



MEETING OF THE PORT PHILLIP CITY COUNCIL

AGENDA

18 MARCH 2026



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MEETING OF THE PORT PHILLIP CITY COUNCIL 18 MARCH 2026



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 midday on the day of the meeting via Council's website:

[Request to speak at a Council meeting - City of Port Phillip](#)





MEETING OF THE PORT PHILLIP CITY COUNCIL

To Councillors

Notice is hereby given that a **Meeting of the Port Phillip City Council** will be held in **St Kilda Town Hall and Virtually via Teams** on **Wednesday, 18 March 2026 at 6:30 PM**. At their discretion, Councillors may suspend the meeting for short breaks as required.

AGENDA

- 1 **APOLOGIES**
- 2 **MINUTES OF PREVIOUS MEETINGS**
[*Minutes of the Meeting of the Port Phillip City Council 4 March 2026.*](#)
- 3 **DECLARATIONS OF CONFLICTS OF INTEREST**
- 4 **PUBLIC QUESTION TIME AND SUBMISSIONS**
- 5 **COUNCILLOR QUESTION TIME**
- 6 **PETITIONS, JOINT LETTERS & DEPUTATIONS**
Nil
- 7 **PRESENTATION OF CEO REPORT**
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- 8 **A HEALTHY AND CONNECTED COMMUNITY44**
 - 8.1 *Draft Proposed Community Infrastructure Plan (release for engagement).....45*
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- 11 **A VIBRANT AND THRIVING COMMUNITY339**
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	12.2 <i>Councillor Expenses Monthly Reporting - February 2026</i>	417
13	A TRUSTED AND HIGH PERFORMING ORGANISATION	423
	13.1 <i>Psychological Health and Psychosocial Hazards Policy</i>	424
14	NOTICES OF MOTION	
	<i>Nil</i>	
15	REPORTS BY COUNCILLOR DELEGATES	
16	URGENT BUSINESS	
17	CONFIDENTIAL MATTERS	
	<i>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.</i>	
	17.1 <i>CEO Employment Matters</i>	
	3(1)(f). <i>personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.</i>	
	Reason: Under the CEO Employment and Remuneration Policy, Section 16 - Confidentiality, Council does not disclose any personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. The CEO's remuneration falls into that category.	



1. APOLOGIES

2. MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the minutes of the [Meeting of the Port Phillip City Council held on 4 March 2026](#) be confirmed.

3. DECLARATIONS OF CONFLICTS OF INTEREST

4. PUBLIC QUESTION TIME AND SUBMISSIONS

5. COUNCILLOR QUESTION TIME

6. PETITIONS, JOINT LETTERS AND DEPUTATIONS

Nil

7. PRESENTATION OF CEO REPORT

7.1 *Presentation of CEO Report – January 2026 Issue 125*..... 6

MEETING OF THE PORT PHILLIP CITY COUNCIL

18 MARCH 2026



7.1 PRESENTATION OF CEO REPORT – JANUARY 2026 ISSUE 125

EXECUTIVE MEMBER: ROBYN BORLEY, GENERAL MANAGER, GOVERNANCE AND PERFORMANCE

PREPARED BY: TRAC MCCABE, HEAD OF CORPORATE PLANNING

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 The CEO Report is a key mechanism for providing Council with regular updates on organisational performance and activities. It reflects our commitment to transparency, accountability, and keeping our community informed.
- 2.2 The attached CEO Report – January 2026 Issue 125 (Attachment 1) focuses on Council's performance for January 2026.

3. RECOMMENDATION

That Council:

- 3.1 Notes the CEO Report – January 2026 Issue 125 – (Attachment 1).
- 3.2 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 - #125 - January 2026 



CEO Report

Issue 125, January 2025

Wominjeka. 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 emerging.



City of Port Phillip

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Website: portphillip.vic.gov.au

Diversity

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

Voice Relay users, phone 1300 555 727,

then ask for 03 9209 6777.

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Welcome to the January CEO report
– an update on our progress
towards the Plan for Port Phillip
2025–2035.

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In January...



We opened applications for four new Advisory Committees to strengthen how we include community voices in our decision-making.



We supported a local textile artist to exhibit their work in Japan and approved \$20k in quick response grants for local organisations.



We coordinated donations from South Melbourne Market traders to communities impacted by recent bushfires.

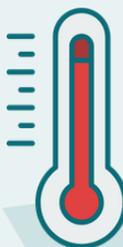


We activated the first three pole mounted electric vehicle charging stations in Port Melbourne and St Kilda.

Project portfolio performance

92%

projects on track
(incl. those at risk)



We promoted council libraries across the City to help residents stay cool during the recent heat wave.



Strategic direction 1

A healthy and connected community

Highlights

Quick Response Grant Program

We continued to support individuals and community organisations through the Quick Response Grant Program, which helps people deliver local projects that strengthen our community. We supported the Friends of the Botanical Gardens to host a big afternoon tea celebrating the anniversary of the opening of the St Kilda Botanical Gardens in 1861. Residents and visitors enjoyed live entertainment, a guided tour and discovery activities.

We also supported a local textile artist to exhibit their work at Gallery HARIISHA in Fukui City, Japan, giving them an opportunity to share their creative practice internationally.

The organisation category received seventeen applications, nine of which were approved, totalling \$15,456. The individual category received seven applications, and we approved five for a total of \$2,500.

Holiday fun for Middle Years and Youth Services

Across the summer 2026 holiday period, we delivered a vibrant program for children and young people aged five to eighteen that supported social connection, wellbeing and confidence. Activities included excursions to Werribee Open Range Zoo and paddle boarding at St Kilda Pier. Skinners and St Kilda Adventure Playgrounds offered engaging on-site programs such as skateboarding workshops, cooking sessions, tie dyeing, water play, and an Eco Centre visit focused on Indigenous plants, bush tucker and local insects. We prioritised accessible, low-cost activities to support participation for young people who may face financial or transport barriers.

Engagement remained high throughout the program, with an average of 30 Adventure Playground members attending daily and an

average of 26 Youth Services participants taking part in activities.



Eco-Centre staff at the Adventure Playgrounds

Australia Day Citizenship Award

We welcomed 150 new citizens from 41 countries at our Australia Day Citizenship Ceremony. The event brought our community together to celebrate the diversity and shared values that make Port Phillip a welcoming place to call home. The Low Rez Melbourne Male Choir performed on the day, adding to the warm and inclusive atmosphere.

Our next citizenship ceremony will be held on Thursday 19 March 2026. For more information and registrations, visits our [website](#).



Citizenship Ceremony at Town Hall

Midsumma events in our City

We delivered three Midsumma events that strengthened community connection and demonstrated our commitment to LGBTIQ+ inclusion.

The Pride Flag Raising Ceremony united Councillors, staff and community members, and featured a performance by drag queen Jimi the Kween alongside speeches from Mayor Alex Makin, Midsumma Board Chair Michael Parry and Port Melbourne Football Club's 2025 VFLW co-captain Liv Barton.-captain Liv Barton.

We also proudly joined the Pride March, where the City of Port Phillip Pride Network walked down Fitzroy Street with Councillors, staff, families and friends. Collectively, these events visibly affirmed our support for LGBTIQ+ communities.



Councillors and community representatives at the Pride flag raising

Major initiatives 2025/26

Council delivers multiple projects that contribute to **a healthy and connected community**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Affordable Housing and Homelessness Delivery of the final year of the In Our Backyard implementation project (previous housing strategy) and a funding allocation for Council's new Homelessness and Affordable Housing Strategy.	Delivery	●	Following adoption of the Homelessness and Affordable Housing Strategy 2025 - 2035 on 10 December 2025, work has focused on preparing a public facing version of the Strategy for publishing on Council's website, and commencing implementation of the Strategy, in particular year 1 priority projects under a Strategy Implementation Plan.	Jun 2035	1,600	1,600
Children's Facilities Upgrade Program Redevelop six Council and community-managed childcare centres across the municipality to improve condition and functionality.	Discovery & Concept/Delivery	●	The program continues to progress across all project sites, with several locations moving through final approvals and preparing for upcoming works. At Eildon Road, progress is being made on securing the final building permit, with construction expected to begin in early 2026. The Avenue is advancing well, with the works contract now awarded and the building permit assessment underway. At Elwood, the building permit application and design documentation have been submitted to the Municipal Building Surveyor for review. North St Kilda has also reached an important step, with a town planning application lodged and now undergoing assessment. Design work continues at Lilian Cannam, where tender documents and drawings are currently being prepared ahead of procurement. Meanwhile, the decanting works across the program are largely complete, with only minor finishing tasks remaining. Overall, the program is steadily moving forward, with each site progressing through its respective	Nov 2031	3,126	3,014

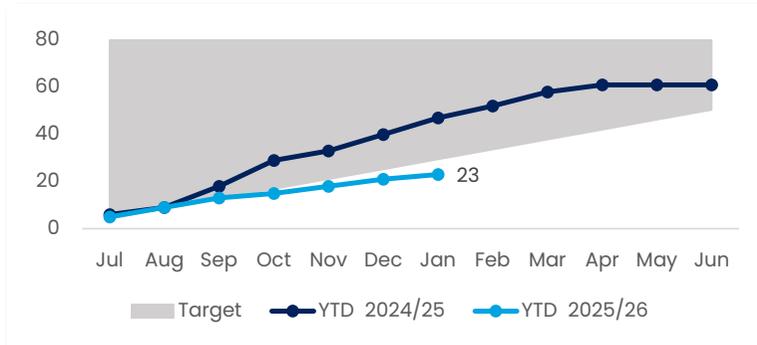
Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
			approvals and preparation stages ahead of construction			
Community Infrastructure Plan Develop a municipal-wide Community Infrastructure Plan.	Project Initiation	●	Phase 1 Community engagement has now concluded, and the consultant has prepared the draft CIP utilising the engagement findings alongside the Community Infrastructure Needs Assessment. The draft will be presented to Councillors in Q3 for consideration ahead of further community engagement. Potential future community infrastructure needs are being considered as part of the State Government election advocacy plan.	Jun 2026	60	60
St Kilda Adventure Playground Upgrade A multi-year project to plan and deliver upgrade works to St Kilda Adventure Playground.	Delivery	◆	Work on the project is progressing well, with the landscape tender closed at the end of January. The next stages of the tender process for major play equipment and the new clubhouse are progressing. New signage has also been installed within the park. Art options have been prepared, proposing new murals and artworks while retaining existing pieces to compliment the area and legacy of the Adventure Playground.	May 2027	1,160	1,438

Legend ● On Track/Complete ◆ At Risk ■ Off Track



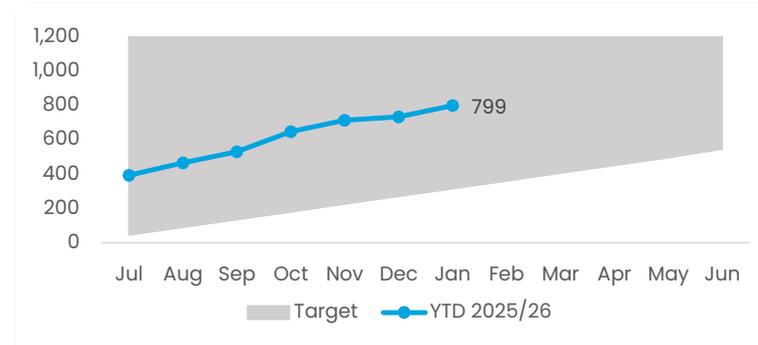
Service performance measures

Number of older persons housed



In January 2026, two vacancies were made available by the Department of Families, Fairness and Housing (DFFH) through our sponsorship properties, bringing the total number of older persons housed this financial year to 23. This outcome is below our expected performance, and we anticipate this trend will continue as DFFH is closing two towers where we currently have nominations rights to support housing of residents. We are currently working through what the tower redevelopment announcement means in terms of our sponsorship rights going forward.

Number of individuals who access a Village Model Service



This indicator measures the number of individuals who access delivered meals, social support groups or transport service. Each individual may have accessed a service more than once during the month. This does not include the Hop-on-hop-off bus service or community connector services.

In January 2026, 66 individuals accessed these services bringing the year-to-date usage to 799. Of these 26 referrals were accepted from 24 clients for meals, social group and transport. Community Connector service received 17 referrals from 17 clients. We held three Community Connector events resulting in 25 interactions.



Strategic direction 2

An environmentally sustainable and resilient City

Highlights

Elster Creek Litter Action Plan Engagement

We worked with Melbourne Water, Glen Eira, Bayside and EPA Victoria to develop the Elster Creek Litter Action Plan in response to concerns raised by our community. The plan focuses on reducing litter across the 40 square kilometre Elster Creek catchment, which drains into Port Phillip Bay.

Engagement on the draft plan ran from 6 November to 14 December 2025 and generated strong interest across the catchment. We recorded more than 330 community interactions through surveys, pop ups, social mapping and voting activities. Glen Eira's and our Have Your Say platforms received more than 4,300 views and more than 270 downloads of the draft plan and supporting documents. The community contributed 61 submissions to Glen Eira and 14 submissions to Port Phillip across the survey and social map activity. Engagement pop ups

generated over 260 conversations, 264 voting ball contributions and 16 social map submissions that identified local litter hotspots.



Litter collected from Elwood Canal in 1 hour after a storm

Participants consistently emphasised the impact of litter on the environment, local amenity and flooding. Residents highlighted concerns about cigarette butts, dumped rubbish, construction waste, stormwater pollution and litter around schools, railway stations and shopping strips. For Port Phillip, 56 respondents rated litter as a very serious issue, reinforcing the need for coordinated action across the catchment.

Charging ahead

We activated the first three pole mounted electric vehicle charging stations in Port Phillip in January. The new chargers are located in Liardet Street in Port Melbourne outside Edwards Park, in Chaucer Street in St Kilda outside Peanut Farm Reserve, and in Herbert Street in St Kilda outside the St Kilda Botanical Gardens. Each site has two dedicated parking bays for electric vehicles while they are charging, and two vehicles can use the 22-kilowatt chargers at the same time. Charging

costs 50 cents per kilowatt hour, and we do not charge for the use of parking bays while an electric vehicle is charging.

Community engagement in late 2023 helped identify these preferred locations, supported by technical assessments of electricity network capacity, the placement of utilities and open space, the accessibility of parking spaces and areas of highest current and projected demand. We expect to install more pole mounted electric vehicle chargers in 2026.



Pole mounted EV charger in Liardet St Port Melbourne

Major initiatives 2025/26

Council delivers multiple projects that contribute to **an environmentally sustainable and resilient community**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Greening Port Phillip Implement the Urban Forest Strategy by delivering urban forest projects across the municipality, increasing canopy cover, greening and biodiversity while reducing the urban heat island effect. (Includes Danks Street Biolink and Urban Forest precinct plans)	Discovery & Concept/ Planning & Design/ Delivery	●	Our greening and biodiversity projects continue to advance well, with major planting now completed at Fred Jackson and Sandridge Reserve. Tree species have been sourced for several upcoming planting projects, including Princes Street and Raglan Street, and planning is underway to identify 100 new Shady Paths sites. The Danks Street Biolink remains on track for delivery before the end of the financial year, supported by school engagement and finalised planning documents. The next two Urban Forest Precinct Plans are nearing community engagement, and consultants have begun work on the next six precincts. Tree planning in Gourlay Street is progressing, with removals identified and replacement design work commencing. The Community Garden Bed Project in Hewison Reserve is also advancing, and due to be delivered this financial year.	Jun 2034	1,533	1,563
Provision of Kerbside Collection Service Provision of Kerbside Collection Contract including specification, development, procurement, transition and implementation of new waste and recycling collection contract.	Discovery & Concept	●	Council decided to extend the existing contract, rather than award a new tender. As a result, the procurement element of the project is complete. A deed of variation has been prepared to extend the contract and is with the contractor for signing. A draft lessons learnt report has been prepared and awaiting approvals.	Dec 2025	74	85
Stormwater Harvesting Conduct feasibility and concept designs of potential stormwater harvesting schemes across the municipality	Discovery & Concept/ Delivery	●	The project continues to meet key planning and design milestones. The Cultural Heritage Management Plan is being developed and ongoing coordination with key stakeholders, including design, heritage, and funding partners, remains active and constructive.	Jan 2029	352	425



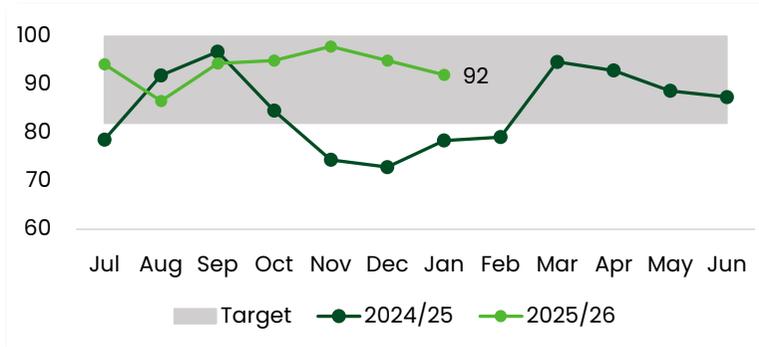
Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
and make sure existing assets are maintained and renewed.						

Legend ● On Track/Complete ◆ At Risk ■ Off Track



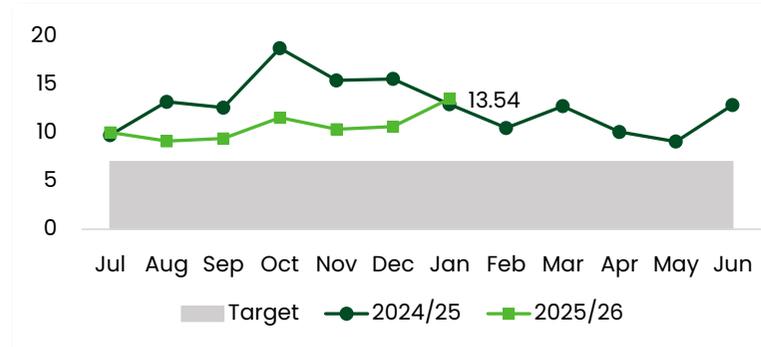
Service performance measures

Drainage and flooding requests completed on time



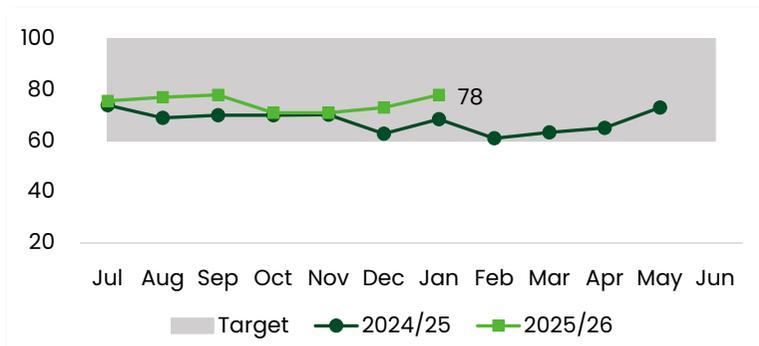
In January 2026, 92 per cent of drainage and flooding requests were resolved on time, which exceeds our target of 82 per cent.

Kerbside collection bins missed per 10,000 bin lifts



In January 2026, we missed 13.54 bins per 10,000 bin collections against a monthly target of no more than 7 missed bins per 10,000 bin collections. We continue to work with our contractor to minimise the number of missed bins in our city.

Investment in fossil-free institutions as a percentage of overall investment



We continue to exceed the 60 per cent investment in fossil-free institutions target with 78 per cent of the investment portfolio placed with fossil free institutions in January. This has increased from the 73 per cent in December. Council was able to prioritise fossil free investments in January whilst managing risk and return. We continue to monitor this closely to seek green options and ensure we meet all our investment targets.



Strategic direction 3

A safe and liveable City

Highlights

Proposed Local Law Amendment and Police Protocol

We considered proposed amendments to the Community Amenity Local Law and an Operating Protocol with Victoria Police following significant safety and amenity concerns raised by residents in late 2024 about an encampment near Fitzroy Street. Over several months, we worked with housing, health and outreach services and increased patrols with Police support until the encampment dispersed.

We reviewed community engagement from May and June 2025, which showed mixed views about changing Local Law powers. Survey responses were divided, with a slight majority opposing a proposed amendment that would allow designation of no-encampment areas as a last resort option to assist in resolving anti-social behaviours. Service providers did not support Local Law changes and instead advocated for

improvements to housing, mental health, alcohol and other drug and outreach services. Police supported a tiered approach that prioritises social and therapeutic support before enforcement.

Three options were presented regarding commencing a process to change to Local Laws:

Option A, to progress a new clause to allow temporary “no encampment” designations where safety or amenity is affected

Option B, to progress a new clause to allow authorised officers to remove encampment equipment across the municipality when behaviours impact safety or amenity

Option C, to make no Local Law changes

Option B was supported, and the required engagement will commence in March 2026 with findings being presented to Council for decision in May 2026.

We also presented a new Operating Protocol developed with Victoria Police, which outlines how we will work together through joint patrols, shared information and coordinated responses with service providers. The protocol prioritises connecting people to support and using enforcement only as a last step and will be updated to reflect any new Local Law proposed.

Cool Spaces During Extreme Heat

During the recent heatwave, we activated a coordinated response to help residents stay safe and comfortable as temperatures climbed above 40 degrees. As part of this response, we contacted clients on our vulnerable persons list to let them know that our libraries were open as cooling spaces and to ensure they had the support they needed.

We promoted cool, safe indoor spaces across the City, with extended opening hours at Albert Park, Emerald Hill, Middle Park, Port

Melbourne and St Kilda libraries. These locations provided air-conditioned spaces, drinking water, icy poles and a calm place to rest.

Information was shared across our city website homepage, Facebook, Instagram, LinkedIn and Instagram and Facebook Stories to maximise reach ahead of the hottest days.

At the libraries, people read, used the internet within the airconditioned library. People who visited the libraries appreciated access to chilled water and icy poles, with over 500 water bottles and 250 icy poles being provided to people within the libraries. For people who required assistance to get to a cool space or library, the community hop on hop off bus service was available to support this.



A Quiet, Cool Corner

Major initiatives 2025/26

Council delivers multiple projects that contribute to **a safe and liveable City**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Community Safety Plan Create and implement a new Community Safety Plan to enhance the safety and resilience of our community.	Delivery		Delivery on the new Feel Safe. Be Safe. Community Safety Plan 2025-2029 has commenced with. The Public Place CCTV Expansion Project (Action 1.17) has been launched following a delay with the procurement of a suitable provider.	Dec 2029	Operating Budget	
Elwood Foreshore Masterplan Develop and implement a master plan for the redevelopment of the Elwood foreshore including buildings, carparks and open spaces. The program includes working closely with Melbourne Water on the upgrade of the Elwood Main Drain.	Discovery & Concept/Planning & Design		Overall, the program is at risk due to delays engaging a program director. Procurement of the program director is underway and expected to be completed around March, in the interim minor refinements of the masterplan continue to occur. The Melbourne Water main drain project also remains at risk due to changes in Melbourne Water's program and timelines which are yet to be confirmed. Flood modelling to validate the Head Street Drain design is underway. The tender for Elwood Park Sports Grounds design services has closed and evaluation is underway. Design consultants have been engaged for the Elwood Croquet Pavilion Upgrade and design will commence once the Sports Ground tender is awarded to ensure the design consultants work concurrently.	Jun 2034	3,337	860
Fishermans bend Oversee the delivery of the Fishermans Bend Framework. Including new open space capital projects.	Discovery & Concept/ Delivery		Work on planning and design for the delivery of early Development Contributions Plan (DCP) funded projects on behalf of the State Government has progressed, including on Smith Street	Jun 2029	1,478	1,868



Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
			Upgrades, Johnson Street Park and the Sandridge Recreation Precinct. However, some of these projects are identified as At Risk due to the complex nature of the projects and additional agreements required with the State Government and/or third parties to progress. The State Government continues to finalise the Fishermans Bend DCP and Montague Precinct Implementation Plan.			
Municipal Emergency Management Plan (MEMP) Review and renew the Municipal Emergency Management Plan (MEMP) for City of Port Phillip.	Complete		Project complete	Nov 2025	Operating Budget	
Open Space and Tree Maintenance Contract Procurement Deliver the open space and tree maintenance procurement project to make sure the City's open spaces and urban forest are well maintained.	Delivery		The project transition period activities are ongoing as planned. Contractor and Council go-live readiness assessments have been completed with no major issues identified. An independent go-live assessor has also been engaged to ensure go-live readiness, with the assessment expected to be completed by mid-February. Financial impacts arising from Legal Service Invoices (regarding contract compilation and signing) have been identified and these costs are being reviewed, however it is expected that these costs can be absorbed within existing operational budgets.	Jun 2025	880	1,044

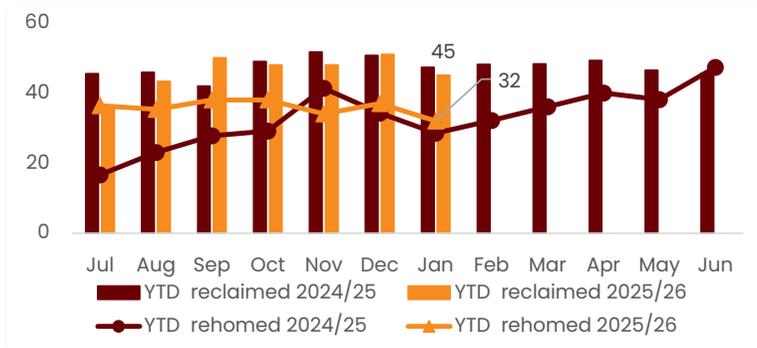
Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Shrine to Sea works Upgrade Kerferd Road median strip and foreshore, increasing greening, pathways, wayfinding signage and pedestrian amenities.	Planning & Design	◆	Specialist design inputs are being finalised for the next stage of design as it is prepared to go to tender. The project is at risk as we work with funding and project partners to adjust the timeline to reflect the design refinements underway.	Jun 2028	322	364
Sol Green Playground Upgrade Upgrade of Sol Green playground.	Awaiting Closure Report	●	The project is now complete and open to the public.	Jun 2025	880	1,044
St Kilda Pier Landside Works Upgrade Partner with the state government to deliver landside works for the St Kilda Pier including a feasibility study for Pier Road.	Discovery & Concept/ Delivery	■	The program continues to progress, with works advancing across the St Kilda foreshore precinct. For the St Kilda Pier Landside Works Upgrade, final approvals are being completed to allow the next stage of construction to begin. Several on ground activities have continued, including foreshore excavation, installation of tree pits and drainage elements, and the rollout of permanent safety bollards along the Bay Trail. Preparations are also underway for the planned kiosk removal, and community consultation has begun on the relocation of the Telstra payphone. Works in the Sea Baths car park have also progressed, with old line marking now removed.	Dec 2026	2,354	2,403
St Vincent Gardens Playgrounds Upgrade of St Vincent Gardens playground.	Awaiting Closure Report	●	The project is now complete and open to the public.	Jun 2026	1,325	1,355

Legend ● On Track/Complete ◆ At Risk ■ Off Track



Service performance measures

Percentage of animals reclaimed and rehomed



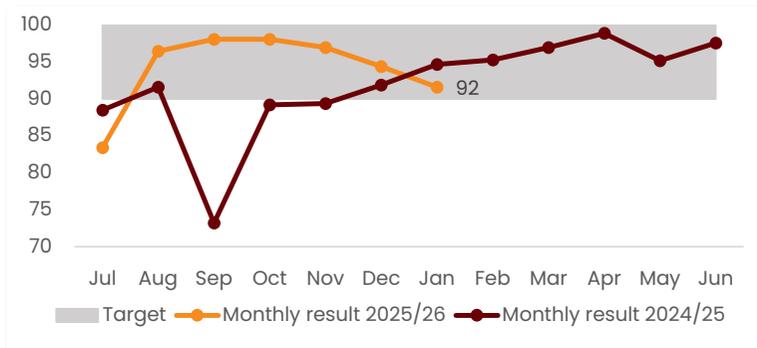
In January 2026, of the 115 animals collected from 1 July 2025 to 31 January 2026, 52 animals (45.22%) were reclaimed by their owners.

Out of the remaining 63 animals, 20 animals were rehomed (31.75%).

A further 18 animals out of the remaining 63 (28.60%) animals were being assessed at the time this report was generated. All avenues are explored to ensure animals find new homes.

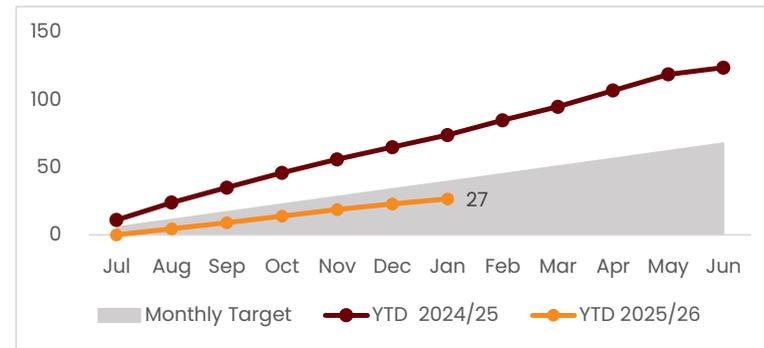
16 out of the 115 animals collected were surrendered by their owners (13.92%). Additionally, 11 of the 115 animals collected were on a seized court hold due to offences (9.57%).

Dumped rubbish requests completed on time



In January 2026, 92 per cent of dumped rubbish requests were resolved on time, which exceeds our target of 90 per cent.

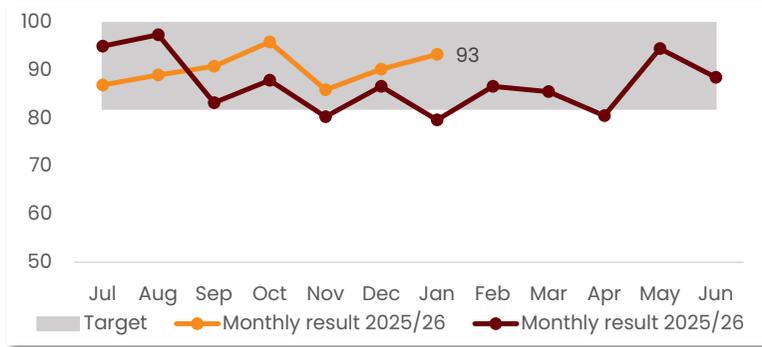
Sealed local road requests per 100 km of sealed local road



In January 2026, 10 requests were received regarding sealed local road conditions across a 266 km network. We are tracking well against the annual target of fewer than 68 requests per 100 km, currently sitting at 27 per 100 km.

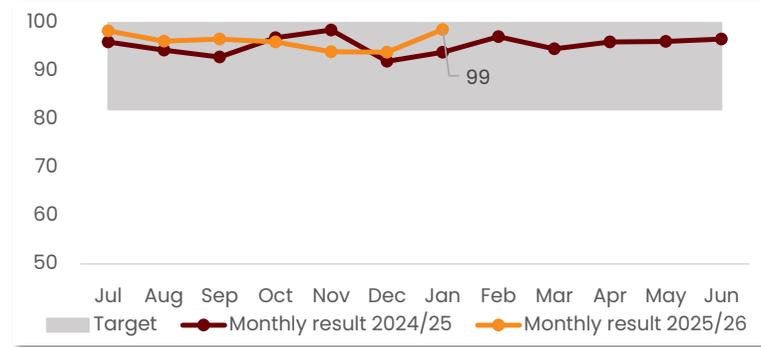


Excessive or unreasonable noise requests responded to on time



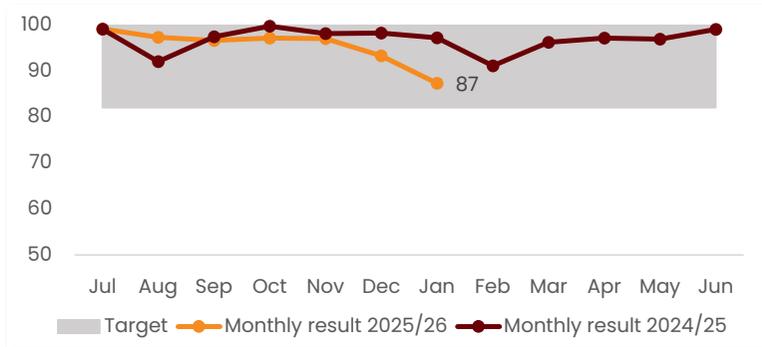
In January 2026, 93 per cent of excessive or unreasonable noise requests were resolved on time, which exceeds our target of 82 per cent.

Street and laneway cleaning requests responded to on time



In January 2026, 99 per cent of street and laneway cleaning requests were resolved on time, which exceeds our target of 82 per cent.

Graffiti management requests completed on time



In January 2026, 87 per cent of graffiti management requests were resolved on time, which exceeds our target of 82 per cent.



Strategic direction 4

A vibrant and thriving community

Highlights

January Civic Events

January is our busiest month for civic events, and we thank the staff who made these activities possible. On 18 January, we held the Raoul Wallenberg Tribute and the Albert Jacka Commemoration, followed by our first Citizenship Ceremony of 2026 on 26 January.

At Raoul Wallenberg Day, guest speakers Erica Frydenberg AM and Professor Frank Vajda AO shared insights into Wallenberg's life and legacy. Frank reflected on his escape from a German firing squad at age nine with Wallenberg's help. Mayor Alex Makin and Cr Buckingham attended, and the event attracted 150 guests, the largest turnout to date.

The 94th Albert Jacka Commemoration included a ceremonial march at St Kilda Cemetery and speeches from the Mayor, Chris Waters from Jacka's Mob and Colonel

Jason Cooke. Jacka was the first Australian Victoria Cross recipient in the First World War and a former St Kilda Mayor. The formalities concluded with afternoon tea at St Kilda Town Hall with more than 100 attendees.

On 26 January, we welcomed 150 new citizens at our first Citizenship Ceremony for the year. Mayor Alex Makin presided, joined by local MPs, Councillors and the Consulate General of Japan. Participants enjoyed a performance by the Low Rez Choir, and a sausage sizzle provided by the Port Phillip Rotary group.

Market traders support bushfire affected communities

On 25 January, South Melbourne Market traders donated goods to support communities impacted by recent bushfires in and around Longwood in Northeast Victoria. The collection was coordinated by local resident Robert Parke, who volunteers with Port Phillip Community Group. After

contacting Mayor Alex Makin, Robert worked with Market Management to organise the donation drive. He and his wife delivered the goods that evening to the Ruffy recovery team, who were grateful for the food and support provided by traders.

