies, plans and services and encourages Council to advocate to other levels of government, for significant events, activities and services.
- 2.3 OPAC aims to be representative and advocate on behalf of older persons from Port Phillip's diverse community including people with disabilities, people who identify as lesbian, gay, bisexual, transgender, or intersex (LGBTI), people of Aboriginal or Torres Strait Island background, people experiencing financial disadvantage (including people who are homeless or at risk of homelessness) and multicultural and multifaith communities.

3. RECOMMENDATION

That Council:

- 3.1 Acknowledges the value of the work undertaken by the Older Persons Advisory Committee as the peak advisory and advocacy body on issues affecting the wellbeing of older people (55 years and over) within the City of Port Phillip.
- 3.2 Notes the Older Persons Advisory Committee Annual Report 2024 (Attachment 1)
- 3.3 Thanks the members of the Older Persons Advisory Committee for their contribution, and for their generosity in sharing their knowledge and lived experience to improve the lives of older people in Port Phillip.

4. KEY POINTS/ISSUES

Key achievements for 2024

- 4.1 OPAC were consulted and provided feedback on the Positive Ageing Policy Implementation Plan, Council Caretaker and Election Period, Engagement for the Community Safety Plan, South Melbourne Structure Plan and the Housing Strategy Phase 3.
- 4.2 Via a budget submission from the OPAC there was an increase in digital literacy programs and equipment through the Port Phillip Library Service.

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- 4.3 The OPAC successfully advocated to extend the existing Advisory Committees into the Council Term to provide experience and support for the new Council Plan and Budget.
- 4.4 The OPAC held a positive ageing forum titled 'Ageing Gracefully in Port Phillip' in June 2024 on the topic of ageing in place.
- 4.5 The OPAC met with officers involved in the St Kilda Festival and Live Local to advocate for an increase in programming suited to older residents. As a result of this advocacy additional performances have been delivered during the weekday and during daylight hours.

Highlighted lived experience information provided to Council

- 4.6 The OPAC supported Council with their concern of the closure of the Blessington Street Post Office and the impact on older residents.
- 4.7 The OPAC worked with Sport and Recreation to proactively seek physical activity opportunities for older residents during the weekday and during daylight hours.
- 4.8 The OPAC met with the Transport Team to promote bike use amongst older residents and supported the provision of bicycle education sessions.
- 4.9 The OPAC met with the Communications Team to provide feedback on the Council Website useability.
- 4.10 OPAC met with Parks and Infrastructure Maintenance to discuss concerns about footpath repair management affecting older people.

OPAC Election of Office Bearers

- 4.11 At the OPAC March 2024 meeting Wendy Priddle was re-elected as Chair and Ian MacDonald was re-elected as Deputy Chair.

Membership and Recruitment

- 4.12 Throughout 2024, the OPAC membership remained unchanged at 16 consistent members.

OPAC Activities and Engagement with External Groups and Organisations

- 4.13 The OPAC provided correspondence in support of Council's Broadway Bridge grant application through the Safer Local Roads and Infrastructure (SLRI) program.
- 4.14 The OPAC provided a letter of support for a letter to Senator the Hon Penny Wong, Minister for Foreign Affairs advocating for the Federal Government to participate in the UN Convention on the Human Rights of Older Persons.

OPAC Events 2024

- 4.15 The OPAC reactivated their community forum (after a hiatus during the COVID pandemic) and delivered a 90-minute information and conversation session at the South Melbourne Community Centre in June 2024.
- 4.16 The OPAC co-designed the 2024 City of Port Phillip Seniors Festival, held from 1 to 15 October. The festival included 43 Council and community led events and activities with an estimated total attendance of over 2,100 people. Acts and activities included an 80s tribute show to launch the Festival, sport and recreation activities, community gardening, digital storytelling and art workshops, safety forums and healthy living seminars, cultural celebrations and concluded with the annual Seniors Festival Writing Awards celebrating literary works of older people.



OPAC Governance – Development of Action Plan

- 4.18 The OPAC developed the OPAC Annual Plan which included associated actions for 2024.
- 4.19 The OPAC Governance Subcommittee was established in 2020 to support the OPAC to develop guidelines and processes to ensure OPAC meetings run effectively and efficiently. Where appropriate it has a role in implementing decisions taken by OPAC.
- 4.20 In 2024 the Governance Subcommittee utilised the following tools to assist with its stated aim of efficient and effective operations:
- OPAC Governance Sub Committee Guidelines
 - Guidelines for the establishment of OPAC Working Group and Sub-Committees
 - Agenda setting and meeting procedures
 - Consultation guidelines for council officers
 - Process for introducing New Items for action by OPAC
 - Procedure for Subcommittees and Working Groups.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 The 2024 Annual Report was informed by input from the OPAC Chairperson Wendy Priddle and Deputy Chairperson Ian MacDonald, and with input from committee members Freda Erlich, Coralie Ling, Sue McGowan, Neville Aphoy, Judith Armstrong, Betty Knight, Rosemary Rule, Liz Robson, Kevin English, Richard Whitfield, Ada Lubin, Jeanette Lyons, Janet Gardner, and Vasileios Tsialtas.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 There are no known legal or risk implications.

7. FINANCIAL IMPACT

- 7.1 The budget allocation for the OPAC program for the financial year is \$4,700. Approximately 0.3 FTE supports the activities of this Committee.
- 7.2 The OPAC are Port Phillip residents who provide their time and skills on a voluntary basis.

8. ENVIRONMENTAL IMPACT

- 8.1 The OPAC are committed to sustainability ensuring all catering provisions for monthly meetings adhere to Council's sustainability guidelines.
- 8.2 Printing is kept to a minimum with most communication by email.

9. COMMUNITY IMPACT

- 9.1 The OPAC provides the opportunity for understanding good governance, community and civic participation and sharing of best practice to advocate for older people in the Port Phillip community.
- 9.2 The OPAC is a formal advisory group to Council. In 2024, sixteen local residents/committee members participated on a voluntary basis.
- 9.3 In 2024 the OPAC provided feedback on a range of significant projects, plans and services.

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- 9.4 OPAC members represented the following associations/networks and reported relevant activities at the OPAC monthly meetings; Elwood Croquet Club, Bicycle Users Group, Port Phillip Citizens for Reconciliation, University of the Third Age Port Phillip, Port Phillip Multifaith Network, Port Phillip Multicultural Advisory Committee, Linking Neighbours Leadership Group.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Since 2000, the Older Persons Advisory Committee has been guided by and aligned to the strategic goals of each Council Plan.
- 10.2 The activities of this committee align with two of the Strategic Directions in the 2021-31 Council Plan:

Strategic Direction 1 – Inclusive Port Phillip, Initiatives:

We will provide client services and programs that are inclusive and accessible for all, including people who identify as LGBTIQ+, people with disability, people from culturally and linguistically diverse backgrounds, Indigenous backgrounds, and people experiencing homelessness.

We will partner with our Older Persons Advisory Committee, Youth Advisory Committee, Multicultural Advisory Committee, MultiFaith Network and establish other committees, where relevant, to ensure the diversity of our community's experience is represented in decision-making.

Strategic Direction 5 – Well Governed Port Phillip, Initiatives:

We will provide opportunities for our community to participate in civic life and help share Council policy, services, programs, and decisions by facilitating engagement in line with Council's Community Engagement Policy.

- 10.3 The OPAC Annual Report in 2024 documents OPAC's ongoing support of the Council's Positive Ageing Policy. Members of the OPAC are key subject matter experts and provide advice on the ongoing implementation of the attached plan to the Positive Ageing Policy.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

- 11.1.1 The OPAC Annual Report will be presented to members at the June 2025 OPAC Meeting.

11.2 COMMUNICATION

- 11.2.1 The OPAC 2024 Annual Report will be made available to the community on the Council website including in an accessible version format.

12. OFFICER MATERIAL OR GENERAL INTEREST

- 12.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS 1. OPAC Annual Report 2024



Older Persons Advisory Committee (OPAC) Annual Report

January to December 2024



City of Port Phillip Older Persons Advisory Committee
2024 Annual Report

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Diversity

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OPAC Annual Report 2024

Acknowledgement of Country

In accordance with the strategic vision advocating to the Community and Council on behalf of older residents, including First Nations people, OPAC respectfully acknowledges the traditional owners of the land, the people of the Kulin Nations. We pay our respects to their Elders, past present and emerging and support their right to be heard and recognised.

About OPAC

The Older Persons Advisory Committee (OPAC) has been appointed by the City of Port Phillip Council to be its main advisory body on all issues affecting older residents living in the City of Port Phillip. Encompassing a wide range of backgrounds and views, the OPAC is accessible and engaged.

The Stated Purpose of the OPAC:

The Older Persons Advisory Committee will provide advice to Council and council officers about policies, plans and services affecting older people.



Image – OPAC Meeting February 2024.

Message from the 2024 Chair

Welcome to the 2024 OPAC Annual Report.

2024 was a truncated year for OPAC - Council elections in October 2024 meant that we did not meet during the four-week caretaker period from mid-September through to the end of the year when the new Council endorsed the continuation of the Committee and appointed a Councillor representative.

OPAC nominated its focus areas at our January 2024 Planning Day and expanded our working groups to improve our focus in a shorter year.

We worked closely with Council on the new approach to care service to the elderly in their homes and monitored the transition to new providers with monthly reports from Council Officers, providing valuable feedback to Council from clients.

A 2024 highlight was the reintroduction of the OPAC Forum, paused due to 2020 Covid restrictions. Given the changes to aged care services, we offered an information session on the different types of care available in Port Phillip, including in-home and residential services.

At the 21 August Council meeting, Cr Peter Martin proposed a Notice of Motion that the three Advisory Committees' terms be extended to Jun 2025. It had been intended for OPAC (as well as the LGBTIQA+ and Multi-Cultural Committees) to finish up at the end of the Council term. It would take some time, potentially months, for new Committees to be up-and-running, and representation of older, multi-cultural and LGBTIQA+ residents would be limited to personal submissions to the new Council Plan and Budget for 2025-2026.

This Notice of Motion was passed, and OPAC will continue through to June 2025.

OPAC tries very hard to represent the diverse voices of Port Phillip's older residents. We welcome questions and feedback via My Port Phillip and look forward to applications for new members later in the year should Council decide to continue with the Older Persons Advisory Committee.



Wendy Priddle
OPAC Chair

OPAC Key Focus Areas 2024

- Positive Ageing Policy Implementation, Aged Care Reforms and Ageism Awareness (actively engage)
- Council Plan & Budget 2024/25 (input)
- Health & Wellbeing (actively engage with Council on these issues)
- Public Spaces and Physical Environment (actively engage with Council on these issues)
- Housing and Homelessness (stay informed/provide advocacy support if applicable)
- Transport (actively engage with Council on these issues)
- Communications (input).

OPAC Terms of Reference Objectives

- To be the peak advisory and advocacy body on issues affecting the wellbeing of older people (55 years and over) within the Port Phillip municipality.
- To be representative and advocate on behalf of older persons from our diverse community including people with disabilities, people who identify as lesbian, gay, bisexual, transgender or intersex (LGBTI), people of Aboriginal or Torres Strait Island background, people experiencing financial disadvantage (including people who are homeless or at risk of homelessness) and our multicultural and multifaith communities.
- To provide advice to Council and its officers on policies, plans and services that affect older people and their interests, and encourage the Council to advocate to other levels of government.
- To advocate to the Community and Council, on behalf of older people, reflecting the United Nations Aged Friendly Cities Framework and the principles of independence, participation, care, self-fulfilment, and dignity.
- To connect with other relevant internal and external community advisory committees. To liaise with other organisations and networks that have a direct interest in older persons in the City of Port Phillip and the wider community.
- To continue to advocate for and support significant events, activities and services relating to older persons, including Port Phillip Seniors Festival, Linking Neighbours Program and Seniors Register, information forums, aged care services and the like.

OPAC Key Achievements 2024

It is to be noted that the key achievements for 2024 were limited due to reduced time sitting in compliance with Council's election policy. Throughout 2024, OPAC increased advocacy in focus areas that were identified at the beginning of the year at its' planning day. There is an ongoing commitment by all members to voice the perspective of the older person on matters that are being addressed by Council.

Activity	Achievement
OPAC worked to ensure Council continues to consider the needs of older persons in relation to health and wellbeing, transport, housing, accessibility the built environment and public spaces.	OPAC consulted with Council Officers about the Positive Ageing Policy Implementation Plan, Council Caretaker and Election Period, South Melbourne Structure Plan and the Housing Strategy Phase 3. On various occasion throughout 2024, OPAC members presented on matters of priority to older persons at Council meetings.
Through its Council Plan and 2024/25 Budget Submission, OPAC joined with the community to advocate for changes and improvements to a number of significant programs and services affecting older people. The OPAC Council Plan and 2024/25 Budget submission aligned to Council's strategic objectives and complimented the implementation of Positive Ageing Policy.	Changes implemented in 24/25: Council advised that the 2024/25 budget for community programs, including digital literacy programs, has been enhanced. Libraries have also purchased 20 iPads that are available for public loan. There are programs and workshops to support library users, and library staff are also available to provide one-to-one device advice each week across all library branches. This service can be increased based on demand.
The OPAC raised awareness with Council's Live Music Lead the lack of live music options of older people of Port Phillip. Many events are held in the evenings and on weekends making it difficult or less safe for older residents to participate.	As a result of direct advocacy work through the Communications working group of OPAC there were additional live performances that were offered to older residents during the day. One such example is Little Pine Trees production of the Dame Vera Lynn Tribute Show at the St Kilda RSL venue where approximately 80 people attended.

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OPAC held a positive ageing forum called 'Ageing Gracefully in Port Phillip' in June.	The forum was a positive ageing initiative created by OPAC with the aim to provide information and facilitate a conversation between older CoPP residents and their adult children about how they hope to live their best lives going forward whether that be ageing in place at home, with support where needed or by going into some form of residential care.
Advocated for the 6 month extension of Advisory Committees to input into the new Council Plan and support the transition for new Councillors.	At the August 21 Council meeting, a notice of motion was passed stating that Council extends terms of the Older Persons Advisory Committee, Multicultural Advisory Committee, and LGBTIQ+ Committee, to June 2025, allowing them to hold annual planning days and participate in the Integrated Council Plan and Budget process.

Membership

Current Members	Location
Neville Aphoy	St Kilda East
Judith Armstrong	Elwood
Kevin English	Albert Park
Freda Erlich	St Kilda
Janet Gardner	Elwood
Betty Knight	Albert Park
Coralie Ling	St Kilda
Ada Lubin	St Kilda
Jeanette Lyons- McKinnon	Port Melbourne
Ian MacDonald	St Kilda

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Sue McGowan	Port Melbourne
Wendy Priddle	Elwood
Rosemary Rule	Port Melbourne
Liz Robson	Port Melbourne
Vasileios Tsialtas	St Kilda
Richard Whitfield	Port Melbourne
Office Bearers	Position
Wendy Priddle	Chairperson (appointed March 2023)
Ian MacDonald	Deputy Chairperson (appointed March 2023)
Council Representative	Ward
Cr Peter Martin (until 17 September 2024)	Gateway Ward
Council Officer/s	Position
Cathy Horsley	Team Lead Community Building
Simone Jamieson	Acting Team Leader Community Building
Gavin Murphy	Coordinator Grants and Community Building

Election of Office Bearers

The OPAC Terms of Reference (adopted 16 June 2021) state 'the Chair and Deputy Chair will be nominated from among the members. The Chair and Deputy Chair will serve a one-year term, with the appointment renewable for an additional consecutive term'.

At the meeting 5 February 2024 Wendy Priddle and Ian McDonald resigned as Chair and Deputy Chair respectively having completed their term as outlined on the OPAC Terms of Reference.

OPAC members were invited to nominate for the vacant positions. Nominations were open from 31 January to 19 February 2024. Five members were nominated, two members accepted their nomination, one for Chair, one for Deputy Chair.

At the meeting 4 March 2024 quorum was achieved and the two nominees were unanimously endorsed by members in attendance without the need for a vote. The following members were re-elected at the 4 March meeting:

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- Wendy Priddle - Chair
- Ian MacDonald - Deputy Chair

Membership, Recruitment and Nominations

Throughout the calendar year 2024, the OPAC membership remained unchanged. There were consistently 16 members for the entirety of 2024 therefore no new members were recruited during this period.

OPAC Plan - January to December 2024

The OPAC create an action plan for each year and the planning meeting was held on Wednesday 17 January 2024 and was made up of the OPAC Chair, Deputy Chair and twelve members of the OPAC who nominated to participate. Team Leader Community Building also attended/contributed to provide relevant information and administrative support.

The 2024 Objectives and Plan was developed within the context and aligned to the following documents:

- OPAC Terms of Reference
- City of Port Phillip Council Plan 2021-31
- City of Port Phillip Health and Wellbeing Implementation strategy
- World Health Organisation (WHO) Age Friendly Cities (AFC) Framework.

Seven Key Focus areas were identified and aligned to the Council Plan and AFC Framework; they were:

- Positive Ageing Policy/Aged Care Reforms (Changes to Aged Care Services)
- Council Plan & Budget 2024/25 Input
- Health & Wellbeing
- Public Spaces and Physical Environment
- Housing and Homelessness
- Communication.
- Transport

The draft 2024 Action Plan was endorsed by the OPAC via email after the 3 March 2024 meeting.

Meetings

The OPAC continued to meet monthly. Meetings were held from February to September (stepping down on the 17 September until 26 October due to the election period). A quorum at each meeting was upheld. A total of eight OPAC meetings were held in 2024. In addition to monthly committee meetings OPAC worked collaboratively with the Community Services Team to provide feedback about the Council's changes to Aged Care Services.

OPAC members continued to consult on matters relevant to older people residing in the City of Port Phillip and deliberated on specific council matters concerning older people and the broader community. Community trends relevant to council were identified through OPAC meetings where reports were provided from OPAC representatives. The OPAC continued to maintain connections with relevant associations and participate in relevant networks and forums both within and external to Council.

Subcommittees and Working Groups

The following OPAC Working Groups and Subcommittees were maintained/established to progress the actions highlighted in the 2024 Action Plan:

- Seniors Festival Subcommittee
- Governance Subcommittee
- Public Space and Physical Environment Working Group
- South Melbourne Market Working Group (subgroup of the PS & PE)
- Communication Working Group
- Housing and Homelessness Working Group
- Council Plan Working Group (ceased after budget submission in March)
- Positive Ageing Working Group
- Transport Working Group
- Health and Wellbeing Working Group
- Sport and Recreation Working Group (subgroup of Health & Wellbeing Working Group)

About the OPAC Governance Subcommittee

The OPAC Governance Subcommittee was established in 2020 to support the OPAC to develop guidelines and processes to ensure OPAC meetings run effectively and efficiently. Where appropriate it has a role in implementing decisions taken by OPAC.

In 2024 the Governance Subcommittee utilised the following tools to assist with its stated aim of efficient and effective operations:

- OPAC Governance Sub Committee Guidelines
- Guidelines for the establishment of OPAC Working Group and Sub-Committees
- Agenda setting and meeting procedures
- Consultation guidelines for council officers
- Process for introducing New Items for action by OPAC
- Procedure for Subcommittees and Working Groups.

Membership and Representation

OPAC members represented the following associations/networks and reported relevant activities at the OPAC monthly meetings.

Council Advisory Committees/Networks:

- Linking Neighbours Leadership Group - Neville Aphoy, Sue McGowan
- Port Phillip Multicultural Advisory Committee - Bill Tsialtas
- Port Phillip Multifaith Network - Coralie Ling.

External Community Groups/Networks:

- Bicycle Users Group – Freda Erlich
- Elwood Croquet Club – Judith Armstrong
- Fishermans Bend Urban Renewal Area (FBURA) – Cr Martin
- Port Phillip Citizens for Reconciliation – Rosemary Rule
- University of the Third Age Port Phillip (U3APP) – Kevin English.

Consultation

As part of the consultative role of the OPAC, council officers regularly sought advice and feedback on council activities and initiatives relating to the needs, engagement, and inclusion of older people. In turn the OPAC brought to the meetings feedback and issues on council business that were raised by the community.



Image – OPAC members exploring a senior' exercise park in Hoppers Crossing

2024 Council Business – OPAC Consultations, Feedback and Information

Draft Council Plan and Budget (Year 4)

OPAC, through robust discussion and the prioritising of issues affecting older people in Port Phillip put forward the following 24/25 budget submission request:

- Council to have a dedicated Positive Ageing Team
- The Community bus to include more hospitals and broader promotion of South Port Day Links
- Additional digital literacy education via the Port Phillip Library Service
- Well designed seating in public places
- Items requiring additional funding request:
 - Seniors exercise park equipment
 - Disability Advisory Committee

Consider future needs:

- Funding reserves for social housing beyond the 24/25 budget.

Advisory Committee Term Extension (February meeting with Governance)

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OPAC advocated to extend the terms of the Older Persons Advisory Committee, Multicultural Advisory Committee, and LGBTIQA+ Committee, to June 2025, allowing them to hold annual planning days and participate in the Integrated Council Plan and Budget process. A notice of motion was moved at the 21 August 2024 Council meeting. It was accepted that OPAC would cease meeting activity from the beginning of the election period on September 19 and resume activities once Councillors were elected in late November 2024. OPAC did not have any ordinary meetings after September for the remainder of 2024 as a Councillor representative was appointed in mid-December 2024. Part of the extension will include the development of a standardised terms of reference to be adopted by each advisory committee.

Roll out of Village Model in Aged Care Services in Port Phillip (February to September)

OPAC was updated and consulted on the changes to Age Care Services throughout 2023 and remained a significant sounding board during 2024 for the Community Services team. Once the changes to Aged Care Services delivered by Council were passed in February 2024, OPAC received monthly updates on changes to aged care services and provided feedback and comment on the transition process from Council providing in home care to the Village Model. The transition period was from February 2024 to September 2024. The contribution from OPAC members on this change was critical for Council officers to ensure a smoother transition. OPAC members raised the questions and concerns voiced from older residents in their networks such as sporting clubs, social clubs and neighbours. At the August meeting, OPAC met the first appointed Community Connector and were able to offer support for the role and insights from the older resident community throughout the process thus far.

Positive Ageing Policy Implementation (February, April and August)

OPAC received regular updates from council officers regarding the implementation plan of the Positive Ageing Policy and its established six goals. As reporting for the Positive Ageing Policy is quarterly the updates from the Senior Diversity Officer will align with reporting. This level of updating supports OPAC members with alignment in their advisory and advocacy work.

Engagement - Draft South Melbourne Structure Plan (March)

OPAC were presented with the Draft South Melbourne Structure Plan that they had previously had input into during Phase 2. The plan is about improving South Melbourne's capacity to work with increased population. Engagement was to be completed prior to the Caretaker period in September 2024. Initial input from OPAC was to focus on shade/cool spaces, seating, footpaths and toilets.

Housing Strategy Phase 3 Engagement (March and April meeting)

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OPAC were presented with the engagement opportunity at their April meeting into the Housing Strategy Phase 3. OPAC had the opportunity to respond to key engagement questions on the strategy including what the most important housing needs are for the next 15 years, is a target growth of 10% realistic and has the engagement process been adequate. OPAC provided feedback on the Housing Strategy Phase 3 Engagement and provided a formal response to Council.

Update and Feedback on Port Phillip Library Services- Adult Programs (July 2024)

Thea Guiry-Stewart Local History and Heritage Programs Librarian, Emma Black Adult programs Librarian attended to gather information and insights from OPAC regarding the usability and offerings of the Library through their What's On Page. OPAC was able to add suggestions to the already impressive programming and share insights from their learnings from the Ageing Gracefully Forum.

Engagement plan to develop the next Community Safety Plan (2025-2029) (August 2024)

OPAC was asked to help inform the development and engagement process for the next Community Safety Plan. There was a presentation of some of the engagement that had already taken place before the public engagement occurs. The was very strategic design in the engagement plan to assist differentiating between perceived and real safety concerns. OPAC are committed to ongoing consultations and engagement on the topic of Community Safety.

New Council Plan and Budget

In December an invitation was extended to OPAC, as valued members of the Older Persons Advisory Committee, to participate in the early stages of the development of the Plan for Port Phillip 2025-29. In addition to this end of year workshop, a letter of thanks for OPACs service was sent from CEO Chris Carroll to thank the members for their significant contribution to Council in 2024.

At the dedicated workshop, designed specifically for members of Council's Advisory Committees. Topics discussed were the 10-year Community Vision and making sure it's still relevant to the Port Phillip community. OPAC was asked what they think Council should prioritise over the next four years. The feedback will help inform the development of the new Council Plan, which will be known as the Plan for Port Phillip 2025-2029. This is a crucial Council document and OPAC's input on was invaluable.

Matters Affecting Older Residents Highlighted to Council by the OPAC Members

Advocacy for Live Music for older residents
OPAC met with St Kilda Festival Lead about live music events for seniors. OPAC Chair Wendy also met with the Live Music regarding more live local music in the daytime. A scoping of current daytime entertainment that is only advertised through digital formats leaving those with little to no digital literacy skills unaware of local daytime entertainment options.
Response regarding the closure of the St Kilda Blessington Street Post Office
OPAC wrote to Council regarding the planned closure of the St Kilda South Post Office strongly advocating for reconsideration (June). OPAC also wrote to State and Federal governments to express concern over the impact the closure would have on local near by older residents who rely on the post office for a multitude of transactions such as bill paying, cash withdrawal (since most banks have closed) and postage.
Older person physical activity for health and wellbeing initiatives
OPAC worked with the Sport and Recreation Team and Linking Neighbours (LN) to advocate for a Pickleball come and try day in April. The day was very successful with approximately 8 participants enjoying the activity and quickly learning the skills required to play. Particularly playing with peers with similar skills and knowledge. Linking Neighbours in partnership with Port Phillip Life Activities Club have since taken the lead on regular Pickleball activities.
OPAC also met with Sport and Recreation regarding senior's exercise stations/parks. OPAC members conducted a visit to the Hoppers Crossing Seniors Park in September to gain insight to the benefits of the senior exercise installations. Whilst a request for a senior park was included in the OPAC budget submission 24/25 and unsuccessful, OPAC remains committed to lobbying for an exercise station/park via the upcoming review of the Sport and Recreation Strategy.
Older person ongoing commitment to Council's ten-year integrated transport strategy
OPAC met with the transport team and participated in free bike education session May. The Bike Education session was promoted via libraries and community centres targeting older bicycle users. OPAC provided feedback to Council about the e-scooter trial in May. OPAC submitted a response and presented at a Council meeting on the topic of e-scooters.
OPAC review of the usability of the Council Website
OPAC met with Communications and Brand team to feedback on council communications and website useability including accessibility.

OPAC environment and public space focus

OPAC met with Manager Parks and Infrastructure Maintenance to discuss concerns about footpath repair management.

OPAC Activities and Engagement

Correspondence via Port Phillip Council on matters affecting Older persons

OPAC provided letters of support for:

- CoPP Broadway Bridge safety project grant - OPAC provided correspondence in support of Council's Broadway Bridge grant application through the Safer Local Roads and Infrastructure (SLRI) program. Notably, in favour of advocating for older residents who use the bridge as a pedestrian footpath and against heavy truck use of the bridge.
- A letter to Senator the Hon Penny Wong, Minister for Foreign Affairs advocating for the government to participate in the UN convention on the human rights of older persons: supporting Australia's engagement in the 14th session of the UNGA Open-ended Working Group on Ageing (20-24 May 2024).

OPAC Events

Ageing Gracefully Forum presented by OPAC on 15 June 2024

The aim of the Forum was to provide information and facilitate a conversation between older CoPP residents and their adult children about how they hope to live their best lives going forward whether that be ageing in place at home, with support where needed or by going into some form of residential care.

The Forum took place at the South Melbourne Community Centre and approximately 80 people attended the free 90-minute event. There were short talks followed by a 30-minute Q&A.

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Speakers included, Elder Judith Jackson, Cr Heather Cunsolo, Mayor, Wesley Smith, CEO of CaSPACare along with a resident to talk about options and strategies to maintain social connections, happiness and comfort in later years, and lived experience in aged care. Followed by Ann Whitfield, a retired Intensive Care Specialist to talk about having difficult conversations with families to help loved ones age in place at home. Council's Bridget Monro-Hobbs, Manager Community Services talked about how to access Aged Care Services in the City of Port Phillip, and finally Nadine Hibbert talked about decision making when one parent wants to age in place at home, while the other wants to enter aged care. The feedback from this forum event was overall positive with interest from participants for further information and ongoing connection with Council.



Image – Header of the Ageing Gracefully Forum promotion, June 2024

Opening a St Kilda Film Festival free event for Port Phillip at the Alex Theatre (June 2024)

OPAC Chair Wendy Priddle MC'ed and facilitated the St Kilda Film Festival 'Ageing Disgracefully' session on 10 June. The free event was extremely well attended and screened short films targeted for an older audience. At the end of the screening, there was an invitation for the film directors to have a public conversation with Wendy on the stage. The St Kilda Film Festival events team stated that it was a successful format and may feature in future Film Festivals to promote inclusivity.

City of Port Phillip Seniors Festival 1 to 14 October 2024

The annual Port Phillip Seniors Festival celebrates the lives of older people and promotes positive ageing through a range of diverse and vibrant events and activities across the city.

The 2024 Seniors Festival included 43 exciting Council and community led events and activities across the municipality with an estimated total attendance of 2,100+.

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The festival launch at Middle Park Bowling Club held on Saturday 5 October attracted 100 people who enjoyed the 80s Enuff band performing music from the 80s. The event was further supported by three council staff from the Community Wellbeing and Inclusion Division who volunteered at the event.

Programs and activities on offer in Port Phillip's 2024 Seniors Festival included croquet, community choirs, bowling, yoga with live music, storytelling, indigenous art workshop and many more vibrant activities with a focus on providing a more inclusive program.



Image – Port Phillip Writing Awards 2024 (the closing event of the festival)

The festival also included a series of public events and showcases presented by the Port Phillip Library Service and the University of the Third Age Port Phillip in partnership with the Seniors Festival Subcommittee using codesign principles for delivery.

The 2024 festival closed with the largest ever 20th Port Phillip Writes Seniors Festival Writing Awards also co-designed and delivered by community members with strong writing backgrounds.

This year's festival was unaffected by the election period and could be delivered as it was considered essential to Council operations however there could be no Councillor's addressing participants.

The full [program](#) and the [2024 edition of Port Phillip Writes](#) are available to download from the Council website.

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Acknowledgement

The OPAC would like to acknowledge the support throughout the year of the Councillor nominated by the Council to support the OPAC, Cr Peter Martin.

This report was prepared by Simone Jamieson Team Leader Community Building in consultation with the 2024 OPAC Chair and Committee. It was confirmed by the OPAC Committee at the 17 February 2025 OPAC meeting.

Wendy Priddle
OPAC Chair





10. LIVEABLE PORT PHILLIP

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10.1 **ST KILDA BOTANICAL GARDENS PUBLIC TOILETS DESIGN & CONSTRUCTION**

EXECUTIVE MEMBER: **LACHLAN JOHNSON, GENERAL MANAGER, OPERATIONS AND INFRASTRUCTURE**

PREPARED BY: **VICKI TUCHANT, MANAGER PROPERTY AND ASSETS**
KIMBERLEY INGRAM, DIVISIONAL PROJECT PORTFOLIO MANAGER
GOLPOONEH RAHIMLABAF ZADEH, PROJECT MANAGER

1. PURPOSE

- 1.1 To present the Engagement Summary Report (refer Attachment 1) arising from the community engagement on the new proposed public toilets for the St Kilda Botanical Gardens.
- 1.2 To recommend Council proceed to the design stage at a preferred location in the Southeast quadrant, near the children's playground, and adjacent Tennyson Street.

2. EXECUTIVE SUMMARY

- 2.1 The St Kilda Botanical Gardens are highly utilised, heritage listed gardens.
- 2.2 Public amenities designed by the architecture firm Wood Marsh in 1993 exist and contain five (5) toilets, including one accessible toilet. However, these facilities do not comply with current Disability Discrimination Act 1992 (Cth) (DDA) standards.
- 2.3 The existing public amenities do not meet current capacity, and Council allocates funds annually for temporary toilet hire during busy periods, which are both unsightly and costly.
- 2.4 Council identified the need for major upgrades of the St Kilda Botanical Gardens facilities in its Public Toilet Plan 2023-2033.
- 2.5 As such, officers propose constructing an additional amenities block near the children's playground to accommodate the demand for public amenities throughout the year.
- 2.6 The siting of new amenities near the children's playground would address an identified issue that users of the playground are disproportionately far from the existing amenities compared to other key garden facilities.
- 2.7 Wood Marsh were engaged by the City of Port Phillip in October 2024 to undertake a feasibility study for the upgrade or expansion of the existing public amenities, or the construction of a new facility, at the St Kilda Botanical Gardens (refer Attachment 2).
- 2.8 It was deemed that – due to design – any modification, whether upgrade or expansion, of the existing toilet block would impact its architectural integrity, particularly any changes aimed at accommodating a compliant DDA toilet.
- 2.9 Five (5) possible locations for new amenities have been considered.
- 2.10 Wood Marsh have identified a preferred location (option C), which is near the children's playground and rates highly in terms of Crime Prevention through Environmental Design (CPTED) principles, access, and service to the park.



- 2.11 Wood Marsh have stated that new accessible amenities at the preferred location within proximity to the playground will decentralise the amenities, better serve the Northeast and Southeast quadrants of the gardens and benefit a key user-group being children and parents utilising the playground.
- 2.12 Community engagement was held over a three-week period to gauge community feedback regarding the proposed new amenities. 67 responses were received, with a fairly even split between those in support or against the proposed project.
- 2.13 A concern for those against the project was the loss of open space and the addition of another building within the gardens.
- 2.14 Officers have considered the feedback received and evaluated what mitigation measures could address the concerns and recommend proceeding with the preferred location (option C).

3. RECOMMENDATION

That Council:

- 3.1 Thanks community members who have provided feedback on the proposed new public amenities within St Kilda Botanical Gardens.
- 3.2 Notes the Feasibility Study Report and Engagement Summary Report included as Attachments 1 and 2.
- 3.3 Endorses proceeding to the design stage at the preferred location (option C), in the Southeast quadrant, near the children's playground, and adjacent Tennyson Street.

4. KEY POINTS/ISSUES

- 4.1 The St Kilda Botanical Gardens are highly utilised, heritage listed gardens that attract many visitors each year, playing host to numerous events including weddings, parties, and outdoor cinema / theatre performances.
- 4.2 The gardens house a children's playground, giant chessboard, ornamental pond, glasshouses, and Port Phillip EcoCentre, as well as seasonal displays, local indigenous plants, and a wide variety of bird and animal life, making the gardens well visited by a diverse range of visitors and locals.
- 4.3 The current public amenities in the park were designed by the architecture firm Wood Marsh in 1993, who were the recipients of a Victorian design award.
- 4.4 The facilities are considered architecturally significant, however do not comply with current DDA standards.
- 4.5 Additionally, the existing public toilets do not provide sufficient capacity for garden users, with Council spending approximately \$11,000 per annum (made up of ~\$7,500 hire and ~\$3,500 maintenance) on the provision of temporary toilets over the summer holiday period, when the park experiences peak usage.
- 4.6 When operational, the temporary amenities occupy an area of around 6m x 3m and provide the equivalent of seven additional toilets. They are located opposite the existing facilities, across the pathway towards the Southern end of the Gardens.
- 4.7 Whilst useful to address the capacity requirements, the temporary toilets are not pleasant to use and are considered an 'eye-sore' by gardens users.

- 4.8 In response to the increased capacity requirements and to incorporate a DDA compliant facility within the gardens, Council's Public Toilet Plan 2023-2033 nominated additional amenities be constructed within the gardens, via the upgrade or expansion of the existing public amenities, or the construction of a new facility.
- 4.9 Due to their history with the gardens and previous design of the existing amenities, officers engaged Wood Marsh to undertake a feasibility study.
- 4.10 Wood Marsh created a site plan overlayed with four quadrants to assist in understanding the different activity nodes / uses of the park and their distance to the existing amenities. This imagery is shown in Image 1:



Image 1 – St Kilda Botanical Gardens site plan sectioned into quadrants / activity areas

EXISTING FACILITIES

- 4.11 The existing facilities consist of 2 x female pans, 1 x male pan, 1 x male urinal, and 1 x unisex accessible toilet. However, these are not compliant with current DDA standards.
- 4.12 The amenities are constructed of 'Castlemaine slate' stone mortared to a brick substructure on a concrete slab and are semi-enclosed by a curved steel plate roof structure.
- 4.13 The facilities are award-winning, recognised in the 1994 Victoria RAIA awards for urban design.
- 4.14 The existing amenities are in poor condition though remain functional. Some minor renewal / uplift works would improve their condition.

- 4.15 The current accessible toilet does not meet current DDA standards. As the building is within a fixed envelope this cannot be easily rectified without significant rework to the existing building, which would compromise its architectural significance.
- 4.16 A CPTED analysis undertaken as part of the feasibility study found the existing structure 'neutral to positive' in terms of subjective scoring, with a recommendation to provide additional lighting both internally and externally to improve the overall CPTED score.
- 4.17 Consideration was given to expanding the existing amenities; however, it was deemed that any renovation or expansion would compromise the architectural integrity of the building and leave some sections of the gardens poorly served.
- 4.18 Additionally, the location of the existing amenities leaves little room for the current building to be expanded without encroaching on the nearby conservatory, pathways, or trees.

NEW AMENITIES

- 4.19 Given the constraints identified in expanding the existing amenities, and distance from certain activities within the park, Wood Marsh undertook a site analysis to identify possible locations for a new amenities block.
- 4.20 Five (5) possible location options were identified, including one (1) in the Northeast quadrant (option A), one (1) in the Southwest quadrant (option E), and three (3) in the Southeast quadrant (options B, C and D).
- 4.21 The five (5) possible locations are shown in Image 2:

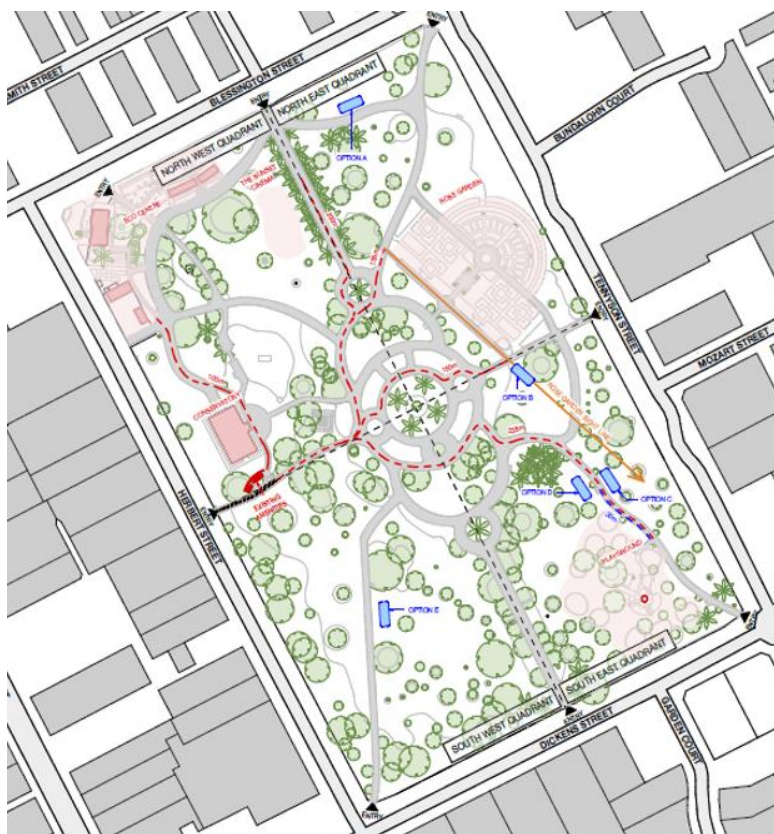


Image 2 – Possible locations for new public amenities



- 4.22 An analysis of each possible location was undertaken, considering activity areas within the park, distance to existing toilets, Heritage constraints, and CPTED principles.
- 4.23 Following the analysis, option C in the Southeast quadrant, near the children's playground, and adjacent Tennyson Street, was deemed the preferred option.
- 4.24 The site analysis identified that the playground is disproportionately far from the current public toilet block when compared to other key garden facilities. Locating new amenities nearby it will better serve both the Northeast and Southeast quadrants of the gardens, whilst also benefitting a key user-group of the park being parents and children who utilise the playground.
- 4.25 The visibility of the new amenities will be reduced to the residential properties across the road on Tennyson Street due to the presence of a berm (an embankment) running between the path and the park's boundary fence.
- 4.26 As the gardens are heritage listed, Heritage Victoria have assessed each proposed location and provided early advice on sites likely to be granted a heritage permit.
- 4.27 Options B and D are located near heritage listed trees and are therefore unlikely to obtain a permit.
- 4.28 Option A is very close to the Port Phillip EcoCentre. It is also near the Rose Garden and likely to impact wedding and event photography, and therefore not supported.
- 4.29 Options C and E are deemed far enough away from any objects of heritage significance and therefore generally supported as potential locations.

COMMUNITY ENGAGEMENT

- 4.30 Based on the proposed locations, community engagement occurred between 3-23 March 2025, and included a survey on the Have Your Say website. Further detail on the consultation approach is outlined in section 5 below.
- 4.31 Of the 3,300 people who were notified about the project, we heard from 67 participants through the engagement process. Of these:
 - 4.31.1 83% indicate that they live within a 10-minute walk of the gardens, and nearly 75% informed us they visit the gardens.
 - 4.31.2 More than two-thirds of respondents indicated they were regular visitors to the gardens, 36% visit every day and 33% visiting multiple times a week.
 - 4.31.3 Of the 67 responses, 61 provided comments on the project proposal with 27 respondents (44%) being supportive of the proposed amenities, and 25 respondents (41%) expressing concerns. The remaining 9 respondents (15%) were neutral.
 - 4.31.4 When assessing the responses by gender, male participants were generally more unsupportive than females. When considering the gender impact assessment undertaken for the public toilet plan, this is unsurprising as research shows females need to frequent toilets more often and for longer than males and therefore are likely to be more supportive of additional public toilet facilities.
 - 4.31.5 Across the responses, seven key themes were identified, these being:
 - Design Advice (27%).

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- Upgrade to the existing toilets (24%).
- Unsupportive of the proposed location (22%).
- Supportive of the proposed location (9%).
- Use of the Port Phillip EcoCentre (8%).
- Unsupportive of any more buildings in the gardens (3%).
- Other (7%).

4.32 The table below summarises the key sentiments of each theme and includes officers' response:

Theme	What we heard	Officers' Response
Design	<p>Generally, the design feedback was positive, with those in favour commenting that more toilets, including accessible and all-gender toilets are important</p> <p>All feedback was supportive or neutral and focused on features such as:</p> <ul style="list-style-type: none"> - Good lighting - Soap /hand drying / showers / ventilation - Solar power - Accessibility considerations including toddler toilet and separate changing room - Unique design but one that blends into the surroundings 	Nil
Existing Toilets	<p>24% of respondents were unsupportive of the proposed new toilets, suggesting that if additional amenities were required, that the existing toilets should be upgraded and expanded to reduce the impact of further buildings in the park, reduce the cost of construction, and the location of existing services</p>	<p>An upgrade of the existing facilities was considered as part of the initial feasibility studies; however, this was deemed not recommended for the following reasons:</p> <ul style="list-style-type: none"> - Significant rework would be required to the existing building to bring it to current DDA and building code compliance. Doing so would severely impact the architectural integrity of the building - There is limited space to increase the footprint of the existing amenities to the extent required due to the location of the nearby conservatory, access paths, and trees - Certain areas of the park would remain unserved / would require significant travel from those areas to access the amenities - Underground service plans have been checked. A sewer main currently runs along Dickens and Herbert Streets, with three

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Theme	What we heard	Officers' Response
		<p>existing branches servicing the gardens from Herbert Street. If the preferred location (option C) was endorsed, a connection could be directed to Dickens Street to tie into the existing sewer main. If Option E was preferred, this could be connected to the existing main line servicing the gardens via Herbert Street</p> <p>Additional to the sewer connection, both options C and E have capacity to be connected to water mains within the gardens, and the construction of the new Port Phillip EcoCentre has allowed for additional power within the main, therefore there is sufficient power capacity for a new toilet block to connect to</p>
Location	<p>22% of respondents were unsupportive of the proposed location due to the encroachment on highly utilised open lawn space and distance from other attractions of the gardens (such as the lake, conservatory, and Port Phillip EcoCentre)</p> <p>A further 9% were supportive of the location, particularly its proximity to the playground for families with children</p>	<p>Five (5) potential locations were identified during the feasibility study and were considered according to their location, ability to connect to services, and CPTED assessment</p> <p>One of the design criteria identified was amenities to be located near the children's playground, as the current facilities are a significant distance away, particularly for families with young children. Locating the facilities in the Southeast quadrant satisfies this requirement and services the Northeast quadrant. When assessing CPTED criteria, option C scored the highest and was deemed most suitable</p> <p>One response was received against the location of the toilet being near a children's playground, possibly due to concerns with safety, however with correct design, orientation and location being able to easily be seen (passive surveillance), and operation and management of the toilet the risk is reduced</p> <p>Underground service plans have been checked. A sewer main currently runs along Dickens and Herbert Streets, with three existing branches servicing the gardens from Herbert Street. If the recommended option C is endorsed, a connection can be directed to Dickens Street to tie into the existing sewer main. If option E was preferred, this could be connected to the existing main line servicing the gardens via Herbert Street</p> <p>Additional to the sewer connection, both option C and A have capacity to be connected to water mains within the gardens, and the construction of the new Port Phillip EcoCentre allows for additional</p>

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Theme	What we heard	Officers' Response
		<p>power within the main, therefore there is sufficient power capacity for a new toilet block to connect to</p> <p>Officers understand the sentiment about loss of open space through another building, but also acknowledge the need for additional amenities. Officers have proposed a minimum of five new pans, although the preference is up to eight, including 2 x DDA (right hand and left-hand access), 1 x all gender Ambulant, 3 x female pans, 1 x male pan, and 3 x male urinals. This allocation addresses the required number of toilets for the capacity issues, given the equivalent of 7 x toilets are hired annually, and allows for population and visitation increases. This is also equitable, providing the preferred makeup of male / female / all gender toilets and provision for both left and right-handed transfer for wheelchair users</p> <p>Based on the feedback, officers believe reducing the overall footprint to a maximum of 4-5 toilets may be suitable to minimise the impact on open space, whilst still meeting access and inclusion requirements. This may include 1 x right hand DDA toilet, 1 x male, 1 x female, and 1 x Ambulant all-gender toilet. Whilst right hand accessible toilets are more common due to the higher population of right-handed people, this solution would not be considered equitable, and a second left-hand transfer accessible toilet could also be considered</p>
EcoCentre	Five comments received were unsupportive of the proposal and queried why new toilets weren't included in the recently completed new EcoCentre building	<p>The new Port Phillip EcoCentre, designed pre COVID, does not include public toilets due to design limitations. Toilets within the building are accessible only during opening hours and are intended for staff, school groups, and centre users.</p> <p>Council has approved an 18-month trial to staff the Port Phillip EcoCentre on weekends, allowing limited weekend access to these toilets. However, they will remain closed after 5pm and on public holidays, which are peak times for garden use</p> <p>The proposed new public toilets remain necessary to meet broader demand; de-scoping them is not recommended. Additionally, the location of the Port Phillip EcoCentre is a significant distance from the playground and park users of the Southeast quadrant, disadvantaging these park users</p>
No. of Buildings	3% of respondents specifically called out reducing the number of buildings in the gardens, and that these detract from the	Officers understand this sentiment; however, this does not detract from the need for additional facilities within the gardens. The footprint and design will be such that it considers the heritage of

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Theme	What we heard	Officers' Response
	heritage of the gardens and were therefore unsupportive of the project proposal	the park and looks to enhance the natural elements of the gardens, rather than detract from it
Other	Other comments were received outside the scope of the project and will be passed on to relevant project teams	Nil

4.33 With the inclusion of the noted mitigation strategies, namely through consideration of the footprint and design of the building, it is recommended that council proceed to the design stage of the project within the preferred location (option C).

4.34 Minor upgrade works of the existing amenities have been identified to be completed through Council's minor capital works program to align with the construction of the new amenities.

5. CONSULTATION AND STAKEHOLDERS

5.1 Key internal stakeholders were engaged from the outset of the project through a project kick-off meeting and feasibility feedback workshop to determine the requirement for new toilets, the number of toilets, and potential location of toilets. These included officers from the following teams:

5.1.1 Project Delivery.

5.1.2 Property and Assets.

5.1.3 City Design.

5.1.4 Building Maintenance.

5.1.5 Open Space and Recreation.

5.1.6 Sustainability.

5.1.7 Community Building and Inclusion.

5.2 Following completion of the feasibility report from the consultants, these stakeholders were invited to attend a discussion to review the options and preferred location, with a consensus in agreeance with the consultants that option C was most suitably located.

5.3 Community engagement was undertaken from 3-23 March 2025 to inform the community about the proposed new public toilets.

5.4 To increase awareness of the engagement process, the following activities were undertaken:

5.4.1 A project page on Council's *Have Your Say* engagement website.

5.4.2 Five (5) corflute signs were erected on site within the gardens on 10 March 2025.

5.4.3 Letters were sent to 1,343 residences near the gardens on 3 March 2025 notifying residents of the project.

5.4.4 Information about the project and the opportunity to engage was included in the February 2025 *Have Your Say* newsletter, which was delivered to over 3,300 subscribers.



- 5.5 The purpose of the engagement was to inform the community of the project and seek feedback on the following aspects:
 - 5.5.1 The need for more toilets within the gardens.
 - 5.5.2 The proposed location of the new toilets.
 - 5.5.3 The proposed number and makeup of the new amenities block.
 - 5.5.4 Any other general feedback relating to the project.
- 5.6 During the engagement period, the Have Your Say page was visited 222 times, with 67 surveys completed, of which the majority (81%) were from residents of St Kilda or Elwood.
- 5.7 The survey included standard demographic and diversity questions as well as some more specific questions for the community to respond to, including:
 - 5.7.1 The ways participants were connected to the gardens, i.e. visit the gardens, live within a 10-minute walk of the gardens, travel past the gardens etc. with the ability to select multiple answers.
 - 5.7.2 How often participants visit the gardens.
 - 5.7.3 How participants use the gardens.
 - 5.7.4 Supportive/unsupportive and comments on the project proposal.
- 5.8 Attachment 1 provides further detail of the community engagement.
- 5.9 To keep the community informed, Council's Have Your Say page and the project webpage will continue to be updated throughout the duration of the project to provide updates on design and project progress.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Whilst Council is not legally required to provide public toilet amenities, it is generally expected that Council's will provide these.
- 6.2 Council faces reputational and legal/financial risks if toilets are not maintained and renewed to ensure they are clean, safe and accessible to the entire community.
- 6.3 There is a further chance of reputational and project schedule risk because of potential further objections from the community and key stakeholders relating to the project proposal as the project progresses to the design phase.
- 6.4 Heritage, and building permits will be required prior to construction.
- 6.5 Whilst the Building Code of Australia (BCA) does not recognise all-gender toilets, to restrict any person from using the bathroom that best affirms their gender may be considered unlawful.

7. FINANCIAL IMPACT

- 7.1 The project has a total budget of \$815,000 over three years to accommodate the feasibility, design, permit and construction requirements.
- 7.2 The construction of new amenities will save Council approximately \$11,000 per annum on the provision of temporary amenities. These savings will be partially offset by the additional annual operating costs required for the new facilities, estimated at



approximately \$45,000 to \$50,000 (this includes cleaning, security, and general maintenance).

- 7.3 The Building Code of Australia (BCA) does not recognise all-gender toilets; therefore, a performance solution will be required during the design and permit phases to accommodate this design requirement. This will have additional costs of approximately \$10,000 to \$15,000, which has already been factored into the budget.

8. ENVIRONMENTAL IMPACT

- 8.1 Council's Public Toilet plan includes guidelines for climate change consideration throughout design and construction, along with sustainable minimum performance standards that are to be adhered to when constructing new or upgrading existing public toilets to minimise environmental impacts. These guidelines will be followed through the design phase to minimise environmental impacts.
- 8.2 The use of solar power will be investigated through the design phase, particularly since the toilets will be closed between dusk and dawn (outside of evening events).
- 8.3 There would be a loss of green space because of the new building construction.

9. COMMUNITY IMPACT

- 9.1 Council has consulted on the proposed new toilets as part of its *Public Toilet Plan 2023-2033*, which has created an expectation of renewal / upgrade / additional facilities amongst the community.
- 9.2 Specially, the community has now been consulted on the specific proposal for new toilets in the preferred location and reviewed the feedback received.
- 9.3 While there will be some loss of open green space, as identified through the community consultation, the proposed amenities will provide compliant, accessible, and inclusive facilities for our diverse community to utilise.
- 9.4 It is expected that additional facilities, that are new and easier to access, particularly for those with access issues, and parents with pushchairs and young children, will encourage and allow park users to spend longer periods of time within the gardens.
- 9.5 Further, additional permanent facilities would remove the need for the provision of unsightly and costly temporary toilets over the summer holiday period.

10. GENDER IMPACT ASSESSMENT

- 10.1 A gender impact assessment was completed when Council's public toilet plan was developed and has been referred to in the planning phase of this project. Council's Gender Equity Advisor has also been consulted through the planning phase.
- 10.2 The Gender Impact Assessment (GIA) identified the following key findings which have been considered during the planning phase of this project:
- 10.2.1 Everyone requires the use of toilet facilities, no matter their age, gender, or (dis)ability.
- 10.2.2 Women on average take 2.3 times longer to use the toilet than men, and older people or those with disability often need more time and space in a toilet.
- 10.2.3 Women generally require more trips to the toilet.
- 10.2.4 The split of Male / Female toilets is not usually equitable as male urinals often offer a greater provision for males than females.



- 10.2.5 Parents / carers of all genders require access to toilets with their children therefore parents' rooms or baby change tables need to be accessible to all-genders.
- 10.2.6 Trans and non-binary people require equitable and safe access to toilets which is not always provided.
- 10.2.7 The location and design of public toilets can affect different genders differently – women and trans / non-binary people are often more likely to feel unsafe in the public realm when using public facilities.
- 10.2.8 Older and Culturally and Linguistically Diverse (CaLD) women particularly often prefer the choice of using a female toilet.
- 10.2.9 Wheelchair users are not the only people needing accessible toilets – people who require toileting equipment, people with assistance animals, persons with a pram, and people with carers all require additional space.
- 10.2.10 Choice supports inclusion – having a choice to use a gendered or non-gendered amenity creates a feeling of inclusion and safety depending on personal preference, culture, background or experience.

10.3 As a result of these findings, one of the key recommendations from the GIA was to investigate design options for all new and upgrade works on public toilets to include an all-gender option, along with male, female and accessible toilets.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The project aligns to the endorsed City of Port Phillip Public Toilet Plan 2023-2033.

11.2 The project also aligns to the following strategic directions:

11.2.1 Strategic direction 1 Inclusive Port Phillip:

- Strategic Objective: A city that is a place for all members of our community where people feel supported and comfortable being themselves and expressing their identities.
- Strategy: "Port Phillip is more accessible and welcoming for people of all ages, backgrounds and abilities".

11.2.2 Strategic direction 3 Sustainable Port Phillip:

- Strategic Objective: 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.
- Strategy: "The city is actively mitigating and adapting to climate changes and invests in designing, constructing and managing our public spaces to optimise water sustainable and reduce flooding".

11.2.3 Strategic direction 5 Well Governed Port Phillip:

- Strategic Objective: A city that is a leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts.
- Strategy: "Port Phillip Council is a high-performing, innovative, inclusive and balances the diverse needs of our community in its decision-making"

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and “Port Phillip Council is cost-effective, efficient and delivers with speed, simplicity and confidence” and “Our community has the opportunity to participate in civic life to inform Council decision-making”.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 Once endorsed, Officers will commence the design phase of the project as per the following timelines:

2025/26 Financial Year

- Procurement for qualified architect – September 2025
- Concept Design completed – October 2025
- Detailed Design completed – November 2025
- Permits approved – January 2026
- Public Tender for construction – March 2026
- Construction contract award – June 2026

2026/27 Financial Year

- Construction commencement – July 2026
- Construction completion – November 2026

12.2 COMMUNICATION

12.2.1 Project updates will be communicated via the *Have Your Say* page.

12.2.2 Council has a public toilet project webpage which will continue to be updated throughout the duration of the project.

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

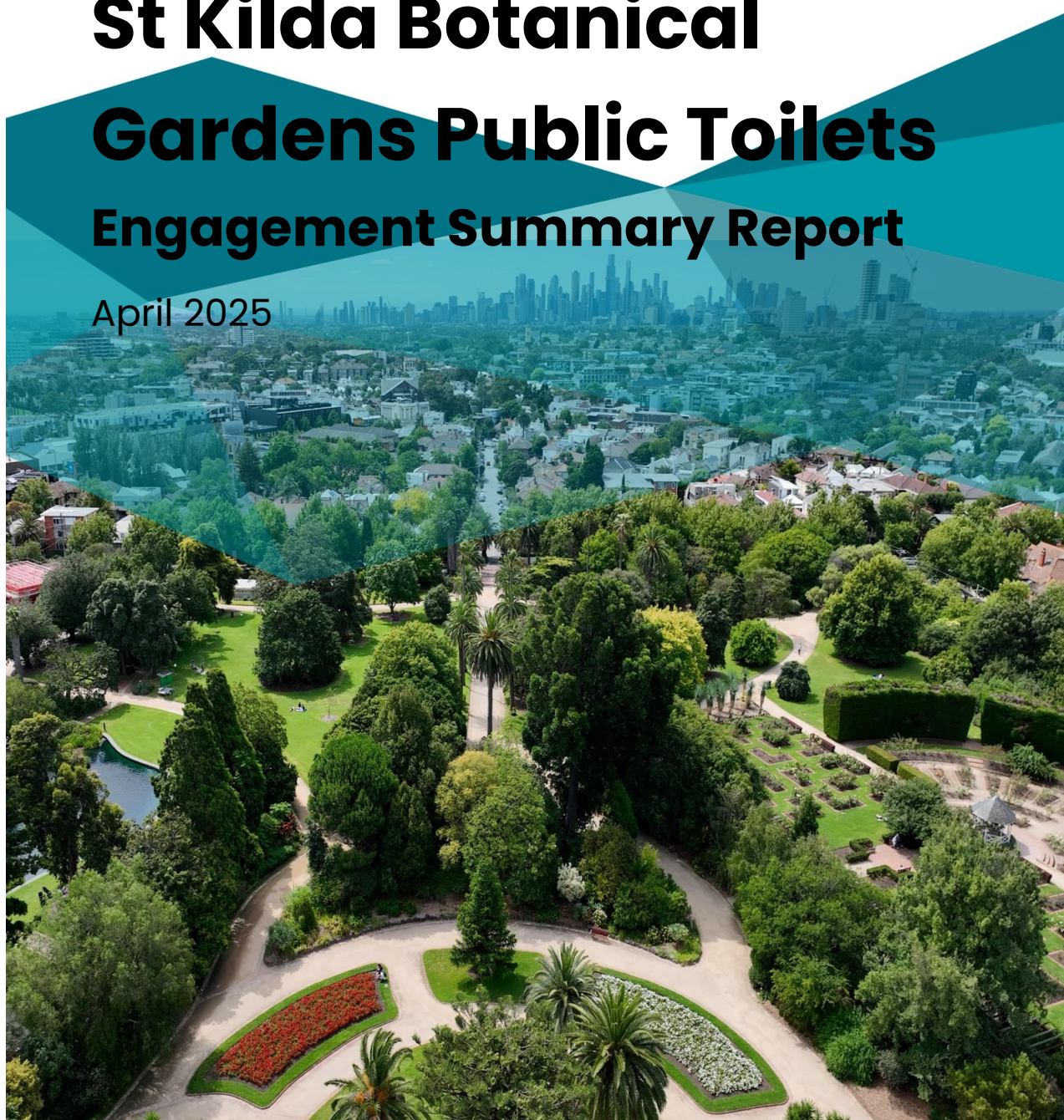
ATTACHMENTS

1. Engagement Summary Report  [Download](#)
2. Feasibility Report  [Download](#)



St Kilda Botanical Gardens Public Toilets Engagement Summary Report

April 2025





Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners and Custodians of the Kulin Nation. We acknowledge their legacy and spiritual connection to the land and waterways across the City of Port Phillip and pay our heartfelt respect to their Elders, past, present and future.

Postal Address

City of Port Phillip, Private Bag 3,
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Introduction

Project background

We are getting ready to build a new public toilet block at St Kilda Botanical Gardens, which will add extra capacity along with the existing toilet block. The new architecturally designed public toilet block will provide additional amenities that are better, brighter and more accessible for our community.

The current St Kilda Botanic Gardens public toilet block is outdated, with limited capacity (just 5 toilets) resulting in congestion and long wait times, especially in the busy warmer months. A 2021 accessibility compliance audit found the existing toilet block does not meet Disability Discrimination Act (DDA) compliance.

A new accessible, inclusive public toilet block with improved capacity will better serve all park users. It will be built in addition to the existing toilet block, which will remain. The architecturally designed toilet block will be a single-storey building located closer to the playground, pending Heritage Victoria's approval. This upgrade will improve accessibility, safety, and capacity, especially during peak times, while reducing reliance on temporary hired toilets. The project will enhance the park's infrastructure, meet community needs, and support universal design and CPTED principles.

We propose to include the following in the new public toilet block a *minimum* of 5 toilets, including:

- One female toilet
- One male toilet

City of Port Phillip | **Engagement Summary Report – April 2025**



- Two unisex toilets that are Disability Discrimination Act compliant
- One all-gender ambulant toilet.

It may be possible to provide more toilets, subject to available budget and permit requirements.

We propose to equip these toilets with:

- Separate entry doors for each toilet
- A roof over the toilet building
- Baby-change facilities (within the DDA toilets) to enable carers of any gender to change their baby
- Hooks to hang personal items while using the toilet facilities
- Sanitary bins
- Clear and inclusive signage
- Incorporated Syringe Disposal System.

The following design guidelines will shape how the new toilets look and are built:

- New amenities block to complement existing facilities and close to the playground.
- Sculptural, organic design that blends with the landscape.
- Will not obstruct views, especially from the rose garden arbour.
- Clear identification as an amenities facility with DDA access.
- Safe, equitable design for all visitors.
- Natural colours, textured materials with anti-graffiti finishes.
- Durable, low-maintenance design inspired by existing amenities.



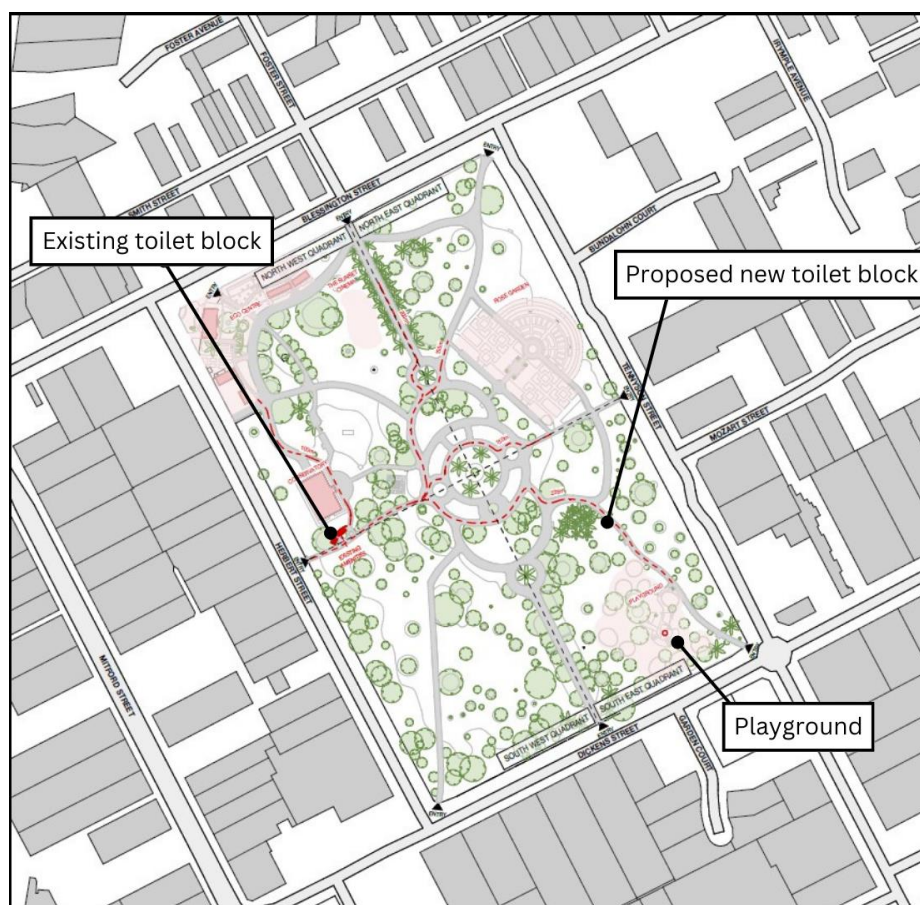
City of Port Phillip | St Kilda Botanical Gardens Public Toilets

What we set out to achieve

During this engagement, we sought to communicate information about the proposed new public toilet block and seek the community's feedback via an online feedback form.

Acknowledgement and thanks

We would like to acknowledge and thank the community members who contributed feedback on this project.



Proposed location for the new public toilet block at St Kilda Botanical Gardens



About this report

This report outlines how Council has engaged to date on this project and summarises what we have heard from the community.

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.
- 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 Aboriginal and Torres Strait Islander people, people with disability, multicultural communities, older people, and others.
- The information and views presented in this report are a summary of the opinions, perceptions and feedback heard from across the engagement activities. The feedback has not been independently validated. As such, some information may be 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.






What we did

Between 3 – 23 March 2025, a range of communications and engagement activities were carried out to inform the community about the proposed new public toilets, and to seek their feedback.

Communications and engagement activities

To increase awareness of the engagement process, we did the following:

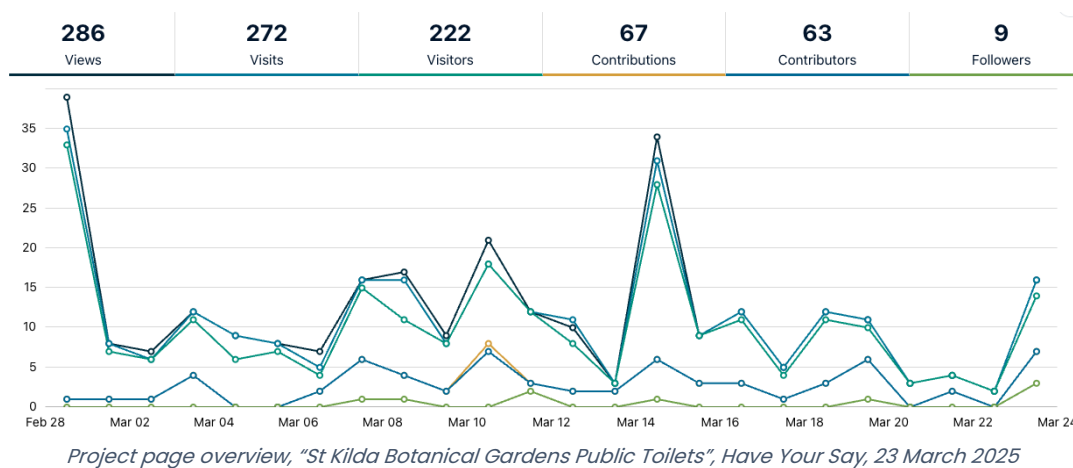
	Have Your Say website and feedback form	A project page on Council's <i>Have Your Say</i> engagement website provided information on the process, a timeline, contact details, and a feedback form.
	Corflute signage displayed onsite x 5	Corflute signage about the project and the opportunity to provide feedback was displayed onsite at St Kilda Botanical Gardens, installed on 10 March.
	Letters to local residents x 1343	Letters notifying local residents about the project were delivered to 1343 residences near St Kilda Botanical Gardens on 3 March.
	Newsletter x 1	Information about the project and the opportunity to engage was included in the <i>Have Your Say</i> February 2025 newsletter, delivered to over 3,300 subscribers.



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Project reach and participation

At least 3,300 people have heard about this project to date, with Figure 2 showing an overview of interactions with the *Have Your Say* project page to 23 March 2025, where 222 unique visitors visited the project page. We heard from 67 participants throughout this engagement process via the online feedback form.





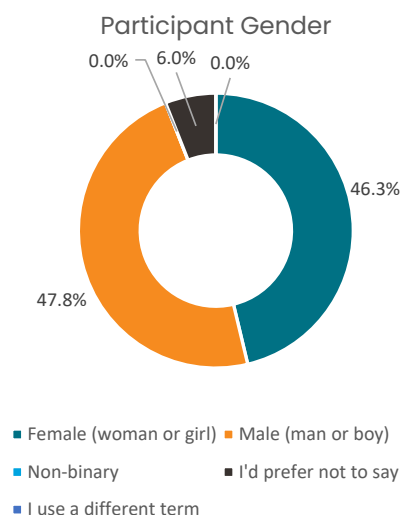
Who we heard from

Demographics

Participants were asked to provide some demographic information when filling out the online feedback form.

Gender

In total, 67 participants answered our question about gender. **The split between male (32, 47.8%) and female (31, 46.3%) participants was well balanced.** A small proportion of participants preferred not to provide their gender (4, 6%).