The donation drive was a success, and another two collections were organised, with Flinders + Co assisting with delivery.



Volunteers in Ruffy receiving the donated goods on Sunday evening

Up There Store pop up at South Melbourne Market

Melbourne fashion and sneaker boutique Up There held a pop up at South Melbourne Market on Sunday 18 January as part of their adidas Melbourne product launch. The activation supported the release of the adidas City Series, which celebrates iconic global locations. Up There worked with well-known Melbourne places, people and events to launch the "Our City, Our Shoe," drawing inspiration from laneways, AFL greats, Flinders Street Station and Melbourne markets.

The activation was successful, bringing a new audience to the Market and generating strong engagement, with the partner very pleased with the response.



Up There pop-up stall at South Melbourne Market

Special Rate update

We invited affected property and business owners in the South Melbourne and Port Melbourne business precincts to lodge submissions or objections on the proposed Special Rate and Charge schemes for the period 1 July 2026 to 30 June 2031. Submissions closed on Friday 30 January 2026.

We will review all submissions and objections at the Council Meeting on 18 March 2026, and Council will consider declaring both schemes at the meeting on 22 April 2026.

Vacant shop audit

We conduct a vacant shop audit every six months across six retail precincts to help track economic performance and guide our programs and services. Our most recent audit in January showed a slight decrease in overall vacancies from 8 per cent in August 2025 to 7.8 per cent. Carlisle Street in Balaclava decreased from 10.1 per cent to 8.2 per cent, Ormond Road in Elwood decreased from 6.8 per cent to 4.1 per cent, and Acland Street in St Kilda decreased from 10.6 per cent to 6.7 per cent. Vacancy rates increased on Fitzroy Street in St Kilda from 9.2 per cent to 10.1 per cent, on Bay Street in Port Melbourne from 5.6 per cent to 8.6 per cent, and on Clarendon Street in South Melbourne from 6.9 per cent to 7.4 per cent.

The twice-yearly audit allows us to provide accurate and current data to business associations and real estate agents. Our ongoing work to support vibrant precincts includes working closely with local business associations, coordinating a Business

Reference Group, advocacy and grant applications, a Business Concierge service, street cleaning and pressure washing, graffiti removal, destination marketing and the facilitation of festivals and events.

Farewell to the Merchant of Fairness

After 41 years at South Melbourne Market, we farewelled Rod Cameron, known to many as The Merchant of Fairness. Rod's bookstall became a much-loved space for stories, conversations and community, shaped by his deep knowledge of books, his warmth and his signature bow tie.



Rod Cameron, The Merchant of Fairness at South Melbourne Market

Major initiatives 2025/26

Council delivers multiple projects that contribute to **a vibrant and thriving community**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Carlisle St Carparks Strategy Execution Redevelop the Carlisle Street carparks to facilitate the creation of the Balaclava Retail Renewal Precinct.	Delivery	●	Officers are finalizing negotiations in preparation to formalize the sale. An independent valuation was received for the site, following which Coles exercised their right to obtain a second valuation. The Australian Property Institute (API) was contacted to provide a valuer to undertake this. The valuer has been engaged and is expected to complete their assessment by approximately March. In the interim, discussions with neighbouring shop owners regarding the extent of the future easement at the rear of Carlisle St are ongoing.	Jul 2026	13	-
Lagoon Reserve Pavilion & Park Improve Deliver the new multi-story Lagoon Reserve pavilion project.	Awaiting Closure Report	●	The project's primary construction and delivery phases are now complete. Sports clubs have been inducted to the facility and have commenced utilising the space, with positive feedback received to date.	Jan 2026	3,545	3,780
Port Melbourne Netball Infrastructure Deliver expanded netball facilities in and around Port Melbourne for the growing and inclusive sport.	Planning & Design	●	Community engagement for the proposed project relocation to JL Murphy Reserve will run through February and March 2026. The outcome of engagement will be shared in April/May.	Jun 2029	160	1,777
South Melbourne Market Connect Project Design and start delivery of the South Melbourne Market Project Connect to upgrade and renew the Market.	Discovery & Concept	●	Project kick-off meetings and documentation sharing has commenced, and the Concept design is well underway. Project Connect is a strategic capital development initiative designed to renew and upgrade the Market's buildings and public spaces. The goal is to enhance the experience for customers, improve safety and productivity for	Jun 2031	462	533



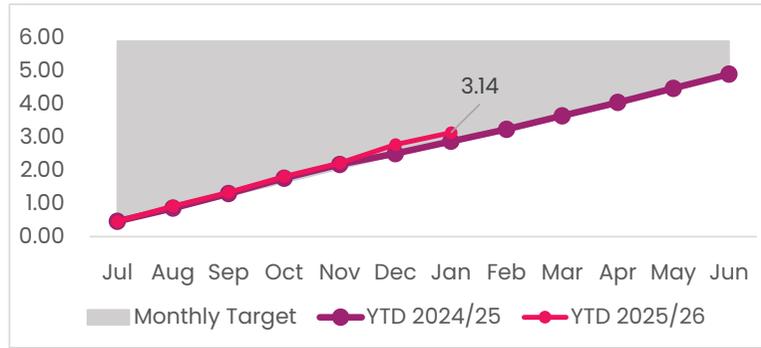
Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
South Melbourne Town Hall Renew South Melbourne Town Hall and work with the Australian National Academy of Music on the reopening of the Town Hall.	Delivery	■	<p>traders, and strengthen the Market's connection with the surrounding precinct.</p> <p>The project is off track as the forecasted remaining contingency is insufficient to cover the remaining construction period despite value management efforts. A report is being prepared for Council in February 2026 seeking additional funding.</p> <p>The Main Hall structural upgrade works are 95% complete.</p> <p>Building permits have been issued for the Australian National Academy of Music (ANAM) Western Cold Shell and Masard Seismic Works, and design coordination is underway. Mobilisation for these works however is currently on hold while completing the inground sewer & stormwater layout design coordination. An extension of time has been submitted for the associated delay. The contractors are actively mitigating the delays where possible by commencing temporary engineering works.</p> <p>Progression of the Eastern amenities are awaiting an architectural design resolution and provision sum pricing for the structural seismic upgrades required for the clock tower have been submitted and are being reviewed.</p>	Dec 2027	13,713	8,962

Legend ● On Track/Complete ◆ At Risk ■ Off Track



Service performance measures

Library visits per head of population



In January 2026, our libraries recorded 40,696 visits, maintaining almost identical visitation compared to the same time last year (0.37 visits per head of population). This brings the cumulative total to 3.14 visits per head against an annual target of 4.9.



Strategic direction 5

An engaged and empowered community

Highlights

Have Your Say on the Plan for Port Phillip (including budget)

In January we progressed Year 2 of the Plan for Port Phillip (including budget), building on the 10-year Plan and Budget adopted in June 2025. The community engagement period for Year 2 opened in November, earlier than previous years, to give people greater influence over priorities for the 2025–26 financial year. Residents and community groups were invited to share ideas through an online form, information sessions and accessible submission options.

We have been reviewing community ideas and assessing opportunities to refine next year's priorities. This includes trialling a new structured engagement model with clearer processes and earlier input to ensure feedback can meaningfully shape the budget.

Once engagement closes, we will prepare the draft Year 2 Plan and Budget for public feedback, which will be released in April on our [Have Your Say Page](#). The final Plan will be presented to Council for adoption in June

City of Port Phillip Advisory Committee

We opened applications for four new Advisory Committees to strengthen how we include community voices in our decision-making. The committees cover Active Ageing, Disability, LGBTIQ+ inclusion and Multicultural communities. They bring together people who live, work, study or volunteer in Port Phillip to share lived experience and provide advice that supports fair, inclusive and well-informed Council decisions. Members will meet up to eight times each year and applications remain open until 2 March.



Community members in Town Hall

Toyota Community Fund

We opened applications for the Toyota Community Fund, which provides grants of up to \$2,000 to help local not-for-profit organisations and community groups purchase essential equipment. This funding supports programs that strengthen community participation and improve the services that assist people across our city. The fund guidelines and application process are now available on our website.



Major initiatives 2025/26

Council delivers multiple projects that contribute to **an engaged and empowered community**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

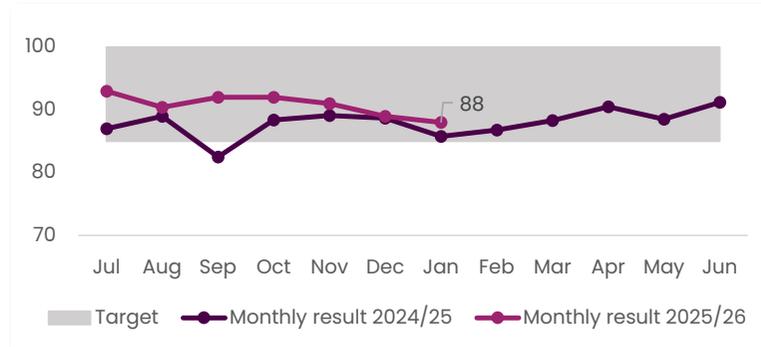
Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Governance Rules Review the Governance Rules and implement its outcomes	Complete	●	Council also endorsed the updated Governance Rules in September 2025, and councillors have since completed the required training.	Oct 2025	Operating Budget	

Legend ● On Track/Complete ◆ At Risk ■ Off Track



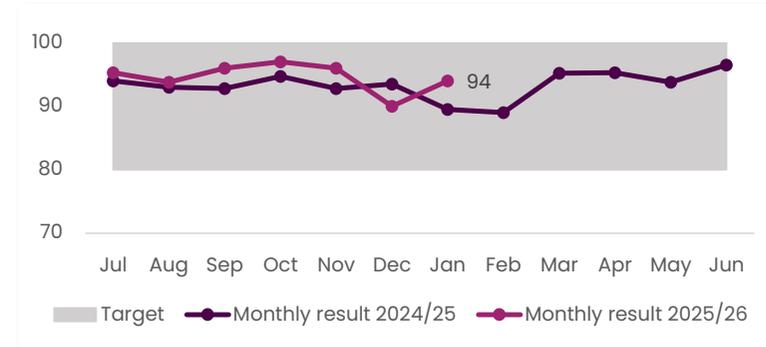
Service performance measures

Community service requests resolved within agreed timeframes



In January 2026, 88 per cent of community service requests were resolved on time, which exceeds our target of 85 per cent.

Complaints resolved within agreed timeframes (includes missed bins)



In January 2026, 94 per cent of community complaints were resolved on time, which exceeds our target of 80 per cent.



Strategic direction 6

A trusted and high-performing organisation

Highlights

Proudly Port Phillip Stall

We took part in the Midsumma Carnival on Sunday 25 January, with staff and members of our Pride Network hosting our *Proudly Port Phillip* stall. The stall featured games, badgemaking and a photobooth, and provided a welcoming space for conversations with community about Port Phillip programs and services -making and a photobooth and provided a welcoming space for conversations with community about Port Phillip programs and services.

We continue to proudly support the Midsumma Festival, which brings together LGBTIQ+ artists, performers, communities and audiences for three weeks of cultural celebration across Melbourne and the City of Port Phillip.



City of Port Phillip staff hosting the *Proudly Port Phillip* stall

Health and Safety Progress Updates

We continued progressing initiatives in our annual safety plan throughout January, with a key focus on reviewing traffic management plans and risk controls at sites where we have operational responsibility and traffic management obligations. We also completed a gap analysis of the new psychological health regulations introduced under the OHS Act, which confirmed that our existing safety management system and related processes comply with the updated requirements.

Reporting performance remains strong, with 89 per cent of safety incidents reported within 24 hours.

Major initiatives 2025/26

Council delivers multiple projects that contribute to **a trusted and high-performing organisation**. Following are the major initiatives (priority projects) we are starting, continuing or completing in 2025/26.

Major Initiative	Stage	Status	Update	Completion Date	Forecast \$'000	Budget \$'000
Clever Port Phillip Deliver and refine annually our Clever Port Phillip Action Plan to support innovation, improved productivity, customer experience and financial efficiency.	Delivery & Awaiting Closure Reports	●	This program includes several projects, with eight currently in progress, all on track for delivery on time and within budget. Time savings was achieved with the implementation of the Planning Subdivision process for the Planning team as part of the OneCouncil system optimisation	Jun 2027	619	564
Human resource and payroll system renewal Deliver the human resource and payroll system project to support improved employee experience, productivity and recruitment (the scope of the payroll upgrade is yet to be developed).	Discovery & Concept	■	Project timelines are currently being re-baselined as the evaluation committee work through the procurement and tender process. New timelines and next steps expected to be finalised in March.	Dec 2026	1,142	1,249
Portfolio Delivery Improvement Plan Enhance project portfolio management, delivery and outcomes by benchmarking our capability and developing and implementing an improvement plan.	Delivery	◆	The plan outlines a series of initiatives aimed at strengthening project portfolio delivery. Key activities, including the resource demand review, development of program structures, and establishment of contractor panels, are underway. Delivery of the plan is 'At Risk' as we continue to coordinate across multiple areas involved in Portfolio Delivery, to progress and implement priority actions.	June 2026	Operating Budget	

Legend

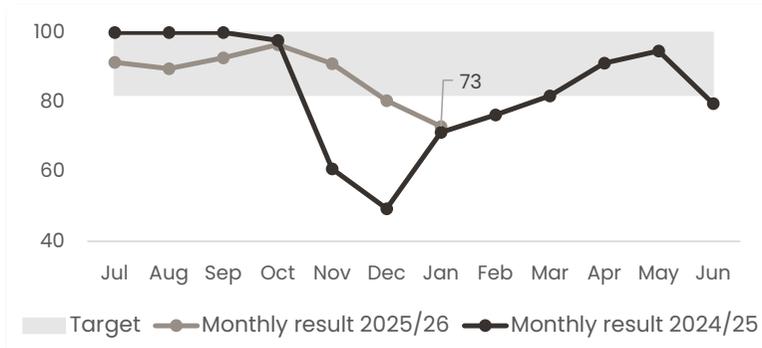
● On Track/Complete

◆ At Risk

■ Off Track

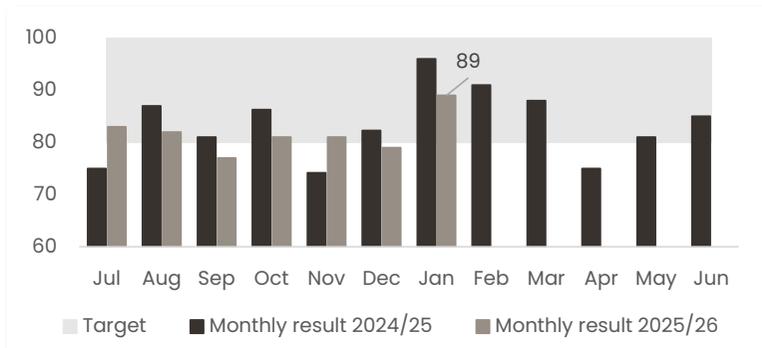
Service performance measures

Building maintenance requests completed on time



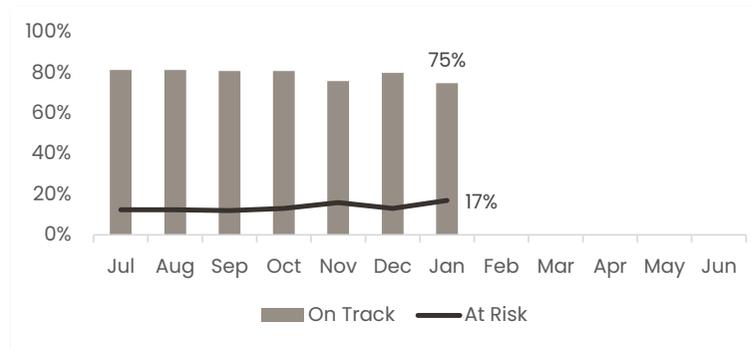
In January 2026, 73 per cent of building maintenance requests were resolved on time, below our target of 82 per cent. The decline was primarily caused by an issue within OneCouncil where work orders were closed on time, but the associated customer requests did not close automatically. These remained open until the problem was identified and required manual closure, which shifted a number of jobs into the overdue category. A reduced workforce during the holiday period also contributed to the lower result.

Occupational health and safety incidents reported within 24 hours



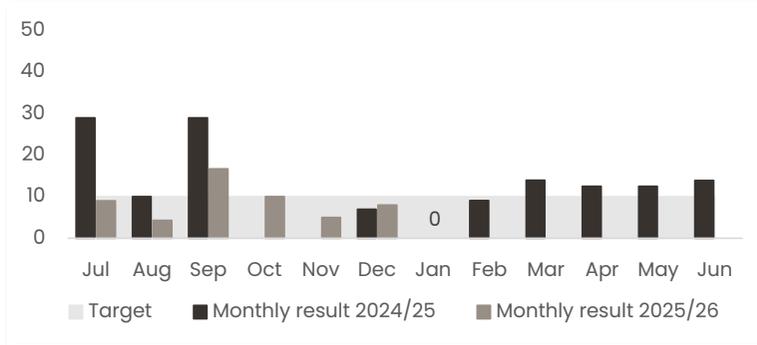
In January 2026, a total of 73 occupational health and safety issues were reported with 65 (89 per cent) being reported within 24 hours. This is above our target of 80 per cent.

Projects reporting on track or at risk



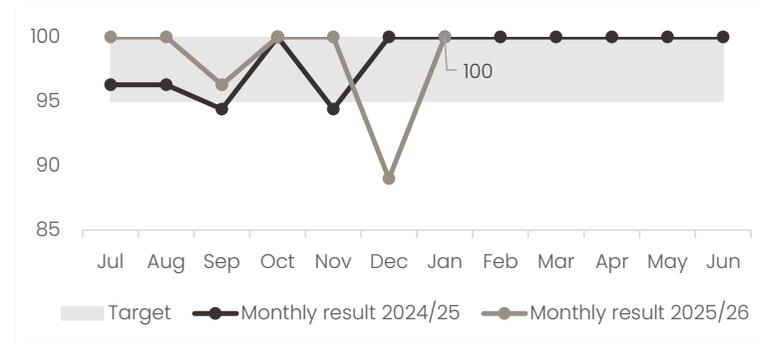
In January 2026, 75 per cent of projects reported on track and 17 per cent at risk. This equates to a combined 92 per cent on track or at risk, exceeding our target of 80 per cent.

Council decisions made at meetings closed to the public (percentage)



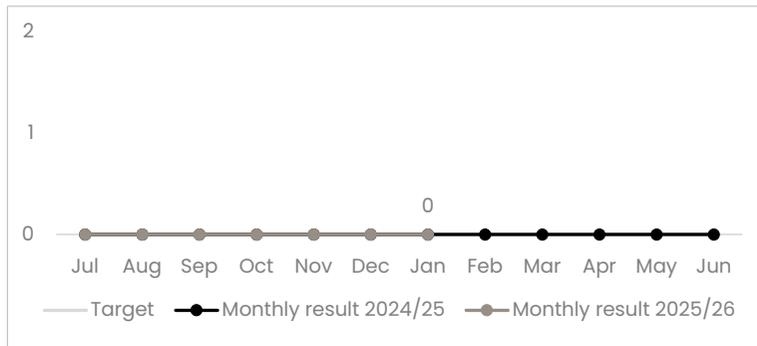
There were no council meetings held in January due to the holiday season

Councillor attendance at Council meetings



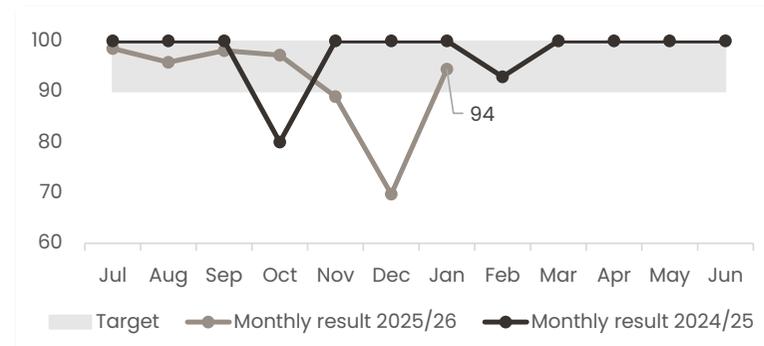
There were no council meetings held in January due to the holiday season

Material legislative breaches



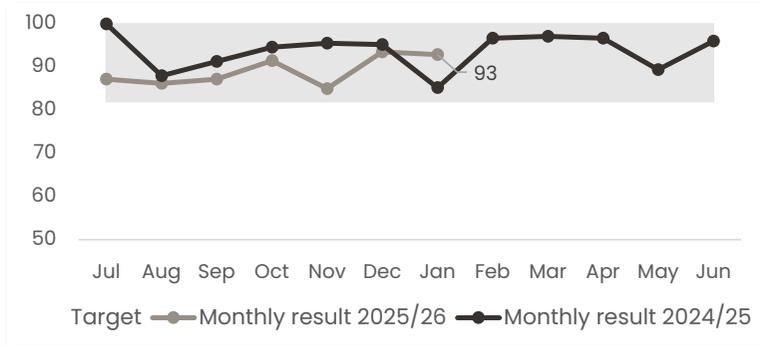
There were no material legislative breaches in January 2026

Land information certificates submitted on time



In January 2026, 94 per cent of land information certificates were submitted on time, exceeding our target of 90 per cent.

Rates related service requests completed on time



In January 2026, 93 per cent of rates related service requests were completed on time, exceeding our target of 80 per cent.

Project portfolio report

The project portfolio is the projects, including major initiatives, set out in the Plan for Port Phillip 2025–35.

Overall status



On track 75%

Latest result has achieved target. On track across all elements.

At risk 17%

Latest result experienced a minor miss in relation to target measure.

Off track 8%

A significant variation from the target measure. Off track for one or more elements.

Portfolio status trend

	12-month average	Oct 2025	Nov 2025	Dec 2025	Jan 2026
On track	76%	81%	76%	80%	75%
At risk	15%	13%	16%	13%	17%
Off track	9%	6%	8%	7%	8%

Portfolio financial performance

	Number of projects	Annual budget (\$ million)	Annual forecast (\$ million)	FYTD forecast (\$ million)	FYTD budget (\$ million)	FYTD variance (\$ million)
Capital	198	80.9	82.9	35.6	50.0	1.3
Operating	107	12.6	11.3	4.9	8.4	(0.2)
Total	305	93.5	94.2	40.5	58.4	1.1

Financial Update

As at 31 January 2026, the full-year forecast 2025/26 cash surplus stands at \$0.29 million, \$0.24 million below the adopted budget. There have been several key movements that have influenced the cash surplus this year:

- \$1.54 million in permanent net efficiency savings achieved primarily through rationalisation of department budget without impact to services, management of insurance premiums, higher grant income, favourable tender outcomes, and net positive impact of service delivery changes to parking infringements.
- \$0.26 million in additional rental income provided back to Council for the short-term lease of the Australia Post site which was extended to December 2025.
- \$0.15 million net additional fees and user charges from changes in demand for Council services.
- (\$0.17) million due to audited financial result for 2024/25 marginally below forecast, resulting in a lower opening cash surplus carried into 2025/26.
- (\$0.70) million from Long Day Care operations including lower utilisation and higher use of agency staff to backfill permanent positions. (\$0.18) million Council entered into the Early Childhood Education and Care Worker Retention Scheme to maintain safe, high-quality childcare services while responding to sector-wide workforce shortages.
- (\$0.20) million transitions to the Positive Ageing service model including a larger Linking Neighbours program and continued ongoing Community Connector support and operations of Hop on Hop Off bus.
- (\$0.30) million from lower paid parking fees than forecast due to flat volumes against budgeted volume increase of 6% (cool & rainy weather between Jul- Dec).
- (\$0.57) million for transition costs relating to the award of the Tree Maintenance & Management and Open Space Maintenance Contracts
- (\$0.68) million net increases in project expenditure primarily due to capital works for the Elwood Foreshore Facilities development.

Several other movements were recorded this year that did not affect the cash surplus, including:

- Amendments to AASB 13 Fair Value Measurement (applied as at 30 June 2025):
- \$4.00 million increase in depreciation
- \$2.84 million reclassification from operating to capital expenditure
- \$194 million uplift in Council's asset base following asset revaluation
- (\$0.6) million for the extension of the Kerbside Collection Waste Contract including a one-off payment for the contractor for a series of service-optimisations to improve reliability and efficiency, reduce underlying costs, and support Council's service transformation objectives. This will be funded by a drawdown on the Waste Charge Reserve

Key financial updates and indicators

- A forecast cumulative cash deficit balance of \$0.29 million noting ongoing risk of changing economic conditions and inflationary pressures.
- A forecast overall low risk rating using the Victorian Auditor General's Office (VAGO) financial sustainability indicators.
- Forecasted net operating result of \$18.9 million (6.4 per cent of total revenue), a funding source for capital works.
- A forecasted working capital ratio of 253 per cent.
- A forecasted cash and investment balance of \$81 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)
- Currently ahead of target of \$1.3 million efficiency savings for Budget 2026/27 with \$1.54m of efficiency savings achieved year to date. Permanent efficiency savings achieved primarily through rationalisation of department budget without impact to services, management of insurance premiums, higher grant and user fee income, tender outcomes and net positive impact of service delivery changes to parking infringements. Noting efficiency savings are becoming increasingly hard to achieve.
- Council offers support for ratepayers who are suffering extreme financial hardship. This year, rates waivers totalling \$6,268.90 (10 waivers) have been issued. In 2024/25 rates waivers totalling \$9,283 (17 waivers) were issued

Summarised Income Statement Converted to Cash

	Year to Date				Full Year			
	Actual	Forecast	Variance		Forecast	Budget	Variance	
	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000	%
Total Income	167,861	164,516	3,345	2%	294,893	288,828	6,066	2%
Total Expenses	23,475	19,210	4,265	22%	18,938	14,985	3,953	26%
Operating Surplus/(Deficit)	23,475	19,210	4,265	22%	18,938	14,985	3,953	26%
Income Statement Converted to Cash:								
Capital Expenditure	(34,891)	(34,474)	(418)	(1%)	(78,708)	(74,079)	(4,629)	(6%)
Non-cash operating items	19,117	18,857	260	1%	35,802	31,802	4,000	13%
Financing Items	(930)	(888)	(42)	(5%)	(1,522)	(1,522)	0	0%
Net Reserves Drawdown (Replenish)	0	25	(25)	(100%)	22,638	26,033	(3,395)	(13%)
Current Year Cash Surplus/(Deficit)	6,771	2,730	4,040	148%	(3,152)	(2,781)	(370)	(13%)
Opening cash surplus balance	3,143	3,143	0	0%	3,143	3,317	(174)	(5%)
Accumulated Cash Surplus	9,914	5,873	4,040	69%	291	536	(244)	(46%)

Detailed financial statements and notes will be published on a quarterly basis as part of the quarterly financial updates and mid-year review.





8. A HEALTHY AND CONNECTED COMMUNITY

8.1 *Draft Proposed Community Infrastructure Plan (release for engagement) 45*



**8.1 DRAFT PROPOSED COMMUNITY INFRASTRUCTURE PLAN
(RELEASE FOR ENGAGEMENT)**

EXECUTIVE MEMBER: KYLIE BENNETTS, GENERAL MANAGER, COMMUNITY WELLBEING

PREPARED BY: CHRISTINE DENING, MANAGER COMMUNITY BUILDING AND INCLUSION

1. PURPOSE

- 1.1 To present the draft proposed Community Infrastructure Plan (the CIP) to Council and seek approval to proceed with the next stage of engagement, including public exhibition of the draft CIP for community feedback.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of the CIP is to identify the key community infrastructure needs and opportunities across different service types and locations, and to help guide short and medium-term decisions as well as longer term planning. It ensures community infrastructure keeps pace with a growing and changing population.
- 2.2 The CIP is not intended as a delivery plan for Council projects. Instead, it offers a high-level view of community needs to inform Council's advocacy efforts, guide partnerships with other service providers, and support engagement with infrastructure users.
- 2.3 This is especially important in growth areas such as Fishermans Bend and Lakeside, which currently have minimal community infrastructure but are expected to experience significant population growth and, consequently, increased demand for community facilities over time.
- 2.4 Community Infrastructure included within the CIP includes, early years facilities, libraries, art and cultural venues, community and civic centre, maternal child health facilities, multi-purpose spaces for community use (such as toy libraries, playgroup facilities) and neighbourhood houses and community centres.

Note: Recreation and sports facilities are out of scope in the CIP and will be considered through the Sport and Recreation Strategy with an opportunity to add this as a layer in the future alongside other contextual layers such as transport and utilisation of community facilities.

- 2.5 In April 2025, SGS Economics and Planning (SGS) were engaged to prepare a Community Infrastructure Needs Assessment (CINA). The CINA reviewed future demand (using population projections and participation trends) and current supply (through an audit of existing facilities) to identify where community infrastructure is needed now and in the future. It has been a key input into community engagement and the development of the draft CIP.
- 2.6 On 17 September 2025, Council endorsed the approach for developing the CIP and began phase 1 of community engagement. This included:
- 2.6.1 A high-level background paper summarising the CINA findings to support community input by neighbourhood.
- 2.6.2 Engagement activities to test current and future community infrastructure needs.



- 2.7 After phase 1, SGS prepared a community engagement report, and a draft CIP (Attachment 1) was then developed using the CINA findings, community feedback, and other supporting material.
- 2.8 The proposed draft CIP (Attachment 2) outlines the vision, principles and short term (1-5 years) and longer term (5 years plus) community infrastructure priorities at both the municipal level and by neighbourhood. It also outlines potential advocacy, partnership and co-funding pathways for exploration.
- 2.9 Phase two of community engagement will test the proposed draft CIP with the community including:
 - 2.9.1 A Have Your Say survey promoted through Divercity, community networks, staff networks, social media, postcards and other channels.
 - 2.9.2 Qualitative follow-up interviews with participants who expressed interest in providing more detailed feedback.
 - 2.9.3 Distribution of engagement material to all individuals and groups involved in Phase one to ensure continuity and further opportunity to participate.
 - 2.9.4 Engagement with the Youth Advisory Committee.
- 2.10 If endorsed to proceed, phase 2 community consultation will occur from 23 March to 5 May to allow a 6-week engagement period over school and Easter holidays.
- 2.11 Officers are also developing a stand-alone CIP advocacy plan and incorporating community infrastructure needs into Council's broader advocacy plan. The CIP advocacy plan will look to take a precinct approach (to align community infrastructure needs by precinct), a regional approach (to seek advocacy partnerships with neighbouring Councils) and will also seek to incorporate more community facilities in new state-owned infrastructure such as schools.

3. RECOMMENDATION

That Council:

- 3.1 Thanks, all community members and service providers who contributed to the first phase of community engagement and notes the findings documented in the Community Infrastructure Plan Engagement Summary (**Attachment 1**).
- 3.2 Endorses the draft Community Infrastructure Plan (**Attachment 2**) to enable the next phase of community engagement to take place and authorises the Chief Executive Officer (or their delegate) to make minor editorial amendments that do not materially alter the intent of the draft document.
- 3.3 Endorses undertaking community engagement on the draft Community Infrastructure Plan for a period of four weeks to fast track the development of the document to help position Council's State Election advocacy activities with evidenced community need.

4. KEY POINTS/ISSUES

Advocacy Priorities and Partnership Opportunities

- 4.1 Delivery of community infrastructure is not the responsibility of Council alone, and the CIP highlights several priority areas where successful outcomes will rely on collaboration, partnership and sustained advocacy. The Plan identifies community



needs across early years services, libraries, arts and cultural spaces, community centres and multipurpose facilities, but these are not prescriptive delivery commitments; they are strategic signals of what the community requires and where Council should focus its influence. How these needs are met will depend on the collective efforts of Council, State Government, other local governments and community partners.

- 4.2 While the CIP may appear direct in outlining required infrastructure, it is intentionally high-level and does not dictate the delivery model. Instead, it provides a clear evidence base that Council can use to explore a wide range of implementation pathways, including partnering, co-locating, leveraging external investment, collaborating with neighbouring councils and engaging the State Government. These pathways allow Council to respond flexibly while still meeting the needs identified by the community.

Alignment to Council property pipeline

- 4.3 A next step will be ensuring that community infrastructure needs identified in the CIP are embedded within Council's existing and planned infrastructure upgrade programs. Many of the required improvements, such as expanding early years capacity, increasing multipurpose space availability, or enhancing libraries and community hubs, can be partly addressed through renewal, refurbishment or co-investment opportunities already underway.
- 4.4 Integrating CIP priorities into the Property Roadmap and capital works planning ensures Council can maximise value from existing investment, align upgrades with emerging needs and avoid missed opportunities where a standard renewal could instead deliver a higher community benefit. This is particularly important given the CIP's long-term focus and the substantial timing, financial and partnership considerations involved in new builds.

Regional advocacy approach

- 4.5 Beyond Council's direct infrastructure pipeline, there is strong potential to pursue a regional approach to community infrastructure planning.
- 4.6 Neighbouring councils, including Kingston, Melbourne and Glen Eira, are in the process of developing or finalising their own Community Infrastructure Plans. This alignment in timing presents a unique opportunity to collaborate on shared priorities and advocate collectively to the State Government across infrastructure categories.
- 4.7 A regional lens strengthens advocacy, avoids duplication, improves service distribution across borders and enables joint delivery where appropriate.

Embedding community infrastructure in State-owned infrastructure

- 4.8 There is also significant potential to leverage State-owned infrastructure, particularly school sites.
- 4.9 As the State Government is responsible for school development and renewal, Council has an opportunity to advocate for the integration of community infrastructure, such as early years spaces, shared libraries, multipurpose community rooms and sports facilities, within school designs and masterplans. This approach is already emerging through Narrarrang Primary School, where school leadership has proactively engaged Council on shared-use arrangements for community rooms (for maternal and child health services), library programming and sports facilities. These examples demonstrate how embedding community facilities within State projects can provide



cost-effective, locally accessible outcomes while strengthening community partnerships.

- 4.10 Taken together, the CIP provides the foundation for a more coordinated, collaborative and strategic approach to community infrastructure delivery, one that integrates advocacy, partnerships and practical opportunities within Council's existing renewal and upgrade cycles to maximise community benefit over time.

Development of the Proposed Draft Community Infrastructure Plan (CIP)

- 4.11 A number of key documents have informed the development of the CIP which are outlined below.

The Community Infrastructure Needs Assessment (CINA)

- 4.12 The CINA provides a strategic, evidence-based foundation for understanding how well existing community infrastructure can meet the needs of a growing and diverse population. It identifies short, medium and long-term requirements across three-time horizons: Immediate term – 2025, Medium term – 2041 and Long term – 2056.
- 4.13 A working draft was presented to Councillors at a briefing in August 2025. High-level findings were subsequently tested with the community through the background paper and supporting maps released as part of Phase one engagement.
- 4.14 The CINA has been a critical input to the CIP, supplying the underlying evidence base for understanding existing supply, projected demand, and the resulting service gaps.

Phase One Community engagement

- 4.15 Phase one used a mix of online and in person methods to validate the CINA findings and gather community insights about current and future community infrastructure needs. Activities included:
- Online Have Your Say survey (131 respondents) to identify usage, satisfaction and gaps in existing community infrastructure, gather priorities for short and long-term investment and understand access barriers and location specific needs.
 - In-person community workshop at St Kilda Library for 10 attendees to explore challenges and opportunities through discussion, develop a shared vision for future community infrastructure and provide site and neighbourhood specific feedback.
 - Two Online Community Service Provider roundtables with 16 attendees across community support services (e.g., Salvation Army), community health providers, EcoCentre and arts precincts and legal and social services. The workshops sought to gather insights from organisations delivering services, identify operational, accessibility and service-level gaps and capture local area needs (Northern, Central, Southern clusters).
 - Paper surveys at libraries and ASSIST counters.
 - Community pop-ups through the Neighbourhood Engagement Program and targeted outreach via service networks.
 - Phone interviews with those unable to attend the workshop.
 - Internal engagement with relevant Council teams, including the Urban Renewal Team (focusing on Fishermans Bend).



Other inputs to the CIP

4.16 In addition to the CINA and Phase 1 engagement, the CIP has been informed by:

- **Desktop review of Council strategies, policies and plans:** This includes alignment with broader state and federal legislation, strategic frameworks and infrastructure-related plans.
- **Property Roadmap Insights:** Property team officers provided relevant content from the Property Roadmap to identify short-term priorities for upgrades or repairs. Where facilities were identified for early renewal, these sites were tested against community expectations to confirm alignment.
- **Gender impact assessment (GIA):** to identify impacts on people of different genders, backgrounds and identities and assess options for embedding equity in the CIP.

4.17 Key internal stakeholders have been consulted for their subject matter expertise across community infrastructure including the following teams Property, Venues, Finance, Corporate Planning, Governance, Fishermans Bend, Youth, Maternal Child Health, Children's Services and Libraries.

Content of the Proposed Draft Community Infrastructure Plan (CIP)

4.18 The CIP highlights the evolving needs of Port Phillip's diverse community and emphasises that delivering effective community infrastructure will rely on strong State Government partnerships, a clear advocacy plan, and flexible, future-ready design principles. It also stresses the importance of ongoing monitoring and five-year reviews to ensure infrastructure keeps pace with population changes, development timing and community expectations.

4.19 The framework for the CIP includes the Vision, Principles, Needs and Opportunities and Council's role.

Proposed Vision

4.20 The CIP outlines Council's proposed vision for community infrastructure in Port Phillip as:

4.21 *A network of high-performing community infrastructure that supports the wellbeing and connectedness of our diverse community and reinforces Port Phillip as a thriving cultural hub and great place to live.*

Proposed Principles

4.22 The CIP also outlines a number of proposed key principles, developed and tested through community engagement, designed to ensure community infrastructure is planned, delivered and managed in a way that supports a growing and diverse community. These principles emphasise flexible and responsive design, high-quality and innovative outcomes, and safe, accessible facilities that are well-located and welcoming to all. The Plan prioritises equity by directing investment toward addressing social and gender disadvantage, promotes colocation and integration of services through community hubs, and focuses on long-term financial sustainability by considering whole-of-life costs, shared use and efficient operational models.



Needs and opportunities

4.23 In summarising the future community infrastructure requirements, the CIP outlines a proposed dual approach that addresses short-term deficits (next five years) while establishing a long-term framework for an expanded, integrated hub-based network:

- In the short-term, priorities include upgrading existing community centres, expanding kindergartens and libraries (both already being planned), securing early years capacity in schools, and activating underutilised multipurpose spaces.
- Longer term, the emphasis shifts to new community hubs, particularly in Fishermans Bend.

Council's role

4.24 Council's role in delivering future community infrastructure is to act as a provider, partner and advocate, ensuring facilities are upgraded, expanded or co-located to meet growing demand—particularly across early years, youth, multipurpose community spaces, arts, libraries and community health services. Across all categories, Council focuses on improving fitness-for-purpose of existing assets, enabling other providers to deliver new services, co-locating functions within hubs, and advocating to the State Government for infrastructure funding, school-based early years provision, and equitable community health and social support services.

5. CONSULTATION AND STAKEHOLDERS

5.1 Engagement on the draft CIP is proposed to be undertaken for a four-week period as the document is largely technical in nature, the purpose of second phase engagement is to test the draft rather than gathering broad based input and earlier completion of the CIP better positions Council's advocacy in the lead up to the State Election. This will require Council to vary its policy position as typically a six-week consultation period would be undertaken for any engagement falling over a school holiday period.

5.2 Phase two community engagement activities are proposed to include:

- Have your Say survey with the broad community and distributed via DiverCity, staff networks, social media, postcards and other channels.
- Qualitative follow-up with interviews with those interested.
- Distribution of engagement material to all individuals involved in phase one engagement.
- Possible engagement with Youth Advisory Committee.

5.3 Following phase 2 engagement, the CIP will be finalised and presented to Councillor briefing ahead of endorsement by 30 June 2026.

6. LEGAL AND RISK IMPLICATIONS

6.1 Development Contributions Plan (DCP): Final timing is yet to be confirmed. Releasing the CIP beforehand may raise community expectations about infrastructure delivery that may not be funded through the DCP.

6.2 Property Roadmap Alignment: The current roadmap prioritises facilities needing repair, without factoring in future community needs as outlined through a CIP. Over time the CIP may recommend changes to better align infrastructure investment with projected demand.



7. FINANCIAL IMPACT

- 7.1 Council allocated a budget of \$60,000 through the 25/26 Council Budget. This was used to engage a consultant to develop the CIP and deliver some of the engagement activities. This budget also includes the development of communications collateral.

8. ENVIRONMENTAL IMPACT

- 8.1 A CIP offers a number of opportunities to support environmental sustainability:
- Opportunity for Sustainable Design: New infrastructure, especially in growth areas like Fishermans Bend, presents a blank canvas for embedding sustainability options that reduce energy and water consumption whilst enhancing urban biodiversity.
 - Promotion of Active and Public Transport: The CIP encourages co-location of services near transport hubs and walkable precincts, reducing reliance on private vehicles and associated emissions.
 - Flexible, Multi Use Spaces: Multipurpose hubs reduce the need for multiple standalone buildings, consolidating services and lowering the environmental footprint.
 - Supporting Climate Resilience: Infrastructure that fosters social connection and wellbeing—such as libraries, drop-in centres, and community health hubs—also contributes to climate resilience by supporting vulnerable populations during extreme weather events.

9. COMMUNITY IMPACT

- 9.1 The CIP will have a significant impact on the wellbeing of Port Phillip residents. By identifying and addressing infrastructure gaps, the CIP supports decision making around the provision of equitable access to essential services such as early years care, youth support, health services, and cultural spaces
- 9.2 Improved access to community health centres and multipurpose hubs will support physical and mental health, reduce social isolation, and foster stronger community connections.
- 9.3 In high-density areas like Fishermans Bend, where private space is limited, public infrastructure will play a vital role in supporting liveability—offering safe, inclusive spaces for recreation, learning, and social interaction.
- 9.4 The CIP also supports public safety by promoting well-used, well-designed community spaces that encourage positive engagement and deter antisocial behaviour. For families and vulnerable groups, access to local services reduces pressure on housing and transport, and ensures that support is available close to home.
- 9.5 Ultimately, the community will see the CIP as a commitment to inclusive growth, where infrastructure investment reflects their needs, aspirations, and lived experiences.

10. GENDER IMPACT ASSESSMENT

- 10.1 A Gender Impact Assessment was undertaken prior to the commencement of community consultation activities and findings incorporated into the proposed draft CIP.

MEETING OF THE PORT PHILLIP CITY COUNCIL 18 MARCH 2026



11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 The draft proposed CIP aligns to the strategic direction “*a healthy and connected community*”.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 An implementation Plan will be developed to sit alongside the Strategy.

12.1.2 If Council resolves to release the draft Strategy for community consultation at the Council meeting on 18 March 2026, the following will occur:

March / April	Draft CIP out for community feedback
April / May	Consideration of submissions on the draft strategy
May	Draft engagement report and updated strategy presented at Councillor briefing for final feedback
May / June	Final proposed CIP presented at the Ordinary Meeting of Council for endorsement and adoption

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. Phase 1 CIP Engagement Summary  [↓](#)
2. CoPP Draft Community Infrastructure Plan  [↓](#)



Port Phillip Community Infrastructure Plan: DRAFT Phase1 engagement summary report

City of Port Phillip

December 2025





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1. Introduction

1.1 The Port Phillip Community Infrastructure Plan

The City of Port Phillip has commissioned SGS Economics and Planning to develop a Community Infrastructure Plan for 2026 – 2051 to guide planning and delivery of community facilities and services across Port Phillip, including in the new neighbourhoods of Fishermans Bend. The CIP will ensure that future investments in community infrastructure are aligned with community needs and priorities.

This work will build on the detailed Community Infrastructure Needs Assessment (CINA) undertaken in early 2025. The CINA explores whether current community infrastructure can meet future needs based on population forecasts, which include changes in both size and demographics. It highlights broad opportunities to address gaps or oversupply, which will be further explored under the Community Infrastructure Plan (CIP).

1.2 Engagement approach

Council promoted the CIP project and shared opportunities to participate in the engagement program on the Have Your Say website and on social media.

Under the CIP project staging, there are two engagement phases, one to inform the development of the Draft CIP and one to refine the draft before it is finalised:



For Phase 1 of community engagement, Council shared a Background Report which summarised the findings of the CINA and sought input from the community to:

- Validate the findings of the CINA
- Understand community experiences with existing infrastructure
- Identify barriers to access
- Gather ideas, priorities, and emerging opportunities to address identified needs

This interim engagement report summarises feedback from Phase 1.

1.3 Phase 1 activities and participation

A mix of online and face-to-face activities formed Phase 1 engagement. Details of each and their participation levels are summarised in Table 1.

Table 1: Phase 1 engagement activities

Activity	Details	Participation
Online survey	Community feedback collected via an online survey about infrastructure needs 4 weeks, October–November 2025	131 responses
Community workshop	In-person workshop for discussion and feedback on infrastructure challenges/opportunities St Kilda Library, 20 November 2025, 4–6pm	10 attendees
Community service provider workshops	Two online workshops for community groups and service providers to share insights on challenges/opportunities and ideas for local areas 9 & 10 December 2025, 10-11:30am	16 attendees
Community submissions	Community feedback collected via email submission about infrastructure needs. 4 weeks, October–November 2025	5 submissions
Phone interviews	Feedback collected via telephone. Respondents were interested members of the community who were unable to attend a workshop. 1 week, November	3 interviewees
Neighbourhood Engagement Program	Council collected feedback about infrastructure needs at any of the eight pop-up displays around Port Phillip. These were in Port Melbourne, Alma Park, Balaclava, Elwood, St Kilda West, Fishermans Bend and St Kilda Road Various days in November per NEP location.	Not recorded. See Appendix B for detailed responses.

2. What we heard

2.1 Online survey

A survey was available to complete over a 4-week period in October-November 2025. Over that period, 131 responses were received.

Respondent Profile



70% of respondents are female



50% of respondents are from Elwood, Port Melbourne or St Kilda; every neighbourhood was represented by at least 1 respondent with the exception of Southbank

35-49

37% of respondents in this age range



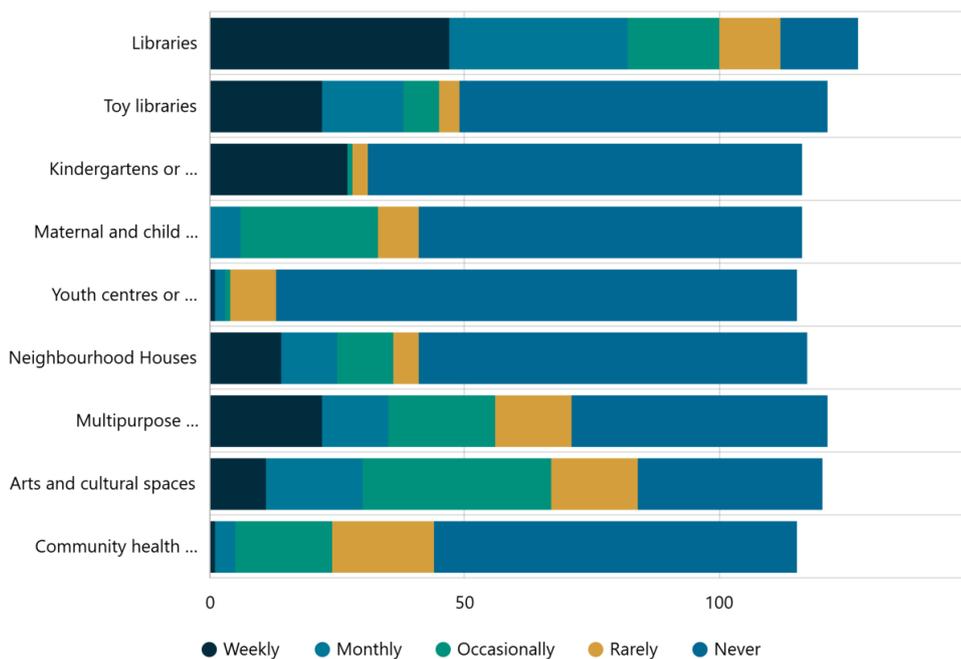
14% of respondents speak a language other than English

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Summary of feedback

Libraries, kindergartens, toy libraries, and multipurpose community spaces are the community facilities in Port Phillip most often used among survey participants, while youth centres and arts and cultural spaces are used less frequently.

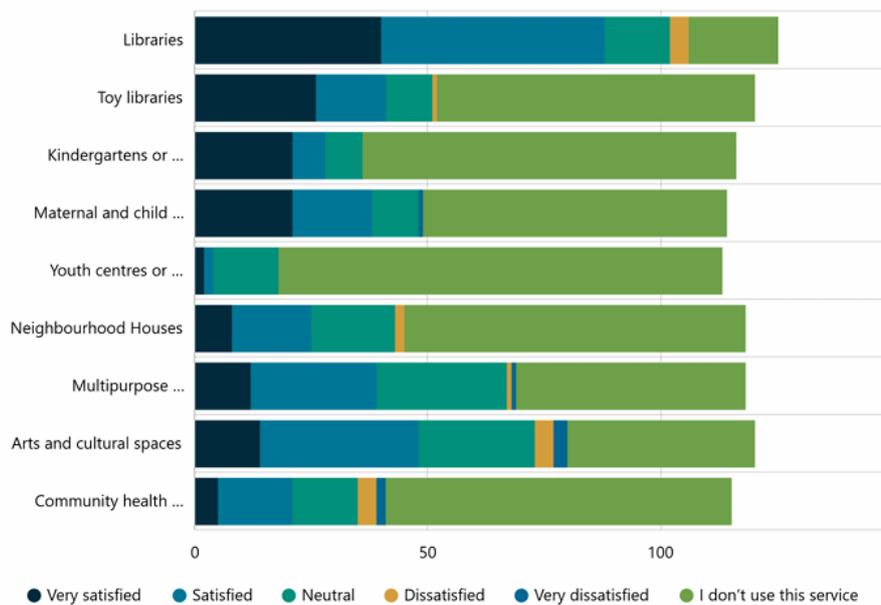
Figure 1: Responses - How often do members of your household currently use community facilities located WITHIN the City of Port Phillip?



Source: Social Pinpoint (2025)

Satisfaction is highest for libraries, and early years services (kindergartens, and maternal/child health services) among respondents. Multipurpose centres and arts/cultural spaces have more neutral or mixed levels of satisfaction. Youth centres and community health centres have the highest rates of non-use.

Figure 2: Responses - How satisfied are you with the quality of community facilities in your local area?



Source: Social Pinpoint (2025)

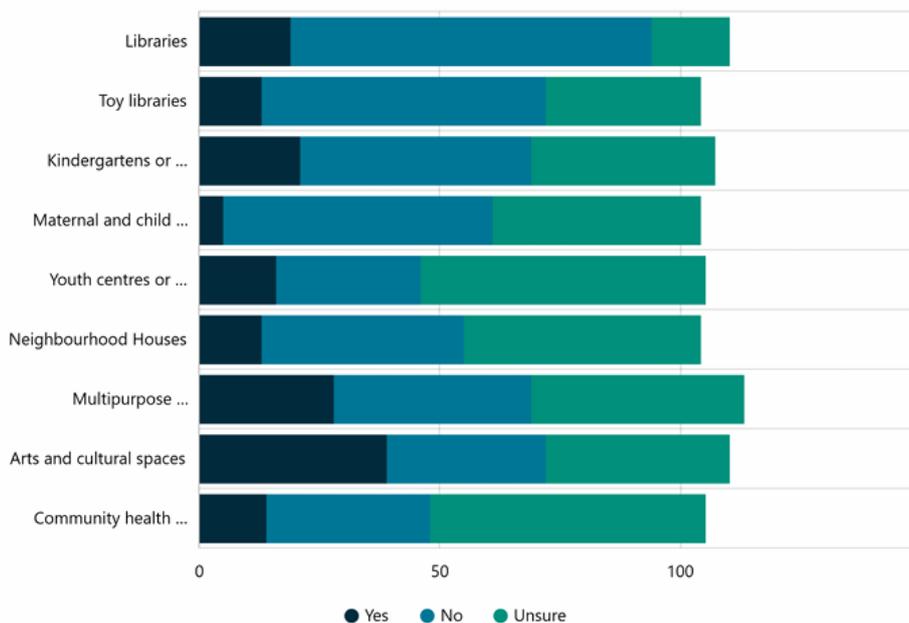
Respondents were also asked: *Do you have any comments about any services above?* Feedback by service area has been summarised below.

- **Libraries:** Highly valued for their resources, staff, and role as community hubs. Requests include more study spaces, charging ports, extended hours, and urgent upgrades to facilities and collections. Concerns about underinvestment, reduced print collections, and the need for modern amenities (e.g., multimedia studios) were raised.
- **Toy Libraries:** Elwood Toy Library is especially praised for its value to families, sustainability, and community connection. However, there are strong calls for more support: a permanent space, longer opening hours, and affordable rent. Limited access and rising costs are barriers for many.
- **Multipurpose & Community Centres:** Seen as vital for social connection, playgroups, and support networks. Feedback highlights the need for better maintenance, cleanliness, safety (e.g., CCTV), and more welcoming environments with staff presence. Community gardens and flexible use of spaces are also desired.
- **Early Years services:** Kindergartens, long day care, and maternal/child health services are considered essential, but there are concerns about long wait times and difficulty securing places.

- **Youth Services:** There is a perceived lack of youth programs and spaces, especially after the closure of PCYC. Calls for more youth activities, sports facilities, and safe gathering places.
- **Arts & Cultural Spaces:** Not enough affordable or accessible spaces for artists and cultural activities. Desire for more live performance venues and workshop-style facilities.
- **General Facilities:** Many venues are described as outdated and in need of upgrades. There are also concerns about under-utilisation and inflexible booking arrangements. There is a need for more inclusive, affordable, and accessible services for all ages, including seniors, people with disabilities, and minority groups. Other wishes include more community gardens, tool libraries, and bulk-billed health centres. Some feedback notes a lack of awareness of available services and a desire for better communication from Council.

Arts and cultural spaces are most often identified as missing or insufficient in respondents’ local areas, followed by multipurpose centres and kindergartens. Respondents also note gaps in toy libraries, youth programs, and community health centres. Youth centres and community health centres had higher levels (over 50%) of residents unsure if they were insufficient or missing.

Figure 3: Responses - Are there any types of community facilities you feel are missing or insufficient in your local area



Source: Social Pinpoint (2025)

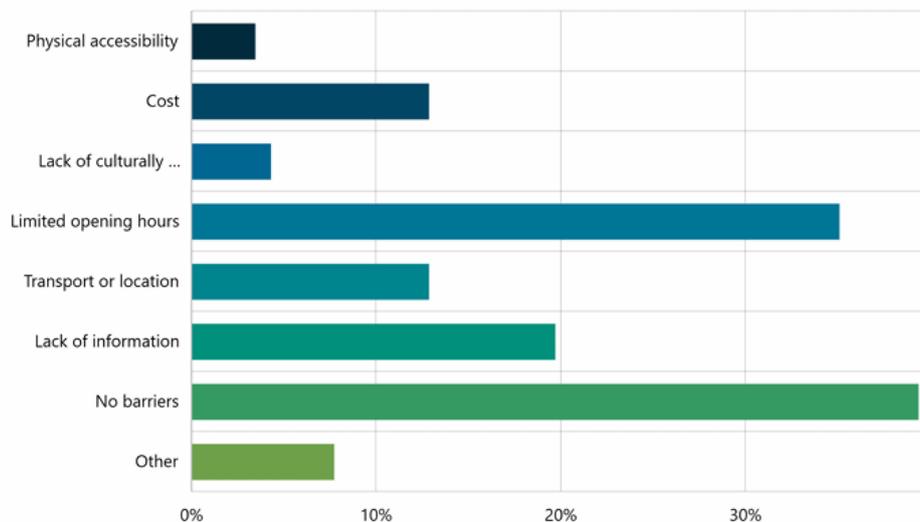
Respondents were also asked: ***Are there any locations or suburbs where you think new or upgraded facilities are most needed?***

Feedback by service area has been summarised below.

- **St Kilda:** Strong calls for upgrades to St Kilda Library (especially children's area), more activities for youth, a neighbourhood house, and exercise spaces for older people. St Kilda and St Kilda East are seen as under-served compared to other areas.
- **Elwood:** Repeated requests for a permanent home for the Elwood Toy Library, a local library, more arts/cultural spaces, and better support for families in apartments.
- **Port Melbourne & Fisherman's Bend:** Need for new community facilities, including a library, community gardens, and sports facilities, especially in anticipation of population growth in Fisherman's Bend.
- **South Melbourne & Southbank:** Desire for more community hubs, live performance spaces, and improved access across major roads (e.g., Kings Way).
- **Albert Park & Middle Park:** Requests for improved library hours, upgraded facilities, and more equitable investment compared to other suburbs.
- **Ripponlea, Balaclava, and East St Kilda:** Suggestions for playground upgrades, small libraries to revive shopping strips, and better maintenance of community centres.
- **General themes:** Many want more community gardens, arts and cultural spaces, and multipurpose facilities. There are calls for better maintenance, modernised spaces, and more flexible, accessible community infrastructure. Some feedback highlights a perceived divide in investment and service quality between different suburbs (e.g., St Kilda vs. Albert Park).

The most common access barriers according to respondents are limited opening hours, lack of information, cost, and transport/location issues. Physical accessibility and lack of culturally appropriate services are less frequently cited. About 40% report no barriers to access.

Figure 4: Responses – Do you experience any barriers to accessing community infrastructure?

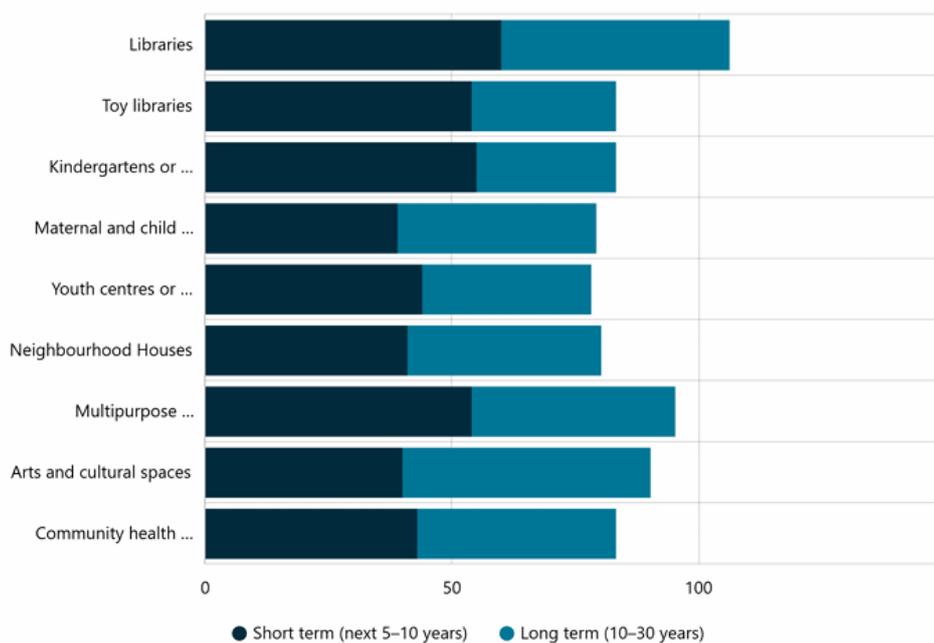


Source: Social Pinpoint (2025)

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In the short term (next 5–10 years), respondents want investment prioritised in libraries, toy libraries, kindergartens, and multipurpose centres. In the long term (10–30 years), there is a shift toward arts/cultural spaces and community health centres.

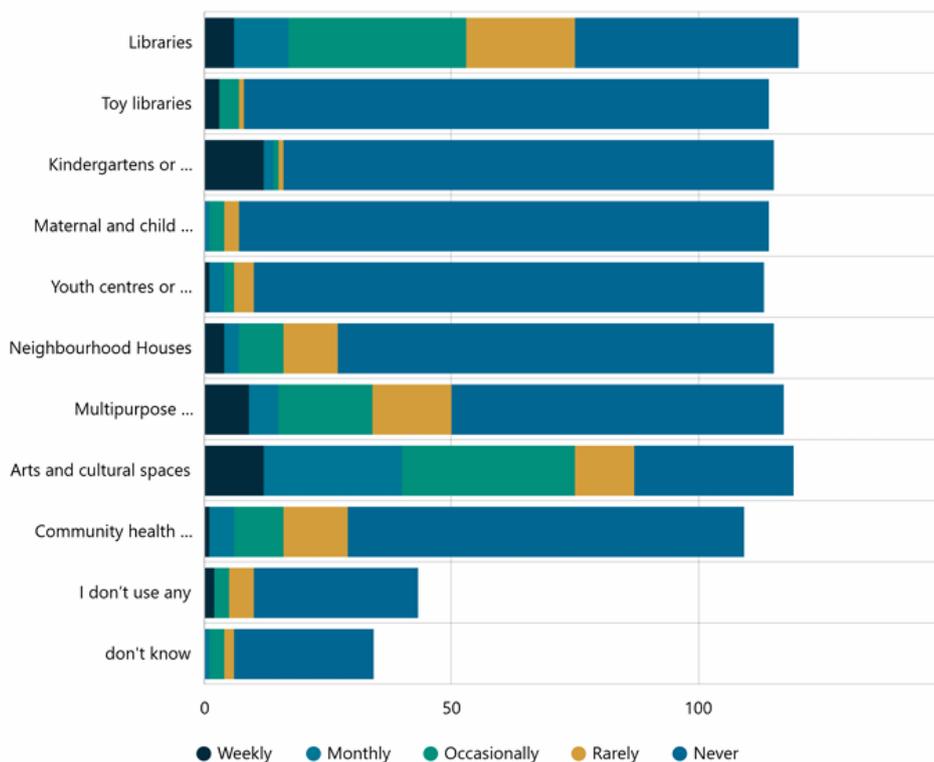
Figure 5: Responses - Which types of infrastructure should Council prioritise in the short term and long term?



Source: Social Pinpoint (2025)

Most respondents rarely or never use community facilities outside Port Phillip, except for libraries and arts and cultural spaces, which see some occasional or monthly use from Port Phillip residents.

Figure 6: Responses – How often do you use community facilities do you or your household currently use OUTSIDE the City of Port?



Source: Social Pinpoint (2025)

Finally, respondents were asked: ***Is there anything else you think is important for Council to consider when planning community facilities?***

Feedback is summarised below.

- **Libraries as community hubs:** Strong calls to prioritise libraries as social, learning, and work-from-home spaces, with increased funding, modern upgrades, and expanded programs.
- **Permanent, accessible spaces:** Requests for permanent homes for valued services (e.g., Elwood Toy Library), more community gardens, and multipurpose venues that are accessible, inclusive, and adaptable for all ages and backgrounds.
- **Affordability & not-for-profit focus:** Emphasis on supporting not-for-profit, community-run childcare and toy libraries over for-profit models, to ensure affordability and community benefit.

- Consultation & communication: Importance of wide, genuine community consultation, transparent decision-making, and clear communication—especially with affected service providers.
- Facilities for all ages & needs: Need for planning for an aging population, more services for youth (especially after PCYC closure), and inclusive design for people with disabilities, families, and diverse backgrounds.
- Maintenance & upgrades: Calls for upgrading and maintaining existing facilities, not just building new ones; ensure venues are clean, safe, and welcoming.
- Transport & location: Facilities should be well-located near public transport, with good parking, bike access, and safe walking routes.
- Open space & environment: Protect open land, increase green spaces, and support community gardens and sustainability initiatives.
- Safety & amenity: Requests for more public toilets, pram access, outdoor seating, shade, drinking fountains, and better lighting for safety.
- Arts, culture & sports: More affordable spaces for arts and cultural activities, live performance venues, and expanded sports and recreation facilities (including a local pool).
- Social inclusion & wellbeing: Support for programs addressing social isolation, cost of living pressures, and the needs of vulnerable groups (e.g., people experiencing homelessness, mental health challenges).
- Technology & innovation: Suggestions for hi-tech library zones, online booking systems, and support for digital access, especially for seniors and diverse communities.

2.2 Community service provider workshops

Two community service provider workshops were hosted online, on 9 and 10 December. There were 16 attendees across the two workshops, representing a range of community groups and services, including:

- Community support services (e.g. Salvation Army; South Port Community Legal Service)
- Community health services (e.g. Better Health Network)
- The Port Phillip EcoCentre
- Arts and cultural institutions (e.g. Linden Art Gallery and Gasworks Creative Precinct)
- South Port Community Group

These workshops adopted a similar format to the earlier community workshop, with a discussion of key challenges and opportunities related to community infrastructure today and a vision for the future, followed by an opportunity to record feedback specific to local areas or particular services on a shared digital whiteboard (Mural). The combined feedback from the two sessions is summarised below.

Key challenges and opportunities

- Community infrastructure should be welcoming, culturally safe, inclusive, and easily accessible by public transportation.
- Spaces need to act as connectors, bringing resources and opportunities to the community.
- Awareness of existing infrastructure is important; efforts should be made to promote and share what is available.
- Spaces should foster a sense of ownership and civic pride among community members. Their design and atmosphere should promote a sense of belonging.
- Facilities should be mobile and flexible to extend services where needed.

Feedback for local areas/specific sites

Table 2 Community service provider workshop - feedback for local areas

Local Area	Feedback
<p>Northern Port Phillip (Fisherman’s Bend, South Melbourne, Port Melbourne)</p>	<ul style="list-style-type: none"> ▪ Opportunity to create a cultural hub in Fisherman’s Bend for diverse art forms. ▪ Improve transparency and branding for South Port Community Centre; develop a service directory. ▪ Add green corridors for urban cooling and community gardens in hubs. ▪ Library with multipurpose spaces and co-located services; include artist rental spaces. ▪ Address growth-related community needs and improve public transport access.
<p>Central Port Phillip (Albert Park, St Kilda West)</p>	<ul style="list-style-type: none"> ▪ More public amenities: BBQs, toilets, and shower access. ▪ Establish a First Peoples Gathering Place and trauma-informed support for homelessness. ▪ Expand after-hours services for vulnerable women, including providing storage for belongings. ▪ Reimagine Gasworks as a multipurpose precinct; explore temporary event infrastructure. ▪ Increase artist studios (high demand at Linden) and use public spaces for accessible art.
<p>Southern Port Phillip (St Kilda Central, St Kilda East, Elwood)</p>	<ul style="list-style-type: none"> ▪ Improve accessibility (doors, transport) and upgrade community facilities (Elwood and St Kilda Neighbourhood and Learning Centre, Alma Rd Neighbourhood House). ▪ Invest in youth spaces and inclusive arts programs. ▪ Address gaps in food relief, financial assistance, and donations; promote volunteer programs. ▪ Add exercise spaces, bulletin boards, and safer toilet access at Alma Rd. ▪ Support local arts and First Nations representation.

Feedback by service area

Table 3 Community service provider workshop - feedback by service area

Local Area	Feedback
Early Years Infrastructure	<ul style="list-style-type: none"> Provide spaces for playgroups, Accessible playgrounds with maps, and social services to help parents connect.
Young People	<ul style="list-style-type: none"> Create safe, supervised places to gather (including evenings/weekends) Improve transport and recreation access Offer creative facilities like music studios
Libraries	<ul style="list-style-type: none"> Expand community workshops, e.g., computer skills
Multipurpose Community Spaces	<ul style="list-style-type: none"> Ensure free access for not-for-profits Design spaces that are dementia-friendly, inclusive, trauma-aware, and safe Include a First Nations meeting space and maintain equitable access for all
Arts and Culture	<i>No further feedback provided</i>
Community Health	<ul style="list-style-type: none"> Establish a community health hub, Improve dental access Add sheltered outdoor areas for social connection Enhance biodiversity through local planting Support inclusive community events (e.g., homelessness memorial and gatherings).

2.3 Community workshop

A community workshop was held at the St Kilda Library on 20 November from 4-6pm. There were 10 attendees at the workshop, representing a range of interests and community groups including early years (toy libraries), arts spaces, neighbourhood houses and U3A, and the Pride Centre.

Key challenges and opportunities

This workshop presented an opportunity for discussion which saw attendees share current challenges with community infrastructure in Port Phillip. This included a desire for updated or new buildings from community groups but concern that capital renewal may result in higher venue hire rates that would ultimately reduce accessibility of those spaces. Similarly, representatives from several community

groups noted that there are limited appropriate and affordable venues to accommodate their growing needs.

Participants also reflected on their ideal future state for community infrastructure in Port Phillip which focussed on:

- Physical space: Community infrastructure should be accessible, flexible, beautiful, sustainable and technologically upgradable to support use into the future.
- Guiding Principles: Community infrastructure shouldn't be passive, rather the community should feel ownership of the space, and it should inspire creativity and exchange of ideas not just 'consumption'.
- Operations: New community infrastructure should link with existing infrastructure provision and support partnership between individuals, Council and local organisations.