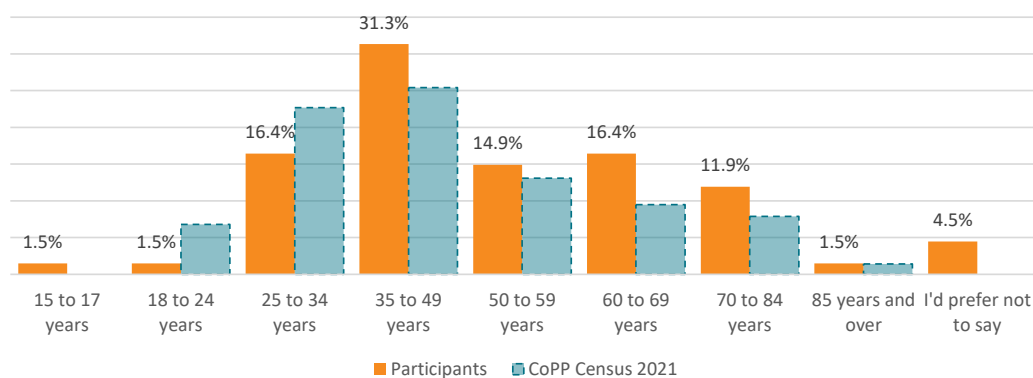
Age

67 participants answered this question. **The spread of age groups across the participants broadly reflects the spread of ages across the municipality, with a peak of ages 35 to 49 years old (21, 31.3%).** The under-representation of people aged 34 and under is also broadly reflective of community engagement projects.

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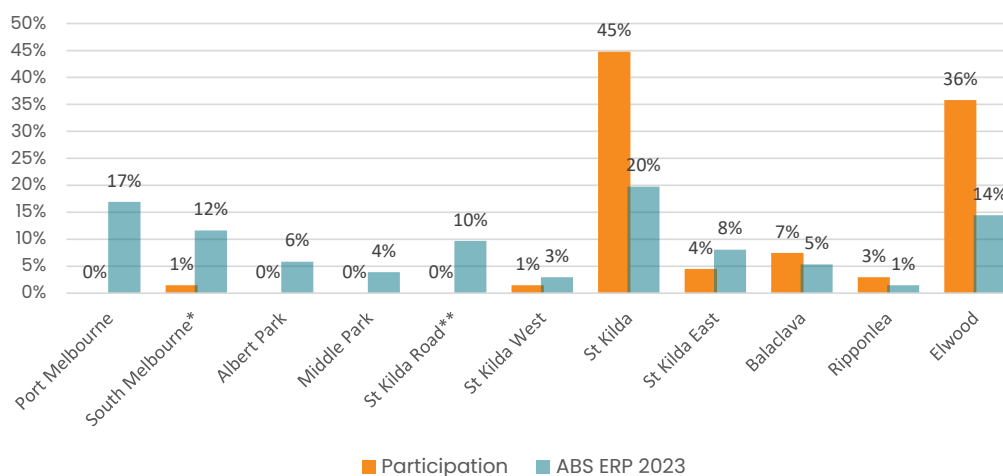
Age profiles: Participants vs Census data



Suburb

Of the 67 participants, nearly half (30, 45%) were from St Kilda, and more than a third were from Elwood (24, 36%). This concentration of participants is unsurprising given the location of the gardens.

Project Participation vs Census data by Suburb



* South Melbourne includes the section of Southbank which is in the City of Port Phillip

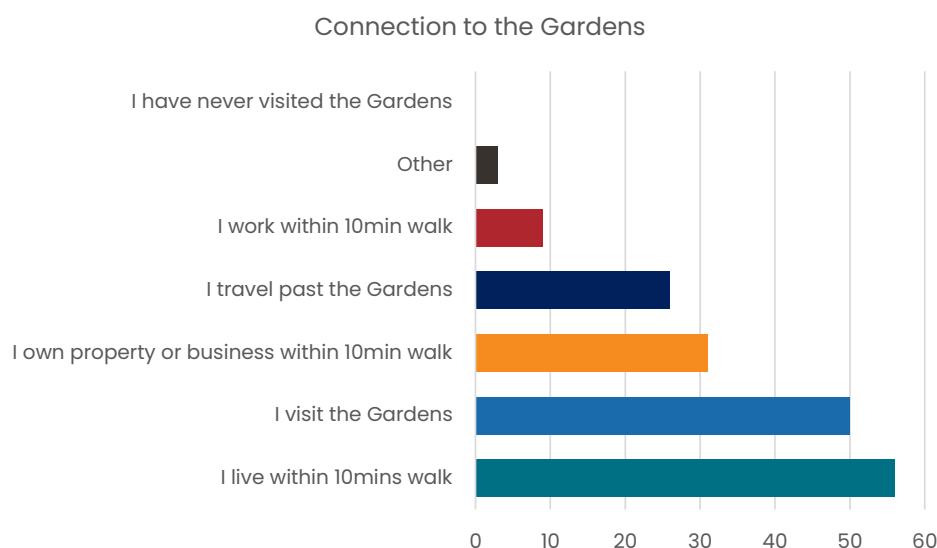
** St Kilda Road includes sections of Melbourne and Windsor that are in the City of Port Phillip



Connection to the Gardens

Participants were asked to indicate the ways they were connected to the St Kilda Botanical Gardens. Each participant was able to select multiple answers. In total, 175 responses were received to this question, with most participants selected two or three of the available options.

More than 83% of participants indicated that they live within 10 minutes' walk from the Gardens, and nearly three-quarters of participants told us they visit the gardens. Participants who selected 'other' (3%) were either volunteers or had recently moved away from the Gardens.



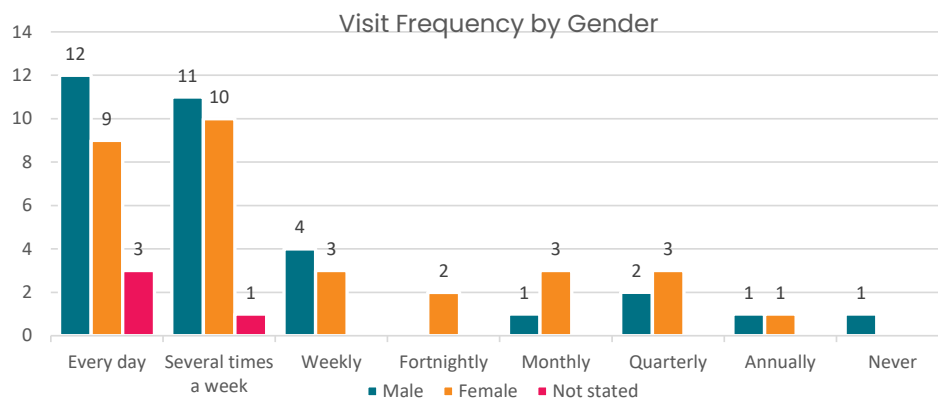
Visiting the Gardens

Participants were asked how often they visit the St Kilda Botanical Gardens. **More than two thirds of participants were very regular visitors to the Gardens, with 35.8%**

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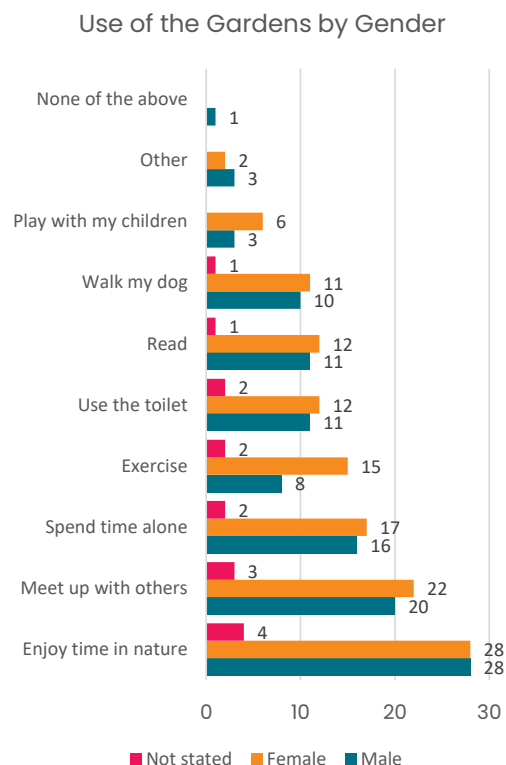


of participants saying they visit every day, and 32.8% saying they visit multiple times a week. Male participants were slightly more likely to visit more frequently.



How participants use the Gardens

We asked participants how they use the Gardens. Participants were able to select multiple answers from a list of uses. Female participants on average selected more uses (four uses) than male participants (three uses). The most common use was enjoying time in nature (89.6% of participants), followed by meeting up with others (67.2%). 37.5% of participants said they use the toilets in the Gardens.

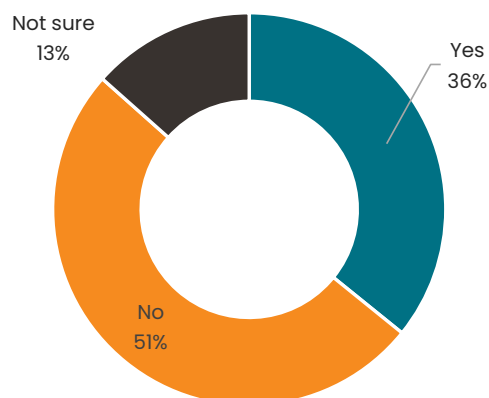




Previous engagement with Council

We asked participants if they had provided feedback on other Council projects in the past 12 months. **Of the 67 responses received, 34 participants (51%) said 'no',** and 24 participants (36%) said 'yes' they had. Nine participants (13%) were unsure.

Previous Engagement with CoPP



Diversity indicators

We asked participants to indicate if they identified with a series of statements to understand the diversity of the participant group. Participants were able to select multiple statements. The following statements are ordered from most to least common.

- "None of these apply to me" (40 responses, 59.7%)
- "I identify as LGBTIQ+" (9 responses, 13.4%)
- "I speak a language other than English at home" (6 responses, 9%)
- "I am a person with a disability" (5 responses, 7.5%)
- "I am from an Aboriginal and/or Torres Strait Islander background" (1 response, 1.5%)



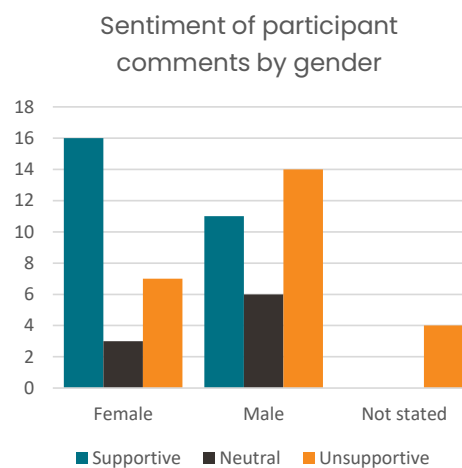
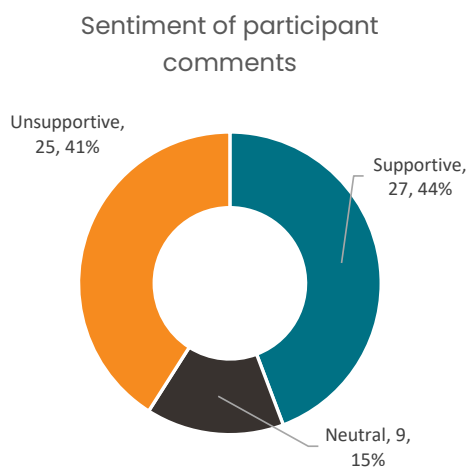
What we heard

Comments on the proposal

Of the 67 participants who completed the survey, 61 participants provided comments. A thematic analysis is provided below. Where appropriate, other demographic characteristics, such as gender, are used in the analysis.

Sentiment of participant comments

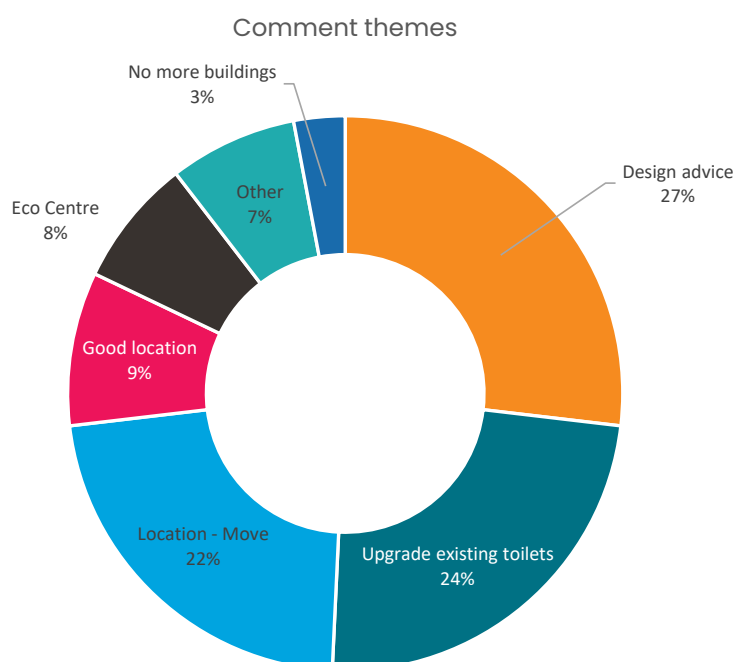
Of the 61 participant comments, **sentiment was largely balanced**. In total, 44% (27) comments were supportive of the proposed toilet block. Comments in opposition made up 41% (25) of the comments, leaving 15% (9) that were neutral. **Assessed across genders, male participants were more likely to be unsupportive than female participants.**





Thematic analysis

Across the 61 comments, seven key themes emerged. These are outlined in the chart below. Each theme is explored and explained in the next section.



Design advice (27%)

All comments relating to the design elements of the proposed toilets were either supportive (14 comments) or neutral (4 comments). The majority of these comments focused on the features of the new toilets, including:

- Good lighting to promote safety
- Looking to other new local designs for inspiration (such as Alma Park/ Point Ormond)

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- Soap, hand drying, showers and good ventilation
- Solar power
- Accessibility considerations for older people, people with disability, parents with prams, a cubicle with a grownup and a toddler-size toilet, and a changing room separate to the accessible toilet.

Comments included:

'The existing public toilets are a lasting and quality piece of architecture. The provided an opportunity at the time to an emerging local architectural practice (Wood Marsh) to design something unique and site responsive. It would be a fantastic legacy for the botanic gardens if the new toilet block also sought to prioritize good design principles, and provide an opportunity for site generosity. Maybe a small-scale design competition would be a good approach?'
(Female, St Kilda resident)

'Your plan looks great. I think more all-gender toilets are great, and near the playground is sensible. Apart from the disabled toilets, you could put the sinks outside. A mirror or other reflective surface in the women's toilet would be handy.'
(Female, St Kilda resident)

'Public toilets are rare in St Kilda and modern ones with facilities for families are essential as are handicapped toilets.' (Male, Ripponlea resident)

'Building more toilets is a great idea. Also, in the long run this will reduce the annual spend on the hiring of temporary toilets. (Which is of concern to me as a rate payer). Temporary portable toilets are also unpleasant to use. The new toilets should be well ventilated to make them more pleasant and well lit (both natural and artificial light) to avoid crime. Soap and toilet paper should remain well stocked. It would be good if a picture of the proposed toilet block had been shown for this survey. They should blend into surroundings. I avoid using the current toilets due to them being quite unpleasant which sometimes means I have to go home (since I live 20 minute walk away) sooner than I would like. More pleasant toilets would allow me to spend more time enjoying the gardens.'
(Female, Elwood resident).



Upgrade the existing toilets (24%)

All comments relating to upgrading the existing toilet blocks were unsupportive of the proposed new toilets. Of these 16 comments, 9 comments were from male participants, 5 comments were from female participants, and 2 comments were from participants who chose not to disclose their gender. Most comments related to the impact of further buildings on the gardens and amenity of the landscape, or the cost of building a new facility.

Comments included:

'I think the idea of putting an unsightly and a potentially smelly, poorly maintained toilet block in a prime area of the St Kilda Botanic Gardens to be a very poor idea. This proposal should be abandoned. If there is a need for additional toilets (and I am not sure if that is a valid assumption), then the obvious thing to do would be to increase the size of the existing toilet facilities. This is obvious as there are existing services to connect to, e.g. sewer, power and water. Also this results in less of an eye-sore than a new standalone facility.'
(St Kilda resident)

'The Gardens certainly need adequate toilets that meet modern standards, but I question the proposed site... It would be better to upgrade the existing facilities, put up directional signage and most of all provide better security to deter offensive and sometimes damaging behaviour.' (Male, Elwood resident)

'The proposed toilets should NOT be near the children's playground. This is a VERY BAD idea. The alternative would be to add more toilets to the existing block'
(Female, St Kilda resident)



Location of the proposed toilets (31%)

Comments suggesting the location for the proposed toilets should be changed made up 22% of comments. A further 9% of comments shared that the location was good.

COMMENTS OPPOSED TO THE LOCATION (22%)

Of the 15 comments suggesting the location was not appropriate, 10 comments were unsupportive, and 5 comments were neutral. Most comments were from male participants.

Comments included:

'The proposed new toilet location is inappropriate and will involve providing new sewer points and encroachment of open space which is slowly being eaten away through building constructions in the gardens (see the large foot front excised for the Eco Centre building. Clearly the existing toilet facilities are inadequate but the services to the current toilets are already established so it would be better to refurbish these to meet current standards and the volume of cubicles deemed necessary. Also given the huge council investment in the eco centre the public should also have access to the toilets provided in this public building.'
(Male, St Kilda resident)

'...The current suggested location of the new facility is in lawn space that is great for people to hang out on. By putting a new toilet block on that Location you reduce that kind of space for local residents who often live in apartment blocks or houses with little green space of their own. The gardens are heavily used. On a nice day on the weekend for example almost every area in the park has groups of people in it. No one will choose to picnic next to the toilet block!'
(Female, St Kilda resident)

'I think the proposed location is really not in a good spot. As most people enter via Blessington or Dickens, and settle on the opposite side, why have it facing Tennyson across? I understand the space, but that's the only good patch of green that's not overtaken often by groups like the Shakespeare, Wedding Photography, Acapella Groups or Yoga. On that half of the park, it is truly the best spot to have a quiet space to catch up with friends or suntan/read on your own. Also, with the lake, conservatory, and the upcoming new building, why would you

City of Port Phillip | **St Kilda Botanical Gardens Public Toilets**



not have the bathrooms close to the other attractions of the garden? It truly would be a wasted opportunity not having it near the buildings and wasting such vital greenery and space that we love so much about the gardens.'
(Male, St Kilda resident)

COMMENTS SUPPORTIVE OF THE LOCATION (9%)

Six comments were supportive of the proposed location. Female participants provided four of these comments, and male participants provided two comments.

Comments included:

'This is a great idea and well overdue. The only current toilets are too far away from the playground...' (Male, Elwood resident)

'I welcome the addition of another public toilet block in the gardens, The position is great and close to the children's play area. Children frequently need to use the toilets and it's quite a walk to the existing block. Also the Tennyson St area is a popular area for family gatherings and children's parties so it will be a welcome addition to the beautiful garden.' (Female, St Kilda resident)

Use of the Eco Centre toilets (8%)

Five comments related to the Eco Centre toilets, with four comments from male participants and one from a participant who chose not to disclose their gender.

The majority of these comments (four comments) were unsupportive of the proposed toilets – questioning the need for additional toilets, suggesting that the Eco Centre should have additional toilets made available to the public, or noting they felt that the centre as well as the proposed toilets were encroaching on the greenspace of the gardens.

Comments included:

'I totally disagree with another toilet block in the park – if council suggest we need 5 new toilets then why weren't these included in the eco centre building.'
(Male, St Kilda resident)

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'[I] don't see the need. There are already public toilets, they could do with a refurbishment. The eco centre is still being built, what is the situation there? Surely there are also going to be toilets there.' (Male, Elwood resident)

No more buildings (3%)

The idea of reducing the number of buildings in the Gardens was common in a number of other comments, but two comments specifically raised this issue.

Both **comments were unsupportive of the proposed toilets.**

Comments included:

'I am concerned that an open area of the park will be modified with the addition of a new toilet block. The Gardens are significant because of its heritage values, significant trees and history. The new toilet block is an unnecessary addition to the gardens which already has a toilet block not that far from where this block is to be located. I feel that the commercial aspects of the garden (weddings, events, etc.) are driving the need for additional toilets and that this use should not override the heritage of the gardens. If the current toilet block is not sufficient for the gardens, then modify the existing block and use portables during construction.' (Female, Elwood resident)

Other feedback (7%)

Five comments included questions or advice outside of the scope of this project, including: advice on the playground equipment, drinking fountains, tree planting and the engagement process. Where appropriate, this advice or feedback will be passed onto the relevant Council teams.



Next steps

Thank you to everyone who provided their feedback on the proposed new public toilets at St Kilda Botanical Gardens. The engagement findings from this engagement will now be used to further inform Council decision-making on this project.

Community feedback on the proposed public toilets for St Kilda Botanical Gardens will be presented to a Council Meeting, at:

St Kilda Town Hall, Carlisle Street, 21 May 2025, 6.30pm.

Construction of the new public toilets is expected to begin in 2026–2027 (dates to be confirmed).

We will continue to keep the community updated on the progress of the project via the dedicated project page at www.haveyoursay.portphillip.vic.gov.au/st-kilda-botanical-gardens-public-toilets.



St Kilda Botanical Gardens Amenities

ST KILDA BOTANICAL GARDEN AMENITIES

INTRODUCTION

Wood Marsh were engaged by the City of Port Phillip in October 2024 to undertake a feasibility study for the upgrade of the existing public amenities at the St Kilda Botanical Gardens. Designed by Wood Marsh in 1993, the architecturally significant amenities no longer provide sufficient capacity or accessibility for garden users. The Council sought additional capacity within the gardens either through an extension of the existing amenities or a new facility. This new capacity would reduce the need for portable amenities currently brought in at peak periods and events at significant ongoing expense. Council determined the following additional capacity is required: 1no. male pan, 3no. male urinals, 2no. shared DDA pans, 1no. shared ambulant pan, 3no. female pans.

SITE PLANS

GENERAL SITE PLAN

The site plan highlights paths, trees, pedestrian entry points and key built and landscape elements within the gardens. 4 quadrants are shown, which assist in contextualizing the activity nodes and varying uses spread across the gardens. North West quadrant: Features the Eco-centre, Conservatory, amenities, pond and Sunset Cinema. North East quadrant: Features the Rose Garden. South East quadrant: Features the children's playground. South West quadrant: Features open landscaped area with no defined use.

ACTIVITY NODES AND DISTANCES TO EXISTING AMENITIES

With activity nodes highlighted, it can be seen that playground users have a circuitous walk of over 200m to the existing amenities, which is greater than the distance from any of the other nodes. Although the rose garden and seasonal Sunset Cinema have travel distances over 150m, it is anticipated they are not as well patronised as the playground.

PROPOSED AMENITIES LOCATIONS

Multiple possible new amenities locations were tested and considered CPTED performance, proximity to user groups, sightlines and impact on existing vegetation. These are listed as Options A-E on the plan in Appendix C. Consideration has been given to sightlines from the rose garden arbour, locating away from existing vegetation and CPTED performance.

EXISTING FACILITIES

The gardens currently have 1 set of public amenities, located near the Conservatory on the West side adjacent the Herbert St pedestrian entrance. The existing amenities consist of 2no. female pans, 1no. male pans, 1no. male urinal and 1 shared DDA pan. They are constructed of 'Castlemaine slate' stone mortared to a brick substructure on a concrete slab. The amenities are semi-enclosed by a curved steel plate roof structure.

AUDIT

The amenities are in generally good condition and remain functional.

- Brick and stonework is largely free of graffiti however there are areas missing stones / mortar.
- The steel roof canopy is in very good condition and no works appear necessary.
- Concrete floor surfaces are in good condition, however are painted internally and show signs of paint splatter and dirt / grime.
- Steel plate flooring to male urinal area shows signs of corrosion.
- External concrete surfaces are in very good condition.
- The fittings and fixtures remain functional however are in average condition and show signs of vandalism and general deterioration.
- Stall doors and frames are in good condition.
- Painted surfaces generally free of graffiti.

* Note – no access was possible to view the flat roof section over the male amenities.

Drawings are provided in Appendix A which highlight areas of damage / vandalism.

DESIGN OPTIONS

1. UPGRADING THE EXISTING AMENITIES

Although functional, the existing amenities could benefit from minor improvements in line with items flagged in the audit. The existing DDA WC no longer meets current accessibility requirements. Given the fixed building envelope this WC cannot be easily brought up to current standards without significant rework of the existing building. Additional lighting to both the amenities themselves and surrounding external area could improve the CPTED performance. Refer Appendix B CPTED analysis.

2. EXPANDING THE EXISTING AMENITIES

Consideration was given to expanding the existing amenities to provide increased capacity and accessibility. Increasing the quantity of amenities to meet the gardens requirements by renovation and extension would compromise their architectural integrity and continue to leave some sections of the gardens poorly served.

3. NEW AMENITIES

Given their location and the limited opportunities to expand the existing amenities, Wood Marsh have identified a preferred location for new amenities (Option C). The site analysis shows users of the playground are disproportionately far from the existing amenities compared to other key garden facilities. New accessible amenities within close proximity to the playground will decentralise the amenities, better serve the North East and South East quadrants of the gardens and benefit a key user-group being children and parents utilising the playground. Areas with minimal established vegetation exist nearby to the playground and provide potential sites. A berm runs between the path and boundary fence parallel to Tennyson St and will aid in reducing visibility of amenities in Option C from properties bounding the gardens. Existing pathways to the Option C location are compacted gravel and further accessibility analysis is required to determine if these surfaces are suitable for all users. CPTED Analysis of this location is provided in Appendix D.

APPENDICES

APPENDIX A

EXISTING AMENITIES CONDITION AUDIT

APPENDIX B

CPTED ANALYSIS – EXISTING AMENITIES

APPENDIX C

SITE PLANS

APPENDIX D

CPTED ANALYSIS – PROPOSED LOCATIONS

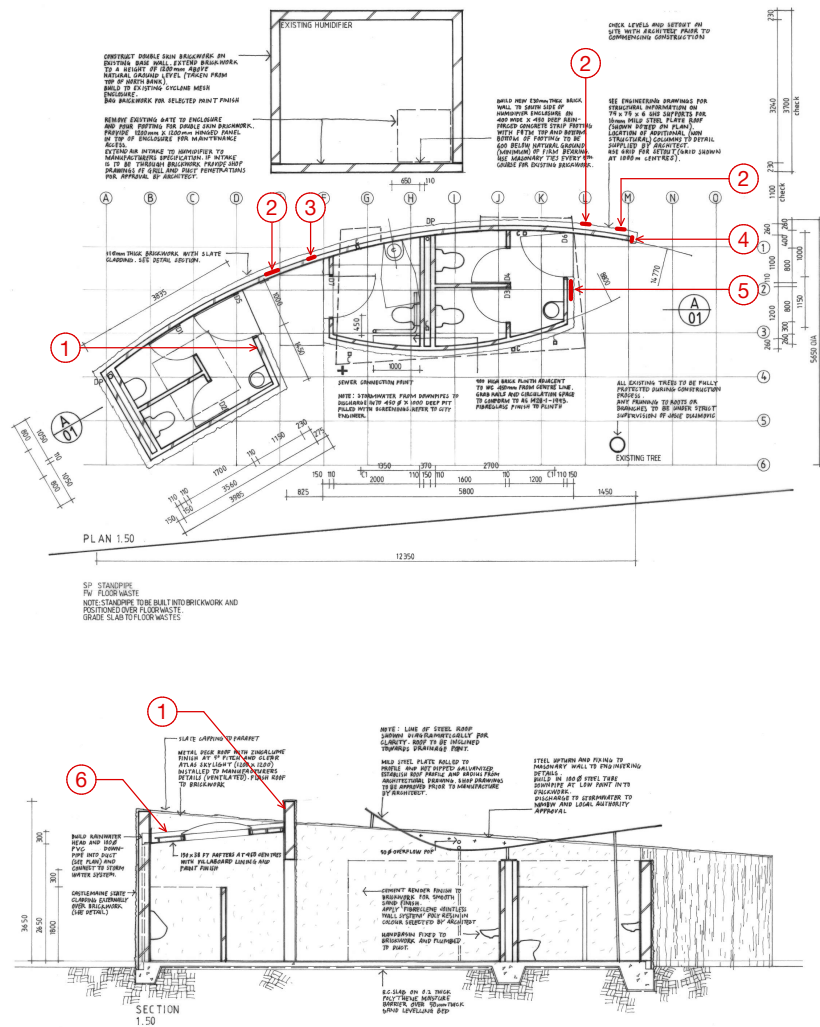
APPENDIX E

PHOTO SURVEY - EXISTING AMENITIES
 - PROPOSED NEW AMENITIES LOCATION

APPENDIX F

APPENDIX A

EXISTING AMENITIES CONDITION AUDIT

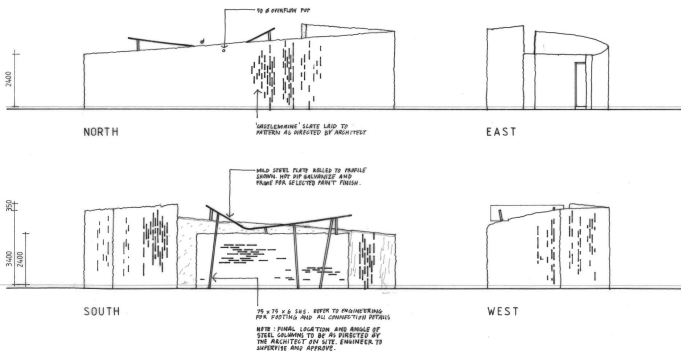


KEY:

1. BRICKWORK EXPOSED INTERNALLY - RENDER / PAINTING REQUIRED
2. MISSING CAPPING STONE
3. VOID IN MORTAR
4. DELAMINATING STONEMWORK
5. POTENTIAL MISSING CAPPING STONE
6. UNABLE TO INSPECT ROOF + GUTTER CONDITION

GENERAL:

- GRAFFITI REMOVAL
- REPAINTING OF STEEL STRUCTURE
- MORTAR REPAIR (TYPICALLY LOW LEVEL)
- REPAINT INTERNALLY
- POSSIBLY REPLACE ALL FITTINGS AND FIXTURES
- POSSIBLY REPLACE PARTITION DOOR SYSTEM



APPENDIX B

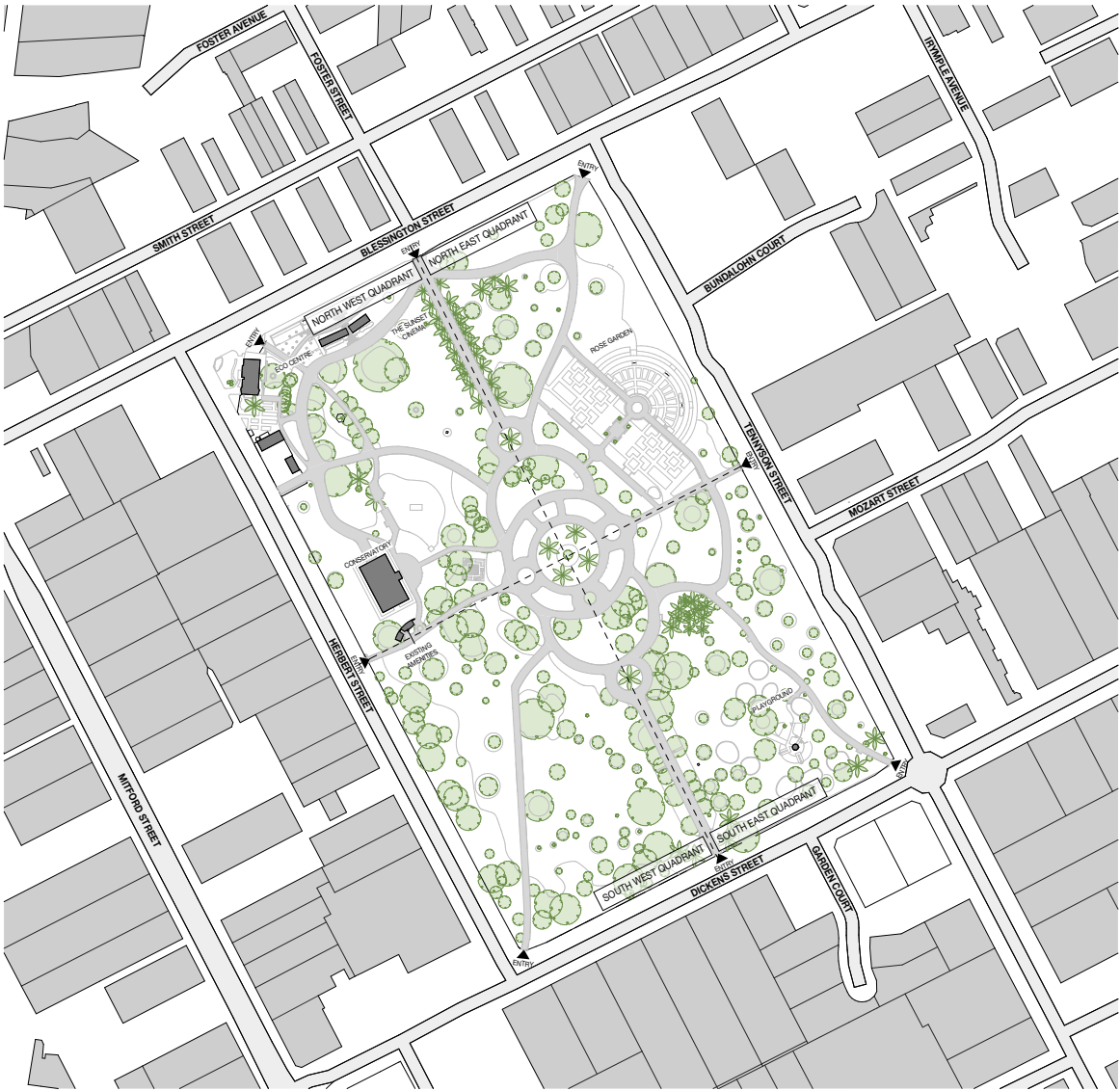
CPTED ANALYSIS - EXISTING AMENITIES

Principles	Description	Rating	
Activation	Location	Positive	Adjacent main pedestrian entry and Conservatory
Surveillance	Visibility/ Sightlines	Neutral	Somewhat obscured by Conservatory
Ownership	Link to user group	Positive	Only amenities therefore used by all groups
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Positive	Distinct amongst other garden structures
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Positive	Adjacent main path network/ no lighting/ near Conservatory



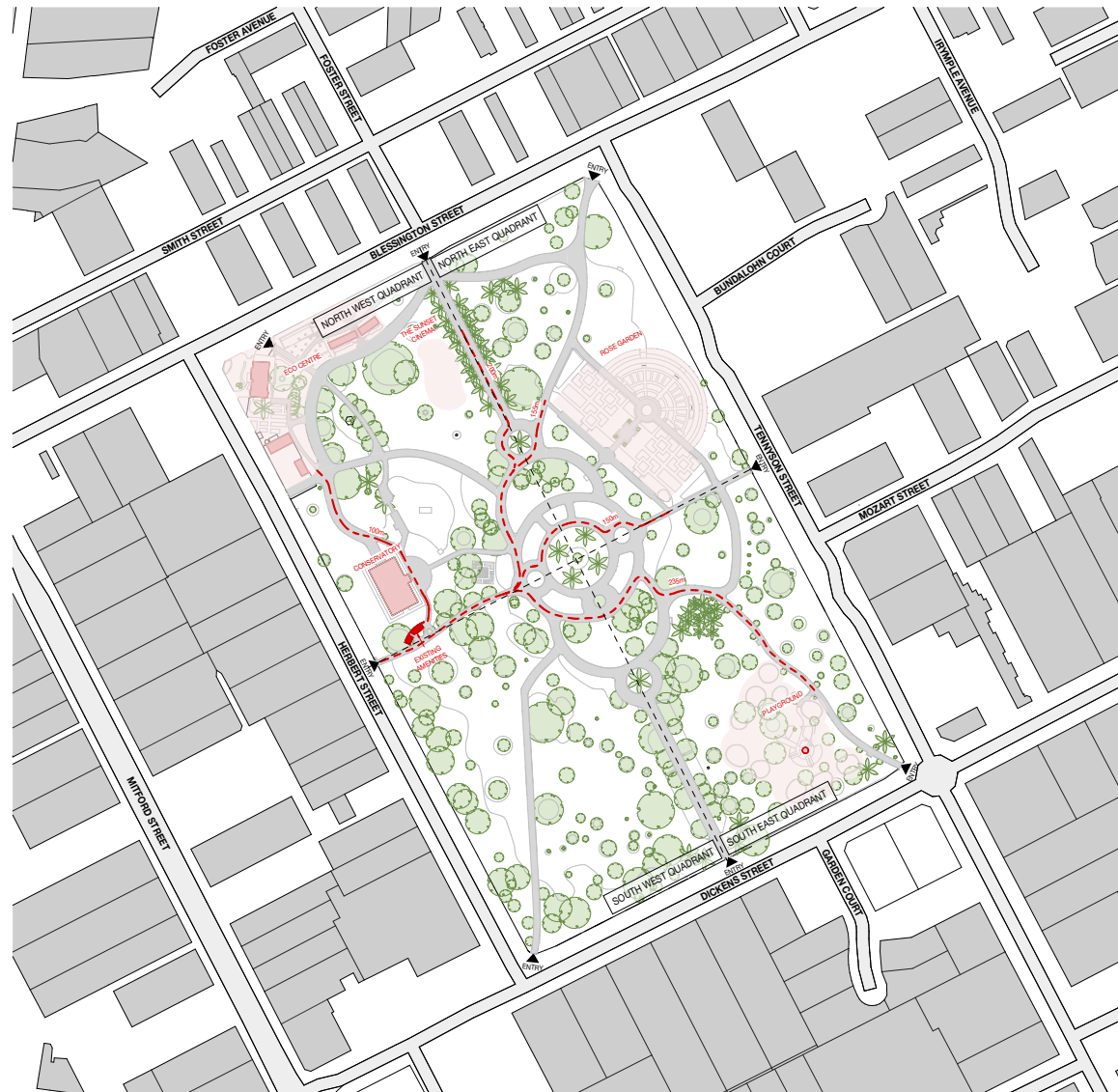
APPENDIX C

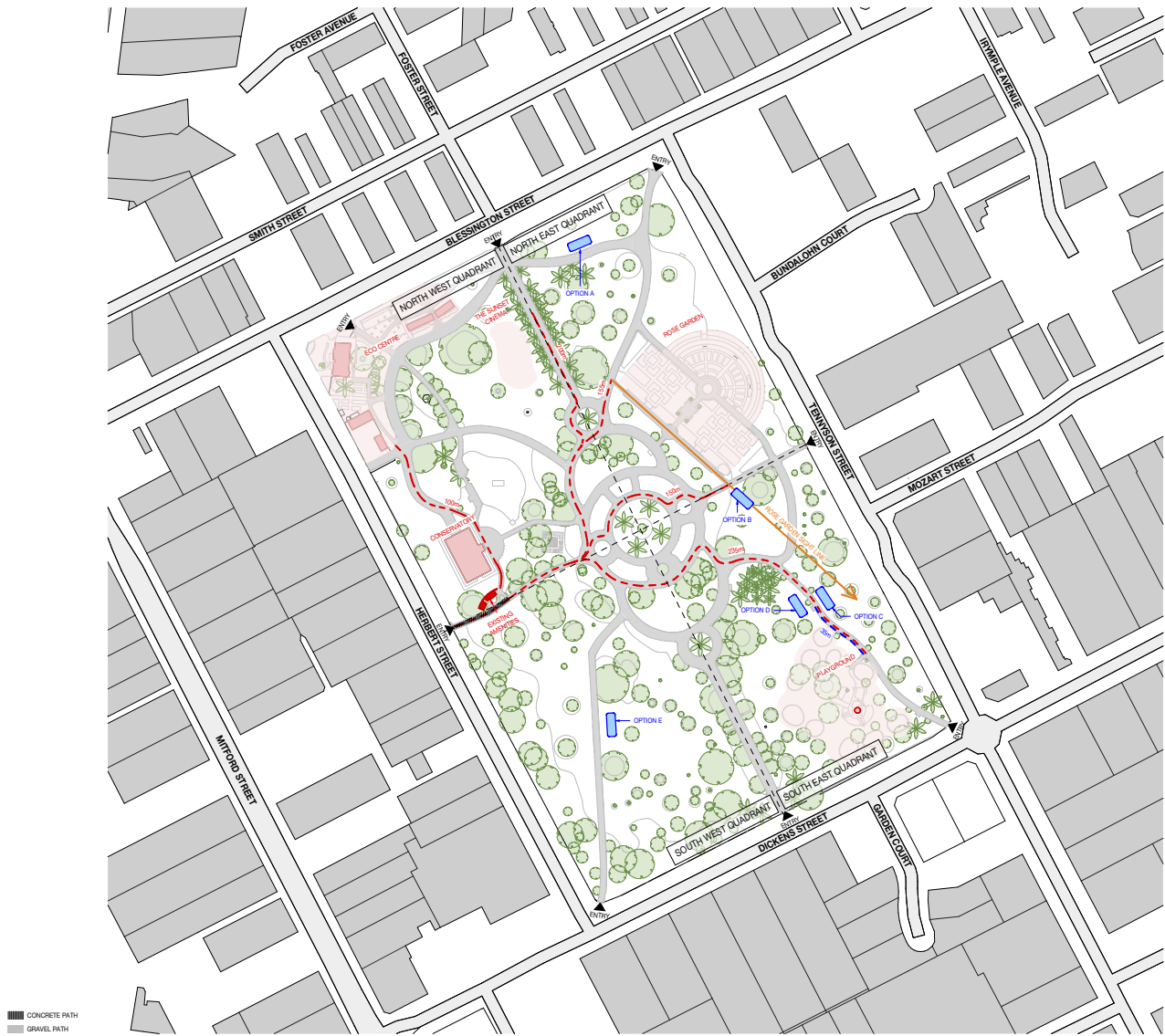
SITE PLANS



GENERAL SITE PLAN

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PROPOSED AMENITIES LOCATIONS

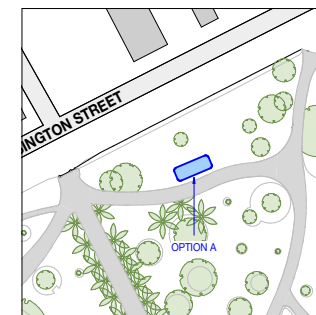
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APPENDIX D

CPTED ANALYSIS - PROPOSED LOCATIONS

OPTION A

Principles	Description	Rating	
Activation	Location	Neutral	Quieter area outside event times
Surveillance	Visibility/ Sightlines	Neutral	Surveillance requires passersby
Ownership	Link to user group	Neutral	No dedicated activity in the area
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Neutral	Determined by design
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Neutral	Adjacent path network/ no lighting/ not near activity zone



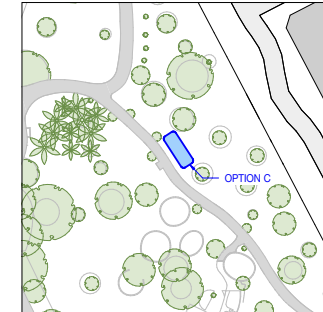
OPTION B

Principles	Description	Rating	
Activation	Location	Positive	Adjacent Rose Garden and main path network
Surveillance	Visibility/ Sightlines	Neutral	Somewhat obscured amongst existing vegetation
Ownership	Link to user group	Positive	Nearby the Rose Garden and in proximity to the playground
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Neutral	Determined by design
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Positive	Adjacent main path network/ no lighting/ near Rose Garden



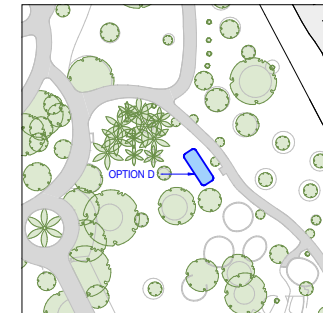
OPTION C

Principles	Description	Rating	
Activation	Location	Positive	Adjacent playground
Surveillance	Visibility/ Sightlines	Positive	Clearer area nearby activity zone
Ownership	Link to user group	Positive	Close proximity to the playground
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Neutral	Determined by design
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Positive	Adjacent main path network/ no lighting/ near playground



OPTION D

Principles	Description	Rating	
Activation	Location	Positive	Adjacent playground
Surveillance	Visibility/ Sightlines	Positive	Clearer area nearby activity zone
Ownership	Link to user group	Positive	Close proximity to the playground
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Neutral	Determined by design
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Positive	Adjacent main path network/ no lighting/ near playground



OPTION E

Principles	Description	Rating	
Activation	Location	Negative	No activity zone nearby
Surveillance	Visibility/ Sightlines	Negative	Isolated from activity zones
Ownership	Link to user group	Negative	Not associated with other park uses
Stakeholder Management	Maintenance	Neutral	Council obligation
Legibility	Clear indication of purpose	Neutral	Determined by design
Territoriality	Delineation of public and private space	Neutral	Public amenities within public park
Vulnerability	Accessibility/ Lighting/ Connectivity	Negative	Adjacent path network/ no lighting/ not near activity zone

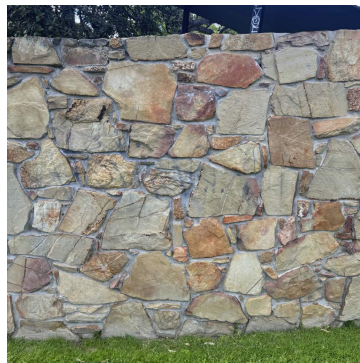
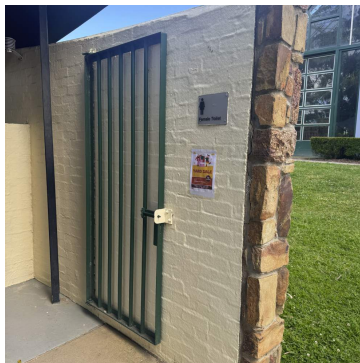
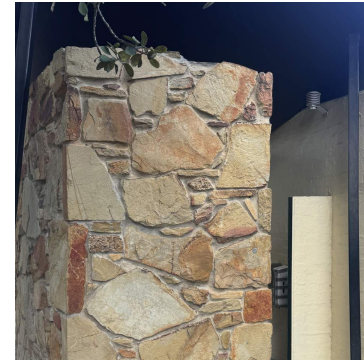
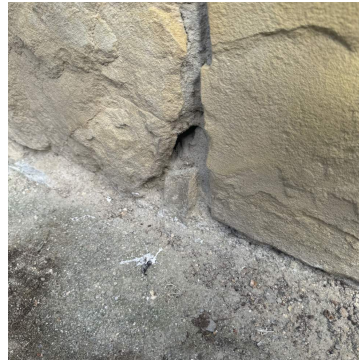


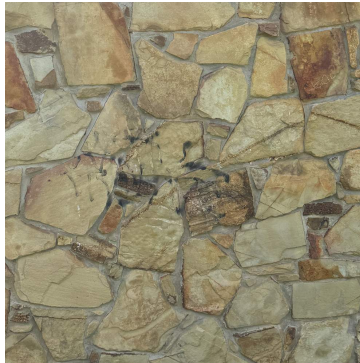
APPENDIX E

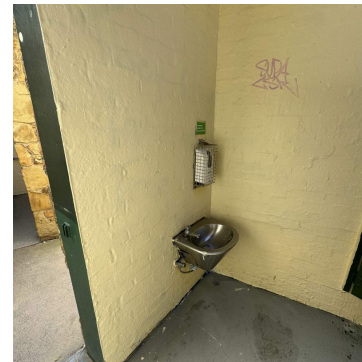
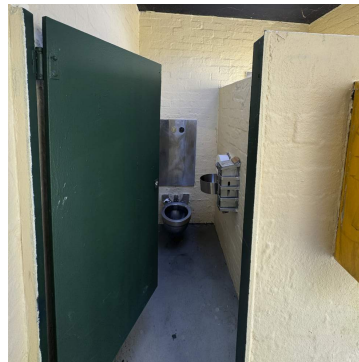
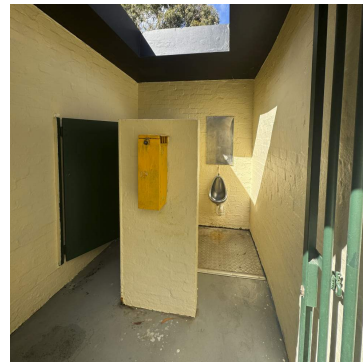
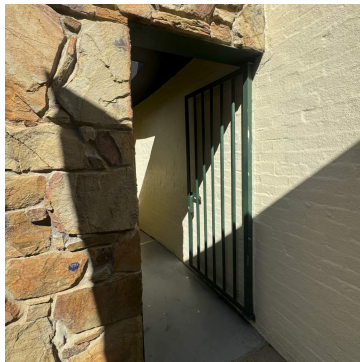
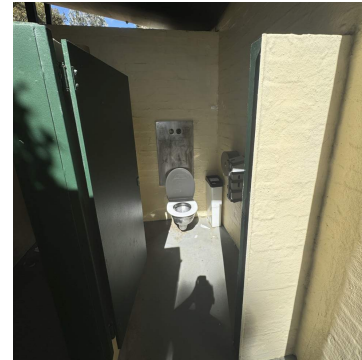
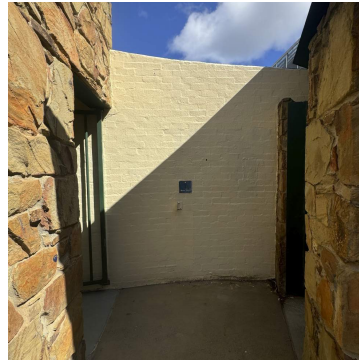
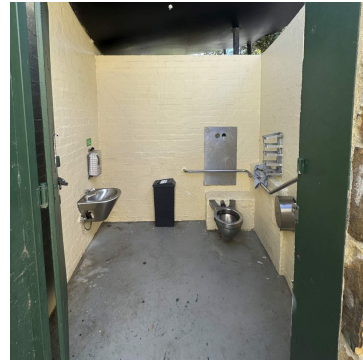
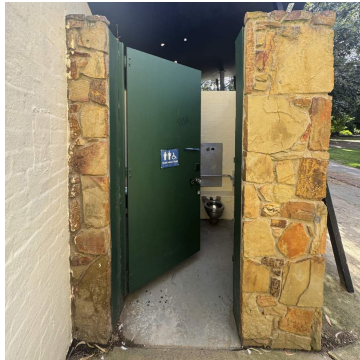
PHOTO SURVEY

- EXISTING AMENITIES
- PROPOSED NEW AMENITIES LOCATION











VIEW LOOKING EAST TOWARDS TENNYSON STREET



VIEW LOOKING WEST FROM TENNYSON STREET



VIEW LOOKING SOUTH EAST TOWARDS PLAYGROUND



VIEW LOOKING EAST TOWARDS TENNYSON STREET



VIEW LOOKING EAST TOWARDS TENNYSON STREET



VIEW LOOKING EAST FROM PLAYGROUND



VIEWS LOOKING WEST FROM TENNYSON STREET



VIEW LOOKING NORTH TOWARDS ROSE GARDEN



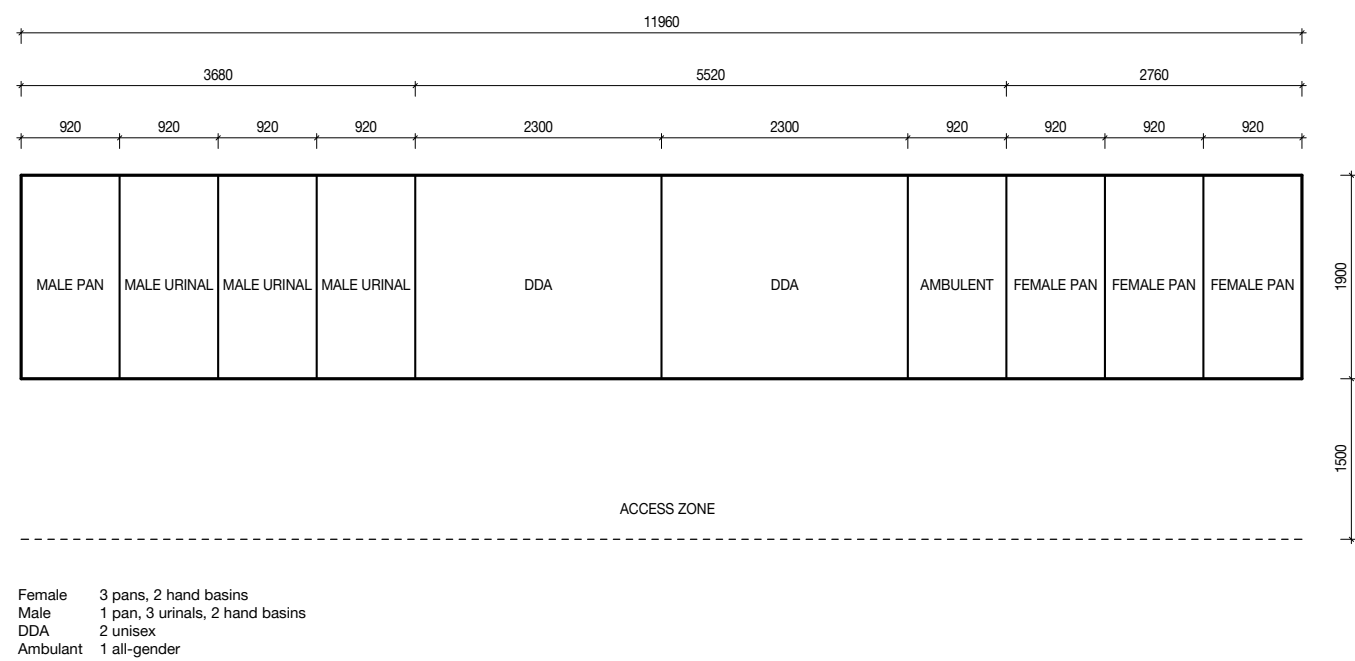
VIEW LOOKING SOUTH TOWARDS PLAYGROUND



VIEWS LOOKING SOUTH EAST AT 'LOCATION OPTION C' FROM ROSE GARDEN ARBOUR

APPENDIX F

INDICATIVE SPATIAL ARRANGEMENT



MEETING OF THE PORT PHILLIP CITY COUNCIL

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10.2

EDWARDS PARK PUBLIC AMENITIES LOCATION

EXECUTIVE MEMBER: LACHLAN JOHNSON, GENERAL MANAGER, OPERATIONS AND INFRASTRUCTURE

PREPARED BY: VICKI TUCHTAN, MANAGER PROPERTY AND ASSETS
KIMBERLEY INGRAM, DIVISIONAL PROJECT PORTFOLIO MANAGER
GOLPOONEH RAHIMLABAF ZADEH, PROJECT MANAGER

1. PURPOSE

- 1.1 This report responds to community feedback, and a community petition, seeking Council to consider further options for the sighting and upgrade of public amenities in Edwards Park.
- 1.2 The report provides three location options for Council to consider.

2. EXECUTIVE SUMMARY

- 2.1 Edwards Park is a highly utilised public park situated in Port Melbourne with existing public amenities situated at the northern edge of the park to service park users, particularly families and children. The amenities are also utilised by mobile workers including public transport operators (Uber and Taxi drivers) and tradespeople needing public amenities in this location.
- 2.2 The current public toilets in Edwards Park have been earmarked for an upgrade in Council's *Public Toilet Plan 2023-2033* due to their poor condition and failure to meet the *Disability Discrimination Act 1992* (Cth) (DDA) requirements.
- 2.3 A feasibility study aimed at determining whether to retain the existing site or relocate the toilets considered factors such as site constraints, heritage significance of the park, residential impact, equality of access, tree impacts, and 'Crime Prevention Through Environmental Design' (CPTED) principles, in line with the requirements of Council's *Public Toilet Plan 2023-2033*.
- 2.4 The study identified eight (8) potential locations where new amenities could be constructed, including retaining the existing location. These locations were then scored by a number of subject matter experts in their field against the criteria.
- 2.5 The highest scoring site (location 2b) was located on the Esplanade West frontage near the playground. This site was the subject of a community engagement process, during which members of the community expressed dissatisfaction with the proposed location including lack of sight line from the playground and impact on existing trees.
- 2.6 Residents presented a petition to Council requesting Council reconsider the assessment criteria used and seek alternate locations for consideration. This report outlines that assessment and proposes three (3) potential locations.
- 2.7 In response to the petition, officers reviewed the assessment criteria against the endorsed public toilet plan. The assessment criteria, which included consideration of the visibility of the public toilets to residential properties, were found to be appropriate.
- 2.8 Further, in response to the petition, officers reviewed the park and considered additional potential locations for a new public toilet. In the original assessment, officers had considered incorporating the toilets with the Port Melbourne Community



Centre (PMCC) / Trugo Club, but this had been excluded due to costs significantly exceeding the allocated budget and other practical restrictions. As part of the review of potential locations, this was revisited and an option to locate the public toilet just outside the fence line (to the west) of the PMCC / Trugo Club has been identified and included in the assessment.

- 2.9 As outlined in this report, officers propose three (3) potential locations, including the previously endorsed location 2b.
- 2.10 Officers recognise the community sentiment expressed in the consultation and the petition presented to Councillors. As this report outlines, officers propose that options 1a (south-west corner of the park) and 5 (adjacent the PMCC / Trugo Club) also be considered by Councillors, to reduce the impact on adjacent residents.
- 2.11 If option 1a or 5 is adopted, the project budget is recommended to be increased to allow for additional investment in sewer outfall infrastructure, lighting, path network upgrades, wayfinding signage, and an anti-graffiti mural. These additional investments would help to address some of the concerns identified with these potential locations.

3. RECOMMENDATION

That Council:

- 3.1 Extends its thanks to the community for their feedback on the location options for upgrading the public toilets in Edwards Park.
- 3.2 Notes the updated assessment of options within the park against the considerations required under the Public Toilet Plan.
- 3.3 Resolves to construct new public amenities in Edwards Park at (insert option):
 - 3.3.1 **Option 1:** Location 1a in the southwest corner of the park, and increase the project budget by up to \$70,000 for additional sewer outfall pumping infrastructure, by drawing down upon the Asset Renewal Reserve.
 - OR
 - 3.3.2 **Option 2:** Location 2b (previously endorsed) on the Esplanade West frontage of the park
 - OR
 - 3.3.3 **Option 3:** Location 5 adjacent the Port Melbourne Community Centre / Trugo Club), and increase the project budget by \$70,000 for pathway, lighting and other minor upgrades, by drawing down upon the Asset Renewal Reserve.

4. KEY POINTS/ISSUES

- 4.1 While not a legislative requirement, it is generally expected that local councils will provide suitable public toilet facilities for community members and visitors to the municipality. As such, Council currently has 49 Council managed Public Toilet facilities and has a license agreement for a further two (2) facilities to provide public access.
- 4.2 Several issues that arise from public toilet provision result from poor location planning. Historically public toilets were hidden away 'out-of-sight', leading them to become ideal locations for anti-social behaviour to occur.



- 4.3 In response to this, Council has adopted through its Public Toilet Plan 2023-2033 that Crime Prevention Through Environmental Design (CPTED) principles must be considered in the renewal / upgrade or installation of new public toilets.
- 4.4 Location citing is a key principle of CPTED to reduce the likelihood of anti-social behaviour and increase feelings of safety for the community utilising amenities.
- 4.5 Whilst most of the community are in favour of the provision of public toilets, there is an understandable reluctance for many people to have toilets located near their homes or businesses due to perceptions that they attract anti-social behaviour and their visual appearance. There is often a trade-off required between a highly visible location and view from neighbouring properties when located in a residential area.

Edwards Park – Initial Feasibility Assessment & Community Engagement

- 4.6 Edwards Park is a highly utilised public park situated in Port Melbourne. It is home to avenues of Canary Island palm trees at the southern end and play and picnic areas at the northern end.
- 4.7 There are existing public amenities situated at the northern edge of the park to service park users, particularly families and children. The amenities are also utilised by mobile workers including public transport operators (Uber and Taxi drivers) and tradespeople needing public amenities in this location.
- 4.8 The existing public amenities have been earmarked for an upgrade in Council's *Public Toilet Plan 2023-2033* due to their poor condition and failure to meet the *Disability Discrimination Act 1992* (Cth) (DDA) requirements.
- 4.9 Due to their location, the existing facilities do not meet Crime Prevention Through Environmental Design (CPTED) principles as they suffer from poor visibility and accessibility from adjacent streets, leading to safety concerns.
- 4.10 Further, the existing location is not near to any parking options, and residents of Lagoon Way often have their access impeded by vehicles who have stopped to access these existing amenities.
- 4.11 To address these issues, a feasibility study was conducted at the commencement of the planned project. This study aimed to determine whether to retain the existing site or relocate the toilets, considering factors such as site constraints (water / sewer / electrical connection availability), heritage, residential impact, equality, tree impacts, and CPTED principles.
- 4.12 The initial study identified eight (8) potential locations where the new amenities could be constructed as shown in Image 1 below (numbered in pink text), including at the current location (numbered 4 on Image 1):



Image 1 – Initial assessment of potential sites for new amenities

- 4.13 Location 2b shown above was deemed the most suitable location based on the assessed criteria and community engagement undertaken on the proposed site, which found a number of community members were unsupportive of the proposed location based on its visual impact to nearby residents and other concerns.
- 4.14 The results were presented at an ordinary meeting of Council on 11 December 2024. Location 2b was subsequently endorsed as the proposed new location.
- 4.15 At the ordinary meeting of Council on 11 December 2024, community members raised objections to the proposed location (2b), citing concerns about the potential visual impact of the new toilet block. To address these concerns officers attended a community meeting in the park on 17 January 2025 to discuss potential strategies to mitigate the visual impact.
- 4.16 During the onsite meeting, whilst supportive of an upgrade to the amenities, several community members opposed the chosen location, expressing worries that the proposed location would negatively detract from the park.
- 4.17 Since this time, Council has continued to receive responses both for and against the proposed location, including a petition presented to Council on 19 February 2025 requesting that Councillors pause the project, revoke the decision to construct at location 2b, reassess the evaluation criteria used to include not being in front of residents homes, maintain play / picnic shaded areas for park users, and identify alternative sites that can be further consulted on with the community.
- 4.18 In response, officers temporarily paused procurement of a suitable contractor until such time that Council could consider a response to the petition.

Edwards Park – Updated Assessment

- 4.19 Officers reviewed the assessment criteria against the public toilet plan (the plan). The assessment criteria utilised were found to align with the plan. Additionally, the request of the petitioners to consider the impact on residential properties had been included.

- 4.20 Officers have identified another potential location near the Port Melbourne Community Centre (PMCC) / Trugo Club, as shown in Image 2 overpage. This alternate site – labelled location ‘5’ – has been assessed against the same criteria and scored accordingly.
- 4.21 Location 5 is outside of the existing fence that surrounds the PMCC / Trugo Club. There is a need to maintain some separation from the existing building to simplify building compliance requirements (locating the toilet directly adjacent to the existing building would likely require consequential building compliance works). This pushes the location of the toilet close to the playground swing set, which is considered in the criteria assessment.

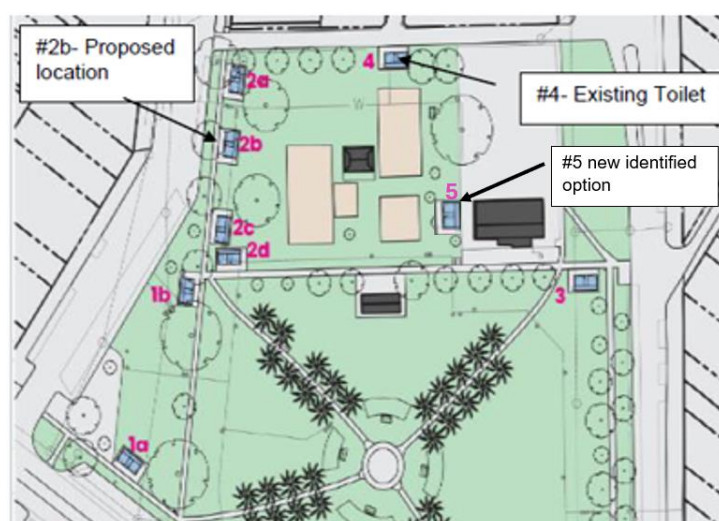


Image 2 – additional location option for new amenities (location 5)

DETERMINING THE PREFERRED LOCATION

- 4.22 Council's *Public Toilet Plan 2023-2033* recommends that the following criteria are considered when locating a new toilet:
- Must be located in areas of high demand within the community, in particular areas where high pedestrian traffic volumes exist and where there are 'public activity generators' such as BBQ facilities and play equipment.
 - Understand the surrounding area and identify key stakeholders to understand how installation may impact them.
 - Location of underground services.
 - CPTED principles to ensure they are located in an area that is easily visible and accessed to reduce the likelihood of anti-social behaviour occurring.
- 4.23 Based on these recommendations, assessment criteria were developed to score each of the potential options to help determine the best possible location.
- 4.24 In addition to the above recommendations, the assessment included other relevant issues such as universal design, heritage, tree impact, and residential impact.
- 4.25 Scores were adopted on a scale from -2 to +2 (worst to best). For example, locations closest to the playground scored +2, while the location furthest away scored -2. All criteria were equally weighted.

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- 4.26 Some of the assessment criteria can be assessed objectively, such as distances, however others, such as the CPTED assessment, are assessed subjectively.
- 4.27 In order to reduce the impacts of individual bias, nine (9) Council officers were asked to assess the options. Topics such as heritage, universal design, and tree impact required a subject matter expert and were therefore assessed by single individuals with expertise in that area. Water and sewer connections were evaluated based on distance. The remaining criteria were reviewed by all, with results then averaged to give a final score, with CPTED scores given the same weighting as all other criteria.
- 4.28 In identifying and scoring the locations, some initial site constraints became apparent that either ruled out a potential option, or negatively impacted the scoring. These include:

Heritage Overlay:

- Edwards Park is of local historical, social, and aesthetic significance, reflecting the location of the original saltwater lagoon, and is home to the longest continual use playground in Port Melbourne. As a result, the park is partially covered by Heritage Overlay 448, meaning any sites located within this overlay are likely subject to a Heritage Permit.
- The Heritage Overlay includes the radial avenues of palm trees and the northern area where the PMCC / Trugo Club and playground are located. The triangular site on the western side and eastern easement are not included in the overlay and therefore not subject to a Heritage Permit.
- While the playground and PMCC / Trugo Club are within the overlay, the southern end with the palm tree avenues has higher Heritage significance and therefore any locations near to this area (locations 1b, 2c, 2d and 3) are unlikely to obtain a heritage permit, or would be subject to strict conditions within the permit, thus scored lower accordingly.

Existing Services:

- There are two (2) existing water connections servicing the park – one on Esplanade East and another on Lagoon Laneway. During the feasibility process, Council did apply directly to South East Water to permit another property connection branch to service a new toilet, however this application was denied and Council was informed that as there are already two (2) connection branches, they would not consider another. The further away a toilet is located from these connections, the more significant trenching works are required to reach a connection.
- Summarised below are the merits of each site considered. Note **bolded** text indicates a major constraint to the location, rendering the site unviable for construction. Such sites were therefore discarded for any future evaluations.

Site	Pros	Cons
1a	<ul style="list-style-type: none"> - No heritage impact, outside of heritage overlay - Good pedestrian and DDA accessibility 	<ul style="list-style-type: none"> - Furthest site from existing water / sewer connections. This could be addressed through an additional \$50k for initial works and increased operating costs funded for maintenance of pumping system

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Site	Pros	Cons
	<ul style="list-style-type: none"> - Good connections to parking, cycle path, public transport network and Bay St activity centre - Excellent visibility and natural surveillance according to CPTED principles - Minimal residential impact due to distance from housing, tree planted median strip along Liardet Street, and tall trees obscuring apartments opposite the park - No impact to trees 	<ul style="list-style-type: none"> - Significant distance from the playground
1b	<ul style="list-style-type: none"> - Good pedestrian and DDA accessibility - Good connections to parking - Fair connection to cycle path, public transport network, and Bay Street activity centre - Nearer to playground 	<ul style="list-style-type: none"> - Outside of heritage overlay, however, intersects significant heritage area of park and likely to require heritage permit which is unlikely to be granted or granted with strict conditions - Significant distance from existing water / sewer connections, unviable to connect - Close proximity to manhole covers which may be impacted - Lower residential impact compared to some other sites. Most likely to impact multi-unit building opposite - Tree impacts due to proximity to existing trees likely requiring tree removal - Less visible and inward facing (to align to existing path), making natural surveillance difficult during darkness according to CPTED principles
2a	<ul style="list-style-type: none"> - Relatively close to existing service connections - Within heritage overlay, however, is on the edge of the park and given the distance from the southern palm tree avenue end and no impact to playground it is expected a heritage permit will be relatively easy to obtain - Good pedestrian and DDA accessibility - Good connections to parking - Good visibility and natural surveillance according to CPTED principles - Near the playground though further from some playground elements - Minimal visual impact on the park 	<ul style="list-style-type: none"> - Tree impacts due to proximity to existing trees with potential requirement of tree removal - Reduces shaded open space availability - Medium residential impact due to properties across the street (including double storey property with balconies overlooking park) with no barriers therefore building in direct line of sight

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Site	Pros	Cons
2b	<ul style="list-style-type: none"> - Relatively close to existing service connections - Within heritage overlay, however, is on the edge of the park. Given the distance from the southern palm tree avenue end and no impact to playground it is expected a heritage permit will be relatively easy to obtain - Good pedestrian and DDA accessibility as the most central location to playground, footpath and car parking - Good connections to parking - Close location to all playground elements - Good visibility and natural surveillance according to CPTED principles - Maintains good views of the playground from the street - It is anticipated that the project can be delivered within the existing budget at this location 	<ul style="list-style-type: none"> - Close proximity to trees, however not expected to impact tree health or require tree removal due to distance between mature trees providing enough space for new building - Reduces shaded open space availability - Residential impact due to properties across the street (including double storey property with balconies overlooking park) with no barriers therefore building in direct line of sight - Irrigation line will require relocation
2c	<ul style="list-style-type: none"> - Fair natural surveillance according to CPTED principles - No tree impact due to distance from trees - Reasonably accessible with nearby car parking - Relatively close to the playground 	<ul style="list-style-type: none"> - Further away from existing service connections - Irrigation line will require relocation - Inside heritage overlay and nearby southern significant heritage area therefore likely challenging to obtain a heritage permit or have strict conditions imposed - Residential impact, likely mostly impacting multi-unit building opposite
2d	<ul style="list-style-type: none"> - No tree impact due to distance from trees - Reasonably accessible though slightly further from car parking - Relatively close to the playground 	<ul style="list-style-type: none"> - Further away from existing service connections - Irrigation line will require relocation - Inside heritage overlay and adjacent southern significant heritage area therefore unlikely to obtain a heritage permit or have strict conditions imposed - Slightly obstructs views of the playground from the south - Reduced natural surveillance as it only faces Dow Street - Medium residential impact, likely mostly impacting multi-unit building opposite

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Site	Pros	Cons
3	<ul style="list-style-type: none"> - Near to existing service connection on Esplanade East - Relatively accessible though limited car parking available - Low residential impact due to positioning of properties, location of McCormack Street and existing PMCC / Trugo club - No tree impact due to distance from trees 	<ul style="list-style-type: none"> - Technically outside the heritage overlay however is likely to be sensitive given it appears within the radial paths and blends cohesively with the park therefore unlikely to be able to obtain a heritage permit - Significant distance from playground with limited visibility to playground from the site - Poor visibility / natural surveillance as per CPTED principles
4	<ul style="list-style-type: none"> - Has existing service connections - Inside heritage overlay, however existing structure so therefore expected to have no impact - Near to playground 	<ul style="list-style-type: none"> - Not located near to existing footpaths therefore no DDA access (other than via laneway which is a safety risk). Could be made compliant with the addition of new compliant paths of travel at an estimated cost of \$10,000 - Not located near carparking - High residential impact to residents of Lagoon Way due to proximity of building to residential properties and impact of access to these properties when motorists block the laneway when accessing the amenities, although noting that these are existing facilities - Potential tree impact due to proximity of existing tree and how this would be impacted by a bigger footprint of the toilet block to accommodate DDA compliant facilities - Poor visibility and passive surveillance as views to toilet are obstructed due to its remote location and by the playground equipment - Poor visibility from the street and within the park
5	<ul style="list-style-type: none"> - Much reduced visual residential impact due to location towards the centre of the park - Existing services connections are nearby (servicing the existing park) - Near to the playground - Within heritage overlay, given the distance from the southern palm tree avenue end and no impact to playground it is expected a heritage permit will be able to be obtained - Near to accessible park paths 	<ul style="list-style-type: none"> - Will require the removal of potentially up to four (4) trees - Poor visibility and passive surveillance as views to toilet are obstructed due to its distance from the roads and by the playground equipment - Significant distance from footpaths and carparks. As with current location, additional pathways will need to be constructed - Toilet building will be in close proximity to the existing swing set; recommended that if this location is adopted that the swing set be relocated because of risk of swings in motion

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Site	Pros	Cons
		- May limit future potential for playground upgrade which is being planned for future years as part of a review of Council's playspace strategy

4.29 Once the scores were collated, they were averaged out and the highest scoring sites were identified (refer Table 1 below).