Feedback for local areas/ specific sites

Following this discussion, participants had the opportunity to provide written feedback on the needs and opportunities identified in the CINA, by local area. This is summarised below.

Table 4 Community workshop - feedback for local areas

Local Area	Feedback
Northern Port Phillip (Fisherman's Bend, South Melbourne, Port Melbourne)	<ul style="list-style-type: none"> ▪ Increase public awareness of existing services and facilities, especially for new families. ▪ Improve planning and delivery of urban renewal precincts and learn from past developments such as Docklands, with community facilities and ground floor activation in new developments ▪ Provide more arts spaces. ▪ Create spaces usable across different generations.
Central Port Phillip (Albert Park, St Kilda West)	<ul style="list-style-type: none"> ▪ Gap in services for families in St Kilda West (focus currently on low-income and homelessness). ▪ U3A needs more space to accommodate growing membership and courses. ▪ Gyms should be accessible and inclusive for seniors (able-bodied and with disabilities). ▪ Need for a multi-use educational centre for seniors and others. ▪ Consider locations for playgroups in the area.
Southern Port Phillip (St Kilda Central, St Kilda East, Elwood)	<ul style="list-style-type: none"> ▪ Lack of infrastructure – particularly a pool and library, and west of Brighton Road

- Need for creative spaces (arts centre, studios, maker spaces, galleries, and collaborative “third spaces”) and to increase visibility of existing arts spaces.
- Build better relationships with community organisations to avoid duplication and conserve resources.

2.4 Community submissions

Four submissions were provided by individuals or on behalf of a local organisation (Red Stitch Theatre and Back2bikes). Some respondents reflected that they were both a local resident and writing in a professional capacity. Better Health Network, a community health service provider with a presence in the City of Port Phillip, also shared an existing report with insights around physical activity and use of open space by residents in the municipality which has also been considered. Feedback is summarised as below:

Current challenges

- Individuals may use a variety of services at any given time such as libraries, maternal and child health services and toy library, arts and cultural spaces
- Libraries are accessible for individuals
- Organisations have difficulty accessing appropriate spaces on a regular or ongoing basis.

Needs and opportunities

Service specific feedback

- Desire for multi-use and flexible spaces that can be used by a range of users and at different times e.g., extending library opening hours and array of services provided such as maker spaces.
- Need for more sport and recreation facilities as MSAC and Albert Park are often restricted for city wide or other events.
- Sports and recreation venues should be welcoming, friendly, accessible (physically and financially), co-located and have staff on hand to support to users when required.
- Desire for more accessible and consistently available arts and culture spaces including
 - Rehearsal spaces located within the municipality.
 - Shared community arts spaces, with dedicated rehearsal, office and workshop rooms that can provide consistent places for artists to create work over medium-long term.
 - Spaces for art collectives and groups to meet, recognising the community building nature of such groups.

Planning and delivery

- Consideration should be given to the sustainability and potential alternative uses/constraints of new community infrastructure to ensure they will be fit for purpose into the future.

- Careful and well communicated planning around funding is required to manage community expectations and deliver projects efficiently. This could include through diversifying partnerships such as using philanthropic, community and business funding.
- The CIP must consider what infrastructure can be shared across Port Phillip neighbourhoods to best balance cost and use.

2.5 Neighbourhood Engagement Program (NEP) responses

The Neighbourhood Engagement Program describes Council’s approach to engage with the community through pop-up conversations and activations across eight neighbourhoods several times a year. As in the workshop sessions, Council sought feedback on the CINA analysis and Background Report. Table 5 summarises these outputs. See Appendix B for detailed feedback by NEP collection neighbourhood.¹

Table 5 Feedback by service area

Service area	Feedback
Arts and cultural centre	<ul style="list-style-type: none"> ▪ Repurpose vacant spaces for artist spaces including youth/young artists ▪ Establish more creative activations around the municipality e.g., sculpture trail, events ▪ More accessible arts programming ▪ Gaps identified on Carlisle Street and St Kilda Road
Community centre	<ul style="list-style-type: none"> ▪ More community groups and opportunities to support and connect the community such as AA, drop-in sessions for older people, culturally based groups ▪ More community spaces available at different times including weekends to avoid having to use facilities outside Port Phillip. They may be collocated with several uses such as pool ▪ Upgrading or updating spaces to be fit for purpose e.g., remove carpet for dance and yoga classes, provide space for tai chi classes which are currently outside where it’s cold in winter ▪ Gaps and opportunities identified at West Beach Pavilion, HR Johnston Reserve, St Kilda West, and Carlisle Street
Health centre	<ul style="list-style-type: none"> ▪ Should be easily accessible and within walking distance ▪ Include both physical and mental health ▪ Need for more doctors and community health clinics, Launch Housing and mental health outreach

¹ Note that these areas are different to those defined in the CINA. More specifically, the NEP was undertaken in Port Melbourne, Alma Park, Balaclava, Elwood, St Kilda West, Fishermans Bend and St Kilda Road.

	<ul style="list-style-type: none"> Gaps identified on Carlisle Street
Kindergarten and long day care	<ul style="list-style-type: none"> Need for more sessional kindergartens that are not long day care centres
Library	<ul style="list-style-type: none"> Positive feedback about library staff Upgrades identified at Albert Park and Port Melbourne libraries while keeping heritage feel Longer hours and better utilisation of green space at St Kilda Library Expand programming such as workshops, information boards Gaps identified on St Kilda Road e.g., between Domain and Albert Reserve
Neighbourhood House	<ul style="list-style-type: none"> Opportunity to update Alma Road centre More programs such as yoga/meditation Gaps identified in Prahan
Toy Library	<ul style="list-style-type: none"> Gaps identified in Balaclava
Youth Centre	<ul style="list-style-type: none"> Strong desire to retain PCYC as an important youth space as recorded across several collection neighbourhoods Need for more youth activities in green spaces such as at Alma Park, or water play areas Safe spaces for queer youth
Other	<ul style="list-style-type: none"> Longer opening hours of public toilets Positive feedback on some community gardens while other greenspace and wetlands can be better maintained More accessible tram stops A supermarket is needed on St Kilda Road

2.6 Phone interviews

Council also conducted phone interviews with three members of the community. These participants were members of the public who indicated interest in the community workshop but ultimately unable to attend the session.

Overall, respondents reflected that community infrastructure services should be inclusive and accessible, welcoming and supportive, creative and vibrant, and serve the whole community. Themes are further detailed below.

Key challenges and opportunities

- Repurposing of underutilised or ageing buildings for new uses, particularly arts and culture.

- Establishing new events, activations and community building around Port Phillip such as new clubs, a Fashion Week or pedestrian mall.
- Provision of an attractive and safe teen/youth space including around Park Towers Estate. This can include indoor and outdoor spaces used for both recreation and study (e.g., free internet).
- Development of public performing arts spaces.
- More storage spaces for community organisations and community events.
- Build on the services and programs available at libraries as a place for fostering community. This could include playgroup or toy library services.
- Reduce barriers to services due to public transport inaccessibility (e.g., older style trams).

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3. Next steps

3.1 Developing a Draft Plan

Feedback provided by community members and representatives of services and organisations through Phase 1 engagement activities emphasises the need for community infrastructure in Port Phillip to be more visible, inclusive, and adaptable, with a strong focus on accessibility, cultural safety, and community connection.

The Port Phillip community wants Council to invest in accessible, inclusive, and well-maintained facilities that support all ages and backgrounds. There is a clear desire for more consultation, equitable investment across suburbs, and facilities that foster social connection, belonging, and wellbeing.

The Plan will outline short- and longer-term infrastructure priorities based on both the CINA findings and this community input.

3.2 Phase 2 engagement

Once a Draft CIP is developed, Council will lead another round of community engagement to test its priorities and recommendations. The Draft will be exhibited on the project's Have Your Say page, and there will be further online and in-person opportunities. This next Phase will occur in March-April 2026.

Appendix A. Detailed workshop feedback

Table 6: Community workshop - recorded feedback

Local area	Feedback
Northern Port Phillip Fisherman’s Bend, South Melbourne, Port Melbourne	<ul style="list-style-type: none"> ▪ Opportunity for increased public awareness of the services and facilities that exist – particularly for new families to the area ▪ Need to activate ground floor levels of new developments ▪ Need to plan and deliver urban renewal precincts better than past examples (Docklands) ▪ More arts spaces are necessary ▪ More spaces that can be used across different generations
Central Port Phillip Albert Park, St Kilda West	<ul style="list-style-type: none"> ▪ There are several services for low income/people experiencing homelessness but not families in St Kilda West ▪ The U3A has ~900 members, 91 tutors running 106 different courses out of Mary Kehoe however more space is needed to accommodate member growth ▪ Gyms in Port Phillip should be accessible and inclusive for seniors both able bodied and with disabilities ▪ Need for a multi-use educational centre for seniors and others ▪ Consideration as to where playgroups in the area meet
Southern Port Phillip St Kilda Central, St Kilda East, Elwood	<ul style="list-style-type: none"> ▪ Limited infrastructure west of Brighton Road ▪ St Kilda Baptist Church missing from the map ▪ Need for creative spaces including arts centre and studios, makers spaces and galleries including ‘third space’ where people can work together ▪ Library facilities - near Ormond Road (library is near Glen Huntly Road Coles) ▪ Pool facilities - lacking water space near Ormond Road ▪ Is there an opportunity around the old kindergarten on Scott Street Elwood? ▪ Opportunity for better relationships with community organisations to avoid duplication and conserve resources ▪ Better support of existing arts spaces and encouraging visibility

Table 7: Community group/service provider workshops - recorded feedback for local areas

Area	Feedback
<p>Northern Port Phillip Cluster Fisherman’s Bend, South Melbourne, Port Melbourne</p>	<ul style="list-style-type: none"> ▪ More green lines to create urban cooling zones ▪ Fisherman's Bend provides an opportunity to develop a cultural hub that brings together multiple creative art forms (visual arts, theatre, dance). This will create a critical mass, encourage cross disciplinary projects, and community access. ▪ Access via PT from other suburbs in PP ▪ A library with multipurpose spaces / mixed room sizes /and with services co located ▪ Community gardens within the community hubs outdoor spaces ▪ Include spaces for artists to rent ▪ Area growth and what community needs ▪ understanding who is using the areas that we don't have control over at the community centre ▪ Branding of the [South Port/ Liardet St] centre by council for knowledge within the community ▪ Understanding who is using the [South Port/ Liardet St] centre from Council Booking system ▪ Directory of services provided by [South Port/ Liardet St] centre within the community
<p>Central Port Phillip Cluster Albert Park, St Kilda West</p>	<ul style="list-style-type: none"> ▪ More public BBQs ▪ A First Peoples Gathering Place ▪ A compassionate, inclusive and trauma informed response to rough sleeping ▪ More after hours (24/7) services to support vulnerable women and women who sex work ▪ Increased social workers to work alongside Local Laws in assisting people who are experiencing primary homelessness ▪ Improved shower access, including linking with existing services e.g. Access Health, SHM to support improved access to showers at those locations ▪ Public toilets at Peanut Farm (currently they are a locked facility) ▪ Public toilets accessible around the Fitzroy St, Grey St, cricket ground areas ▪ Storage facilities for belongings of people experiencing homelessness ▪ Gasworks is correctly categorised as arts and culture but could also be a multi-purpose community space e.g. Dog Park/farmers market ▪ Gasworks is now "Gasworks Creative Precinct" rather than "Gasworks Arts Park" ▪ I'm interested in the inclusion of temporary infrastructure e.g. outdoor stages used for community events (like the community Carols that just happened at Gasworks)

	<ul style="list-style-type: none"> ▪ There is an opportunity to think through how Community Hubs work, particular how they might connect to programs run by existing organisations ▪ Development of Artist in Residence studios linked to Linden (in same neighbourhood). ▪ Use of public spaces for artistic interventions, including public art, to democratise art and make it accessible to the broadest possible audience. This could be done across the whole city in partnership with existing cultural orgs, including Linden. ▪ Linden is listed as a Multipurpose Community Space, should this be Arts and Culture instead. ▪ Multipurpose, hybrid, indoor/outdoor spaces where some of the activities are visible from the street.
<p>Southern Port Phillip Cluster St Kilda Central, St Kilda East, Elwood</p>	<ul style="list-style-type: none"> ▪ Accessible doors for people using wheelchairs ▪ Investment in more Youth facilities for 12–25-year-olds ▪ Food Supplies (only 2 locations currently provide food) ▪ Financial Assistance (limit emergency relief programs) ▪ Promotion Volunteer Programs ▪ Essential Donations (Portable one-person igloo tents useful donation x people experiencing homelessness) ▪ More inclusive public arts - include local art studios and First Nations ▪ Bulletin Boards (w/ updated information) ▪ Donation Skip Bins ▪ A First Peoples Gathering Place ▪ Free Hairdressing Services ▪ Spaces for adult group exercise classes ▪ Upgrade ESNLC - great more welcoming/modern

Table 8: Community group/service provider workshops - recorded feedback for service areas

Area	Feedback
<p>Early years infrastructure</p>	<ul style="list-style-type: none"> ▪ Spaces for Playgroups ▪ Accessible Playgrounds and links to maps to help people find them ▪ More social services to help support parents to connect with each other
<p>Young people</p>	<ul style="list-style-type: none"> ▪ Place to gather and connect - especially in the evening. ▪ Safe and supervised places to hang out on the weekends (free and indoors) ▪ Safe bike and skate lanes or free public transport ▪ Can council subsidise access to sporting facilities / provide free times for youth?
<p>Libraries</p>	<ul style="list-style-type: none"> ▪ More community workshops e.g. computer skills

<p>Multipurpose community spaces</p>	<ul style="list-style-type: none"> ▪ Free access to community spaces such as meeting rooms and halls for not-for-profit organisations who provide free group education and individual support for the residents of Port Phillip e.g. Dementia Australia ▪ When there is significant investment in a space or service - this can be a lightning rod for politicisation or media interest not only on the service/facility but also more acutely and dangerously at the communities and individuals (who may already be in a position of vulnerability) be who use or access it. I feel there needs to be careful consideration of how this impacts at a community level. ▪ Strengthening access points and ways in which it is safe for people with lived and living experience to use spaces and also engage with CoPP on future developments and consultations ▪ All infrastructure is dementia friendly ▪ A well-considered and meaningful approach to identifying and addressing accessibility through: <ul style="list-style-type: none"> - intersectional lens - trauma aware framework - physical and psychological safety ▪ A space for First Nations people to meet and connect. ▪ Ensuring public spaces are not taken over by one cohort and all people have access to them
<p>Arts and culture</p>	<p>None</p>
<p>Community health</p>	<ul style="list-style-type: none"> ▪ Having a Community Health Service / Hub provides for many services to wrap around people. ▪ Planting more local species will enhance biodiversity (supporting birds and butterflies) and improve public health. ▪ More outdoor and undercover areas for community to come out of their homes and connect without having to spend money. lots of parks around but not enough sheltered or seated areas for elderly to congregate ▪ Improved access to dental services ▪ Bring back the Homeless Memorial ▪ Support community events aimed at including low socio & primary homelessness e.g. Gatwick street x-mas party

Table 9: Community phone interviews

<p>Respondent 1</p>	
<p><i>Visioning: What services could be provided? How might they be used?</i></p>	<p>Making facilities more accessible, hospitality and welcoming</p> <p>The personalities of the people working in the centers makes a huge difference to how people feel about using community facilities. They need to be welcoming</p>

Note that no responses were provided for the subsequent questions and have thus been excluded.

Respondent 2

Visioning: What services could be provided? How might they be used?	<ul style="list-style-type: none"> ▪ Inclusive ▪ Creative ▪ Accessible 	<ul style="list-style-type: none"> ▪ Connected ▪ Vibrant ▪ Future-focused
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What opportunities are there to address these needs in the local area?	<p>Loss of Facilities</p> <ul style="list-style-type: none"> ▪ 222 Bank St (currently housing architects) is reportedly going to be demolished. ▪ Telstra building on Bank St could be repurposed as an arts and events space. ▪ Library holds historic books and records that could be creatively reused. <p>Opportunities for Repurposing</p> <ul style="list-style-type: none"> ▪ Old courthouse → gallery and studio space. ▪ Telstra building → arts/events hub. ▪ Other government assets should be retained for community use before being sold to developers. <p>Visioning Ideas</p> <ul style="list-style-type: none"> ▪ South Melbourne Fashion Week ▪ South Melbourne Camera Club ▪ Block off Perrins St at Bank St for community activation.
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Are there current gaps? What works well?	<p>GAPS</p> <p>Public Gallery Space Previously available in the library/town hall but now lost. There is a strong need for dedicated gallery space.</p> <p>Arts Facility The old courthouse in South Melbourne was promised as an arts facility when police relocate to Moray Street. This needs to be delivered.</p> <p>Assist Counter in South Melbourne: To support accessibility and community engagement.</p> <p>Spaces for Arts Organisations Arts organisations are leaving the City of Port Phillip (CoPP) due to lack of suitable spaces.</p> <ul style="list-style-type: none"> ▪ Arts Access Victoria (AAV) urgently needs space.
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	<ul style="list-style-type: none"> ▪ The old courtroom could be repurposed as a gallery with studio space. <p>Teen Spaces (12–18 years) After-school space with Wi-Fi is needed.</p> <ul style="list-style-type: none"> ▪ BHN was meant to manage facilities within Park Towers Estate, but teenagers avoid bringing friends there due to stigma. ▪ Kids don't want to play video games in the estate; they need safe, welcoming spaces outside. <p>Artist Studio Space More local artist spaces are needed for creative work.</p> <p>Free Concert Space As outlined in the Emerald Hill Master Plan.</p> <p>Storage for Community Event Equipment AAV has AV equipment that could be stored and hired for community events.</p>
<p>Are there other local area(s) you would like to provide feedback on?</p>	<p>We don't want to lose another arts organisation, Creative Victoria.</p>
<p>Respondent 3</p>	
<p><i>Visioning: What services could be provided? How might they be used?</i></p>	<ul style="list-style-type: none"> ▪ Connected ▪ Inclusive ▪ Welcoming ▪ Intergenerational ▪ Supportive ▪ Community building focused ▪ Enabling community cohesion
<p><i>What opportunities are there to address these needs in the local area?</i></p>	<p>Toy Library A dedicated toy library in Albert Park would support families with young children.</p> <p>Library Services</p> <ul style="list-style-type: none"> ▪ Rhyme Time and Story Time programs are vital for new parents and young families. ▪ More sessions and expanded programs would be beneficial.

	<ul style="list-style-type: none"> ▪ Libraries are a lifeline for community connection—welcoming librarians play a critical role. ▪ Elderly retirees also rely on libraries for social connection and learning. ▪ Libraries could provide posters and information linking people to other local services. <p>Spaces for Playgroups and New Parent Groups Accessible, welcoming spaces for parents and carers to meet and connect.</p> <p>Intergenerational Programs Activities that bring together young families and older generations to strengthen community cohesion.</p>
<p>Are there current gaps?</p> <p>What works well?</p>	<p>Vision for Future Services</p> <ul style="list-style-type: none"> ▪ Build on the excellent work libraries are already doing. ▪ Expand programs for intergenerational engagement. ▪ Create spaces for community meet-ups, playgroups, and social activities. ▪ Strengthen community cohesion in Albert Park, which can feel slightly segregated (between social housing and non-social housing residents). <p>Barriers:</p> <p>Public transport access barriers need to be addressed to ensure inclusivity for all community members. Trams are not accessible unless DDA stop/low tram</p>
<p>Are there other local area(s) you would like to provide feedback on?</p>	<p>Libraries have been a literal lifesaver as a new mum without family support. Librarians are vital.</p>

Appendix B. Detailed Neighbourhood Engagement Program feedback

Table 10 Detailed NEP feedback

Port Melbourne	
<i>No comments were provided for toy libraries, kindergartens/long day care, neighbourhood houses, or arts and cultural centres.</i>	
Library:	<ul style="list-style-type: none"> ▪ Albert Park Library needs a rebuild. It's not welcoming, I go to other libraries instead. ▪ Walking distance is important for libraries ▪ PM and SM libraries have great staff. ▪ PM library could do with a revamp. It has good programs. ▪ I use computer facilities at PM library ▪ PM library needs a refresh.
Community Centre:	<ul style="list-style-type: none"> ▪ I am looking for more community groups in PM or nearby
Youth Centre:	<ul style="list-style-type: none"> ▪ Save PCYC, important youth space
Health Centre:	<ul style="list-style-type: none"> ▪ Ability to walk to access health care practitioner is important to me
Other:	<ul style="list-style-type: none"> ▪ JL Murphy Bball club is good, good facilities ▪ Public toilets need longer hours. ▪ Community gardens are great
Alma Park	
<i>No comments were provided for toy libraries, community centres, and kindergarten/long day care.</i>	
Library:	<ul style="list-style-type: none"> ▪ The open space behind St K Library should be better utilised as a green space ▪ Longer hours at the St K Library are needed
Youth Centre:	<ul style="list-style-type: none"> ▪ Need more youth activities in Alma Park (such as soccer nets)

	<ul style="list-style-type: none"> ▪ Need a water play area like Glen Eira have in parks ▪ Need to focus on existing facilities like PCYC ▪ Save PCYC ▪ Longer hours at the library, so young people can study, read etc ▪ More community run gym/youth spaces are needed
Neighbourhood House:	<ul style="list-style-type: none"> ▪ Need a better larger centre at Alma Road, need to run more programs at this centre. ▪ Need a multi-purpose space in Carlisle St
Arts/Cultural Centre:	<ul style="list-style-type: none"> ▪ Utilise existing vacant space along Carlisle for artists spaces. ▪ Consider a sculpture trail through CoPP ▪ need more outdoor art such as sculpture/street art across CoPP (look at Stonnington street art) ▪ need an arts/culture space around Carlisle St
Health Centre:	<ul style="list-style-type: none"> ▪ Need way more accessible mental health care
Other:	<ul style="list-style-type: none"> ▪ Wetlands in Alma Park needs to be better maintained ▪ More parks/green space
<p>Balaclava <i>No comments were provided for kindergarten/long day care.</i></p>	
Library:	<ul style="list-style-type: none"> ▪ I like that each library has its own identity across CoPP ▪ I love the St Kilda library – can we have a community garden on the back lawn please ▪ Modernise the library but keep the “old school” feel ▪ St Kilda library is too dark; it’s not a welcoming space
Toy Library:	<ul style="list-style-type: none"> ▪ Need space for a toy library
Community Centre:	<ul style="list-style-type: none"> ▪ We need to upgrade community centres to accommodate dance and yoga classes (these uses need spaces with no carpet!) ▪ Need more weekend use in community centres ▪ Need a community pool
Youth Centre:	<ul style="list-style-type: none"> ▪ Young people need more green space ▪ Save PCYC ▪ Save PCYC ▪ Save PCYC – its vital

	<ul style="list-style-type: none"> Save PCYC (it's a very important space!) Need a safe space for queer youth More visible youth inclusion
Neighbourhood House:	<ul style="list-style-type: none"> Can we have a community centre like the Grattan Gardens Community Centre in Prahran?
Arts/Cultural Centre:	<ul style="list-style-type: none"> Need gallery space for youth/young artists to exhibit More Space 2 B back to Carlisle Street More community arts programming that is visible/accessible
Health Centre:	<ul style="list-style-type: none"> Need more Drs and Health Clinics More Launch Housing More Mental Health Outreach Need more accessible and visible access to mental health services in Carlisle St
Other:	<ul style="list-style-type: none"> BB courts in Alma Park need to be resurfaced More DDA compliant tram stops Love the new eco centre – it's a great resource
<p>Elwood <i>No comments were provided for toy library, neighbourhood house, arts/cultural centre, or health centre services.</i></p>	
Library:	<ul style="list-style-type: none"> Expand use of libraries – more talks, workshops etc Love St Kilda library Could expand to have info on volunteering, making connections for new residents etc, like a community info board
Community Centre:	<ul style="list-style-type: none"> Need space for tai chi classes (currently use St Kilda Bot gardens and its cold in winter) Need a 'drop in' centre for elderly to chat/have a cup of tea, to foster connection and avoid loneliness. AA programs and other community supports Need a community space at Gypsy at Elwood foreshore
Kindergarten or Long Day Care:	<ul style="list-style-type: none"> More sessional kindergartens that are not long day care (childcare) centres.
Youth Centre:	<ul style="list-style-type: none"> PCYC needs to be saved Need more places for teens
<p>St Kilda West</p>	

<i>No comments were provided for toy library, or library services.</i>	
Community Centre:	<ul style="list-style-type: none"> Look at west beach pavilion, could be utilised as a drop in centre. Turn HR Johnston Reserve into a gathering/picnic space Provide a larger space where cultural groups can meet in St K W A community hall
Kindergarten or Long Day Care:	<ul style="list-style-type: none"> Support for more
Youth Centre:	<ul style="list-style-type: none"> Upgrade Cowderoy Reserve playground Explore opportunities for sustainable youth programs Save PCYC: Council should play more of a role.
Neighbourhood House:	<ul style="list-style-type: none"> Yoga/meditation programs for all
Arts/Cultural Centre:	<ul style="list-style-type: none"> More cultural events
Health Centre:	<ul style="list-style-type: none"> More community health facilities
Fishermans Bend	
<i>No comments were provided for any service.</i>	
St Kilda Road	
<i>No comments were provided for toy library, youth centre, neighbourhood house, or health centre services.</i>	
Library:	<ul style="list-style-type: none"> We need a library We need a library between Domain and Albert Reserve Need a combined library with community space, meeting rooms etc.
Community Centre:	<ul style="list-style-type: none"> Need more community spaces where people can meet. We rely on CoM centres We need more meeting rooms that the community can access
Kindergarten or Long Day Care:	<ul style="list-style-type: none"> We need a kindergarten
Arts/Cultural Centre:	<ul style="list-style-type: none"> St Kilda Road is missing arts spaces
Other:	<ul style="list-style-type: none"> Need a supermarket

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DRAFT





DRAFT Community Infrastructure Plan

City of Port Phillip

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OFFICES IN CANBERRA, HOBART, MELBOURNE, AND SYDNEY ON THE COUNTRY OF THE NGAMBRI/NGUNNAWAL/NGARIGO, MUWININA/PALAWA, WURUNDJERI, AND GADIGAL PEOPLES.

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Acknowledgement of Country

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

Council information and interpretation services

Council information and interpretation services will be included in the final version of this document.

1. Introduction

1.1 Understanding the CIP

Community infrastructure refers to the facilities, services, and programs that support the social, cultural, educational, and recreational needs of a resident population. It is foundational to any city, with known social, environmental, economic, and wellbeing benefits.

This Community Infrastructure Plan (CIP) provides Council, other local organisations and the community with an evidence base and shared strategic outlook for community infrastructure over the next 25 years. It contributes another 'layer' to Council's strategic framework – alongside others such as transport, housing, and climate resilience – to deliver on the Community Vision and Council Plan.

The purpose of the CIP is to:

- Identify the key needs and opportunities for community infrastructure provision for different service/facility types and local areas
- Guide short- and medium-term decision-making and investment, and longer-term planning for community infrastructure
- Ensure community infrastructure continues to meet the needs of a growing and changing population
- Inform ongoing Council advocacy with other infrastructure providers and engagement with infrastructure users

The Plan is intended to provide guidance and direction for community infrastructure while remaining responsive to the local environment. More simply, in order to ensure service continuity for the City of Port Phillip, the CIP is a flexible document that identifies likely needs, responses and opportunities to be explored, rather than being a static roadmap of deliverables for Council. How Council chooses to operationalise these needs is flexible and can be progressed through partnerships, joint planning, shared-use agreements, co-investment and regional advocacy

Council's role

Local government, state government, the not-for-profit/community sector, and the private sector all play a role in the local community infrastructure network. As a service provider and owner of over 200 buildings, Council plays an active role in planning, delivering, and managing infrastructure across the communities of Port Phillip.

But provider is just one of the roles that Council takes on in relation to community infrastructure – others are described below. The role that Council takes varies by infrastructure type, and is determined by government legislation and policy, the capacity of other service providers, market conditions, and the needs of the community.

Provider – facilities	Council is an investor, developer, and/or landlord. Where Council does not also provide a service from a facility, it leases it to another organisation or community group, or simply makes it available for bookings/casual use.
Provider – services	Council operates a formal service (e.g. libraries) or regularly runs programs and activities, typically from a Council-owned facility.
Partner	Council works closely with the private sector, community groups, agencies, and service providers to coordinate planning, funding, delivery and/or operation of facilities and services.
Advocate	Council advocates on behalf of the community to other tiers of government, not-for-profit organisations, and the private sector, in place of or alongside having a more active role.

A significant opportunity exists to adopt a **regional approach** to community infrastructure planning. Several neighbouring councils—including Kingston, Melbourne and Glen Eira—are developing or finalising their own Community Infrastructure Plans. This creates a unique window to collaborate, coordinate priorities and approach the State Government with a unified regional advocacy position across key infrastructure types such as early years services, libraries, arts and cultural spaces, community hubs and youth facilities. Joint advocacy strengthens the case for investment, reduces duplication and demonstrates alignment across local government boundaries.

There is also considerable scope to leverage **state-led infrastructure** as part of Council’s community infrastructure network. Schools are a particularly critical partner, given the State Government’s responsibility for school development, renewal and land use planning. An opportunity exists to advocate for co-location or integration of community facilities within school sites—such as early years rooms, shared libraries, multipurpose spaces and community-accessible sporting facilities.

These examples demonstrate the potential to deliver community infrastructure more efficiently, achieve broader community access, and maximise public investment when Council and State partners work together. The CIP positions Council to pursue these partnerships, supported by clear evidence, defined needs and a coherent set of advocacy priorities.

Scope of infrastructure

The CIP focuses on those facilities and service for which Council is a provider (of facilities and/or services) or a partner. This includes the following, grouped into six broad categories:

- Early years – playgroups, kindergarten, long day care (LDC), maternal and child health (MCH), toy libraries
- Young people – youth centres and youth-friendly spaces
- Libraries
- Multipurpose community spaces – neighbourhood houses, community centres, and multipurpose rooms
- Arts and culture – experience and exhibition spaces, arts creation spaces, and arts and culture hubs
- Community health – community health centres

Our parks, reserves and recreation facilities such as courts and sportsfields are also essential to supporting community needs, but these are considered under other Council policies and strategies, including the Public Space Strategy and the Sport and Recreation Strategy.

1.2 Development of the CIP

The CIP has been informed by a balance of desktop analysis and community input.

Needs assessment

In June 2025, a Community Infrastructure Needs Assessment (CINA) was undertaken for Port Phillip. The CINA is a research-based assessment that identifies current and future needs for community infrastructure at the municipal level and for each local area of the municipality, based on:

- The quantity, type, and performance of existing infrastructure
- Population forecasts and demographic characteristics
- Standard provision benchmarks for each type of community infrastructure
- Strategic drivers, including Council policies and directions, industry trends and best practice

CINA results identify where gaps or oversupply of community infrastructure, serving as an important evidence base for the CIP.

Community engagement

Council recognises the diversity of Port Phillip and values the experiences and insights of the local community as a way to ensure that future community infrastructure meets user needs. Over October and November 2025, Council provided the opportunity to give feedback on the CINA and community infrastructure usage more broadly through online surveys, community workshops, written submissions and the Neighbourhood Engagement Program (NEP).

These responses have been considered and incorporated into this Plan where appropriate and Council thanks all participants who contributed their feedback.

This Draft CIP will be exhibited in March-April 2026, and feedback will shape the final CIP.

1.3 Strategic links

The CIP sits within Council's integrated planning framework. All of Council's work is guided by the Community Vision and Council Plan. Depicted in the Framework in Figure 1, the CIP supports ongoing Council processes, long-term planning, and short- to medium-term decision-making.

The CIP, alongside other strategic plans, will deliver on the Community Vision and strategic directions and priorities of the Council Plan, feeding into regular asset and financial planning, including annual budgets.

A complete list of the relevant state and local policies reviewed for the development of the CIP are listed in Appendix A.

1.4 Summary of key findings

Section 6 of the Plan outlines the community infrastructure needs across each of the Port Phillip neighbourhood areas along with short and long term opportunities. Table 1 provides a summary of the key findings by local area. Note that the Fishermans Bend urban renewal precinct requires a different set of activities and action types from Council due to its nature as a new development with a lower level of existing community infrastructure.