	1A	1B	2A	2B	2C	2D	3	4	5
Water connection	-2.0	0.0	1.0	1.0	0.0	0.0	-2.0	2.0	2.0
Sewer connection	-2.0	-1.0	1.0	1.0	-1.0	-1.0	1.0	2.0	1.5
Electrical connection	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Heritage impact	2.0	-2.0	2.0	2.0	-1.0	-2.0	-2.0	2.0	1.0
Equality	1.0	0.0	1.0	2.0	1.0	0.0	-1.0	-2.0	-1.0
Proximity to the playground	0.5	1.8	1.8	2.0	2.0	2.0	-2.0	1.8	2.0
Residential impact	2.0	0.8	0.0	0.0	0.5	0.8	1.3	-0.8	1.5
Tree impact	2.0	-2.0	-2.0	-1.0	2.0	2.0	2.0	-1.0	-2.0
CPTED									
- Visibility	1.7	-0.1	1.4	1.8	1.4	0.6	-0.1	-0.9	-0.6
- Access	1.3	1.3	1.7	2.0	1.7	1.3	-0.7	-0.9	-0.6
- Light	1.4	0.7	0.6	0.8	1.0	0.6	0.9	0.6	0.0
- Location	1.0	0.4	1.0	1.5	1.0	0.3	-0.4	-0.4	-1.0
- Orientation	1.4	0.9	1.0	1.3	0.9	0.9	0.1	0.0	0.5
- Landscaping	1.3	1.3	1.3	1.8	1.6	1.6	0.9	0.3	0.4
CPTED Score	1.4	0.9	1.2	1.5	1.3	0.9	0.1	0.3	-1.4
Total	4.9	-1.6	5.9	8.5	4.8	2.6	-2.7	4.3	3.6

Table 1 – Criteria assessment scores (unmitigated) for locations including additional site at Location 5



- 4.30 Location 2b remains the highest scoring option of the sites considered. Generally, locations along the Western frontage of the park score highly.

OPTIONS

- 4.31 Noting the concern of the community, there are several options for consideration.

OPTION 1) CONTINUE WITH THE PROPOSED LOCATION 2b

- 4.32 Location 2b remains the highest scoring overall location for the provision of public amenities at the park. It scores particularly highly from a CPTED perspective with the highest overall score on the CPTED elements. Option 2b also scores highly because it is located along the western street frontage of the park meaning that within the current project budget, it is likely to provide greater access for all members of the community (equality) and additionally has little heritage impact whilst being close to the playground where the majority of park users will congregate.
- 4.33 It is also acknowledged that whilst this location scores the highest overall, it does have an impact on residential properties, particularly those directly across the road. This is likely to be the same for locations including 2a and 2c as well as the existing impacts on properties at location 4. The concerns of these residents, and others, are not insignificant and therefore alternative options have been considered.

OPTION 2) RECONSIDER LOCATION 1a

- 4.34 After locations 2a, 2b, 2c, and 4, location 1a is the next highest scoring location. Location 1a was found to be reasonably well supported by local residents following the initial community engagement process.
- 4.35 At the time, officers believed the site was non-viable due to the distance from existing connections and the rejection of a permit request to create a new water connection branch. Subsequent further investigation has identified potential options to address this constraint that should allow for successful toilet construction in this area.
- 4.36 Options to address the service connections include the installation of a pump during construction to help the flow of water to existing connections, at a cost of approximately \$50,000 upfront, and ongoing maintenance costs, or the abolishment of the existing water connection at the current toilet location and creation of a new connection, which would require temporary toilet hire during construction to ensure continued provision of amenities in the park, at a cost of approximately \$20,000.
- 4.37 While this site is further away from the playground (approximately 118m) and may not be easily visible from the playground, it rates highly from a CPTED perspective, is not located within a heritage overlay and therefore not subject to a heritage permit, is expected to have minimal residential impact due to its distance from housing and the tree planted median strip along Liardet Street and tall trees obscuring apartments opposite the park, and has excellent connections to the street, footpath, carparks, bike path, and public transport network.
- 4.38 This site has not been consulted on, other than listed as an option considered in the original engagement process and therefore while officers anticipate it will have a minimal residential impact, there may still be concerns from residents, particularly those opposite on Liardet Street, and the nearby Children's Centre.



OPTION 3) CONSTRUCT NEW AMENITIES AT LOCATION 5 (NEAR THE PMCC / TRUGO CLUB)

- 4.39 Location 5 is much closer to the playground and is likely to not require extensive utility works (pump systems) to service compared with location 1a.
- 4.40 The major downside with location 5 is the reduced CPTED outcomes at the location. Whilst its location in the centre of the park reduces the impact on nearby residential properties, and places it nearer to the playground, it does mean that is less accessible and is subject to less passive surveillance and visibility from the street. This means that the overall CPTED score for this location is the lowest of all assessed options.
- 4.41 Whilst some adjustments could be made to improve the CPTED score of this location, such as the inclusion of additional external and internal lighting, wayfinding signage, coloured murals to make the building stand out, having the openings directly towards the children's playground (swings), and removing all surrounding vegetation as best as possible, the location would continue to be partially obscured from many directions within the park due to the surrounding built-form structures.
- 4.42 If this location is adopted, it would be recommended that an additional budget provision of \$40,000 be allocated to allow for the upgrade of existing lighting, and other works.
- 4.43 Further, it is recommended that \$20,000 be allocated to allow for the relocation of the swing set to provide greater clearance between the building and the play equipment.
- 4.44 Residents of Lagoon Way have also expressed concerns with the current location as many motorists stopping to use the amenities stop right outside the current toilets, blocking the laneway. It is not anticipated that this location would resolve this issue as it is not near any formal allocated car parking spaces, thus cars would likely continue to stop and block Lagoon Way to access this site.
- 4.45 This site is near to accessible pathways from both Esplanade West and Esplanade East, and would only require a small additional path construction, to ensure the facilities are completely accessible and compliant. This would require additional budget of approximately \$10,000. Whilst these would be accessible, they may not be considered equitable due to the distance from footpaths / car parking spaces, making them a lot easier for able-bodied people to access rather than those with mobility issues and limitations.
- 4.46 This site would also require the removal of trees, potentially up to four (4), which while smaller in nature, still removes potential shady spaces within the park. This would also incur additional costs not currently considered.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Key internal stakeholders with relevant subject matter expertise were initially engaged to score the potential locations to determine the preferred site out of the options identified.
- 5.2 The same stakeholders were recently re-engaged to score the new location 5 using the same evaluation criteria.
- 5.3 A four-week community engagement process was undertaken on the recommended location in July 2024 via the *Have Your Say* webpage, onsite signage, letters to local residents, *Have Your Say* newsletter, and a social media post.

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- 5.4 The results of the engagement were presented to Council at its ordinary meeting on 11 December 2024 and the preferred location was endorsed.
- 5.5 Following the Council meeting and approval to proceed with site 2b, an on-site meeting was held with local residents on 17 January 2025, to discuss potential aesthetic options to mitigate the visual impact of the new amenities. During this meeting, residents shared their concerns with the proposed location 2b.
- 5.6 A number of residents also submitted customer requests and sent emails to Council voicing concerns over the location and requesting project updates. A number of requests and emails have also been received in support of the proposed location.
- 5.7 All residents who provided their contact details have been kept informed of the project status and invited to speak to any reports presented to Council in relation to the project in chambers.
- 5.8 No further external consultation has been undertaken in relation to the alternate location 1a or 5.
- 5.9 Subject to Council's decision, it is not recommended that another round of consultation with the community be undertaken. Whilst the initial engagement was centred on the proposal for location 2b, extensive community input and feedback has been received regarding alternative locations. As outlined previously, some survey respondents expressed a preference for Location 1a. Further, community members who have contacted Council and spoken at Council meetings on the project have expressed a desire for location 1a or a site adjacent to the PMCC / Trugo Club (location 5).

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Whilst Council is not legally required to provide public toilet amenities, it is generally expected that Councils will provide these.
- 6.2 Council faces reputational and legal / financial risks if toilets are not maintained and renewed to ensure they are clean, safe and accessible to the entire community.
- 6.3 Council's Public Toilet Plan places CPTED as an important consideration in considering locations for public toilets. Installing public toilets at locations with high CPTED elements helps to avoid anti-social behaviour and the risks and costs that eventuate.

7. FINANCIAL IMPACT

- 7.1 The project has a total project budget of \$455,000.
- 7.2 Location 2b is the highest scoring location and can be delivered within the current budget.
- 7.3 Location 1a would require additional budget of up to \$70,000 (for upfront cost of a pump if the relocation of an existing connection was not possible). Further, there would be ongoing maintenance costs associated with a pump (yet to be determined and impacted by the type of pump and its usage). It should be noted that if an existing connection could be relocated, the required additional budget would reduce to approximately \$20,000.
- 7.4 Location 5 would require additional budget of approximately \$70,000, comprised of \$40,000 (to upgrade existing lighting and other works), \$20,000 (to relocate the swing set), \$10,000 (for additional path construction). Further budget may be required for tree removal, the extent of which is yet to be determined and costed.



- 7.5 Additional funding for potential options would be sourced from the Asset Renewal Reserve.

8. ENVIRONMENTAL IMPACT

- 8.1 Council's Public Toilet Plan includes guidelines for climate change consideration throughout design and construction, along with sustainable minimum performance standards that are to be adhered to when constructing new, or upgrading existing, public toilets to minimise environmental impacts. These guidelines will be followed through the design phase to minimise environmental impacts.

9. COMMUNITY IMPACT

- 9.1 Council consulted on the proposed new toilets at Edwards Park as part of its *Public Toilet Plan 2023-2033*, and targeted engagement for the project, which has created an expectation of renewal / upgrade / additional facilities amongst the community.
- 9.2 Location 2b would have a visual impact on nearby residences, particularly those overlooking the park from Esplanade West. Further, there would be a loss of green space because of the new building, which would be partially offset by the demolition of the existing amenities. However, location 2b would utilise existing shaded green space due to the proximity to mature trees which may impact park users particularly during the warmer months.
- 9.3 Locations 1a and 5 have the lowest impact on nearby residential properties, however, have other trade-offs in terms of accessibility and visibility.
- 9.4 Locations 2b and 5 are closer to the playground than location 1a and are likely to benefit users – particularly those with children – who gravitate towards the centre of the park.
- 9.5 Locations 1a and 2b have good pedestrian and DDA accessibility, are adjacent to parking and footpaths, and maintain good visibility and natural surveillance according to CPTED principles, promoting usage by those visiting the park as well as passers-by.

10. GENDER IMPACT ASSESSMENT

- 10.1 A gender impact assessment was completed when Council's public toilet plan was developed and has been referred to in the planning phase of this project.
- 10.2 Council's Gender Equity Advisor has also been consulted through the planning phase and was a subject matter expert for assessing and scoring the proposed locations.
- 10.3 The Gender Impact Assessment identified the following key findings which have been considered during the planning phase of this project:
- 10.3.1 Everyone requires the use of toilet facilities, no matter their age, gender or (dis)ability.
 - 10.3.2 Women on average take 2.3 times longer to use the toilet than men, and older people or those with disability often need more time and space in a toilet.
 - 10.3.3 Women require more trips to the toilet, particularly when pregnant or menstruating.
 - 10.3.4 The split of Male / Female toilets is not usually equitable as male urinals often offer a greater provision for males than females.



- 10.3.5 Parents / carers of all genders require access to toilets with their children therefore parents' rooms or baby change tables need to be accessible to all-genders.
- 10.3.6 Trans and non-binary people require equitable and safe access to toilets which is not always provided.
- 10.4 The location and design of public toilets can affect different genders differently – women, and trans and non-binary people are often more likely to feel unsafe in the public realm when using public facilities.
- 10.5 Older and Culturally and Linguistically Diverse (CaLD) women particularly often prefer the choice of using a female toilet.
- 10.6 Wheelchair users are not the only people needing accessible toilets – people who require toileting equipment, people with assistance animals, persons with a pram, and people with carers all require additional space.
- 10.7 Choice supports inclusion – having a choice to use a gendered or non-gendered amenity creates a feeling of inclusion and safety depending on personal preference, culture, background, or experience.
- 10.8 As a result of these findings, location has been given a high degree of consideration, as well as the make-up of the public toilets, which is proposed to include 2x accessible toilets (right-hand and left-hand for universal inclusion), and 1 all-gender ambulant. This is proposed to be implemented no matter what location is preferred.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The project aligns to the endorsed City of Port Phillip *Public Toilet Plan 2023-2033*.

11.2 The project also aligns to the following strategic directions:

11.2.1 Strategic direction 1 *Inclusive Port Phillip*:

- Strategic Objective: A city that is a place for all members of our community where people feel supported and comfortable being themselves and expressing their identities.
- Strategy: "Port Phillip is more accessible and welcoming for people of all ages, backgrounds and abilities".

11.2.2 Strategic direction 3 *Sustainable Port Phillip*:

- Strategic Objective: 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.
- Strategy: "The city is actively mitigating and adapting to climate changes and invests in designing, constructing and managing our public spaces to optimise water sustainable and reduce flooding".

11.2.3 Strategic direction 5 *Well Governed Port Phillip*:

- Strategic Objective: A city that is a leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts.



- Strategy: “Port Phillip Council is a high-performing, innovative, inclusive and balances the diverse needs of our community in its decision-making” and “Port Phillip Council is cost-effective, efficient and delivers with speed, simplicity and confidence” and “Our community has the opportunity to participate in civic life to inform Council decision-making”

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 Once endorsed, Officers will commence the design phase of the project as per the following timelines:

2025/26 Financial Year

- Public tender for a suitably qualified design and construct modular amenities contractor – August 2025
- Contract award – November 2025
- Detailed design completion – March 2026
- Permits approved – May 2026
- Construction commences – May 2026

2026/27 Financial Year

- Construction completed – August 2026
- External Mural completed – September 2026
- Demolition of existing toilets completed – November 2026

12.2 COMMUNICATION

12.2.1 Project updates will be communicated via the *Have Your Say* page, and all residents who have provided contact details will be personally contacted via email.

12.2.2 Council has a public toilet project webpage which will continue to be updated throughout the duration of the project

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

Nil

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10.3 **190 ST KILDA ROAD, ST KILDA - 715/2016/B**

LOCATION/ADDRESS: **190 ST KILDA ROAD ST KILDA**

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

PREPARED BY: **MATTHEW SCHREUDER, PRINCIPAL PLANNER**

1. PURPOSE

- 1.1 To consider and determine a Section 72 Amendment application to amend an existing planning permit to change the use of the site from an office building with café at ground level and roof terrace to a residential hotel that retains the café and roof terrace and to add an additional (seventh) storey.

2. EXECUTIVE SUMMARY

WARD:	Lakeside
TRIGGER FOR DETERMINATION BY COMMITTEE:	Number of objections
APPLICATION NO:	715/2016/B
EXISTING USE:	Vacant commercial buildings
ABUTTING USES:	Residential and commercial
ZONING:	Commercial 1 Zone
OVERLAYS:	Design and Development Overlay – Schedule 34-2B

- 2.1 Planning permit 715/2016/A (the Permit) was issued on 31 May 2024 and authorises “Construction of a six storey mixed use development and reduction in the car parking requirement” at 190-192 St Kilda Road, St Kilda.

- 2.2 The development approved under the Permit includes:

- A 28 sqm café, 80sqm lobby, stairs and a lift, a bike store, toilets and changes rooms at ground floor level.
- 15 car parks at ground level accessed off the rear lane in a double level car stacker. The number of car parks required to meet the statutory rate of Clause 52.06 (car parking) for the approved development was 45. Therefore a 30 carpark reduction has been approved.
- 1,280 sqm of office floor space across six levels.
- A roof terrace across the entire roof top with communal seating areas, a BBQ area, planter boxes, a service area and the stairs and lift over run.
- Demolition of the existing buildings on the site (no permit required).

- 2.3 This application (the Proposal) seeks to amend the development approved under the Permit. The changes are summarised as follows:

- Amend the permit preamble to change the number of levels from 6 to 7 as well as including use of the land as a ‘residential hotel’.

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- Amend the permit preamble to delete reference to 'car parking reduction'. This is because the statutory requirement of Clause 52.06 for the café is met by the Proposal and there is no statutory requirement for the residential hotel. Car parking for the residential hotel must be provided to the satisfaction of the Responsible Authority (Council).
 - Reduction in the number of car spaces from 15 to 8 spaces provided in two stackers accessed off the rear lane.
 - Changes to plans to provide 48 residential hotel suites in place of the office use.
 - Increase in the café floor area to 58 sq m which includes a kitchen/storage area.
 - Provision of a reception and back of house area for hotel staff.
 - Addition of a gym for hotel clientele.
- 2.4 The assessment of this application is confined to the proposed amendments to the Permit, not aspects of the proposal that have already been approved.
- 2.5 20 objections have been received to the Proposal. Concerns raised include the scale of the building, non-compliance with the design and development overlay, amenity impacts, waste management and inadequate car parking.
- 2.6 In response to the objections and issues raised by Council Officers, amended plans were submitted on 16 May 2025. The amendment removed a proposed electronic, major promotion sky sign.
- 2.7 The Proposal has strategic policy support and is an acceptable response to the applicable zone, overlay and particular provisions.
- 2.8 The Proposal provides appropriate street activation, an appropriate level of amenity for the future users of the site, acceptable car parking provision, and would not result in an unreasonable external amenity impact.
- 2.9 The Proposal is considered acceptable, subject to conditions. It is recommended that Council issues a Notice of Decision to Amend a Planning Permit.

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 an Amended Permit.
- 3.2 The permit preamble and conditions will show changes including deletions as strikeout and new requirements in **bold** (excluding headings which remain bold).
- 3.3 That a Notice of Decision to Grant an Amended Permit be issued at 190-192 St Kilda Road, St Kilda subject to the following:

Amended permit preamble

Planning Scheme Clause No.	Description of what is allowed



Clause 34.01-1	Use of the land for accommodation where any frontage at ground floor level exceeds 2 metres in a Commercial Zone
Clause 34.01-4	To construct a building or construct or carry out works in a Commercial Zone
Clause 43.02.02	Construct a building or construct or carry out works in a Design and Development Overlay
Clause 52.06-3	Reduce (including to zero) the number of car spaces required under Clause 52.06-5

Amended Plans Required

- 1 Before the use and 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 advertised plans, received on received on **26 March 2025** and identified as Project No. 23-0016, prepared by PTD Studio, drawing numbers TP100, TP101, TP102, TP103, TP104, TP105, TP106, TP108, TP107, TP108, TP201, TP202, TP203, TP204, TP301, TP302, TP401, TP402, TP403, TP404, TP500, TP501 but modified to show:
 - a) Deleted
 - b) A full schedule of materials, finishes and paint colours including details of the northern wall to demonstrate that the scale of the **patten** can break scale of **the northern wall** and that the 3 subtle grey tones are distinct enough to be seen from the street and from a distance.
 - c) **Any changes as required by the amended** Waste Management Plan as per the requirements of Condition 12.
 - d) **Any changes as required by the Landscape Plan** as per the requirements of Condition 17.
 - e) Deleted.
 - f) **Any changes as required by the** sustainable design and water sensitive urban design initiatives included in the Sustainable Management Plan **as required by condition 23.**
 - g) Deleted
 - h) The size of any solar photovoltaic system and solar hot water panels proposed.
 - i) Deleted.
 - j) The 600mm deep recessed windows on levels 1 - 3 reduced to a depth of between 300-400mm with the exception of the windows with a planter box which can retain the 600mm.



- k) The door to the bike store as transparent or semitransparent.
- l) All cars able to enter and exit the basement through a single centrally located door.
- m) Detail of the car stacker including cross sections and elevations within the development floor plans and elevations.
- n) ~~Deletion of one storey above the street wall.~~ **Deleted**
- o) **Reduced width of fin elements located between hotel rooms above the podium levels to provide greater differentiation between the podium and tower.**
- p) **The area of public art increased to the top of the ground level wall on the south and east elevation.**
- q) **Recession of the section of wall containing the windows to the central corridor to create separation between the two separate sections of hotel rooms on either side of the corridor windows on the south elevation.**
- r) **Deletion of any reference to the electronic, major promotion sky signage which is no longer part of the proposal.**
- s) **A café window on the south elevation and the inclusion of a narrow serverly bar as shown on pages 5 and 6 of the publicly advertised renders as part of Planning Permit amendment application 715/2016/A.**

No alterations

- 2 The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans and the layout and description of the use(s) as shown on the endorsed plan must not be modified for any reason without the prior written consent of the Responsible Authority, unless the Port Phillip Planning Scheme exempts the need for a permit.

Satisfactory continuation

- 3 Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

External finishes

- 4 Concurrent with the endorsement of plans, a full schedule of materials, finishes and paint colours, including colour samples (colour samples in a form that is able to be endorsed and held on file), must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit.

No Change to external finishes

- 5 All external materials, finishes and colours as shown on the endorsed plans must not be altered without the written consent of the responsible authority.
- 6 Deleted.

Car Parking Stacker Maintenance and Provision



- 7 The mechanical car stackers are to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with their purpose, to the satisfaction of the Responsible Authority.

Car Parking – Free of Charge

- 8 The areas set aside for car parking, shown on the endorsed plans, must be made available for use free of charge to employees and visitors at all times when the use is in operation and must not be used for any other purpose to the satisfaction of the Responsible Authority.

Lighting

- 9 External lighting of the areas set aside for car parking, access lanes and driveways must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.

Storage and disposal of garbage

- 10 Provision must be made for the storage and disposal of garbage to the satisfaction of the Responsible Authority. All garbage storage areas must be screened from public view.

Amenity

- 11 The amenity of the area must not be detrimentally affected by the development through the:
- Transport of materials, goods or commodities to or from the land
 - Appearance of any building, works or materials
 - Emissions of noise, artificial light, vibration, smell, fumes, smoke, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - Presence of vermin;
 - Change to television and/or radio reception
 - In any other way

Waste Management

- 12 Concurrent with the endorsement of plans, a Waste Management Plan based on the City of Port Phillip's Waste Management Plan Guidelines for Developments must be prepared by a Waste Management Engineer or Waste Management Planner to the satisfaction of the Responsible

Authority and endorsed as part of this permit. The Plan must relate to the plans identified in condition 1 and include reference to the following:

- Land use type.
- The estimated garbage and recycling volumes for the whole development.
- Bin quantity, size and colour.
- The garbage and recycling equipment to be used.
- Collection frequency.



- The location and space allocated to the garbage and recycling bin storage area and collection point.
- The waste services collection point for vehicles, noting that with cars parked in Somerset St, the clearance may not allow access for waste trucks. Therefore, waste collection vehicles would need to park on St Kilda Rd and collect the bins manually.
- Waste collection provider.
- How tenants will be regularly informed of the waste management arrangements.
- Scaled waste management drawings.
- Signage.

Once submitted and approved, the waste management plans must be carried out to the satisfaction of the Responsible Authority.

Noise Report

- 13 Before the development commences, a report which relates to the plans identified in condition 1 must be prepared by a suitably qualified Acoustic Consultant and must be submitted to, approved by and be to the satisfaction of Responsible Authority and must address:
- a) Any noise attenuation measures to suppress noise from plant equipment and car stacker.

All measures outlined in the Noise Report must be incorporated into the development, to the satisfaction of the Responsible Authority.

Urban Art Plan

- 14 Before the occupation of the development allowed by this permit, 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.

Walls on or facing the boundary.

- 15 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.

Construction of the footpath



- 16 Prior to the occupation of the development, the 1.2 metre wide footpath on Somerset Street must be constructed in accordance with plans approved by the Responsible Authority and to the satisfaction of the Responsible Authority.

Landscape Plan

- 17 Concurrent with the endorsement of plans, a detailed Landscape Plan which relates to the plans identified in condition 1, 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) Buildings and vegetation (including botanical names) on neighbouring properties within 3m of the boundary.
 - b) All street trees and/or other trees on Council land.
 - c) 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.
 - d) Landscaping and planting within all open space areas of the site.
 - e) Water sensitive urban design.

All species selected must be to the satisfaction of the Responsible Authority.

Completion of Landscaping

- 18 The landscaping as shown 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

- 19 The landscaping as shown on 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.

No equipment and services

- 20 No equipment, services and exhausts other than those shown on the endorsed plan must be erected above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

Treatment of fumes

- 21 Fumes from any cafe/restaurant kitchen(s) must be treated within the mechanical exhaust system to ensure that any discharge does not create a nuisance (as defined under the Health Act 1958).

Options available include carbon filters, ultra violet ozone producing lamps, electrostatic precipitation, odour neutralising system or other suitable method. The method of treatment must be designed, installed, operated and maintained to the satisfaction of the Responsible Authority.

Regulation of deliveries and rubbish collection



- 22 Deliveries to and from the site, including rubbish collection, must only take place between:

- 7:00am and 10:00pm Monday to Friday
- 7:00am to 10:00pm Saturday
- 10:00am and 9:00pm Sunday

Sustainable Management Plan

- 23 Concurrent with the endorsed plans, a revised Sustainable Management Plan which relates to the plans identified in condition 1, that outlines proposed sustainable design and water sensitive urban design initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the Plan will be endorsed and will then form part of the permit and the project must incorporate the sustainable design initiatives listed.

Incorporation of Sustainable Design and Water Sensitive Urban Design Initiatives

- 24 Before the occupation of the development approved under this permit, the project must incorporate the sustainable design and water sensitive urban design initiatives listed in the endorsed Sustainable Management Plan, and thereafter maintained to the satisfaction of the Responsible Authority.

Implementation of Sustainable Design initiatives

- 25 Prior to the occupation of any building approved under this permit, a report from the author of the Sustainable Management Plan (Sustainable Built Environments), approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved Plan.

Maintenance Manual for Water Sensitive Urban Design Initiatives (Stormwater Management)

- 26 Before the development starts (other than demolition or works to remediate contaminated land), a Maintenance Manual for Water Sensitive Urban Design Initiatives must be submitted to and approved by the Responsible Authority. The manual must set out future operational and maintenance arrangements for all WSUD (stormwater management) measures. The program must include, but is not limited to:

- inspection frequency
- cleanout procedures
- as installed design details/diagrams including a sketch of how the system operates

The WSUD Maintenance Manual may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Building User's Guide or a Building Maintenance Guide.

Site Management Water Sensitive Design

- 27 The developer must ensure that:



- 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.
- d) 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.

Use of the roof terrace

- 28 **The roof terrace must only be used between the hours of 7am and 11pm, unless with the prior written consent of the Responsible Authority.**

Time for starting and completion

- 29 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 two years of the date of commencement of works.
 - c) The use is not commenced within 2 years.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.

4 RELEVANT BACKGROUND

4.1 The following relevant applications have previously been considered for the subject site:

Application No.	Proposal	Decision	Date of Decision
715/2016	Construction of an eight storey mixed use building comprising 13 dwellings and a reduction in car parking.	Approved	14 July 2017
715/2016/A	Section 72 Amendment Construction of a six-storey mixed use development and a reduction in the car parking requirement.	Approved	25 July 2024
There have been four extensions of time to the planning permit with the most recent being approved on 31 August 2023 which extended the commencement of the development date to 14 July 2025.			



5 PROPOSAL

5.1 The Proposal seeks the following changes to the endorsed plans:

- The use amended to change from an office building to a residential hotel comprising 48 service apartments (3 x two-bedroom and 45 x one-bedroom)
- Increased area for lobby, café with kitchen, storage and gym
- An additional level added to the building. This would result in an increased height of 1.8 metres above the approved height, measured to the top of the parapet.
- Other than the proposed change to height, the built form (i.e. setbacks, podium with tower form, orientation of windows and entries) remain the same.
- A reduction in the number of car spaces from 15 to 8 and associated reduction to the car stacker system.
- Minor changes to the roof terrace layout.

6 SUBJECT SITE AND SURROUNDS

6.1 The following is an overview of the subject site and surrounds:

Description of Site and Surrounds	
Site Area	Approximately 410 square metres.
Existing building and site conditions	<p>The subject site comprises of No. 190 and No. 192 St. Kilda Road, St. Kilda.</p> <p>These sites have a combined frontage to St Kilda Road of 10.53 metres, a side abuttal to Somerset Street of 41.36 metres</p> <p>The sites eastern boundary abuts a laneway accessible from Somerset Street and Alma Road. The site slopes down to the southwest, with a maximum change in level of approximately 2.13 metres.</p> <p>No. 190 St Kilda Road is occupied by a single and double storey brick building built to the front and side boundaries, with an open car space at the rear.</p> <p>No. 192 St Kilda Road is occupied by a single and double storey brick building built to all side boundaries apart from where there is a courtyard abutting Somerset Street. Two trees are located within this courtyard.</p>



Figure 1 - Subject sites, viewed from opposite side of Somerset Street.
(Source: Council Planning Officer, 2024).



Figure 2 - Rear of subject sites and view down Somerset Street towards
St Kilda Road. (Source: Council Planning Officer, 2024)



Figure 3 - Rear of subject sites viewed from rear lane, showing section of
site where the existing building will be removed, and the lane widened.
(Source: Council Planning Officer, 2024).

Surrounds/neighbourhood
character

The surrounding area is mixed in terms of use and development, with properties on the east side of St Kilda Road being zoned Commercial 1 and properties to the rear being zoned General Residential. Properties on the west side of this section of St Kilda Road are also zoned General Residential. Built form varies from one storey to multi-storey.

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	<p>St Kilda Road is a wide road with tram line running through the middle and parking and bicycle lanes on both sides.</p> <p>To the immediate north of the site, at No. 180 St Kilda Road, is a three-storey office building built to all boundaries. The top floor is setback from the subject site and features an open space area.</p> <p>The site abuts a laneway to the rear (east). To the east of that are single storey dwellings facing Somerset Street. Somerset Street is a narrow road with no parking on either side adjacent to the subject site.</p> <p>On the south side of Somerset Street, opposite the site at No. 190-192 St Kilda Road, is a six-storey mixed use building recently constructed (2018) in accordance with Planning Permit No. P573/2010.</p>
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7 PERMIT TRIGGERS

- 7.1 Only the changes to the Permit are considered as part of this application for amendment. The following zone and overlay controls apply to the site, with the planning permission required as described.

Zone or Overlay	Why is a permit required?	New permit trigger?
Clause 34.01-1 Commercial 1 Zone	<p>Pursuant to Clause 34.01-1 a permit is required for the use of land for the purpose of Accommodation (including dwellings and residential hotel) where the frontage at ground level exceeds 2 metres. As the residential frontage exceeds 2 metres at ground level, a permit is required for the use.</p> <p>Pursuant to Clause 34.01-4 a permit is required for buildings and works within the Commercial 1 Zone.</p>	Yes. The residential hotel use is a new permit trigger.
Clause 43.02-2 Design and Development Overlay	Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.	No
Clause 52.06 Car parking	<p>A permit is required to reduce (including to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the parking overlay.</p> <p>The use is required to provide 3.5 car parking spaces to each 100 square metres of leasable floor area for the Café (convenience restaurant) use. The café and associated Kitchen/Storage area has a combined leasable floor area of 58 square metres. Therefore 2 car spaces are</p>	This was previously a permit trigger under the existing permit, but is no longer a permit trigger.



	<p>required for the cafe. As 2 car spaces are proposed for the café there is no permit requirement to reduce the number of car spaces for the café.</p> <p>The use of the land for a residential hotel does not have a statutory car parking rate listed in Table 1: Car parking requirement of Clause 52.06-5.</p> <p>Pursuant to Clause 52.06-6 (Number of spaces required for other uses), where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.</p> <p>Therefore, the car parking provision associated with the use of the land for a residential hotel <u>does not require</u> a permit.</p>	
<p>Clause 52.34 Bicycle facilities</p>	<p>The proposal requires the provision of 1 bicycle space to each 10-lodging room, for employees/residents for the residential hotel use.</p> <p>The proposal provides 48 lodging rooms triggering a requirement of 5 spaces.</p> <p>The proposal provides 10 spaces which exceeds the required.</p> <p>The proposed development would provide the required number of bicycle spaces under Clause 52.34. A permit <u>is not required</u> to reduce the number of required bicycle spaces under Clause 52.34.</p>	No

8 PLANNING SCHEME PROVISIONS

Municipal Planning Strategy and Planning Policy Frameworks

8.1 The following are relevant to this application:

Clause 02: Municipal Planning Strategy

02.01 - Context

02.02 – Vision

02.03 – Strategic Direction

02.04 – Strategic Framework plans

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Clause 11: Settlement

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

Clause 13: Environment Risks and Amenity

12.01-1L – Interface and Amenity

Clause 15: Built Environment and Heritage

15.01-1L-02 – Urban Design

15.01-2L-01 – Building Design

15.01-2L-02 – Environmentally Sustainable Development

15.01-2L-03 – Urban Art

Clause 18: Transport

18.01-1L-01 – Land use and Transport Integration

18.02-4L-01 – Car Parking

18.02-4L-02 – Loading Facilities

Clause 19: Infrastructure

19.03-3L – Stormwater Management (Water Sensitive Urban Design)

19.03-5L – Waste Resource Recovery

Other Relevant Provisions

8.2 The following provisions are relevant to this application:

Clause 52.06 – Car Parking

Clause 52.29 – Land Adjacent to the Principal Road Network

Clause 52.34 – Bicycle Facilities

Clause 65 – Decision Guidelines

Clause 71.02 – Integrated Decision Making

9 REFERRALS

Internal referrals

9.1 The application was referred to the following areas of Council for comment. The comments are discussed in detail in Section 11 (Assessment). A summary of the comments are as follows:

Internal Department	Referral comments (summarised)
Urban Design	<p>The proposed changes of use and built form were supported. However, the following recommendations were made:</p> <ul style="list-style-type: none">Reinstating the sense of depth and fine-grained visual interest along the southern street wall and the ground floor elevation

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	<ul style="list-style-type: none"> • Mitigate overlooking impact to the habitable windows of the southern neighbouring residents (194-198 St Kilda Road) without relying on obscuring the southern glazing windows • Ensuring to match height of the public artwork canvas on the southern and eastern elevations of the garage • Reinstate activation of the eastern elevation of the tower (Level 4-6) • Addressing dwelling diversity policy by reducing the excessive number of 1-bed units and adding some 2-bed units. <p>Comments about referral advice:</p> <p>Conditions are included in the officer recommendation that to address all of the above apart from screening and diversity of number of bedrooms.</p> <p>There is no requirement in the planning scheme to screen the development other than along an interface with a residential zone. As the southern elevation interfaces with a commercial zone screening does not form part of the officer recommended conditions.</p> <p>In relation to dwelling diversity, the proposal is for hotel rooms and does not contain any dwellings. There is no requirement in the planning scheme to provide diversity in hotel room layouts or bedroom numbers.</p>
Waste Management	<p>The submitted Waste Management Plan (WMP) does not meet the requirements of the City of Port Phillip Guidelines for preparing a WMP2021.</p> <p>Waste generation rates for the café are required to be recalculated and FOGO and bins for glass are required.</p> <p>Bins are required to utilise the standard colours for each waste stream.</p> <p>Detailed plans of the bin storage room not provided to demonstrate that all bins can be accommodated.</p> <p>e-waste recycling is not nominated on the plans or in the WMP.</p> <p>Bin collection will be required to be to be collected on site, utilising a private contractor.</p> <p>Comments about referral advice: Condition 12 of the permit requires the submission of a WMP which</p>



	address the matters raised above. No change is required to the existing condition.
Traffic engineers	<p>Issues with the Proposal were as follows:</p> <p><u>Adequacy of parking</u></p> <p>There is limited opportunity for drop offs by taxi's and Ubers due to the no stopping zones outside the site.</p> <p>The garage/car park door opening process must not encroach into the laneway.</p> <p><u>Bicycle parking and change facilities.</u></p> <p>Additional detail is required to demonstrate that there is a shower and change room provided at ground floor level.</p> <p>Comments about referral advice:</p> <p>It is considered that the car parking provision is acceptable for the changed use. Parking restrictions apply within proximity of the site, which will reduce the ability for cars to park in surrounding street. Parking permits will not be available to the customers of the residential hotel.</p> <p>The access and layout of the stackers is the same as previously approved and it has been demonstrated that the space accommodates the stacker and cars have room to manoeuvre in and out of the central access point of the stacker. The widening of the foot path and construction of the crossover of Sommerset Street has previously been approved under the existing permit.</p>

External referrals

- 9.2 The application was not required to be externally referred pursuant to Section 66 of the Port Phillip Planning Scheme and Section 55 of the *Planning and Environment Act 1987*.

10 PUBLIC NOTIFICATION/OBJECTIONS

- 10.1 Notice of the application was given by ordinary mail to owners and occupiers of surrounding properties (104 letters) the display of two notices on the site for a minimum 14 days, in accordance with Section 52 of the *Planning and Environment Act 1987*.
- 10.2 The application has received 20 objections. The key points of objection are detailed below and discussed further in Section 11 of the report. They include:
- Parking impact
 - Loss of amenity due to overlooking, overshadowing, daylight access and noise pollution from the roof deck
 - The building is not consistent with neighbourhood character



- Excessive scale
- Lack of setbacks
- Excessive height
- The proposed use is not appropriate

10.3 Additional objector concerns were raised and are addressed below:

- Traffic generation

The number of car spaces within the car park is reduced from the previous approval. The development is therefore likely to generate less traffic than the approved development.

- Pedestrian Safety

The use of the lane does not change as a result of this amendment and the layout and access to the lane remains as approved.

- Laneway Issues

The laneway will be widened as previously approved. This beneficial outcome for users of the lane will be maintained.

- Car Stackers not appropriate

The use of car stackers for the development has previously been approved under the existing permit. The extent of the stackers is reduced in line with the lesser provision of car spaces. Car stackers are an accepted form of mechanical parking based on the Planning Scheme provisions.

- Waste collection

A waste management plan was provided with the application which did not meet the requirements of Councils waste management team. An existing condition on the permit requires the submission of a WMP to Councils satisfaction. This condition will remain on the permit and will need to be satisfied prior to the endorsement of the development plans.

- The development will lead to wind tunnelling

The proposed development is not expected to cause any additional wind tunnelling impacts compared to the approved development. The amended built form of the building is only 1.8 metres taller than the approved development.

- Signage not appropriate, including light pollution

The major promotion sky sign has been removed from the Proposal.

- Impact on Heritage

The subject site is not covered by any heritage overlay nor are any of the adjoining properties to the north or south on the opposite side of Somerset Street.

- There has been inadequate community engagement.

The application was advertised in accordance with the requirements of Section 52 of the *Planning and Environment Act 1987*. In addition, a consultation meeting was held



with the applicant and submitters which is in addition to the legislative requirements for planning applications.

Consultation meeting

- 10.4 A consultation meeting was held on 5 June 2025 and was attended by the applicant, objectors, Planning Officers and with some Councillors observing the discussion. Following the consultation meeting, the applicant offered to limit the hours when the roof terrace could be used. This was a voluntary offering and has been incorporated as part of the conditions within the recommendation.

11 ASSESSMENT OF THE PROPOSAL

11.1 The key issues that require assessment are:

- Is the use of the site for residential hotel supported by the planning policy framework?
- Is the change to the built form, particularly height, acceptable?
- Would there be any unreasonable off-site amenity impacts?
- Would sufficient car parking and bicycle parking be provided and is it's layout appropriate?
- Would the amendment alter any specific requirements of the approved permit?

Is the use of the site for a residential hotel supported by the planning policy framework?

- 11.2 The residential hotel is consistent with the purpose of the Commercial 1 Zone which is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- 11.3 The use of the land for a residential hotel (accommodation) would be an as of right use (ie. no planning permit required) if the access to it was less than 2 metres. As the lobby at ground level exceeds 2 metres, the 'use' triggers consideration. This provides opportunity for consideration of the impact of residential development and use on commercial streetscapes. This is focused on the design and activation of the ground floor with the street. On this matter, the site is located with the St Kilda Road South Precinct at Clause 11.03-6L-03. The objective of this precinct is *'to strengthen the St Kilda Road South Precinct's image, liveability and sense of place as it transitions to increased residential uses.'*
- 11.4 A Strategy to achieve the objective is to *'encourage land uses that create activity nodes and community focal points for local residents and workers'*. The proposal provides activation and activity through the café and the attraction of guests to the hotel.
- 11.5 Another Strategy is to *'improve the amenity and function of St Kilda Road as a key pedestrian spine by providing active land use 'edges' at street level throughout commercial and mixed use areas'*. The active interface is maintained at ground level through the café that has been increased in size.
- 11.6 The café and residential lobby entrance both provide excellent activation of the street and are very similar to the approved development.



- 11.7 The site is well located to take advantage of various modes of public transport with trams and bus services within walking distance of St Kilda Road. Numerous car share services are also located within proximity of the site.
- 11.8 While the residential hotel will provide short-term accommodation, this will be beneficial to people seeking accommodation within proximity of services, such as health services, short term employment or education. This is supported by Clause 16.01-1L-01 Housing Diversity which encourages a mix of housing types.
- 11.9 The development will also provide accommodation for tourists visiting the area with the site being well located and within easy access of popular tourist destinations such as St Kilda, Albert Park Lake and the Melbourne CBD. The development is consistent with the local Tourism and Arts Policy at Clause 17.04-1L which seeks to promote Port Phillip as a premier tourist and arts destination. A strategy of this policy is to provide a range of facilities and infrastructure in appropriate locations that support tourism needs and improve access to Port Phillip's attractions.

Is the change to built form, particularly height, acceptable?

- 11.10 The Proposal is an acceptable response to the built form objectives of the Design and Development Overlay Schedule 34 (DDO34) which provides the most relevant built form guidance for the site.

Height

- 11.11 The subject site is located within the St Kilda Road South precinct of the DDO34. Table 1: Discretionary maximum building heights of Schedule 34-2B of the identifies the site as having a discretionary maximum height of 6 storeys and 21.5 metres.
- 11.12 The table below identifies the height of the current approved development against the proposed amended height.

Approved scheme	Maximum height – roof or parapet (m)	Amount above discretionary height (21.5m)	Amended scheme	Maximum height – Roof or parapet (m)	Change	Amount above discretionary height (21.5m)
St Kilda Road.	22.8m	1.3m		24.6m	1.8m	3.1m
Rear lane	24.7m	3.2		26.5m	1.8m	5 m
Storeys	6 plus roof terrace	0		7 plus terrace		1 storey

- 11.13 While the proposal seeks approval for an additional level, the overall increase in height from the approved scheme is only 1.8 metres. The additional level does not significantly increase the overall height of the development as reduced floor to ceiling heights have been adopted in the Proposal.



Figure 4 - proposed south elevation with yellow line showing previously approved building envelope.

- 11.14 The DDO schedule states that ‘One additional storey will be considered above any maximum discretionary height where that maximum discretionary height is up to seven storeys’.
- 11.15 The one additional storey is subject to meeting Design Objectives. The application that was subject of the existing Permit sort approval for a height of 26.2 metres and seven storeys plus the roof terrace. It was determined that the proposed height was excessive and was not an acceptable response to the design objectives.
- 11.16 At 26.2 metres at the St Kilda Road frontage the proposal would have been 4.7 metres above the preferred maximum height. This height would have resulted in a proposal that would not sit well within the local context.
- 11.17 A condition was included on the permit to delete a level from above the podium. The resulting maximum height of 22.8m at the St Kilda Road frontage, only 1.3 metres above the preferred maximum height.
- 11.18 The additional storey proposed will result in a height of 24.6 metres which is 3.1 metres above the preferred height. In proposing the additional storey the proposal adopts lower floor to ceiling height of 3.1 metres compared to the 3.4 metres previously approved. This has enabled the addition of the storey while only increasing the height by 1.8 metres.
- 11.19 The proposed additional level, despite replacing a level which was required to be removed is considered acceptable having regard to the Design Objectives to “Achieve greater consistency in overall building scale along St Kilda Road between Inkerman Street and 166 St Kilda Road, and Alma Road and Octavia Street”.
- 11.20 The proposed building will continue to be taller than the mixed-use building to the south of the site. Despite this the development with an addition of only 1.8 metres from the approved scheme will not present excessive in scale when considered against the

existing approval. The neighbouring site to the north is currently 3 storeys but has the opportunity to be redeveloped to a taller height. The apartment building to the south of the site is six storey and significantly taller than the existing buildings at the subject site. The increased height brings the proposal closer to the heights of the buildings to the north and south of the site as compared to the current single storey built form.

Avoid building heights which create intrusions in the streetscape and detract from the higher scale clusters at St Kilda Hill and St Kilda Junction.

11.21 The additional 1.8 metres of height proposed would not result in a significant intrusion into the St Kilda Road streetscape when compared to the approved development. While taller than the neighbouring development, the proposal would present a height that is not out of place in the broader context with taller buildings located within proximity of the site. Significantly taller and larger scale developments are located only 60 metres to the north of the site in Alma Road and from various vantage points across St Kilda Road, the additional 1.8 metres above the current approved height would not be obvious or out of place. The gradual slope in the ground level towards the south does result in an impression that the proposed building is taller when compared to 196 St Kilda Road.

11.22 The site is sufficiently separated from the St Kilda Hill and St Kilda Junction development so that it would not detract from those areas. The subject site is located between 350 and 550 metres away respectively to the south of these two areas. The proposals additional height will have no bearing on these areas.

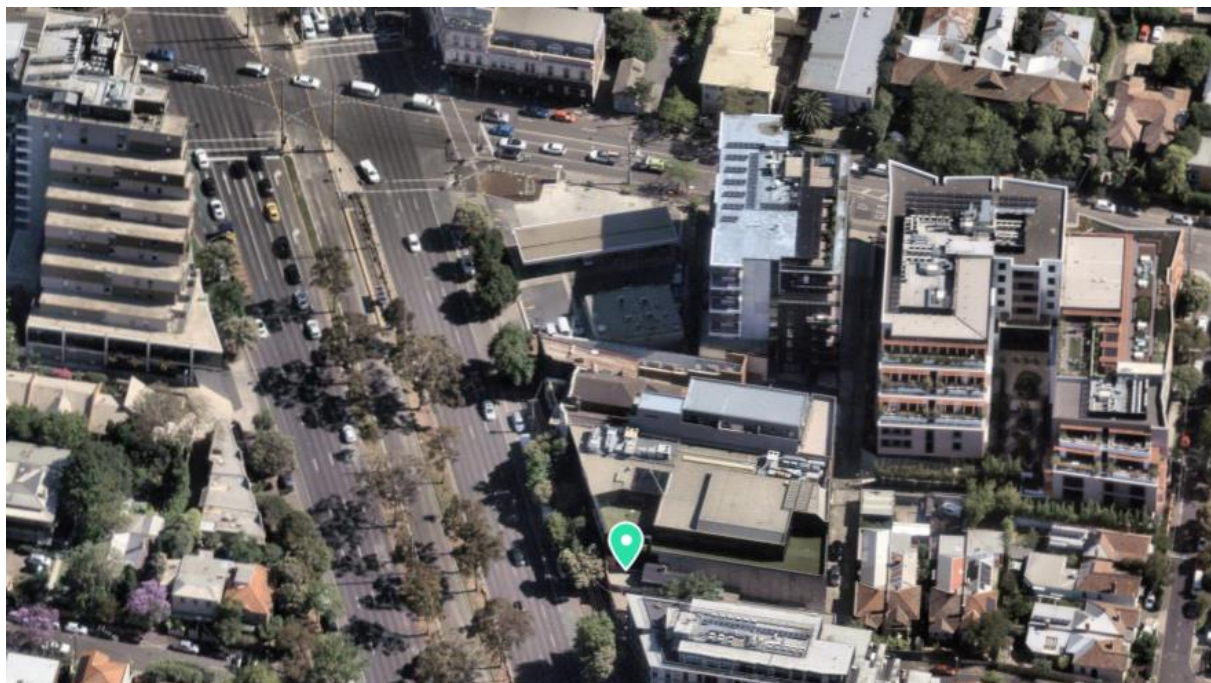


Figure 5 - Development scale within proximity of the subject site, identified with green marker.

Achieve a transition down in scale and respect the established fine grain, low scale of the adjoining residential area.

11.23 The proposal provides limited transition in scale across the site. This built form is similar to the approved development however, it is considered that the additional 1.8 metres of height will not result in a significant difference from the current approval. The



four properties immediately to the east of the subject site generally have a north south outlook and will not be significantly impacted. Other objectors further east will have distant views to the narrow western elevation. In this context of limited vantage points, the additional 1.8 metres is acceptable.

11.24 The previous permit required the removal of a level to improve the transition in scale to the residential development to the east. The additional level with the reduced floor to ceiling levels results in an addition of 1.8 metres above the approved development. The additional height will still achieve a similar level of transition, noting the separation provided by the laneway.

11.25 The maximum height proposed in the previous application along the rear laneway was 28.1 metres and 6.6 metres above the discretionary preferred height. The removal of a level as required by the Permit reduced the rear lane height to 24.7 metres and 3.2 metres above the discretionary preferred height. The amended proposal presents a maximum height of 26.5 and 5 metres above the discretionary height.

Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing.

11.26 Based on the discussion on height above, the additional height of this proposal does not unreasonably impact these amenity outcomes. Amenity is further considered at 11.32 below.

Preserve view lines and maintain the visual prominence of the landmark St Kilda Post Office Hotel.

11.27 The subject site is not within proximity of the Post Office Hotel.

Respect the heritage values of adjoining and nearby heritage places.

11.28 The subject site is sufficiently separated from the heritage properties to the north (30 metres) so that the additional level will not impact on the heritage significance of those properties.

External Appearance

11.29 The external presentation of the Proposal is similar to what was approved under the previous permit. Changes primarily consist of changes to the windows of the building which are now more prominent and openable to suit the residential hotel use. Small Juliette balconies are provided so that ventilation can be maximised.

11.30 The Proposal does not provide sufficient distinction between the podium and towers. A condition is included in the officer recommendation to reduce the width of the fin elements between each apartment window above podium level. This will create a lighter more receive look for the upper levels. This will be more consistent with the previously approved scheme.

11.31 A condition is also recommended which requires the reinstatement of the small café servery bar on Somerset Street. This was a feature of the approved scheme and while the servery windows are still part of the proposal, a narrow bar outside the windows will provide additional activation of the street.

Would there be any unreasonable off-site amenity impacts?

11.32 Objections identified potential amenity impacts as a result of the proposal that include overlooking, overshadowing, daylight access, noise pollution from the roof deck, visual



bulk and outlook. These matters are discussed below as they relate to changes to the approved development.

- 11.33 The DD034 Table 1 Precinct 2B states '*Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing*'. It is within this context that the following assessment is made.

Overlooking

- 11.34 It is considered that the Proposal will not result in unreasonable overlooking.

- 11.35 The Proposal no longer provides obscured glazing to the podium levels of the building. This will allow significantly improved amenity for the future users of the suites. This will enable some overlooking into the windows and balconies of the apartments on the southern side of Somerset Street, also within the Commercial 1 Zone. The overlooking is across a road more than six metres away. The decision guidelines of the Commercial Zone only require consideration of overlooking and overshadowing to land in residential zones. This is because the amenity expectations for residential developments in a commercial zone are tempered comparative to residential development in a residential zone.

- 11.36 Further to the above, none of the objections received in relation to overlooking came from the building at 196 St Kilda Road to the south. The objections were received from Frampton Street, approximately 70 metres to the east, Argyle Street, approximately 100 metres to the south east, Alma Road, a minimum of 50 metres to the north and Somerset Street to the east.

- 11.37 There continues to be no unreasonable overlooking to the properties to the east with their areas of secluded private open spaces and habitable room windows being more than 9 metres from any windows or balconies. While the 9-metre separation is not a requirement of this assessment, it provides a reasonable guide for considering unreasonable overlooking impacts to residentially zoned land. This is because 9 m is the standard used for overlooking for residential developments in residentially zoned land.

- 11.38 It is considered that the removal of the previously approved Seraphic glass, as proposed in the amended design is acceptable in this context.

Overshadowing and access to daylight

- 11.39 It is considered that the amended proposal will not result in unreasonable additional overshadowing.

- 11.40 The proposed 1.8 metres of height will cause some increase in shadows, however the existing approval already cast shadows across 196 St Kilda Road to the south and the additional shadows are minimal. No objections have been received from 196 St Kilda Road. The proposal will not cause any additional overshadowing to the secluded private open space of the properties to the southeast with shadows falling within shadows cast by 196 St Kilda Road.

- 11.41 The proposal will have almost negligible impact on the access to daylight to 196 St Kilda Road only and is acceptable. None of the properties that submitted objections in relation to daylight will be impacted in terms of daylight as a result of the additional 1.8 metres of height above the approved development.



- 11.42 The proposal will result in some additional overshadowing to St Kilda Road, however no additional shadow will fall onto the footpath of St Kilda Road which is already shadowed by existing development. The additional shadowing to the road is acceptable and expected from increased development supported by the DDO.

Noise impacts

- 11.43 It is considered that the amended development will not result in an unreasonable noise impact from the roof terrace. The roof terrace was approved as part of the existing permit and the manner in which it will be used will be similar to the previous use for offices.
- 11.44 The existing permit contains a general amenity condition that is enforceable and manages noise among other matters. The management of the residential hotel will be required to ensure that the use does not result in any amenity impacts on the surrounding area.

Visual Bulk and outlook

- 11.45 It is considered that the amended proposal will not result in excessive visual bulk when considered against the existing approval. While the development adds an additional level, views of the development from properties that are within proximity of the site will not readily appreciate the additional 1.8 metres. Views of the site from the nearest residential building at 196 will already be obscured by the approved height and properties further away to the east tend to have a north-south orientation and look away from the site.
- 11.46 Taller residential development to the north of the site, along Alma Road will have views towards the site. While the building will reduce the outlook towards the south for a portion of the outlook, the planning scheme does not set out to protect the outlooks from these sites. Furthermore, as the amendment only considers an increase in built form of 1.8 metres, the difference will be negligible from a development approximately 60 metres away.

Would sufficient car parking and bicycle parking be provided and is it's layout appropriate?

- 11.47 The proposal provides an appropriate number of car and bicycle spaces for the proposed Residential Hotel use and ancillary café.
- 11.48 While the previous permit approved a reduction in the car parking rates as required by Clause 52.06 for the office and café use of the site, the current amendment meets the statutory car parking rate for the amended proposal.
- 11.49 A permit is required to reduce (including to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the parking overlay.
- 11.50 The use is required to provide 3.5 car parking spaces to each 100 square metres of leasable floor area for the Café (convenience restaurant) use. The café and associated Kitchen/Storage area has a combined leasable floor area of 58 square metres, 2 café spaces are required for the café. Therefore, the proposal does not require a permit for the café use.
- 11.51 8 spaces are proposed to be provided. These are to be shared by the café staff and residential hotel staff.



- 11.52 The use of the land for a residential hotel does not have a statutory car parking rate listed in Table 1: Car parking requirement of Clause 52.06-5.
- 11.53 Pursuant to Clause 52.06-6 (Number of spaces required for other uses), where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.
- 11.54 Therefore, the car parking provision associated with the use of the land for a residential hotel does not require a permit.
- 11.55 While there have been a number of objections received related to car parking, it is considered that the car parking provision is acceptable for the new use. It will be the responsibility of the management of the business to ensure that potential customers are aware that the site does not provide car parking. This is not an unusual situation particularly for businesses of this nature within proximity to a capital city.
- 11.56 The lack of car parking will not result in an impact on local carparking as the surrounding area has restricted parking and no car parking permits will be issued for the site. This will mean that customers who require a personal car will not be likely to choose this residential hotel.
- 11.57 The subject site is in an area which has excellent access to public transport. The site is located within the Principal Public Transport Network and numerous tram and bus routes are within short walking distance. The site is also located within the Principal Bicycle Network with Richmond to the north, Brighton to the southeast, Malvern to the east and Port Melbourne to the northwest all within a 30-minute ride. The applicant also provided a map identifying the abundant supply of car share space that would service users of the offices if required.
- 11.58 The development provides an appropriate provision of bicycle spaces in excess with Clause 52.34 Bicycle Facilities. No showers or change rooms are required to be provided for use by the staff of the café or residential hotels.

Would the amendment alter any specific requirements of the original permit?

- 11.59 A full review of the existing conditions has been undertaken and all conditions that remain relevant are recommended to be retained or modified as necessary.
- 11.60 In summary the following changes to the permit preamble and conditions are recommended:

Permit preamble

Existing

“Construction of a six storey mixed use development and reduction in the car parking requirement.”

Proposed

The permit preamble is proposed to be amended as follows. The changes below list the specific planning permissions required following the Supreme Court decision *Myers v Southern Grampians Shire Council*.

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Planning Scheme Clause No.	Description of what is allowed
Clause 34.01-1	Use of the land for accommodation in a Commercial Zone
Clause 34.01- 4	To construct a building or construct or carry out works in a Commercial Zone
Clause 43.06 -3	Construct a building or construct or carry out works in a Design and Development Overlay.

Permit conditions – Proposed amendments, additions and deletions.

Permit conditions are proposed to be amended, added and deleted as required to respond to the updated proposal, as follows:

Condition 1 (Amended Plans): the condition is recommended to be amended to reference the new plans and to remove reference to the previous decision plans. New condition 1 requirements are included in relation to various outcomes related to Urban Design and the deletion of the reference to the signage that was previously part of the application. Amended and new conditions are identified in bold in the officer recommendation.

12 COVENANTS

- 12.1 There is no restrictive covenant on the titles for the subject site known as Lot 1 on Title Plan 696988U [Volume 04397 Folio 257] (No. 190 St Kilda Road) and Lot 1 on Title Plan 738516K [Volume 11302 Folio 965] (No. 192 St Kilda Road)

13 OFFICER MATERIAL OR GENERAL INTEREST

- 13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

14 CONCLUSION

- 14.1 The proposed amendment to the approved development is an acceptable response to the strategic direction outlined within the planning scheme
- 14.2 The amendments provide an acceptable level of compliance with the built form requirements of the DDO34(area 2B) and while the building height is increased it is within the height able to be considered within area 2B. Appropriate setbacks are maintained from the residential properties to the east and off-site amenity impacts are limited compared to the approved development. The ground level provides an acceptable street activation that is similar to the approved development.
- 14.3 The car parking provision is appropriate for the new use and the access arrangements remain unchanged from the approved development.
- 14.4 Outstanding items that are required to be clarified such as waste management arrangements, landscape plans and sustainable design initiative are able to be addressed through conditions.





MEETING OF THE PORT PHILLIP CITY COUNCIL

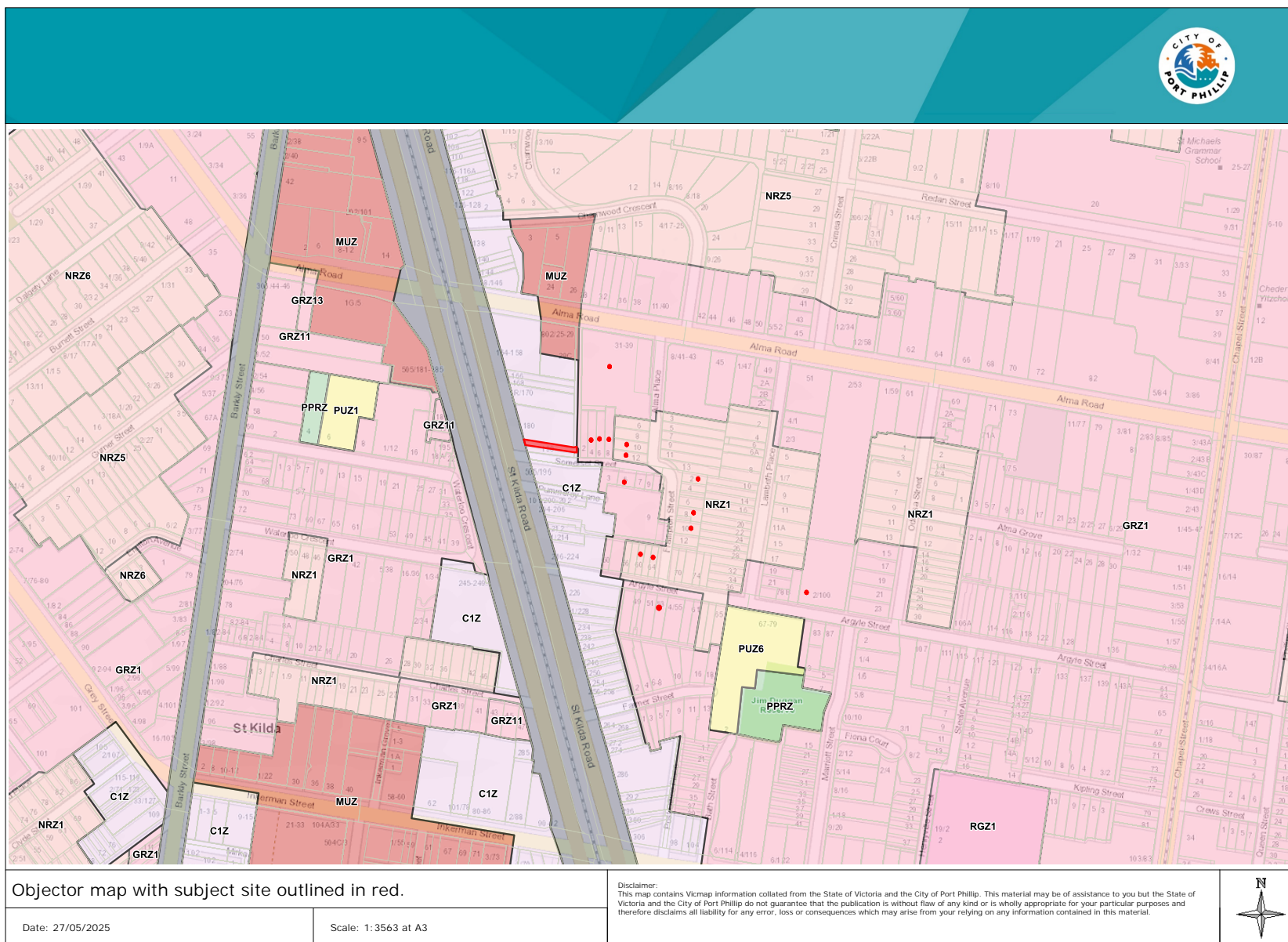
18 JUNE 2025



- 14.5 It is considered that the changes proposed in the amendment application are acceptable subject to conditions. It is recommended that Council issues a Notice of Decision to Amend a Planning Permit.