Table 1: Summary of key findings

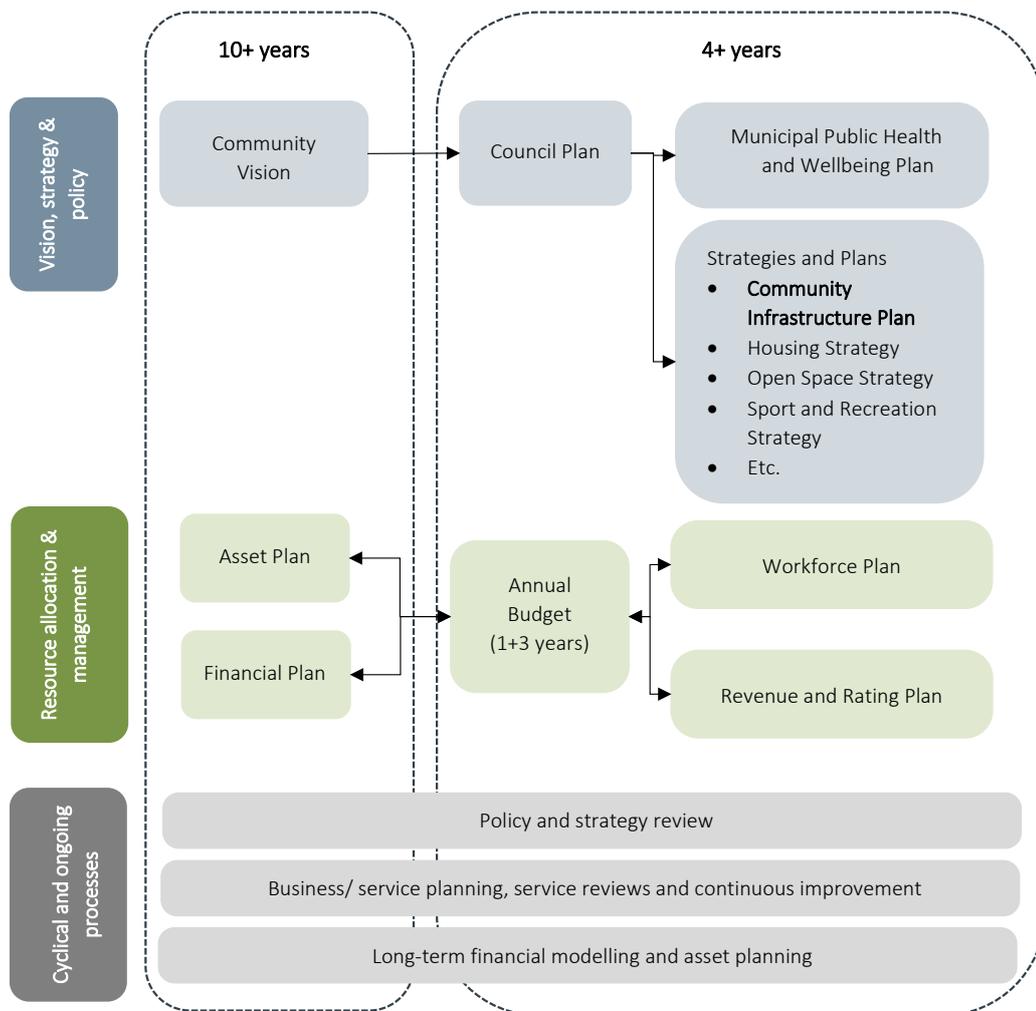
Short term priorities	Longer-term opportunities
South Melbourne	
<ul style="list-style-type: none"> ▪ Complete the refurbishment of South Melbourne Town Hall to provide a secure, long-term home for the Australian National Academy of Music (ANAM) and major cultural venue for the community. ▪ Deliver planned upgrades to the Clarendon Children’s Centre Co-op and the Lilian Cannam Kindergarten. ▪ Refurbish the MCH rooms at the Clarendon Children’s Centre Co-op to improve functionality and enable continued operation. ▪ Refurbish or relocate the toy library (currently at Koolin-ngal Family Centre) to improve functionality and enable its continued operation. ▪ Engage with families to create new local playgroups and identify appropriate spaces from which they can operate. 	<ul style="list-style-type: none"> ▪ Enhance arts and cultural programming at the South Melbourne Town Hall site and in the Emerald Hill creative precinct in partnership with ANAM and other organisations. ▪ Deliver a new community hub at one of the existing community centres or hall sites with more multipurpose capacity, including a Neighbourhood House service, MCH rooms, playgroups, and youth programs. ▪ Explore potential community/ arts and cultural activations for the vacated police station.
Port Melbourne	
<ul style="list-style-type: none"> ▪ Investigate upgrades to Port Melbourne Library to render the library and toy library services more fit-for-purpose and accessible, with additional capacity for family and community programming. ▪ Engage with the Port Phillip Community Group (currently operating out of the Library) and the South Port Community Centre (a nearby Neighbourhood House-style service) to coordinate and promote available programs and services and make best use of local multipurpose community spaces. 	<ul style="list-style-type: none"> ▪ Identify an appropriate site for the delivery of a new community hub with more multipurpose capacity, including a Neighbourhood House service, community health and support services, youth programs, and activities for older persons. ▪ Review requirements within the Port Melbourne library service to complement the new arts and cultural hub with a library in Fishermans Bend. ▪ Identify appropriate sites to expand kindergarten and long day care service capacity.

Short term priorities	Longer-term opportunities
Albert Park	
<ul style="list-style-type: none"> ▪ Review use of the Middle Park Community Centre/Civic Kindergarten site to understand potential for redevelopment as either an early years hub (as it currently is with kindergarten, MCH, and toy library) or expand to include multipurpose community hub. ▪ Engage with families to create new local playgroups and identify appropriate spaces from which they can operate. 	<ul style="list-style-type: none"> ▪ Support U3A Port Phillip to expand their membership and offering to meet growing demand from older persons in this local area; this may require upgrades to Mary Kehoe Community Centre, relocation, or expansion into other available multipurpose spaces. ▪ Depending on outcomes at Mary Kehoe and the Middle Park Community Centre/Civic Kindergarten site, consider providing a new community hub with more multipurpose capacity and a replacement library service. This should consider site options in the St Kilda Road Precinct to service the growing community there. ▪ Identify appropriate sites to expand kindergarten and long day care service capacity.
St Kilda West	
<ul style="list-style-type: none"> ▪ Investigate the potential to upgrade and expand the Shakespeare Grove Artist Studios to accommodate additional studios and multipurpose spaces that can be used for community arts and cultural activities. 	<ul style="list-style-type: none"> ▪ Consider delivery of a new community and wellbeing hub with multipurpose community rooms, consulting rooms for MCH and community health services, and potentially a Neighbourhood House service. This would require consultation with existing service providers and identification of an appropriate site. ▪ Identify appropriate sites to expand kindergarten and long day care service capacity.
St Kilda Central	
<ul style="list-style-type: none"> ▪ Investigate options for the refurbishment and upgrade of St Kilda Library to increase service capacity and deliver more multipurpose community spaces, a new toy library, and digital makerspaces. ▪ Deliver planned upgrades to the North St Kilda Children’s Centre and Eildon Rd Child Care Centre. 	<ul style="list-style-type: none"> ▪ Review the need for multiple community centre/ Neighbourhood House sites and consider reconfiguration, depending on outcomes at the St Kilda Library.
St Kilda East	

Short term priorities	Longer-term opportunities
<ul style="list-style-type: none"> ▪ Deliver planned upgrades to the St Kilda & Balaclava Kindergarten and The Avenue Children’s Centre and Kindergarten. 	<ul style="list-style-type: none"> ▪ In partnership with the Port Phillip Community Group, explore the refurbishment/upgrade of Alma Road Community House to improve functionality and enable its continued operation as a multipurpose centre capable of hosting a wide range of community programs and activities.
Elwood	
<ul style="list-style-type: none"> ▪ Refurbish or relocate the toy library (currently operating from the Elwood and St Kilda Neighbourhood Learning Centre) to improve functionality. ▪ Refurbish or relocate the Elwood Playgroup to improve functionality and enable its continued operation. ▪ Deliver planned upgrades to the Elwood Children’s Centre. 	<ul style="list-style-type: none"> ▪ Identify appropriate sites to expand kindergarten and long day care service capacity. ▪ In partnership with the Elwood and St Kilda Neighbourhood Learning Centre, explore the refurbishment/upgrade of this facility to improve functionality, accessibility, and enable its continued operation as a multipurpose centre capable of hosting a wide range of community programs and activities.
Fishermans Bend - Wirraway	
<ul style="list-style-type: none"> ▪ Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning, including the path for remaining community infrastructure needs in Wirraway Precinct. ▪ Partner with state government to develop more detailed planning documents for Wirraway that include provision of a local community hub. ▪ Identify an appropriate location for the new community hub. Consider minimum land area, accessibility, and opportunities to co-locate with other community infrastructure (e.g. schools, recreation facilities). ▪ Advocate for additional funding to be allocated to cover the land and building costs of this hub. ▪ Review the timing for community infrastructure delivery in Wirraway against projected demand updates in coming years. Recent State Government public transport announcements under the Fishermans Bend Integrated Transport Plan 2025 have delayed train and tram delivery which may change and lengthen the demand profile in the area. ▪ Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families. ▪ Engage with neighbourhood house and community health and support service providers who may operate from the future community hub. ▪ Identify appropriate sites to deliver additional kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges. 	

Short term priorities	Longer-term opportunities
Fishermans Bend - Montague	
<ul style="list-style-type: none"> ▪ Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning, including the path for remaining community infrastructure needs in Montague Precinct. ▪ Based on population growth projections and demand identified in the CINA, Montague Precinct is expecting the highest growth upfront in Fishermans Bend and should be a focus for initial community hub planning and delivery in the urban renewal area. ▪ Partner with state government to develop more detailed planning documents for Montague that include provision of a local community hub. ▪ Identify an appropriate location for the new community hub. Consider minimum land area, accessibility, and opportunities to co-locate with other community infrastructure (e.g. schools, recreation facilities) and the potential for innovative delivery models that do not require land acquisition. ▪ Advocate for additional funding to be allocated to cover the building costs (and land costs, if applicable) of this hub. ▪ Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families. ▪ Engage with neighbourhood house and community health and support service providers who may operate from the future community hub. ▪ Identify appropriate sites to deliver additional kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges. 	
Fishermans Bend - Sandridge	
<ul style="list-style-type: none"> ▪ Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning. ▪ Identify an appropriate location for the new community hub. This hub should be located so it is not only convenient to the local residents of Sandridge but also highly accessible via all transport modes to users traveling from other areas. ▪ Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families. ▪ Engage with service providers who may operate from the future community hub and consider who is best positioned to lead its operation. Given the scale and potential components of this hub, establishing a governance model early and gaining input from the various services to the facility’s design will be critical to ensuring it is fit-for-purpose for all and can operate smoothly. ▪ Identify appropriate sites to expand kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges. ▪ Engage with City of Melbourne to coordinate the timing of delivery of this hub and the planned hub in the Lorimer precinct to ensure facilities and services are complementary. 	

Figure 1: Port Phillip integrated planning and performance framework

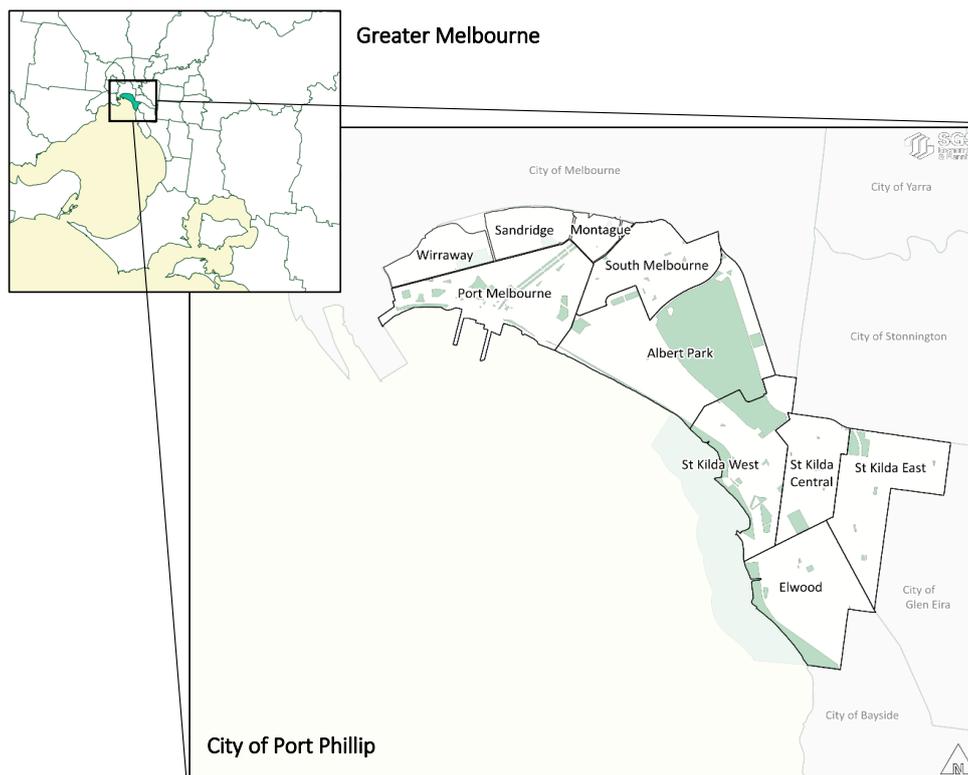


2. The Port Phillip context

2.1 Municipal overview

Situated on the lands of the Kulin Nations, the City of Port Phillip is an inner-city local government area (LGA). It is situated immediately south of Melbourne’s Central Business District (CBD), and wraps directly around Port Phillip Bay. The municipality is home to world-class infrastructure and is known for its arts, culture and entertainment scene that attracts millions of visitors each year.

On the northern end of Port Phillip is the Fishermans Bend urban renewal project. The entirety of Fishermans Bend covers approximately 230 hectares and is envisaged to be a major high-density hub for housing, industry, commercial development, health and education facilities, and community infrastructure. Three Fishermans Bend precincts fall within the municipality’s boundary. They are Wirraway, Sandridge and Montague.

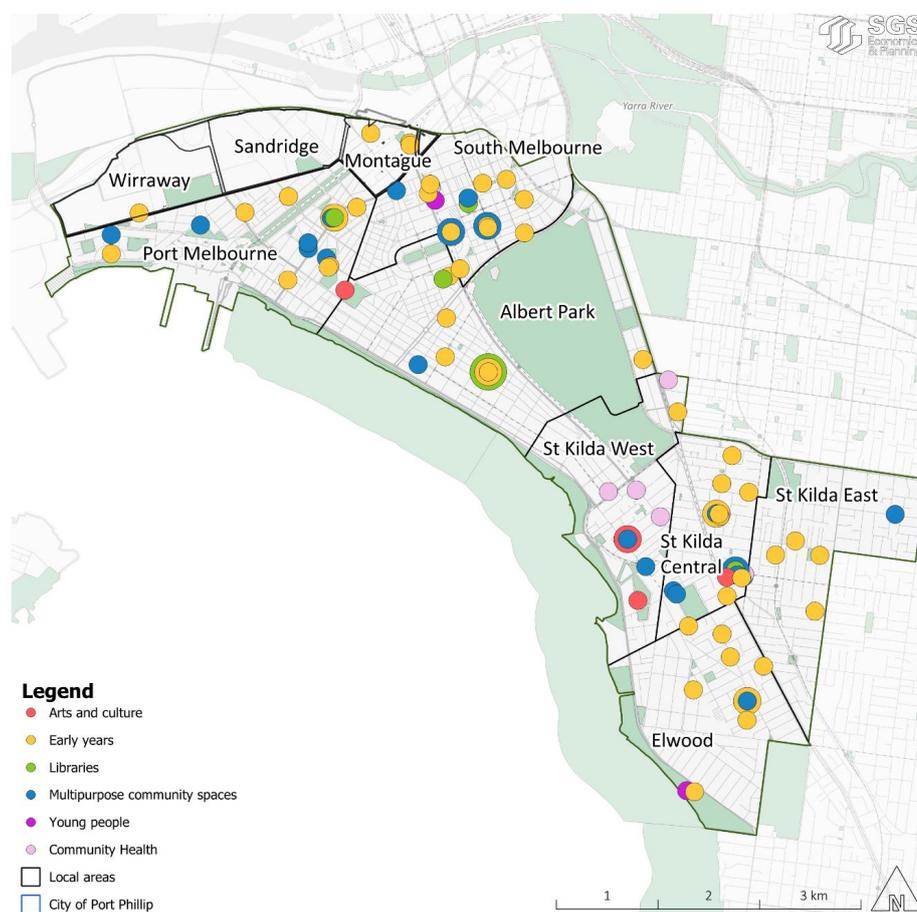


2.2 Local areas and the community infrastructure network

Existing community infrastructure is spread across the municipality, making it possible for residents to access the services they need close to home. Places like St Kilda, South Melbourne, and Port Melbourne have the biggest concentration of facilities, particularly early years services and multipurpose community spaces. Other services—such as libraries and arts and culture venues—are fewer in number, so they tend to be located in highly populated, well-connected areas.

The CIP considers municipal-wide needs and insights for all community infrastructure, identifying short-term priorities and longer-term opportunities for each of the local areas shown in Figure 2.

Figure 2: Community infrastructure in Port Phillip



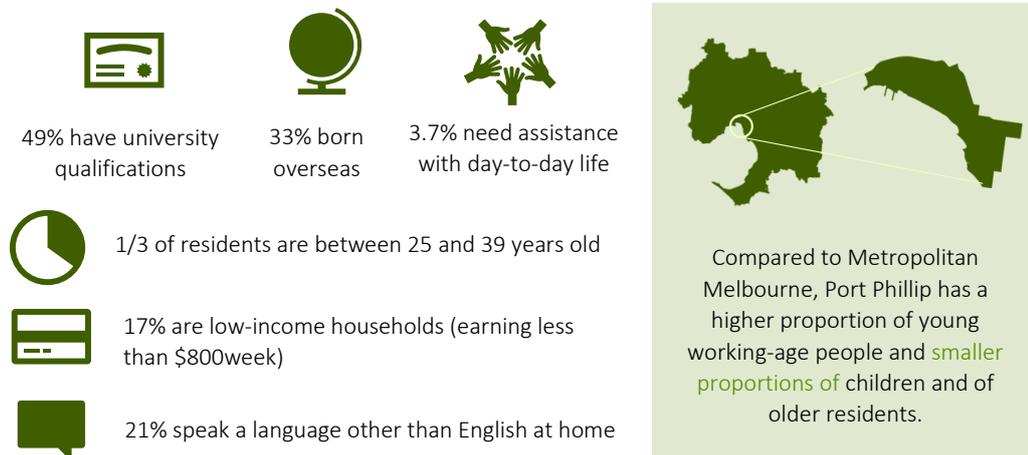
Note: the size of circles does not indicate relative size of the facility, rather it is for visibility purposes to show where multiple infrastructure types exist at the same address.

2.3 Community profile

Currently, Port Phillip hosts a highly diverse population of over 112,000.¹ From the converted warehouses and high-rises of Port Melbourne and South Melbourne to the tree-lined suburbs of St Kilda, Albert Park, and Elwood, Port Phillip is home to people of all ages, representing many cultures and faiths, and living in a mix of houses, townhouses, and high-rise apartments.

Port Phillip residents broadly share characteristics with other municipalities in metropolitan Melbourne. For example, similar proportions of people born overseas, residents who identify as Aboriginal and/or Torres Strait Islander, and lower-income households. However, as an inner-city local government area, Port Phillip records higher rates of university qualifications, fewer family households with children and a significantly higher share of lone person households.

Figure 3: Port Phillip resident characteristics



Local characteristics and community infrastructure

The characteristics of local areas significantly influence people’s needs and experiences of community infrastructure because neighbourhoods differ in character, accessibility, demographics, and environmental conditions.

In lower socio-economic areas (e.g. pockets of South Melbourne), residents may face higher financial stress, limited digital access, and fewer private resources, making free, local and walkable community infrastructure—such as libraries, parks, community centres and health services—especially important.

Areas experiencing high levels of antisocial behaviour or perceived safety issues can deter people—especially women, older people, children and gender diverse communities—from using public spaces, parks, and even community buildings, especially after dark. These neighbourhoods often require deliberate investment in crime prevention through environmental design (CPTED) features, youth

¹ ABS 2024 Estimated Resident Population (ERP)

friendly spaces, activation programs, and staff presence to build trust and safety.-diverse communities—from using public spaces, parks, -prevention-through-environmental-design (CPTED) features, youth-friendly spaces, activation programs, and staff presence to build trust and safety.

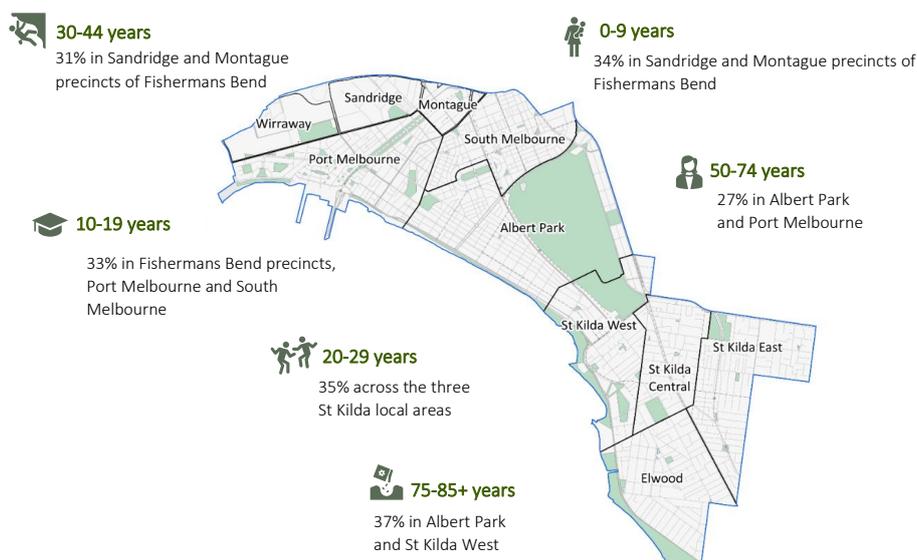
In urban renewal areas like Fishermans Bend, where there is little or no existing community infrastructure, residents may experience early disadvantage if services, open space, health facilities, schools, libraries and transport do not keep pace with population growth. These areas require a proactive, place-based approach to infrastructure planning—ensuring facilities are delivered early, integrated with transport, culturally inclusive, environmentally resilient, and flexible enough to serve emerging communities and diverse demographic profiles.-based approach to infrastructure planning—ensuring facilities are delivered early, integrated with transport, culturally inclusive, environmentally resilient, and flexible enough to serve emerging communities and diverse demographic profiles.

2.4 Future growth

Port Phillip’s population is forecasted to grow across all neighbourhoods to reach approximately 216,000 people by 2056. However, this growth is not evenly spread across the municipality. Central and southern local areas that are more established will grow incrementally. Meanwhile, the redevelopment of Fishermans Bend will see formerly industrial areas transformed into vibrant residential and commercial communities which will be a primary driver of population growth across Port Phillip.

As the population grows, demographic patterns across different local areas are also expected to change. While the city is expected to exhibit a general trend of ageing, the size of other population age groups will also increase. Figure 4 shows where population age groups are expected to be most represented in Port Phillip in the year 2056. These characteristics of the current and future population directly influence demand for community infrastructure.

Figure 4: Where population age groups will be most represented in Port Phillip in 2056



3. Key trends and drivers of change

A mix of local and global social, environmental, and economic trends are driving a shift in community infrastructure needs. These themes emerged through both desktop analysis and stakeholder and community engagement.

3.1 An ageing network of infrastructure

What we know

Much of Port Phillip's existing community infrastructure was built decades ago and adheres to traditional models that have undergone years of wear and tear, are not technology-enabled, and do not meet contemporary accessibility or energy efficiency standards. Many of these were once well-lived-in by a user group that is no longer prominent. All of this reduces their appeal, and ultimately, their capacity for use by community members and organisations.

What we've heard

According to stakeholder and community feedback, existing facilities are valued, but a significant proportion are described as outdated, poorly maintained, or not fit for purpose. Many buildings were constructed decades ago, and adhere to traditional standalone, single-purpose use. Some facilities were noted as needing small fixes to improve their condition and capacity for use, while others require a more wholesale repurposing or redevelopment. Some community members also perceived a divide in investment and facility quality between local areas. -for-purpose

3.2 Changing community needs

What we know

Cities are dynamic and the needs of residents are constantly changing. In Port Phillip, communities continue to become denser and more diverse, the population is ageing, and loneliness is on the rise. Traditional community infrastructure does not always respond well to these challenges. In the context of highly multicultural and multifaith communities, this underscores the importance of flexible, multipurpose facilities that enable different groups to gather, socialise, and participate in programs and activities in ways that reflect their needs and preferences.

What we've heard

The community perceives some gaps in infrastructure types to meet their specific demographic or experience needs. People want infrastructure that can serve multiple purposes, evolve over time, and support different user groups across the day and week. There is growing demand for welcoming, inclusive, safe, and culturally-responsive, intergenerational places. Community infrastructure can better

accommodate how people today work, socialise and learn, with extended hours, digital access, and spaces for informal activities.

3.1 The Fishermans Bend urban renewal project

What we know

As 'Australia's largest urban renewal project', Fishermans Bend poses both daunting challenges and exciting opportunities for Port Phillip. While the State Government is planning and funding community infrastructure across the precinct, there are growing gaps between earlier strategic ambitions and more recent demand, delivery and funding arrangements.

The Fishermans Bend Framework (2018) identified the need for multiple hubs within the urban renewal area, providing a mixture of locally accessible library, arts, cultural, health, education, and multipurpose community facilities, intended to support a diverse and growing population.

However, more recent State funding directions indicate that the approach is evolving. The Government's draft Development Contributions Plan (DCP), released in 2023, proposed to consolidate funding towards selected arts and cultural hubs in the Sandridge and Lorimer precincts, leaving some uncertainty about how servicing gaps will be addressed in the Montague and Wirraway precincts. Recent school investments have also delivered fewer and more restricted community-facing facilities than were originally anticipated, limiting opportunities for shared use and integrated service delivery.

As Fishermans Bend grows, the timing and sequencing of community infrastructure delivery will need to be reviewed. The Montague Precinct has experienced the strongest early population growth, supported by established public transport access, which indicates that community infrastructure planning may need to respond earlier in this location relative to other precincts. Delays to train and tram delivery across Sandridge and Wirraway precincts mean that projected growth patterns and the corresponding demand for community infrastructure will require ongoing review to ensure alignment between demand and development.

Further work is required to align local service needs with infrastructure provision and to clarify the scope and delivery pathways for community hubs, to resolve inconsistencies between what has been planned, what is likely needed and what is funded. Advocacy is needed to secure further investment in community infrastructure so that these new communities are self-sustaining, and to ensure that timing of delivery aligns with population growth to prevent emerging equity gaps for new families, young people and culturally diverse residents moving into the precincts.

What we've heard

Community members see Fishermans Bend as a major opportunity for new community infrastructure, particularly library, creative, multipurpose spaces. Stakeholders emphasised creating a vibrant cultural hub with artist studios, performance spaces and co-located community services. Strong early planning, clear communication, and investment in community infrastructure and other infrastructure types (transport and green infrastructure) are viewed as keys to success in creating communities that are more than just housing. -located community services.

3.2 Land and financial constraints

What we know

Notwithstanding the significant benefits of community infrastructure, it is costly to plan, deliver, maintain, and operate. Funding has not kept pace with inflation of these costs in recent years, and rate capping has placed further limits on the pool of available resources. Land is also expensive and precious in an inner-city context like that of Port Phillip. This means that investment in community infrastructure is now highly constrained, and it is a necessity to explore more innovative and cost-effective models.

What we've heard

Community and stakeholder groups also raised financial concerns, predominantly from a user perspective. Affordability is currently a barrier for many, with hiring costs limiting access to some spaces, particularly those considered higher quality. This is disproportionately impacting vulnerable groups, families with children, and young people.

Feedback highlights the tension between supporting renewal and modernisation (which requires Council investment, and often, subsequent efforts to generate a return) and the fear that this will in turn lead to increased hire costs. That said, the community also recognise the pressures on Council budgets and the need for trade-offs. There are calls for transparent decision-making, diversified funding models, and the need to avoid duplication to reduce costs.

3.3 Climate change

What we know

Extreme weather events and natural disasters are becoming more common as the climate changes. Out of necessity and regulation, buildings must be more energy efficient. Facilities such as community centres and libraries can also function as places of respite during extreme weather events and for recovery following disaster. Climate change will also likely put greater physical strain on Council's buildings, leading to higher maintenance expenses and a shortened lifespan.

What we've heard

There is strong desire from our community for green, climate-resilient community spaces. Increasingly, there is an expectation that community infrastructure should support biodiversity and environmental health alongside social wellbeing. Accessibility by active and public transport and the incorporation of community gardens and more tree planting are often raised as ways for infrastructure to contribute to a reduced carbon footprint.

3.4 The benefits of community hubs

What we know

Community hubs consolidate multiple services, spaces, and community groups at a single site. The model has emerged in recent years as a solution to overcome the challenges and inefficiencies of traditional, standalone community facilities, where user groups are siloed in separate venues, spaces are often underutilised, and Council has a large portfolio of buildings and spaces to maintain and staff.

Hubs have benefits for both users and providers. They offer a more economical way to deliver programs and manage facilities, while also creating a central place for people to gather. Hubs strengthen social interaction and support collaboration between services by co-locating at a single site and creating opportunities for resource-sharing and, eventually, integration. By nature, they tend to be more welcoming and inclusive, drawing in a broader mix of users.

What we've heard

Community hubs are widely acknowledged within the community as an ideal model for bringing more people and activities together under one roof. People want central, flexible spaces that are easy to access, encourage social connection, and make it simpler to find the services they need. There is a clear enthusiasm for larger, adaptable facilities that co-locate services, attract diverse users, and make the best use of limited resources. Many feel that moving toward this model will create vibrant local places that feel like a true heart of the neighbourhood.

3.5 Collaborative partnerships

What we know

Council plays a key role in the planning, delivery and operation of community infrastructure, but so too do other tiers of government, the private sector, and community groups. In Fishermans Bend, there are likely to be a number of education and health facilities delivered by state government that can co-locate community infrastructure. This creates opportunities for community hubs that enable innovation and resource-sharing. Partnerships can also fill gaps in programs and services that Council is not best placed to provide. For these partnerships to be successful, strong values alignment is needed, and deeply collaborative processes to co-design buildings, governance structures, and programs.

What we've heard

Community and stakeholder feedback calls for a more collaborative, transparent approach where Council, service providers, and the community work together to shape and operate community spaces. People feel that deeper collaboration would reduce duplication, make better use of shared resources, and help create services that reflect real community needs.

4. Plan framework

4.1 Vision

Council's vision for community infrastructure in Port Phillip is:

A network of high-performing community infrastructure that supports the wellbeing and connectedness of our diverse community and reinforces Port Phillip as a thriving cultural hub and great place to live.

4.2 Principles

The CIP is shaped by six principles. These elaborate on what we mean by 'high-performing community infrastructure' and how we will achieve the vision.

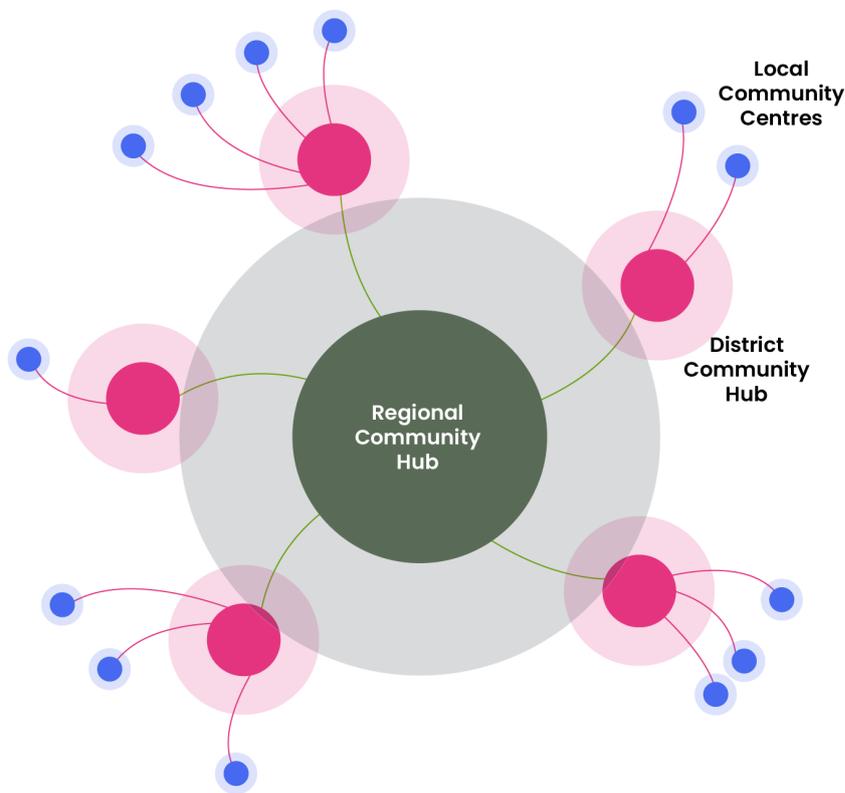
Principle	What this looks like in practice
Flexible and responsive	Infrastructure is designed to be flexible and adaptable. It is highly utilised by the broadest possible range of groups, services and activities and is able to be easily repurposed over time to respond to changing community needs.
High-quality and innovative	Infrastructure design is to a high standard, incorporating environmentally sustainable design, technology and other features that attract users and engender a sense of community identity and pride.
Accessible	Infrastructure is located close to where people live, shop and recreate, and accessible by active and public transport. Its design is safe, accessible and welcoming to all members of the community, regardless of age, gender, background or ability, fostering a sense of belonging among all users.
Equitable	Investment in community infrastructure is targeted to reduce inequities and remove barriers to participation. Projects that improve access, safety, affordability, and inclusion for groups such as women and gender diverse people, low income households, young people, older residents, people with disabilities, and culturally-diverse communities are the ones that are prioritised.
Co-located and integrated	Spaces and services are co-located at community hubs to maximise convenience and opportunities for collaboration. Over time, operations become integrated and streamlined through stronger partnerships, and facilities/services operate more efficiently and effectively.
Financially sustainable	Infrastructure planning and delivery should consider whole-of-life costs and aim for long-term financial sustainability. This includes exploring diverse funding and operational models, promoting shared use, and ensuring operational efficiency to reduce ongoing burdens.

4.3 Community hubs hierarchy

As the model that is adopted for most future facilities—including those in Fishermans Bend—community hubs will play an important role in achieving the vision for community infrastructure.

With services integrated into a single location, large multi-purpose hubs can service a wider geographic location. However, smaller-scale hubs distributed across the municipality remain essential to supporting more local, day-to-day needs and reducing barriers to access, particularly for disadvantaged cohorts. This means that our future community infrastructure network will be made up of a mix of regional-, district-, and local-level community hubs. (Figure 4).

Figure 4: A municipal network of hubs and local community centres



Source: SGS Economics and Planning (2024)

Under this approach, the level of each hub is dependent on its catchment population (how many people it will serve) and the scale and mix of the spaces and services it contains:



Regional hubs provide large facilities with both multipurpose spaces and more specialised services and spaces that can accommodate major events and programs, including ones that cannot be found anywhere else in the municipality.

Currently, there are no regional-level hub provided by Council in Port Phillip. However, the community hub that is planned for Sandridge is expected to be of this scale – with multiple service types planned, and early plans indicating a footprint of over 11,000m².



District hubs cater to a range of general community needs and interests, with some specialised spaces and equipment. Alongside multipurpose rooms of different sizes, 1-2 formalised services may be provided. Examples of this type of facility in Port Phillip include the St Kilda Town Hall and the Middle Park Community Centre.



Local hubs (which are typically community centres or Neighbourhood Houses) fill accessibility gaps between larger-scale hubs. These facilities typically only have a small number of flexible spaces that can meet the basic needs of local community groups and residents. They may or may not have a formal service presence, instead being activated by bookings or outreach/pop-up services from various providers who do not have a local permanent location. There are many existing multipurpose community centres and neighbourhood/ community houses in Port Phillip that could be classified as local community hubs, but often with small footprints. Examples include the Betty Day Community Centre and the Alma Road Community House.