ATTACHMENTS

1. Objector Map  [Download](#)
2. Development plans  [Download](#)
3. Plans advertised under previous amendment application 715/2016/A  [Download](#)
4. Existing permit  [Download](#)



City of Port Phillip
Development Plan
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190- 192 St Kilda Road, St Kilda, VIC

Town Planning

190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO: 23-0016 REASON FOR ISSUE: TOWN PLANNING REVISION: C

DATE:
MARCH 2025

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1.0

Site and context

190-192 ST KILDA ROAD,
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Site and Context

Location Analysis

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Site and Context
Transports

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Tram Line

Bus Line

Train Line

Bike Trail

190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
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DATE:
MARCH 2025

DRAWING NUMBER:
TP-002

DRAWING TITLE:
TRANSPORTS

REVISION:
A

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Site and Context**Amenities**

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GROCERIES & SMALL SUPERMARKETS

- 1- St Kilda Family Mart
- 2- 7-Eleven
- 3- Aldi
- 4- Woolworths Metro St Kilda West
- 5- Coles Local St Kilda
- 6- KLP International Deli
- 7- Coles Balaclava

COFFEE SHOPS

- 1- Beans & Bottles
- 2- Hugs N Mugs cafe
- 3- OZZYTHAI Cafe Bar
- 4- Harvey's Sports Bar & Grill
- 5- St Kilda Grocery Bar
- 6- #8 Coffee
- 7- Sam's Cafe Melbourne
- 8- Goose Coffee
- 9- Cafe Bruce
- 10- Indus Specialty Coffee
- 11- Euro Bites Café

BARS & RESTAURANT

- 1- Anelli Restaurant
- 2- Icurry Indian Restaurant
- 3- Handcrafted Pizza & Burger
- 4- Post Office Club Hotel
- 5- IL Primo Pizzeria Cucina Bar
- 6- Kwan's Table
- 7- Barzar Lounge Saint Kilda
- 8- Jode's Mediterranean Eatery
- 9- Saigon Street Eats - St Kilda

ATTRACTIONS

- 1- Jewish Museum of Australia
- 2- Luna Park Melbourne
- 3- Linden New Art - Art Gallery



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ST KILDA, VIC

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TP-003

DRAWING TITLE:
LOCATION ANALYSIS

REVISION:
A

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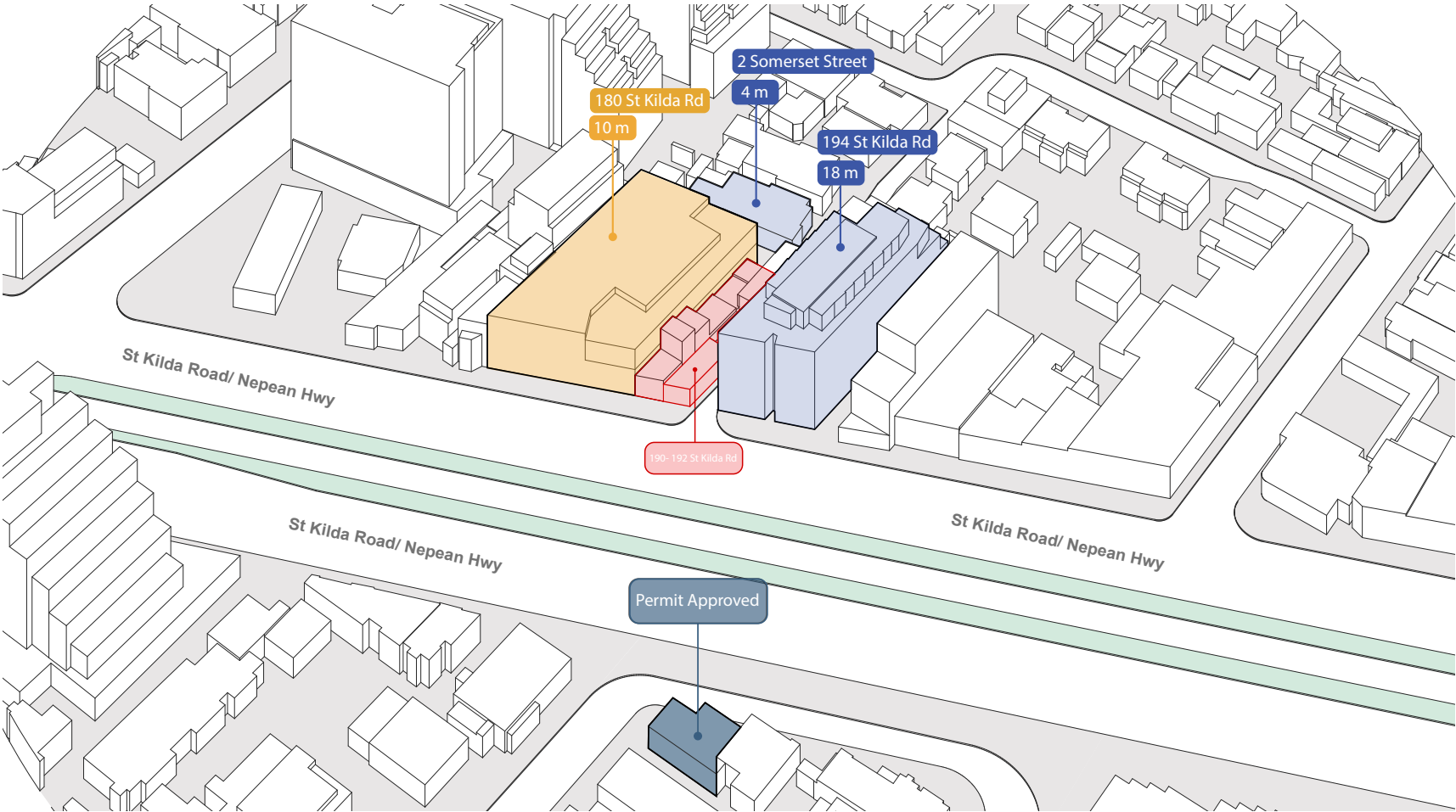


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Site and Context
Neighbourhood Analysis

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Subject Site Residential Office Neighbourhood Development

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TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-004

DRAWING TITLE:
NEIGHBOURHOOD ANALYSIS

REVISION:
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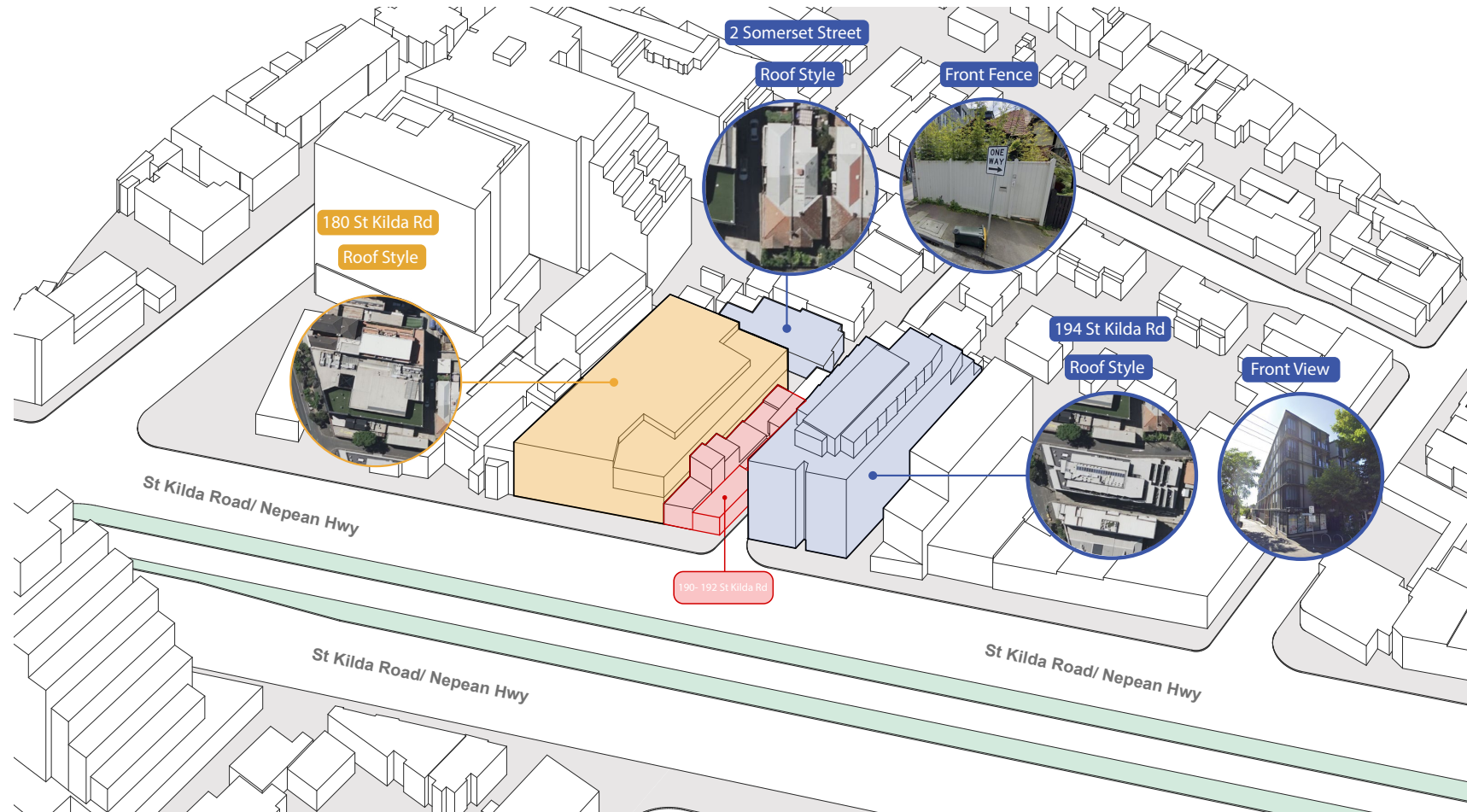


Site and Context

Surrounding Properties Analysis

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TOWN PLANNING

DATE:
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DRAWING NUMBER:
TP-005

DRAWING TITLE:
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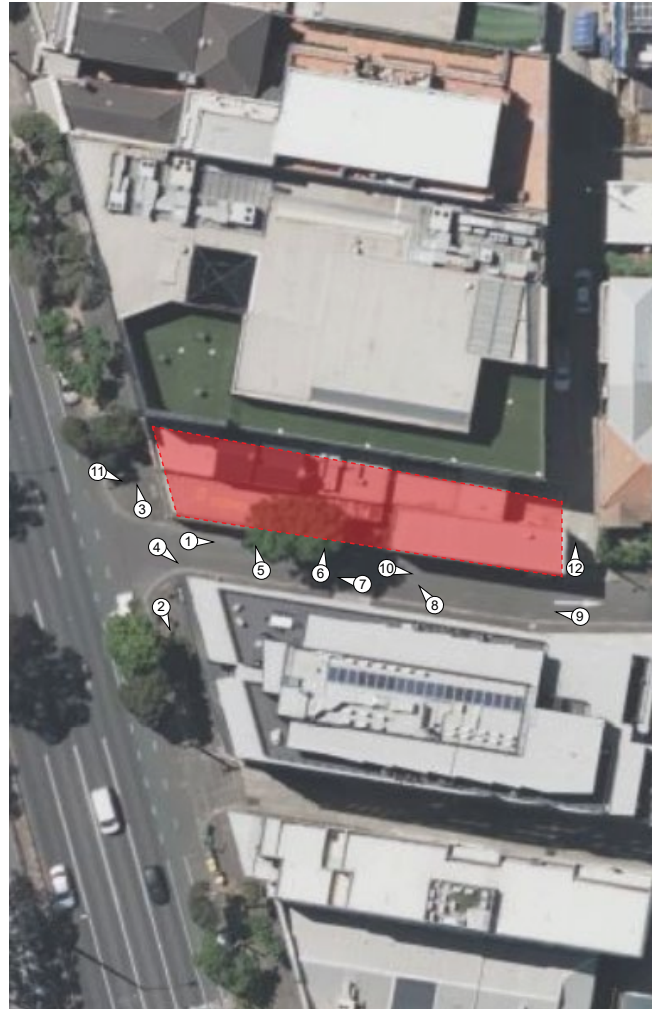
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Site and Context
Existing Site Views



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Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

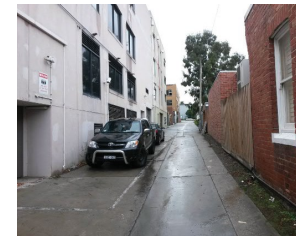


Photo 12

190-192 ST KILDA ROAD,
ST KILDA, VIC

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23-0016

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TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-006

DRAWING TITLE:
SURROUNDING PROPERTIES ANALYSIS

REVISION:
A

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2.0 Architecturals

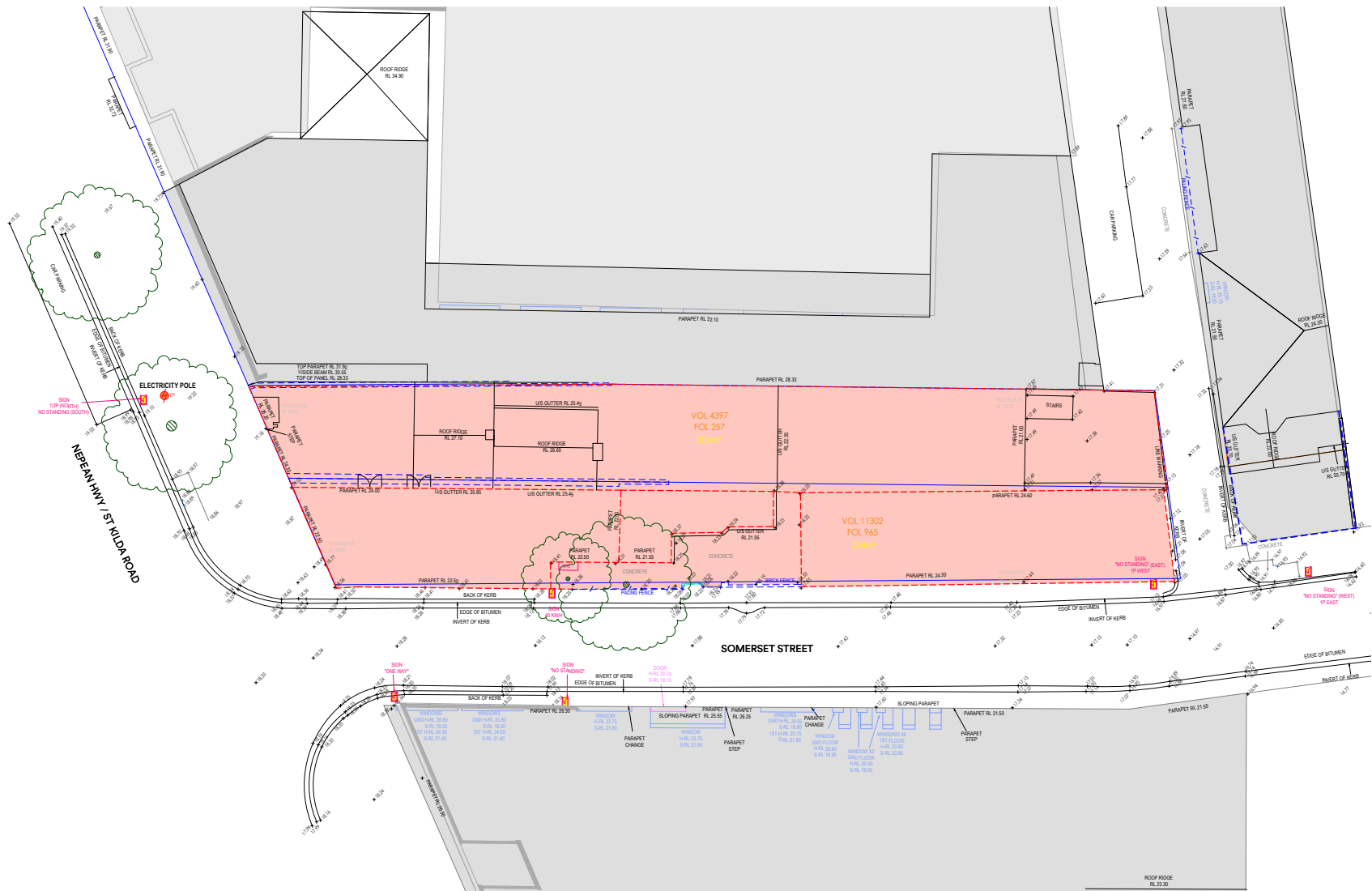
190-192 ST KILDA ROAD,
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PROJECT NO: 23-0016 REASON FOR ISSUE: TOWN PLANNING REVISION:

DATE:
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TOWN PLANNING

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MARCH 2025

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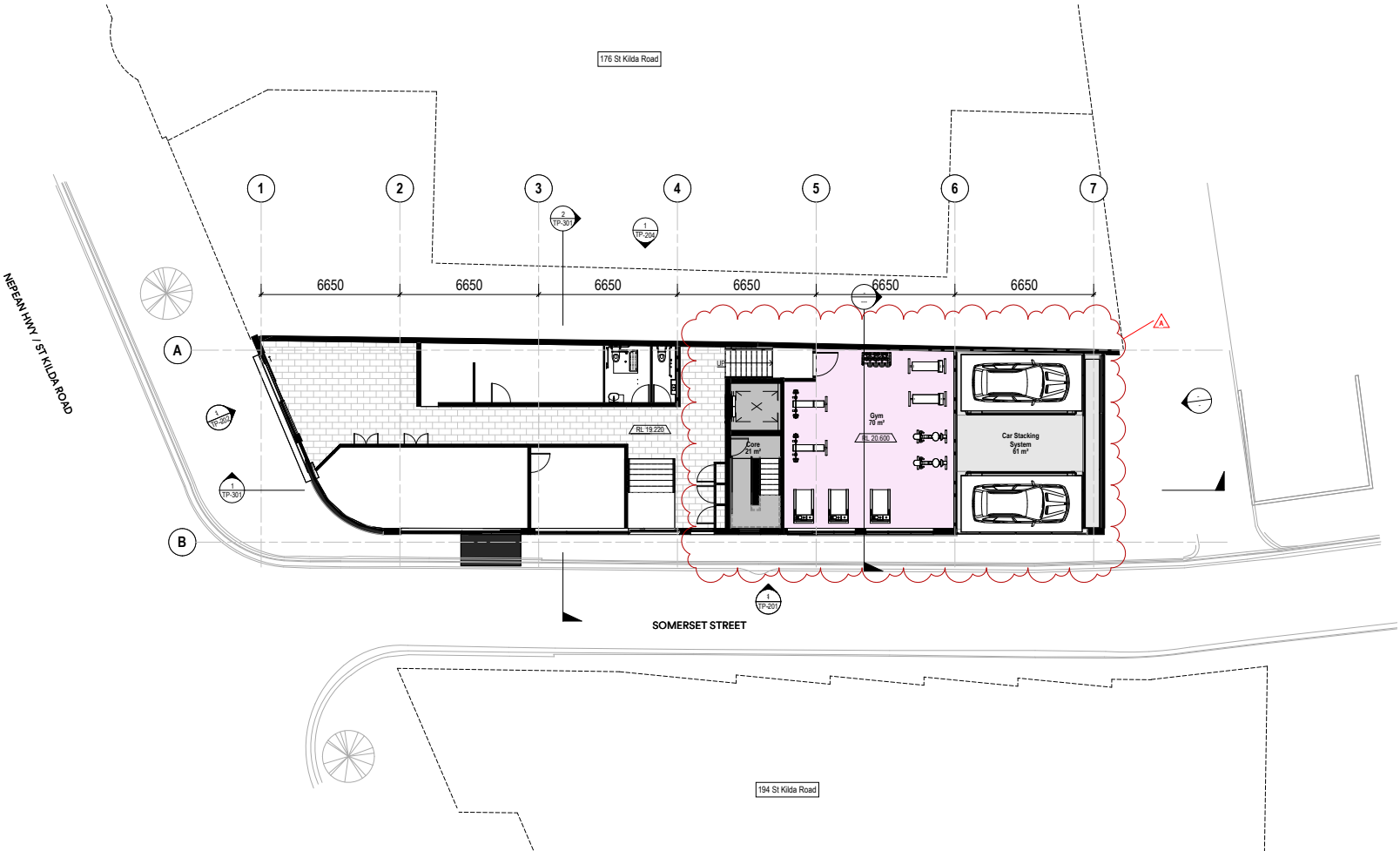
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PROPOSED GROUND FLOOR PLAN

REVISION:
C

REV	DATE	DESCRIPTION
C	MARCH 2025	TOWN PLANNING
B	OCT 2024	TOWN PLANNING
A	SEP 2023	TOWN PLANNING



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DRAWING NUMBER: TP-101

DRAWING TITLE: PROPOSED MEZZANINE FLOOR PLAN

REVISION: B

REV	DATE	DESCRIPTION
1	MARCH 2025	TOWN PLANNING
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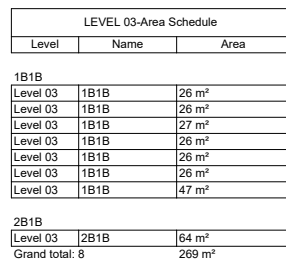
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TP-103

DRAWING TITLE:
PROPOSED LEVEL 02 FLOOR PLAN

REVISION:
C

REV	DATE	DESCRIPTION
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2	OCT 2024	TOWN PLANNING
3	SEP 2023	TOWN PLANNING







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23-0016

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DATE:
MARCH 2025

DRAWING NUMBER:
TP-105

DRAWING TITLE:
PROPOSED LEVEL 04 FLOOR PLAN

REVISION:
C

15	MARCH 2025	TOWN PLANNING
16	OCT 2024	TOWN PLANNING
17	SEPT 2023	TOWN PLANNING
REV	DATE	DESCRIPTION



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DATE:
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DRAWING NUMBER:
TP-106

DRAWING TITLE:
PROPOSED LEVEL 05 FLOOR PLAN

REVISION:
C

REV	DATE	DESCRIPTION
1	1 MAR 2025	TOWN PLANNING
2	1 OCT 2024	TOWN PLANNING
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LEVEL 06-Area Schedule		
Level	Name	Area
1B1B		
Level 06	1B1B	27 m²
Level 06	1B1B	27 m²
Level 06	1B1B	26 m²
Level 06	1B1B	27 m²
Level 06	1B1B	27 m²
Level 06	1B1B	27 m²
Level 06	1B1B	32 m²
1B1B-Large		
Level 06	1B1B-Large	50 m²
Grand total: 8		242 m²

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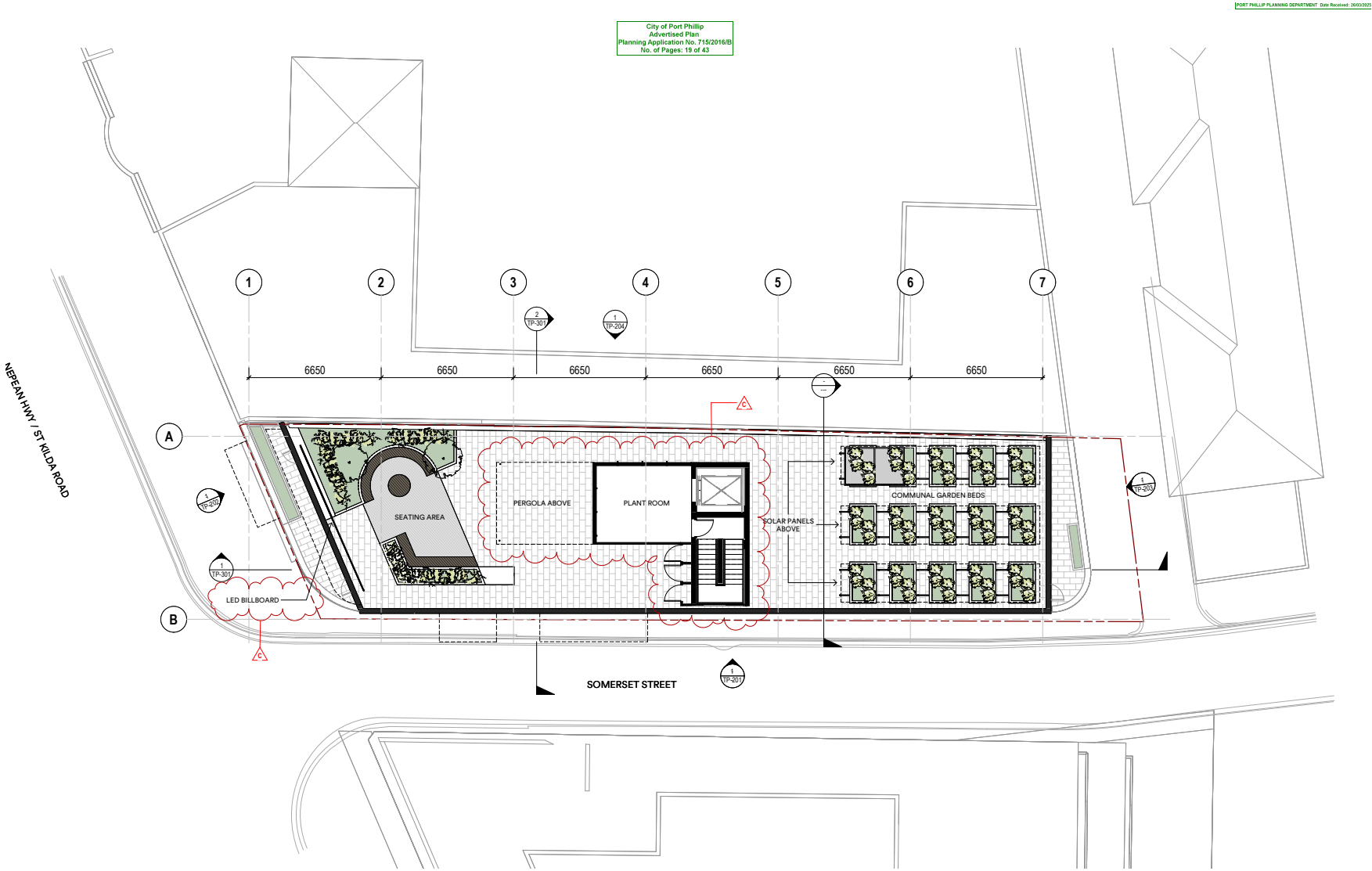
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PROPOSED LEVEL 06 FLOOR PLAN

REVISION:
C

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3	1 SEP 2023	TOWN PLANNING





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DRAWING NUMBER: TP-108

DRAWING TITLE: PROPOSED ROOF TERRACE FLOOR PLAN

REVISION: C

REV	DATE	DESCRIPTION
1	1 MAR 2025	TOWN PLANNING
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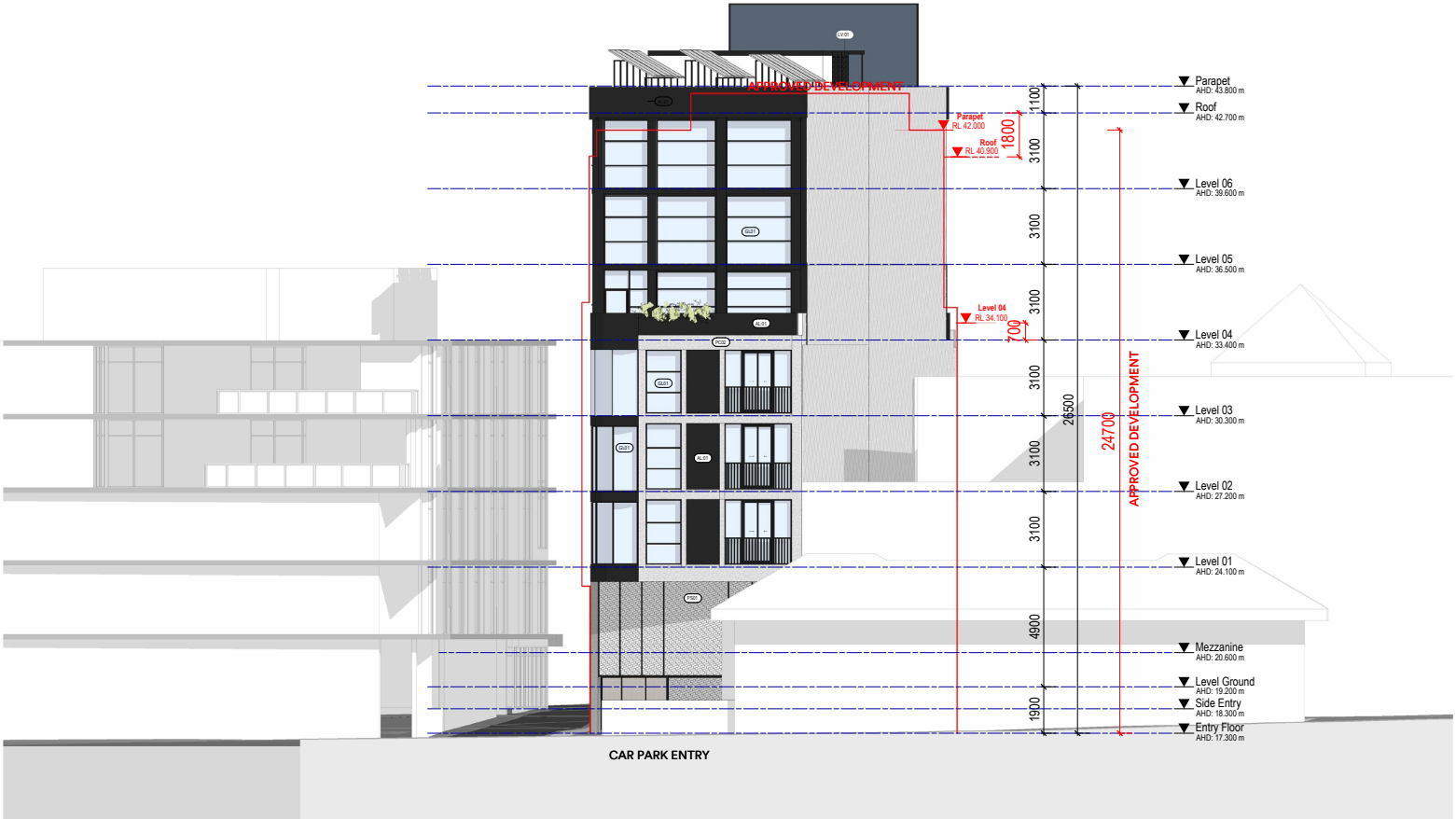
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PROPOSED WEST ELEVATION

REVISION:
C

REV	DATE	DESCRIPTION
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2	15/03/2025	TOWN PLANNING
3	15/03/2025	TOWN PLANNING

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DRAWING NUMBER:
TP-203

DRAWING TITLE:
PROPOSED EAST ELEVATION

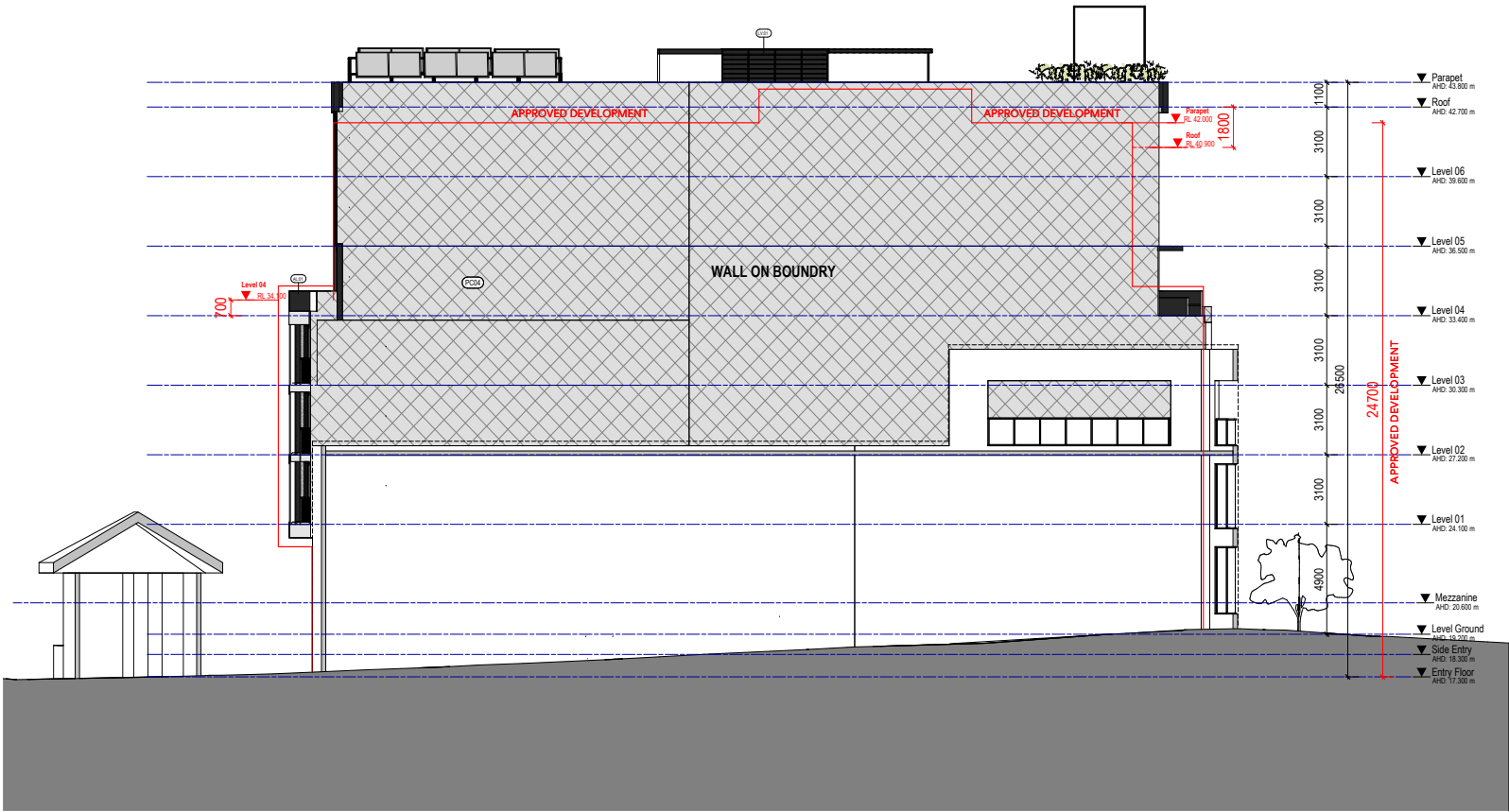
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2	APRIL 2024	TOWN PLANNING
3	SEPT 2023	TOWN PLANNING

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DRAWING NUMBER:
TP-204

DRAWING TITLE:
PROPOSED NORTH ELEVATION

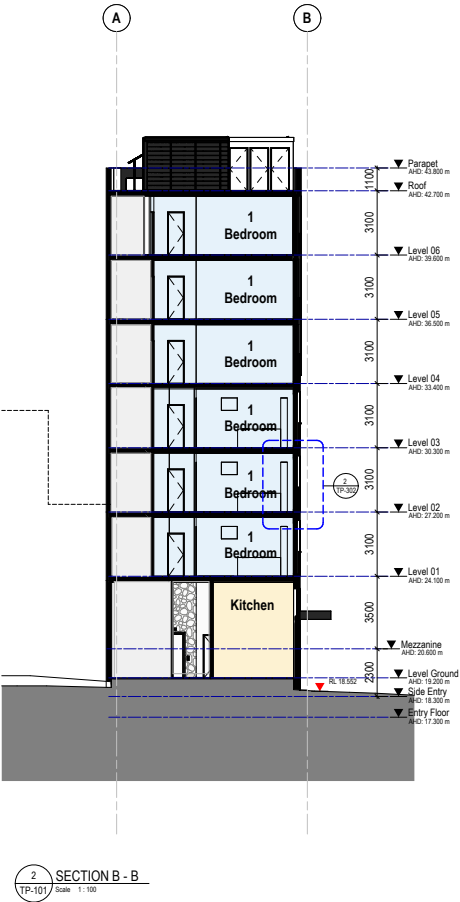
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REV	DATE	DESCRIPTION
B	MARCH 2025	TOWN PLANNING
A	SEPTEMBER 2023	TOWN PLANNING

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MARCH 2025

DRAWING NUMBER:
TP-301

DRAWING TITLE:
PROPOSED SECTIONS

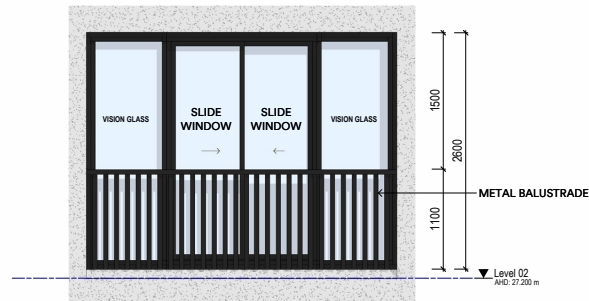
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2	OCT 2024	TOWN PLANNING
3	SEPT 2023	TOWN PLANNING

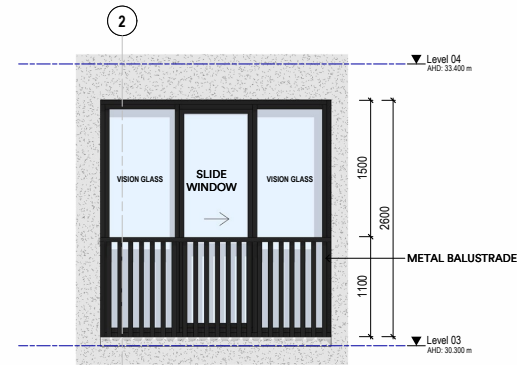
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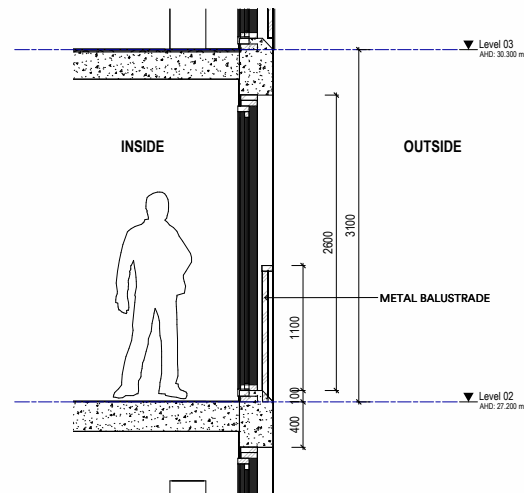
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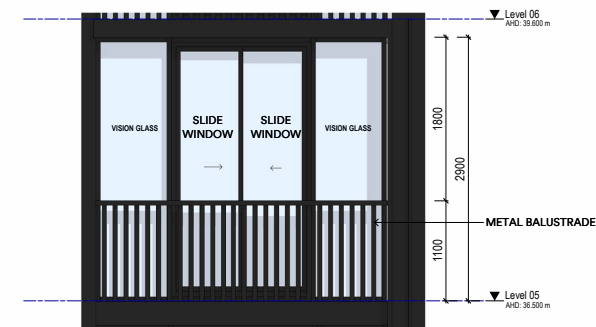
1 SOUTH ELEVATION - Double Sliding Door
TP-201 Scale 1:25



4 SOUTH ELEVATION - Single Sliding Door
TP-201 Scale 1:25



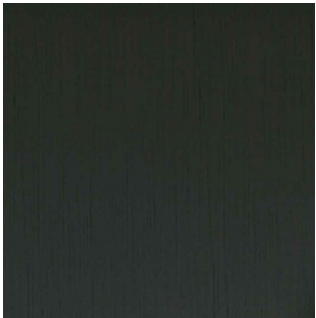
2 SECTION B - B - Callout 1
TP-301 Scale 1:20



3 SOUTH ELEVATION - Callout 2
TP-201 Scale 1:25

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AL:01 ALUMINIUM - POWDER COATED - VERTICAL MULLIONS



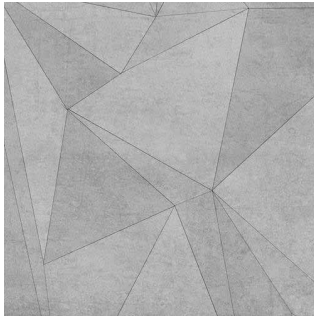
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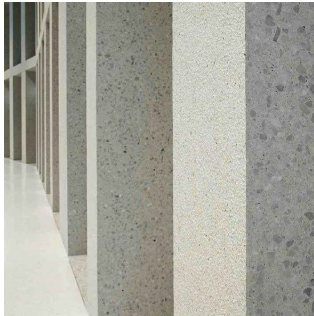
PS:01 PERFORATED ALUMINIUM - PWD COATED
- ARTWORK TO BE COMMISSIONED



GL:01 GLAZING - CLEAR - RESIDENTIAL



PC:04 PRECAST CONCRETE PANLES - CONCRETE - PATTERN
- ARTWORK TO BE COMMISSIONED



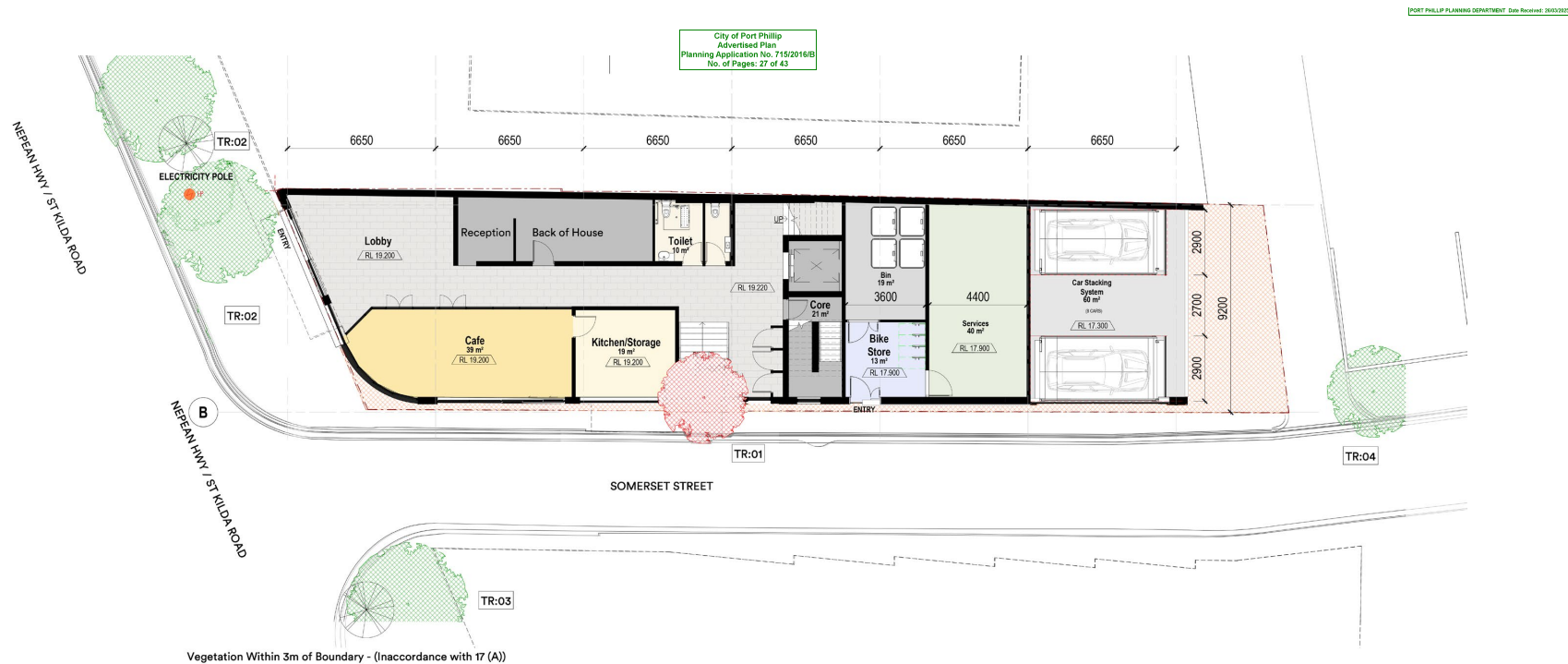
PC:02 PRECAST CONCRETE PANLES - CONCRETE - HONED



LV:01 LOUVRES - ALUMINIUM - PWD COATED - BLACK



GL:02 SERAPHIC GLASS - SCREENED PATTERN
- ARTWORK TO BE COMMISSIONED



Vegetation Within 3m of Boundary - (Inaccordance with 17 (A))



TR:01 JUGLANS CINEREA
"Butternut"



TR:02 MELALEUCA ALTERNIFOLIA
"Tea Tree - Narrow Leaved Paperbark"



TR:03 QUERCUS GAMBELII
"Gambel Oak"



TR:04 EUCALYPTUS GLOBULUS
"Gum Tree"

190-192 ST KILDA ROAD,
ST KILDA, VIC

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TP-402

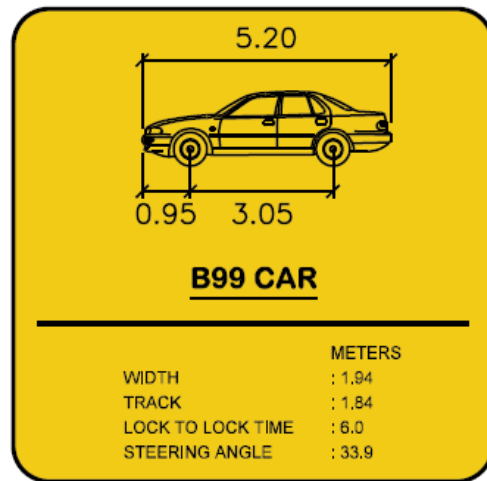
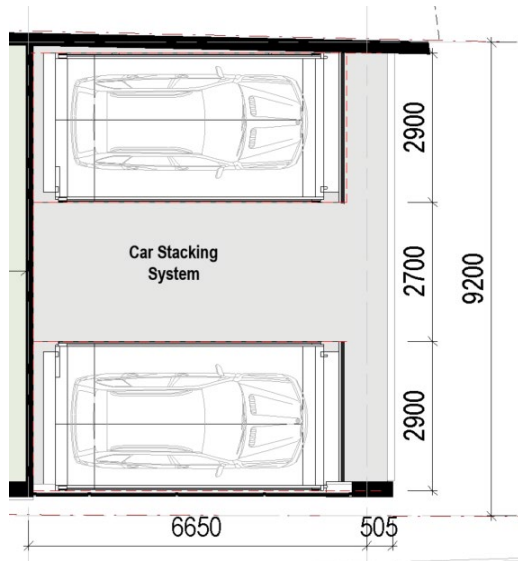
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SWEPT PATH DIAGRAMS

REVISION:
A

A 1 MARCH 2025 TOWN PLANNING
REV DATE DESCRIPTION

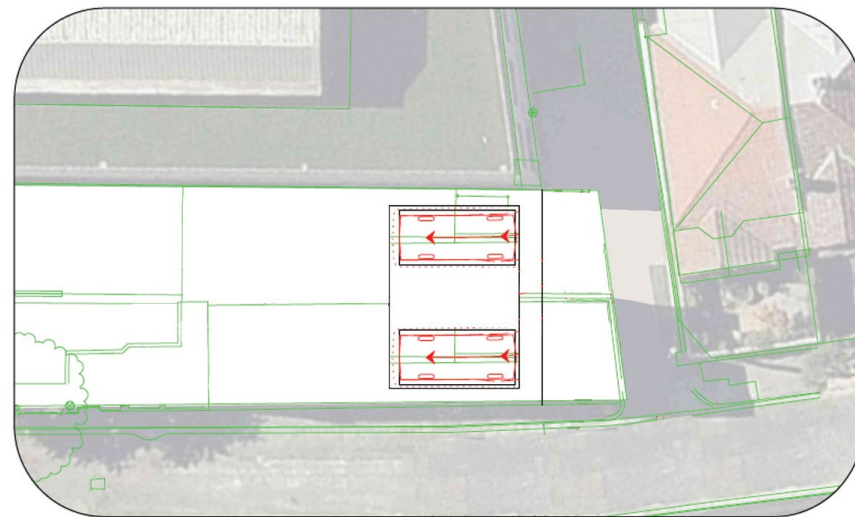
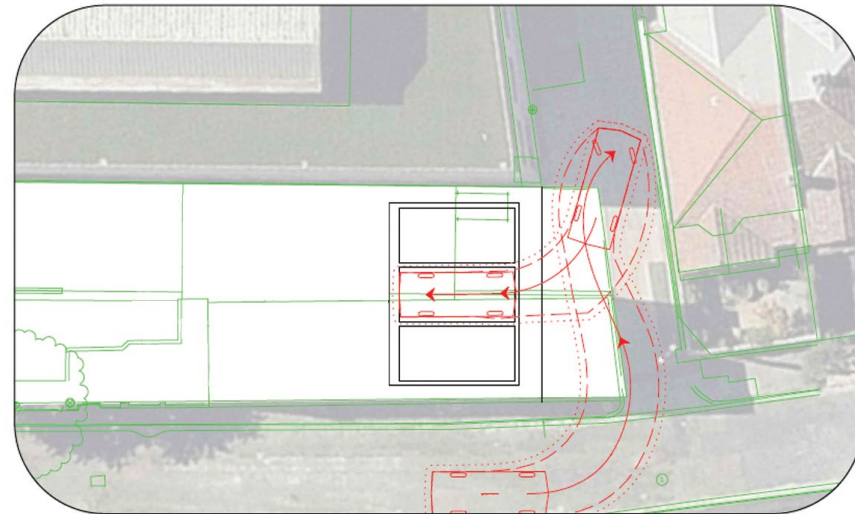


REAR ACCESS SWEEP PATHS



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SITE VISIBLE FEATURES

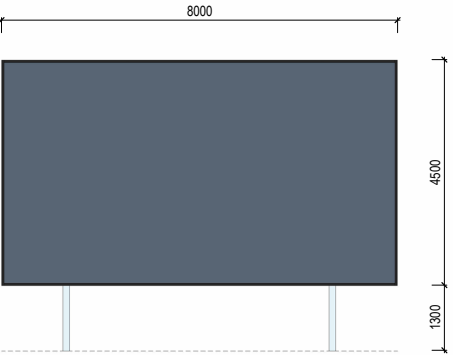
Artist's Impression



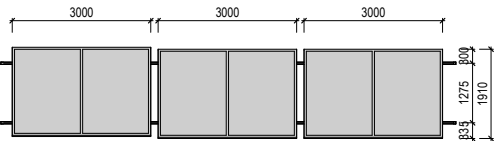
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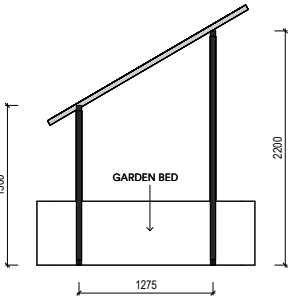
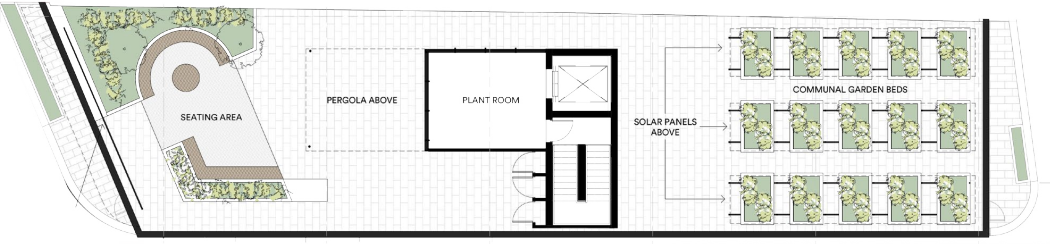
BILLBOARD



SOLAR PANELS



Roof Level Plan



190-192 ST KILDA ROAD,
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DRAWING NUMBER:
TP-404

DRAWING TITLE:
PROPOSED VISIBLE SITE FEATURES

REVISION:
A

REV DATE DESCRIPTION



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PROJECT NO: 23-0016
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DRAWING NUMBER: TP-500

DRAWING TITLE: ARTIST'S IMPRESSION

REVISION: C

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1	1 MAR 2025	TOWN PLANNING
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3	1 SEP 2023	TOWN PLANNING

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3.0 Shadow Study

101 KEYS ROAD,
MOORABBIN, VIC

PROJECT NO: 23-0002 REASON FOR ISSUE: TOWN PLANNING REVISION: C

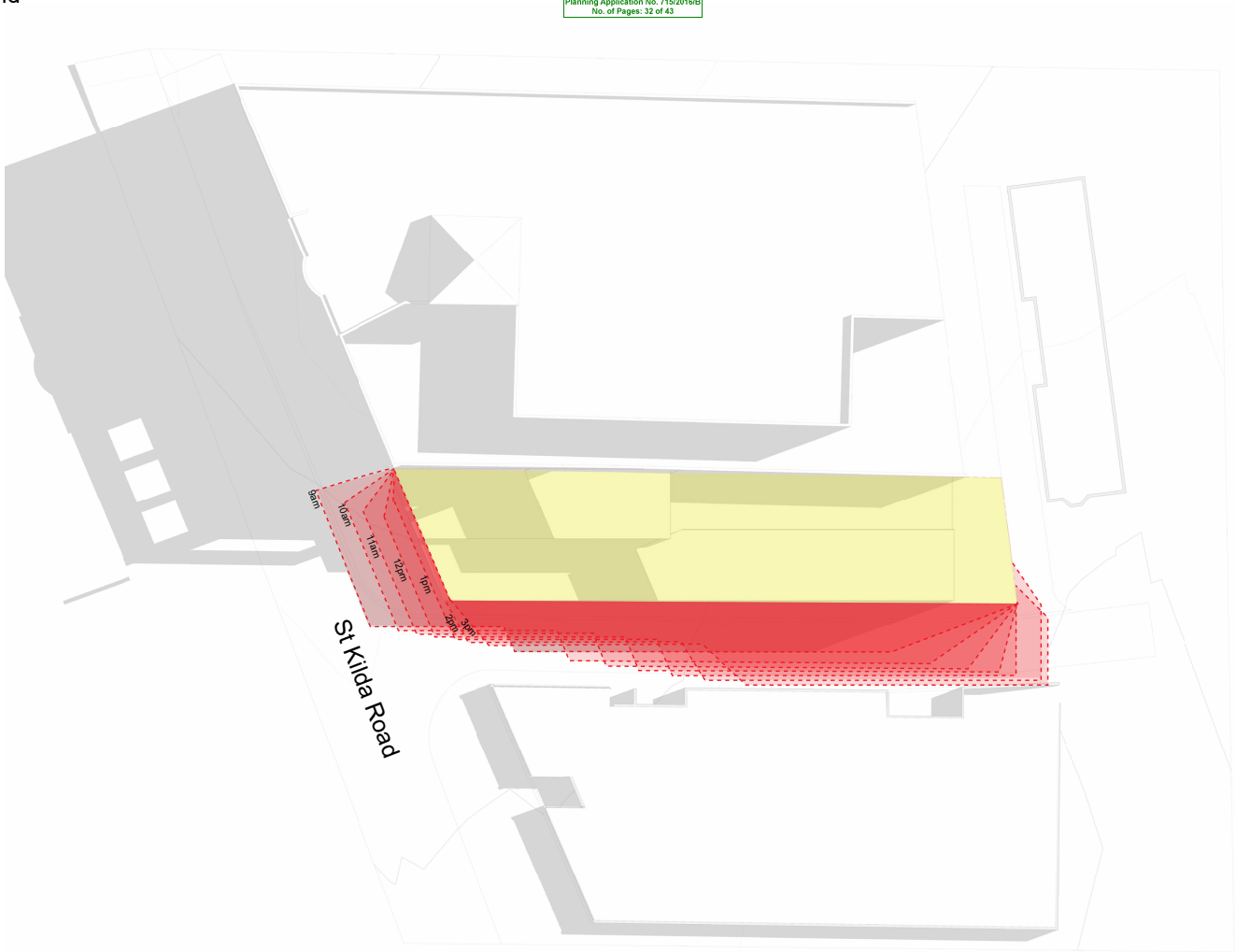
DATE:
MARCH 2025

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SEPTEMBER 22nd

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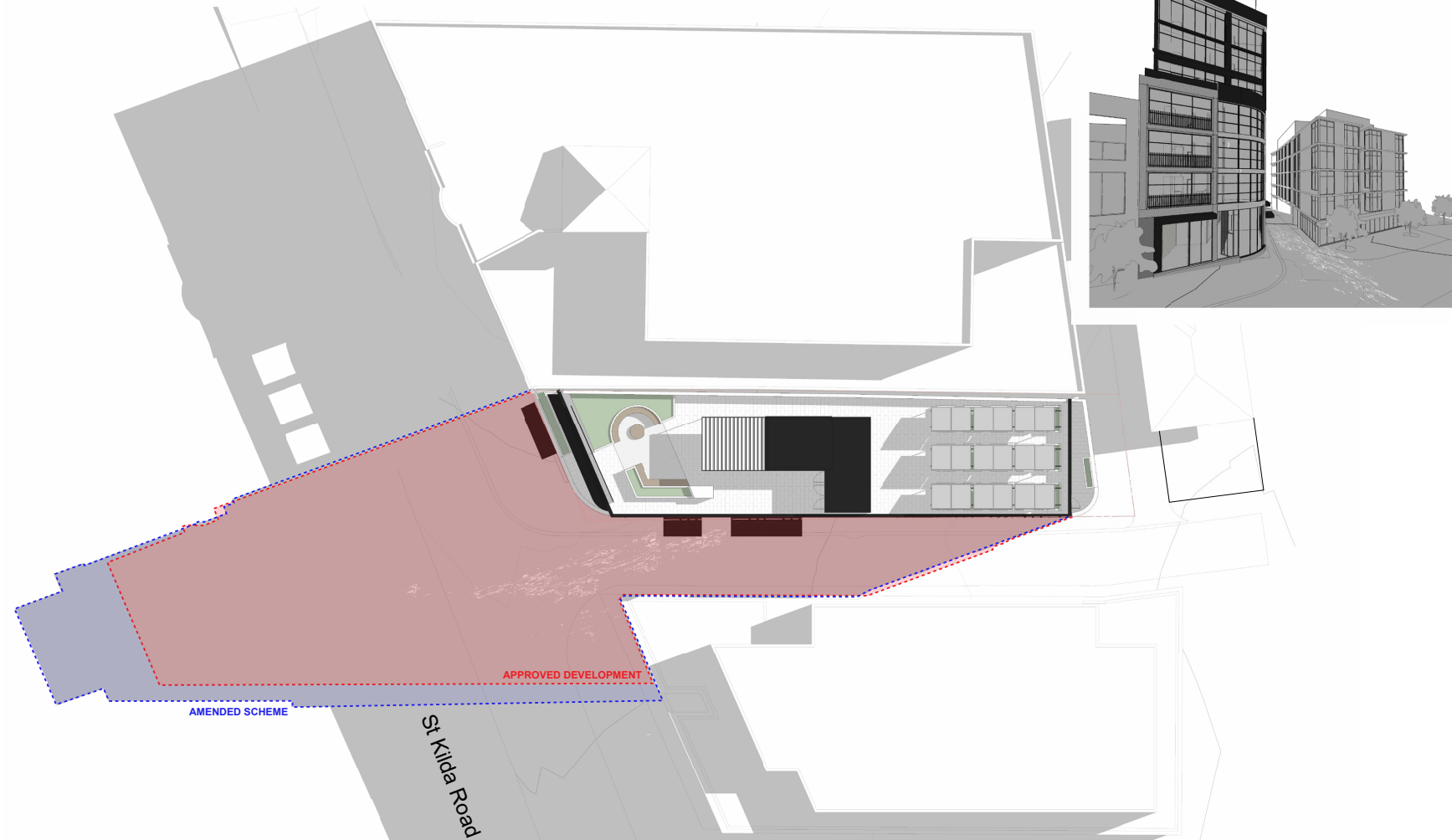
PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/02/2023



SEPTEMBER 22nd- 9 AM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 33 of 43

[PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/03/2025]



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-601

DRAWING TITLE:
SHADOW DIAGRAM 9 AM

REVISION:
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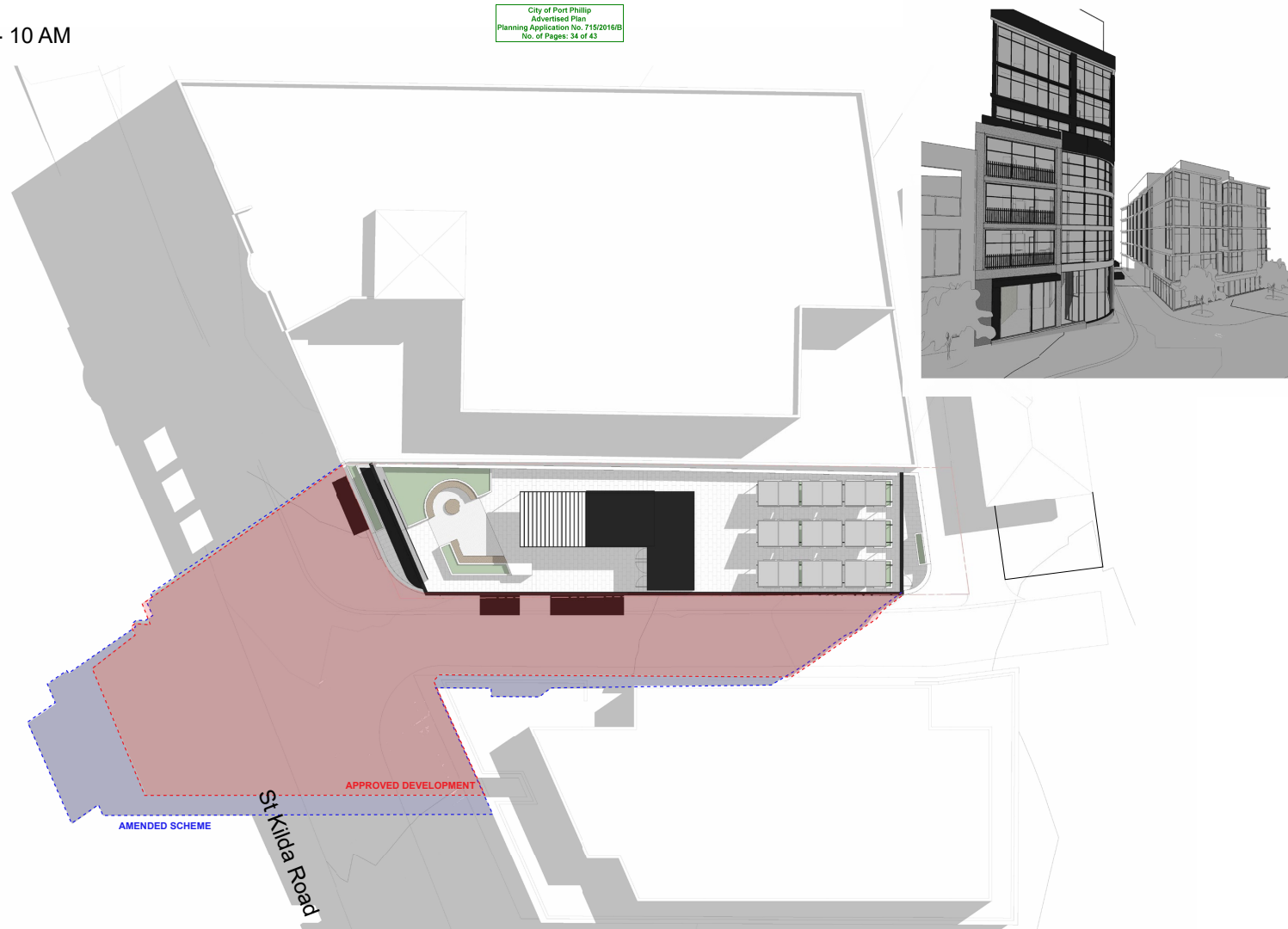
REV	DATE	DESCRIPTION
A	MARCH 2025	TOWN PLANNING

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SEPTEMBER 22nd- 10 AM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 34 of 43

[PORT PHILIP PLANNING DEPARTMENT Date Received: 26/03/2023]



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-602

DRAWING TITLE:
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REVISION:
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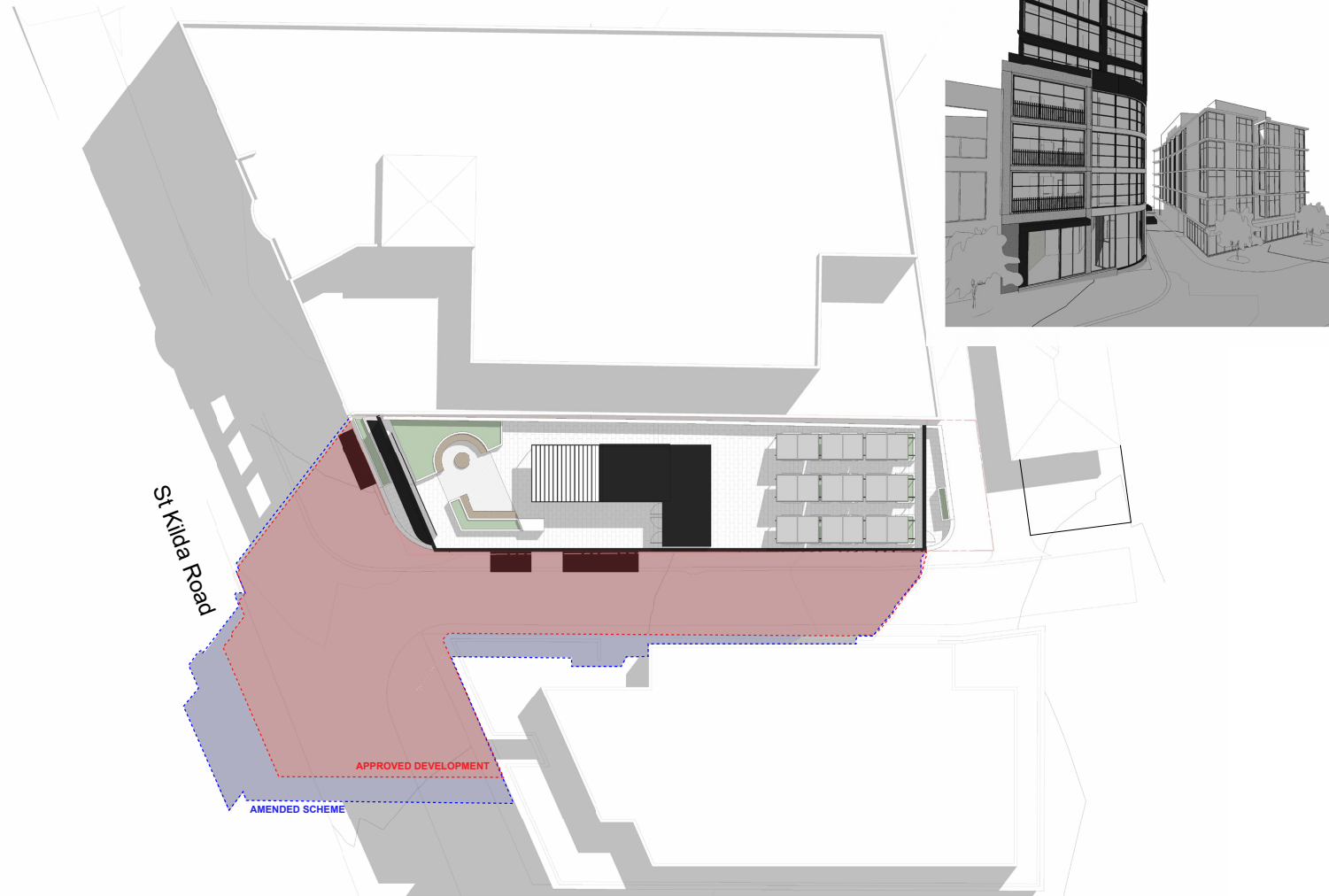
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REV. DATE DESCRIPTION



SEPTEMBER 22nd- 11 AM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 35 of 43

[PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/03/2023]



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-603

DRAWING TITLE:
SHADOW DIAGRAM 11 AM

REVISION:
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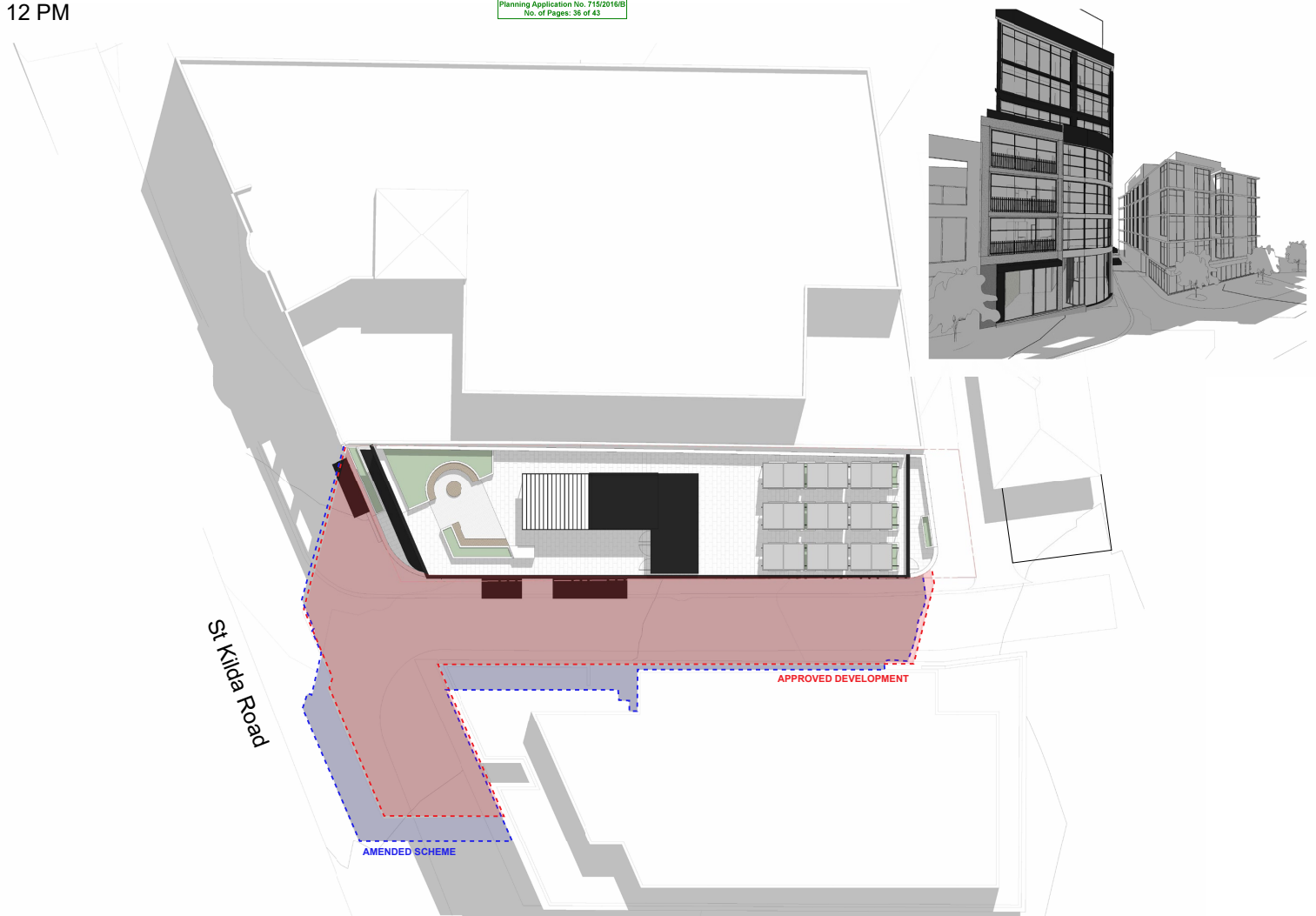
REV	DATE	DESCRIPTION
A	MARCH 2025	TOWN PLANNING

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SEPTEMBER 22nd- 12 PM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
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[PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/03/2025]



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-604

DRAWING TITLE:
SHADOW DIAGRAM 12 PM

REVISION:
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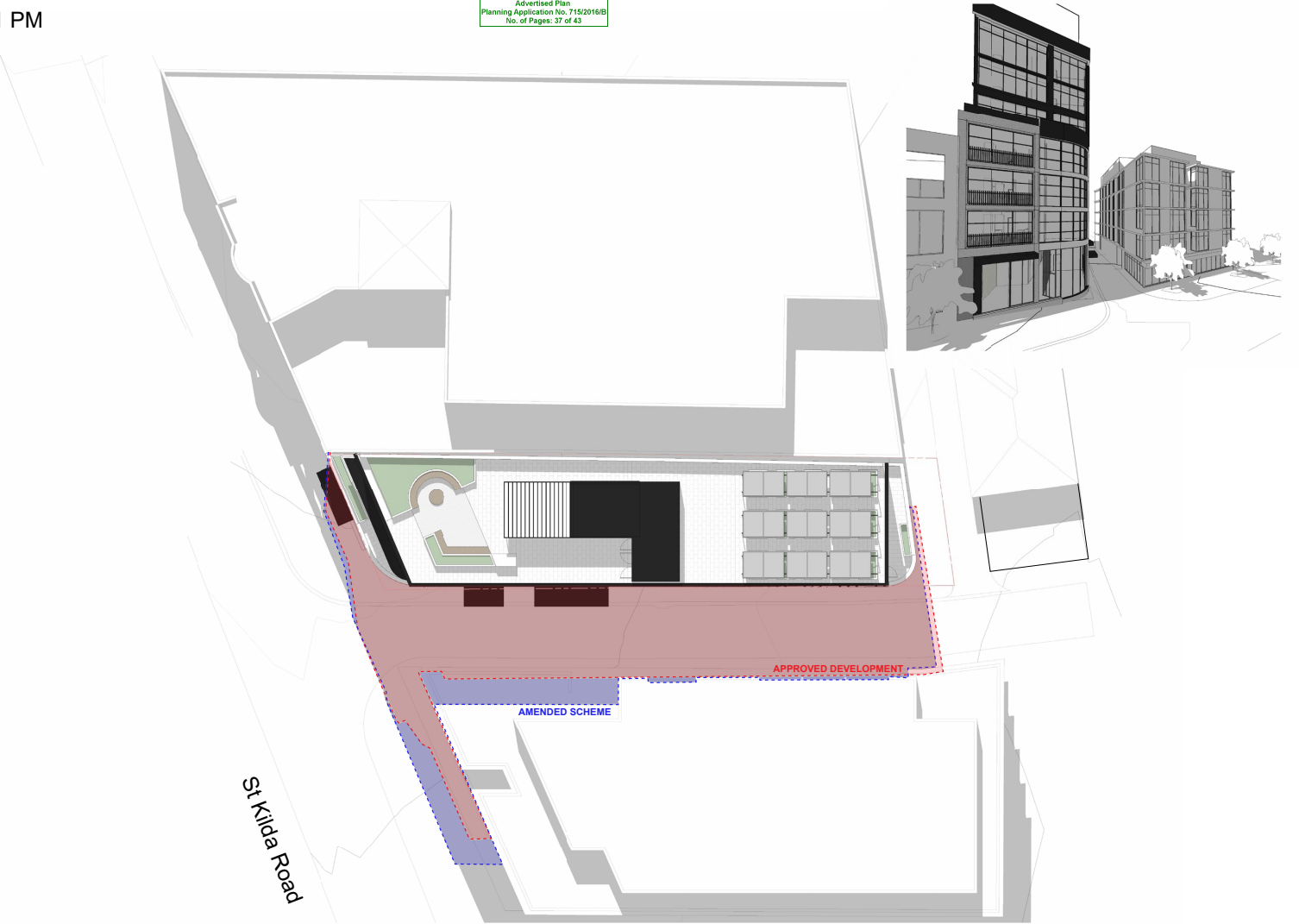
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SEPTEMBER 22nd- 1 PM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 37 of 43

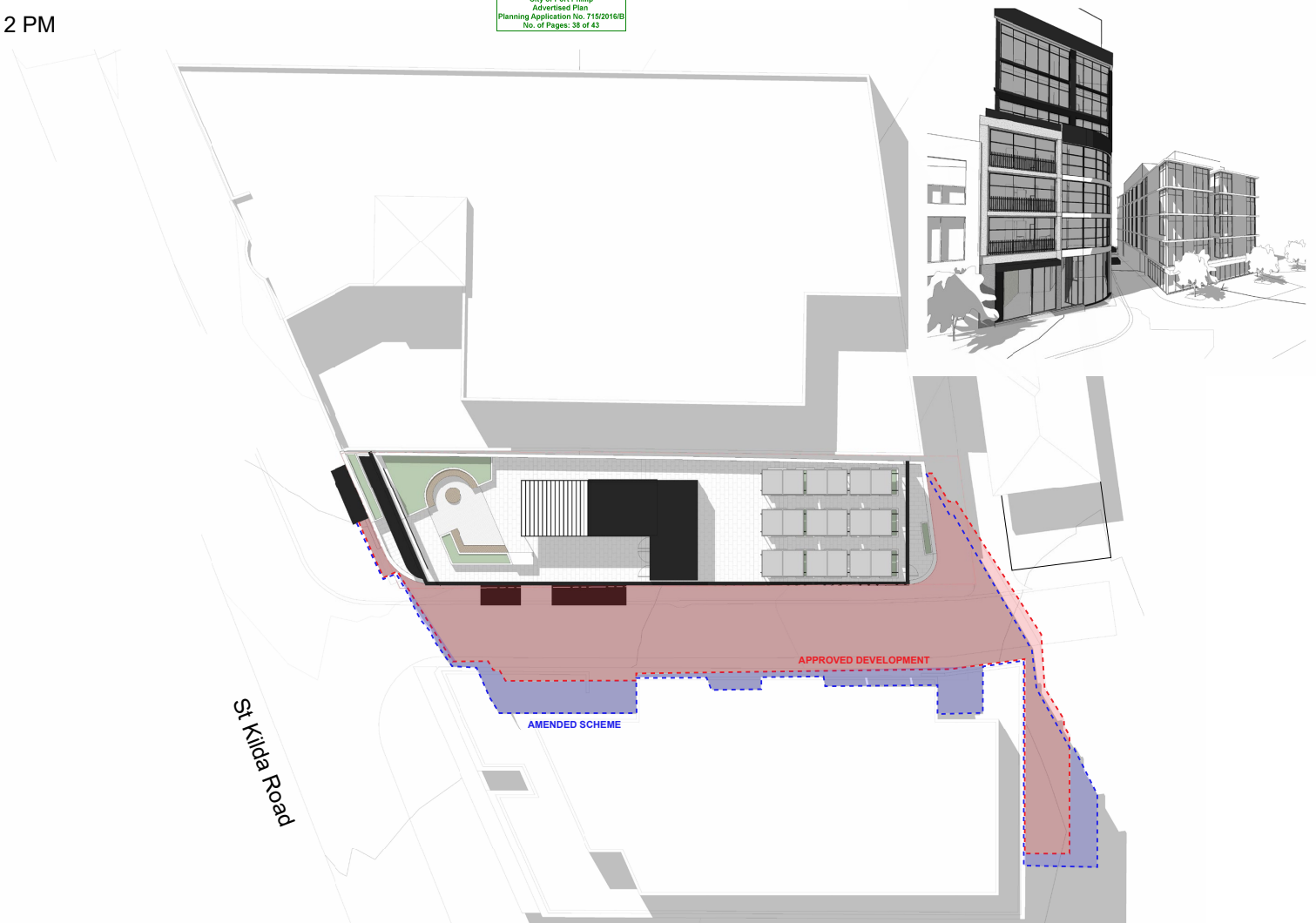
PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/03/2025



SEPTEMBER 22nd- 2 PM

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 38 of 43

[PORT PHILLIP PLANNING DEPARTMENT Date Received: 26/03/2025]



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-606

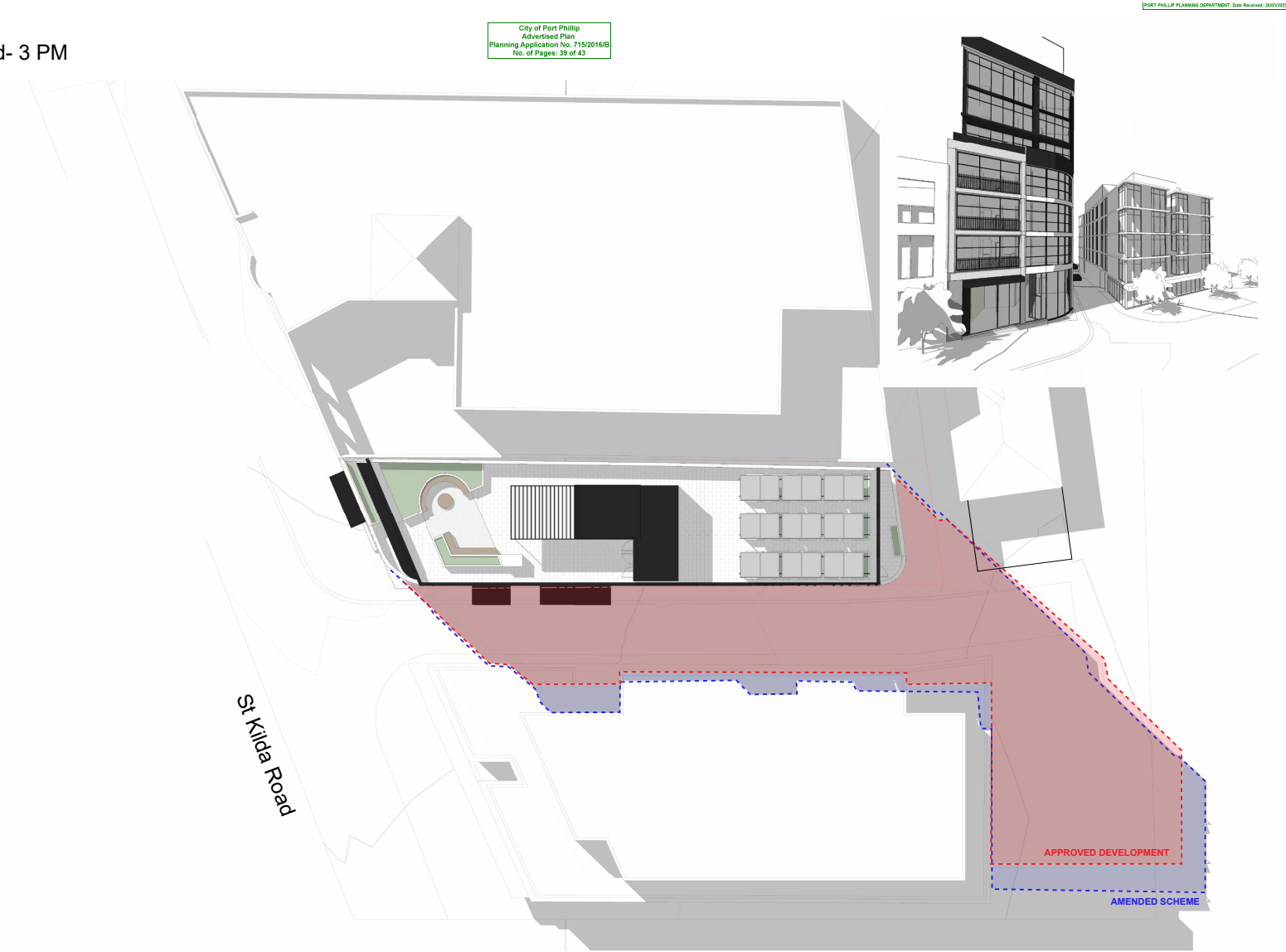
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REVISION:
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REV	DATE	DESCRIPTION
A	MARCH 2025	TOWN PLANNING

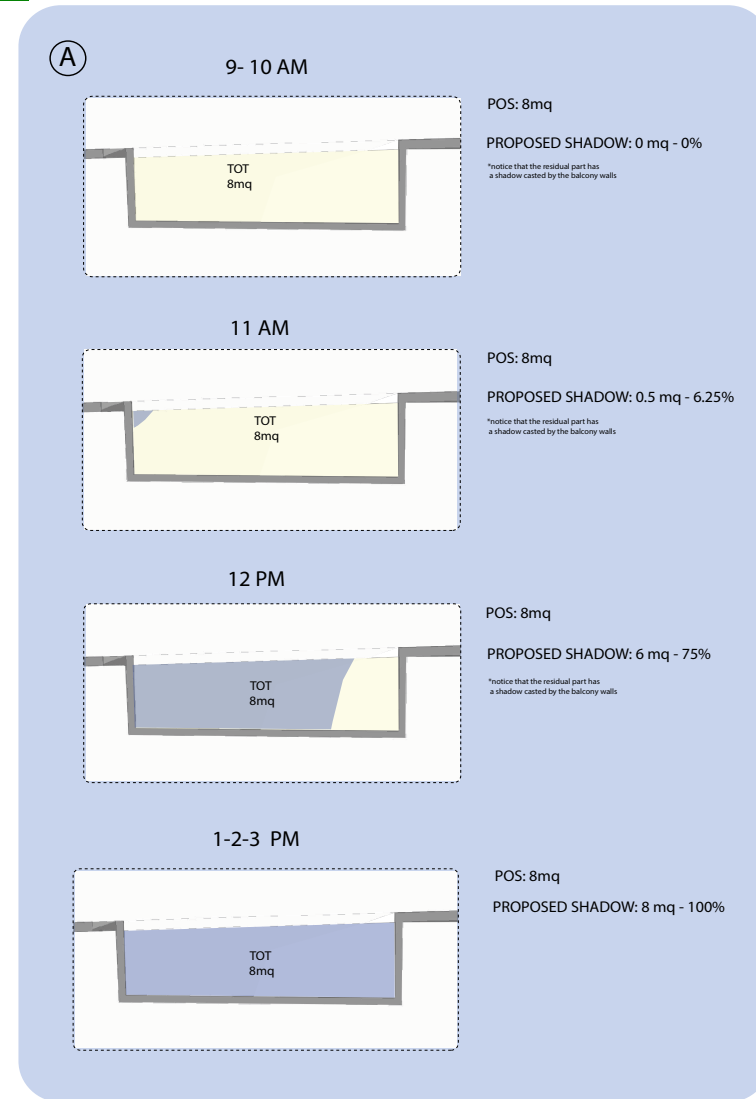
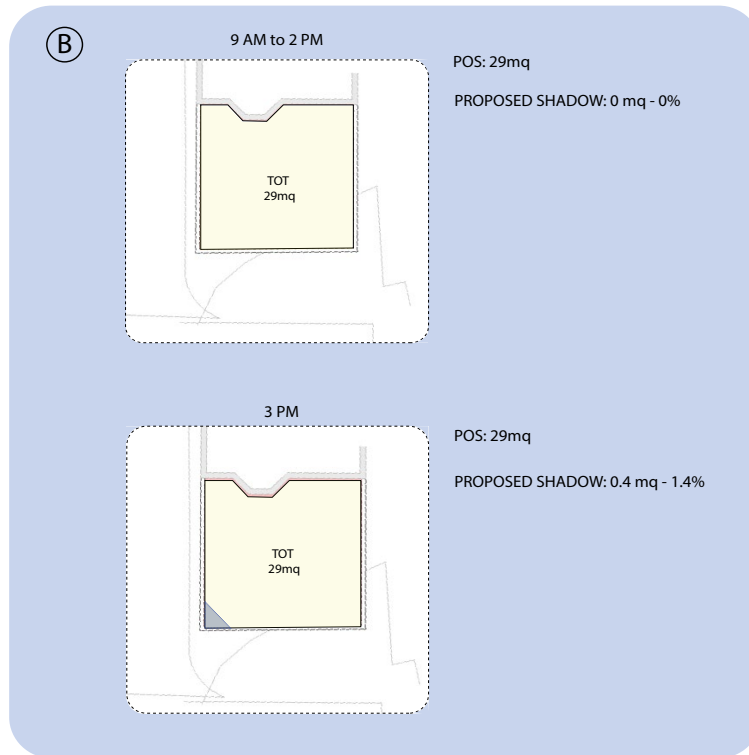
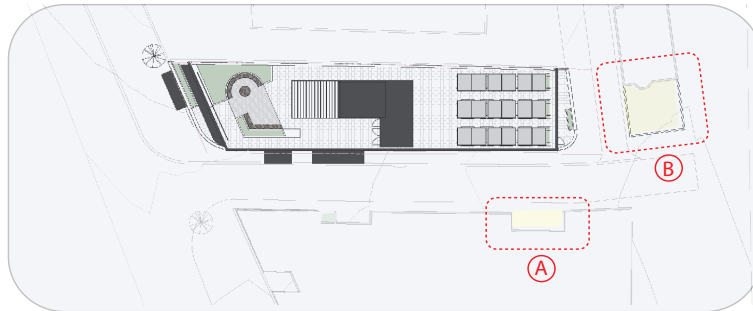
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SEPTEMBER 22nd- 3 PM



LEVEL GROUND- POS SHADOW STUDY

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 40 of 43



190-192 ST KILDA ROAD,
ST KILDA, VIC

PROJECT NO:
23-0016

REASON FOR ISSUE:
TOWN PLANNING

DATE:
MARCH 2025

DRAWING NUMBER:
TP-608

DRAWING TITLE:
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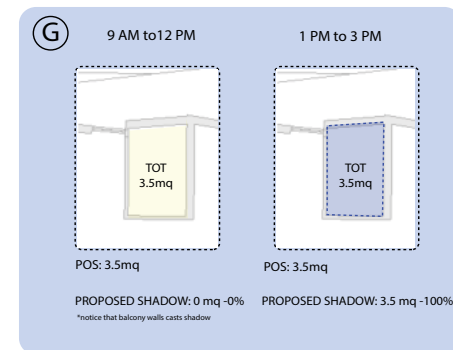
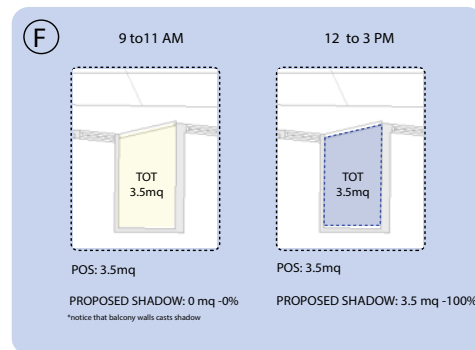
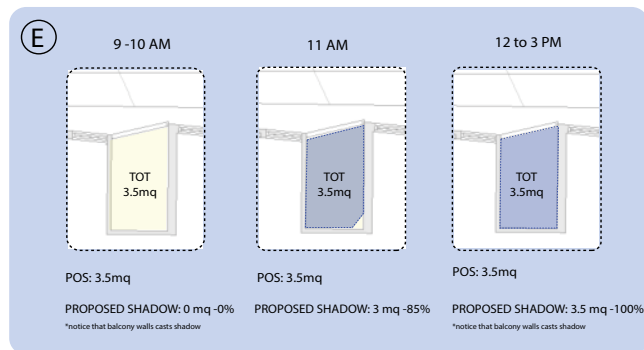
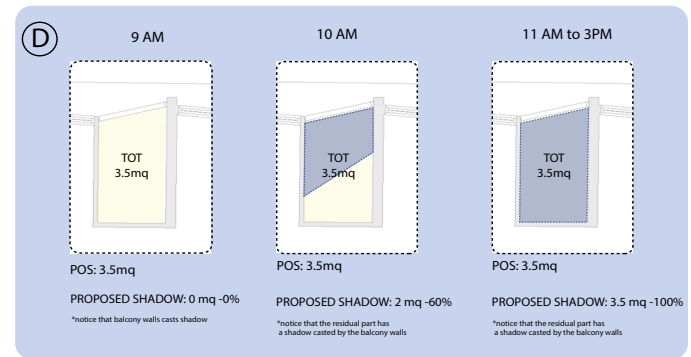
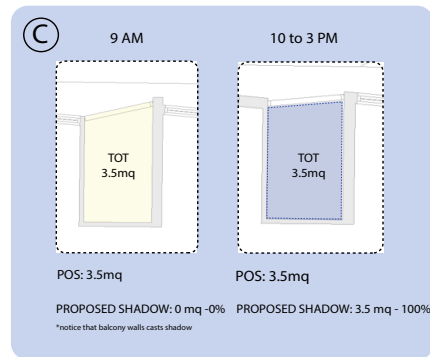
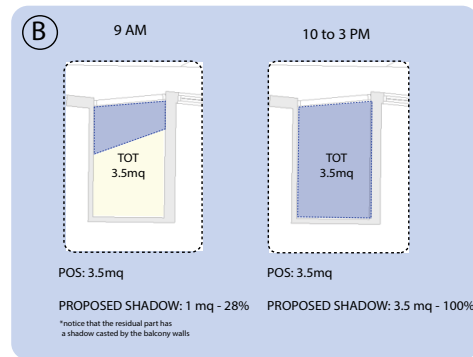
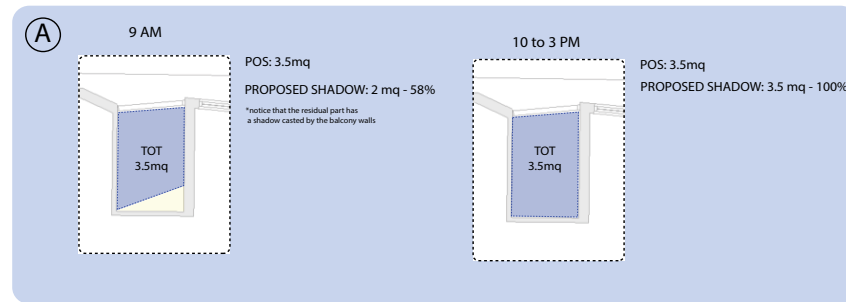
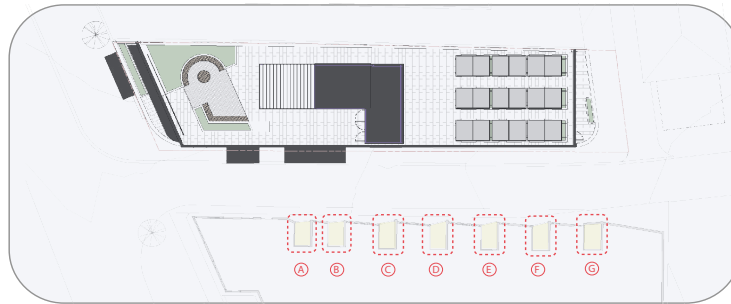
REVISION:
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REV	DATE	DESCRIPTION
1	MARCH 2025	TOWN PLANNING

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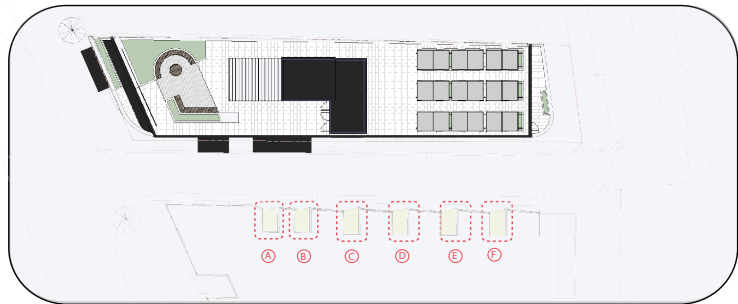
City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 41 of 43

LEVEL 01 - POS SHADOW STUDY



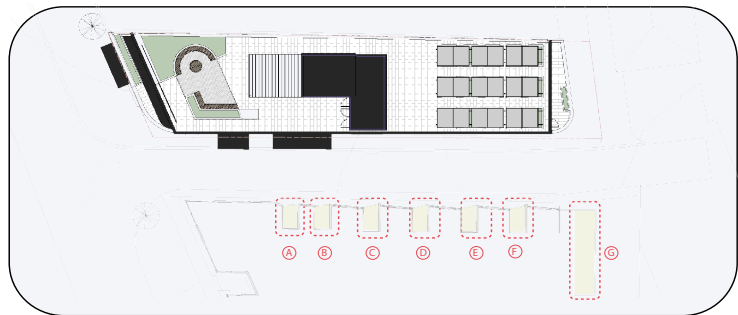
City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/B
No. of Pages: 42 of 43

LEVEL 02- POS SHADOW STUDY

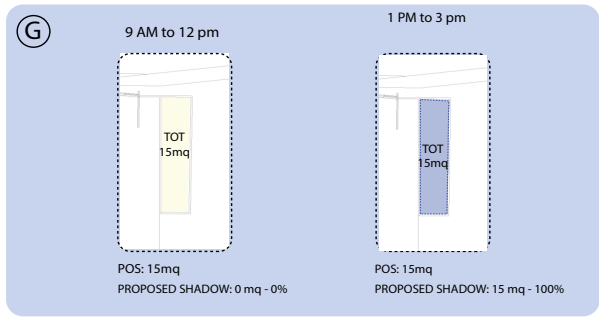


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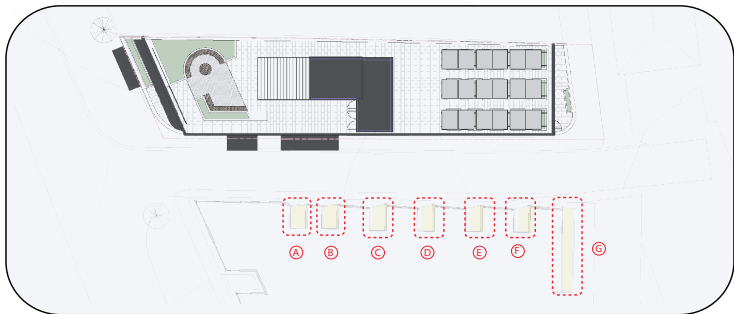
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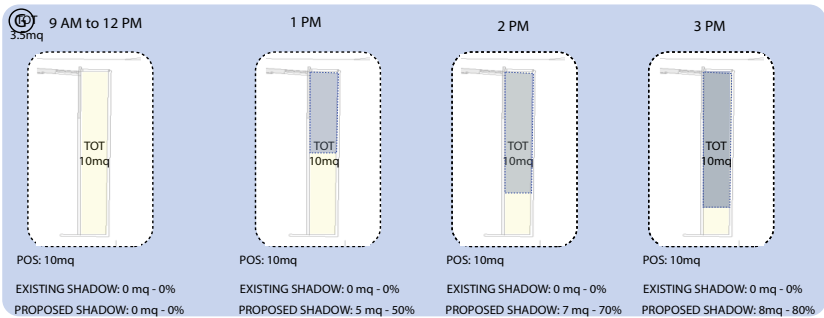
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LEVEL 04- POS SHADOW STUDY



A to F: REFER TO LEVEL 01



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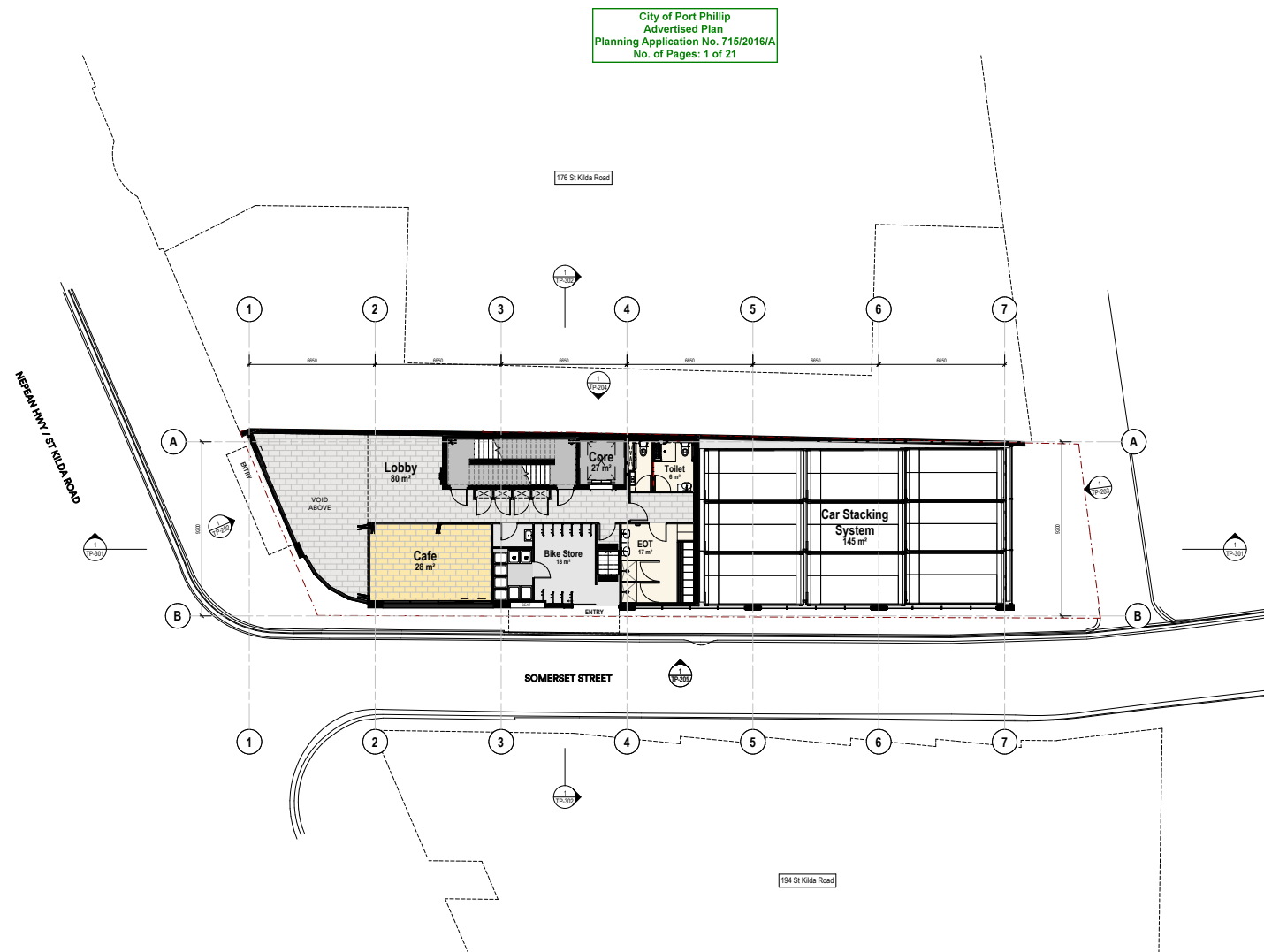
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Studio
Bastings Street, Northcote.
Level 1, 210 High Street
Northcote, Victoria.
Australia. 3070

City of Port Phillip
Advertised Plan
Planning Application No. 710/2016(B)
No. of Pages: 43 of 43

[City of Port Phillip Development Assessment System]



PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
GROUND LEVEL

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

PROJECT NO
23-0016

STATUS

TOWN PLANNING

DWG NO
TP-100

REV
B

5

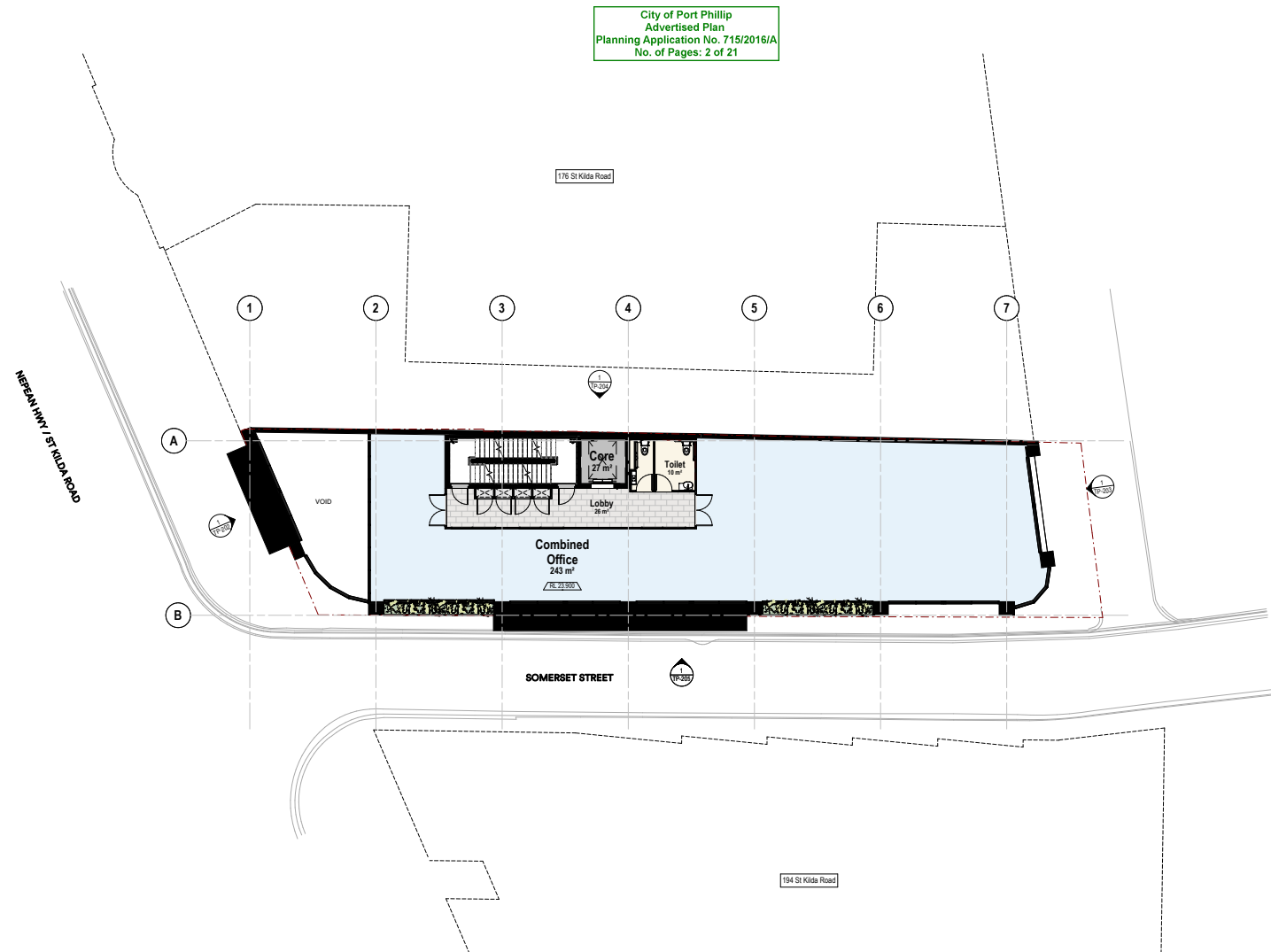
B	NOVEMBER 2023	TP - RFI RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING

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ACN. 083 232 393
ABN. 62 083 232 393
ARBV. 600278

Document Set ID: 7605893



PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LEVEL 01

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

A horizontal number line with tick marks at 0, 1, 2, 3, and 5. The segment between 2 and 3 is shaded gray.

PROJECT NO
23-0016

STATUS

TOWN PLANNING

DWG NO
TP-101

11101

REV
B

5

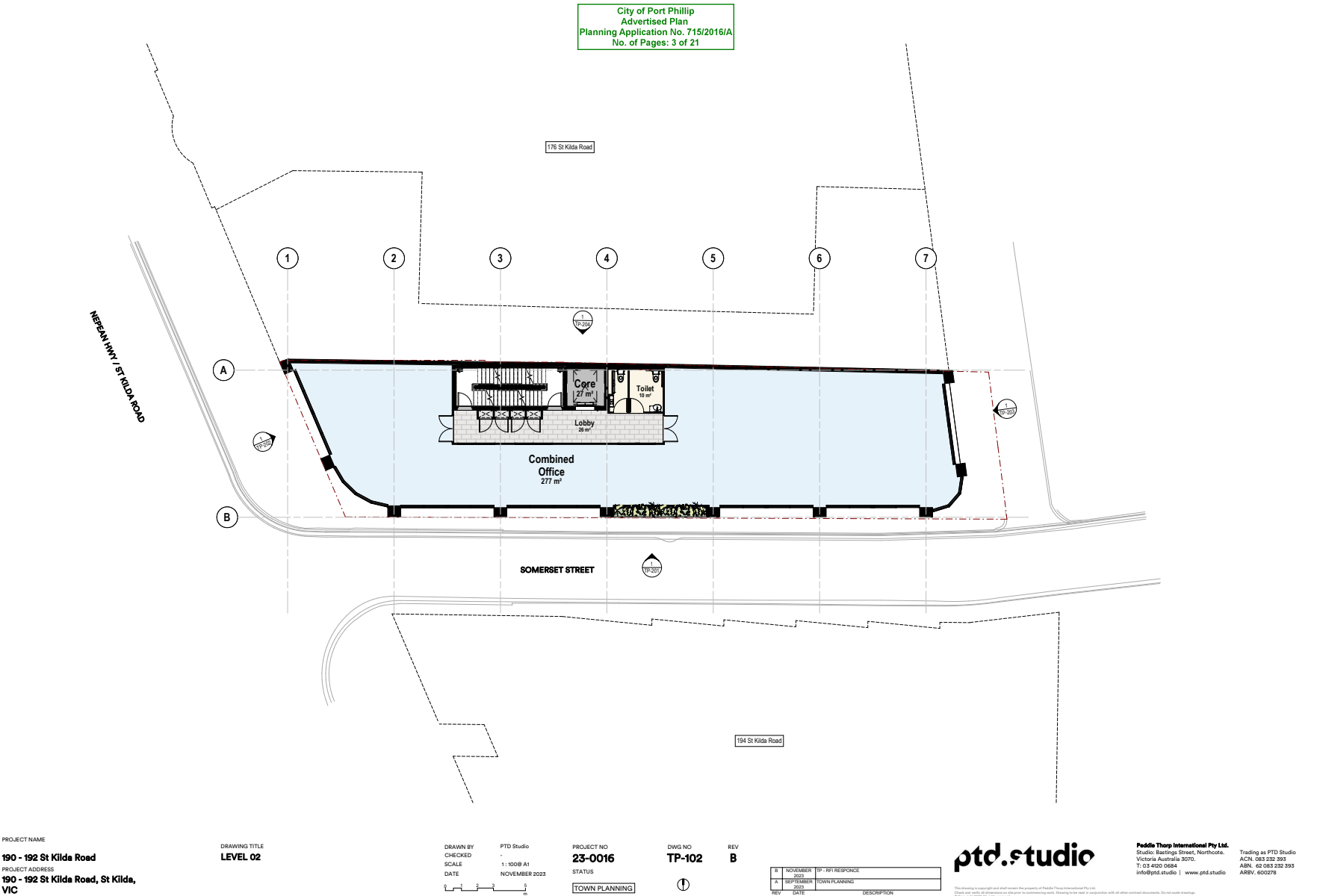
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A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

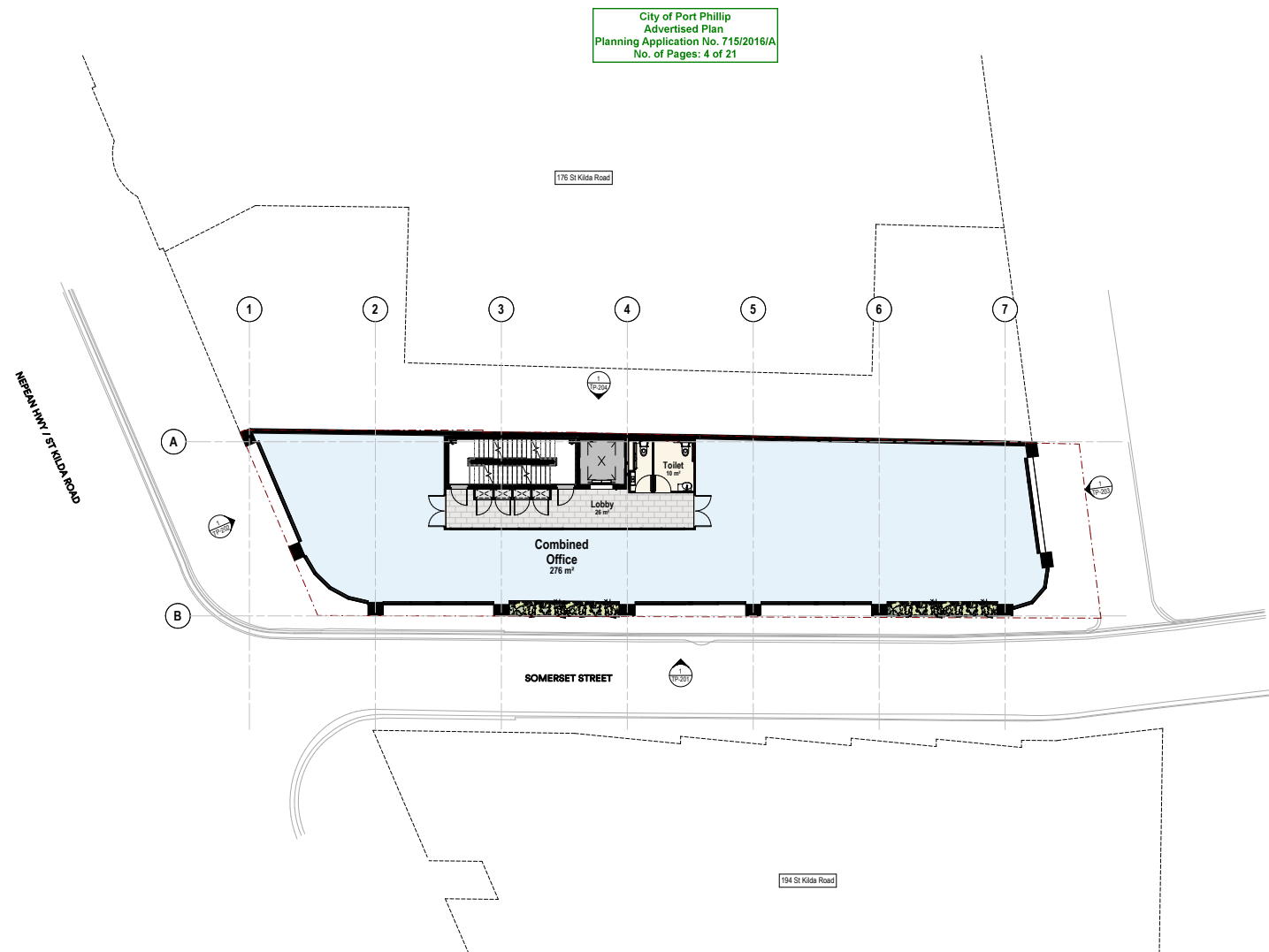
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PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LEVEL 03

LEVEL 03

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

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PROJECT NO
23-0016

STATUS

STATUS

TOWN PLANNING

DWG NO
TP-103

11 100

REV
B

5

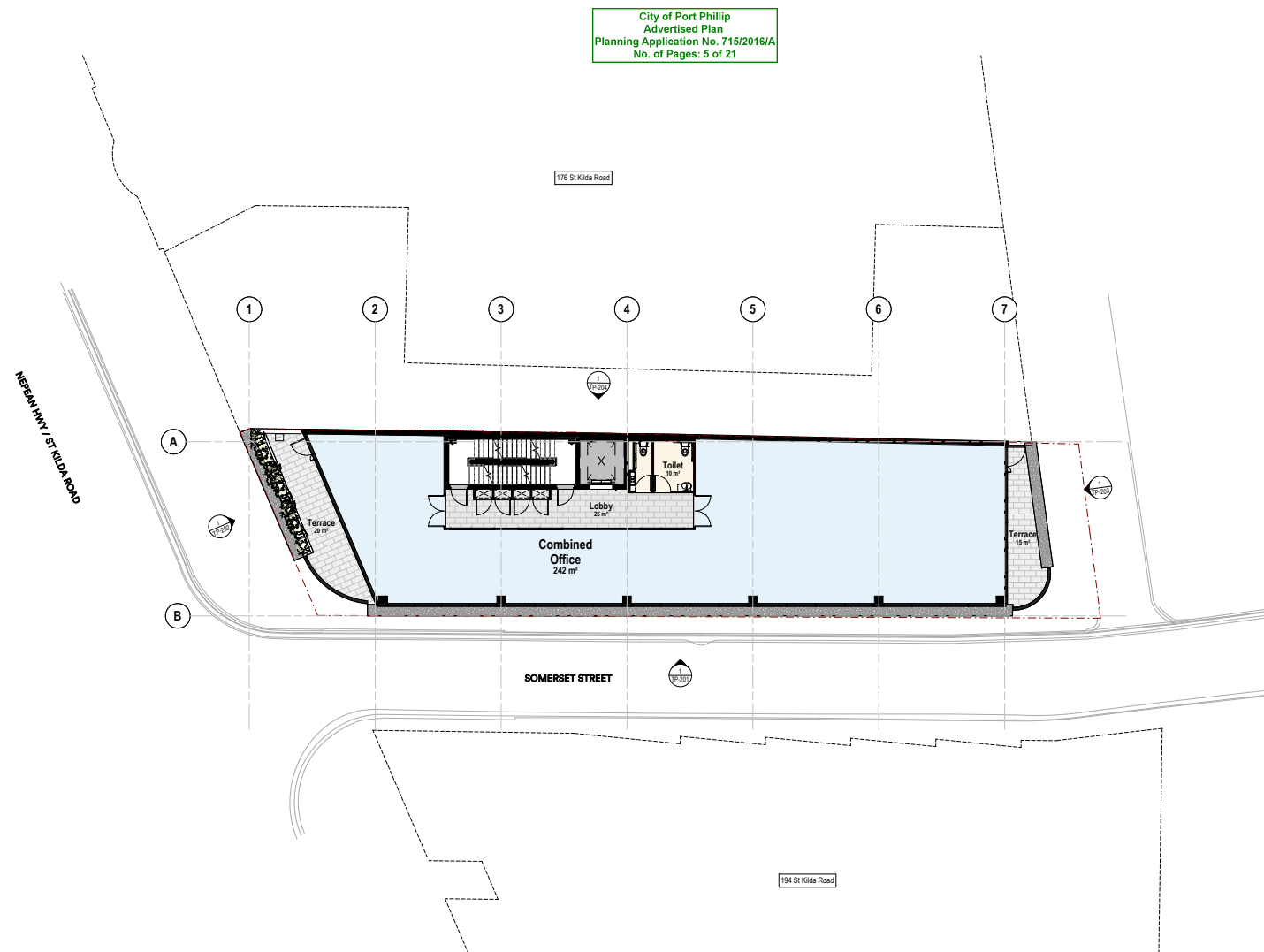
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A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

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PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LEVEL 04

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

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PROJECT NO
23-0016

STATUS

TOWN PLANNING

TP-104

REV
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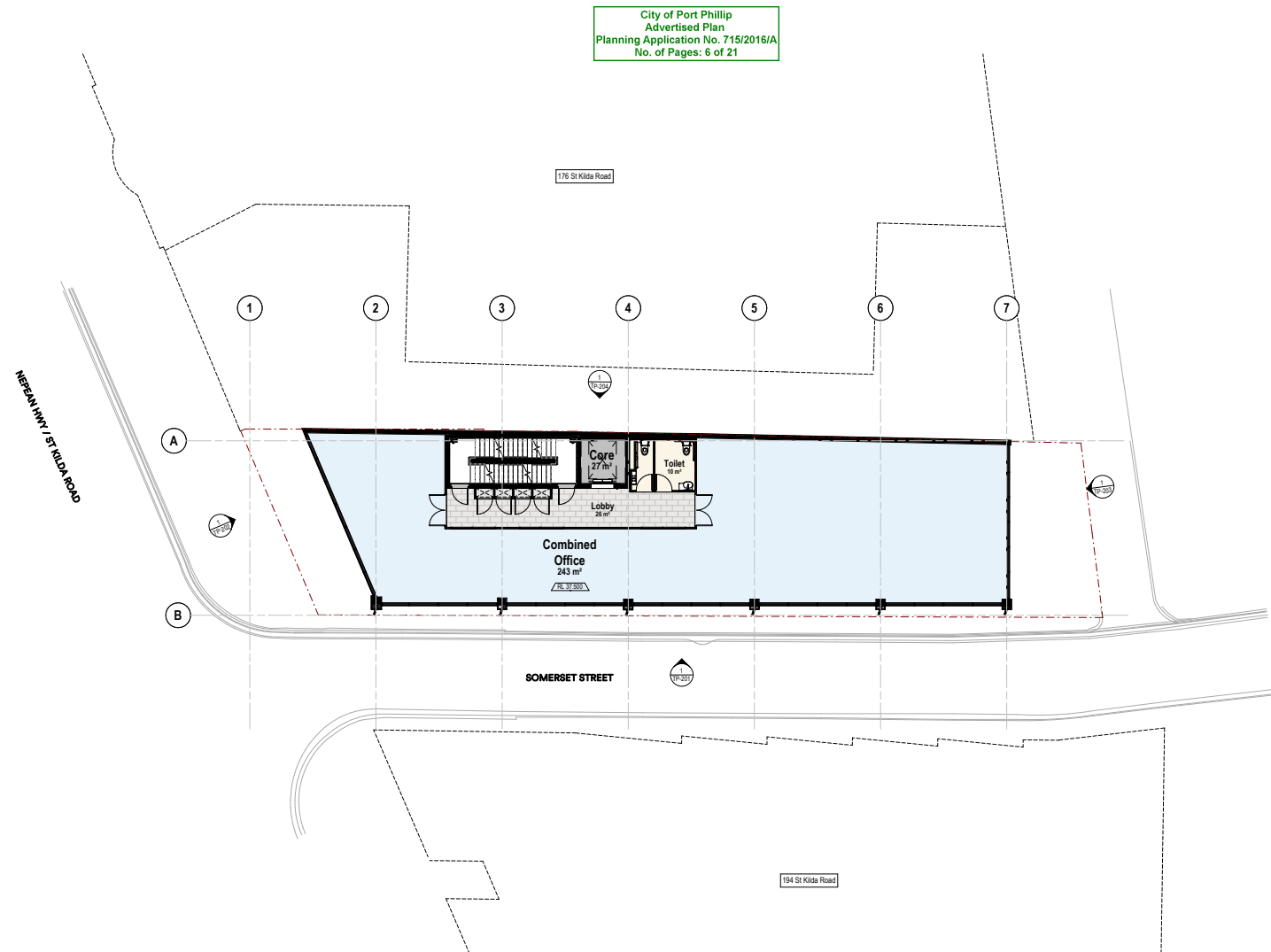
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A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

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ARBV. 600278

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PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LEVEL 05

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

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PROJECT NO
23-0016

STATUS

TOWN PLANNING

DWG NO
TP-105

REV
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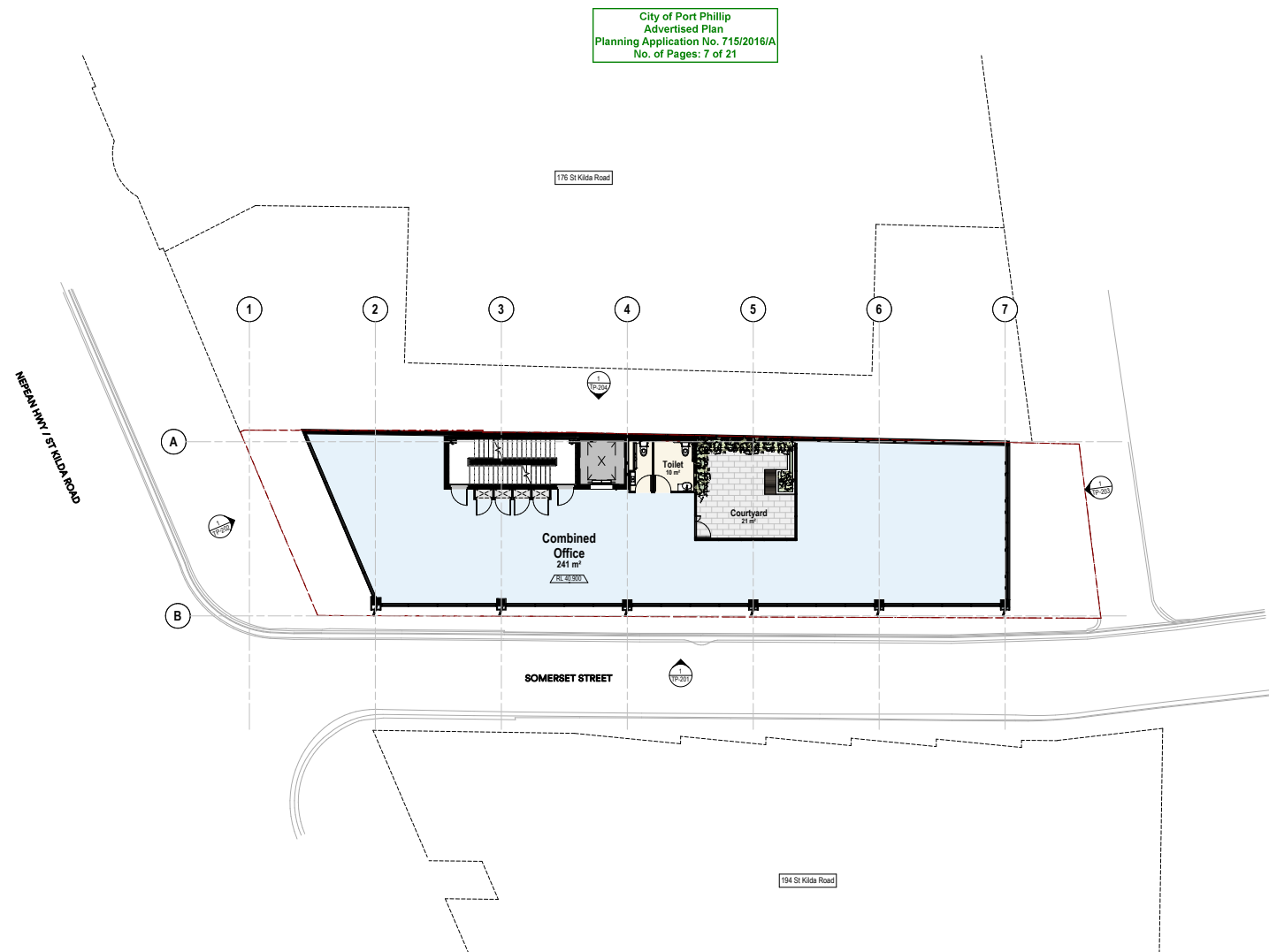
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REV	DATE	DESCRIPTION

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PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LEVEL 06

DRAWN BY	PTD Studio
CHECKED	-
SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

PROJECT NO
23-0016

STATUS

TOWN PLANNING

DWG NO
TP-106

REV
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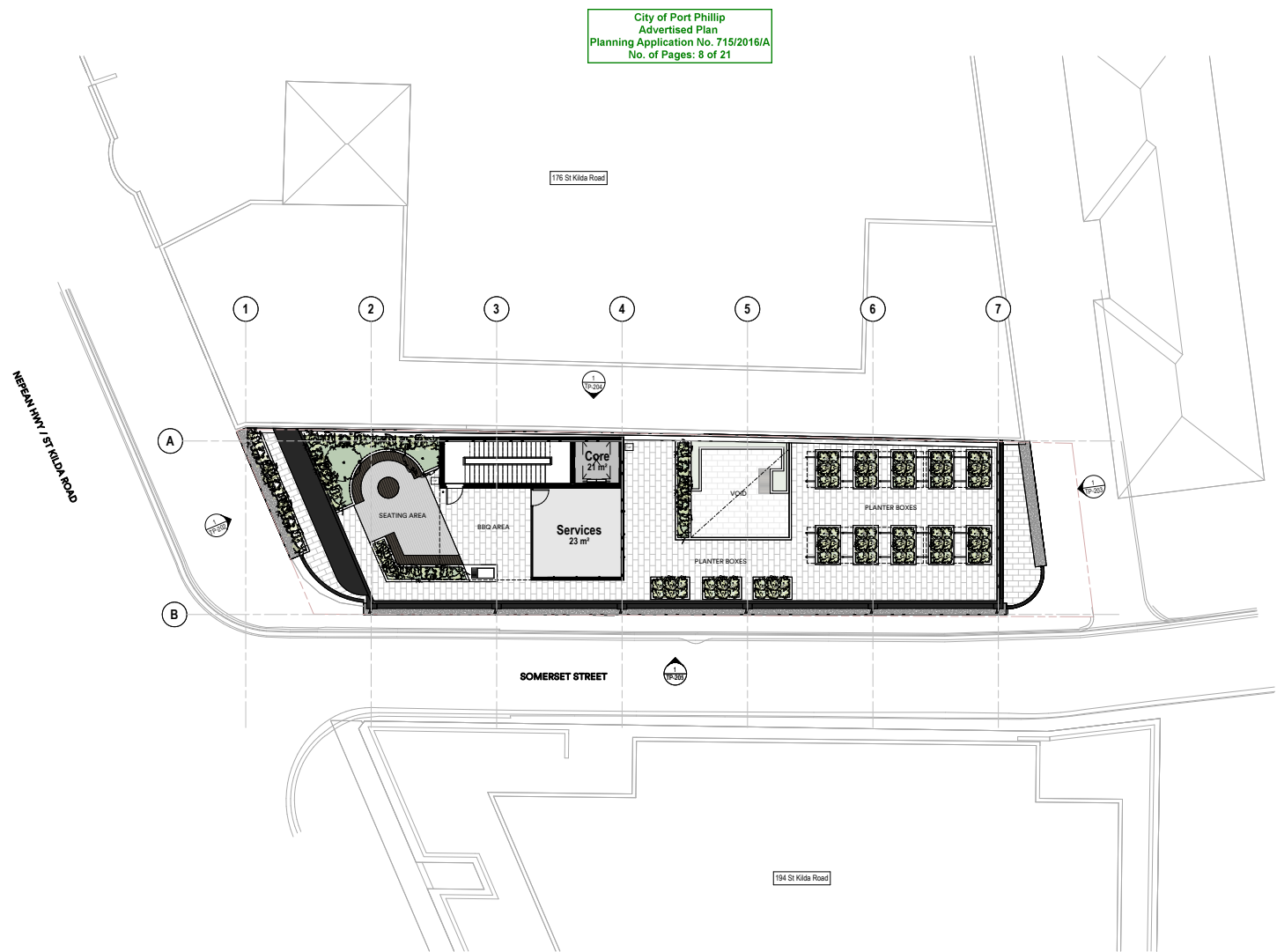
B	NOVEMBER 2023	TP - RFI RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

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PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
ROOF TERRACE LEVEL

DRAWN BY PTD Studio
CHECKED -
SCALE 1:100 @ A1
DATE NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-107
REV
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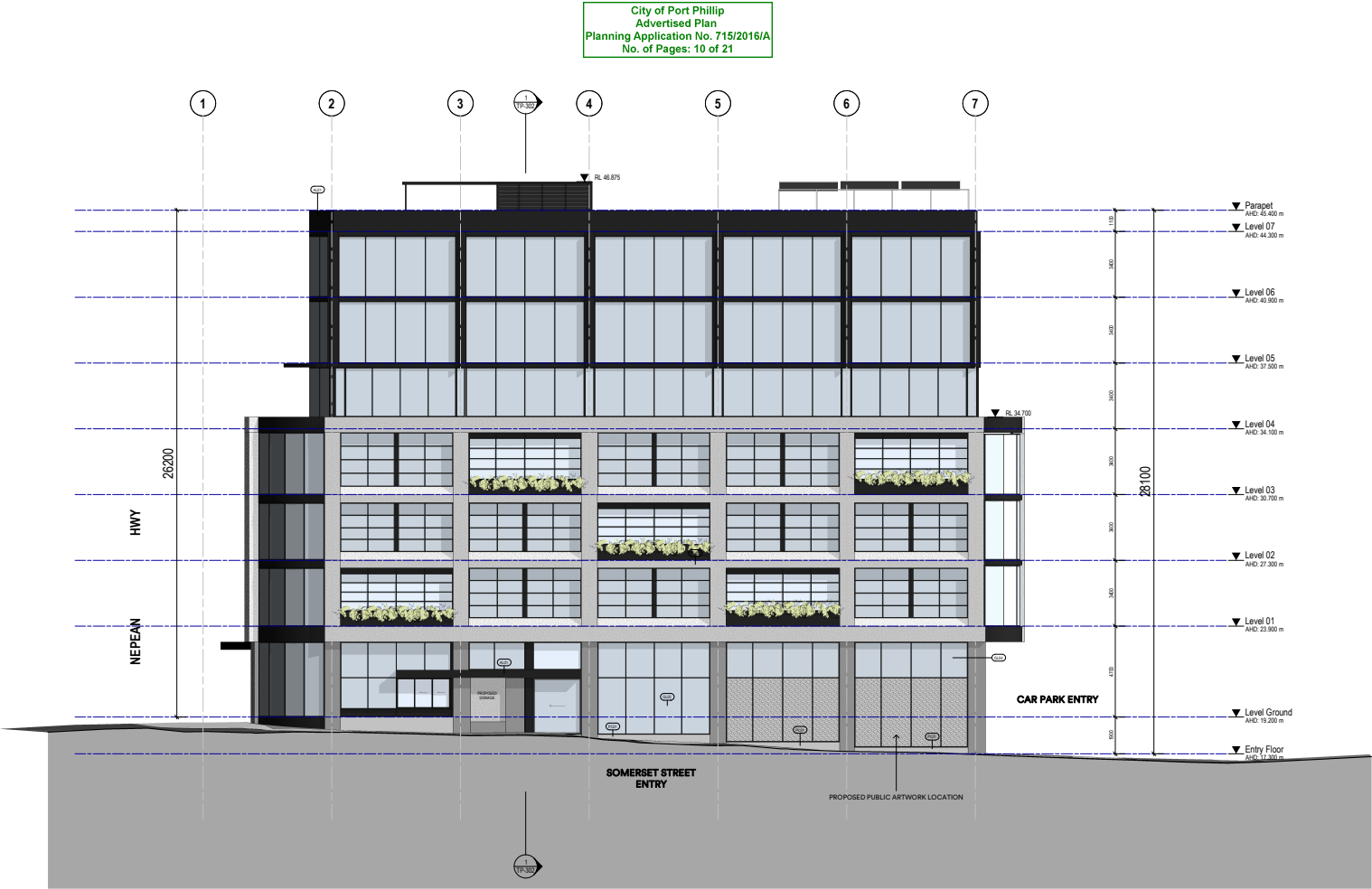
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A	SEPTEMBER 2023	TOWN PLANNING

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ABN: 62 083 232 393
ARSV: 600278





PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
SOUTH ELEVATION

DRAWN BY
CHECKED
SCALE
DATE
PTD Studio
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1:1000 A1
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-201
REV
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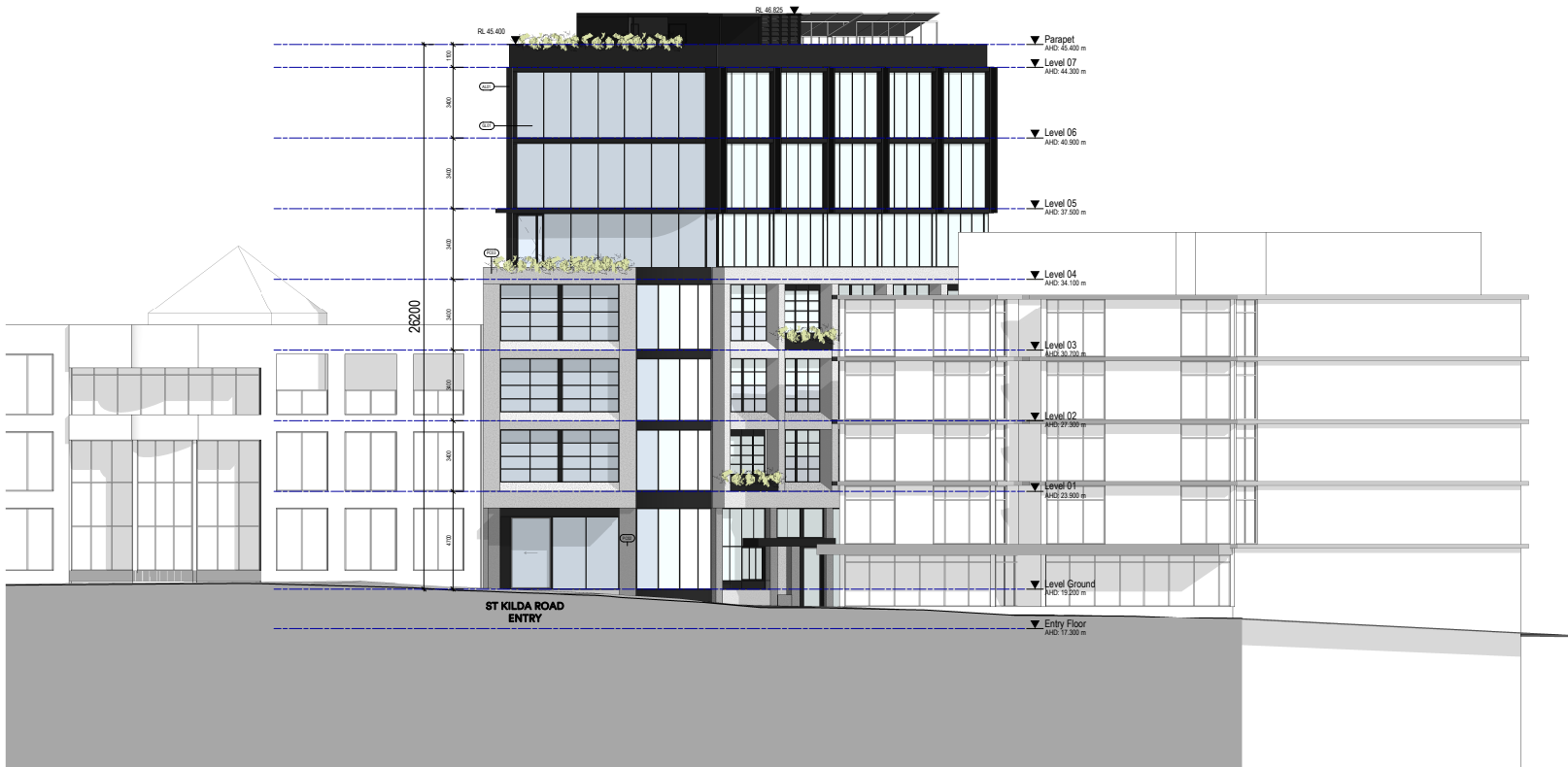
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A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

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City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
No. of Pages: 11 of 21



PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
WEST ELEVATION

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SCALE 1:100 @ A1
DATE NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-202
REV
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B	NOVEMBER 2023	TP - RPT RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

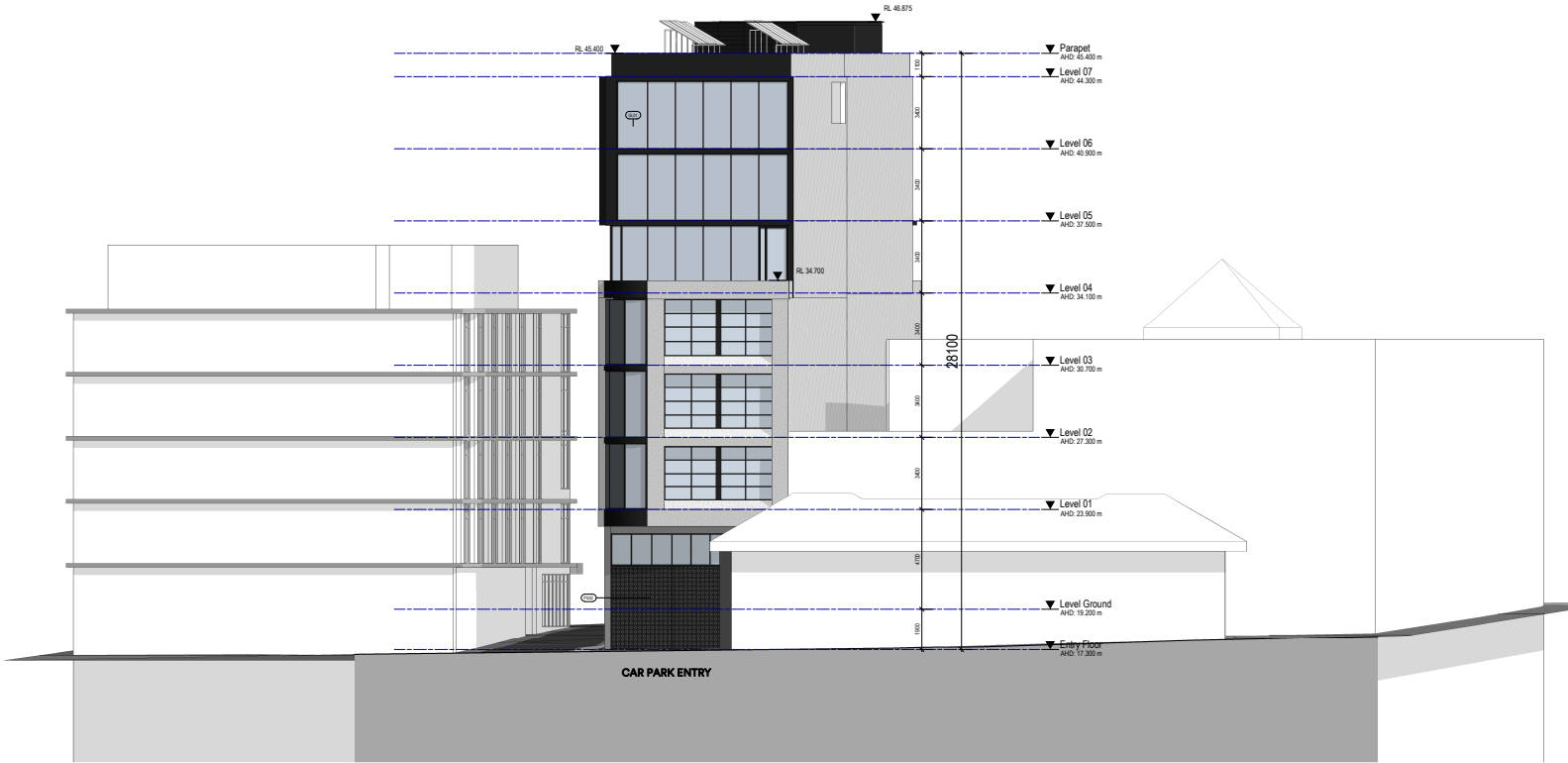
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ABRV: 600278

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City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
No. of Pages: 12 of 21



PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
EAST ELEVATION

DRAWN BY
CHECKED
SCALE
DATE
PTD Studio
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NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-203
REV
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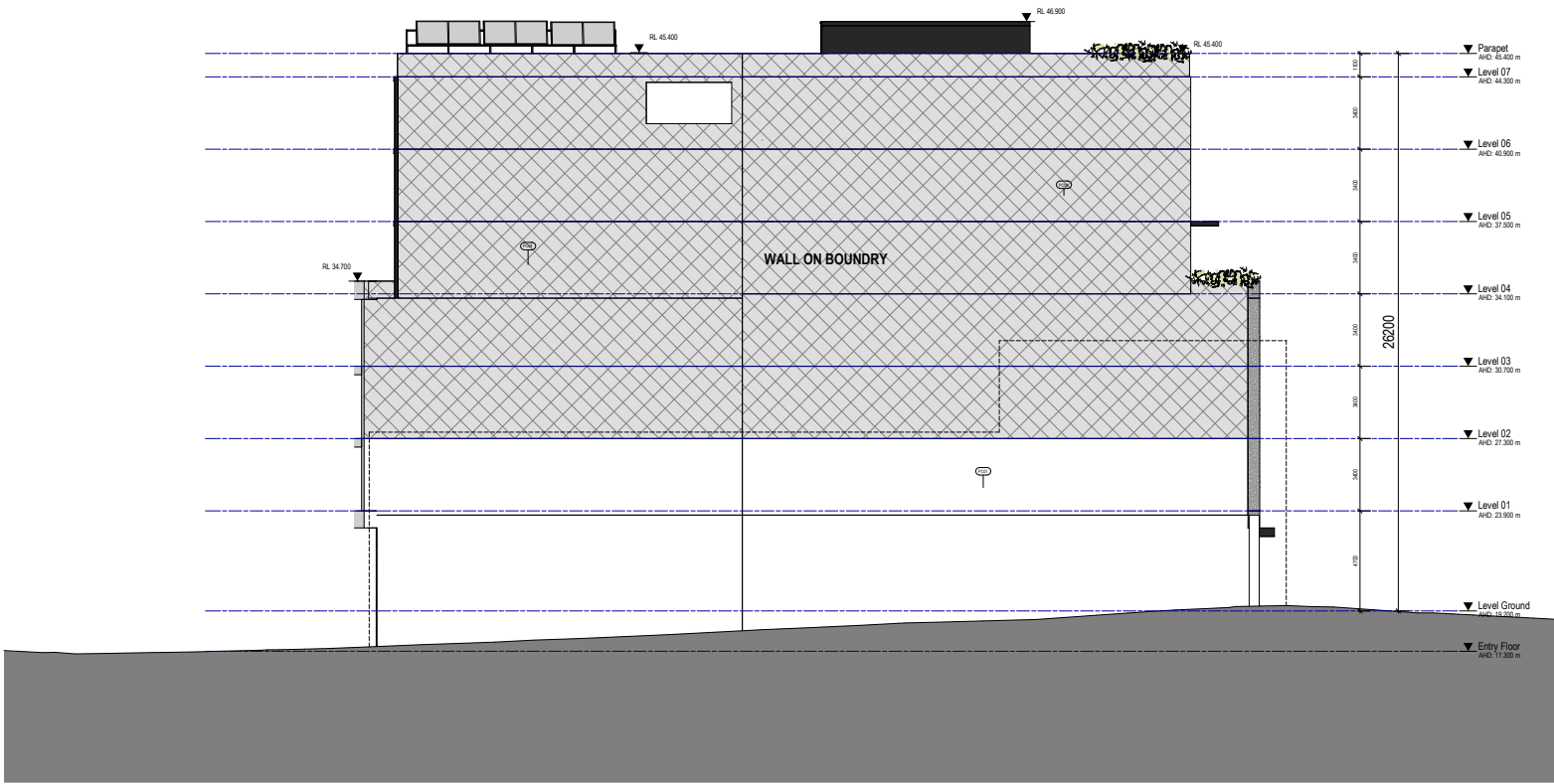
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A	SEPTEMBER 2023	TOWN PLANNING	