5. Municipal-wide needs and opportunities

There are big-picture needs and opportunities for each of the six community infrastructure categories that are relevant right across the municipality. Understanding these helps us to align local area priorities to our vision and principles and guarantee that planning, delivery, and management of community infrastructure is strategic and consistent.

The CINA developed the infrastructure needs through an audit of existing facilities and the application of best practice service provision ratios which determine the 'gap' in community facilities by 2056. Insights, feedback and opportunities were developed through the community engagement discussions with community, staff and community service providers.

5.1 Early years

Infrastructure needs		
Facility/service	Existing infrastructure	Addl. required by 2056
Playgroup sessions	86	--
Long day care places	2,781	+2,090
Kindergarten places	1,743	+1,360*
Maternal and Child Health (MCH) rooms	12	+2
Toy libraries	4	+4 to 5
Insights, feedback and opportunities		
<ul style="list-style-type: none"> Early years services are among the most frequently used community facilities in Port Phillip. Some playgroups and toy libraries are operating from spaces that are not fit-for-purpose, largely due to inadequate storage. State government-led service reforms are driving a significant increase in service demand on top of population growth, and some families are already facing wait times to access services. Many additional expansions and new facilities spread across the municipality will be required to meet expected demand for kindergarten services over the long-term. The role of state government and the private sector in kindergarten and long day care is growing, but Council-owned and run services and community-run services in Council-owned buildings help ensure family needs and preferences can continue to be met. Early years hubs that co-locate multiple services can potentially offer improved convenience and benefits for families, but smaller childcare facilities also remain highly valued. 		
Council's role in responding to future demand		

- Six early kindergarten facilities are being upgraded between 2026 and 2030, funded through a Building Blocks Partnership between Council and state government. In these upgrades, Council should ensure delivery of flexible spaces to allow for expansion within existing premises where possible.
- Council should continue to participate in the State-led Kindergarten Information Service Planning process to allow for continuous monitoring of service needs.
- Council should continue facilitating other providers to deliver new facilities and expand their service capacity to help meet demand.

5.2 Young people

Infrastructure needs

Facility/service	Existing infrastructure	Addl. required by 2056
Youth centre	0	+3 to 4
Youth-friendly spaces	1	+26

Insights, feedback and opportunities

- Youth centres are intentionally designed and programmed spaces for young people, and there are currently none in Port Phillip. This reflects Council’s current place-based delivery model that activates youth-friendly spaces for programs and activities, which has resulted in strong participation and positive outcomes.
- Youth-friendly spaces can be multipurpose spaces that are inclusive to young people – outdoors (e.g. adventure playgrounds) or indoors, programmed or unprogrammed. Creative spaces and recreation spaces can also serve as important youth-friendly infrastructure.
- As the community grows, Council may look to explore the place-based model and consider whether this approach still meets community need. Should data and trends identify a need for a facility that includes dedicated, purpose-built spaces that host services and programs for young people, Fishermans Bend, which will be home to many of Port Phillip’s new families, is likely the best location for such a facility.
- It is especially important that any youth centres and youth-friendly spaces are accessibly by public transport, trauma-informed, and culturally safe.
- Partnerships with external organisations such as Headspace have enabled the delivery of targeted programs that complement and strengthen the local service offering. Council should maintain these partnerships and continue to advocate to other providers to deliver spaces and programs that meet the needs of young people.

Council’s role in responding to future demand

- Council should continue to identify and activate youth spaces across the municipality, with a particular focus on where new infrastructure has been delivered
- Council should continue to engage with young people and their families to understand changing needs for service delivery as new families move into the Fishermans Bend development.
- Council should continue to partner with other organisations and local community groups.

5.3 Multipurpose community spaces

Infrastructure needs		
Facility/service	Existing infrastructure	Addl. required by 2056
Neighbourhood house services	5	+4 to 5
Multipurpose community centres	10	+0 to 1
Community spaces - small	12	+42
Community spaces - small to medium	18	+9
Community spaces - medium	10	+17
Community spaces - medium to large	2	+25
Community spaces - large	3	+8

Insights, feedback and opportunities
<ul style="list-style-type: none"> ▪ There are currently no Aboriginal gathering places in Port Phillip. The need for such a space and where it would be best located is something that should be explored with Traditional Owners and state-level cultural institutions. ▪ Port Phillip’s community centres and neighbourhood houses provide vital local spaces for a wide range of social, civic, learning, creative, and recreation activities, but many are ageing, undersized, and no longer fit-for-purpose. ▪ Larger rooms are in especially high demand and most across Port Phillip are already at capacity, according to bookings data and feedback. ▪ Accessibility upgrades, extended opening hours, and low hiring fees are needed to remove barriers to access for vulnerable community members, older persons, and not-for-profit support services. ▪ Feedback from community members and organisations also suggests that multipurpose spaces could be better promoted, so they are easier to find and book. ▪ Walkable access from residential areas to multipurpose spaces will be increasingly important as the population ages. ▪ The Neighbourhood House model is particularly effective at activating multipurpose centres/spaces with programs and activities that are highly impactful and responsive to local needs, without being exclusive to any one demographic group. ▪ Community spaces can be co-located with libraries, early years facilities, arts and cultural facilities, and sport and recreation facilities to meet demand and create vibrant multipurpose hubs. ▪ Smart design features such as operable walls that allow for rooms sizes to be scaled up or down as needed (so that one larger space can also be several small spaces) and AV equipment are key to maximising the use of multipurpose spaces. ▪ Community spaces at private facilities (e.g. churches) complement the public network, and Council should continue to advocate that these be provided and made available to the general public.

Council’s role in responding to future demand
<ul style="list-style-type: none"> ▪ Council should continue to review opportunities to increase the utilisation and fitness for purpose of existing meetings space.

- Council should look for opportunities to co-locate flexible multipurpose spaces with other services in new and refurbished infrastructure.
- Council should continue to work in partnership with other local organisations to improve public access to multipurpose spaces.

5.4 Libraries

Infrastructure needs		
Facility/service	Existing infrastructure	Addl. required by 2056
Library (sqm)	4,720	+3,260 (equal to 1 to 2 contemporary libraries)
Insights, feedback and opportunities		
<ul style="list-style-type: none"> ▪ Libraries today are much more than places to borrow books – they are increasingly functioning as hubs for families, older persons, young people, and even businesses and workers. ▪ Inclusion of multipurpose community spaces and extended opening hours are especially important in enabling the hub model for libraries. ▪ Existing libraries in Port Phillip widely vary in their size and offering; some will require redevelopment (and potentially relocation) to achieve modernisation and to meet increasing demand and community expectations. 		
Council’s role in responding to future demand		
<ul style="list-style-type: none"> ▪ Council should explore the need and feasibility of extended services or hours for libraries across the network. 		

5.5 Arts and culture

Infrastructure needs		
Facility/service	Existing infrastructure	Addl. required by 2056
Arts and cultural facility (all types)	4	+3
Arts and culture hub	1	+1 to 2
Experience & exhibition spaces	3	+2 to 3
Arts creation space	3	+7 to 8
Insights, feedback and opportunities		
<ul style="list-style-type: none"> ▪ Port Phillip is home to highly active performing, visual, and digital arts communities, with emerging artforms and a mix of government- and community-led venues and organisations. 		

- Our community has emphasised the need for additional spaces for arts and cultural pursuits – both creation spaces and performance/exhibition spaces, and especially studios for artist tenancies.
- Repurposing under-used or vacant industrial, civic, or commercial spaces is a key opportunity for creating affordable and unique arts and cultural facilities.
- Multipurpose community spaces that are outfitted with storage, sinks, and washable floors can also function as community arts spaces.
- Council plays a key role in arts programming, including of outdoor spaces, and partnerships with other providers will continue to be important.

Council’s role in responding to future demand

- Council should continue to leverage the expertise and experience of local artist communities in developing arts and culture service programming.

5.6 Community health

Infrastructure needs

Facility/service	Existing infrastructure	Addl. required by 2056
Community health centre	5	+2

Insights, feedback and opportunities

- The not-for-profit sector and state government lead provision of community health services rather than Council, but Council-owned/managed spaces can also host these services.
- Council’s role as partner and advocate is an important one for this infrastructure type, helping to ensure the quantity and distribution of services (particularly where there is socio-economic disadvantage) is appropriate, and that services remain responsive to local health and wellbeing needs identified through research and engagement.
- Community members and health organisations have expressed the need for more inclusive, wrap-around health and wellbeing hubs with complementary services that provide holistic support and cater to vulnerable groups (e.g., people experiencing homelessness, older adults, people with mental health needs).
- That said, co-location with multipurpose community spaces and other types of services is also a beneficial model in different ways – helping to reduce stigma and foster connections, acting as health-supporting spaces where people can gather and seek support where needed.

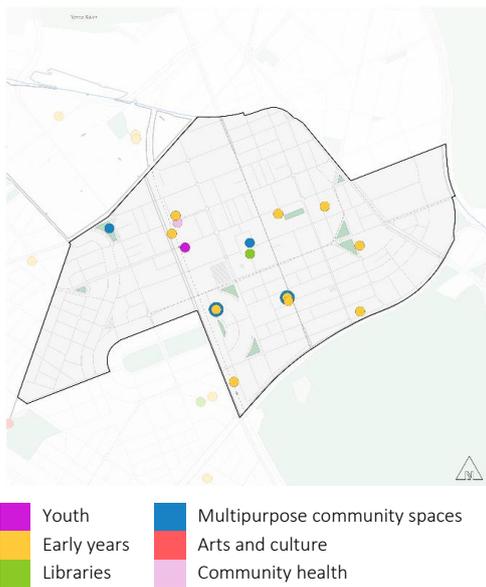
Council’s role in responding to future demand

- Council should continue to advocate for underrepresented members of the community in the provision of health and social support services.
- Council should continue to facilitate opportunities to increase health services within the municipality, including potential co-location opportunities.

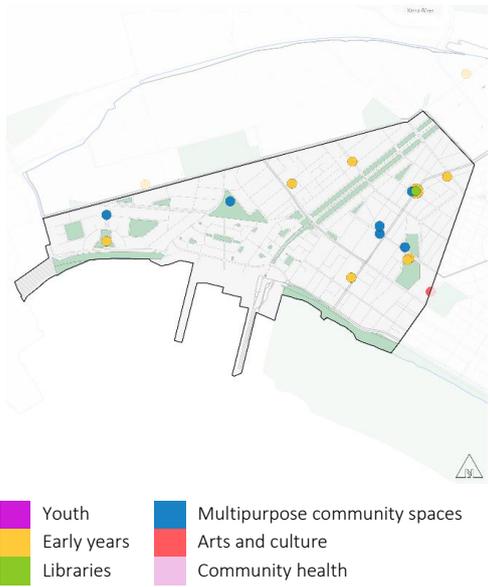
6. Needs and opportunities by local area

In each local area of Port Phillip, there are both short-term needs that should be prioritised for addressing within the next five years and longer-term opportunities that will require further investigations, engagement, and funding options.

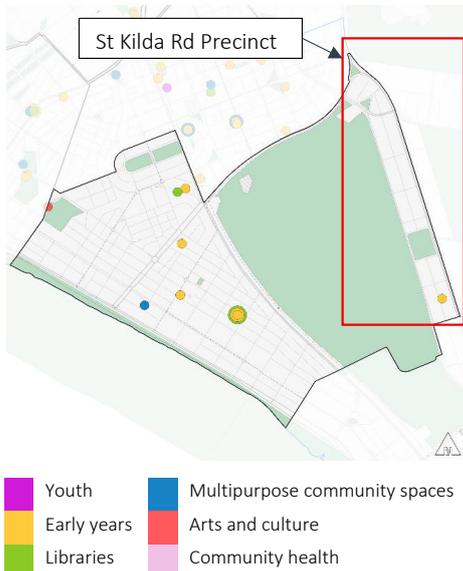
6.1 South Melbourne

Forecast population			
2026	2056	Additional residents	South Melbourne is one of the fastest-growing areas outside of Fishermans Bend, with a large and growing concentration of young people and young professionals.
13,116	21,350	+ 8,234	
Current infrastructure & identified needs			
		<p>South Melbourne includes a mix of civic and community infrastructure:</p> <ul style="list-style-type: none"> South Melbourne Community Centre Sol Green Community Centre Emerald Hill Library and Heritage Centre Multiple kindergarten and long day care services South Melbourne Town Hall (under redevelopment) Port Phillip Men’s Shed Headspace and Better Health Network services <p>However, there are gaps that will continue to widen as the population grows:</p> <ul style="list-style-type: none"> Playgroups Neighbourhood House service Arts and culture facilities Multipurpose community spaces, including youth-friendly spaces 	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Complete the refurbishment of South Melbourne Town Hall to provide a secure, long-term home for the Australian National Academy of Music (ANAM) and major cultural venue for the community. Deliver planned upgrades to the Clarendon Children’s Centre Co-op and the Lilian Cannam Kindergarten. Refurbish the MCH rooms at the Clarendon Children’s Centre Co-op to improve functionality and enable continued operation. Refurbish or relocate the toy library (currently at Koolingal Family Centre) to improve functionality and enable its continued operation. Engage with families to create new local playgroups and identify appropriate spaces from which they can operate. 		<ul style="list-style-type: none"> Enhance arts and cultural programming at the South Melbourne Town Hall site and in the Emerald Hill creative precinct in partnership with ANAM and other organisations. Deliver a new community hub at one of the existing community centres or hall sites with more multipurpose capacity, including a Neighbourhood House service, MCH rooms, playgroups, and youth programs. Explore potential community/ arts and cultural activations for the vacated police station. 	

6.2 Port Melbourne

Forecast population			
2026	2056	Additional residents	Positioned between Fishermans Bend and the established suburbs of South Melbourne, Port Melbourne is and will continue to be home to a mix of both families and older persons.
17,048	21,705	+4,657	
Current infrastructure & identified needs			
		<p>Port Melbourne has a diverse infrastructure network including:</p> <ul style="list-style-type: none"> South Port Community Centre Liardet Community Centre Port Melbourne Town Hall precinct, including Library, City Collection and auditorium Seven early years facilities <p>Some facilities and services may require additional provision to meet population needs:</p> <ul style="list-style-type: none"> Community health services Arts and culture facilities Kindergarten places Multipurpose community spaces, including youth-friendly spaces <p>Planned investment in nearby Fishermans Bend may address some of these gaps – particularly for arts and culture.</p>	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Investigate upgrades to Port Melbourne Library to render the library and toy library services more fit-for-purpose and accessible, with additional capacity for family and community programming. Engage with the Port Phillip Community Group (currently operating out of the Library) and the South Port Community Centre (a nearby Neighbourhood House-style service) to coordinate and promote available programs and services and make best use of local multipurpose community spaces. 		<ul style="list-style-type: none"> Identify an appropriate site for the delivery of a new community hub with more multipurpose capacity, including a Neighbourhood House service, community health and support services, youth programs, and activities for older persons. Review requirements within the Port Melbourne library service to complement the new arts and cultural hub with a library in Fishermans Bend. Identify appropriate sites to expand kindergarten and long day care service capacity. 	

6.3 Albert Park

Forecast population			
2026	2056	Additional residents	An established suburb, Albert Park’s population is forecast to grow at a slower rate than the LGA overall. This local area is expected to age, however will also continue to attract a growing cohort of young workers. This growth will likely be concentrated in the St Kilda Road precinct which is separated from the rest of the precinct and will see a different growth profile with likely younger residents and families.
17,039	22,828	+5,788	
Current infrastructure & identified needs			
		<p>Albert Park is home to local facilities as well as major venues that service a larger population beyond its residents, including:</p> <ul style="list-style-type: none"> Gasworks Creative Precinct with theatres, workshop rooms, gallery spaces and outdoor areas Melbourne Sports and Aquatic Centre (MSAC) and Lakeside Stadium Middle Park Community Centre with toy library, MCH, library, and multipurpose spaces Mary Kehoe Community Centre, home to U3A Port Phillip Albert Park Library <p>Infrastructure in the Cities of Melbourne and Stonnington to the east likely also service some demand, especially for the St Kilda Road precinct which only has one early years facility.</p> <p>Still, there are gaps in provision that will be exacerbated as the population grows:</p> <ul style="list-style-type: none"> Playgroups Long day care and kindergarten places Multipurpose community spaces 	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Review use of the Middle Park Community Centre/Civic Kindergarten site to understand potential for redevelopment as either an early years hub (as it currently is with kindergarten, MCH, and toy library) or expand to include multipurpose community hub. Engage with families to create new local playgroups and identify appropriate spaces from which they can operate. 		<ul style="list-style-type: none"> Support U3A Port Phillip to expand their membership and offering to meet growing demand from older persons in this local area; this may require upgrades to Mary Kehoe Community Centre, relocation, or expansion into other available multipurpose spaces. Depending on outcomes at Mary Kehoe and the Middle Park Community Centre/Civic Kindergarten site, consider providing a new community hub with more multipurpose capacity and a replacement library service. This should consider site options in the St Kilda Road Precinct to service the growing community there. Identify appropriate sites to expand kindergarten and long day care service capacity. 	

- Explore partnership opportunities with future developers along St Kilda Road to identify interim or permanent community infrastructure spaces to active street frontage

6.4 St Kilda West

Forecast population		
2026	2056	Additional residents
15,267	21,408	+6,141

St Kilda West is an attractive and well-connected centre for arts, culture and nightlife activities in Port Phillip. There is a high concentration of young people of working age, and trend this is expected to remain the case over the long-term.

Current infrastructure & identified needs

St Kilda West has targeted services for some communities, though there is less variety across the local area. Existing infrastructure includes:

- Several community health services including Better Health Network, Access Health, Alfred Health and Sacred Heart Mission
- Shakespeare Grove Artist Studios
- Linden Art Gallery and studio spaces

However, there is a lack of early years services and family-friendly spaces as well as other gaps that will continue to widen as the population grows:

- Multipurpose community centre and multipurpose spaces
- Neighbourhood House service

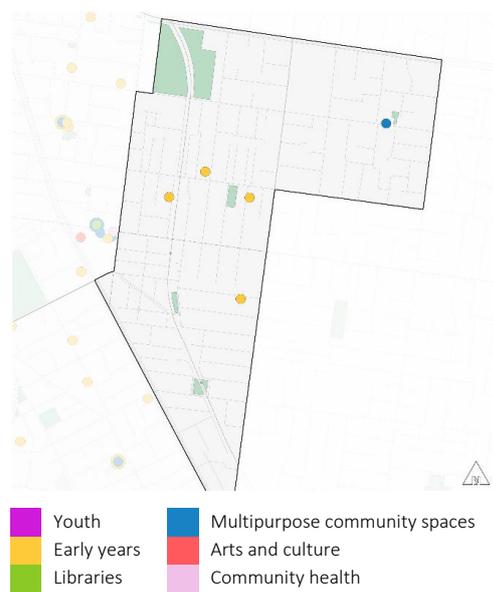
These gaps are due in part to the strong presence of community infrastructure in the nearby St Kilda Central.

Short-term priorities	Longer-term opportunities
<ul style="list-style-type: none"> Investigate the potential to upgrade and expand the Shakespeare Grove Artist Studios to accommodate additional studios and multipurpose spaces that can be used for community arts and cultural activities. 	<ul style="list-style-type: none"> Consider delivery of a new community and wellbeing hub with multipurpose community rooms, consulting rooms for MCH and community health services, and potentially a Neighbourhood House service. This would require consultation with existing service providers and identification of an appropriate site. Identify appropriate sites to expand kindergarten and long day care service capacity.

6.5 St Kilda Central

Forecast population			
2026	2056	Additional residents	St Kilda Central is nestled between western and eastern St Kilda and so shares many of the same characteristic as its neighbours. This local area is forecast to have the largest growth in residents after South Melbourne and Fishermans Bend, and will continue to have a dominant cohort of young adults.
13,308	21,271	+7,963	
Current infrastructure & identified needs			
		<p>St Kilda Central acts as a civic and community hub for the municipality, with:</p> <ul style="list-style-type: none"> St Kilda Library – the largest in the municipality The Carlisle Street Art Space Council programmed gallery situated at the St Kilda Town hall. Port Phillip Community Group (Neighbourhood House) Multiple community centres Seven early years facilities <p>There is a need for the following to service current and future populations:</p> <ul style="list-style-type: none"> Toy library Multipurpose community spaces <p>Following the closure of the PCYC, there is also a lack of youth-friendly spaces and services.</p>	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Investigate options for the refurbishment and upgrade of St Kilda Library to increase service capacity and deliver more multipurpose community spaces, a new toy library, and digital makerspaces. Deliver planned upgrades to the North St Kilda Children’s Centre and Eildon Rd Child Care Centre. 		<ul style="list-style-type: none"> Review the need for multiple community centre/ Neighbourhood House sites and consider reconfiguration, depending on outcomes at the St Kilda Library. 	

6.6 St Kilda East

Forecast population			
2026	2056	Additional residents	As the easternmost local area of Port Phillip, St Kilda East has a more suburban and residential feel than its counterparts. Relatively modest population growth is forecast, and the demographic makeup is expected to remain largely unchanged.
16,616	19,866	+3,250	
Current infrastructure & identified needs			
		<p>St Kilda East is home to community infrastructure that is limited to:</p> <ul style="list-style-type: none"> Alma Road Community House – a Neighbourhood House that includes multipurpose rooms and portal to Port Phillip Community Group Four early years facilities <p>This leaves gaps across most infrastructure categories. However, some infrastructure in the City of Stonnington to the east likely service also demand from this community – including the Stonnington Children’s Centre and the Grattan Gardens Community Centre.</p> <p>Residents are likely accessing some facilities and services in St Kilda Central as well as in the neighbouring Cities of Stonnington and Glen Eira to meet their needs.</p>	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Deliver planned upgrades to the St Kilda & Balaclava Kindergarten and The Avenue Children’s Centre and Kindergarten. 		<ul style="list-style-type: none"> In partnership with the Port Phillip Community Group, explore the refurbishment/upgrade of Alma Road Community House to improve functionality and enable its continued operation as a multipurpose centre capable of hosting a wide range of community programs and activities. 	

6.7 Elwood

Forecast population			
2026	2056	Additional residents	The beachside suburb of Elwood is forecast to experience relatively modest population growth. Elderly population cohorts will increase most significantly, though there will also continue to be a concentration of older working professionals and retirees.
15,717	19,646	+3,929	
Current infrastructure & identified needs			
		<p>Reflecting its more residential character, Elwood community infrastructure exhibits similar patterns to that in St Kilda East, with:</p> <ul style="list-style-type: none"> One community centre/ Neighbourhood House – the Elwood and St Kilda Neighbourhood Learning Centre Elwood Sea Scouts (a specialised youth facility) Six early years facilities <p>Some facilities and services may require additional provision to meet local population needs:</p> <ul style="list-style-type: none"> Long day care and kindergarten places Multipurpose community spaces 	
Short-term priorities		Longer-term opportunities	
<ul style="list-style-type: none"> Refurbish or relocate the toy library (currently operating from the Elwood and St Kilda Neighbourhood Learning Centre) to improve functionality. Refurbish or relocate the Elwood Playgroup to improve functionality and enable its continued operation. Deliver planned upgrades to the Elwood Children's Centre. 		<ul style="list-style-type: none"> Identify appropriate sites to expand kindergarten and long day care service capacity. In partnership with the Elwood and St Kilda Neighbourhood Learning Centre, explore the refurbishment/upgrade of this facility to improve functionality, accessibility, and enable its continued operation as a multipurpose centre capable of hosting a wide range of community programs and activities. 	

6.8 Fishermans Bend – Wirraway

Forecast population and infrastructure needs		
2026	2056	Additional residents
257	17,529	+17,271
<p>Wirraway is the westernmost precinct of Fishermans Bend, immediately south of an employment precinct that falls within the City of Melbourne. Wirraway will be a predominantly residential area, but at lower densities than elsewhere, resulting in a smaller population than in Sandridge or Montague. As consistent with other Fishermans Bend precincts, there will be a low proportion of older people in Wirraway, with a high share of working age people and their children.</p>		
<p>The CINA identifies needs across all infrastructure categories for Wirraway:</p> <ul style="list-style-type: none"> ▪ 650x long day care places ▪ 880x kindergarten places (across all of Fishermans Bend) ▪ 1-2x maternal and child health rooms ▪ 1x toy library ▪ 5x playgroups ▪ 1x multipurpose community centre ▪ 1x neighbourhood house service ▪ 1x partial library service (e.g. a kiosk) ▪ 2-3x medium to large/large community spaces ▪ 2-4x small/ small to medium/ medium community spaces (incl. youth-friendly, consulting-style spaces for community health and support services, and arts creation spaces) 		
<p>Some kindergarten and long day care capacity is expected to be delivered at new school sites, including the new Narrarrang Primary School. School sites have potential to provide spaces for early years services including maternal and child health consulting rooms, playgroup space, and other facilities for family and children’s programs.</p> <p>Other facilities envisaged in previous strategic planning for the precinct have not progressed. State government strategic documents, including the Fishermans Bend Framework (2018) and the Fishermans Bend Community Infrastructure Plan (2017), proposed a regional Health and Wellbeing Hub, an Education and Community Hub, and an Arts and Cultural Hub in the Wirraway Precinct. These hubs were intended to support a wide range of community services and activities.</p> <p>However, more recent State funding and delivery arrangements indicate an evolving approach. The State’s Draft Fishermans Bend Urban Renewal Area Development Contributions Plan does not include a local hub in Wirraway, recent school funding has provided only limited community facilities, and expectations for community hospital delivery in foreseeable timeframes have been adjusted.</p> <p>Further work is required to align local service needs with infrastructure provision and to clarify the scope and delivery pathways for community hubs, to resolve inconsistencies between what has been planned, what is needed, and what is funded.</p>		
Infrastructure recommendations		

- Given the regional hub planned for Sandridge and the somewhat smaller population forecast for this precinct, a local-level hub is likely sufficient for Wirraway.
- Further provision of early years services may be required (beyond just what is delivered by state government at school sites), which could be delivered as additional local hub or with the other services/spaces as a larger hub.
- There are two existing community centre sites (Sandridge Community Centre and Fishermans Bend community Centre) just over the boundary in Port Melbourne, and a district hub with similar components is recommended there.
- Planning for facilities in Port Melbourne and Sandridge should consider how they complement the need for a future local hub in Wirraway, including matters of capacity, access, and service distribution across the precinct.

Planning and advocacy recommendations

- Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning, including the path for remaining community infrastructure needs in Wirraway Precinct.
- Partner with state government to develop more detailed planning documents for Wirraway that include provision of a local community hub.
- Identify an appropriate location for the new community hub. Consider minimum land area, accessibility, and opportunities to co-locate with other community infrastructure (e.g. schools, recreation facilities).
- Advocate for additional funding to be allocated to cover the land and building costs of this hub.
- Review the timing for community infrastructure delivery in Wirraway against projected demand updates in coming years. Recent State Government public transport announcements under the Fishermans Bend Integrated Transport Plan 2025 have delayed train and tram delivery which may change and lengthen the demand profile in the area.
- Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families.
- Engage with neighbourhood house and community health and support service providers who may operate from the future community hub.
- Identify appropriate sites to deliver additional kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges.

6.9 Fishermans Bend – Montague

Forecast population and infrastructure needs		
2026	2056	Additional residents
3,181	23,106	+19,925

Montague is the easternmost precinct of Fishermans Bend and is envisioned as a mixed-use precinct. Located next to the established South Melbourne neighbourhood, there are currently some early years facilities available. Residents may access facilities in South Melbourne during the development period.

The CINA identifies needs across all infrastructure categories for Montague:

- 690x long day care places
- 880x kindergarten places (across all of Fishermans Bend)
- 1 maternal and child health rooms
- 1x toy library
- 7x playgroups
- 1x multipurpose community centre
- 2-3x medium to large/large community spaces
- 3-6x small/ small to medium/ medium community spaces (incl. youth-friendly, consulting-style spaces for community health, and support services, and arts creation spaces)
- 1x neighbourhood house service

Currently in Montague, the South Melbourne Primary School site includes a kindergarten and long day care service and maternal and child health rooms. Outside of this, there is another early years site providing kindergarten and long day care, as well as the Montague Continuing Education Centre, which provides education to students with mild intellectual disabilities aged 15 to 18. Other facilities envisaged in previous strategic planning for the precinct have not progressed.

State government strategic documents, including the *Fishermans Bend Framework* (2018) and the *Fishermans Bend Community Infrastructure Plan* (2017), proposed an Arts and Cultural Hub in the Montague Precinct.

While some local needs have been addressed through the South Melbourne Primary School site and the proposed Sandridge Arts and Cultural Hub, there remains a shortfall in accessible community spaces in Montague.

Further work is required to better align local service needs with provision, and to clarify the scope and delivery pathways for future community hub facilities in Montague.

Infrastructure recommendations

- Given the regional hub planned for neighbouring Sandridge and the smaller geographical footprint for this precinct, a local-level hub is likely sufficient for Montague.
- Further provision of early years services may be required (beyond just what is delivered by state government at school sites), which could be delivered as additional local hub or with the other services/spaces as a larger hub.
- There is no existing community/civic site available to serve as this hub, and little to no vacant land remaining in the precinct. Given this, innovative delivery models should be considered, e.g. the potential to adapt government land or lease a commercial space.
- Planning for facilities in South Melbourne, Port Melbourne and Sandridge Precinct should consider how they complement the need for a future local hub in Montague, including matters of capacity, access, and service distribution across the precinct.

Planning and advocacy recommendations

- Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning, including the path for remaining community infrastructure needs in Montague Precinct.
- Based on population growth projections and demand identified in the CINA, Montague Precinct is expecting the highest growth upfront in Fishermans Bend and should be a focus for initial community hub planning and delivery in the urban renewal area.
- Partner with state government to develop more detailed planning documents for Montague that include provision of a local community hub.
- Identify an appropriate location for the new community hub. Consider minimum land area, accessibility, and opportunities to co-locate with other community infrastructure (e.g. schools, recreation facilities) and the potential for innovative delivery models that do not require land acquisition.
- Advocate for additional funding to be allocated to cover the building costs (and land costs, if applicable) of this hub.
- Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families.
- Engage with neighbourhood house and community health and support service providers who may operate from the future community hub.
- Identify appropriate sites to deliver additional kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges.

6.10 Fishermans Bend – Sandridge

Forecast population and infrastructure needs		
2026	2056	Additional residents
629	27,090	+26,460
<p>Sandridge, central to Fishermans Bend, is expected to have the largest increase in population and commercial activity of any precinct. Currently, there is only one sports oval (not included in the report) in the area. Significant community infrastructure to meet future need is planned for the</p>		
<p>The CINA identifies needs across all infrastructure categories for Sandridge:</p> <ul style="list-style-type: none"> ▪ 1,000x long day care places ▪ 880x kindergarten places (across all of Fishermans Bend) ▪ 3 maternal and child health rooms ▪ 1x toy library ▪ 8x playgroups ▪ 1x multipurpose community centre ▪ 4-5x medium to large/large community spaces ▪ 13-14x small/ small to medium/ medium community spaces (incl. youth-friendly, consulting-style spaces for community health, and arts creation spaces) ▪ 1x neighbourhood house service <p>A regional-level community hub comprising library, performing arts spaces, youth services and flexible community spaces is planned and funded for Sandridge Precinct through the State’s draft Fishermans Bend Urban Renewal Area Development Contributions Plan. A future State primary school is also planned in the precinct.</p>		
Infrastructure recommendations		
<ul style="list-style-type: none"> ▪ Provision of a regional-level hub with a mix of spaces and services in this precinct will be essential to meeting community needs for this precinct, and potentially also some of the needs of other precincts. 		
Planning and advocacy recommendations		
<ul style="list-style-type: none"> ▪ Confirm the scope of the State Government’s final Fishermans Bend Urban Renewal Area Development Contributions Plan and next steps for community infrastructure planning. ▪ Identify an appropriate location for the new community hub. This hub should be located so it is not only convenient to the local residents of Sandridge but also highly accessible via all transport modes to users traveling from other areas. ▪ Support the establishment of new playgroups and toy library services through engagement and capacity-building with local families. ▪ Engage with service providers who may operate from the future community hub and consider who is best positioned to lead its operation. Given the scale and potential components of this hub, establishing a governance model early and gaining input from the various services to the facility’s design will be critical to ensuring it is fit-for-purpose for all and can operate smoothly. ▪ Identify appropriate sites to expand kindergarten, long day care, and MCH service capacity. Where these are co-located with schools, partner with state government to co-design the building and governance model to avoid access and operational challenges. ▪ Engage with City of Melbourne to coordinate the timing of delivery of this hub and the planned hub in the Lorimer precinct to ensure facilities and services are complementary. 		

7. Monitoring and evaluation

Community infrastructure planning is not a set-and-forget process. It requires ongoing monitoring and evaluation under a whole-of-Council approach for effective project and resource management. Council's annual budget and capital works programs will consider the needs and opportunities identified by the CIP, investing where required.

The CIP will be updated in five years and a report will be prepared that provides an update on the status of short-term priorities, detailing next steps for any that remain outstanding.

Alongside this, Council will monitor the following to measure the success of the CIP and inform responses to newly emerging issues and opportunities:

- Customer satisfaction with community facilities and services
- Ongoing feedback from user groups, including through the Neighbourhood Engagement Program
- Utilisation of bookable spaces
- Library membership rates
- Waitlists for early years services

Appendix A: Relevant legislation and policy

The following legislation, policies, strategies and plans have informed the Community Infrastructure Plan.

National

- National Competition Policy
- Disability Discrimination Act 1992

State-level

- Local Government Act 2020
- Planning and Environment Act 1987
- Public Health and Wellbeing Act 2008
- Plan for Victoria
- Fishermans Bend Framework
- Fishermans Bend Urban Renewal Area Development Contributions Plan (Draft)

Municipal-level

- Plan for Port Phillip 2025-35 (includes the Community Vision)
- City of Port Phillip Creative and Prosperous City Strategy 2023-26
- Every Child, Our Future: Children's Services Policy 2020
- Port Phillip Library Action Plan 2021-2031
- Asset Management Policy 2021
- Community Facility Access and Allocation Policy 2024
- Property Policy
- Gender Equality Act 2020
- Child Safe Policy 2024
- Accessibility Action Plan 2023 to 2025
- Kindergarten Infrastructure and Services Plan (2025)

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9. AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT CITY

9.1	<i>Community Electric Vehicle Charging Program</i>	<i>135</i>
9.2	<i>Draft Foreshore Management Plan for Public Consultation</i>	<i>171</i>



9.1 COMMUNITY ELECTRIC VEHICLE CHARGING PROGRAM

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY DEVELOPMENT

PREPARED BY: RENAE WALTON, PRINCIPAL CLIMATE ADAPTATION OFFICER

CATHERINE COMERFORD, SENIOR SUSTAINABILITY AND
CLIMATE CHANGE OFFICER

ED COTTER, HEAD OF SUSTAINABILITY & CLIMATE CHANGE

1. PURPOSE

- 1.1 To seek endorsement for the expansion of the private electric vehicle charging pilot to include emerging technology.
- 1.2 To seek endorsement for the Electric Vehicle Charging Infrastructure Guidelines.