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City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
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PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
NORTH ELEVATION

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SCALE
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DATE
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-204
REV
B

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A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

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ABRV: 600278

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Advised Plan
Planning Application No. 715/2016/A
No. of Pages: 14 of 21



PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
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VIC**

DRAWING TITLE
STREET LEVEL DETAIL

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SCALE
DATE

Author
Checker
1: 2500 A1
NOVEMBER 2023



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23-0016
STATUS
TOWN PLANNING

DWG NO
TP-205
REV
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REV	DATE	DESCRIPTION
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A	SEPTEMBER 2023	TOWN PLANNING

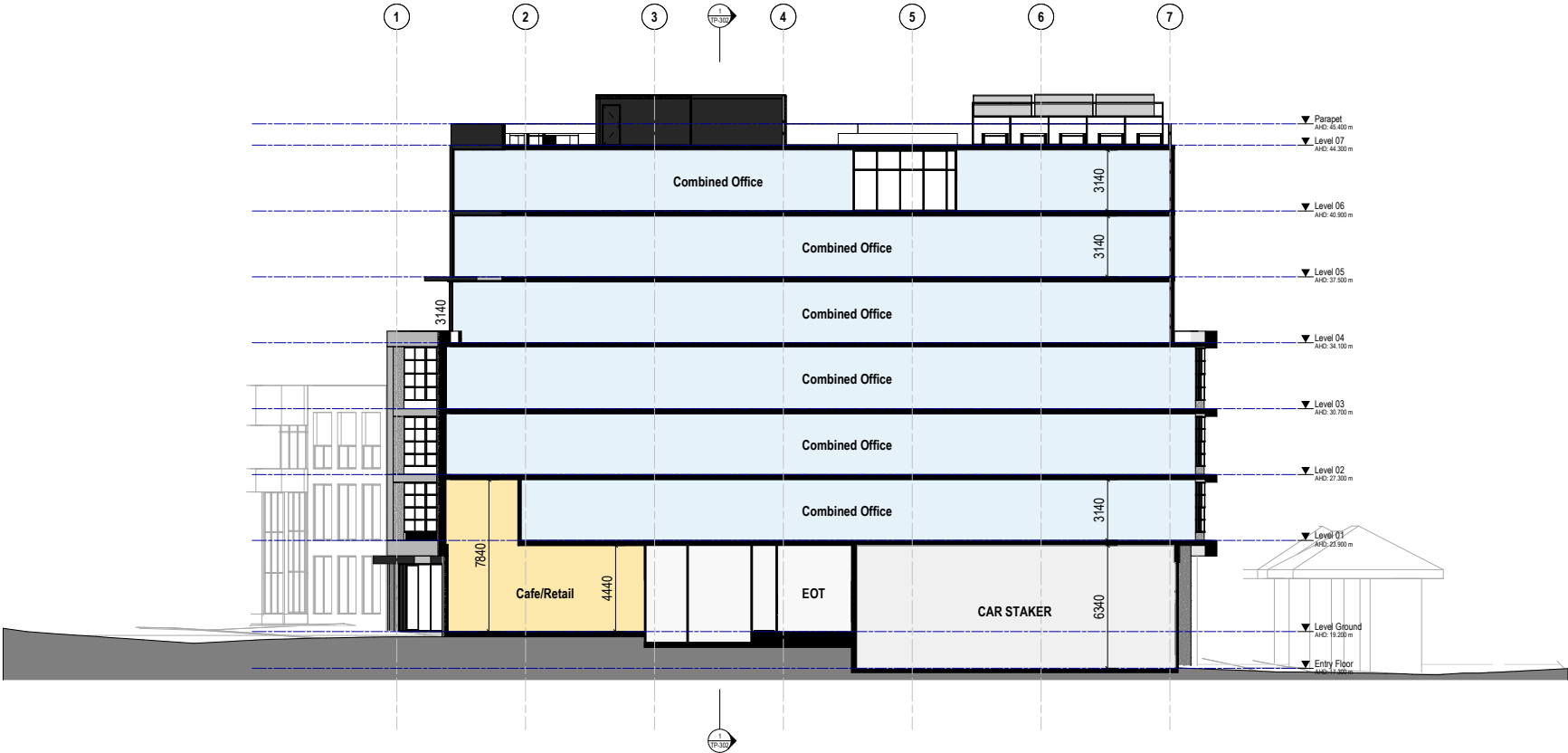
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No. of Pages: 15 of 21



PROJECT NAME
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PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
SECTION A - A

DRAWN BY
PTD Studio
CHECKED
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DATE
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-301
REV
B

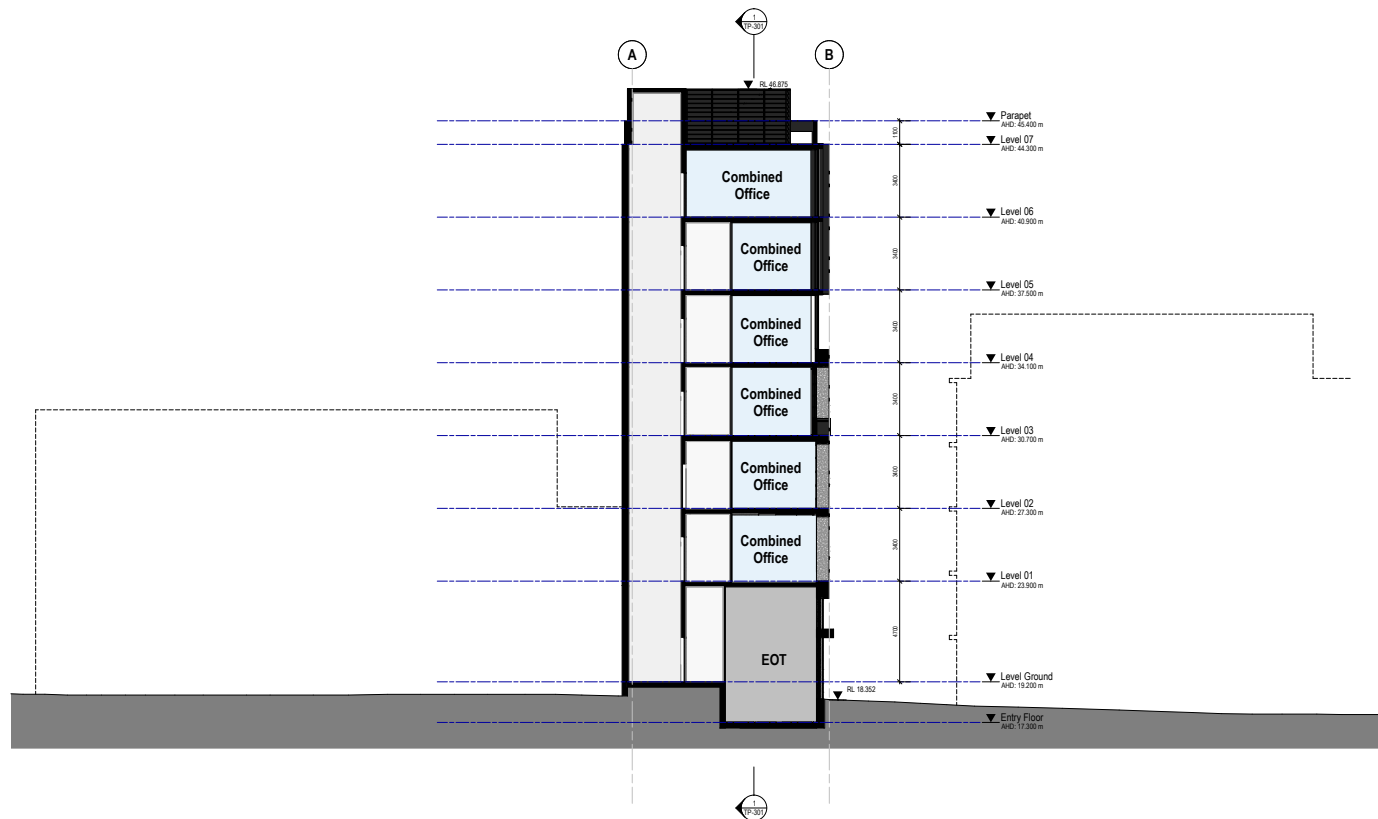
REV	DATE	DESCRIPTION
B	NOVEMBER 2023	TP - RPT RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING

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ACN: 083 232 393
ABN: 62 083 232 393
ABRV: 600278

City of Port Phillip
Advertised Plan
Planning Application No. 715/2016/A
No. of Pages: 16 of 21



PROJECT NAME

190 - 192 St Kilda Road

PROJECT ADDRESS

**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
SECTION B - B

SECTION B - B

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SCALE	1 : 100@ A1
DATE	NOVEMBER 2023

PROJECT NO
23-0016

STATUS

TOWN PLANNING

TP-302

REV

B

B	NOVEMBER 2023	TP - RFI RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

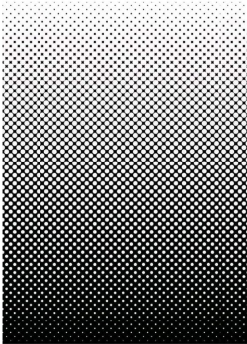
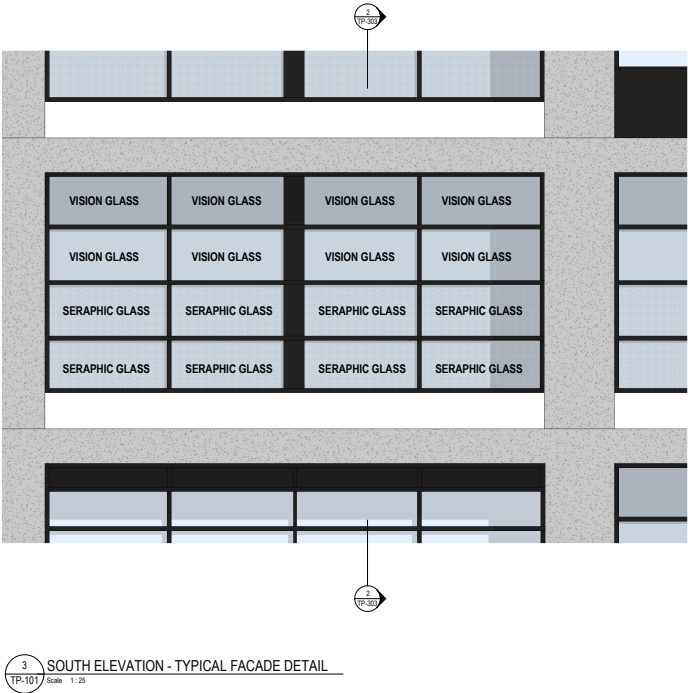
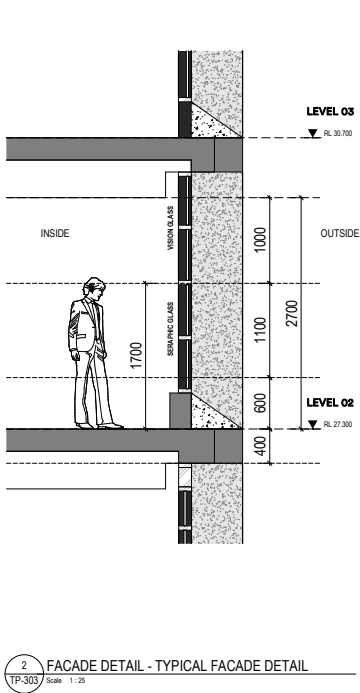
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ARBV. 600278

Document Set ID: 7605893

City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
No. of Pages: 17 of 21



SERAPHIC GLASS - SCREENED PATTERN
- PROPOSED ARTWORK



SERAPHIC GLASS - SCREENED PATTERN
Viridian Seraphic™ Design Patterns 3-5mm Dot
20% Vision Glass to 1700mm High

PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
TYPICAL FACADE DETAIL

Document Set ID: 7855893

DRAWN BY
CHECKED
SCALE
DATE

PTD Studio
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1:25B A1
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-303
REV
B

REV	DATE	DESCRIPTION
B	NOVEMBER 2023	TP - RPT RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING

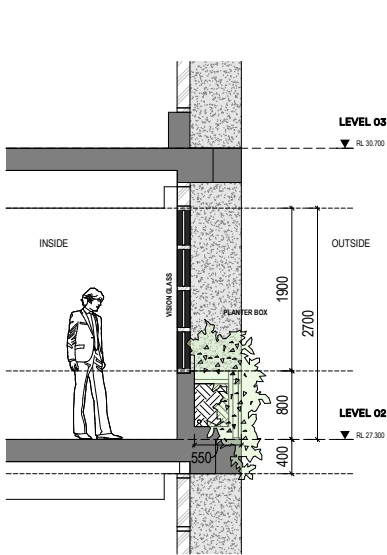
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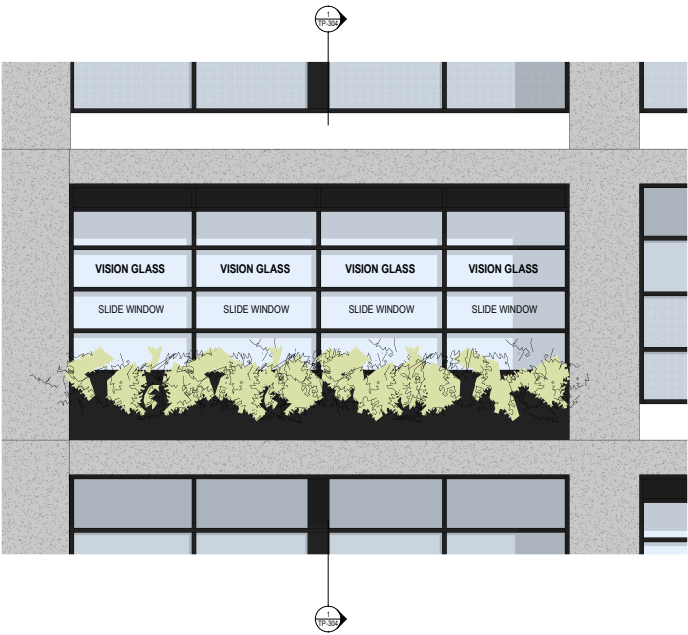
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City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
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1 FACADE DETAIL - PLANTER DETAIL
TP-304 Scale 1:25



2 SOUTH ELEVATION - TYPICAL FACADE PLANTER DETAIL
TP-101 Scale 1:25

PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
TYPICAL FACADE DETAIL

DRAWN BY
CHECKED
SCALE
DATE

PTD Studio
-
1:25B A1
NOVEMBER 2023



PROJECT NO
23-0016
STATUS

TOWN PLANNING

DWG NO
TP-304
REV
B

B	NOVEMBER 2023	TP - RPT RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION

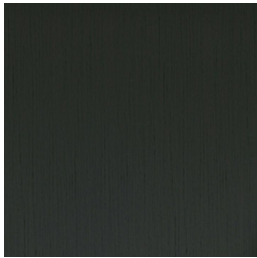
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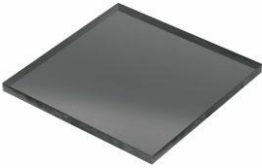
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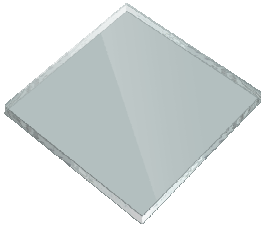
City of Port Phillip
Advised Plan
Planning Application No. 715/2016/A
No. of Pages: 19 of 21



AL-01 ALUMINUM - POWDER COATED - VERTICAL MULLIONS



GL-01 GLAZING - TINT - OFFICE & RESIDENTIAL & BALCONY



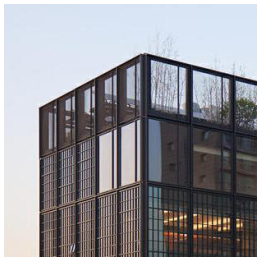
GL-02 GLAZING - CLEAR - SHOPFRONT



GL-03 GLAZING - OPAQUE PRIVACY GLAZING



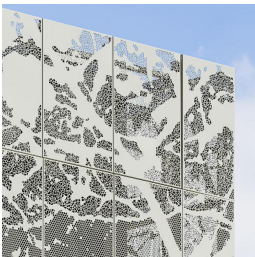
GL-04 SERAPHIC GLASS - SCREENED PATTERN - ARTWORK TO BE COMMISSIONED



MF-01 ALUMINUM - POWDER COATED - VERTICAL MULLIONS



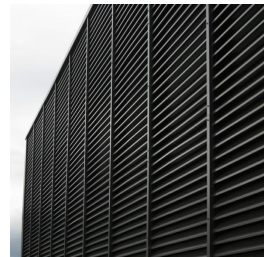
PB-01 LANDSCAPE - PLANTER BOXES - TBC



PS-01 PERFORATED ALUMINUM - PWD COATED - ARTWORK TO BE COMMISSIONED



PS-02 PERFORATED ALUMINUM - PWD COATED - BLACK



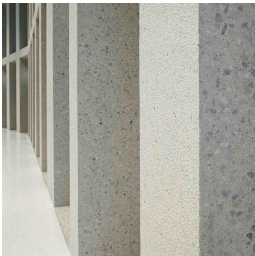
LV-01 LOUVRES - ALUMINUM - PWD COATED - BLACK



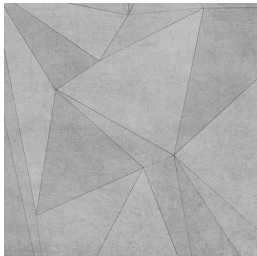
PC-01 CONCRETE AND/OR SIMILAR FINISH - CONCRETE - GREY



PC-02 CONCRETE AND/OR SIMILAR FINISH - CONCRETE - POLISHED



PC-03 CONCRETE AND/OR SIMILAR FINISH - CONCRETE - HONED FINISH



PC-04 PRECAST CONCRETE AND/OR SIMILAR FINISH - CONCRETE - PATTERN FINISH

PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
190 - 192 St Kilda Road, St Kilda, VIC

DRAWING TITLE
MATERIAL SCHEDULE

DRAWN BY
CHECKED
SCALE
DATE
11/11/2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-400

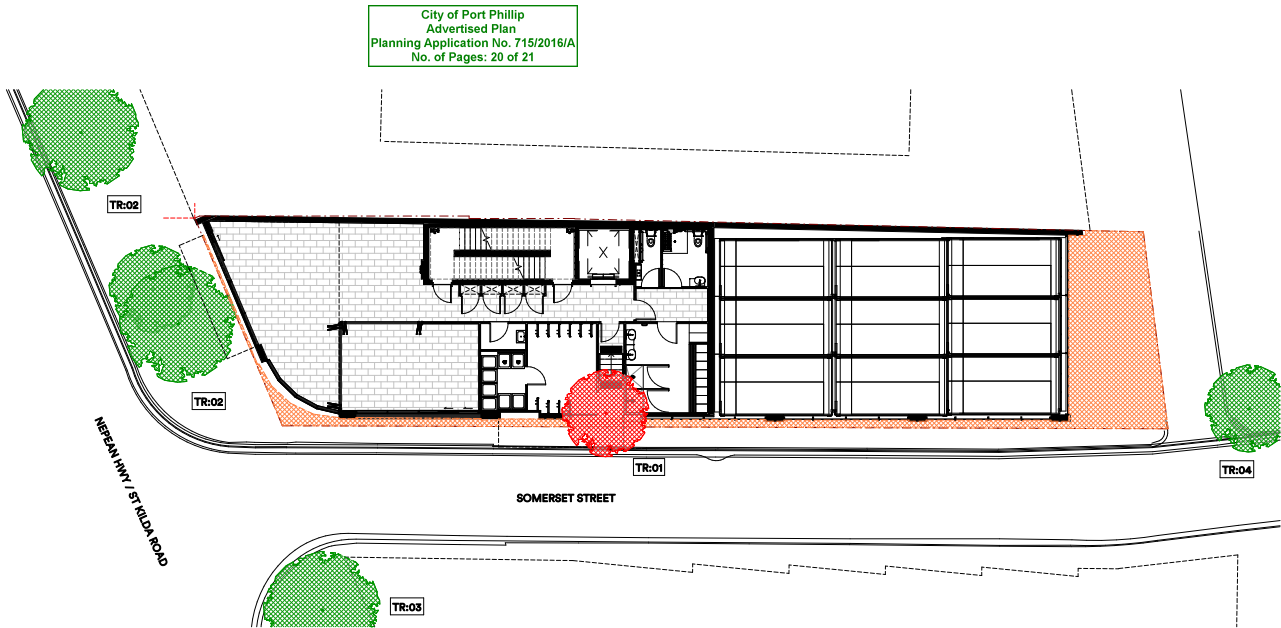
REV
B

REV	DATE	DESCRIPTION
B	11/11/2023	TP - RFI RESPONSE
A	09/11/2023	TOWN PLANNING

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ABN: 600278



Vegetation Within 3m of Boundary - (Inaccordance with 17 (A))



Street/Council Land Trees - (Inaccordance with 17 (B))

PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
**190 - 192 St Kilda Road, St Kilda,
VIC**

DRAWING TITLE
LANDSCAPE PLAN - GROUND LEVEL

DRAWN BY
CHECKED
SCALE
DATE
PTD Studio
1:100 @ A1
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-500
REV
B

B		NOVEMBER 2023	TP - RPT RESPONSE
A		SEPTEMBER 2023	TOWN PLANNING
REV	DATE	DESCRIPTION	

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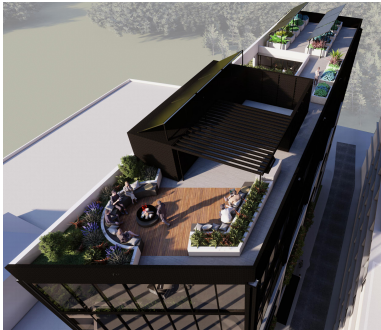
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ACN: 063 232 393
ABN: 62 083 232 393
ABRV: 600278



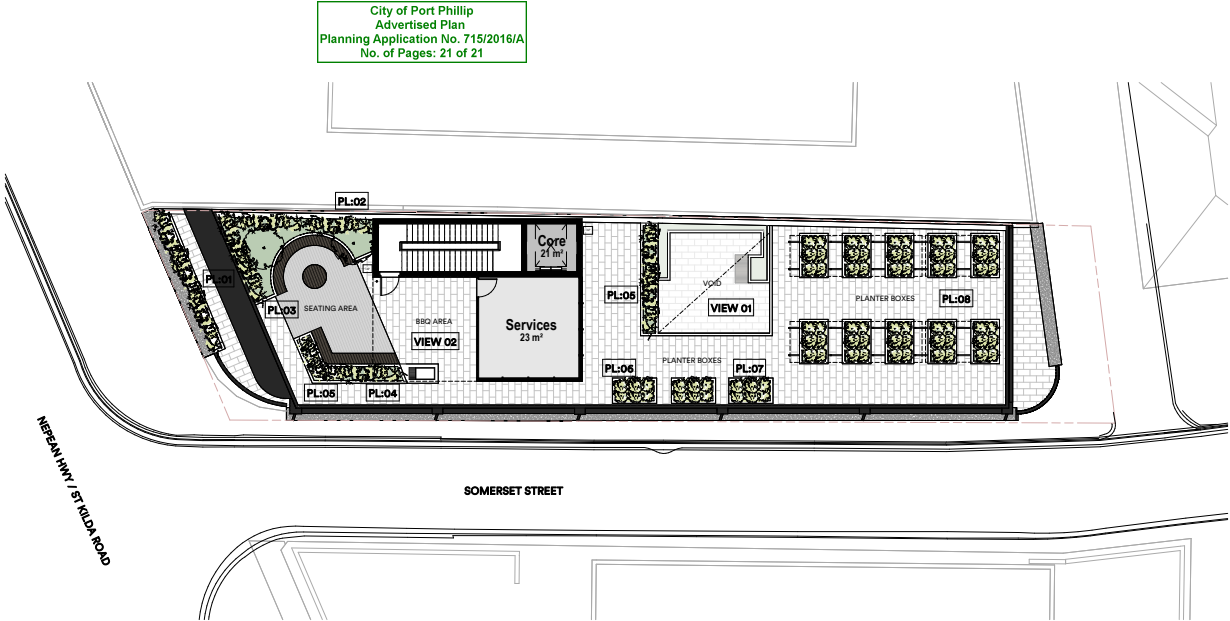
VIEW 01 Level 6 - Courtyard



VIEW 02 Terrace - BBQ Area



AXO VIEW Rooftop Terrace - Overall



Rooftop Terrace Planting - (In accordance with 17 (C))

PL-01 PENNISETUM ALOPECUROIDES "Fountain Grass" (H)0.75 - 0.90m (W)0.60 - 0.90m	PL-02 MAGNOLIA GRANDIFLORA "Little Gem" (H) 6m (W) 3m	PL-03 DICHONDRA REPENS "Kidney Weed" (H)0.1 - 0.15m	PL-04 CORDYLIN RUBRA "Ruby" (H) 2.5m (W) 1.5m	PL-05 CLIVIA MINATA "Kaffir Lily" (H)0.06 - 0.75m (W)0.60 - 1m	PL-06 STACHYS BYZANTINA "Lamb's Ears" (H)0.2m (W) 1m	PL-07 BERGENIA X SCHMIDTII "Elephant Ears" (H)0.2 - 0.3m (W) 1m	PL-08 ROOFTOP VEGETABLE GARDEN

PROJECT NAME
190 - 192 St Kilda Road
PROJECT ADDRESS
190 - 192 St Kilda Road, St Kilda,
VIC

DRAWING TITLE
LANDSCAPE PLAN - ROOF TERRACE

DRAWN BY
CHECKED
SCALE
DATE
PTD Studio
1:100 @ A1
NOVEMBER 2023

PROJECT NO
23-0016
STATUS
TOWN PLANNING

DWG NO
TP-501
REV
B

REV	DATE	DESCRIPTION
B	NOVEMBER 2023	TP - RPT RESPONSE
A	SEPTEMBER 2023	TOWN PLANNING

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ABRV: 600278

PLANNING PERMITApplication Number: **715/2016/A**Planning Scheme: **Port Phillip**Responsible Authority: **City of Port Phillip****ADDRESS OF THE LAND:****190-192 ST KILDA ROAD ST KILDA VIC 3182****THE PERMIT ALLOWS:**

Construction of a six-storey mixed use development and a reduction in the car parking requirement, generally in accordance with the endorsed plans and subject to the following conditions.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:**1. Amended Plans Required**

Before the use and 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 advertised plans, received on 8 November 2023 and identified as Project No. 23-0016 revision B, prepared by PTD Studio, drawing numbers TP100, TP101, TP102, TP103, TP104, TP105, TP106, TP108, TP201, TP202, TP203, TP204, TP205, TP301, TP302, TP303, TP304, TP400, TP500, TP501 but modified to show:

- a. Deleted.
- b. A full schedule of materials, finishes and paint colours including details of the northern wall to demonstrate that the scale of the can break scale of the wall and that the 3 subtle grey tones are distinct enough to be seen from the street and from a distance.
- c. A Waste Management Plan as per the requirements of Condition 12.
- d. A Landscape Plan as per the requirements of Condition 17.
- e. Deleted.
- f. The sustainable design and water sensitive urban design initiatives included in the Sustainable Management Plan.
- g. Deleted
- h. The size of any solar photovoltaic system and solar hot water panels proposed.
- i. Deleted.
- j. The 600mm deep recessed windows on levels 1 - 3 reduced to a depth of between 300-400mm with the exception of the windows with a planter box which can retain the 600mm.
- k. The door to the bike store as transparent or semitransparent.
- l. All cars able to enter and exit the basement through a single centrally located door.
- m. Detail of the car stacker including cross sections and elevations within the development floor plans and elevations.
- n. Deletion of one storey above the street wall.

All of the details required above are to be to the satisfaction of the Responsible Authority.

14 July 2017

A handwritten signature in blue ink, likely belonging to the Responsible Authority.

Date issued**Signature for Responsible Authority**

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



2. No Alterations

The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans and the layout and description of the use(s) as shown on the endorsed plan must not be modified for any reason without the prior written consent of the Responsible Authority, unless the Port Phillip Planning Scheme exempts the need for a permit.

3. Satisfactory continuation

Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

4. External Finishes

Concurrent with the endorsement of plans, a full schedule of materials, finishes and paint colours, including colour samples (colour samples in a form that is able to be endorsed and held on file), must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit.

5. No change to external finishes

All external materials, finishes and colours as shown on the endorsed plans must not be altered without the written consent of the responsible authority.

6. Deleted

7. Car Parking Stacker Maintenance and Provision

The mechanical car stackers are to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with their purpose, to the satisfaction of the Responsible Authority.

8. Car Parking - Free of Charge

The areas set aside for car parking, shown on the endorsed plans, must be made available for use free of charge to employees and visitors at all times when the use is in operation and must not be used for any other purpose to the satisfaction of the Responsible Authority.

9. Lighting

External lighting of the areas set aside for car parking, access lanes and driveways must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.

10. Storage and disposal of garbage

Provision must be made for the storage and disposal of garbage to the satisfaction of the Responsible Authority. All garbage storage areas must be screened from public view.

14 July 2017

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Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



11. Amenity

The amenity of the area must not be detrimentally affected by the development through the:

- a. Transport of materials, goods or commodities to or from the land
- b. Appearance of any building, works or materials
- c. Emissions of noise, artificial light, vibration, smell, fumes, smoke, steam, soot, ash, dust, waste water, waste products, grit or oil;
- d. Presence of vermin;
- e. Change to television and/or radio reception
- f. In any other way

12. Waste Management

Concurrent with the endorsement of plans, a Waste Management Plan based on the City of Port Phillip's Waste Management Plan Guidelines for Developments must be prepared by a Waste Management Engineer or Waste Management Planner to the satisfaction of the Responsible Authority and endorsed as part of this permit. The Plan must relate to the plans identified in condition 1 and include reference to the following:

- Land use type.
- The estimated garbage and recycling volumes for the whole development.
- Bin quantity, size and colour.
- The garbage and recycling equipment to be used.
- Collection frequency.
- The location and space allocated to the garbage and recycling bin storage area and collection point.
- The waste services collection point for vehicles, noting that with cars parked in Somerset St, the clearance may not allow access for waste trucks. Therefore, waste collection vehicles would need to park on St Kilda Rd and collect the bins manually.
- Waste collection provider. How tenants will be regularly informed of the waste management arrangements.
- Scaled waste management drawings.
- Signage.

Once submitted and approved, the waste management plan must be carried out to the satisfaction of the Responsible Authority.

13. Noise Report

Before the development commences, a report which relates to the plans identified in condition 1 must be prepared by a suitably qualified Acoustic Consultant and must be submitted to, approved by and be to the satisfaction of Responsible Authority and must address:

14 July 2017

Date issued

A handwritten signature in blue ink, appearing to read 'M. Sherratt'.

Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



- a. Any noise attenuation measures to suppress noise from plant equipment and car stacker.

All measures outlined in the Noise Report must be incorporated into the development, to the satisfaction of the Responsible Authority.

14. Urban Art Plan

Before the occupation of the development allowed by this permit, 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.

15. Walls on or facing the boundary

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.

16. Construction of the footpath

Prior to the occupation of the development, the 1.2 metre wide footpath on Somerset Street must be constructed in accordance with plans approved by the Responsible Authority and to the satisfaction of the Responsible Authority.

17. Landscape Plan

Concurrent with the endorsement of plans, a detailed Landscape Plan which relates to the plans identified in condition 1, 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:

- Buildings and vegetation (including botanical names) on neighbouring properties within 3m of the boundary.
- All street trees and/or other trees on Council land.
- 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.

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Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**

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Responsible Authority: **City of Port Phillip**



- d. Landscaping and planting within all open space areas of the site.
- e. Water sensitive urban design.

All species selected must be to the satisfaction of the Responsible Authority.

18. Completion of Landscaping

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.

19. Landscaping Maintenance

The landscaping as shown 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.

20. No equipment and services

No equipment, services and exhausts other than those shown on the endorsed plan must be erected above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

21. Treatment of fumes

Fumes from any cafe/restaurant kitchen(s) must be treated within the mechanical exhaust system to ensure that any discharge does not create a nuisance (as defined under the Health Act 1958). Options available include carbon filters, ultra violet ozone producing lamps, electrostatic precipitation, odour neutralising system or other suitable method. The method of treatment must be designed, installed, operated and maintained to the satisfaction of the Responsible Authority.

22. Regulation of deliveries and rubbish collection

Deliveries to and from the site, including rubbish collection, must only take place between:

- 7.00am and 10.00pm Monday to Friday
- 7.00am and 10.00pm Saturday
- 10.00am and 9.00pm Sunday

23. Sustainable Management Plan

Concurrent with the endorsed plans, a revised Sustainable Management Plan which relates to the plans identified in condition 1, that outlines proposed sustainable design and water sensitive urban design initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the Plan will be endorsed and will then form part of the permit and the project must incorporate the sustainable design initiatives listed.

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Date issued

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PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



24. Incorporation of Sustainable Design and Water Sensitive Urban Design Initiatives

Before the occupation of the development approved under this permit, the project must incorporate the sustainable design and water sensitive urban design initiatives listed in the endorsed Sustainable Management Plan, and thereafter maintained to the satisfaction of the Responsible Authority.

25. Implementation of Sustainable Design Initiatives

Prior to the occupation of any building approved under this permit, a report from the author of the Sustainable Management Plan (Sustainable Built Environments), approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved Plan.

26. Maintenance Manual for Water Sensitive Urban Design Initiatives (Stormwater Management)

Before the development starts (other than demolition or works to remediate contaminated land), a Maintenance Manual for Water Sensitive Urban Design Initiatives must be submitted to and approved by the Responsible Authority.

The manual must set out future operational and maintenance arrangements for all WSUD (stormwater management) measures. The program must include, but is not limited to:

- inspection frequency
- cleanout procedures
- as installed design details/diagrams including a sketch of how the system operates

The WSUD Maintenance Manual may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Building User's Guide or a Building Maintenance Guide.

27. Site Management Water Sensitive Urban Design

The developer must ensure that:

- 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.
- d. 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.

14 July 2017

Date issued

Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



28. Time for starting and completion

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 two years of the date of commencement of works.
- c) The use is not commenced within 2 years.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.

Notations:

- **No Resident or Employee or Visitor Parking Permits**

The owners and occupiers of the development allowed by this permit will not be eligible for Council resident or visitor parking permits.

- **Building Approval Required**

This permit does not authorise the commencement of any building construction works. Before any such development may commence, the applicant must apply for and obtain appropriate building approval.

- **Building Works to Accord With Planning Permit**

The applicant/owner will provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with this planning permit.

- **Other Approvals May be Required**

This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of the City of Port Phillip or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

- **Due Care**

The developer must show due care in the development of the proposed extensions so as to ensure that no damage is incurred to any adjoining building and property.

- **Days and Hours of Construction Works**

Developers

Except in the case of an emergency a builder must not carry out building works outside of construction hours:-

14 July 2017

A handwritten signature in blue ink, likely belonging to a council member or official.

Date issued

Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



- Monday to Friday: 7.00am to 6.00pm; or
- Saturdays: 9.00am to 3.00pm.

An Out of Hours permit cannot be obtained for an appointed public holiday under the Public Holidays Act, 1993.

Owner Builders

An owner builder must not carry out building works outside of construction hours:-

- Monday to Friday: 7.00am to 8.00pm; or
- Saturdays, Sundays and public holidays: 9.00am to 6.00pm.

An Out of Hours permit may be considered pursuant to Local Law No. 1 (Community Amenities) 2013, Clause 31. For further information, contact Council's City Permits unit on Ph: (03) 9209 6216.

- **Drainage Point and Method of Discharge**

The legal point of stormwater discharge for the proposal must be to the satisfaction of the responsible authority. Engineering construction plans for the satisfactory drainage and discharge of stormwater from the site must be submitted to and approved by the responsible authority prior to the commencement of any buildings or works.

- **Permit required for signs**

This permit relates only to the use and development of the land and does not comprise an approval for the erection of any advertising signs. The location and details of any advertising signs to be erected on the land and not exempt pursuant to the Port Phillip Planning Scheme, must be the subject of a separate planning permit application.

- **Waste Collection**

The applicant must consult with Council's Waste Management Department regarding the location of waste bins and collection options.

- **Outdoor Seating Area Requirement**

Any outdoor seating outside the Title boundary and associated with the premises is required to comply with any permit issued by Council's Local Laws section.

- **Environmental Health**

The premises must comply with the Food Act 1984 and the Food Standards Code and must be registered with Council's Health Department prior to use

14 July 2017

A handwritten signature in blue ink, likely belonging to a council officer, positioned above the signature line.

Date issued

Signature for Responsible Authority

PLANNING PERMIT

Application Number: **715/2016/A**Planning Scheme: **Port Phillip**Responsible Authority: **City of Port Phillip**

• Air Conditioning Noise

The air conditioning plant must be screened and baffled and/or insulated to minimise noise and vibration to other residences in accordance with Environmental Protection Authority Noise Control Technical Guidelines as follows:

- a) noise from the plant during the day and evening (7.00am to 10.00pm Monday to Friday, 9.00am to 10.00pm Weekends and Public Holidays) must not exceed the background noise level by more than 5 dB(A) measured at the property boundary
- b) noise from the plant during the night (10.00pm to 7.00am Monday to Friday, 10.00pm to 9.00am Weekends and Public Holidays) must not be audible within a habitable room of any other residence (regardless of whether any door or window giving access to the room is open).

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment	Name of responsible authority that approved the amendment
Date: 31 May 2024	<p>Amendment to the permit forming part of the planning permit pursuant to section 72 of the <i>Planning and Environment Act 1987</i> as follows:</p> <p><u>Changes to preamble</u></p> <ul style="list-style-type: none"> Amended preamble to read: Construction of a six-storey mixed use development and a reduction in the car parking requirement <p><u>Changes to conditions</u></p> <ul style="list-style-type: none"> Condition 1 amended to refer to amended proposal. Condition 1 n) added to delete a level of the development. Condition 1 a), e), g), i) and condition 6 deleted. <p><u>Changes to plans</u></p> <ul style="list-style-type: none"> Deletion of the penthouse dwelling Provision of one additional storey 	City of Port Phillip

14 July 2017

Date issued

Signature for Responsible Authority

Form 4

Sections 63, 64, 64A and 86

PLANNING PERMIT

Application Number: **715/2016/A**

Planning Scheme: **Port Phillip**

Responsible Authority: **City of Port Phillip**



	<ul style="list-style-type: none">• Ground floor café with five levels of office above• Change to the design and appearance of the building• Change in car parking arrangement from basement with lift to car stacker	
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

14 July 2017

Date issued

A handwritten signature in blue ink, likely belonging to a representative of the City of Port Phillip.

Signature for Responsible Authority



IMPORTANT INFORMATION ABOUT THIS NOTICE

WHAT HAS BEEN DECIDED?

The responsible authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the *Planning and Environment Act 1987*)

CAN THE RESPONSIBLE AUTHORITY AMEND THIS PERMIT?

The responsible authority may amend this permit under Division 1A of Part 4 of the *Planning and Environment Act 1987*.

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from-
 - i. the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
 - ii. the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if:-

- the development or any stage of it does not start within the time specified in the permit, or
- the development requires the certification of a plan of subdivision or consolidation under the *Subdivision Act 1988* and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
- the development or any stage is not completed within the time specified in the permit, or if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within five years of the certification of the plan of subdivision or consolidation under the *Subdivision Act 1988*.

2. A permit for the use of land expires if:-

- the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
- the use is discontinued for a period of two years.

3. A permit for the development and use of land expires if: -

- the development or any stage of it does not start within the time specified in the permit; or
- the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
- the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
- the use is discontinued for a period of two years.

4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the *Planning and Environment Act 1987*, or to any combination of use, development or any of those circumstances requires the certification of a plan under the *Subdivision Act 1988*, unless the permit contains a different provision –

IMPORTANT INFORMATION ABOUT THIS NOTICE



- the use or development of any stage is to be taken to have started when the plan is certified; and
 - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on the relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must also be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal of the permit.

Sch. 1 Form 5 amended by S.R. No. 111/2020 reg. 5(1)
Planning and Environment Regulations 2015

PLANNING COMPLIANCE



Common planning compliance issues when developing land

Fact Sheet

Planning and building permit compliance

Building permit plans must match planning permit plans for development. While building permit plans will have more technical and structural detail than planning permit plans, they must be consistent with the endorsed planning permit plans.

Council will enforce compliance with the endorsed planning permit plans, even in cases where an error in the building permit plans causes an inconsistency.

The layout of the site and the size, levels, design, and location of buildings and works shown on the endorsed plans associated with the planning permit must not be modified for any reason without the prior written consent of the Responsible Authority (Council).

Expired planning permits

You must pay careful attention to any conditions relating to the expiration of your planning permit. Once the permit expires you may no longer be able to lawfully commence or continue any building and works allowed by the permit.

You can apply to extend your planning permit by contacting Council's Planning Department. This must be done while the permit is still valid; within six months of the permit's expiry date if the development has not commenced; or within 12 months of the permit's expiry date to complete the development.

Additional reports and documents

Most planning permits require you to submit additional documentation to Council prior to commencing the development allowed by the permit. These documents must be endorsed by Council by the times specified.

Typical examples of documents still required after the issue of a planning permit include revised plans, demolition method statements, arborist reports, sustainable design statements and acoustic reports.

Please pay careful attention to the conditions of your permit, as failure to comply with the requirements of these conditions can result in enforcement action being taken with no notice to you.

Demolition with heritage Overlay sites

Heritage Overlays are used to protect sites that have heritage significance and are contained within Council's planning schemes.

Much of the municipality is covered by a Heritage Overlay, and as such, many planning permits deal with partial demolition of protected heritage buildings.

It is essential that you take particular care not to exceed the extent of any demolition that has been allowed by the planning permit. You should ensure that you are familiar with the Demolition Method Statement and the plans indicating the extent of demolition permitted.

Council takes illegal demolition very seriously and offenders may be referred to the Magistrates' Court for prosecution.

Landscaping

Landscaping must be completed in accordance with the permit, usually before or within a set period of time after the occupation of the building.

➤ Please turn over for more information.

City of Port Phillip ASSIST

☎ 03 9209 6777 🌐 www.portphillip.vic.gov.au/contact_us.htm



PLANNING COMPLIANCE



Tree protection

Some planning permits require you to take special measures to protect trees located on your land or on neighbouring properties.

If your planning permit includes conditions regarding tree protection, you must ensure you comply with these conditions. This often means installing protective fencing around trees and maintaining the fence during construction.

You may also be required to employ the services of a qualified arborist to supervise areas of construction near protected trees.

Building heights and setbacks

Floor levels and parapets must comply with the approved heights indicated on the endorsed plans. Over-height buildings are considered a serious breach and can be very expensive to rectify.

Any changes to the height of a building must be approved prior to carrying out any building works, even if these changes are required for technical reasons.

Screening – windows and decks

All privacy screening must be installed as approved prior to occupation of the building. Screening must comply with the conditions outlined in the approved permit and plans including materials, heights, and design.

Generally, windows that require screening must not be able to be opened below a height of 1.7 metres above floor level.

Screening materials must not be altered from those approved without first gaining further planning approval for the alternative screening proposal.

Domestic services

Domestic services shown on the endorsed plans form part of your planning permit, including any proposed screening, and must not be altered without the written consent of the Responsible Authority unless otherwise permitted by the planning permit.

If the associated land being developed is covered by a heritage overlay, domestic services including air conditioners, solar panels, heaters, and hot water services require planning approval if visible from a street (front, back or side) or public park.

Please note a further condition on the planning permit may also restrict domestic services except with further Council consent. Consideration should be given to any noise issues that may result for neighbours from the placing and operation of these types of units.

Finishes on boundary walls

Finishes must be completed to an acceptable standard in accordance with the conditions of the planning permit, prior to occupation.

Brick boundary walls must have any excess mortar removed and the brick face cleaned with joints tooled to a consistent finish, prior to occupation of the building.

For more information contact

Planning Compliance, St Kilda Town Hall
99a Carlisle Street, St Kilda, Victoria, 3182
Ph: 03 9209 6293
Email: helpplanningcompliance@portphillip.vic.gov.au

Document updated May 2023



10.4 SUBMISSION TO VICTORIA'S DRAFT 30-YEAR
INFRASTRUCTURE STRATEGY

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

PREPARED BY: LUKE ROGERS, STRATEGIC PLANNER
MIKE FISHER, MANAGER CITY PLANNING AND SUSTAINABILITY

1. PURPOSE

- 1.1 The purpose of this report is to seek endorsement from Council for the City of Port Phillip's officer submission to Infrastructure Victoria regarding '*Victoria's Draft 30-Year Infrastructure Strategy*'.
- 1.2 This report also seeks to inform Council of the submissions made by the Metropolitan Transport Forum (MTF) and the Melbourne 9 (M9) to Infrastructure Victoria regarding '*Victoria's Draft 30-Year Infrastructure Strategy*' and to have those submissions noted.

2. EXECUTIVE SUMMARY

- 2.1 The City of Port Phillip (CoPP) has a need for strategic and targeted infrastructure investment to meet the many needs of residents and visitors. For the CoPP to realise the provision of the infrastructure that the municipality requires, Council needs to work in partnership with the Victorian Government and others.
- 2.2 Infrastructure Victoria (IV) are an advisory body of the Victorian Government and is in the process of completing '*Victoria's 30-Year Infrastructure Strategy*' (the Strategy).
- 2.3 As part of the process to complete the Strategy, IV have released '*Victoria's draft 30-Year Infrastructure Strategy*' (the draft Strategy) and called for submissions by stakeholders to shape the Strategy.
- 2.4 An officer led submission (the CoPP submission) to IV has been prepared. It outlines the aspects of the draft Strategy that align with existing endorsed strategies and policies of Council, as well as areas where the draft Strategy could be improved.
- 2.5 Key sections of the CoPP submission include advice regarding the Fishermans Bend Urban Renewal Area, required tram links, Melbourne Metro 2 (MM2), transport and road infrastructure, social housing, community facilities, the role of infrastructure in climate change mitigation and resilience, and its role in economic development, amongst other areas.
- 2.6 The submission is included as **Attachment 1**.
- 2.7 In addition to the CoPP's submission, officers have also been involved in submissions to IV from groups of which the CoPP is a member.
- 2.8 The Metropolitan Transport Forum (MTF) has provided a submission to IV's draft Strategy, outlining their priorities for infrastructure provision, particularly in the realm of transport. There are areas of overlap between the MTF's submission and the CoPP's priorities, which are outlined in this report.
- 2.9 The MTF's submission to the draft Strategy for noting is included as **Attachment 2**.
- 2.10 The Melbourne 9 (M9) has also provided a submission to IV's draft Strategy, outlining the common infrastructure challenges faced by Melbourne's largest councils. The



areas of the M9 submission that align with CoPP's priorities and the CoPP submission are also outlined in this report.

2.11 The M9's submission to the draft Strategy for noting is included as **Attachment 3**.

3. RECOMMENDATION

That Council:

- 3.1 Notes and expresses its support for the officer submission to Infrastructure Victoria regarding '*Victoria's Draft 30-Year Infrastructure Strategy*'.
- 3.2 Notes the Melbourne Transport Forum's submission regarding '*Victoria's Draft 30-Year Infrastructure Strategy*'.
- 3.3 Notes the Melbourne 9's submission regarding '*Victoria's Draft 30-Year Infrastructure Strategy*'.
- 3.4 Authorises the Chief Executive Officer (or their delegate) to engage with Infrastructure Victoria to further the stated aims of the officer submission to Infrastructure Victoria regarding '*Victoria's Draft 30-Year Infrastructure Strategy*'.

4. KEY POINTS/ISSUES

Victoria's 30-Year Infrastructure Strategy

- 4.1 Infrastructure Victoria (IV) is an independent advisory body that advises the Victorian Government on specific issues regarding infrastructure. IV does not directly oversee, construct or fund infrastructure in Victoria.
- 4.2 One of the key functions of IV is producing the 30-Year Infrastructure Strategy for Victoria, outlining the infrastructure directions and priorities for the state. The Strategy is updated every 3 to 5 years and was last updated in 2021.
- 4.3 The current draft strategy was released for consultation on 4 March 2025, days after the Victorian Government released its final strategic land use plan 'Plan for Victoria'. The period for IV to receive submissions on the draft Strategy closed at 5:00pm on 28 April 2025.
- 4.4 The draft Strategy included 6 objectives. The objectives are overarching statements that are designed as goals that will shape the delivery of infrastructure in Victoria. These objectives are as follows:
 - Objective 1: Victorians have good access to housing, jobs, services and opportunities.
 - Objective 2: Victorians are healthy and safe.
 - Objective 3: Aboriginal people have self-determination and equal outcomes to other Victorians
 - Objective 4: Victoria has a thriving natural environment.
 - Objective 5: Victoria is resilient to climate change and other future risks.
 - Objective 6: Victoria has a high productivity and circular economy.
- 4.5 In addition to the objectives, the draft Strategy includes 43 draft recommendations and 7 future options. The recommendations propose actions should be started within the



next 5 years, while the future options are actions that will likely be needed over the next 30 years, but do not necessarily require action in the next 5 years.

- 4.6 Pursuant to the *Infrastructure Victoria Act 2015*, the Victorian Government is required to respond to any recommendations made in the final Strategy.
- 4.7 Once the Strategy has been finalised, it will be tabled in the Victorian Parliament. IV has stated that this is expected to be in late 2025, although a specific date has not been provided.

CoPP Submission to Victoria's Draft 30-Year Infrastructure Strategy

- 4.8 Officers completed and submitted a submission to IV's draft Strategy on 28 April 2025.
- 4.9 Officers held an informal session with Councillors prior to the completion of the CoPP submission to discuss the infrastructure priorities that should be highlighted.
- 4.10 The content of the CoPP submission is drawn from adopted strategies and policies of Council. These include, but are not limited to, the following: *Move, Connect, Live: Integrated Transport Strategy 2018-2028, Act and Adapt Sustainability Strategy 2023-28, City of Port Phillip Housing Strategy 2024-2039, In Our Backyard: Growing Affordable Housing in Port Phillip 2025-2025* and the *Spatial Economic and Employment Framework 2024*.
- 4.11 The CoPP submission generally supports most of the recommendations outlined by IV in the draft Strategy. However, officers have suggested that some should be emphasised or improved to strengthen outcomes. One additional recommendation regarding the use of recycled materials in infrastructure has been proposed for inclusion, and a future option regarding the provision of affordable housing has been recommended to be elevated to a formal recommendation.
- 4.12 Officers highlighted the need for urgent and strategic infrastructure investment in the Fishermans Bend Urban Renewal Area, which is central to much of the projected growth in the CoPP and vital to the growth of Melbourne as a whole.
- 4.13 The expansion or upgrading of infrastructure in established suburbs was also highlighted, with the reform of Development Contribution Schemes noted as vital to allow this to occur.
- 4.14 Transport improvements were outlined as priorities for the CoPP, including the provision of tram links to Fishermans Bend and the completion of Melbourne Metro 2 (MM2), both vital for the economic and residential growth of the City.
- 4.15 Additionally, the improvement of the cycling network, accessibility of transport options, pedestrian safety, modern traffic control, and reliable bus services were also highlighted as key needs.
- 4.16 The impact of climate change, particularly flooding, is a significant and growing risk for CoPP, as a municipality located on the foreshore of Port Phillip Bay. The CoPP submission has outlined the need for the Strategy to focus on climate change resilience and mitigation.
- 4.17 Climate change resilience and mitigation includes the need for significant investment in flood mitigation infrastructure, such as updated large- and small-scale drainage system improvements and waster-sensitive urban design. The need for improvement of energy efficiency infrastructure for households and other buildings is another key message of the CoPP submission.



- 4.18 CoPP has a long history of providing, or supporting, social housing in our municipality. Officers have underlined the critical need for the provision of social housing, and the need for that housing to be well located in close proximity to good quality infrastructure. The CoPP submission strongly recommends an affordable housing mandate be included as a recommendation to be acted upon within the next 5 years.
- 4.19 The CoPP submission has outlined the need for investment in infrastructure for community development. There is a need for community facilities that meet the growing and diverse needs of the population of our municipality. While libraries and similar services are required, more flexible and modern community centres are needed.
- 4.20 Finally, officers have stressed the need for targeted infrastructure provision to allow the continued economic growth of CoPP and to sustain the local economy. This is needed to support tourism, hospitality, creative industries and innovation. CoPP submission calls for enhancing public spaces and event infrastructure and ensuring access to high-quality digital technologies that better design, build, operate and maintain government infrastructure.
- 4.21 The full CoPP submission has been provided as Attachment 1 to this report.

The MTF Submission

- 4.22 The Metropolitan Transport Forum (MTF) is an advocacy group formed of 26 member councils and non-voting associate members including the Department of Transport, Municipal Association of Victoria (MAV), transport companies, and environmental groups that advocated on transport related issues. The MTF, as a transport forum, have a strong interest in the delivery of a comprehensive strategy from IV.
- 4.23 The MTF submission is well aligned to the CoPP submission to the draft Strategy. The MTF submission highlights the importance of public transport and welcomes the extent to which it is included in the draft Strategy. The issues of community infrastructure, climate change mitigation and provision of new housing also featured in the MTF submission.
- 4.24 Regarding transport, the MTF submission outlines the following priorities:
- Urgent delivery of bus reform projects
 - More tram routes operating at a higher frequency and operating for 24 hours per day 7 days per week.
 - Careful infrastructure planning so that new services can continue to perform as climate change impact become more evident.
 - Annual progress assessments of all actions listed
 - Deadlines for the delivery of items (e.g. infrastructure sector plans)
 - Make infrastructure contribution schemes include transport upgrades and recognise that changing financial circumstances can quickly erode contributions.
 - Engage with local government early on freight delivery investigations – to bring the community along and ready them for potential change.
 - Increased uptake of Electric vehicles, and appropriate road user charges for all vehicles. Social equity considerations must play a role in any such charges.



- 4.25 This particularly aligns with the CoPP submission in the areas of improved bus services, reforming development contributions, climate change resilience in infrastructure and support for electric vehicle uptake.
- 4.26 The MTF submission to Victoria's draft 30-year Infrastructure Strategy is included as an attachment for noting.

The M9 Submission

- 4.27 The Melbourne 9 (M9) group of councils consists of the 9 metropolitan Melbourne councils that represent the majority of the population and economic activity of Melbourne. The issues facing CoPP when it comes to infrastructure provision are highly similar with that of the other major metropolitan councils of Melbourne.
- 4.28 The M9 submission to the draft Strategy is well aligned to the CoPP submission. The M9 has also stressed the need for IV and the Victorian Government to put the appropriate level of focus on the inner metro area of Melbourne, while noting that the Strategy needed to encompass all area of Victoria.
- 4.29 In outlining the needs that faced their member councils, the M9 submission included the following key priorities:
- Councils face financial pressures, including from cost shifting from the Victorian Government, which need to be addressed.
 - Social and affordable housing is vital for an inclusive and prosperous city, this must be treated, and funded, as essential infrastructure.
 - Community services are required to be provided beyond libraries and aquatic centres and existing community infrastructure requires maintenance and renewal.
 - Additional public transport is required including commitment to early works and scoping for MM2.
 - Delivery of Victoria's Strategic Cycle Corridors, including providing funding to local government for delivery of walking and cycling infrastructure.
 - Meaningfully engaging with traditional owners to embed their voices, rights and aspiration in all plans for Victoria.
 - Provision of sufficient open space to meet the needs of a growing and densely populated urban environment, including provision of land from the Victorian Government.
 - New environmental standards for buildings and infrastructure such as canopy tree requirements to address climate change risks.
 - Addressing flood risk through improved flood mapping processes, integrated water management and stormwater management.
- 4.30 This particularly aligns with the CoPP submission in the areas of an increase in social and affordable housing, delivery of the MM2 rail lines, improving the cycling network, reforming funding arrangements, climate change resilience in infrastructure and managing the risk of flooding.
- 4.31 The M9's submission to Victoria's draft 30-year Infrastructure Strategy is included as an attachment for noting.



5. CONSULTATION AND STAKEHOLDERS

- 5.1 Infrastructure Victoria is seeking feedback from stakeholders regarding Victoria's Draft 30-Year Infrastructure Strategy. As this is an IV consultation process, broader community engagement by CoPP has not been undertaken.
- 5.2 Discussions have been held with the M9 and MTF regarding their positions on the draft Strategy.
- 5.3 Council's advocacy and engagement with the community and key stakeholders on CoPPs infrastructure priorities and delivery can continue separate to the CoPP submission.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 There is limited risk to CoPP in providing, or not providing, a submission to IV's Victoria's draft 30-Year Infrastructure Strategy or the endorsement of that submission by Council.
- 6.2 The CoPP submission to the draft Strategy aligns with Council's legislative and administrative obligations.

7. FINANCIAL IMPACT

- 7.1 There is no direct financial impact for CoPP providing a submission to IV's Victoria's draft 30-Year Infrastructure Strategy. The infrastructure funding and priorities that results from the Strategy will have a significant financial impact on Council operations.

8. ENVIRONMENTAL IMPACT

- 8.1 There is no direct environmental impact for CoPP providing a submission to IV's Victoria's draft 30-Year Infrastructure Strategy. The infrastructure funding and priorities that results from the Strategy will have a significant environmental impact on CoPP and Victoria.

9. COMMUNITY IMPACT

- 9.1 There is no direct community impact for CoPP providing a submission to IV's Victoria's draft 30-Year Infrastructure Strategy. The infrastructure funding and priorities that results from the Strategy will have a significant impact on the community, the services the community can access and the growth of the community.

10. GENDER IMPACT ASSESSMENT

- 10.1 A Gender Impact Assessment has not been completed as part of the CoPP submission to IV's Victoria's draft 30-Year Infrastructure Strategy. One may be required to be completed by IV.
- 10.2 The impacts of infrastructure provision, or lack thereof, is similar across all genders, however, impacts to those who are at risk within our community are more keenly felt.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The recommendations included in the officer submission to IV's Victoria's draft 30-Year Infrastructure 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.

MEETING OF THE PORT PHILLIP CITY COUNCIL

18 JUNE 2025



12. IMPLEMENTATION STRATEGY




12.1.1 The CoPP officer submission was provided to IV on 28 April 2025.

12.1.2 IV is in the process of finalising Victoria's 30-Year Infrastructure Strategy, with the final Strategy expected to be tabled in the Victorian Parliament in late 2025.

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

1. City of Port Phillip Submission - Victoria's Draft 30-Year Infrastructure Strategy  [Download](#)
2. MTF Submission - Victoria's Draft 30-Year Infrastructure Strategy  [Download](#)
3. M9 Submission - Victoria's Draft 30-Year Infrastructure Strategy  [Download](#)



City of Port Phillip Officer Submission:
Victoria's draft 30-year Infrastructure Plan
April 2025





City of Port Phillip

99a Carlisle Street
St Kilda VIC 3182

Phone: **ASSIST** 03 9209 6777

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

Website: portphillip.vic.gov.au

Diversity

Receive the latest news from your City and Council portphillip.vic.gov.au/divercity



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.

relayservice.gov.au



Please consider
the environment
before printing.

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Acknowledgement of Traditional Owners

The City of Port Phillip respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respects to their Elders, past and present. We acknowledge and uphold their relationship with this land.

Introduction

The City of Port Phillip (CoPP) welcomes the opportunity to contribute to Infrastructure Victoria's Draft 30-Year Infrastructure Strategy (draft strategy).

Home to Victoria's largest urban renewal area and some of the state's most visited public events, the CoPP is committed to partnering with the state government and leveraging local capabilities to increase housing supply, stimulate economic activity, manage natural hazards and protecting our environment. These complex challenges can only be addressed through an integrated and well-funded approach to infrastructure planning and delivery.

This officer submission highlight Council's key priorities and draws on a broad range of Council-endorsed strategies. While we generally support the draft strategy, our emphasis and proposed improvements would strengthen its outcomes, and help CoPP better addresses current infrastructure pressures and prepares for the future.

In the CoPP, the need for **strategic and targeted** infrastructure investment is more urgent than ever—particularly in transport, social and affordable housing, climate change mitigation (such as flood risk and energy efficiency), community facilities, and economic development.

Fisherman's Bend Urban Renewal Area and Established Suburbs

The CoPP is the most densely populated municipality in Victoria, and this density is set to increase significantly. Servicing the growing population requires infrastructure investment in both new and established neighbourhoods.

The Victorian Government has set a target of 55,000 additional houses in Port Phillip by 2051. Much of this growth will be concentrated in the Fishermans Bend Urban Renewal Area (FBURA)—an area vital for the growth of Melbourne as a whole. Urgent and strategic investment in FBURA is essential to support the scale and pace of envisaged growth. At the same time, expanding or upgrading existing infrastructure in surrounding, established neighbourhoods where smaller-scale growth will occur is also critical.

In this context, reform of Development Contribution Schemes is strongly supported, as the current system are complex and inadequate, leaving significant gaps between infrastructure needs and what can be delivered.

Fishermans Bend Tram links and Melbourne Metro 2 (MM2)

Strategic investment in catalytic transport infrastructure is essential to achieving an integrated investment approach.

Major projects like the extension of tram links in FBURA and the development of Melbourne Metro 2 (MM2) are vital. These projects not only support local connectivity but also generate broader positive impacts on surrounding areas.

In particular, MM2 is critical to sustainably accommodate the 80,000 jobs and 80,000 residents projected for FBURA. It is recommended that a separate, dedicated recommendation be made for MM2—specifically, to undertake a business case or feasibility study and to preserve land along the entire corridor to enable future delivery.

The delivery of a new tram route to FBURA aligns with previously endorsed Council positions and remains a current advocacy priority. While the draft strategy suggests alternative routes to those outlined in the existing Fishermans Bend Framework, any option that could accelerate tram delivery should be explored by the Department of Transport and Planning (DTP).

Investing in Ongoing Transport Improvements

The CoPP also supports ongoing investment in existing transport infrastructure. This includes making roads safer, improving travel efficiency, and ensuring that transport systems are accessible for all users. Priorities also include developing a safe and connected cycling network across Melbourne, enhancing pedestrian safety, and using modern traffic control technologies to enable safer and more efficient journeys. Investing in frequent and reliable bus services will also help reduce congestion and increase transport equity.

Social Housing Close to Transport and Community Facilities

The CoPP has a proud history of facilitating social housing for our diverse community. However, the scale of the housing crisis requires significant investment from both state and federal government. If the current supply of social housing dwellings in Port Phillip stays the same, the need for housing assistance is forecast to increase to 17,300 households by 2041, indicating an estimated shortfall of 12,600 affordable dwellings.¹ On this end, we argue mandate for affordable housing near existing infrastructure and community facilities should be a priority for next 5 years, rather than being a future option.

Infrastructure to Mitigate Climate change

As a foreshore council and a key destination for growth, the CoPP is particularly vulnerable to the impacts of climate change. About one-third of our municipality (geographically) is subject to flooding, and this risk is project to increase. Advancing the housing target without adequate flood mitigation infrastructure (such as updated drainage systems and waster-sensitive urban design) will expose new and existing communities to increased risk.

In addition to flood resilience, significant investment is needed to accelerate existing household energy efficiency to ensure that all new buildings are designed to support the transition to cleaner energy.

Infrastructure for Economic Development

¹ SGS Economics and Planning, Port Phillip Affordable Housing Need Report, July 20

In addition, the CoPP is one of the most visited municipalities in Victoria, home to a wide range of cultural attractions and large-scale events. The demands placed on infrastructure by both residents and visitors require forward-thinking, integrated planning to ensure the City can continue to thrive and meet the needs of all who live in, work in, and visit our community.

To sustain and grow the local economy, investment in infrastructure that supports tourism, hospitality, creative industries, and innovation is essential. This includes improving public transport safety and connections, enhancing public spaces and event infrastructure, and ensuring access to high-quality digital technologies that better design, build, operate and maintain government infrastructure. By supporting the economic potential of the CoPP through targeted infrastructure investment, we can drive long-term employment, resilience, and prosperity for broader region.

Objective: Victorians have good access to housing, jobs, services and opportunities

The CoPP supports all recommendations included within Objective 1 with emphasis on the following:

Recommendation 1: Build more social housing

The CoPP supports Recommendation 1 to build more social (public and community) housing. This will assist Council's 40-year program (since 1985) of providing and facilitating community housing, of which the *In Our Backyard - Growing Affordable Housing in Port Phillip 2015 – 2025* is the most recent incarnation. The work undertaken by the CoPP has made us a leading Australian Council in funding community housing via land and cash contributions (in addition to being a direct developer of community housing between 1985 and 2006). Since 1985 it has provided or facilitated 1,446 - 1,481 units of community and affordable housing.

The CoPP supports the current focus of the Victorian Government to fund and build more social housing under its *Big Housing Build*. This is supported in Council's current affordable housing strategy, *In Our Backyard - Growing Affordable Housing in Port Phillip 2015 - 2025*. Continued government investment in social housing will support the implementation of Council's strategy, which seeks to work in partnership with the Victorian Government and the local community housing sector to increase social housing via:

- Providing a pipeline of Council property assets (including air space over replacement Council owned public car parks) and supporting cash contributions for the purposes of delivering new community housing units in the CoPP to increase community housing delivered by local community housing organisations (Policy 1).
- Pursuing inclusion of community housing as a component of private development on divested Council land (Policy 2).
- Facilitating opportunities to increase affordable housing yield and diversity on existing public housing sites through transfer, redevelopment, or sale and reinvestment (Policy 3).
- Facilitate Housing First (formerly Port Phillip Housing Association) to leverage existing Port Phillip Housing Trust property assets to deliver an increased supply of community housing (Policy 4).
- Apply planning mechanisms that encourage the private sector to deliver new affordable housing units (Policy 5, including in Fishermans Bend).
- Facilitate the delivery of affordable housing projects by others (Policy 6).

Recommendation 5: Build libraries and aquatic centres for Melbourne's growth areas

The CoPP supports increasing the supply of libraries and aquatic centres in growth areas, including in the state significant growth area of Fisherman's Bend. However, CoPP also recommends that the State Government investigate whether traditional libraries continue to be sufficient to meet the evolving needs of the community, or if more innovative, multi-purpose community centres would be more effective. This recommendation should be broadened to include

other types of social and community infrastructure, such as community centres, as well as libraries and aquatic centres. These types of facilities require direct funding from the Victorian Government, as councils are not in a position to bear the majority of the funding burden.

Recommendation 6: Make government infrastructure more accessible

The CoPP supports the recommendation to upgrade infrastructure to make it easier to be used by all people, including improving accessibility in the public transport network. The recommendation aligns with Council's *Accessibility Action Plan 2023 to 2025*.

New and upgraded tram stops have benefits beyond tram safety and efficiency. They also allow more people to safely access local designations, workplaces, and activity centres. The CoPP has partnered with DTP to deliver several integrated tram stop upgrades with associated wider public realm and streetscape benefits.

Recommendation 7: Rezone locations near existing infrastructure for more home choices

Recommendation 7 is in principle supported. However, it is also essential that vital economic activity is not displaced or excluded from key locations in the pursuit of additional housing. The CoPP's Spatial Economic and Employment Framework (SEEF, 2024) highlights the critical need to protect and retain the city's remaining industrial and commercial land from residential development. It is essential to safeguard designated "employment-only" areas to support local jobs, economic activity.

While the City welcomes the Victorian Government's support in rezoning efforts, such actions must be carried out in close consultation with Council and guided by local strategic planning. Although land near public transport is a logical focus for rezoning, a wide range of planning considerations must be carefully evaluated to ensure appropriate outcomes.

Recommendation 8: Extend Melbourne's trams to encourage more new homes nearby

The CoPP supports Recommendation 8 under Outcome 3 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to partner with the Victorian Government to deliver reliable, accessible, and more frequent public transport.

Expanding Melbourne's tram network within inner and middle suburbs will be essential to support the successful delivery of Victoria's housing targets and to encourage economic activity. Expansions should be timely to ensure densification does not result in negative impacts on congestion and on street parking.

Fishermans Bend Tram Link

The CoPP strongly supports the timely delivery of tram services to the FBURA and notes with concern the missed delivery milestones outlined in the *Fishermans Bend Framework* (2018). The delivery of catalytic public transport infrastructure is now urgent, as existing residents and workers continue to face significant challenges due to limited public transport connections.

The CoPP also notes that Infrastructure Victoria's current recommendation for tram delivery to Fishermans Bend differs from the previously endorsed route in the Victorian Government's *Fishermans Bend Integrated Transport Strategy* (2017). In this context, it is essential that Infrastructure Victoria encourage the Victorian Government to engage early and meaningfully with key stakeholders—including CoPP—on the development of any alternative tram proposals. This approach aligns with Action 25 of Port Phillip's Integrated Transport Strategy, which advocates for new tram connections that deliver place-based outcomes in Port Melbourne and South Melbourne.

In any case, the delivery of a new tram route to the FBURA remains consistent with the CoPP's previously endorsed positions and ongoing advocacy priorities. While Infrastructure Victoria's recommendations propose alternative routes to those set out in the Framework, any option that could accelerate delivery should be actively considered by the Department of Transport and Planning (DTP).

A comprehensive analysis of all proposed tram routes is necessary to assess local impacts, costs, benefits, and deliverability. This analysis should form part of the business case development and be considered alongside any other viable tram routing options.

Park Street Tram Link

The CoPP encourages Infrastructure Victoria to recommend that the Victorian Government provide clear timelines for the delivery of the Park Street Tram Link.

No timing has been provided for the delivery of this connection which formed part of the original Metro Tunnel business case. This limits the accessibility of Anzac Station from the South Melbourne Activity Centre.

Recommendation 9: Run faster bus services, more often, in Victoria's largest cities

The CoPP supports Recommendation 9 under Outcome 3 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to partner with the Victorian Government to deliver reliable, accessible, and more frequent public transport. Outcome 3 of our ITS proposes major arterial roads be considered for bus infrastructure, including Graham Street, Williamstown Road, City Road, Punt Road, Barkly Street, and Glen Huntly Road.

Recommendation 10: Build a new bus rapid transit network

The CoPP supports Recommendation 10 under Outcome 3 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to partner with the Victorian Government to deliver reliable, accessible, and more frequent public transport.

Bus Rapid Transit (BRT) has proven to be an effective and flexible mode of transport elsewhere in Australia, including in inner urban settings like Brisbane and Adelaide.

Officers note draft Recommendation 10 does not identify any BRT projects in Port Phillip, and we recommend that it be considered to fill gaps in underserved areas like Fishermans Bend and Elwood. The inclusion of BRT in Port Phillip, including areas like Fisherman's Bend should be used to serve the transport needs of community while waiting on the commitments for revised tram routes and the Melbourne Metro 2 (MM2) rail project. Outcome 3 of our ITS proposes major arterial

roads be considered for bus infrastructure, including Graham Street, Williamstown Road, City Road, Punt Road, Barkly Street, and Glen Huntly Road.

Officers also note that Recommendation 61 of *Victoria's Infrastructure Strategy 2021-2051* recommended introducing 'next generation' bus services between the western suburbs and the FBURA to 'shape' demand for the MM2.

Recommendation 13: Make off-peak public transport cheaper and simplify regional fare zones

The CoPP supports Recommendation 13 under Outcome 3 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to partner with the Victorian Government and public transport providers to ensure delivery of attractive and highly competitive travel choices.

Equitable fares are essential to ensure public transport remains a competitive and fair mode of transport as cost-of-living pressures continue to escalate.

Under Victoria's current flat fare model, the CoPP public transport users pay disproportionately high prices per kilometre compared to other Victorians. With ongoing cost of living pressures, more dynamic fare structures are required to deliver more benefits for all Victorians, not only regional travellers.

Future Option 1: Mandate more affordable homes near existing infrastructure

Future Option 1 is supported and should be considered as a full recommendation to assist with the current housing and housing affordability crisis.

While the CoPP has excellent access to infrastructure relative to more outer suburban and regional areas of Victoria, use of mandated mechanisms to increase social housing supply in well-located areas is supported.

Policy 5 of the *In Our Backyard* strategy states Council will: Apply planning mechanisms that encourage the private sector to deliver new affordable housing units. This includes establishment of an Inclusionary Zoning scheme that mandates developer contributions of affordable housing within developments, similar to the current arrangement in the FBURA.

The need for mandated affordable housing mechanisms was supported by a 2018 consultant review of the CoPP's role in supporting the increase in social housing, which found that there was an assessed current and projected social housing need in Port Phillip based on the ABS's count of households in varying degrees of housing cost stress (excluding home purchasers), ranging from homelessness through to excessive rent demands on low incomes. On that basis, the review stated that the CoPP had a shortfall of some 4,432 social housing units in 2016. By 2025 the shortfall is expected to increase to 6,540 assuming no further investment in social housing by the State Government or other social housing providers (In Our Backyard Housing Program Review, September 2018, SGS Economics and Planning).

Only a mandated mechanism, such as Inclusionary Zoning, is capable of delivering the volume of affordable housing supply which is needed close to public transport, open space and social services

Objective: Healthy and safe Victorians

The improvement of health facilities, hospitals and treatment facilities is supported across Victoria and within the CoPP.

28/4/2025

Recommendation 14: Make local streets safer for children and communities

The CoPP supports Recommendation 14 under Outcome 1 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028 (ITS)* to prioritise safety and access in our streets. This is of specific need in close proximity to kindergartens, schools and activity centres.

Recommendation 15: Build safe cycling networks in Melbourne and regional cities

The CoPP supports Recommendation 15 under Outcome 2 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to ensure our community is healthier because it has safe, connected, and convenient bike riding choices. Action 18a of our ITS is to deliver a range of interventions (including protected bike lanes) to build a network of connected, safe riding options, ensuring safety for people of all ages and abilities.

Implementing safer bike infrastructure is challenging for local governments, which are responsible for delivering the Victorian Government's Strategic Cycling Corridors (SCCs) with limited resources, while balancing competing road space demands and community expectations in busy inner-city areas. Infrastructure Victoria should acknowledge these challenges directly and recommend that the Victorian Government better support delivery of SCCs on local roads. The CoPP calls on the Victorian Government to provide funding directly to Councils and support Council to implement and deliver SCCs and other active transport projects.

Recommendation 17, 18 & 21: Invest in maintenance, upgrades and expansions of community health facilities, Build more residential alcohol and other drug treatment facilities & Better use prisons and invest more in health facilities and transition housing

The intention to provide for additional health facilities, including drug and alcohol treatment facilities, transition housing is supported. These recommendations however should be considered in the context of Recommendation 1 – Building for social housing and the need to provide additional social housing. The location of new social housing must be considered strategically with the provision of complimentary facilities that community members with complex needs are likely to require.

Objective: Aboriginal people have self-determination and equal outcomes to other Victorians

Recommendation 22 & 23: Invest in secure homes for Aboriginal Victorians & Fund better health and wellbeing infrastructure for Aboriginal Victorians

Council's *Reconciliation Action Plan 2025-2027* (RAP) provides the following vision for reconciliation "a City of Port Phillip that prioritises the voice of First Peoples, enables self-determination, and ensures equity, cultural inclusiveness, and culturally safety". This objective, and by extension recommendations 22 and 23, are support by the endorsed RAP.

The RAP includes commitments to housing outcomes for Aboriginal and Torres Strait Islander people, including:

- Continue to work with Aboriginal and Torres Strait Islander service providers and housing organisations to ensure culturally appropriate, supported social housing and programs are delivered to meet the needs of local communities.

Through this policy commitment, the CoPP is committed to keeping abreast with Treaty negotiations in Victoria to inform our work now and in the future.

Further Opportunities

The CoPP supports the objective and recommendation put forward by Infrastructure Victoria as important acknowledgement of the place Aboriginal and Torres Strait Islander people in land management and the provision of infrastructure. There are opportunities to further strengthen this objective through the following recommendations:

- Strengthen the objective and recommendations to be inclusive: expand the language of Aboriginal Victorians to 'Aboriginal and Torres Strait Islander people' or 'First Nations people'. Under the Victorian Charter of Human Rights, section 19 (2); and United Nations Declaration on the Rights of Indigenous Peoples and The Human Rights Commission 'Self-Determination' is a human right for all Indigenous people therefore the context of using words - 'have self-determination' appears to be deficit language. This could be updated in the Objective as: 'Embed the ethos of Self-Determination of First Peoples (or Aboriginal and Torres Strait Islander people) to support equal outcomes to other Victorians.
- Recommendation 23 could be expanded to consider holistic concept of wellbeing, including gathering spaces for Aboriginal and Torres Strait Islander communities. Gathering spaces Infrastructure is an opportunity contribute to the health and wellbeing of Aboriginal and Torres Strait Islander communities.
- Victoria's 30-Year Infrastructure strategy should give consideration to First Nations cultural heritage investigations (In line with the Aboriginal Heritage Act 2006) for all state government infrastructure projects.

- The strategy should give consideration to First Nations economic empowerment, with procurement commitments to Aboriginal and Torres Strait Islander owned businesses.
- Strengthen language of recommendation 23, to be changed from "...develop and deliver new and upgraded infrastructure in a self-determined way. Establish an interim fund for minor works and repairs until a self-determined perpetual infrastructure fund is introduced." To remove "in a self-determined way" and changes to other wording be updated to "...develop and deliver new and upgraded infrastructure. Establish an interim fund for minor works and repairs until a First People led perpetual infrastructure fund is introduced."

Objectives: Victoria has a thriving natural environment & Victoria is resilient to climate change and other future risks

The CoPP is committed to reducing the impacts of climate change and increasing the resilience of our assets. Council has committed to decarbonisation, greening and climate resilience actions through the *Act and Adapt Sustainability Strategy 2023-28* and the *Urban Forest Strategy 2024-2040*. The actions contained within these strategies align with the recommendations outlined in the Infrastructure Victoria Strategy.

The CoPP is supportive of the advancement of integrated water management and have committed to being a Water Sensitive City through its *Act and Adapt Sustainability Strategy 2023-28*, the *Fishermans Bend Water Sensitive City Strategy (2022)* and by refreshing CoPP's *Water Sensitive City Plan* (current project). We are also active members in the Yarra and Dandenong Integrated Water Management Forums. We are committed to exploring partnerships to deliver infrastructure and design approaches to protect against flooding and sea level rise.

Recommendation 24: Reduce greenhouse gas emissions from infrastructure

The CoPP supports the recommendation to reduce greenhouse gas emissions from infrastructure, as emissions reductions are required across the board in Port Phillip and Victoria. However, the strategy could go further to include advocating for developments and infrastructure to achieve climate-positive buildings properties and precincts, as outlined in Action 27 of *Act and Adapt Sustainability Strategy 2023-28*.

Recommendation 25: Advance integrated water management and use more recycled water

Progression of integrated water management is vital to the health of our cities. Reducing flooding, while improving water quality and managing water use is important across the CoPP. Increased investment from all landowners and responsible authorities is required in developed areas that are subject to flooding, including the FBURA, Elwood, and other areas of Port Phillip. Supporting the water sensitive cities approach in the FBURA is a key example of where this is critical. These principles could also be applied to other areas. The Elwood Drain Diversion project, currently being developed by Melbourne Water is another example where investment from the Victorian Government could result in safety, liveability, and environmental benefits for the Victorian community.

As identified in *Act and Adapt Sustainability Strategy 2023-28*, ensuring integrated outcomes extend, as planned, through the public realm such as 'blue green' streetscape corridors which support flood mitigation alongside other benefits is critical. This requires ongoing planning, design, and consideration of funding options.

While it is beneficial to advance recycled drinking water, non-potable recycled water should be the priority where it is more aligned with community sentiment and technological realities

Recommendation 26: Better use government land for open space and greenery

The proposal to increase canopy cover on public land is supported by the CoPP. This aligns with the *Urban Forest Strategy 2024-2040*, in which Council is committed to increasing canopy cover. These increases in the urban forest should be sought on both public and private land. Officer also support explore greening opportunities in areas such like St Kilda Cemetery.

Recommendation 27: Better prepare infrastructure for climate change

It is vital that climate resilience is built into all infrastructure provision, both into the future and through retrofitting. The recommendation provided in the draft strategy should go further to support the FBURA as an innovation precinct where adaptation opportunities can be trialled, delivered and monitored as test cases. The CoPP would support such a recommendation as it aligned with Action 35 of *Act and Adapt Sustainability Strategy 2023-28*.

As a foreshore council and a key destination for growth, the CoPP is also particularly vulnerable to the Sea level rise and flooding. About one-third of our municipality (geographically) is subject to flooding, and this risk is project to increase. Advancing the housing target without adequate flood mitigation infrastructure (such as updated drainage systems and waster-sensitive urban design) will expose new and existing communities to increased risk.

Recommendation 28: Use new flood maps to revise planning schemes

Flooding is a major issue in the CoPP now and will increase into the future. The CoPP supports the appropriate use of flood mapping to ensure that our community, and Victoria as a whole, is well informed and prepared for flooding events. The Victorian Government must ensure that flood mapping is consistent across different organisations, such as Melbourne Water and DEECA and is taken into account in decision making at all levels.

It is vital that the community is included in the process and informed of the ongoing and increasing risk of flood. As outlined in *Act and Adapt Sustainability Strategy 2023-28*, we need to undertake a targeted campaign based on up-to-date flood modelling to ensure residents know of existing and future flood risks and understand the implications for insurance and measures to reduce impacts.

In addition to requiring updated flood mapping and planning schemes, there is additional need to use that mapping to strategically provide support to foreshore councils to adapt to flooding and climate change. Councils such as the CoPP require guidance on urban growth considering flood risk, additional funding for flood mitigation infrastructure and assistance in retrofitting heritage buildings for sustainability and resilience.

Recommendation 34: Speed up household efficiency and electrification

In order for Victoria to meet its targets for net zero emissions it is vital that electrification is supported in every sphere. The CoPP supports the push to speed up the electrification and households and increasing household efficiency. For this transition to progress, vehicles also need to be transitioned to electric. This can only occur where good quality, sufficient quantity and well-

located electric vehicle charging facilities have been provided. Prioritising EV charging infrastructure should be a recommendation of the Infrastructure Victoria's Strategy.

Additional Recommendations

An additional action that is not included in the proposed recommendations would be elevating the use of recycled content in materials for infrastructure developments. The use of recycled materials in building projects aligns with our *Act and Adapt Sustainability Strategy 2023-28*, in which Council has committed to prioritise the use of recycled products. This would significantly reduce the embodied greenhouse gas emissions of all development and would create a strong market in recycled content materials.

Objective: Victoria has a high productivity and circular economy

Recommendation 36: Reform infrastructure contributions

The CoPP supports the statement that Victoria's current infrastructure contribution schemes are complex, costly, and challenging for all stakeholders to navigate. We strongly support the proposal to simplify Victoria's infrastructure contribution scheme and welcome Infrastructure Victoria's recommendation that the Victorian Government adopt a statewide model that delivers a simpler, more consistent, and efficient system for both state and local government infrastructure.

We particularly support exploring and implementing infrastructure contribution schemes in established suburbs, where they are currently far less common than in growth areas. As

established areas are also expected to accommodate a fair share of future growth under *Plan Victoria* and the *Housing Statement*, it is essential that mechanisms are in place to support the delivery of necessary infrastructure.

At present, the CoPP has limited infrastructure contribution requirements in its planning scheme, applied through overlays in Fishermans Bend and Port Melbourne. However, the contribution overlay in Port Melbourne is now obsolete and should be removed.

The *City of Port Phillip Housing Strategy 2024-2039* includes an action to investigate the adoption of additional Development Contribution Overlays (DCOs) in established areas to help meet infrastructure demands arising from population growth. However, an action like this would also require significant work and significant cost in order to implement. It may also lead to inconsistencies in requirements across Victoria, which creates complexity and inequity. Therefore, the proposal to explore a more consistent and streamlined approach is welcomed.

Any investigation into this reform must involve broad stakeholder engagement, particularly with local government. To ensure the resulting contribution schemes are fair and efficient, standardised contributions could be structured based on locality classifications—such as inner-urban, outer-urban, greenfield, regional, or rural—and calculated in proportion to the scale of new development (e.g., dwelling numbers or floor area). This would help balance local context with consistency across the state.

Recommendation 38: Prepare for more recycling and waste infrastructure

The CoPP's *Waste and Recycling Strategy (Don't Waste It!)* supports the Victorian Government preparing for more waste and recycling infrastructure. Council's *Waste and Recycling Strategy (Don't Waste It!)* calls for the Victorian Government to:

- Fund technology and research that leads to an advanced domestic circular economy sector and positions Australia as a leading expert in this new economic sector.
- Partner with Local Government to help guide and inform Federal policy and investment decisions around supporting circular economy, recycling, product packaging and waste reform opportunities; and
- Reinvest the funds collected from local governments via the Municipal and Industrial Waste Levy to support the rollout of the Circular Economy Policy, with a focus on the rollout of the four-service model.

Recommendation 40: Use modern traffic control technology for efficient and safe journeys

The CoPP supports Recommendation 40 under outcomes 1 and 5 of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to prioritise safety and access without compromising movement of people and goods, and harness rapid advancements in new technology.

Infrastructure Victoria should encourage the Victorian Government to partner with local government in a broader application of new traffic control technology on local roads and

intersections, particularly in areas where high pedestrian volumes and competing modes require sophisticated management.

Recommendation 43: Create and preserve opportunities for future major infrastructure projects

The CoPP supports Recommendation 43 under Outcome 3 of *Move, Connect, Live: Integrated Transport Strategy 2018-2028* to partner with the Victorian Government to deliver reliable, accessible, and more frequent public transport. Action 27 of the ITS supports advocacy for delivery of Melbourne Metro 2 (MM2).

However, officers note that MM2 is not provided with its own recommendation as it was in *Victoria's Infrastructure Strategy 2021-2051* (Recommendation 61 – Prepare for Melbourne Metro 2 and direct Geelong rail services).

MM2 is identified as a critical element in supporting the growth of the FBURA – Australia's largest urban renewal area which is forecast to house 80,000 residents and 80,000 jobs by 2050. MM2 will also better connect the FBURA to the CBD, and some of Victoria's key growth areas in Melbourne's northern and western suburbs, and Geelong.

Failure to deliver MM2 risks undermining the vision for the FBURA as well as increasing the risk of under-development and/or delays in meeting residential and jobs capacity, put pressure on capacity of the planned FBURA tram infrastructure and embedding unsustainable travel patterns within the precincts.

Over the long term, the early and timely planning for a future Bay West port will reduce conflicts and any decline in amenity for the growing residential population in the FBURA which is in close proximity to existing Port of Melbourne operations that are expected to reach capacity in 2055 if not sooner. This may have broader amenity impacts on the whole of the CoPP, not just within the FBURA.

The CoPP recommends reinstating a standalone recommendation for MM2, including a commitment to complete a business case, commence feasibility investigations, and preserve land across the proposed corridor in the shorter term. Acknowledging MM2's delivery now likely a longer-term priority for the Victorian Government does not prevent the undertaking necessary planning investigations in the short term.

In addition, the CoPP notes that there are no current plans to connect the FBURA to the western suburbs of Melbourne. With the FBURA acting as an extension to the CBD of Melbourne, the Victorian Government should investigate how to better connect this area to the nearby western suburbs of Melbourne. Connections between the south eastern and western suburbs should be provided that do not require travelling directly into the centre of Melbourne CBD.

City of Port Phillip Submission - Draft 30-Year Infrastructure Plan

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SUBMISSION TO INFRASTRUCTURE VICTORIA -DRAFT 30 YEAR INFRASTRUCTURE STRATEGY

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Introduction

The Metropolitan Transport Forum (MTF) is a transport interest group for Melbourne metropolitan local governments. The MTF has been established for over 25 years and has a membership of 25 metropolitan councils, and meets regularly to discuss transport topics of interest and relevance to local governments and their communities. The MTF also acts to liaise between local and state governments, and advocates on behalf of member councils on key transport issues of metropolitan significance. The MTF works closely with the Municipal Association of Victoria (MAV).

The MTF informs, researches and debates transport issues with metropolitan local governments throughout the year. Our strategic plan identifies three main areas of attention within the Victorian transport planning agenda:

- Active – to achieve more funding for cycling and pedestrian infrastructure and projects that improve rider and walker safety;
- Buses – to increase patronage on buses; and
- Choice – to provide alternatives to private cars for the wider Melbourne community to move around Melbourne for recreation, employment and education.

General comments on IV Summary

The draft IV strategy notes that the Victorian Government has made progress or implemented 80% of the 2021 strategy. It would be helpful to have this more clearly quantified, showing how much progress has been achieved, rather than “made progress”, and which items have not commenced at all.

Public transport is included as a broad category where existing infrastructure does not meet Victoria’s needs. This submission will focus on this aspect of the draft strategy, but it is noted that public transport is closely linked to the other broad areas of social housing and community infrastructure.

The strategy does not explicitly reference health and education facilities in its opening section, only referring to these important services deeper in the document.

The IV strategy does make reference to climate change impacts, and the state’s goal of delivering 800,000 new homes by 2034. The MTF wants to stress that the delivery of these new homes should not be considered a standalone outcome; if public transport is not delivered in tandem with these homes, the success will be severely undermined, as forcing residents to own and operate multiple cars per dwelling in order to fully participate in the education, employment and social connectedness, adds considerably to their day to day costs.

It is good to see that costs and timeframes for the recommendations are included.

The draft strategy includes local government as a potential funding partner in some projects, but this does not reflect the considerable constraints under which local

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government capital works operate. Caps on rate rises, and strict requirements about long term financial viability of councils effectively means that discretionary budgets are very tight. Without direct funding to local governments for these projects, reflecting their often long term strategic consultation works with their communities, local governments have almost no ability to partner on such projects, except for perhaps on an in-kind basis.

Summary of recommendations and future options

It is pleasing to see that so many of the nominated recommendations and future options are related to transport. As stated above, transport is critical to how people live – how they get to, where and when they can choose they work, learn, recreate and are able to have their mental as well as physical health needs addressed.

A summary of our comments is:

The MTF supports:

- Urgent delivery of bus reform projects
- More tram routes operating at a higher frequency, and operating for 24 hours per day 7 days per week.
- Careful infrastructure planning so that new services are able to continue to perform as climate change impact become more evident.
- Annual progress assessments of all actions listed
- Deadlines for the delivery of items (eg infrastructure sector plans)
- Make infrastructure contribution schemes include transport upgrades, and recognise that changing financial circumstances can quickly erode contributions.
- Engage with local government early on freight delivery investigations – to bring the community along and ready them for potential change.
- Increased uptake of Electric vehicles, and appropriate road user charges for all vehicles. Social equity considerations must play a role in any such charges.

Below are more specific comments for selected recommendations.

Section: Victorians have good access to housing, jobs, services and opportunities.

IV Recommendation 6: Make government infrastructure more accessible.

Cost and timing:

The estimate is \$1.5 billion for both bus and tram stops over 10 years.

The more detailed notes on this recommendation state:

- Most public transport is still inaccessible
- At this rate it will take 155 years to complete {the required upgrade}.
- The government should fund the highest priority stop upgrades and aim to finish them by 2030.
- By 2030 it should also approve funding for the next wave of accessibility upgrades.

MTF Comment:

- MTF believes the urgency of this work is highest above all other projects.
- 17% of Victorian residents can be considered to have ability restrictions (ABS) Our public transport system must urgently be improved to allow these residents to fully participate in life.
- To commence new major transport projects while the upgrade of the existing public transport network proceeds at a glacial speed is inadequate.

Rec No	Summary wording	MTF comment
6	Complete priority public transport stop upgrades to meet legal accessibility requirements and fund further upgrades	The wording on this should be much stronger. This recommendation does not reflect that this upgrade is now well overdue and that there is still no publicly available plan against which to measure progress. This work is considered critical to improving the lives of a large sector of the Victorian community. It is considered that this recommendation should include a commitment to complete the upgrades within 10 years.

IV Recommendation 8: Extend Melbourne's trams to encourage more new homes nearby.

Cost and timing:

The estimate is up to \$5.5 billion for both bus and tram stops over 5 years.

The more detailed notes on this recommendation state:

- Most public transport is still inaccessible
- At this rate it will take 155 years to complete {the required upgrade}.
- The government should fund the highest priority stop upgrades and aim to finish them by 2030.
- By 2030 it should also approve funding for the next wave of accessibility upgrades.

Rec No	Summary wording	MTF comment
8	Increase services on key tram routes in activity centres that have been designated for additional housing development	The MTF supports all of the proposed extensions. MTF supports more trams, with higher frequency services operating 24/7.
8	Complete a detailed assessment of tram extensions in Melbourne's established suburbs.	Transport planning must also allow for greater walking and cycling.
8	Start building extensions in areas that can support more new homes.	Any new extensions must be fully accessible.
8	Rezone land around the extended tram line so more homes are built.	Transport planning must also allow for greater walking and cycling. Local government is well placed to assist in the engagement process which will be vital through the planning as well as construction stages of these projects.

IV Recommendation 9: Run faster bus services, more often, in Victoria's largest cities

Cost and timing:

The estimate is \$1-\$1.5 billion over 5 years.

The more detailed notes on this recommendation state:

- The benefits of running buses more often are similar to any one of Victoria's big road or rail project, *but they are far cheaper.* (our italicisation).
- Bus routes should be more direct for faster travel times
- The Victorian Government should redesign bus routes.
- The government should give buses priority on the road to improve travel times.

Rec No	Summary wording	MTF comment
9	Run buses more often, for longer hours, and give buses priority on the road.	MTF supports more buses, with higher frequency services operating 24/7. Local government has participated for many years (over a decade in some cases) and is keen to assist in the implementation of these route and service redesigns. Much needed improvements to facilitate pedestrians include construction of more pedestrian crossings near bus stops to assist passengers approaching and departing the stops. These may not be within the new lower speed zones, but will be important to encourage greater use of buses.
9	In stages, straighten out existing bus routes so they are fast and direct	MTF supports a more efficient bus network, connecting well to train services. High frequency buses will remove the need for timetables and greatly improve passenger numbers and experience. The already completed bus review work should be implemented over the next 5 years.

Recommendation 10: Build a new bus rapid transit network

Cost and timing:

The estimate is \$3.5 billion over 5 years. The first tranche of rapid bus routes will provide welcome new services in undersupplied areas.

The more detailed notes on this recommendation state:

- The buses should run every 5 minutes in peak hours and every 10 minutes at other times

Rec No	Summary wording	MTF comment
10	Complete a detailed assessment, reserve the required land, and build a new bus rapid transport network	The new frequent services should also be planned to operate 7 days a week.
10	Start with routes that connect train stations and busy destinations in Melbourne's north, west and south east, and extend the new Eastern Busway along Hoddle Street.	<p>MTF supports the creation of new bus routes, especially in the west and south east. The proposed high frequency of the services is supported.</p> <p>Much needed improvements to facilitate pedestrians include construction of more pedestrian crossings near bus stops to assist passengers approaching and departing the stops. These may not be within the new lower speed zones, but will be important to encourage greater use of buses.</p>

IV Recommendation 11: Extend metropolitan trains and run more services in Melbourne's west

Cost and timing:

The estimate is up to \$5.5 billion over 5 years.

The more detailed notes on this recommendation state:

- This prioritises Melbourne's west.
- This includes two new train stations at Thornhill Park and Mount Atkinson
- This will allow for faster Geelong, Ballarat and Wyndham Vales V/Line services

Rec No	Summary wording	MTF comment
11	Extend and electrify metropolitan trains to Melton.	Enhancements to the wider metropolitan rail network are supported.
11	Assess delivery of new train station at Altona North accompanied by land rezoning.	

IV Recommendation 13: Make off-peak public transport cheaper and simplify regional fare zones.

Cost and timing:

The estimate is \$1 million per year.

The more detailed notes on this recommendation state:

Fare reform should be matched with service upgrades.

Rec No	Summary wording	MTF comment
13	After upgrading the myki ticketing system, charge lower fares for off-peak travel on Victoria's buses, trains and trams.	Reducing off-peak fares will likely increase patronage. This should lead to more frequent services which will better reflect modern work contexts, and change economic frameworks where many jobs are in service, rather than manufacturing industries.
	Simplify fares and reduce the number of regional fares.	Continuing work from home practices have likely reduced the use of year long tickets. A review of fares should reflect this change in work practice.

Section: Victorians are healthy and safe

IV Recommendation 14: Make local streets safer for children and communities

Cost and timing:

The estimate is up to \$45 million.

The more detailed notes on this recommendation state:

- Funding can be used to improve footpaths and add crossings and other infrastructure to slow cars down.

Rec No	Summary wording	MTF comment
14	Reduce speed limits to 30 km/h on local streets, starting in places that children often visit including schools, playgrounds, childcare centres and kindergartens.	<p>MTF members' experience is that compliance with reduced speed limits is improved if done on an area by area basis rather than a street section by street section basis. Drivers comply better with speed limits which change less frequently, and are less likely to "accidentally" exceed the limit. Speed limits should be set for 24/7 (not only for school hours).</p> <p>Lowering speeds across the wider metropolitan area will simplify engagement for the project, and greatly reduce potential motorise confusion.</p> <p>Local government budgets are likely to be very limited in their ability to contribute to upgrades. Most councils only deliver a few streets/networks of traffic calming each year.</p> <p>The lower speed project should be complemented with many new crossing facilities on major roads.</p> <p>Much needed improvements to facilitate pedestrians include construction of more pedestrian</p>

		crossings near bus stops to assist passengers approaching and departing the stops. These may not be within the new lower speed zones, but will be important to encourage greater use of buses.
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IV Recommendation 15: Build safe cycling networks in Melbourne and regional cities

Cost and timing:

The estimate is up to \$600m over 10 years.

The more detailed notes on this recommendation state:

- The cost estimate includes construction of a protected cycling corridor, including physical barriers, traffic signal upgrades, and new cycle pavements ..”.

Rec No	Summary wording	MTF comment
15	Continue building protected and connected cycle corridors across Victoria.	<p>The construction of protected cycle paths is supported the MTF.</p> <p>Any new protected cycle paths should be fully funded by the State.</p> <p>Our experience is that these projects require considerable engagement effort. It is also our experience that the use of “pop up” facilities can be an excellent way to experiment with this infrastructure, and address community concerns.</p> <p>Any budget must allow for deep engagement, and temporary works to trial proposed infrastructure. The use of unprotected cycle paths should also be supported as a precursor to protected lanes.</p>
	Publish updates to the strategic cycling corridor network	

Section: Victoria has a high productivity and circular economy

IV Recommendation 36: Reform Infrastructure contributions

Cost and timing:

The estimate is up to \$5 million.

The more detailed notes on this recommendation state:

- The Victorian Government is working with property industry stakeholders to identify a new model for infrastructure contributions in 10 activity centres.
- The Victorian Government begins work to reform infrastructure contributions as soon as possible.

Rec No	Summary wording	MTF comment
36	Simplify Victoria's infrastructure contribution schemes to cover all types of housing developments and reflect the cost of infrastructure in different development settings.	<p>Infrastructure contribution schemes should reflect that improvements to infrastructure may be required <i>beyond</i> the development perimeters (eg tram extensions).</p> <p>Eg: The schemes should require the developers to upgrade nearby tram stops to meet accessibility requirements.</p> <p>Local government should be involved in the development of any new contribution models, and the legislation covering contributions should be reviewed.</p>

IV Recommendation 40: Use modern traffic control technology for efficient and safe journeys

Cost and timing:

The estimate is up to \$3 billion over 10 years.

The more detailed notes on this recommendation state:

- On some tram routes almost 20% of travel time is spent waiting at red lights.

Rec No	Summary wording	MTF comment
40	Further extend modern traffic control technology like sensors and cameras along arterial roads in Victoria's largest cities. Begin expanding smart motorways into Melbourne's growth are freeways.	<p>The emphasis of this recommendation is private vehicles rather than public transport. This recommendation should include clear reference to improve on road public transport efficiency – such as prioritisation of buses and trams at intersections, and wider use of tram and bus only lanes.</p> <p>This recommendation should also provide greater emphasis to support pedestrian and cycling modes. It is noted that pedestrians are prioritised within the Melbourne CBD. Other high pedestrian locations could be piloted for similar prioritisation.</p>

IV Recommendation 42: Encourage off-peak freight delivery in urban areas

Cost and timing:

The estimate is up to \$5 million over 5 years.

The more detailed notes on this recommendation state:

- ... should set up a pilot in Melbourne for off-peak freight delivery to test feasibility and confirm benefits. The pilot should:
 - target dense residential and commercial areas, such as inner Melbourne
 - focus on a single sector Draft recommendation 42 139 Victoria's draft 30-year infrastructure strategy
 - remove barriers to participation, for example by relaxing truck access restrictions and helping freight.

Rec No	Summary wording	MTF comment
42	Prepare for growing freight volumes in urban areas by piloting an off-peak freight delivery program in a high density area of Melbourne.	Community engagement will be critical to such a pilot providing useful data for permanent implementation, and possible expansion.

IV Recommendation 43: Create and preserve opportunities for future major infrastructure projects

Cost and timing:

The estimate is up to \$150 million over 5 years.

Rec No	Summary wording	MTF comment
43	Create and preserve opportunities to build major infrastructure projects which might be required in the long term	Such corridors are vital, and can also be considered as early transport routes to build the patronage of future transport services (eg bus services could be running along the route of SRL while it is being constructed over 25 years)
	This includes...City Loop reconfiguration, extending and electrifying metropolitan trains to growth areas in Melbourne's north and south east, Melbourne Metro 2, the Bay West port, the outer metropolitan ring road and rail corridor and connecting western intermodal freight terminal	Standalone recommendations for each of these major projects would allow better tracking against your recommendations for current and future governments.
		It is important that any new infrastructure projects are planned and designed to ensure maximum flexibility. Often projects are strongly directed to one mode (eg cars) and result in disruption to existing alternate transport modes, or prevention of new routes.

COMMENTS ON FUTURE OPTIONS

Future Option		MTF comment
Charge people fairly to use roads	Introduce road charges that help manage congestion and improve productivity.	<p>The costs of maintaining all roads are greatly increasing.</p> <p>The impacts of heavy vehicles including heavier passenger vehicles should be considered when proposing road user charges.</p> <p>Social equity must be considered in any road charges, which could reflect the availability of alternative transport modes to commuters.</p>
	Consider options such as car parking levies, off-peak freeway tolls, congestion pricing trials, or road user charging for all motorists with lowered fixed road charges.	Funding allocations should reward communities which mode shift to cycling and walking, to allow further expansion and improved maintenance of walking and cycling facilities.

Future Option		MTF comment
Plan for more efficient and sustainable urban freight	Develop a network of urban freight delivery precincts in Melbourne to improve freight productivity and reduce emissions	<p>Freight delivery issues are important to local government.</p> <p>Increased housing density creates more expectations for greater residential precinct protection when developments are approved.</p> <p>Engaging with the wider community to improve understanding of freight economics is important.</p>

Future Option		MTF comment
Reconfigure City Loop for more frequent and reliable trains	Reconfigure the City Loop by splitting City Loop 2 tunnels into 2 separate cross city train lines.	MTF supports more frequent and reliable train services.
	Build around 3 kilometres of new train tunnels and upgrade related power and signalling.	
	Increase service frequency to Craigieburn, Upfield and Frankston lines..	

Future Option		MTF comment
Extend metropolitan trains to growth areas in Melbourne's north and south east	Extend and electrify metropolitan trains to Clyde and towards Kalkallo to support growth in new suburbs.	<p>The extension of train services to these areas is supported.</p> <p>The pressure on infrastructure due to the lag between delivery of housing and public transport services results effects all metro residents.</p>

Other comments:

Overall infrastructure review

It is noted that IV does not comment on existing projects.

However, MTF believes existing projects should also be considered in the mix, as funding allocated to these projects will effect the commencement and period to deliver any new infrastructure projects.

SRL which has an overall delivery time of 25 years is a good example where funding could be re-directed to other infrastructure projects that deliver greater return not just in investment, but also on number of residents who will benefit. While it may be that SRL exceeds the return of other proposed projects, given the common occurrence that major projects budgets are exceeded by significant amounts, the continuing evaluation of the benefits of these projects is important.

Gender Impact Assessment

Projects should also be considered through a gender assessment lens. It is arguable that the entirety of Melbourne's transport infrastructure projects has been built on assumptions from the 1950's where a single bread winner (usually the male) worked 9-5 in the city.

Services, routes and timetables do not reflect the evolved social context of the 2020s and beyond where women participate in the workplace in huge numbers, hours of work in a service economy run 24/7, and people with disabilities contribute to the economy and social fabric in ways not anticipated 70 years ago. This will no doubt evolve further, and the transport infrastructure must account for this, and be flexible to adapt to future changes we cannot yet imagine. Funding analysis should reflect this more complex understanding of society.

Benefit Cost per Capita

It is considered that it would also be useful to also consider the number of potential beneficiaries of each recommendation, so that projects can be ranked in terms of a BCR analysis that addresses not just financial RoE, but also benefit to people. Historically small budget projects appear to get overlooked against "block buster" projects. This new metric may reframe the political benefit of smaller projects and provide momentum for their commencement and greater positive community impact.

Review of funding needs for existing infrastructure.

Recommendation 34 refers to preventative maintenance making exiting infrastructure more productive.

A critical element of Victoria's infrastructure is the adequacy and upgrade of its existing infrastructure. An example is rail infrastructure which has seen little (or no) system upgrade since the majority was constructed over 100 years ago. New technology is proposed for new segments of the network, but the old segments, which will remain the vast proportion of the network are still operating as in the early 1900s.

These improvements appear to be deemed maintenance, but planning and funding allocation for wholesale upgrades must commence. IV's assessment of the importance of these upgrades would add greatly to the discussion.

Conclusion

This is a comprehensive set of recommendations for the current and future governments to use to meet the needs of all Victorians.

It is pleasing to see that so many of the nominated recommendations and future options are related to transport. As stated above, transport is critical to how people live – how they get to, where and when they can choose they work, learn, recreate and are able to have their mental as well as physical health needs addressed.

MTF members have been actively involved in many major transport infrastructure projects. They have experienced mixed results in terms of reducing identifiable long lasting impacts on communities.

A summary of our comments is:

The MTF supports:

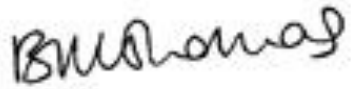
- Urgent delivery of bus reform projects
- More tram routes operating at a higher frequency, and operating for 24 hours per day 7 days per week.
- Careful infrastructure planning so that new services are able to continue to perform as climate change impact become more evident.
- Annual progress assessments of all actions listed
- Deadlines for the delivery of items (eg infrastructure sector plans)
- Make infrastructure contribution schemes include transport upgrades, and recognise that changing financial circumstances can quickly erode contributions.
- Engage with local government early on freight delivery investigations – to bring the community along and ready them for potential change.
- Increased uptake of Electric vehicles, and appropriate road user charges for all vehicles. Social equity considerations must play a role in any such charges.

The “Future Options” are welcomes as discussion starters for important potential changes to how we view delivery and use of transport infrastructure. These will be difficult conversations but should commence. Any changes will take decades, and it would be valuable to find a way to engage sooner rather than later. Deferring the necessary discussions will not make them easier to resolve.

Lastly the MTF has suggested some additional matters to be considered as a formal part of the development of any infrastructure proposal to maintain a high fitness for purpose and to ensure that projects provide greatest future options, as well as addressing current needs. These are:

- To conduct annual infrastructure project reviews of projects in progress
- To undertake a gender impact assessment of all projects
- To undertake a benefit cost per capita assessment of all projects
- To review the funding needs to maintain existing infrastructure.

I would be pleased to meet with you to discuss this submission and can be contacted at mtf@mtf.org.au.

A handwritten signature in black ink, appearing to read 'Bernadette Thomas'.

Cr Bernadette Thomas
Metropolitan Transport Forum Chair

Cc President of MAV



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28 April 2025

Attn: Jonathan Spear
Chief Executive Officer
Infrastructure Victoria
Level 33, 140 William Street
MELBOURNE VIC 3000

Via email: enquiries@infrastructurevictoria.com.au

Dear Jonathan,

FEEDBACK ON THE DRAFT 30-YEAR INFRASTRUCTURE STRATEGY

Please accept this feedback on Infrastructure Victoria's (IV) draft 30-year infrastructure strategy on behalf of the Melbourne 9 (M9), an alliance of the nine inner-metropolitan Melbourne councils - Melbourne, Darebin, Hobsons Bay, Maribyrnong, Merri-bek, Moonee Valley, Port Phillip, Stonnington and Yarra.

Together M9 represents 1 in 5 Victorians and accounts for more than 30 percent of Victoria's Gross State Product. Collectively M9 councils manage over \$15 billion worth of essential municipal and community assets.

M9 welcomes the release of the draft 30-year infrastructure strategy and acknowledges the vision of IV to recommend policies, reforms and projects that will bring long-term benefits to the State.

As the leading voice of the inner-metropolitan region, M9 thanks IV for the opportunity to contribute our collective thoughts and ideas for the State's infrastructure, and provide our vision for what the next decade will look like.

As the fastest growing State in Australia, Victoria is expected to reach a population of 10 million people by 2051. Melbourne is likely to be home to more than 70 percent of the population by 2051 (an estimated 7.7 million people) and will be Australia's largest metropolis.

A quarter of the State's growth is expected to occur in the M9 region. Housing targets set by the Victorian Government through *Plan for Victoria* will double the number of dwellings in the M9 region – from 570,000 dwellings to over 1.1 million dwellings by 2051.

The inner-metropolitan region continues to be the centre of major employment precincts and activity centres, a place for landmark events – arts, sports, celebration and entertainment, a destination for tourism, and a region with access to great open spaces, education, health services and other key amenities.

It is important therefore that we do not lose sight of the significant role of the inner-metropolitan region. Any future plans must adequately address the complexity of needs in the inner-metropolitan region which differ greatly from the characteristics of the outer metropolitan and peri-urban areas, and regional and rural communities.

ROLE OF LOCAL GOVERNMENT

Councils have a broad remit; the communities supported by the nine councils which make up the M9 region are diverse and have a range of different and important needs. The relative investment in



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services differs across councils based on many factors and shifts over time. Overall, it is communities themselves that are best placed to determine what services and supports are most valuable to them.

M9 shares IV's vision to ensure there is strong alignment and partnerships between, across and with governments. All three levels of government, along with communities and businesses, have a vital role in supporting the development and delivery of infrastructure projects.

M9 stands ready to actively engage and partner with the Victorian Government to create a prosperous, more inclusive and sustainable Victoria over the next 30 years.

FINANCIAL SUSTAINABILITY OF SECTOR

It is important to note that councils are facing increasing pressures around financial sustainability and there is a need for the State to assist the sector by providing greater autonomy and flexibility to enable councils to manage their finances effectively.

Cost shifting has also been a major financial issue for many years and poses a risk to the ability of council to deliver services and make long-term plans. Cost shifting can occur when local government is required to perform new functions or maintain a level of service delivery but are not supplied with adequate resources to do so.

Some sector estimates herald a cumulative burden of cost shifting in the order of \$6.2 billion in a 10-year period (preceding 2021). Key services councils provide to the community on behalf of the Victorian Government include things such as school crossing supervision, maternal and child health services and library management.

While M9 welcomes the opportunity to partner with the Victorian Government on various initiatives as recommended by IV, it is important that these projects are adequately funded and costs supported by the Victorian Government. This will ensure there is a clear understanding of funding arrangements and should eliminate any potential funding gaps.

ACCESS TO HOUSING, JOBS, SERVICES AND OPPORTUNITIES

Housing

Victoria is currently experiencing a shortage of housing. Addressing these shortages long-term will need to be a combined effort of all three levels of government in consultation with the community. The delivery of housing needs to balance a range of priorities to ensure we continue to maintain liveable and thriving neighbourhoods.

M9 is committed to facilitating sound, strategic and coordinated planning to support the growth and development of land across our region. Local governments are planning experts with local knowledge of our communities - we understand our role in the system to help deliver more homes. Any changes to planning requirements should seek to utilise this local knowledge through engagement and partnership with councils.

Affordable housing is vital for an inclusive, diverse and prosperous city. The establishment of sustained and diverse funding streams to enable long-term social and affordable housing delivery is a key priority for M9.

As housing prices increase, greater numbers of households are unable to afford suitable private rental housing or enter home ownership. This is resulting in the inner-metropolitan region becoming increasingly inaccessible for many, including key workers who are traveling more than 30km to perform essential functions in the inner-metropolitan region.

Specifically, M9 supports the need to see that the Victorian Government:



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- Ensure affordable housing is treated, and funded, as essential infrastructure.
- Maximise the delivery of social housing on government-owned land.
- Investigate opportunities for more consistent framework in the planning system to allow for the delivery of more social and affordable housing.

Infrastructure

M9 welcomes IV's recommendation to invest in kindergarten infrastructure and supports the call that general government revenue can fund new kindergartens.

However, M9 would like to see IV broaden its recommendation to build libraries and aquatic centres in growth areas. This recommendation should include funding existing community infrastructure across the inner-metropolitan region.

The Institute of Public Works Engineering Australia (IPWEA) estimates it will cost \$51 billion to replace poor infrastructure and longer term, \$106-\$138 billion to replace infrastructure currently in fair condition. IPWEA concludes that an infrastructure renewal gap is prevalent, that is, assets are deteriorating faster than councils can fund maintenance and/or renewal works for.

A major threat to council's financial sustainability is the long-term ability to maintain existing assets to an adequate level. Typically, asset repair and renewal is considerably more costly than building new infrastructure.

A shift in both State and Federal funding is required to ensure asset renewals and upgrades are supported in addition to new infrastructure projects.

Again, cost shifting must be considered when reviewing IV's recommendations. Councils across Victoria currently provide around 83 percent of operational funding to cover the cost of library services despite no legislative requirement to do so. Historically, library funding was shared, with a 50:50 split between the Victorian Government and councils however this has significantly declined in recent years. Additional funding is required to help libraries service demand across all areas of Victoria.

Transport

High quality transport is essential to the liveability of any region, but it is particularly important across the inner-metropolitan area. M9 supports IV's sentiment that quality connectivity and transport links mean people can have better access to housing, jobs and key services.

If the long-term vision is for more homes to be built closer to the transport network, this needs to be underpinned by, and developed in conjunction with, a transport strategy. M9 is calling for the development and implementation of a Victorian Transport Strategy.

Concrete guidance should also be provided to developers and councils on how to adapt and meet the Victorian Government's housing targets from a transport perspective, including the consideration of land use and economic development.

M9 supports initiatives that deliver and maintain active and public transport infrastructure. Specifically, we would like to see the following prioritised:

- Delivering PTV's 2012 Network Development Plan - this is key to improving access to jobs and housing, including by:
 - Committing to early works and scoping for Melbourne Metro 2.
 - Duplicating the Upfield Line and increasing frequency.
- Reforming Melbourne's bus network operations in line with Victoria's Bus Plan.



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- Providing funding for the delivery of Victoria's Strategic Cycling Corridors, including funding for local governments to deliver on strategic walking and cycling infrastructure.
- Creating a fully DDA accessible public transport system.

HEALTHY AND SAFE COMMUNITIES

M9 understands the need to ensure design in urban planning fosters inclusive environments - be it celebrating First Nations culture, or increasing accessibility in tourism, arts and cultural facilities and sporting infrastructure.

M9 welcomes engagement and collaboration to empower communities to play their role in shaping the future of these urban places.

Each council across the M9 region is also seeking to enhance climate resilience and disaster preparedness, as well as working to increase crime prevention strategies.

Community safety or perception of safety is hard to quantify and measure. Informed research and reporting in this area would be extremely beneficial for our councils. M9 is calling on the Victoria Government to support research and reporting on national urban safety priorities, including indicators that measure access, safety and cohesion in cities in a placemaking context.

ABORIGINAL PEOPLE HAVE SELF-DETERMINATION AND EQUAL OUTCOMES

M9 notes that the Victorian Government is working with Traditional Owners to embed their voices, rights and aspirations into future plans for Victoria. We welcome the outcomes of these discussions and stand ready to listen and learn from Traditional Owners and First Peoples.

M9 is committed to meaningfully engaging with Traditional Owners and First Nations communities within our region to enable greater self-determination, better protect Country and improve outcomes for First Peoples and all Victorians.

A THRIVING NATURAL ENVIRONMENT

The significance of open space for community wellbeing in a dense urban environment was highlighted during the COVID-19 pandemic and there are many learnings to take from this as we look forward.

The M9 region is fortunate to have an extensive network of large public parks and waterways that weave across the area. These parks and waterways provide opportunities for people to be social and active, engage with the water and connect with the cultural history of place.

However, these spaces will face increasing pressure from a growing population and climate change. With higher density living comes less private open space and this will place even more importance on both the quality and quantity of public open spaces. An innovative approach will be required as to how new open spaces are created in the urban environment, and to ensure equitable access to this open space.

M9 is seeking the Victorian Government to ensure the upfront provision of land and funding is provided for open/green spaces, establishing guidance for open space contributions and funding mechanisms.

RESILIENT TO CLIMATE CHANGE AND OTHER FUTURE RISKS

All M9 councils have declared or acknowledged a state of climate emergency that requires urgent action by all levels of government. Councils are on the front line responding to the impacts of climate change as local communities are increasingly affected by disasters such as floods, heatwaves and bushfires.



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With plans for increasing density of housing, the challenge will be in ensuring urban growth is sustainable and climate resilient. The State will need to prepare for more extreme weather events.

M9 councils have undertaken a series of risk assessments and asset planning scenarios that detail the many asset management challenges for inner-metropolitan areas. Looking to the future, the design, construction and management of the built environment and infrastructure needs to be adaptive and resilient to the impacts of climate change.

M9 supports the identification of opportunities within the planning system and building design process that take a positive approach to managing the impacts of climate change – including new environmental standards for buildings and a focus on green infrastructure such as minimum canopy tree provision requirements. While seeking reform, it is important that a minimum standard be that no changes result in a decrease in effective environmental standards for any given jurisdiction.

Flood mapping and considerations

The M9 region is particularly vulnerable to flooding due to the increase in storm severity and frequency, more extreme rainfall and rising sea levels, particularly in areas across the region that border urban waterways or were once wetlands/swamps.

M9 is seeking assurance that the Victorian Government will provide clarity and guidance regarding flood management and the mitigation of risks. There are currently considerable inconsistencies in areas in which the Victorian Government has identified for growth, and areas classified as being at risk of flooding.

The protection of life and property must be prioritised in areas subject to flooding, reflecting the planning approach to bushfire prone areas.

Specifically, M9 is calling on the Victorian Government to:

- Ensure up-to-date information from relevant authorities is incorporated into the planning scheme and streamline planning scheme amendment processes.
- Identify consistent precinct scale flood mitigation measures for the inner-metropolitan region.
- Develop more comprehensive guidelines and a range of flood resilient design solutions for development – particularly addressing the conflict between heritage overlays and flood management requirements.
- Implement integrated water management practices for all urban rivers to enhance flood management, improve water quality and increase biodiversity.
- Improve stormwater quality and management.
- Ensure consistent flood management messaging and actions across all Victorian Government departments and agencies.

Further to the possible actions listed, M9 would like to see the following solutions:

- More sustainable funding mechanisms for local government infrastructure and assets in response to the climate crisis.
- Investment to train and upskill the workforce who will play an important role in climate resilience.
- Good quality data to ensure informed planning, action and decision-making.

HIGHER PRODUCTIVITY AND CIRCULAR ECONOMY

Infrastructure contributions

To ensure that infrastructure is delivered across the M9 region in a timely manner that meets community needs, the following is suggested to ensure a more integrated approach:



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- A comprehensive funding and finance strategy – this is critical to identify funding and delivery pathways for all infrastructure classifications, including those within and separate to the DCP, and to provide greater certainty for all agencies and landowners involved in delivering infrastructure.
- A governance partnership and implementation strategy – councils require an understanding of how the Victorian Government intends to manage the delivery of infrastructure. There is a need to resolve governance and implementation requirements through partnerships and strategies that identifies the role of all agencies in the future projects, including the prioritisation, planning, design and delivery of infrastructure.

CONCLUSION

M9 recognises IV's commitment to create a prosperous, more inclusive and sustainable Victoria over the next 30 years. As the level of government closest to the community, local government is a vital part of this conversation.

More support is required from the Victorian Government to ensure councils are equipped and enabled to continue to deliver local infrastructure and services that will accommodate urban growth and development.

Thank you for receiving this feedback on the draft 30-year infrastructure strategy. Should you require further information, please contact M9 Executive Officer Emma Langoulant at: m9@melbourne.vic.gov.au.

Yours sincerely,



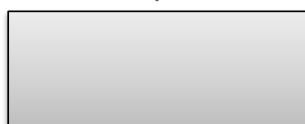
Alison Leighton
Chief Executive Officer
Melbourne City Council



Sue Wilkinson
Chief Executive Officer
Yarra City Council



Chris Carroll
Chief Executive Officer
Port Phillip City Council



Mike McIntosh
Acting Chief Executive Officer
Maribyrnong City Council



Cathy Henderson
Chief Executive Officer
Merri-bek City Council



Michael Tudball
Acting Chief Executive Officer
Darebin City Council



Helen Sui
Chief Executive Officer
City of Moonee Valley



Dale Dickson
Chief Executive Officer
City of Stonnington



Kerry Thompson
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11. SUSTAINABLE PORT PHILLIP

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11.1

FLOOD MODELLING TECHNICAL UPDATES

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

PREPARED BY: NATALIE BARRON, PRINCIPAL WATER OFFICER
VIV HESLOP, HEAD OF SUSTAINABILITY AND CLIMATE CHANGE
CRAIG MCLEAN, HEAD OF CITY DESIGN

1. PURPOSE

- 1.1 To recommend a response to Melbourne Water's request to update the technical specifications underpinning the municipal wide flood model.

2. EXECUTIVE SUMMARY

- 2.1 Melbourne Water is updating the flood modelling for our municipality and are adjusting their flood model specifications which they feel better represents real world flooding.
- 2.2 This change followed a VCAT hearing which concluded that specific technical specifications were possibly too conservative.
- 2.3 In March 2025, Melbourne Water requested City of Port Phillip (CoPP) consider whether the updated model specifications should be used or whether the model specifications in place when CoPP's flood modelling update project began (in 2023) should be used.
- 2.4 On 4 April 2025, Melbourne Water officers estimated that 1,200 fewer properties are likely to be included within the flood extent with the proposed updated model specification.
- 2.5 Council has three options for consideration, presented in order of Officer's recommendation.

2.5.1 Option 1: Refer the matter back to Melbourne Water as the technical experts and floodplain manager.

This option recognises Melbourne Water as the regional drainage and floodplain management authority, responsible for coordinating regional flood management and drainage services, undertaking catchment and coastal flood modelling and mapping, and providing flood advice, including coastal inundation advice. It recognises that, while Council has a role in managing local drainage systems, Council is not best placed to make technical decisions regarding flood modelling. This option reduces the likelihood that Council takes on additional risk by instructing Melbourne Water. Melbourne Water officers have indicated they will adopt the updated specification if Council refers this issue back to them. This is the recommended option.

2.5.2 Option 2: Request Melbourne Water adopt the updated model specifications.

This option means Council endorses Melbourne Water to use their data and updated project specifications for flood modelling. Council officers have some concerns that properties which are not included in this version of the model are in fact susceptible to flood risk, and that those property owners will not be made aware of this risk. Noting that the updated sea level rise information is not



currently included in the model, some of these excluded properties may be included in future updates.

2.5.3 Option 3: Request Melbourne Water retain the parameters they have used throughout the process to date.

This option takes the most conservative approach. It will result in properties being included in the predicted flood extent that would be excluded in applying Melbourne Water's updated project specifications. It reduces the risk properties that are at risk of flooding will be left out of flood planning and development requirements. However, it may result in some properties that have low flood risk, being burdened by flood planning and development requirements.

- 2.6 Melbourne Water are awaiting a decision from Council as to whether they should maintain or change the specification before progressing with the project to update CoPP's flood model.
- 2.7 Irrespective of the decision, CoPP's flood model and mapping is expected in December 2025.
- 2.8 Once the flood modelling and mapping has been completed, the Planning Scheme Amendment process can begin. This process was outlined in the report presented to Council at the 7 May 2025 Council Meeting.

3. RECOMMENDATION

That Council:

- 3.1 Endorses option 1 to refer the matter of updating the flood model specification back to Melbourne Water as the technical experts and floodplain manager.

4. KEY POINTS/ISSUES

Flooding and Flood Modelling

- 4.1 Our municipality is vulnerable to flooding, both from overland water flows and from inundation from sea level rise. Roughly a third of our municipality is currently subject to flooding and this is expected to grow.
- 4.2 Melbourne Water and CoPP share responsibilities to manage stormwater and runoff through our respective stormwater systems. The management of stormwater is complex and requires high levels of technical expertise, and infrastructure investment.
- 4.3 Melbourne Water is the floodplain manager under the *Water Act 1989*, which includes flood modelling for the Greater Melbourne area. Council relies on Melbourne Water's flood modelling to update flood mapping and inform planning controls through the Special Building Overlay (SBO), which ensures developments are designed to manage flood risk.
- 4.4 Flood is a complex event that requires sophisticated flood models to help predict and understand current and future flood risk areas. Flood models form the basis of a proactive and strategic flood risk management approaches.
- 4.5 The flood modelling produced by Melbourne Water aims to predict the extent to which flood waters will inundate the landscape in a flood event.
- 4.6 There are many data inputs underpinning flood models which are constantly being refined and updated.



- 4.7 Melbourne Water is updating flood models across Greater Melbourne.
- 4.8 The current technical issue is whether to apply a 1% or 10% Annual Exceedance Probability (AEP) for the downstream boundary condition. Melbourne Water is currently updating its technical specification to use a 10% AEP boundary condition in future models. However, Council's current flood model was developed using the 1% AEP boundary condition, which is more conservative and would result in approximately 1,200 more properties being included in the SBO (flood overlay).
- 4.9 Melbourne Water updates flood models every 5–10 years. Future models will use the 10% AEP boundary condition.

TECHNICAL BACKGROUND

Flood Modelling Terminology

- 4.10 Flood models are sophisticated tools designed to simulate real-world flood scenarios. While they provide valuable insights into potential flood impacts, they do operate within a range of uncertainties inherent in modelling complex natural processes. Many assumptions are made, and no two rainfall events are the same.
- 4.11 Simulating real world scenarios is not the same as a real world event. That is, flood modelling results should be used to give an indication of where water is likely to go in a large rainfall event and the magnitude of the flood extent that could be experienced.
- 4.12 An AEP is used to describe the size of a flood event. An AEP is the chance of a flood of a specific size occurring in any one year, expressed as a percentage. For example, a 1% AEP is a flood with a 1% or 1 in 100 chance of being reached or exceeded in any given year. A 10% AEP is a flood with a 10% or 1 in 10 chance of being reached or exceeded in any given year.
- 4.13 The 1% AEP modelled flood event is used to define the SBO (flood overlay).
- 4.14 One of the inputs into a flood model are the "boundary conditions". A boundary condition specifies the water flow into or out of the model's defined area. Boundary conditions define the 'edges' of the model and how water interacts with them. In the case of CoPP, the boundary conditions are how water interacts across our municipal boundary, waterways and with Port Phillip Bay.
- 4.15 Boundary conditions, need to be defined by the flood modeller/practitioner. Technical specifications guide the practitioner on how to define boundary conditions for their flood model.

Technical Specifications and CoPP's Flood Model

- 4.16 The technical specifications and inputs to flood models are regularly updated. This is due to (but not limited to) increased understanding of flood dynamics, how to account for climate change, technology advances and learnings from flood events.
- 4.17 The three specifications most relevant to this briefing are:
 - 4.17.1 The Department of Energy, Environment and Climate Action (DEECA), Port Phillip Bay Coastal Hazard Vulnerability Assessment (PPBCHA).
 - 4.17.2 Bureau of Meteorology and Geoscience Australia, Australian Rainfall and Runoff Guidelines (ARR).
 - 4.17.3 Melbourne Water, Flood Modelling Project Specifications.



Port Phillip Bay Coastal Hazard Vulnerability Assessment

- 4.18 In early 2024, the Victorian Government's Department of Energy, Environment and Climate Action (DEECA) released a new assessment of coastal hazards for Port Phillip Bay. This study looked at risks like:
- Temporary flooding from storm tides
 - Ongoing flooding from rising sea levels
 - Erosion of beaches and coastlines (both short-term and long-term)
 - Changes in groundwater levels and quality
- 4.19 The assessment included maps showing where and how these risks might affect the coastline under different sea level rise scenarios — from no change up to 1.4 metres higher — assuming no major changes are made to how we manage the coast.
- 4.20 The study showed that more properties in the CoPP could be affected by flooding and erosion in the future. The State Government hasn't provided councils with clear advice on how to use this data in planning decisions. This has made it hard for councils to confidently use the information when assessing development applications.
- 4.21 Because of this uncertainty, CoPP officers asked Melbourne Water to review the data and see how it fits with their flood modelling work. That process took six months and, in October 2024, Melbourne Water advised that while the DEECA study offers useful insights, the data isn't suitable for their flood modelling program. They confirmed they'll continue using current sea level projections — including a rise of 0.8 metres by 2100 — until there's a clear statewide policy update.

Australian Rainfall and Runoff

- 4.22 Australian Rainfall and Runoff (ARR) is a national guideline document that is used for the estimation of design flood characteristics in Australia.
- 4.23 At the commencement of CoPP's flood model update, Version 4.1 of ARR was in use. ARR was subsequently updated to Version 4.2 in 2024; however, Melbourne Water has advised that it will not be adopting this version for the current round of flood modelling.
- 4.24 ARR Version 4.2 includes revised climate change guidance that Melbourne Water considers will significantly impact flood modelling across its managed areas. While Melbourne Water intends to adopt ARR 4.2 in future, it is currently finalising its approach to incorporating the updated climate change guidance.
- 4.25 In the interim, Melbourne Water has requested that projects already underway continue in accordance with the existing Flood Modelling Project Specifications, which reflect ARR 4.1 guidance for both current and future climate conditions. Melbourne Water has advised that this approach provides greater confidence in current flood modelling outcomes across Greater Melbourne, despite acknowledging some residual risk. It considers the risk of delaying updated flood mapping to be greater.
- 4.26 This is particularly relevant for the CoPP, which is currently relying on outdated flood modelling and faces high existing and future flood risk. Melbourne Water has advised that updating the flood model without delay is essential and that a further update is likely within five years, given the City's flood risk profile.

Melbourne Water's Flood Modelling Technical Specifications.

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- 4.27 At the commencement of CoPP's flood modelling update project (2023), Melbourne Water adopted their Flood Modelling Technical Specifications AM STA 6200, Version 13 (2021) for our project.
- 4.28 These specifications reflect the climate change guidance from ARR Version 4.1 for both current and future conditions and apply a 1% AEP downstream boundary condition.
- 4.29 However, Melbourne Water is currently updating its Flood Modelling Technical Specifications and are changing the downstream boundary condition to a 10% AEP event.
- 4.30 This change was informed following VCAT hearing, C384 City of Melbourne Planning Scheme Amendment feedback, which concluded the 1% AEP event was possibly too conservative for the downstream boundary condition.
- 4.31 Melbourne Water's Principal Flood Modelling Lead recently completed a detailed technical review of CoPP's project (in preparation for the final phases of the project), which highlighted that the modelling has applied a downstream boundary condition based on a 1% AEP event.
- 4.32 As a result, Melbourne Water officers contacted Council officers in March and April to ascertain whether Council would like to adopt the 10% AEP or continue with the 1% AEP downstream boundary condition.

Technical Updates and CoPP's Flood Model

- 4.33 Melbourne Water is currently updating its flood modelling technical specifications, including a change to the downstream boundary condition. A 10% AEP event will be used instead of a 1% AEP event.
- 4.34 To understand the implications of this change for the CoPP, Council officers requested further information from Melbourne Water, specifically:
 - a) An estimate of the number of properties affected by flooding under the current SBO compared with updated flood modelling using the 1% AEP boundary condition; and
 - b) An estimate of the change in the number of flood-affected properties when comparing the 1% AEP and 10% AEP downstream boundary conditions.
- 4.35 Based on indicative data, the number of flood-affected properties in the CoPP is estimated as follows:

Scenario	Approx. Affected Properties
Existing SBO	Approx. 9,400
1% AEP with climate change and sea level rise	Approx. 15,250
Variance:	+ 5,850

- 4.36 A comparison of the 1% AEP and 10% AEP boundary conditions suggests the following potential changes in the number of affected properties:

Tailwater Scenario	Approx. Increase in Affected Properties (compared to existing SBO)
10% AEP based on existing conditions storm tide levels at Yarra River	Approx. +350

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10% AEP + 2100 SLR	Approx. +5,600
1% AEP + 2100 SLR	Approx. +6,800

- 4.37 Based on this information, maintaining the 1% AEP boundary condition would result in approximately 1,200 more properties being included in the SBO, compared to using a 10% AEP boundary condition.
- 4.38 These figures are high-level estimates only. The calculations are based on spatial analysis using digital terrain data and flood extent overlays, not full hydrodynamic flood modelling. There are also limitations and uncertainties in the legacy SBO data used.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Multiple discussions have been held with Melbourne Water. This report is in response to the request from Melbourne Water for Council to provide guidance on the downstream boundary condition given the change in technical specifications since the update of the CoPP flood modelling began.
- 5.2 Internal consultation has raised concerns about coastal properties not having adequate flood risk applied with a lower downstream boundary condition, along with the DECCA and ARR data not being utilised. There is also concern about the potential for a “yo-yo” effect, where properties may be temporarily removed from SBO, only to be reinstated following the next model update.
- 5.3 Melbourne Water typically revises flood models for each municipality every five to ten years. Current flood models have used a 1% AEP boundary condition, while upcoming models are expected to apply the 10% AEP condition.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Council has obligations regarding flood management under the *Planning and Environment Act 1987* and the *Water Act 1989*.
- 6.2 Updated flood modelling and mapping constitutes ‘Best Available Data’, which is a term used under Clause 13.01-1S (Natural hazards and climate change) of the Port Phillip Planning Scheme. While Melbourne Water is best placed to confirm whether data is the ‘best available’, in this instance they have sought instruction from CoPP on how to proceed with the flood modelling. This may increase legal risk to Council by assuming this responsibility.
- 6.3 There are legal risks and implications of not appropriately acting on the flood information that Council is provided by the Floodplain Management Authority, Melbourne Water.

7. FINANCIAL IMPACT

- 7.1 There is no financial impact to Council from this technical decision. Melbourne Water has confirmed that they will be financially responsible for completion of the flood modelling and mapping irrespective of which boundary condition is chosen.
- 7.2 However, there would be a financial impact to Council if we change our mind once the flood modelling restarts. This could be in the order of \$50,000 depending on how much rework needs to be completed.



8. COMMUNITY IMPACT

- 8.1 The impact of flooding on the community is high and increasing over time with changes to the built environment and climate. Appropriately planning for and mitigating the effects of flooding will minimise this impact.
- 8.2 Flood risk exists whether a property is included in an SBO (flood overlay) or not. Including properties within an SBO allows development and changes to the built environment to respond to flood risk.
- 8.3 Having a building in a flood overlay restricts what development or changes can happen to a property. Council tries to place adequate protections in place to inform owners of risk, and protect property and lives, while not unnecessarily burdening properties beyond what is proportional to the risk.

ENVIRONMENTAL IMPACT

- 8.4 Flooding is an environmental impact that is affected by the built environment. By utilising up to date information on flooding, CoPP is better placed to ensure that any new developments in our municipality do not exacerbate flooding.

SOCIAL IMPACT

- 8.5 Failure to adequately inform and prepare the community for potential flooding presents significant social risks. Properties developed with appropriate flood mitigation measures, as guided by the planning system, are less likely to experience adverse social impacts—such as displacement—in the event of a flood.

ECONOMIC IMPACT

- 8.6 The updated flood modelling will have economic impacts. Inclusion of properties within an SBO often impact property and insurance prices.
- 8.7 There are also economic impacts from property owners not being sufficiently prepared and aware of potential flooding risks. Properties that are developed with appropriate flood mitigation are less likely to suffer negative economic impacts in a flood event.

GENDER IMPACT

- 8.8 The impact of flooding is similar across all genders, however, impacts to those who are at risk within our community are more keenly felt.

9. PROPOSED NEXT STEPS

- 9.1 Following Council's decision, Melbourne Water will be notified, and the flood modelling program will recommence. The flood modelling is expected to be completed in December 2025.
- 9.2 Once the updated modelling and mapping is finalised, the Planning Scheme Amendment process can commence. This process was outlined in the report presented to Council at the 7 May 2025 Council Meeting.

10. OFFICER MATERIAL OR GENERAL INTEREST

- 10.1 No officers involved in the preparation of this briefing has declared a material or general interest in the matter.

ATTACHMENTS

Nil



11.2 COMMUNITY ELECTRIC VEHICLE CHARGING PROGRAM

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

PREPARED BY: VIV HESLOP, HEAD OF SUSTAINABILITY AND CLIMATE CHANGE
RENAE WALTON, PRINCIPAL CLIMATE ADAPTATION OFFICER
CRAIG MCLEAN, HEAD OF CITY DESIGN

1. PURPOSE

- 1.1 To seek decisions to allow the installation of public fast electric vehicle chargers.
- 1.2 To update Council on the utility pole-mounted electric vehicle charger rollout.
- 1.3 To seek decisions on proposed changes to the private kerbside electric vehicle charger pilot.

2. EXECUTIVE SUMMARY

- 2.1 Demand for electric vehicles (EVs) within the City of Port Phillip is increasing. However, uptake is constrained by limited access to charging infrastructure, particularly for residents without off-street parking and those living in multi-unit developments who cannot install private chargers.
- 2.2 Council is committed to supporting EV adoption through investigation, facilitation, and both public and private EV charging infrastructure, in line with Initiative 30 of the *Act and Adapt Sustainable Environment Strategy 2023–28*.
- 2.3 Council's support for EV infrastructure continues to be an important enabler of climate action and sustainable transport. By progressing public chargers while maintaining a time-limited and tightly managed private charger program, Council can support immediate community needs, while planning for a broader, equitable and more efficient public charging network. Publicly accessible charging infrastructure has the greatest potential to support the community.
- 2.4 Council is working with Fast Cities Australia Ltd Limited (trading as Evie Networks and henceforth referred to as Evie Networks) on the installation of **public fast charging EV infrastructure** at 228-234 Park Street, South Melbourne. Installation is anticipated late 2025 or early 2026. The next step is for Council to formally endorse Evie Networks as the preferred supplier to design, supply, install, operate, manage and maintain the EV charging infrastructure at this location and to delegate the signing of the license so installation can proceed.
- 2.5 Council is working with Intellihub, EVX Australia and the Distribution Network Service Providers to support the installation of on-street **Public Utility Pole Mounted EV** chargers. Once providers have confirmed locations the relevant license agreements can be signed.
- 2.6 Council is also supporting the installation of **private kerbside EV charging infrastructure** through a pilot program that has been operating since 2021. Based on feedback and further technical investigations, Officers are proposing changes to facilitate the installation of private EV charging systems including allowing applications in flood prone areas and allowing applications from properties with off-street parking.



3. RECOMMENDATION

That Council:

- 3.1 Confirms Fast Cities Australia Pty Limited (trading as Evie Networks) to design, supply, install, operate, manage and maintain a public electric vehicle fast charging station at 228-234 Park Street, South Melbourne.
- 3.2 Authorises the Chief Executive Officer, or their delegate to execute the licence agreement with Fast Cities Australia Pty Limited (trading as Evie Networks)
- 3.3 Allows applications for installation of private EV chargers in, on or above footpaths from properties in flood-prone areas.
- 3.4 Permits applications for installation of private EV chargers in, on or above footpaths from properties with off-street parking.
- 3.5 Removes the requirement for \$500 bond to be paid and refunded upon completion of installation of the private kerbside EV charging device.
- 3.6 Updates the guidance for installation of private EV chargers in, on or above footpaths to be technology-neutral and accommodate emerging devices.
- 3.7 Authorises the Chief Executive Officer, or their delegate, to register private EV chargers on public kerbside with Before You Dig Australia on behalf of the applicant.