2. EXECUTIVE SUMMARY

- 2.1 Council is committed to supporting Electric Vehicle (EV) adoption through the installation of public and private EV charging infrastructure, in line with Initiative 30 of the *Act and Adapt Sustainable Environment Strategy 2023-2028*.
- 2.2 The installation of EV charging infrastructure in the City of Port Phillip has gained momentum in the past 12 months with:
 - A licence for one public fast charger signed;
 - Four public fast charger licences currently in the last stages of negotiation;
 - Three pole mounted chargers installed;
 - Further negotiations for additional pole mounted chargers underway; and
 - 20 private vehicle charging permits issued.
- 2.3 To continue this momentum Officers are seeking to:
 - expand the private EV charging pilot to including a minimum of two additional devices that will support charging EVs at private homes.
 - provide guidance on approval processes, design and safety considerations for EV Charging infrastructure through the development of guidelines.

3. RECOMMENDATION

That Council:

- 3.1 Endorses the Electric Vehicle Charging Infrastructure Guidelines (**Attachment 2**).
- 3.2 Authorises the Chief Executive Officer, or delegate, to make non-material amendments to the EV Charging Guidelines where such changes are required to improve clarity, reflect updated technical standards, or correct minor errors, provided that these amendments do not alter the intent or direction endorsed by Council.
- 3.3 Endorses Council expanding the types of Private Electric Vehicle Charging devices permitted by Council in response to new charging technology subject to a review of the technology demonstrating compliance with the Electric Vehicle Charging Infrastructure Guidelines and permit conditions.



4. KEY POINTS/ISSUES

Expansion of the private electric vehicle charging pilot to include emerging technology

- 4.1 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.
- 4.2 Council supported the pilot with the Kerb Charge product, an EV charger installed in the footpath allowing a resident to charge their car using their own electricity.
- 4.3 At the 5 June 2024 Council meeting a resolution:
 - Extended the trial to four years or 100 chargers, whichever comes first, after which the model will be reviewed.
 - Required annual renewal of permits, with audits to ensure compliance of conditions.
 - Allowed permit renewals to be declined if the location constrains Council works.
- 4.4 Over the past five years other types of EV chargers to support at home on-street charging have been used in Australia.
- 4.5 The current pilot for privately owned chargers on public land has been limited to only Kerb Charge devices.
- 4.6 Officers are proposing to expand the pilot to specifically include two additional devices (attachment 1 for images):
 - 4.6.1 An overhead cable management system, invented by Vehicle Charging Solutions Australia. This is an arm on a swivelling boom that is counterweighted, hinged and mounted on a post within the property boundaries. The boom folds out lifting to a safe height above the pavement. When not in use it is folded back within the property boundaries. It enables a resident to run a charging cable overhead, above the footpath and nature strip to their EV parked on the street. It does not impact Council assets. Merri-bek Council launched a 12-month trial to permit 20 residents to install this equipment on their property.
 - 4.6.2 An inground cable management system, consisting of a gully recessed into the pavement, so that the EV charging cable is placed in the gully while charging the car, and removed at all other times. This device is very common in the United Kingdom. There is currently only one supplier of the product in Australia – REA Electrics.
- 4.7 In expanding the pilot Officers will:
 - review the current application criteria and adjust as needed specific to the expanded technology.
 - undertake due diligence to ensure that private EV charging providers are reputable and have the necessary insurance.

Electric Vehicle Charging Infrastructure Guidelines

- 4.8 Council has made a number of decisions about facilitating public and private EV charging including through the Act and Adapt Strategy 2023-2028.



4.9 In order to support understanding of Council's expectations, Officers have developed Electric Vehicle Charging Infrastructure Guidelines (The Guidelines). The Guidelines capture previous Council decisions and provide direction on:

- The EVCPO selection and installation process for charge station locations
- The management, maintenance and removal of EV chargers
- Urban design requirements and siting considerations
- Ownership and funding models
- Communication and data standards
- Safety and compliance requirements.

4.10 The Guidelines cover the current application and assessment process which is outlined on page 7 of the Guidelines and is detailed below.

- Provider identifies a location and discusses suitability with Council.
- Once a provider has identified a site, it is recorded in our database. If additional providers identify the same location, they are informed that it is under review and they will be told if it becomes available for investigation.
- Council provides an initial response based on an internal referral process that looks at future site use, accessibility requirements, heritage and urban design considerations.
- The provider undertakes a site analysis for power suitability with the Distribution Network Service Provider (DNSP).
- If the site is deemed suitable by Council and the DNSP, Council will draft a license agreement with the EVCPO. The EVCPO is responsible for entering into a license agreement with the DNSP.
- Once ready for signing, a report is brought to Council requesting that Council authorise the CEO (or delegate) to execute the license agreement.

5. CONSULTATION AND STAKEHOLDERS

Expansion of private electric vehicle charging pilot

- 5.1 Officers have engaged internally across Council to identify concerns with expanding the pilot. No concerns were raised.
- 5.2 Community feedback will form part of the review and evaluation of the proposed expansion for new technologies.

Electric Vehicle Charging Infrastructure Guidelines

- 5.3 Officers have engaged extensively across Council internally with feedback incorporated into the guidelines.

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.



- 6.2 The Guidelines contain expectations regarding installation of charging infrastructure. This further aims to reduce a range of risks related to safety and compliance and commercial risks.

Expansion of private kerbside EV charger pilot

- 6.3 The permit conditions are an important tool to manage risk. The permit conditions regulate and manage works and infrastructure within Council-managed road reserves, ensuring public safety, asset protection, and minimise disruption to the community. They aim to:
- 6.3.1 Ensure Safe and Orderly Works
The conditions set out requirements for how works must be conducted, including timelines, site cleanliness, traffic and pedestrian management, and reinstatement obligations. This helps ensure the activities are undertaken safely, efficiently, and with minimal risk to the public.
 - 6.3.2 Protect Council Infrastructure and Assets
The permit-holder is responsible for any damage to roads, footpaths, drains, trees, and other Council assets, and must carry out reinstatement to Council standards. This safeguards the long-term integrity of municipal infrastructure.
 - 6.3.3 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.
 - 6.3.4 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.
 - 6.3.5 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 responsive asset management.
 - 6.3.6 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 uses.
- 6.4 Residents may provide feedback to Council about the proposed devices to be included in the expanded private kerbside electric vehicle charger pilot. This will be considered during the evaluation process.

Legislative and Regulatory Risk

- 6.5 To regulate private EV chargers in a way that adequately manages long-term liability, indemnity, and enforcement legal advice was received and recommended the position supported at the 5 June 2024 meeting Council to limit the duration of the trial to 4 years OR the installation of 100 private EV chargers, whichever comes first. Thereafter, Council will consider 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

- 6.6 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).
- 6.7 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
 - Consent-holder accepts all liability by agreeing to conditions

Operational and Infrastructure Risk

- 6.8 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
- 6.9 Conditions applied to permits manage these risks by requiring removal of infrastructure at the resident's cost.

Environmental and Flood Risk

- 6.10 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.
- 6.11 Council has developed criteria that must be met by private charging providers. These can be found in the [Private Kerbside Electric Vehicle Charging Infrastructure Application](#)

Procurement and Market Access Risk

- 6.12 The initial pilot was delivered working closely with a single supplier. By expanding the pilot to include additional suppliers Council is reducing perceived risk of exclusivity or conflict with Council's procurement policy under the Local Government Act 2020.
- 6.13 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.

OHS Risk

- 6.14 Council staff or contractors working on public land or assets in the vicinity of the chargers would be covered under Council's workplace OHS insurance, and Council could be liable for any injury caused because of a fault in the private infrastructure.
- 6.15 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.

- 6.16 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.
- 6.17 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

- 7.1 The expansion of the private kerbside EV charger pilot will be covered within the current resources.
- 7.2 To offset part of the Council costs, permit application fees were increased in June 2024 to \$500 from \$132.
- 7.3 Officers have the option to assess applications in batches. The low number of applications has meant this approach has not been needed to date.

8. ENVIRONMENTAL IMPACT

- 8.1 The transition to EVs will lead to lower community greenhouse gas emissions and improved air quality.
- 8.2 Emissions reductions depend on the electricity source; however, as the grid continues to decarbonise, the environmental benefit will increase over time.
- 8.3 The transition to EVs will lead to less localised air pollution (e.g. nitrogen oxides, particulate matter) improving urban air quality, benefiting public health.
- 8.4 EVs are quieter than petrol and diesel vehicles, contributing to lower noise pollution.

9. COMMUNITY IMPACT

- 9.1 Increasing the number of charging devices supported through the private kerbside EV charging program, may make the charging of EVs directly from a resident's home more accessible and affordable. This benefit will increase if solar or batteries are also being used.

10. GENDER IMPACT ASSESSMENT

- 10.1 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.
- 10.2 Women, on average, are more likely to be trip-chaining (e.g. combining work, school drop-off, errands). This means that public charger locations near key destinations (i.e. schools, shops, childcare, health services), or private chargers at home, can better support their travel patterns.



11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 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*.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

12.1.1 Following a decision on the recommendations, Officers would:

- Start the process to expand the private vehicle pilot to include additional devices.
- Make the Electric Vehicle Charging Infrastructure Guidelines final and include a review date of no later than 2 years from endorsement.

12.2 COMMUNICATION

12.2.1 Communicate, via Council's website, the expansion of the private kerbside electric vehicle charger pilot to include the permitting of additional devices.

12.2.2 Make public the Electric Vehicle Charging Guidelines by placing them 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. Examples of infrastructure to support EV Charging  [↓](#)
 2. EV Infrastructure Charging Guidelines 2026  [↓](#)

Vehicle Charging Solutions Australia

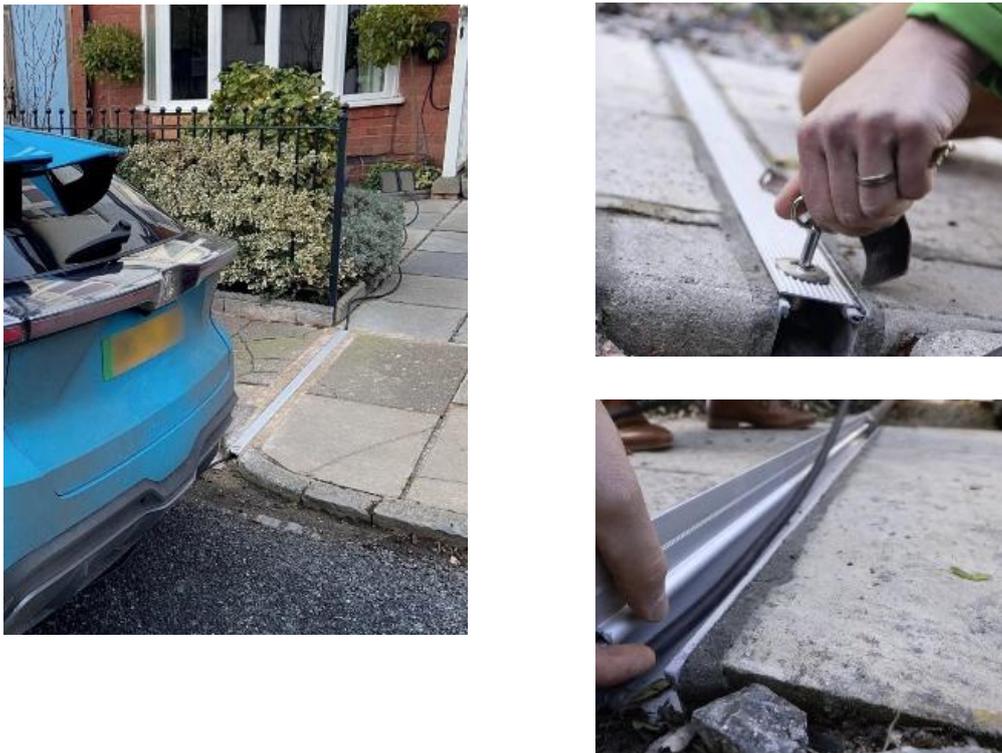
Overhead cable arm



Kerbocharge - Gully in pavement with rubber seal



Charge Gully – Gully in pavement with solid metal casing





Electric Vehicle Charging Infrastructure Guidelines

Guidelines outcome:	The City of Port Phillip has a network of electric vehicle chargers servicing our community and supporting decarbonisation of transport
Responsible area:	City Planning and Sustainability Department
Version:	1.0
Date approved/adopted:	< TBC post endorsement >
Planned review date:	<TBC – 2 years post endorsement>



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Document history

Version	Date of approval / adoption	Changes made	ECM record
1	<Enter text>	<Enter text>	<Enter text>



1. Purpose

To support Council's commitment to facilitate the uptake of electric vehicles in the community by investigating, trialling and facilitating the installation of public charging stations and private charging infrastructure and removing barriers to charging infrastructure in new developments and existing buildings.

Council recognises that it is important to support the growth of Electric Vehicles (EVs) as part of a pathway to a sustainable transport future.

2. Scope

These guidelines seek to provide guidance for the planning, provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on public and private land in the City of Port Phillip, Victoria.

They are designed to support interactions with existing or prospective electric vehicle charge point operators (EVCPO). These guidelines also apply in specific instances of private electric vehicle charging infrastructure on public land and in existing and new developments.

They outline the process Council is taking with the selection of EVCPO and charge station locations.

Intended users may include groups listed in Table 1 below:

Intended User	Role and Responsibility
External stakeholders	
Residents, local businesses, or developers	<ul style="list-style-type: none"> Plan, install, operate and maintain EV charging infrastructure Ensure standard operating procedures are followed for safe and compliant installation
Electric Vehicle Charge Point Operators (EVCPO), equipment installers, and service providers	<ul style="list-style-type: none"> Plan, install, operate, and maintain EV charging infrastructure Ensure standard operating procedures are followed for safe and compliant installation
Other government agencies (e.g. Department of Transport and Planning)	<ul style="list-style-type: none"> Plan development and manage referrals relating to EV charging infrastructure
Internal Stakeholders	
Community facility planners, project managers	<ul style="list-style-type: none"> Ensure current and future developments have appropriate infrastructure
Transport team	<ul style="list-style-type: none"> Review parking in planning permit applications or development referrals
Property and Assets Department	<ul style="list-style-type: none"> Provide advice on engineering risks Ensure planning considers other civil infrastructure Provide advice on location where infrastructure is to be installed, ensuring it is not encumbered

Electric Vehicle Infrastructure Charging Guidelines



Parking Services team	<ul style="list-style-type: none"> • Monitor parking compliance
City Permits team	<ul style="list-style-type: none"> • Assess, maintain and review Private EV Charging Permits on public land, with cyclical inspection/audit.
Asset Inspections team	<ul style="list-style-type: none"> • Inspect private EV charging infrastructure on public land, including reinstatements in relation to damage/bonds
Diversity, Equity and Inclusion team	<ul style="list-style-type: none"> • Provide advice on infrastructure design considerations to support dignified and equitable access and accessibility more broadly
Building and Planning Services Department	<ul style="list-style-type: none"> • Advise on development and more specifically EV charging provisions • Ensure compliance with building and planning scheme requirements
Open Space and Parks Departments	<ul style="list-style-type: none"> • Provide advice on proposed EV assets in proximity of street trees and other vegetation
City Planning and Sustainability Department	<ul style="list-style-type: none"> • Enforce EV charging service level agreement and minimum operating standards • Undertake licencing considerations • Review and provide advice related to heritage and public realm impacts / review applications

3. Guideline Objectives

The objectives of the Electric Vehicle Charging Infrastructure Guidelines are to:

- Support a coordinated rollout and well-developed network of public EV charging stations across the City of Port Phillip through detailing Council’s process to facilitate EVCPOs to install public chargers on Council managed land.
- Provide direction to EVCPOs on Council’s requirements when installing charging infrastructure.
- Outline Council’s position on the installation of private EV charging infrastructure on public land.
- Outline Council’s position on the installation of private EV charging infrastructure in existing and new developments.
- Inform residents, businesses and investors about Council’s role in supporting the installation of public EV charging stations and how to seek further guidance.

4. Governance Principles

The City of Port Phillip will:

- Support the delivery of a network of public EV charging infrastructure that facilitates increased uptake of EVs, reducing emissions and improving air quality.
- Support the delivery of EV charging infrastructure on public land that integrates effectively with the transport network and local environment.

Electric Vehicle Infrastructure Charging Guidelines



- Consider relevant industry practices, standards, regulations, research, and trends in EV market.
- Aim to balance any commercial benefit from EV charging alongside community benefits.
- Act as a facilitator of the market to enable equitable, appropriate EV charging infrastructure.
- Foster a competitive multi-operator environment which provides consumers with choice.
- Encourage opportunities for EV charging infrastructure to align with the objectives of Council strategies and plans, such as the Integrated Transport, Urban Forest, Climate Emergency Response, Accessibility Action Plan and activity center plans.
- Require charging infrastructure to be well-planned, designed, maintained, and accessible.
- Ensure that installed infrastructure does not negatively impact public space and the community.

5. Guidelines for Public Charging Infrastructure

Council managed kerbside space, and off-street carparks provide accessible and convenient locations to install publicly available EV charging infrastructure.

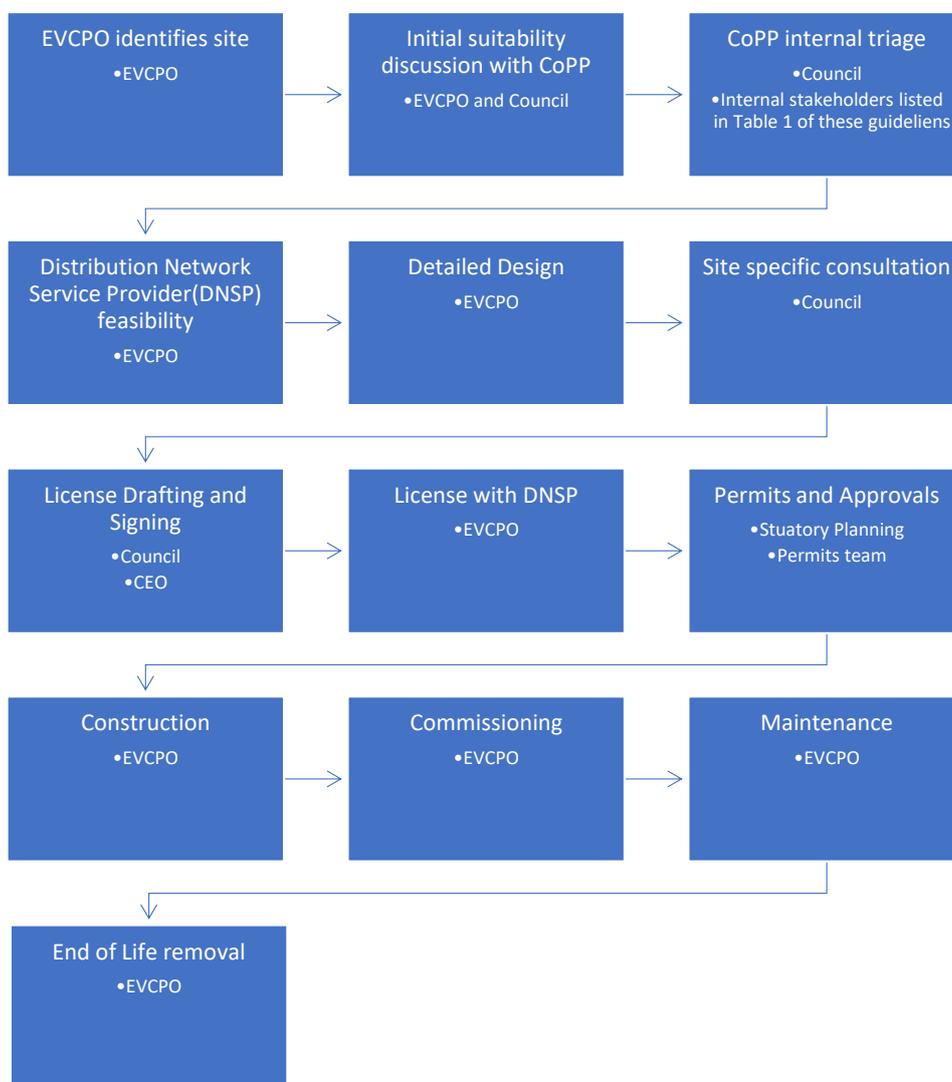
Council does not have an allocated ongoing budget for investing in, or subsidising, EV charging infrastructure, and expects the private sector to lead delivery.

Council encourages proposals from EVCPD to install EV infrastructure on Council owned or managed land.



5.1. Application and Assessment Process

The application and site assessment process for the installation of public charging infrastructure is as follows:



Further detail is provided in **Appendix 1**.

Electric Vehicle Infrastructure Charging Guidelines



5.2. Guidance for EVCPOs - Site selection and Design requirements

Council will follow the principles outlined in **Appendix 2** when determining the appropriateness of a site for the installation of EV charging infrastructure. Design requirements, that address visibility, identification and accessibility, urban amenity considerations, and parking configurations are also outlined in **Appendix 2**.

5.2.1. Consultation Process

It will be the EVCPOs responsibility to consult with:

- The Council
- The DSNP
- Other relevant utility companies

It will be Council's responsibility to, when relevant, engage with

- Internal stakeholders including relevant Council departments
- Site-specific stakeholders including regular users, neighbouring residents and businesses

5.3. Ownership and Funding Model

Council will not own or operate EV chargers that solely service the public, but rather sees its role as the responsible authority to plan, license land for use, and facilitate the market to scale appropriate installation of EV charging infrastructure. The EVCPO is expected to cover the capital expenditure, cost of installation, maintenance, and decommissioning.

Council may charge a rental or licensing fee for EVCPOs to operate on Council land.

5.3.1. License Agreements

When an appropriate site has been assessed and approved, Council will issue a license to operate an EV Charger on Council (controlled) public land. Example license agreements are provided in **Appendix 4** and **Appendix 5**. The license will include:

- terms and conditions
- maintenance requirements
- decommissioning
- expectations for service level and minimum operating standards

Licenses will generally be site-specific agreements. To encourage private market uptake, allow specialisation in charger types, and avoid risk of over-exposure from a single supplier, Council may choose to allocate licenses to different operators.

Electric Vehicle Infrastructure Charging Guidelines



5.3.2. Land Abutting State Arterial Roads

Under the *Road Management Act 2004*, permission to install EV charging on state controlled arterial roads must be referred to the Department of Transport and Planning (DTP). Land falling within a TRZ1/2 planning zone is under the authority of DTP and permission must be sought for installation of any non-exempt infrastructure including EV charging.

It will be the responsibility of the EVCPO to seek DTP permission for the installation of charging infrastructure where the land manager is the State Government. The EVCPO will incur any costs associated with gaining relevant approvals. Council will support this process by providing information as required and working with the EVCPO to facilitate approvals.

5.3.3. Installation on Crown Land

The City of Port Phillip is the land manager on behalf of the Crown, for a large number of car parks (off and on street) across the City. Permission to install EV charging on Crown Land requires landowner consent from the Department of Energy, Environment and Climate Action. Council will support this process by providing information as required and working with the EVCPO to facilitate approvals.

5.4. Infrastructure Installation, Maintenance and Removal

EVCPOs must consider the following when submitting proposals for installation of charging infrastructure:

5.4.1. Electrical capacity

EV chargers have varying levels of energy demand. It is essential to select the right charger type for the right location. This will typically consider how long vehicles are parked and the end user needs.

Council expects all EVCPOs have consulted with the DNSP and that they have ensured sufficient electrical supply exists or can feasibly be sourced from the DNSP.

Council will negotiate with EVCPOs to come to an agreement that will meet Council and supplier requirements, including provisions for removal and/or relocation before installation occurs.

5.4.2. Renewable Energy and Smart Energy Load Management Systems

EV chargers present an opportunity to support Victorian Government and Council goals to reduce carbon emissions. For chargers installed on public land, Council requires that chargers are supplied with 100% renewable energy.

Council also recommends installers:

- Provide appropriate integration with energy management systems;

Electric Vehicle Infrastructure Charging Guidelines



- Optimise power usage and implement load management strategies;
- Consider integrating the charging infrastructure with smart charging systems;
- Consider how their technology can enable vehicle-to-grid (V2G) supply in the future.

5.4.3. Maintenance

Licences with EVCPOs will contain specific maintenance information and requirements relevant to the individual charging systems.

EVCPOs are responsible for:

- The ongoing ad hoc maintenance of the charging infrastructure to ensure it remains continuously in service and available for customers.
- All technical maintenance including annual professional electrical safety checks of the charging facilities, cables and grounding systems by a qualified electrician.
- All repairs and upgrades required to ensure continuous service.
- Ensuring there is an appropriate cable management system to enable proper storing of the cable on a hook or similar, to ensure it is not driven over or becomes a trip hazard.
- The timely replacement of cables that are damaged or stolen.
- The installation of software systems that constantly monitor charging stations and trigger alerts to the maintenance team in real time.
- Monitoring performance to ensure errors and interruption of connection to apps and payment facilities is quickly remedied.

5.4.4. Post installation

EVCPOs will be required to:

- Register the locations of underground cabling in the public space with Before you Dig Australia.
- Provide locations of underground cabling to the City of Port Phillip to enable recording of information within Council's own systems.

Any further changes or enquiries to EV bays post installation (i.e. removal, relocation or change to parking controls) will be led by Council's Sustainability and Climate Change Team.

5.5. Scalability and Modularity

Scalability and modularity ensure that charging bays and infrastructure can expand as demand increases.

Council recommends EVCPOs:

Electric Vehicle Infrastructure Charging Guidelines



- Design the parking bay layout to accommodate potential future expansion.
- Use modular charging equipment and infrastructure to allow for easy reconfiguration or addition of charging stations as demand grows.
- Consider Dynamic Load Control or smart charging to overcome supply restrictions when this is seen as a barrier to implementation.

5.6. Communication Standards

Council recommends EVCPOs:

- Incorporate communication technology that will continue to work as systems and technology change in the future.
- Consider debit/credit card, RFID (swipe card) and mobile app activation capabilities.
- Use a widely accepted open-source software and ensure the chargers are visible on EV service platforms and payment gateways (e.g., Chargefox and Plugshare).
- Test and ensure the mobile and network data requirements for payment methods and the potential for access to cellular / WiFi / Ethernet connections are sufficient on site prior to installation.

5.7. Permitted Technologies

Council will remain technology agnostic in relation to EV charging solutions and will assess new technologies for suitability as they become available. Residents and EVCPO's are encouraged to bring emerging technologies to the attention of Council for consideration.



6. Guidelines for Private Charging Infrastructure

6.1. Private electric vehicle chargers installed on public land

Residents in City of Port Phillip can apply for a private kerbside Electric Vehicle Charger Permit if they and their property meet all the following criteria:

- Applicant is a property owner, or tenant with written landlord permission.
- Property is a standalone building
- The applicant must have current public liability insurance of a minimum of \$20 million that extends to include the private kerbside EV charging infrastructure and be valid for the life of the charger.

Application details can be found on Council's website. www.portphillip.vic.gov.au

6.1.1. Criteria for charger permit

Submission of a permit application does not guarantee approval.

Permits are provided on an annual basis. If approved, Council will undertake an annual renewal and compliance assessment. Permit fees are set on an annual basis.

Permit renewals could be declined if the location of private kerbside EV chargers constrains any future Council works on Council roads and footpaths.

Applicants must demonstrate through annotated photos and plans included with the application that the criteria listed in **Appendix 6** are, or can be, met.

The granting of a permit or approval for EV charging does not guarantee exclusive or ongoing access to on-street parking. All approvals remain subject to compliance with existing parking restrictions, and the space will continue to be used by other motorists in accordance with those restrictions.

6.1.2. Permitted Technologies

Council will remain technology agnostic in relation to EV charging solutions and will assess new technologies for suitability as they become available. Residents and EVCPO's are encouraged to bring emerging technologies to the attention of Council for consideration.

6.2. Existing and new developments

Council encourages the installation of EV charging infrastructure at existing and new private/commercial/industrial developments, both for private and public use (as determined by the responsible person/entity). In most instances, Council approval will not be required to progress such installations. However, installers are required to ensure industry standards are met.

Electric Vehicle Infrastructure Charging Guidelines



The National Construction Code (NCC) requires more new buildings to be EV-ready. An EV-ready building has electrical infrastructure in place to facilitate the installation of EV charging units. According to Energy Victoria, (commencing in Victoria on 1 May 2024) there must be space for switchboards and EV charging infrastructure in new builds for:

- 100% of parking car spaces in apartment buildings
- 10% of spaces in offices and retail
- 20% of spaces in other commercial buildings.

Having more buildings EV-ready will make it easier for business and residents in the future to install EV charging units.

7. Safety and Compliance

The risk from batteries or charging systems malfunctioning can lead to devastating chemical fires and are a major risk when charging facilities and buildings are not well designed with safety as a fundamental consideration. Installers must:

- Adhere to the most up to date and relevant electrical and building codes, safety regulations, and certifications for charging infrastructure installation. In public installation circumstances, it is the responsibility of the installer to provide documentation to Council showing relevant certifications.
- Implement proper grounding, surge protection, and fault detection systems to ensure safe operation.
- Detail fire safety measures and emergency shutdown mechanisms to mitigate potential risks.
- Provide a risk management evaluation for the EV charging infrastructure to adequately identify and mitigate all risks.
- Install software systems that constantly monitor charging stations and trigger alerts to the maintenance team in real time.
- Review the Australian Building Code Board and publication of the ABCB Advisory Notice [‘Electric Vehicles in Buildings.’](#)
- Consider EV FireSafe’s preference for a master isolation switch that will provide emergency responders with a safe shut-down of electricity to a whole charging site in the event of an incident. (see Enhancing Fire Safety at EV Charging Hubs for Victorian LGAs – report 2023)
- Consider well-ventilated areas and places where emergency services can easily access in the event of a fire.

Electric Vehicle Infrastructure Charging Guidelines



7.1. Electric Vehicle Supply Equipment Standards

All EVCPOs must provide infrastructure that has electrical product compliance as per [ASNZ 4417](#)

- Regulatory Compliance Marking of Electrical & Electronic Equipment.
- All EV Charging Infrastructure must be electrically compliant with the [RCM Tick](#).

7.1.1. Installation to Australian Standard

- Electrical Installations “Wiring Rules” (AS/NZS3000: 2018 Appendix P)
- Each connecting point should be provided with one socket outlet or vehicle connector complying with either IEC 62196-1 or IEC 62196-3.
- Minimum Height: 800mm from ground (AS/NZS 3000: 2018 Appendix P)
- Installation is required to be carried out by a suitably qualified person
- An isolation switch within 2 meters of the charging infrastructure should be installed (this is not outlined in Appendix P, but elsewhere in AS/NZ 3000)

In relation to AS2419.2021 Fire Hydrant Installations

- EV Charging Infrastructure should not be within 10m of a fire hydrant or booster system*
- HV distribution boards should not be within 10m of fire hydrants*

*Refer to AS2419.2021; 3.5.3.1 for specifications and exemptions.

8. Supplementary documents

[Guidance-for-Accessible-EV-Charging-Infrastructure1.pdf](#)

[Australian Building Codes Board EV charging recommendations](#)

[EV Firesafe](#) –Information for battery fires and EV safety in floodwaters

9. Related legislation and documents

There are a range of legislation, codes and Council documents that inform and support these Guidelines. These include, but are not limited to:

Legislation and guidelines

Electric Vehicle Infrastructure Charging Guidelines



- Road Management Act 2004 and subordinate legislation
- [AP-G98-22 | Austroads](#)

Council documents

[Council Plan 2025-2035](#)

[Parking Management Policy](#)

[Move, Connect, Live Integrated Transport Strategy 2018-2028](#)

[Climate Emergency Action Plan 2023-2028](#)

[Act and Adapt Sustainable Environment Strategy 2023-2028](#)

Abbreviations

EV – Electric Vehicle

EVCPPO - electric vehicle charge point operators

DNSP – Distribution Network Service Providers

Electric Vehicle Infrastructure Charging Guidelines



Appendix 1

Standard Operating Procedure (SOP)

Purpose

This SOP outlines the process for planning, approving, and installing public Electric Vehicle (EV) supply equipment and chargers in accordance with Council requirements and relevant safety and compliance standards.

Scope

This procedure applies to all projects involving the installation of EV charging infrastructure in public spaces, including car parks, streetscapes, and Council-owned facilities.