4. KEY POINTS/ISSUES

- 4.1 Council is supporting the uptake of EVs by investigating, trialing and facilitating the installation of public and private EV charging infrastructure.

4.2 Timeline and Decision History

Date	Milestone
June 2024	Council considers program continuation and endorses public charging progress, and private charging options under revised conditions. Minutes
May 2024	Council defers private charger decision; endorses public charger exploration. Minutes
Nov 2023	Act and Adapt 2023–28 endorsed (Initiative 30).
Nov 2021	Evie Networks identified as preferred supplier for first public EV fast charger.
Sept 2021	Council endorsed Kerbside EV Charger Pilot for installation of private EV Chargers on kerbside.
June 2018	Original Act and Adapt Strategy endorsed (Action 21).

- 4.3 Based on experience to date Council Officers have identified changes that will accelerate progress, as outlined below.

Public Fast EV Charging Infrastructure

- 4.4 In June 2021, Councillors were briefed on the Community EV Charging Program including the release of an Expression of Interest (EOI) for applications from 'turnkey' (ready to go) companies to design, supply, install, operate, manage and maintain



electric vehicle fast charging stations. On 26 June 2021 an EOI was released on TenderLink and closed on 20 August 2021.

- 4.5 At a confidential Councillor Briefing on 25 November 2021, the evaluation of the tenders was discussed, with officers' intention to move to the next stage of negotiations with Evie Networks as the preferred partner. Officers have since worked with Evie Networks to identify sites.
- 4.6 The preferred site for the first installation has been identified as 228-234 Park Street, South Melbourne with Evie Networks proposing to install two 150kW public fast chargers that can service four vehicles. This will utilise five parking bays. Evie Networks has indicated that the charger will be installed 8 – 10 months from acceptance of power agreement (includes network upgrades) by Electricity Distributors. Installation is estimated late 2025, or early 2026. Officers are in the final stages of negotiating the license agreement with Evie Networks.
- 4.7 To progress this project, Council are being asked to confirm Evie Networks as the preferred supplier to design, supply, install, operate, manage and maintain fast EV charging infrastructure at 228-234 Park Street, South Melbourne, and for the signing of the license agreement to be delegated to the CEO (recommendations 3.1 and 3.2).

Public Utility Pole Mounted EV Charging Infrastructure – Update

- 4.8 Pole-mounted EV chargers are electric vehicle charging units that are installed on existing utility poles (e.g., power poles or streetlight poles) rather than being placed on the ground in standalone units.
- 4.9 The public utility pole mounted EV charging projects have experienced delays due to complex negotiations between preferred suppliers and Distribution Network Service providers (CitiPower/ Powercor/ United Energy) to approve installation of EV chargers on utility poles.
- 4.10 On 5 June 2024 Council noted the decision at the 1 May 2024 Council meeting to support the continued exploration and installation of on-street Public Utility Pole-Mounted and Kerbside EV Charger technology including using the following criteria to determine the locations for on-street EV Chargers:
 - Prioritise street locations outside Permit Zones unless the Permit Zone street has no access to off-street parking and there is high demand for EV chargers.
 - Consider safety implications in determining the location of on-street EV Chargers.
 - Prioritise the spread of locations across the City of Port Phillip to provide access to EV charging across the municipality.
 - Consider the outcome of community engagement with residents in the streets where on-street EV chargers are proposed to be installed.
- 4.11 On 5 June 2024 Council authorised the CEO or their delegate to enter agreements with public EV charger providers that meet the criteria noted above.
- 4.12 Potential locations across the municipality have been identified (Figure 1). Officers are working with the providers to facilitate the installation of the chargers and have been advised that this should commence in the second half of 2025. The shortlist of possible locations is shown below.

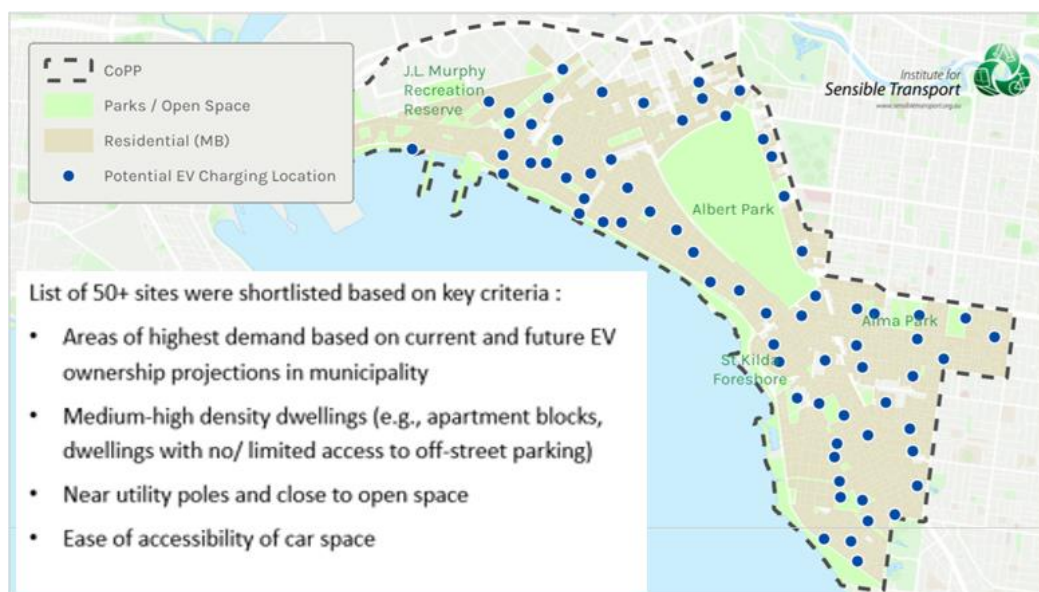


Figure 1 Shortlist of possible locations for public utility pole mounted EV charging infrastructure.

Private Kerbside EV Charging Infrastructure

- 4.13 In September 2021 Council endorsed the Kerbside EV Charger Pilot to permit up to ten residents without off-street parking to install private kerb chargers.
- 4.14 This was predominately to support the Kerb Charge product, which is an EV charger installed in the footpath allowing a resident to charge their car using their own electricity. The guidance developed at the time was specific to that technology.
- 4.15 In June 2023 Council was briefed on progress, barriers, and opportunities regarding the overall community EV charging program. This briefing included a discussion on the principles for Private Kerbside EV Charging Infrastructure which included:
- Manage public safety risk (flood overlays)
 - Protect assets (trees, heritage, drainage pipes, community infrastructure)
 - Equity (does this asset limit other community members)
 - Council risk exposure and liability is understood and managed
 - Appropriate insurance cover (permit holder to notify their insurer about the kerbside charger)
 - Clear ownership roles and responsibilities (link to property title, maintenance etc.)
- 4.16 At the 5 June 2024 Council meeting a resolution was passed to continue the private Kerbside EV charger model including:
- Extending the trial to four years or 100 chargers, whichever comes first, after which time the model will be reviewed.
 - Allowing officers to assess permit applications in batches.



- Requiring permits be renewed annually, with audits to ensure compliance of conditions.
- Allowing permit renewals to be declined if the location constrains Council works.

4.17 Updates to conditions included:

- Strongly encouraging applicants to hold appropriate insurance cover and be made aware their legal liability.
- Requiring permit holders register their chargers with Before You Dig Australia.
- Prohibiting applications in flood prone areas. Enabling permits for chargers in flood prone areas to not be renewed if a flood overlay is adjusted to encompass an installed charger.
- Increasing fees from \$132 to \$500.
- Requiring a bond of \$500 refunded upon reinstatement of footpaths. A separate bond of \$500 secured to ensure removal of charger and reinstatement of the footpath.

4.18 Officers are proposing changes to the previously agreed Council position on several matters including:

- Ensuring guidance is applicable to other technologies.
- Allowing applications from properties covered by a flood overlay, supported by technical and legal advice.
- Allowing applications from properties with off-street parking.
- Council, rather than the applicant to register the private EV chargers with Before Your Dig Australia.
- Removing the \$500 bond refunded upon reinstatement of the footpaths.

The rational for these recommendations is described below.

Ensuring guidance is applicable to other technologies

- 4.19 To date, Council has only processed applications for installation of the Kerb Charge device. Officers are now aware of other technologies and devices on the market to support private EV charging.
- 4.20 Officers are proposing to update guidance to ensure Council is technology agnostic and can support residents' choice in finding the most appropriate technology for their needs and situation.

Allowing applications from properties in flood prone areas

- 4.21 In June 2024 Council made the decision to not accept or renew permit applications for properties in areas within a flood overlay, until relevant Victorian Government policy guidance becomes available. This decision was based on public liability risk exposure for Council if a member of the public is injured due to a private EV charger suffering water damage.
- 4.22 Melbourne Water have provided limited guidance, saying only that electrical infrastructure needs to be elevated above the flood plain, or be 'flood proof'.



- 4.23 Any device installed in the ground is susceptible to inundation through rainfall, blocked drains, burst pipes, irrigation etc. Infrastructure in flood-prone locations carries elevated risks of inundation, but it is critical that permitted devices installed anywhere are electrically safe, have sufficient safeguards and do not pose an unacceptable safety risk to the public.
- 4.24 MAV Insurance has confirmed that Council's Insurance will protect against public liability risk exposure to Council caused by private kerbside EV charging device. This insurance protection does not indemnify the permit holder, and Council strongly encourages permit holders to obtain appropriate insurance cover.
- 4.25 The vendor of the Kerb Charge product has had the device tested against 'AS/NZS 3100:2017+A1+A2+A2:20 general requirements for electrical equipment'. This standard specifies the general safety requirements for, or with respect to, equipment (including fittings, accessories, appliances and apparatus) of classes and types that are used in, or intended for use in, or in connection with, electrical installations in buildings, structures, and premises. This standard does not address whether the device is flood proof.
- 4.26 Council commissioned an independent review of the test report to assess the risks and safety concerns associated with the Kerb Charge EV charging device being inundated in flood waters, and to provide advice to Council on what additional actions could be taken to ensure the safety of the device.
- 4.27 The independent review found that the Kerb Charge test report is not acceptable to demonstrate compliance with minimum safety as per EESS (Electrical Equipment Safety System), as the standard used has been superseded. However, the submitted test report can be used to perform top up testing to the new standard and Kerb Charge has agreed to do this.
- 4.28 The independent review provided recommendations on additional actions that could be taken to ensure safety of the device:
- Ensure the unit has a high ingress protection to prevent dust and water ingress.
 - Regularly inspect the unit for any signs of wear or damage to waterproofing.
 - Install protective barriers or enclosures around the unit.
 - Use conduits or underground protective housing around cables and connectors.
 - Use vibration-resistant, heavy-duty terminal connectors.
 - Use high-quality, flexible cables designed for frequent movement.
 - Perform salt corrosion resistance testing on the metal enclosure.
 - Install an isolation switch between the Kerb Charge and the EV charger to be used during extended periods of inactivity.
- 4.29 Officers propose to assess the above recommendations further and determine how to integrate them with existing processes and permit conditions.
- 4.30 The supplier of Kerb Charge has been provided the independent safety review and recommendations and has responded with feedback and a commitment to work with Council to confirm the product meets the recommendations.



4.31 Two options have been developed for consideration, with officers recommending Option 2.

4.32 Option 1: Maintain current Council position

- Endorse the existing position to not accept or renew permit applications for private kerbside EV chargers for properties in flood prone areas.
- This option takes a conservative approach to managing risk to public safety by minimising exposure to the elevated risk presented by the increased chance of inundation. It acknowledges the lack of industry standards and guidance for new and emerging EV charging technologies and recognises that Council is not the right agency to determine how to ensure the devices are flood proof.
- Should Councillors determine that the risks presented by inundation in a flood overlay are too great, then consideration should be given to granting approvals anywhere as inundation is possible in any location.

4.33 Option 2: Allow in flood prone areas subject to updated safety standards (recommended)

- Officers recommend allowing installation of private kerbside EV charging infrastructure within flood overlays subject to updated conditions to address the recommendations outlined in Council's independent report.
- Council's Insurance will provide protection against the public liability risk exposure to Council caused by private kerbside EV charging devices.
- There remains a lack of industry standards and guidance for new and emerging EV charging technologies that could provide assurance to Council on the risks to public safety.
- Installation remains limited to a trial of 100 devices. Further iterations and refinements may be required if new installations, or alternative technologies reveal additional gaps, or opportunities for improvements.
- All risk cannot be removed that an unlikely combination of wear, improper maintenance, damage, improper use, failure of safeguards, and/or poor safety practices could result in injury caused by private EV charging devices.

Allowing applications from properties with off-street parking

4.34 The current criteria do not allow private kerbside EV chargers where the property has off-street parking. However, some existing garages are too small to accommodate some modern electric vehicles.

4.35 Officers propose expanding the policy to allow applications for the installation of on-street chargers from properties which have off-street parking. Officers consider that installation costs, annual fees, and lack of guaranteed access to the charger will be sufficient incentive for residents to use off-street charging where possible.

4.36 Council's Parking Management Policy seeks to address transport challenges and provide fairer and more reliable access to parking. Although the policy does not directly refer to the use of on-street parking for private kerbside charging, in all instances we encourage residents to utilise off street parking for charging where possible.



4.37 Two options have been developed for consideration, with officers recommending Option 2.

4.38 Option 1: Maintain current Council position

- Do not allow for private kerbside EV chargers to be installed where the property has off-street parking.
- This option takes a conservative approach to the management of on street parking.

4.39 Option 2: Allow applications from properties with off-street parking (recommended)

- Allow applications from properties with off-street parking.
- This option reduces one of the barriers to accelerating uptake of electric vehicles. It would require applicants to provide evidence of the vehicle being unable to be charged in off-street parking.
- Officers feel this is a rare situation unlikely to result in many applications, as the additional cost and inconvenience mean that on-site charging will be preferred by most residents.

Before You Dig Australia Registration

4.40 The criteria specified that Council permit holders register their chargers with Before You Dig Australia (BYDA). Registering assets with BYDA ensures they are accurately documented and maintained for future excavation and safety purposes. Discussion with BYDA have been identified issues with this approach, including:

- It is not common practice for individuals to have BYDA membership, which costs at least \$300 annually and needs to be kept current for the asset to continue to be included in the database.
- If the permit holder moves or cancels their BYDA membership, there is a risk that the asset could be removed from the database leading to potential safety hazards.

4.41 The recommendation is to remove these permit criteria, and for Council to register the assets. Council is familiar with the platforms used to map assets and has an interest in the ongoing safety and maintenance of the infrastructure and land within the municipality. This will simplify the process for residents.

Payment of Bond upon completion of installation

4.42 The criteria specified that a \$500 security bond be paid and refunded upon completion of installation of the private kerbside EV charging device. Council has received advice that Council cannot obtain this bond for works under the Road Management Act. Separately, a \$500 bond to ensure the satisfactory removal of the charger and reinstatement of the footpath will continue to be charged.

4.43 The recommendation is to remove requirement for \$500 bond to be paid and refunded upon completion of installation of the private kerbside EV charging device. This will further simplify and streamline the process for applicants.

5. CONSULTATION AND STAKEHOLDERS

5.1 Each EV Program project has involved project specific engagement with stakeholders



Public Fast EV Charging Infrastructure Project

- 5.2 Council officers have undertaken internal and external engagement to support the development of public fast EV charging infrastructure. This has included identifying site opportunities, risks and future plans across Council departments.
- 5.3 Officers have engaged in ongoing advocacy with Melbourne Water and the Victorian Government (DECCA) to address issues related to flood risk, safety, and relevant regulations. Discussions have also taken place with EVIE Networks to explore potential partnership opportunities and gain insights from their experience. In addition, officers have investigated potential private sector partnerships, including with companies such as Ampol and Coles, to expand public EV charging access.

Public Utility Pole-Mounted

- 5.4 Council officers engaged with New South Wales councils involved in a utility pole-mounted charger trial to capture key insights and learnings. Ongoing collaboration with charging technology providers, Intellihub and EVX, has been maintained to explore implementation opportunities. Officers also advocated to regulatory bodies and the Victorian Government (DECCA) to support timely resolution of regulatory challenges.
- 5.5 Community consultation was conducted in November and December 2023 through Council's 'Have Your Say' platform, inviting feedback on potential locations for utility pole-mounted EV chargers. Council received input from 89 contributors—primarily from Port Melbourne, St Kilda and South Melbourne—who suggested a total of 173 locations. Over half (51%) of respondents recommended more than one site.

Private Kerbside EV Charger Pilot

- 5.6 To support the delivery of the private kerbside EV charger pilot, officers have regularly updated the City of Port Phillip's electric vehicle webpage to ensure the community has access to the latest information and key messages. Communication has outlined eligibility criteria, application processes, and decision timeframes.
- 5.7 Officers have responded to resident enquiries and continued engagement with Council's insurance broker (MAV) to assess insurance-related matters.
- 5.8 Legal advice has been sought to understand Council's risk and the legal framework for permitting private infrastructure on Council footpaths on a permanent basis.
- 5.9 The supplier of Kerb Charge has been provided the independent safety review and recommendations and has responded with feedback and a commitment to work with Council to confirm the product meets the recommendations.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 The provision of both public and private EV charging infrastructure presents distinct legal and operational risks that require careful management.

Public EV charging projects (Utility Pole-Mounted, and Fast Chargers)

- 6.2 The public EV charging projects have experienced delays due to complex negotiations between preferred suppliers and Distribution Network Service providers (CitiPower/ Powercor/ United Energy) to approve installation of EV chargers on utility poles.



- 6.3 Installation of public EV chargers could hamper redevelopment proposed for carparks. This risk can be mitigated by entering leases/licences with providers with an appropriate termination clause.

Private Kerbside EV Charger Pilot

- 6.4 The private kerbside electric vehicle charger pilot has several limitations and risks. These are outlined in the 1 May 2024 Council Report.
- 6.5 5 June 2024 Councillors decided to progress the delivery of the Community EV Program, including the private EV charger model limited to a period of 4 years OR the installation of 100 chargers. This resolution also included the requirement for annual audits, permit holders be strongly encouraged to hold appropriate insurance cover and included funding for additional resources.
- 6.6 Officers have continued to refine the processes to better manage risk. The permit conditions are an important tool for this.

Purpose and Intent of private kerbside EV charger Permit Conditions

- 6.7 The permit conditions are designed to regulate and manage works and infrastructure within Council-managed road reserves, ensuring public safety, asset protection, and minimal disruption to the community. Specifically, they aim to:
- 6.7.1 Ensure Safe and Orderly Works
The conditions set out clear requirements for how works must be conducted, including timelines, site cleanliness, traffic and pedestrian management, and reinstatement obligations. This helps ensure that activities are undertaken safely, efficiently, and with minimal risk to the public.
 - 6.7.2 Protect Council Infrastructure and Assets
The permit-holder is responsible for any damage to roads, footpaths, drains, trees, or other Council assets, and must carry out reinstatement to Council standards. This safeguards the long-term integrity of municipal infrastructure.
 - 6.7.3 Manage Community and Traffic Impacts
Through mandated traffic management plans, peak period restrictions, and pedestrian access requirements, the conditions reduce disruption to road users, public transport, and surrounding residents and businesses.
 - 6.7.4 Set Clear Responsibilities and Liability
The conditions establish the permit-holder's accountability for the site, including public liability insurance, compliance with relevant laws, and maintenance obligations. This reduces risk and ensures that Council is protected from claims.
 - 6.7.5 Provide for Council Oversight and Flexibility
Council retains the right to amend or revoke permits and conditions, and to access or reclaim land for maintenance or operational reasons. This maintains Council's control over the public realm and enables responsive asset management.
 - 6.7.6 Support Safe EV Charger Use in Public Space
For electric vehicle charger installations, the conditions ensure appropriate use, prevent monopolisation of public space, and promote safety and equitable access. Chargers must only be used by the resident who owns the system, must remain flush with footpath and hazard-free when not in use, and must not interfere with stormwater or footpath users.



6.8 See **Attachment 1** for the current list of full conditions. Officers are working to update these to improve accessibility, flexibility, and to align with legal and technical advice.

6.9 The private charger program is endeavouring to manage risks including:

Legislative and Regulatory Risk

6.10 The City of Port Phillip's current Local Law (Clause 28) was not designed to accommodate the permanent installation of private infrastructure on public land. Legal advice confirms that this clause lacks sufficient rigour to regulate private EV chargers in a way that adequately manages long-term liability, indemnity, and enforcement.

6.11 In response to Council's legal advice that existing local laws are not designed to permit permanent private charger infrastructure, at the 5 June 2024 Council meeting Council endorsed to limit the number of installations of private EV infrastructure. This was to 4 years OR the installation of 100 private EV chargers to see if private EV chargers are still necessary or if Council can stop supporting private EV chargers because there are viable alternative public charging models.

Liability and Insurance Risk

6.12 Council is indemnified under its municipal insurance policy (MAV Insurance). This coverage does not extend to individual permit holders who install private chargers. As such, in the absence of a robust indemnity agreement, Council may be exposed to third-party claims in the event of injury or damage caused by charger infrastructure. (e.g. electrocution, trips, or damage to vehicles or pedestrians).

6.13 Officers strongly encourage permit holders obtain and maintain public liability insurance, and conditions of the permit clearly acknowledge the resident's legal liability and maintenance obligations:

- Mandatory \$20 million Public Liability Insurance, expressly indemnifying Council (RRC 17; SOP 13)
- Consent-holder accepts all liability by agreeing to conditions (intro to RRC)

Operational and Infrastructure Risk

6.14 Private chargers installed on nature strips or footpaths may impede Council's ability to:

- Deliver future infrastructure upgrades (e.g. footpath renewals, kerb realignments, or street tree planting), or respond to emergency or planned utility works

6.15 Conditions applied to permits manage these risks by requiring removal of infrastructure at the resident's cost:

- Reinstatement obligations (RRC 3–4; RRC 9; SOP 14) with a 12-month defects liability period
- Clearances to drains (RRC 6) and non-destructive excavation around tree roots (RRC 19)
- Traffic and pedestrian safety provisions (RRC 10–15)
- Requirement to follow Council's Standard Drawings (RRC 16) and manufacturer's instructions (SOP 2)

Environmental and Flood Risk



- 6.16 Any device installed in the ground is susceptible to inundation through rainfall, blocked drains, burst pipes, irrigation etc. Infrastructure in flood-prone locations carries elevated risks of inundation, but it is critical that permitted devices installed anywhere are electrically safe, have sufficient safeguards and do not pose an unacceptable safety risk to the public.
- 6.17 The private chargers are connected to private EV systems and installed by third-parties. Council has little oversight as to the quality of the installation.
- 6.18 The device includes two isolation switches, one at the house and one on the charge station, and only has electricity flowing if charger is plugged into a car and is charging.
- 6.19 The electrical safety of the Kerb Charge device has been independently reviewed. Additional conditions are proposed in response including updating the testing to comply with recently updated standards, and demonstrating installation has been conducted by a licenced electrician.
- 6.20 The Kerb Charge unit is not a charge station. It is a box with an embedded socket. The only time the device is extended and has power supplied is when the charger is in use. A condition (SOP 3) is that the resident must have their car parked in the adjacent parking bay. This mitigates the risk of damage or tripping.

Procurement and Market Access Risk

- 6.21 The initial pilot was delivered in partnership with a single supplier. While not an immediate legal issue, continued use of one supplier may create perceptions of exclusivity or conflict with Council's procurement principles under the *Local Government Act 2020*.
- 6.22 Council is not procuring any goods or services through the pilot and is 'technology agnostic' in the sense that it has not prohibited other technology providers operating. Officers would consider permitting other devices following similar assessment and due diligence. Permit conditions are being redrafted to be applicable to a broader range of technologies.

OHS Risk

- 6.23 Council staff or contractors working on public land or assets in the vicinity of the chargers would be covered under Council's workplace OHS obligations, and Council could be liable for any injury caused because of a fault in the private infrastructure.
- 6.24 Several conditions ensure that the devices are well constructed, installed, and maintained (waterproof, sturdy build), that defects and damage is promptly fixed, and public assets (footpaths, drainage, trees) remain protected over the life of the installation.
- 6.25 Council governs contractors' safety management systems ensuring they have safe work method statements. Council can ensure contract managers inform contractors they will be working in areas that might be near the chargers, and ensure they have adequate systems in place.
- 6.26 In addition to registration with Before You Dig Australia, flags can be added to Council's GIS system to identify properties with chargers. This will then make it easier to highlight to contractors that there is a device in the vicinity.

7. FINANCIAL IMPACT

Public EV charging projects (Utility Pole-Mounted, Kerbside and Fast Chargers)



- 7.1 Costs to install, operate and maintain public charging infrastructure will be incurred by the provider.
- 7.2 Council's EV program has budget allocated to accommodate costs associated with community engagement activities (\$5k) and changes to parking (\$1.5k per charger for signage installation, line marking etc).
- 7.3 Council's budget also covers costs for legal advice, electricity distribution network fees and minor infrastructure upgrades.

Private Kerbside Electric Vehicle (EV) Charger Pilot

- 7.4 A resource of 0.4 FTE (\$50k) was allocated in 2024/25 to develop and administer private EV charger permits including managing applications from residents, coordination across Council teams (Sustainability, Assets, Transport, Arborist, Development permits, and Local Laws teams) and liaise with stakeholders (water authorities etc.). This has completed and there is not ongoing funding.
- 7.5 To offset part of the council costs, permit application fees were increased in June 2024 to \$500 from \$132.
- 7.6 Officers have the option to assess applications in batches. The low number of applications has meant this approach has not been needed to date.
- 7.7 Adequacy of funding is regularly reviewed and may depend on application numbers.
- 7.8 Costs associated with development of a new Local Law and or other agreements will need to be considered if Council proposes more permanent private EV infrastructure.

8. COMMUNITY IMPACT

- 8.1 Increases access to EV charging for residents without off-street parking (e.g. apartment dwellers), supporting more equitable access to EV adoption.
- 8.2 Reduces "range anxiety" and encourages broader use of EVs within and beyond local neighbourhoods.
- 8.3 Attracts visitors and supports local businesses, especially if chargers are placed near activity centres or commercial precincts.
- 8.4 Private chargers provide access to convenient charging to a small number of residents. They provide a solution for early EV adopters while the public infrastructure is being delivered.

9. ENVIRONMENTAL IMPACT

- 9.1 Lower community greenhouse gas emissions and improved air quality through transition to EVs.
- 9.2 Emissions reductions depend on the electricity source; however, as the grid continues to decarbonise, the environmental benefit will increase over time.
- 9.3 Less localised air pollution (e.g. nitrogen oxides, particulate matter) improves urban air quality, benefiting public health.
- 9.4 EVs are quieter than petrol and diesel vehicles, contributing to lower noise pollution in residential and mixed-use areas.



10. SOCIAL IMPACT

- 10.1 Increased transport equity by providing EV charging access to residents who cannot install private chargers (e.g. renters, apartment dwellers, low-income households).
- 10.2 Helps bridge the "infrastructure gap" between those with and without off-street parking.
- 10.3 Visible public infrastructure raises awareness of electric vehicles and may encourage more sustainable transport choices.
- 10.4 Public chargers can demonstrate leadership in sustainability, enhancing civic pride and community engagement.
- 10.5 Chargers may compete with other uses of kerbside space, potentially causing community friction. This is especially true of private chargers where there has been conflict between neighbours over the right to use adjacent carparks.

11. ECONOMIC IMPACT

- 11.1 Public EV chargers can attract EV drivers to local shopping strips, cafés and activity centres—encouraging spending while vehicles charge, supporting revitalisation of precincts.
- 11.2 Encourages innovation and investment in the growing clean transport and energy sectors.
- 11.3 Potential for future revenue through pricing structures, leasing public land to providers, or participating in partnerships with charging operators.

12. GENDER IMPACT

- 12.1 Women and gender-diverse people are more likely to consider personal safety when using public spaces, particularly at night. Public EV chargers that are poorly lit, isolated, or in car parks with limited visibility may deter use. Designing charging locations with passive surveillance, good lighting, clear sightlines, and proximity to activity centres helps create a safer and more inclusive environment.
- 12.2 Women, on average, are more likely to be trip-chaining (e.g. combining work, school drop-off, errands), so charger locations near key destinations—schools, shops, childcare, health services—can better support their travel patterns.
- 12.3 Public charging infrastructure can help reduce this disparity by enabling EV access for households that cannot install private chargers. Women, especially single mothers or women in lower-income households, may face additional barriers to EV adoption (e.g. affordability, access to off-street parking).

13. PROPOSED NEXT STEPS

- 13.1 Following decision on the recommendations, Officers will:
 - 13.1.1 Work the CEO to sign the Licence agreement with Evie Networks for installation of the public fast EV charging infrastructure at 228-234 Park Street, South Melbourne.
 - 13.1.2 Update guidance for the private kerbside EV charging infrastructure pilot and work with internal teams on updating the application process to reflect decision made.
 - 13.1.3 Start the process of registering private EV chargers that have been installed on public kerbside with Before You Dig Australia.

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14. OFFICER MATERIAL OR GENERAL INTEREST

14.1 No officers involved in the preparation of this briefing has declared a material or general interest in the matter.

ATTACHMENTS

Nil



12. VIBRANT PORT PHILLIP

Nil

13. WELL GOVERNED PORT PHILLIP

- 13.1 *Existing use rights associated with the International Society for Krishna Consciousness (ISKCON) Temple at 197-205 Danks Street Albert Park 411*
- 13.2 *Council Advisory Committee Review Update 417*
- 13.3 *Councillor Expenses Monthly Reporting - April and May 2025..... 434*



13.1 **EXISTING USE RIGHTS ASSOCIATED WITH THE
INTERNATIONAL SOCIETY FOR KRISHNA CONSCIOUSNESS
(ISKCON) TEMPLE AT 197-205 DANKS STREET ALBERT
PARK**

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

PREPARED BY: **PAUL WOOD, MANAGER CITY DEVELOPMENT**

1. PURPOSE

- 1.1 To resolve an approach to determine the extent of existing use rights associated with the International Society for Krishna Consciousness (ISKCON) Temple at 197-205 Danks Street Albert Park (subject land).
- 1.2 This will provide certainty in relation to the aspects of the use that can lawfully be carried out on the land, and if any aspects of the use of the land that do not benefit from an existing use right, can then be further considered in relation to the requirements of the Port Phillip Planning Scheme (planning scheme), through a separate planning process.

2. EXECUTIVE SUMMARY

- 2.1 Since approximately 1975 and continuing to the present day, the subject land has been used for purposes associated with ISKCON. The subject land is the principal place of worship for the Hare Krishna movement in Victoria.
- 2.2 In 1975, the planning scheme ordinance in force at the time required a planning permit for the land to be used for the purpose of a place of worship and place of assembly. A planning permit has never been issued allowing the subject land to be used for the purpose of a 'place of worship', a 'place of assembly' or any other relevant use associated with how the subject land is presently used.
- 2.3 Clause 63 of the planning scheme provides that an existing use right is established if proof of continuous use for 15 years is established, and the use has not stopped for a continuous period of two years, or has not stopped for two or more periods, which together total two years in any period of three years.
- 2.4 Council invited ISKCON to make an application under section 97N of the *Planning and Environment Act 1987* (P&E Act) for a certificate of compliance to demonstrate the extent of existing use rights.
- 2.5 They did so through an application made on 5 July 2024 to establish the lawfulness of the use of the land as "*a temple, including associated religious activities and festivals, celebrations including weddings, cooking and preparation of food for consumption on and offsite, administration and meetings, storage, temporary accommodation, teaching and training, sale of goods and other activities ancillary to the ISKCON Temple operation*".
- 2.6 Council reviewed the material provided and requested further information to substantiate the existing use rights claim, as the evidence contained gaps in relation to aspects of the use for periods exceeding two years, and on the basis that the components of the evidence submitted was not specific to the subject land.



- 2.7 On 3 June 2025, ISKCON withdrew their application for a certificate of compliance, on the basis that they say they benefit from existing use rights and an application for a certificate of compliance is premature, and that they wish to continue working together with Council to assist it in its assessment of the lawfulness of the use of the subject land.
- 2.8 In the absence of an application for a certificate of compliance to determine the extent of existing use rights associated with the subject land, it is recommended that Council use its own evidence to apply to the Victorian Civil and Administrative Tribunal for a declaration under section 149A of the P&E Act for a determination on whether existing use rights are established in relation to the use of the subject land.

3. RECOMMENDATION

That Council:

- 3.1 Resolves to apply to the Victorian Civil and Administrative Tribunal (VCAT) for a declaration under section 149A of the *Planning and Environment Act 1987*, for a determination on whether existing use rights are established in relation to the use of 197-205 Danks Street Albert Park for purposes associated with the International Society for Krishna Consciousness (ISKCON) Temple.
- 3.2 Authorises the Manager City Development to instruct planning and/or legal representation to determine, based on evidence and law, the extent of any existing use rights, to apply and advocate in relation to the application for a declaration under section 149A of the *Planning and Environment Act 1987*.
- 3.3 Authorises the requisite budget to undertake the declaration proceeding.

4. KEY POINTS/ISSUES

- 4.1 It is understood that ISKCON purchased the subject land in approximately 1974 and since approximately 1975 and continuing to the present day has used the subject land for purposes associated with ISKCON.
- 4.2 The subject land has a complex planning history, however no planning permit has ever been issued allowing the subject land to be used for the purpose of a 'place of worship', a 'place of assembly' or any other relevant use associated with how the subject land is presently used.
- 4.3 A certificate of compliance has not been issued under section 97O of the P&E Act stating that the existing use of the subject land complies with the planning scheme.
- 4.4 Presently, a temple is located on the subject land which is used as a place of worship. It is understood that the use of the subject land has evolved over time and that various other activities are also known to be currently occurring on the subject land, including:
- Administration activities associated with ISKCON.
 - The provision of accommodation. The ISKCON website states that they provide accommodation in a building on the subject land referred to as 'Prabhupada House' "for visitors from all over the world". The website states that "Prabhupada House includes three first-floor guest rooms; two single rooms and a double room, with a shared bathroom". They state that their "priority is to accommodate travelling preachers".

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- A kitchen which is used to prepare food. The ISKCON website states “Melbourne’s ISKCON temple serves free food everyday, 3 times a day” to members of the public. The website states that the meals are served in a dining area referred to as the “Prasadam Hall” located upstairs above the Temple Room. Food is distributed through food relief programs run by ISKCON.
 - Bhakti Yoga classes run by ISKCON.
 - The celebration of Hare Krishna festivals.
 - Weddings.
 - Hare Krishna ceremonies known as ‘Pujas’ to mark occasions such as births, deaths, entering school, graduations, house warmings.
- 4.5 During the period 1994 to 2018 planning permits (and amended permits) were issued granting approval for various buildings and works on the subject land, including a kitchen. None of the permits relate to the use of the land. Various plans endorsed under the permits show details of the use of the subject land such as the temple room, shrine area, reception, theatre, the rooms used for accommodation, and the kitchen.
- 4.6 In 2022, ISKCON lodged a permit application with Council for buildings and works associated with an upgrade of the current facilities on the subject land (reference PDPL/00286/2022). Council refused the application, including on a ground that the “proposed buildings and works would further entrench an unlawful land use”. ISKCON did not seek a review of the refusal.
- 4.7 Council receives numerous complaints from nearby residents regarding the impacts of the use of the subject land on their amenity. Complaints arose following the full-scale resumption of many activities on the subject land post the COVID-19 pandemic and during the public notification period for the 2022 permit application.
- 4.8 In August 2023, Council wrote to ISKCON, referring to its refusal in planning application PDPL/00286/2022 and sought to address how the current uses of the subject land might be legitimised. Council advised ISKCON of the following options:
- Apply for a certificate of compliance pursuant to s97N of the P&E Act.
 - Apply for a planning permit for the use(s) of the Land.
 - Cease any unlawful use of the Land.
- 4.9 ISKCON applied for a certificate of compliance on 5 July 2024 seeking to establish the lawfulness of the use of the land as *“a temple, including associated religious activities and festivals, celebrations including weddings, cooking and preparation of food for consumption on and offsite, administration and meetings, storage, temporary accommodation, teaching and training, sale of goods and other activities ancillary to the ISKCON Temple operation”*.
- 4.10 Council reviewed the material provided and requested further information to substantiate the existing use rights claim, as the evidence contained gaps in relation to aspects of the use for periods exceeding two years, and on the basis that the evidence submitted was not specific to the subject land.
- 4.11 On 3 June 2025, ISKCON withdrew their application, on the basis that they say they benefit from existing use rights and an application for a certificate of compliance is premature, and that they wish to continue working together with Council to assist it in its assessment of the lawfulness of the use of the subject land.



- 4.12 On this basis, it is recommended that Council make an application to VCAT for a declaration under section 149A of the P&E Act for the question to be determined by VCAT whether existing use rights are established for the uses of the subject land.
- 4.13 A declaration application will, in effect, force the issue to be determined so that certainty can be provided.
- 4.14 It is anticipated that ISKCON, on the basis that they “wish to continue working together with Council to assist it in its assessment of the lawfulness of the use of the subject land” may participate in the provision of evidence to support a claim in the proceeding as Council will need to present all information it has to the tribunal to allow a determination to be made.
- 4.15 Council cannot force ISKCON to do so, but to force a resolution of the matter, Council can seek their participation otherwise Council will present information available to determine what existing use rights apply to all of ISKCON’s uses of the subject land.
- 4.16 The certainty that the declaration outcome provides will allow Council to advise the complainants that the amenity impacts that they complain of can or cannot be addressed under the planning scheme.
- 4.17 A declaration process will require Council to bring together all available evidence to demonstrate, based on the legal principle of the ‘balance of probabilities’ that the use has continually operated for a period of 15 years. Council must be guided by evidentiary facts and not whether it considers any part of the use to be an unacceptable outcome, where that aspect of the use has continually operated for a period of 15 years. The evidence will be presented to VCAT as part of the declaration proceeding.
- 4.18 If VCAT determines that there are any uses of the subject land where existing use rights are not established, Council will then be able to further consider its options in relation to those uses. For example, where a permit can be obtained for the use, an option may be to invite ISKCON to make an application for the permit or otherwise an option then available is to pursue enforcement options such as applying to VCAT under section 114 of the P&E Act for an enforcement order requiring the use to cease.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 An application for a declaration under section 149A of the P&E Act for a determination on whether existing use rights are established in relation to the use of the subject land must be based on evidence and fact. It is not a process that enables consultation with the surrounding community.
- 5.2 Council will however provide periodic updates to nearby residents who have complained about the use.
- 5.3 Separately, Council considered a petition at the 16 April 2025 Ordinary Council Meeting, with 182 signatures from community members concerned about the impacts of the use. This petition called on Council to “*facilitate the relocation of the Temple industrial kitchen from our Neighbourhood Residential Zone to a more appropriate industrial site*”. In relation to this petition, it was resolved:
That Council:
 - 1. *Receives and notes the Petition.*
 - 2. *Notes the request to relocate the kitchen.*



3. *Notes that Council does not have the power to relocate the kitchen to a different site.*
4. *Notes that officers are using Council's existing powers to address any breaches of State or Council laws and Council will continue to work with the Temple and the Community to ameliorate any adverse amenity impacts.*
5. *Requests officers write to the lead petitioner thanking them for their petition and advising them of the outcome.*

6. LEGAL AND RISK IMPLICATIONS

6.1 Existing use rights are regulated by clause 63 of the planning scheme. Clause 63.01 provides that an existing use right is established if any of the following apply:

- *The use was lawfully carried out immediately before the approval date.*
- *A permit for the use had been granted immediately before the approval date and the use commences before the permit expires.*
- *A permit for the use has been granted under Clause 63.08 and the use commences before the permit expires.*
- *Proof of continuous use for 15 years is established under Clause 63.11*
- *The use is a lawful continuation by a utility service provider or other private body of a use previously carried on by a Minister, government department or public authority, even where the continuation of the use is no longer for a public purpose.*
- *Of each of these, on the basis of the information provided to us, an existing use right could only be established in relation to the subject land through proof of continuous use being established under Clause 63.11.*

6.2 Clause 63.11 provides:

If, in relation to an application or proceeding under the Act or this scheme, including an application for a certificate of compliance under Section 97N of the Act, the extent of any existing use right for a period in excess of 15 years is in question, it is sufficient proof of the establishment of the existing use right if the use has been carried out continuously for a period of 15 years at any time before the date of the application or proceeding.

An existing use right may be established under this clause even if the use did not comply with the scheme immediately before or during the 15 year period, unless any of the following apply:

- *At any time before or after commencement of the 15 year period the use has been held to be unlawful by a decision of a court or tribunal.*
- *During the 15 year period, the responsible authority has clearly and unambiguously given a written direction for the use to cease by reason of its non-compliance with the scheme.*
- *The use ceased between the end of the 15 year period and the date of the application or proceeding.*

6.3 The facts indicate that ISKCON has been in operation in some respect for approximately 50 years undertaking Temple uses. The degree that all aspects of the current use(s) comply with clause 63.11 of the Planning Scheme is unknown.

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6.4 The options for Council to take planning enforcement action against ISKCON are limited until such time that the extent of the exiting use rights can be properly ascertained.

6.5 It is however considered appropriate and necessary that the extent of existing use rights is legally confirmed to provide certainty for the community.

7. FINANCIAL IMPACT

7.1 The process of establishing existing use rights will require planning and/or legal representation and depending on the length of time set aside by VCAT to hear the matter, may cost Council between \$40,000 to \$80,000.

8. ENVIRONMENTAL IMPACT

8.1 There is no environmental impact associated with the process that is sought to be resolved as part of this paper.

9. COMMUNITY IMPACT

9.1 The certainty that the declaration outcome provides will allow Council to advise the complainants that the amenity impacts that they complain of can or cannot be addressed under the planning scheme. It is a responsible way in which to clarify the extent of use that is permissible on the subject land.

10. GENDER IMPACT ASSESSMENT

10.1 This application to VCAT is a legal procedural matter and does not necessitate a Gender Impact Assessment.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The recommendation is aligned with the Council Plan Strategic Direction of Well Governed Port Phillip. It resolves a process to bring about certainty as to the extent of existing use rights that apply to the subject land, where the land has been used in some form for a period of approximately 50 years.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 Subject to the resolution being adopted, the process to bring together evidence, to apply to VCAT and for VCAT to determine this matter may take approximately one year.

12.2 COMMUNICATION

12.2.1 Council will provide periodic updates to nearby residents regarding the VCAT application process.

13. OFFICER MATERIAL OR GENERAL INTEREST

13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS

Nil

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13.2 COUNCIL ADVISORY COMMITTEE REVIEW UPDATE

EXECUTIVE MEMBER: ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE

PREPARED BY: MITCHELL GILLET, COORDINATOR COUNCILLOR AND EXECUTIVE SUPPORT

1. PURPOSE

- 1.1. To facilitate the adoption of the Terms of Reference documents for the Youth Advisory Committee.
- 1.2. To facilitate an extension of a previously committed timeframe for the advisory committee review.
- 1.3. To pause the recruitment of new members for the Multicultural, LGBTIQA+ and Older Persons advisory committees until the advisory committee review is completed.
- 1.4. To reconstitute the Quick Response Grants Program Assessment Panel in line with Victorian Auditor General Office recommendations.

2. EXECUTIVE SUMMARY

Youth Advisory Committee Terms of Reference

- 2.1 Council's various advisory and reference committees are governed by their respective Terms of Reference documents. At the beginning of a new Council term, the Terms of Reference (ToR) documents are reviewed and presented to Council for endorsement.
- 2.2 At the 19 March 2025 Ordinary Meeting, six advisory/reference committee ToR documents were endorsed by Council.
- 2.3 The Youth Advisory Committee ToR document is being presented to Council for endorsement as part of this report.

Extension of Advisory Committee Review

- 2.4 Council's existing Advisory Committee structure has been established through a series of individual resolutions to respond to community need and strategy development that has occurred over time. There is no overarching framework to guide the operation of Council advisory committees nor formalised opportunities to encourage an intersectional approach.
- 2.5 At the Ordinary Meeting on 11 December 2024, Council endorsed officers to undertake a review of Council's current advisory committee model; with a report due back to Council before 30 June 2025.
- 2.6 This work is currently being undertaken however, to align the work to the adoption of the new Plan for Port Phillip, this report is seeking an extension of that timeline until 30 September 2025.
- 2.7 Council's Community Engagement Policy is also going through a review process and so the advisory committee review will complement that piece of work.



Pause recruitment of new committee members

- 2.8 At the Ordinary Meeting on 21 August 2024, a Notice of Motion was moved to extend the terms of the Multicultural, LGBTIQA+ and Older Persons advisory committees to June 2025 allowing them to participate in the Council Plan and Budget process.
- 2.9 Following this, the Notice of Motion instructed officers to undertake a formal recruitment process for new members for all three committees from June to July 2025.
- 2.10 This report seeks to pause the recruitment process of these committees until the findings of the current advisory committee review are tabled at a Council meeting in September.
- 2.11 This is to avoid going through a resource intensive recruitment process for new committee members whose skills, experience and expertise may not meet the needs of Council's future-state advisory committee model.

Revoke Councillor appointments from committees and panels

- 2.12 At the Ordinary Meeting on 21 May 2025, Council endorsed the removal of Councillors from the:
- Community Grants Assessment Reference Committee
 - Cultural Development Fund Reference Committee
- 2.13 Further to the above, based on the advice from the Victorian Auditor-General's Office (VAGO), it is recommended that Councillors also be removed from sitting on the:
- Quick Response Grants Program Assessment Panel

3. RECOMMENDATION

That Council:

- 3.1 Adopts the updated Terms of Reference documents for the:
- Youth Advisory Committee as outlined in Attachment 1
- 3.2 Authorises the Chief Executive Officer, or their delegate, to make minor changes that do not materially alter the Terms of Reference document.
- 3.3 Grants officers an extension until 30 September to report back on Council's advisory committee review.
- 3.4 Notes the valuable contributions of the LGBTIQA+ advisory committee and pauses recruitment of new members pending the outcome of the advisory committee review.
- 3.5 Notes the valuable contributions of the Multicultural advisory committee and pauses recruitment of new members pending the outcome of the advisory committee review.
- 3.6 Notes the valuable contributions of the Older Persons Advisory Committee and pauses recruitment of new members pending the outcome of the advisory committee review.
- 3.7 Revokes Councillors who were appointed at the 11 December 2024 Ordinary Meeting from the:
- Quick Response Grants Program Assessment Panel



4. KEY POINTS/ISSUES

Youth Advisory Committee Terms of Reference

- 4.1 Council's various advisory and reference committees are governed by their respective Terms of Reference documents. At the beginning of a new Council term, the Terms of Reference (ToR) documents are reviewed by Council officers, in conjunction with committee members and are then presented to Council for endorsement.
- 4.2 At the 19 March 2025 Ordinary Meeting, six advisory/reference committee ToR documents were endorsed by Council.
- 4.3 The officer responsible for the administration of the Youth Advisory Committee was only newly appointed at the time of the 19 March meeting and so requested more time to review the ToR before being tabled.
- 4.4 As such, the Youth Advisory Committee ToR document is being presented to Council for endorsement as part of this report.

Extension of Advisory Committee Review

- 4.5 Council's existing Advisory Committee structure has been established following a result of a series of individual resolutions upon the adoption of various Council strategies and action plans.
- 4.6 Advisory committees have played an important and valuable role at the City of Port Phillip, allowing opportunities for members of our community to provide advice directly to Councillors as well as have input into Council's policies, action plans, services and activities.
- 4.7 With the plan for Port Phillip 2025 – 2035 coming in effect this year, and with the growth being experienced in levels of participation in community consultation and engagement, the timing is right to explore whether the current advisory committees are fit-for purpose.
- 4.8 Advisory committees play a key role in facilitating community engagement and informed decision-making at the City of Port Phillip. This review aims to assess their purpose, effectiveness, and overall impact, as well as identifying any gaps that might exist, to ensure they continue to support Council priorities . As such the key objectives of the review are to:
 - Develop a Council Committee framework (drawing on Stonnington's recent example) to define the role and purpose of Council's various committees, including why they are convened, what is their scope and what they aim to achieve.
 - Identify current gaps and future needs upon adoption of the Plan for Port Phillip 2025-2035, for example, the recommendation in Council's Reconciliation Action Plan to establish an Aboriginal Advisory Committee.
 - Explore a more inclusive engagement model, with a focus on intersectionality, that fosters representative and equitable opportunities for community participation in Council policies, projects, and strategies.
 - Align Council Committee framework to Council's Community Engagement Policy.



REVOKE COUNCILLORS FROM COMMITTEES AND PANELS

- 4.9 Under Section D of Instrument of Delegation S7 – *CEO to Members of Council Staff*, GM Community Wellbeing and Inclusion has the power to award grants under the Quick Response Grant Program to the value of \$20,000.
- 4.10 The Victorian Auditor-General's Office (VAGO) has recommended that Councillors not be involved in the process of assessing and awarding community grants.
- 4.11 This report seeks to revoke Councillors who were formally appointed to the below panel at the 11 December 2024 Council meeting:
- Quick Response Grants Program Assessment Panel

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Current advisory committee members, Council officers, and Councillors have been consulted and have provided feedback as part of the preliminary stages of the review and will continue to be consulted as the review continues and a fit-for-purpose model is developed.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Council's Advisory and Reference Committees have no delegated authority.
- 6.2 Terms of Reference documents are developed in the spirit of good governance and provide guidance for the committees in relation to committee composition, committee operation, meeting frequency, conduct of committee members and committee administration.

7. FINANCIAL IMPACT

- 7.1 There is no financial impact as a result of this report.
- 7.2 Financial analysis in relation to the current vs. proposed advisory committee model will be explored as part of the review process.

8. ENVIRONMENTAL IMPACT

- 8.1 There is no environmental impact as a result of this report.

9. COMMUNITY IMPACT

- 9.1 With the recommendation that the Multicultural, LGBTIQA+ and Older Persons advisory committees defer the recruitment of new members until the advisory committee review process is complete, Council recognises the formalised mechanism for engaging with these committees will cease while they are on hiatus.
- 9.2 Council encourages committee members to use Council's other channels of engagement to ensure their contributions can continue:
- Council's *HaveYourSay* page
 - Neighbourhood Engagement Program
 - Subscribing to Council's *Help Shape Our City* newsletter
- 9.3 Officers will also offer current advisory committee members the opportunity to be part of an optional emailing list which will notify them of upcoming consultation activities should they wish to voluntarily participate.

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- 9.4 Current committee members will also be invited to an engagement session on the proposed future-state advisory committee model to seek their input and feedback on the model.

10. GENDER IMPACT ASSESSMENT (GIA)

- 10.1 A GIA was not undertaken as result of this report.
- 10.2 A GIA has been undertaken as part of the broader Advisory Committee Review.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 Well Governed Port Phillip

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

- 12.1.1 The Youth Advisory Committee Terms of Reference will be in effect from the date of adoption.
- 12.1.2 The MAC and LGBTIQA+ and Older Persons advisory committees will conduct their last meetings in June 2025.
- 12.1.3 Officers will bring the advisory committee review back to Council before 30 September 2025.

12.2 COMMUNICATION

- 12.2.1 Advisory committee administrators will be notified that the Terms of Reference documents have been adopted.
- 12.2.2 The updated Youth Advisory Committee Terms of Reference will be uploaded to Council's website.
- 12.2.3 The Multicultural, LGBTIQA+ and Older Persons advisory committees have been aware that their terms would end on 30 June 2025 since the Notice of Motion was carried at the 21 August 2024 Council meeting.
- 12.2.4 The Multicultural, LGBTIQA+ and Older Persons advisory committees will be notified that recruitment for new members will be paused until the advisory committee review is complete at their respective final committee meetings.
- 12.2.5 A notice that the Multicultural, LGBTIQA+ and Older Persons advisory committee recruitment has been paused will also be published on Council's website.

13. OFFICER MATERIAL OR GENERAL INTEREST

- 13.1 No officers involved in the preparation of this report has declared a material or general interest in the matter.

ATTACHMENTS 1. Youth Advisory Committee Terms of Reference 2025



Youth Advisory Committee

Terms of Reference
Version 2, June 2025



portphillip.vic.gov.au





City of Port Phillip

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Diversity

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the environment
before printing.

Governance

Responsible Service / Department: Family, Youth and Children

Council Contact: Youth Development & Planning Officer

Date of Council adoption:

18 June, 2025

Date Advisory Committee established:

2021

Document Set ID (ECM):

TBD

Review date:

Every four years in line with council term.

Review history:

Name		Document Set ID (ECM)	Date	Description of Edits
Name of document	#		DD/MM/YYYY	Description of changes

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1. Purpose

The purpose of the Youth Advisory Committee (YAC) is to be the voice of young people to the City of Port Phillip (Council), providing advice and feedback in relation to the opinions of young people within the local area.

The YAC focuses on meaningful youth participation and will work collaboratively to discuss key initiatives as outlined by Council and the Council Plan 2021–31 to ensure young people's views and opinions are well represented.

2. Objectives

- To provide feedback to Council on projects and local issues from a youth perspective
- To raise awareness and advocate in the community for young people

Benefits to young people include:

- Meeting new people in a fun, safe, and supportive environment
- Developing leadership skills
- Access to ongoing training and development opportunities
- Being heard by Council on issues affecting local young people
- Involvement in the planning and delivery of youth-led activities

3. Composition

The Youth Advisory Committee shall comprise:

- Up to one (1) Port Phillip Councillor
- One (1) Council officers, including:
 - Youth Development & Planning officer
- Between 8 to 12 young people aged 15 to 25 years that live, work and/or study in the City of Port Phillip

Additional Council staff from across the organization may be involved in the Committee as required to ensure a whole-of-organisation approach.

3.1 Criteria for Membership

The Committee is open to young people aged 15 to 25 who live, work, study or play within the City of Port Phillip. The following criteria also applies:

Members under 18 must:

- Fill out an expression of interest application
- Provide all necessary parental or guardian consent and contact details
- Read and acknowledge any relevant documents

Members over 18 must:

- Hold a current Working With Children Check
- Agree to completing a police check
- Fill out an expression of interest application
- Complete child safe training
- Read and acknowledge any relevant documents

The Youth Advisory Committee was convened with no sunset clause and, as determined by resolution of Council, and will remain operational until Council resolves to cease committee operations.

Committee members will be reviewed at 12 months and appointed for a total term of 2 years. Members may apply to extend their 2-year term should they wish to do so.

Committee members may resign at any time. Notice of resignation is to be provided in writing to Council staff representatives and the Chair.

The Committee may determine to remove a member who has failed to attend four meetings without having submitted an apology OR has failed to attend 50% of meetings over the course of a year, even if an apology is provided.

3.2 Role and selection of Councillor/s

Council may appoint Councillor representation, by resolution, at the beginning of each Council term. By default, Councillors should remain as the Councillor Delegate for the respective Committees for the entirety of the term unless Council resolves to reassign appointments.

The role of Councillors is to participate in the meetings and listen to stakeholder and community views (as relevant).

Councillors who have not been appointed to the Advisory Committee by Council, may attend in an observer role only. An observing Councillor cannot actively participate in any discussion and may only speak if called upon by the Chair to speak.

3.3 Role and selection of Council officer/s

Families, Youth, Children & Divisional Performance department will be responsible for this Advisory Committee.

Council Officers will provide administrative support and advice to the Committee. Officers will be nominated by the relevant General Manager as required to provide advice and administrative support to the Committee.

Where a meeting of the Advisory Committee is considered an 'informal meeting of councillors' under Council's Governance Rules (Chapter 6 (1)), the relevant General Manager is responsible for ensuring a Council officer submits the Informal Meeting of Councillors Form to the Governance Department as soon as practicable, so a record of the meeting can be included in the upcoming Council agenda.

3.4 Role and selection of external members

Eligible external community representatives will live, work and/or study in Port Phillip and have work, personal or volunteer experience across a range of relevant areas. The approach and method for appointing external representatives will include the following:

- Council must resolve external representation is required on the Advisory Committee.
- An advertisement may be placed in a newspaper, on Council's website, social media and through local networks.
- Applicants must make application via an expression of interest process.
- Community members will be recommended by a panel comprising of Youth Development & Planning officer and other Council Officers who will assess applicants against selection criteria outlined in the expression of interest process as well as diversity principles.
- Consideration will be given to diversity of membership to promote inclusive representation across various sections of the community, gender balance, and where possible, diversity of ages, backgrounds, social identities and lived experience.
- The proposed Committee members will be recommended to Council via a report, with Council to provide final endorsement.
- All members will be eligible to re-apply for appointment at the end of their term with a recommendation to go back to Council for endorsement.
- Council will be responsible for appointing all Councillor and community members; and

- Casual vacancies which occur due to external members being unable to complete the full term of their appointments may be filled by co-opting suitable candidates from a previous selection process for the remainder of the previous incumbents' terms. The selection panel will make a recommendation from a previously Council endorsed candidate shortlist, to the Chief Executive Officer or relevant General Manager, who will have the authority to appoint the recommended candidate to the committee for the remainder of the previous incumbent's term.

- Committee members on the Youth Advisory Committee must hold a valid volunteer Working With Children Check. It is recommended that members on other committees also hold a valid volunteer Working With Children Check.

- In the event that any Advisory Committee seeks to appoint Committee members who are under the age of 18, all Committee members must hold a valid volunteer Working With Children Check.

External community representatives unable to attend a committee meeting are not able to nominate a proxy.

3.5 Role and selection of the Chairperson and Deputy Chairperson

- The Council officer responsible for the Advisory Committee must facilitate the election of the Chair and Deputy Chair

- At the first meeting of the Advisory Committee, the Council officer will invite nominations for the Chair and Deputy Chair positions

- Voting must be carried out by show of hands with a simple majority of votes for each position.

- In the interest of managing Councillor workloads and promoting inclusivity, independent community members should be appointed to the roles of Chair and Deputy Chair by default.

- In the event independent community members do not want to be appointed to the roles of Chair and Deputy Chair, the Councillor delegate may be appointed to the role.

- The positions are to be agreed to by all members and will be for a term of 12 months. The Chair and Deputy Chair positions shall be reviewed annually, immediately following Councillor appointments to committees.

In the event the Chair is not present at the commencement of the meeting, the Deputy Chair will assume the responsibility for chairing that meeting. If the Chair and Deputy Chair are both not present for the commencement of the meeting, a Councillor or the most senior Council officer will assume the responsibilities of the chair.

4. Committee Operation

New committees will be briefed by the relevant department manager or delegate on the expected range of work to be undertaken, including discussion of how the committee relates to the work of Council, the roles of all parties, and any relevant policy or legislative framework impacting the work.

The Committee is to always operate in accordance with this Terms of Reference. The Committee has no delegated powers but may provide advice in line with the Terms of Reference. Neither the Committee, nor its members, may speak on behalf of Council.

If the committee wishes to make a submission, for advocacy purposes, on behalf of Council the respective Councillor Delegate will be required to table the submission, approved by the Committee Chair, at a Council meeting. If the committee wishes to make an independent submission, they must clearly state that the submission is not an endorsed position of City of Port Phillip Council and cannot use Council letterhead or logo on any submission documentation.

Committees will hold an annual planning session to develop a work plan for the coming year.

The Committee may develop its own meeting protocols and operating practices to deal with any matters in an efficient, effective and collaborative manner.

Committees may establish sub-committees, as they see fit, to achieve better overall outcomes, and must submit any agendas and minute documents back to the respective parent Advisory Committee. Any sub-committees that are established will not receive Council officer support and will be the responsibility of that sub-committee to operate.

5. Meetings

5.1 Meeting schedule

Meetings will be held in-person monthly (with the option of an online meeting in between if necessary). An annual schedule of meetings to be agreed upon at the first meeting of the Advisory Committee following the annual appointments of Councillors to Committees. Meetings may be held online or in person, or a combination of both.

Additional meetings may be scheduled from time to time as needed. Meetings will be conducted in accordance with the Port Phillip Advisory Committee Governance Rules.

5.2 Meeting procedure

Meetings will follow standard meeting procedure protocols, which are in summary:

- Commence on time and conclude by the stated completion time
- Be scheduled and confirmed in advance with all relevant papers distributed (as appropriate) to each member
- Encourage fair and reasonable discussion, participation and respect for each other's views

- Focus on the relevant issues at hand; and
- Provide advice to Council as far as possible on a consensus basis.

5.3 Voting and quorum

While any recommendations should generally be developed through consensus, there may be times when voting is required to settle on a position relating to a particular recommendation. When this occurs, the differing opinions and votes for and against should be clearly expressed in the minutes of the meeting. All members shall have full and equal voting rights unless a member is unable to vote due to a conflict of interest.

A quorum of any meeting will be at least two independent members (which may include the Chairperson) and at least one Councillor. If more than 50 percent of active committee members are absent, the Chair or Deputy Chair may elect to reschedule the meeting or conduct the meeting with present members, recording absences in the minutes.

5.4 Agendas and minutes

Compiling the agenda for a meeting of an Advisory Committee will be undertaken by the Council officers providing administrative support to that Committee, with final approval of the agenda by the Chairperson of the Committee.

- Any member of the Committee may submit an item for inclusion on the agenda of a committee meeting through the Council officer providing administrative support to the Committee.
- The item must be submitted in writing (in hard copy or e-mail), at least 5 business days prior to the date of the scheduled meeting.
- Advisory Committee agendas and supporting documents will be circulated to all Committee members 5 business days prior to the date of the scheduled meeting.

Minutes of the meetings will be taken by a Council officer. The draft minutes must be:

- Submitted to the Chairperson for confirmation within 10 working days of the meeting;
- Distributed to all Committee members following confirmation from the Chair

The minutes must:

- Contain details of the proceedings and recommendations made • be clearly expressed
 - Be self-explanatory
 - Incorporate relevant reports or a summary of the relevant reports considered by the committee;
- and
- Be provided to Committee members as soon as practicable after the meeting.

- Minutes of Advisory Committee meeting can be tabled at any Council Meeting during agenda item 'Reports by Councillor delegates'

The minutes will be endorsed by the Advisory Committee at the subsequent meeting or by email in the event the minutes are to be tabled at a Council meeting prior to the next scheduled Advisory committee meeting.

5.5 Public attendance at meetings

The Advisory Committee is not required to give public notice of its meetings and its meetings are not open to the public. The Committee may invite observers to meetings from time to time. This is at the discretion of the Chairperson. Guests may also be invited to attend and participate at meetings; this would generally be for a specific purpose and/or specified period of time. This is at the discretion of the Chair.

6. Budget and Remuneration

The Advisory Committee has no budgetary allocation from Council (this includes budget for the payment of fees for external members or presenters). Any budgetary allocation is at the absolute discretion of the relevant General Manager who is responsible for the Advisory Committee.

No remuneration will be paid to Committee members. Councillors appointed to Advisory Committees are entitled to claim expenses in line with the Councillor Expenses and Support Policy.

7. Conduct of Members

Councillors' Code of Conduct and Employee Code of Conduct applies to respective Councillor and Council Staff Committee members. The conflict of interest and confidentiality provisions in the Local Government Act 2020 apply to all members.

In performing the role of Advisory Committee member, a person must:

- Act with integrity
- Impartially exercise their responsibilities in the interests of the local community
- Not improperly seek to confer an advantage or disadvantage on any person
- Treat all persons with respect and have due regard to the opinions, beliefs, rights and responsibilities of other persons
- Commit to regular attendance at meetings; and
- Not make improper use of information acquired because of their position or release information that the member knows, or should reasonably know, is confidential information

7.1 Conflicts of Interest

Councillors and Council officers are required to disclose conflicts of interest in accordance with Part 6, Division 2 of the Local Government Act 2020 (Vic) and Chapter 5 of the Governance Rules. Where an external community member has a conflict of interest or perceived conflict of interest in relation to a matter before the committee, the community member must disclose the matter to the group before the matter is considered or discussed. The external community member must then leave the meeting until the matter is dealt with. Disclosure must include the nature of the interest and be recorded in the meeting minutes.

8. Committee Administration

8.1 Reporting to Council

Advisory Committees must present an Annual Report to Council which highlights the achievements of the Committee throughout year in line with the Committees objectives outlined in their Terms of Reference. Council may, at any time, request the minutes of Advisory Committee meetings for review.

The Youth Advisory Committee will present their annual report in February each year, following the Committee's first full year of operation.

8.2 Committee lifecycle

- A review of each of Council's Advisory Committees will take place at the start of each new Council term to determine its relevance for the proceeding four-years.
- Councillors will be appointed to as Councillor Delegates
- Where Council determines to appoint a Councillor Delegate to a committee annually, that Committee will have, in effect, be endorsed to continue operating.
- Council may resolve to dis-establish a committee if it no longer has a relevant function.

8.3 Administrative updates

From time to time, circumstances may change leading to the need for minor administrative changes to this Terms of Reference. Where an update does not materially alter this Terms of Reference, such a change may be made administratively. Examples of minor administrative changes include changes to names of departments or a Council Officer's position title. Where any change or update may materially change the intent of this Terms of Reference, it must be considered by Council.

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13.3 COUNCILLOR EXPENSES MONTHLY REPORTING - APRIL AND MAY 2025

EXECUTIVE MEMBER: ROBYN BORLEY, DIRECTOR, GOVERNANCE AND ORGANISATIONAL PERFORMANCE

PREPARED BY: MITCHELL GILLET, COORDINATOR COUNCILLOR AND EXECUTIVE SUPPORT

1. PURPOSE

- 1.1 To report on the expenses incurred by Councillors during April and May 2025 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 Councillor Expenses and Support 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 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 April 2025 (attachment 1) and that this will be made available on Council's website.
- 3.2 Notes the monthly Councillor expenses report for May 2025 (attachment 2) and that this will be made available on Council's website.

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

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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 The Councillor expenses report for April 2025 was presented to the 21 May Council meeting where Council resolved to defer consideration of the report to the 18 June Council Meeting.
- 4.7 Notes the *Conferences and Training* Charges attributed to Mayor Louise Crawford, Cr Justin Halliday and Cr Alex Makin in April is due to their attendance at the MAV Convention of Councillors weekend in March 2025.
- 4.8 Notes the variations in *Information and Communication Technology* charges is due to the number of devices requested by those Councillors, such as the use of an iPad as well as a mobile phone.
- 4.9 Notes the higher-than-usual *Information and Communication Technology* charges attributed to Cr Serge Thomann in April is due to International Roaming being enabled on his device to enable him to participate in official council business virtually.
- 4.10 Notes the *Conferences and Training* charges attributed to Cr Buckingham in May is for attendance at the Australian Local Government Association National General Assembly in Canberra.
- 4.11 Notes the *Travel* charges attributed to Cr Buckingham and Cr Hardy in May are for flights to travel to Australian Local Government Association National General Assembly in Canberra.
- 4.12 Notes that *Travel* and *Conferences and Training* charges for other Councillors attending Australian Local Government Association National General Assembly will be posted in June and will appear in the June Councillor Expense Report.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 No community consultation is required for the purposes of this report.
- 5.2 A copy of Councillor expense reports 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.

MEETING OF THE PORT PHILLIP CITY COUNCIL

18 JUNE 2025



10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Reporting on Councillor expenses delivers on 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 has declared a material or general interest in the matter.

ATTACHMENTS

1. Declaration of Councillor Expenses - April 2025  [Download](#)
2. Declaration of Councillor Expenses - May 2025  [Download](#)

Declaration of Councillor Expenses – April 2025

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 Representative appointments is available [here](#).

Note: All expenses are exclusive of Goods and Services Tax (GST) where applicable.

Cr Libby Buckingham

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,180.08

Cr Louise Crawford (Mayor)

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$10,654.30
Conferences and Training	\$800.00
Travel (including provision of a Mayoral vehicle charged at \$11,500 per annum pro rata to cover operating costs)	\$958.33
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$12,456.63

Cr Heather Cunsolo

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,180.08

Cr Justin Halliday

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,163.08
Conferences and Training	\$2,572.72
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$5,779.80

Cr Rod Hardy

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$3,195.08

Cr Beti Jay

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,180.08

Cr Alex Makin

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	\$2,518.18
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$5,713.26

Cr Bryan Mears (Deputy Mayor)

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$5,327.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$5,386.08

Cr Serge Thomann

incurred the following expenses during the month April:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$129.00
TOTAL	\$3,265.08

Declaration of Councillor Expenses – May 2025

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 Representative appointments is available [here](#).

Note: All expenses are exclusive of Goods and Services Tax (GST) where applicable.

Cr Libby Buckingham

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	\$1,022.00
Travel	\$452.95
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$4,655.03

Cr Louise Crawford (Mayor)

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$10,654.30
Conferences and Training	\$2,200.00
Travel (including provision of a Mayoral vehicle charged at \$11,500 per annum pro rata to cover operating costs)	\$958.33
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$13,856.63

Cr Heather Cunsolo

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,180.08

Cr Justin Halliday

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,163.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,207.08

Cr Rod Hardy

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	\$307.27
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$3,502.35

Cr Beti Jay

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$44.00
TOTAL	\$3,180.08

Cr Alex Makin

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$3,195.08

Cr Bryan Mears (Deputy Mayor)

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$5,327.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$59.00
TOTAL	\$5,386.08

Cr Serge Thomann

incurred the following expenses during the month May:

Expense	Value
Councillor Allowance	\$3,136.08
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$69.00
TOTAL	\$3,205.08



14. NOTICES OF MOTION

Nil

15. REPORTS BY COUNCILLOR DELEGATES

16. URGENT BUSINESS

17. CONFIDENTIAL MATTERS

17.1 *St Kilda Pier Landside Works Upgrade - Contract Award*.....446

17.2 *Delivered Meals Contract Extension Report*.....446

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 St Kilda Pier Landside Works Upgrade - Contract Award

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:

This report contains the assessment and recommendation arising from a confidential procurement process. Further, the report outlines options available to address a budget shortfall. The costings of these options are commercial in confidence. Disclosure of this information publicly may impact Council's ability to work with the recommended contractor in the delivery of the project.

17.2 Delivered Meals Contract Extension Report

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 contains specific information regarding the current contract spend, and contractor performance which would unreasonably expose the business.