Responsibilities

Intended User	Role and Responsibility:
External stakeholders	
Residents, local businesses, or developers	<ul style="list-style-type: none"> Plan, install, operate and maintain EV charging infrastructure Ensure standard operating procedures are followed for safe and compliant installation
Electric Vehicle Charge Point Operators (EVCPO), equipment installers, and service providers	<ul style="list-style-type: none"> Plan, install, operate, and maintain EV charging infrastructure Ensure standard operating procedures are followed for safe and compliant installation
Other government agencies (e.g. Department of Transport and Planning)	<ul style="list-style-type: none"> Plan development and manage referrals relating to EV charging infrastructure
Internal Stakeholders	
Community facility planners, project managers	<ul style="list-style-type: none"> Ensure current and future developments have appropriate infrastructure
Transport team	<ul style="list-style-type: none"> Review parking in planning permit applications or development referrals
Property and Assets Department	<ul style="list-style-type: none"> Provide advice on engineering risks Ensure planning considers other civil infrastructure Provide advice on location where infrastructure is to be installed ensuring it is not encumbered
Parking Services team	<ul style="list-style-type: none"> Monitor parking compliance
City Permits team	<ul style="list-style-type: none"> Assess, maintain and review Private EV Charging Permits on public land, with cyclical inspection/audit.
Asset Inspections team	<ul style="list-style-type: none"> Inspect private EV charging infrastructure on public land, including reinstatements in relation to damage/bonds

Electric Vehicle Infrastructure Charging Guidelines



Diversity, Equity and Inclusion team	<ul style="list-style-type: none"> • Provide advice on infrastructure design considerations to support dignified and equitable access and accessibility more broadly
Building and Planning Services Department	<ul style="list-style-type: none"> • Advise on development and more specifically EV charging provisions • Ensure compliance with building and planning scheme requirements
Parks and Trees Team	<ul style="list-style-type: none"> • Provide advice on proposed of EV assets in proximity of street trees and other vegetation
City Planning and Sustainability Department	<ul style="list-style-type: none"> • Enforce EV charging service level agreement and minimum operating standards • Undertake licencing considerations • Review and provide advice related to heritage and public realm impacts / review applications

Electric Vehicle Infrastructure Charging Guidelines



Procedure

Step	Description	Responsible party
1.	Conduct site assessment and prepare functional layout plans for charging equipment based on location and expected usage. Check relevant permit requirements.	EVCPO
2.	CoPP to inform EVCPO if site is available for investigation	Sustainability and Climate Change team (S&CC)
3.	CoPP internal triage with internal stakeholders listed in above table. The initial review looks at future site use, accessibility requirements, heritage and urban design considerations and requirements regarding power supply.	S&CC
4.	Submit plans and obtain Council approval to proceed with investigations.	EVCPO
5.	Engage an electrical consultant to assess supply and upgrade requirements.	EVCPO
6.	Notify internal Council teams if switchboard works are required that impact Council's service delivery.	EVCPO
7.	Engage with Site-specific stakeholders including regular users, neighbouring residents and businesses	S&CC
8.	Proceed with licence signing.	S&CC; EVCPO
9.	Confirm permit requirements through Council	EVCPO; S&CC; Permits team
10.	Check for planning and asset protection permits.	S&CC
11.	Conduct site investigations and submit detailed design plans for Council approval.	EVCPO
12.	Provide insurances, workers compensation, SWMS and other required Council documentation	EVCPO
13.	Ensure subcontracted installer is licensed with Energy Safe Victoria. Provide license evidence and information to Council contact officer as part of pre-commencement pack.	EVCPO
14.	Follow Electrical Supply Authority requirements.	EVCPO
15.	Establish renewable energy supply agreement.	EVCPO
16.	If near significant trees, obtain arborist report and tree management plan.	EVCPO
17.	Prepare TMP if footpath or traffic interruptions are required.	EVCPO
18.	Complete all Council OHS onboarding and documentation steps.	EVCPO
19.	Prepare and display community information notice board with Council sign-off.	EVCPO; S&CC
20.	Conduct site inspection with relevant stakeholders present.	
21.	Complete EV Firesafe Pre-Incident Plan and store in emergency access box.	EVCPO
22.	Submit documentation to building surveyor if required.	EVCPO
23.	Submit Pre-Incident Plan to local fire authority.	EVCPO

Electric Vehicle Infrastructure Charging Guidelines



24.	Display laminated EV Charge Safety poster at each charging bay.	EVCPO
25.	Complete inspection with building surveyor for certification.	EVCPO
26.	Line marking, sign installation	CoPP
27.	Obtain final approval from relevant Council officers.	EVCPO
28.	Ongoing maintenance for the life of the charging infrastructure	EVCPO
29.	End-of-life removal of the charging infrastructure	EVCPO

*SOP may subject to change. Most up to date version can be accessed from Council.



Appendix 2

Guidance for EVCPOs – Site Selection and Design requirements

Council will follow the principles outlined below when determining the appropriateness of a site for the installation of EV charging;

- The land is 'public land' or 'public road', as defined in the *Local Government Act 2020* and *Road Management Act 2004* respectively;
- Council owned carparks are preferred, however, community land may be considered suitable where the proposal is in accordance with the *Local Government Act 2020*, *Crown Land (Reserves) Act 1978*, applicable land category core objectives and is expressly authorised in the relevant Plan of Management for that land;
- EV charging stations are permissible under the relevant legislation at the proposed location. This includes but is not limited to:
 - Port Phillip Planning Scheme
 - State Environment Planning Policy (Infrastructure)
 - *Local Government Act 2020*
 - *The Road Management Act 2004*
 - *Crown Land (Reserves) Act 1978*
 - *Disability Discrimination Act 1992*
 - *Victorian Disability Act 2006*;
- Placement does not impact accessibility, safety or visibility for road and footpath users;
- Placement does not adversely impact parking accessibility;
- Changes to parking restrictions are considered;
- Locations of chargers support fair access to charging across the municipality, especially where there is the highest need;
- Proximity to amenities and typical dwell time to match with appropriate charger type (AC/DC);
- Proximity to existing public EV chargers does not economically disadvantage anyone;
- Distance to and complexity of any required ground works such as trenching, boring, and cabling does not negatively impact surrounding business or residential community for an extended period of time;
- Potential to co-locate with solar and battery solutions;
- Community and industry feedback is sought and considered;
- Placement does not significantly impact vegetation or streetscapes.
- Placement does not significantly impact provision of Council's mandatory service provisions.

Electric Vehicle Infrastructure Charging Guidelines



These guidelines do not cover the installation of EV charging infrastructure on public land and roads managed by the state or federal governments.

Design requirements

EVCPs must consider the following when submitting proposals for installation of charging infrastructure:

Visibility, Identification and Accessibility

- Consideration must be given to the personal safety of end users with areas of high passive surveillance and appropriate lighting preferable (refer to CPTED standards).
- Council will prioritise equity in the charging network by aspiring to provide parking bays with universal design. The facility and all supporting infrastructure such as signage, parking bays, and charging infrastructure, should be clearly visible and easily accessible.
- Public EV chargers will be sign-posted with the appropriate signage that enables the spaces to be enforced by Council's parking enforcement officers. This includes permissible parking signs which clearly display the time limit (e.g., 30mins, 1, 2, 3P) and includes the electric powered vehicle charging symbol.
- Line marking and signage of EV charging bays is to be determined by Council's Transport Team and align with current requirements detailed in Appendix 3.
- A digital cashless payment system is to be installed onsite which includes an interoperable mobile payment platform (Google, Apple, WeChat Wallets, Chargefox, etc.) or credit/debit card facilities.
- Consideration to be given to the protection of the asset with the inclusion of collision bollards that do not inhibit access (i.e. bollards).
- These requirements will also be guided by updates to Council's Parking Management policy and Victorian Road Safety Rules.

Urban Amenity Considerations

Installation of EV charging infrastructure offers opportunities to design for placemaking and incorporate urban amenity. Council recommends installers:

- Designs should maximise potential to include trees that increase canopy, vegetation, and garden bed coverage, which includes managing tree roots.
- Installation of kerb outstands to provide additional protection, safety and or greening opportunities.
- If repaving the charging bays, the standard is a like for like match with the existing conditions. Consideration for materials that allow permeability and that can provide passive irrigation of plants in the vicinity should be given if a larger area is to be repaved.

Electric Vehicle Infrastructure Charging Guidelines



- The designs should reference existing or future streetscape projects, guidelines, accessibility, materiality, and street furniture guidelines where relevant.
- If installing lighting or digital advertising boards, consider appropriate environmentally sensitive lighting (minimal impact on urban habitats) and follow state and local lighting regulations.

Parking configuration

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards.
- All new EV charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, kerb ramps, signage and line marking.
- Preference is given to the provision of EV charging infrastructure at a minimum of two related (e.g. adjoining / adjacent) carparking spaces in any given location
- Parking restrictions for EV charging bays will generally be consistent with those applying to surrounding parking spaces. Generally, these bays will be signed with a time limit and the restriction 'Recharging electric vehicles only'. If a parking bay that is being used for loading, pick-up/drop off (short term parking less than 1P) that is to be used for EV charging, a suitable replacement bay will be provided subject to consultation and referral.
- Council does not consider the conversion of existing parking spaces to EV charging bays to represent a loss of parking capacity.
- The preference is to install chargers into bays that do not currently have paid parking. Where chargers are installed in paid parking areas, Council will negotiate the loss of revenue, if required, through the licensing agreement with the EVCPO.



Appendix 3

Examples of line marking and signage



Electric Vehicle Infrastructure Charging Guidelines



Electric Vehicle Infrastructure Charging Guidelines



Appendix 4

Example License Agreement – Pole Mounted Charger

[Template Licence for pole-mounted EV charger](#)

Electric Vehicle Infrastructure Charging Guidelines



Appendix 5

Example License Agreement – Fast Charger

[Template license for fast EV chargers](#)



Appendix 6

Private Charging Infrastructure – Criteria for Charger Permit

- Parking area is not in a bike path or laneway.
- The charger must be at least 2.5m away from the base of any street tree. If this distance is not possible, the applicant must obtain an arborist's report.
- The footpath should be at least 1.8m wide (not including the nature strip). If the footpath width is between 1.5m – 1.8m, EV charging will only be approved subject to a DDA assessment prepared by suitably accredited personnel and provided by the applicant, demonstrating that pedestrian access complies with the relevant DDA requirements and need to be reviewed by Council. EV charging will not generally be approved if it results in a clear width of less than 1.5 m unless Council supports the nominated width
- The EV charger cannot be within 10m of an intersection or within designated No Stopping areas, as road rules generally prohibits parking.
- The charger must be at least 300mm away from utility pits, and at least 100mm away from a stormwater pipe (legal point of discharge).
- The charger must be at least 1m away of any public infrastructure including, but not limited to:
 - Streetlight
 - Utility Box
 - Pedestrian crossing
 - Fire Hydrant
 - Utility pole
 - Side entry storm water pit
 - Vehicle crossing i.e. driveway, laneway or roadway

EV charging infrastructure and support devices must meet the following safety criteria

- The installation shall comply with Australian Standard AS/NZS3000:2018 Electrical Installation Wiring, AS/NZS3008.1.1:20017 and the Victorian Service and Installation Rules with consideration to:
- An appropriately sized and dedicated circuit with over current protection and a residual current device
- Appropriate mechanical protection of cables for installation into a public space area
- Cable sizing
- Minimum heights above ground level.
- Individual devices being installed shall comply with AS/NZS 4417.2 (EEES), AS3820, AS/NZS 3100:2022+A1:2023 and be equipped with an IP rating risk assessed as being suitable for the conditions where it is being installed.



9.2 DRAFT FORESHORE MANAGEMENT PLAN FOR PUBLIC CONSULTATION

EXECUTIVE MEMBER: KYLIE BENNETTS, GENERAL MANAGER, COMMUNITY WELLBEING

PREPARED BY: DAVID HEHIR, COORDINATOR FORESHORE
MONICA QING, COASTAL PROJECT MANAGER (STRATEGIC & CAPITAL)

1. PURPOSE

- 1.1 To present the Draft Foreshore Management Plan (FMP) to Councillors and seek approval to proceed with community engagement.

2. EXECUTIVE SUMMARY

- 2.1 The *Our Coastal Future* Program is designed to strategically manage the coastline and ensure we are better prepared for the future in line with the State Government's legislative requirements.
- 2.2 The *Our Coastal Future* Program will deliver an updated Foreshore Management Plan (FMP) and a new Coastal Adaptation Plan.
- 2.3 Published late 2025, the [FMP Background Issues and Opportunities Report](#) provides the background context for the project.
- 2.4 This Report presents to Council the draft **FMP – Attachment 1**.
- 2.5 The draft FMP provides strategic guidance on how Council uses, maintains, and manages the foreshore Crown land and the associated marine and coastal environment.
- 2.6 The FMP has a focus on delivering on-ground actions over the next 10 years, and it responds to identified emerging issues and opportunities.
- 2.7 Feedback has been gathered through a variety of engagements to inform the draft FMP.
- 2.8 A total of 62 proposed actions have been identified through the engagement.
- 2.9 The next stage of engagement is proposed for March 2026.
- 2.10 A **Summary document (Attachment 2)** and a **fact sheet update (Attachment 3)** have also been prepared to provide summaries of the documents.
- 2.11 The FMP must follow relevant legislation, frameworks and templates, in order to be endorsed by the State Minister.
- 2.12 The FMP is due to be presented to Council for adoption in June 2026.



3. RECOMMENDATION

That Council:

- 3.1 Thanks the Bunurong Land Council Aboriginal Corporation, Community Reference Group members, and all community members who have helped inform the draft Foreshore Management Plan to date.
- 3.2 Releases the draft Foreshore Management Plan as outlined in **Attachment 1** for community engagement for a period of four weeks.
- 3.3 Authorises the Chief Executive Officer, or their delegate the ability to make minor editorial changes to the draft Foreshore Management Plan that do not materially alter its intent, to facilitate community engagement.

4. KEY POINTS/ISSUES

Background

- 4.1 There are 11km of foreshore within the municipality.
- 4.2 Our Marine and foreshore areas are vital to our community, supporting recreation, lifestyle, tourism and a healthy coastal environment.
- 4.3 *Our Coastal Future* is Council's program for the strategic management of this foreshore. The program has two integrated plans:
 - Foreshore Management Plan (FMP), this report and attached plan. The FMP will provide strategic guidance on how Council uses, maintains and manages the 11km foreshore public Crown land and the associated marine and coastal environment.
 - The Coastal Adaptation Plan (CAP), which is under development. The CAP provides an integrated and long-term approach to understand and manage the increasing coastal hazards, vulnerabilities and risks across the entire municipality.
- 4.4 The FMP works with the CAP to provide a coordinated and comprehensive framework for managing the Port Phillip coastline - now and into the future.
- 4.5 It is a regulatory requirement that both plans (FMP and CAP) are implemented under the Marine and Coastal Act 2018 (Vic) and associated marine and coastal policies, strategies and guidelines. This includes following the [State Government Guidelines](#), the [Marine and Coastal Policy](#) as well as the [State Coastal Strategy](#).
- 4.6 The FMP is also used to support future funding applications and allow State consent for any coastal works.
- 4.7 In line with the State Framework, the next stage of the delivery of the FMP is Council's formal adoption of the finalised Plan in June 2026, before seeking the State Minister's endorsement.

Draft Foreshore Management Plan (FMP)

- 4.8 The draft FMP guides the sustainable and equitable use of the foreshore over the next 10 years.
- 4.9 The draft FMP responds to emerging issues and opportunities in line with the community feedback and new coastal legislation.



- 4.10 The draft will replace the current FMP, which was adopted in 2012.
- 4.11 The draft FMP seeks to address the following key focus areas that have been identified through community engagement to date:
- Stormwater and coastal flooding along low-lying areas and flow paths.
 - Pollution impacts from drainage and waterways to Port Phillip Bay.
 - Safety and connectivity along the Bay Trail.
 - Maintenance, management and upgrades to assets and facilities.
 - Managing demands from growing local and visitor populations.
 - Commercial and competing use of public spaces.
 - Preservation and health of the marine and terrestrial environment.
 - Increasing communities' and agencies' capacity and resilience to manage flooding and erosion events.
- 4.12 The draft FMP (Attachment 1) includes a management framework comprised of draft goals and associated actions structured under five strategic pillars.
- 4.13 A total of 62 proposed actions have been identified in line with community and stakeholder feedback. The municipality wide actions and local precinct (suburb) level priority actions are also consistent with the requirements in the State Guidelines and Policy.

Coastal Adaptation Plan (CAP)

- 4.14 The CAP is being developed concurrently with the FMP. Undertaking these projects together has allowed Council to combine engagement activities and collect shared data in areas where the two plans overlap, ensuring consistency and reducing duplication.
- 4.15 In-line with regulatory frameworks, the CAP is developed in seven (7) Stages.
- 4.16 The foundational work has been drafted on the Coastal Adaptation Plan (Stages 1-3). This includes scoping, governance, engagement plan, background analysis, vision, objectives and drafting the coastal hazards assessment.
- 4.17 Finalising Stage 3 (Coastal Hazards Assessment) and progressing Stage 4 (Vulnerability Assessment) of the CAP is subject to the adoption of the FMP, and receiving the new Melbourne Water detailed flood modelling. This is to ensure the data used and information is consistent and up to date.
- 4.18 The next CAP Stage 5-7 (adaptation options, trigger points, cost benefit analysis and implementation plan) will begin in 2026/27 financial year and be completed the following financial year.
- 4.19 These Stages include coastal hazard mapping (including flooding and inundation mapping of the city), vulnerability assessments and community expectations for solutions with Stages 5-7 requiring adaptation options, trigger points, cost benefit analysis and implementation plan.



5. CONSULTATION AND STAKEHOLDERS

Previous engagement

- 5.1 The development of the plans has included several rounds of extensive public consultations, in line with Council's and DEECA's requirements. A consultation summary and verbatim feedback of the initial community engagement was published and can be found in the document library via [Our Coastal Future | Have Your Say Port Phillip](#).
- 5.2 The community engagements on Our Coastal Future has already included:
- Over 120 people attended the on-site consultation events.
 - Over 1,600 people had visited the Have Your Say webpage with 120+ contributors submitting nearly 350 pins and comments on our interactive map.
 - Online engagements totalling 11,295 for the Our Coastal Future photo competition with 543 photo submissions.
 - Over 50 staff attending the internal Council workshops.
 - Joint meetings with eight different State Agencies involved in the management of our coast.
 - Bunurong Land Council Aboriginal Corporation (BLCAC) Traditional Owners has provided feedback on the draft FMP in both December 2025 and January 2026.
 - The Community Reference Group (including trader, club, environmental group and resident representatives) who have participated in two site tours and three workshops to also help guide the development of the FMP.

Engagement Draft FMP

- 5.3 The next stage of engagement on the draft FMP is proposed to include the following groups – residents, foreshore traders, foreshore clubs, on-ground environmental care groups, State Agencies Reference Group, Community Reference Group, Traditional Owners and individuals who have expressed interest in 'Our Coastal Future' program.
- 5.4 Engagement on the draft FMP is due to commence in March 2026 for four weeks pending Council's resolution.
- 5.5 While the engagement period will fall over the school holiday period and under Council Policy this would normally require a six-week engagement period, it is recommended that Council resolve to vary its Policy to four-weeks. The reason for this request is that extensive engagement has occurred to develop the draft Plan, and it is largely a technical document that needs to respond to a range of State Government requirements.
- 5.6 The key engagement activities are planned as follows:
- An online survey via Have Your Say webpage to gather public feedback on the draft FMP, covering vision, objectives, actions and priorities proposed in the FMP. Paper versions of the Plan, summary, fact sheet update and survey will also be provided at Council's customer service centres.
 - Targeted outreach via social media and other Council communications and engagement platforms.



- On-site signage along the foreshore with a QR webpage code.
- Emails to all foreshore Clubs, businesses and community groups.
- Advertisement in the Government Gazette in line with State Guidelines.
- Further workshops with State Agencies and Community Reference Groups.
- Workshop with the Traditional Owner group to validate the refined actions in the final draft following the initial conversations in 2025 and 2026.

5.7 Following the consultation engagement, the FMP will be finalised to incorporate the community and stakeholder relevant feedback.

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6.7 Following the consultation engagement, the FMP will be finalised to incorporate the community and stakeholder relevant feedback.

7. LEGAL AND RISK IMPLICATIONS

7.1 It is a regulatory requirement that both plans (FMP and CAP) are implemented under the Marine and Coastal Act 2018 (Vic) and associated marine and coastal policies, strategies and guidelines.

7.2 Coastal beach erosion and the renewal of States ageing seawalls and rock revetments has been a major theme with the topic included on Council's Advocacy Plan.

7.3 The FMP provides the strategic priorities and service levels required for Council's Enterprise Asset Management Plan to reduce the number of declining assets and reset the quality requirements to match the functional and users demands serving millions of people along with the harsh coastal conditions.

7.4 Council is required to report annually to DEECA on its activities implemented in line with the State's Coastal and Marine Strategy as well as Council's FMP Implementation Plan.

8. FINANCIAL IMPACT

8.1 There is \$526,000 in the Council Plan to deliver the FMP and Stages 1-4 of the CAP. This includes \$165,000 in funding from Department of Energy, Environment and Climate Action (DEECA).

8.2 A further \$650,000 has been committed through the mid-year budget review to ensure the full CAP can be delivered over the next two years.

8.3 53% of FMP actions are included in current budget envelopes and 47% FMP actions require new funding. These actions will be delivered through multiple funding streams both capital and operational. All funding will be subject to future Council Plan and annual Budget Process. Grant funding opportunities will be explored and advocacy to other levels of government for funding will be required.



- 8.4 70% of all draft actions are asset related, the maintenance and renewals of this infrastructure will be in line with audit condition information.
- 8.5 State funding will be sought for upgrades to any State-owned assets such as beach renourishment and seawalls upgrades or for projects which are also in high profile areas which attract a large number of visitors. In the past there has been State funding available for beach renourishment, coastal protective structures, DDA compliance, improvements to vegetation and projects which enhance public safety.

9. ENVIRONMENTAL IMPACT

- 9.1 The FMP and CAP collectively address both the immediate and future risks of climate change and sea level rise.
- 9.2 The coast forms a major part of Council's 2025/2026 advocacy Tier 1 priorities including support for investment to deal with coastal erosion and the renewal and upgrade of coastal Assets in which the State Government is custodian. [Coastal Health and Water Management in Port Phillip - City of Port Phillip](#)
- 9.3 The FMP will assist to protect and enhance the significant native vegetation that are critical to the health of marine and coastal environment.

10. COMMUNITY IMPACT

- 10.1 Our Coastal Future Program directly supports all six strategic directions outlined in Council's Plan for Port Phillip 2025–2035, reinforcing Council's commitment to climate resilience, community wellbeing, and sustainable coastal management.
- 10.2 Port Phillip's 11 km foreshore attracts over 5 million visitors annually including locals, domestic day-trippers and hundreds of thousands of overnight visitors annually, making it one of Victoria's most visited urban coastlines. Tourism is estimated to contribute \$4.2 billion to the economy.

11. GENDER IMPACT ASSESSMENT

- 11.1 A Gender Impact Assessment has been completed.
- 11.2 Recommendations are made aligning with legislative obligations under the Gender Equality Act and supports inclusive, equitable planning outcomes.

12. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 12.1 The draft FMP aligns with the Council Plan 2025–35, including the strategic directions focused on environmental sustainability, safety and liveability, and community health and connection.
- 12.2 The draft FMP specifically aligns with the Council's Plan:
 - 12.2.1 Direction 1 – A Healthy and Connected Community by supporting active recreation and equitable access to high-quality public open space;
 - 12.2.2 Direction 3 – A Safe and Liveable City, to 'develop and deliver the Foreshore Management Plan and the Coastal Adaptation Plan to guide how we protect, maintain and manage our coastline and foreshore'. And 'Work with the Victorian Government, Parks Victoria and other key stakeholders to maintain and enhance all 11 km of foreshore for the benefit and active use of all Victorians.';



12.2.3 The FMP also contributes to delivering on the 'Major Initiatives' in 2025/26 to: 'renew the Foreshore Management Plan and develop a Coastal Adaptation Plan as required by the State Marine and Coastal Act 2018.'; and

12.2.4 Direction 5 – An Engaged and Empowered Community through its extensive engagement program, which shaped the priorities and actions in the draft FMP.

12.3 The *Place for People: Publics Space Strategy 2022-2032* includes references that align to the FMP including: update Council's FMP and develop a coastal adaptation Plan, improving accessibility, public space upgrades (such as South Beach Reserve, Pier Rd, Elwood Park and Point Ormond Reserve), more shade trees and garden beds, protect and enhance biodiversity and connections to key areas, improve paths and safety, ensure access to water and foreshore projects are planned and designed to cope with climate change including projected sea level rise.

12.4 The *Act and Adapt Strategy 2023-2028* aligns to the FMP including: Priority 2: A greener, cooler, more liveable City and the development of a new FMP.

12.5 Once endorsed by the State Minister the new FMP will replace the current FMP from 2012.

13. IMPLEMENTATION STRATEGY

13.1 TIMELINE

13.1.1 The adoption of the FMP is expected to be in June 2026.

13.1.2 Progression of the Coastal Adaptation Plan sequential Stages and related public consultation for each Stage.

13.2 COMMUNICATION

13.2.1 Engagement on the draft FMP is due to commence in March 2026 for four weeks pending Council's resolution.

13.2.2 Communication of the draft FMP will include:

- An online survey via Have Your Say webpage to gather public feedback on the draft FMP, covering vision, objectives, actions and priorities proposed in the FMP. Paper versions of the Plan, summary, fact sheet update and survey will also be provided at Council's customer service centres.
- Targeted outreach via social media and other Council communications and engagement platforms.
- On-site signage along the foreshore with a QR webpage code.
- Emails to all foreshore Clubs, businesses and community groups.
- Advertisement in the Government Gazette in line with State Guidelines.
- Further workshops with State Agencies and Community Reference Groups.
- Workshop with the Traditional Owner group to validate the refined actions in the final draft following the initial conversations in 2025 and 2026.

MEETING OF THE PORT PHILLIP CITY COUNCIL 18 MARCH 2026

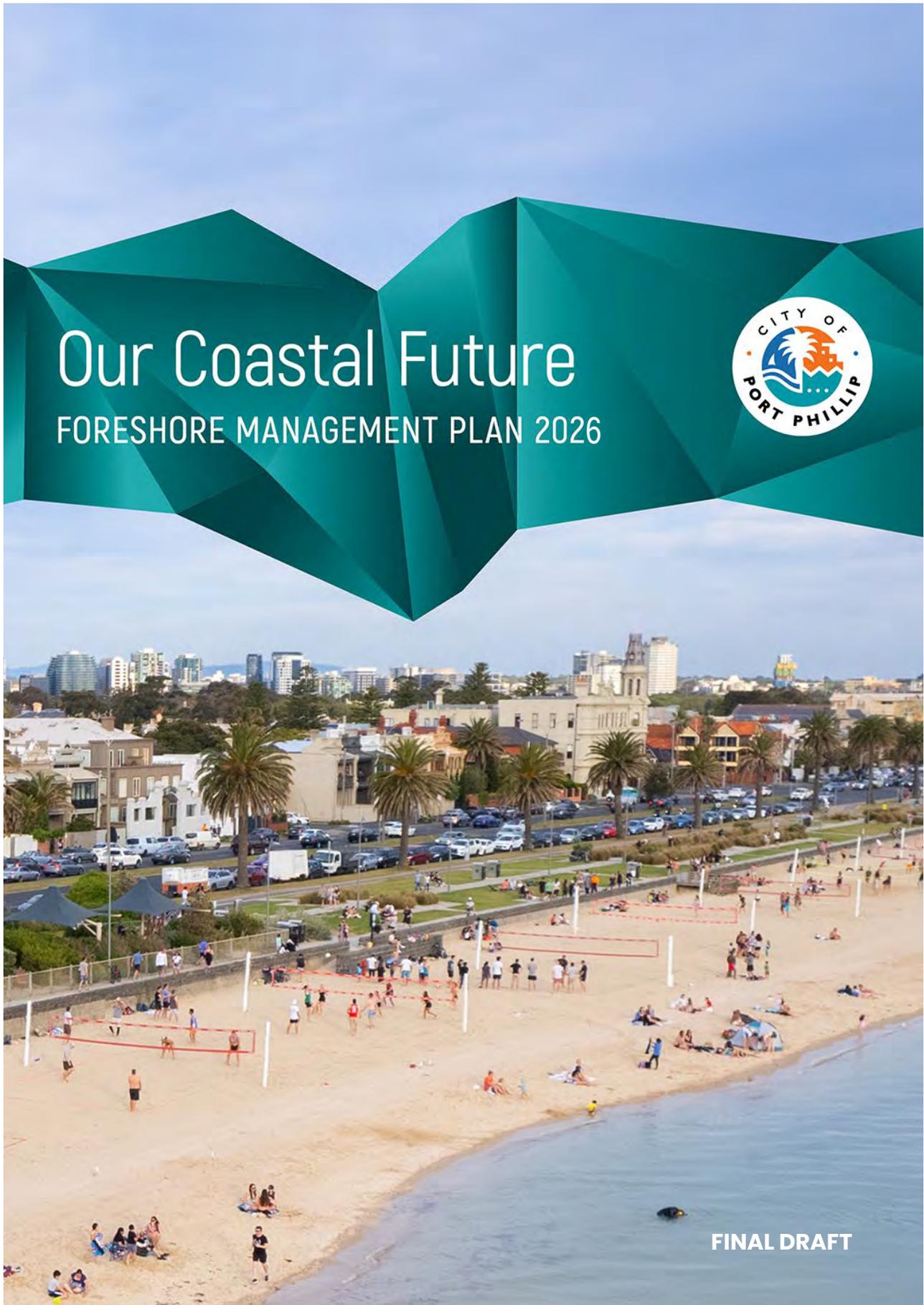


14. OFFICER MATERIAL OR GENERAL INTEREST

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

ATTACHMENTS

1. Draft Foreshore Management Plan  
2. Summary of Draft Foreshore Management Plan  
3. Fact Sheet Update - Foreshore Management Plan  



City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026



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consulting

City of Port Phillip

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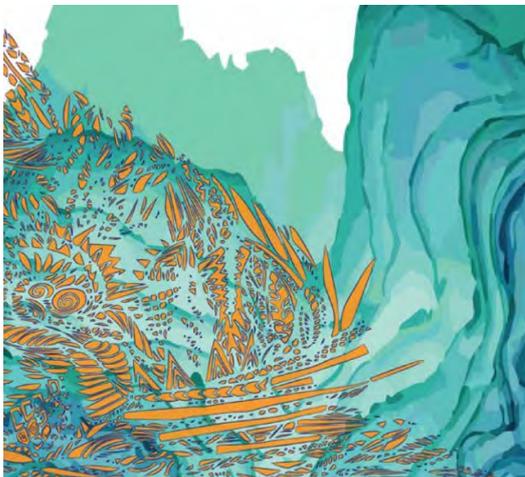
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City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026



Artwork by Jarra Steel, entitle 'A Time of Chaos', 2015 (digitally altered watercolour). Artwork represents an overlay of three themes representing the cultural beliefs of the Boon Wurrung.

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 emerging.

This report has been prepared by Alluvium Consulting Australia Pty Ltd for the **City of Port Phillip** under the contract titled '**Our Coastal Future – Foreshore Management Plan and Coastal Adaptation Plan**'.

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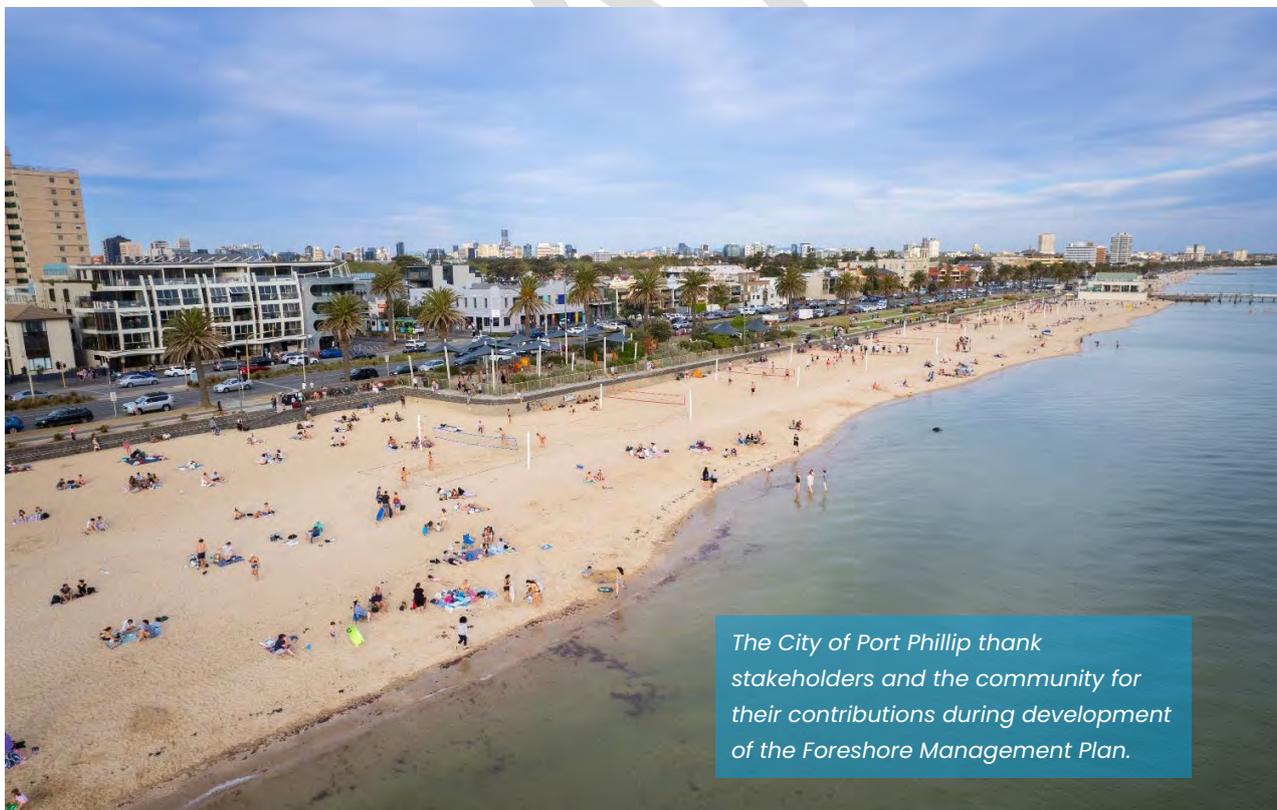
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Our Coastal Future Foreshore Management Plan 2026

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The City of Port Phillip thank stakeholders and the community for their contributions during development of the Foreshore Management Plan.

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Our Coastal Future Foreshore Management Plan 2026

Introduction

Located on the northern shore of Port Phillip Bay, the coast is central to the lifestyle, appeal and environment of the City of Port Phillip municipality. With its stunning seascapes and city views, well-serviced beaches and facilities and easy access to sand and water, the municipality's foreshore is a vibrant and iconic destination. It attracts both local residents and tourists from across the globe.

The area we now call our city has been home to Bunurong, Boonwurrung and Wurundjeri people for over 55,000 years. First Peoples have and continue to care for Country in our council area for generations. Our coastal and marine areas hold important traditional and biodiversity values, including iconic species such as the Little Penguin colony at St Kilda Breakwater and the superb fairywrens, which can be found throughout the native foreshore vegetation.

Our marine and foreshore areas offer a variety of recreational, lifestyle, tourism and economic opportunities. The setting allows the municipality to host a range of world-renowned recreational foreshore events, festivals, attractions, food and drink experiences. Infrastructure, facilities and management initiatives support these activities, ensuring sustainable use and preserving the values of our foreshore areas.

City of Port Phillip have developed this Foreshore Management Plan (FMP) to guide the appropriate, effective and sustainable management of our coastal and marine areas, infrastructure, facilities and associated values across the municipality. The plan and its initiatives have considered the diverse social, cultural, environmental, and economic values of these areas. Proactive management and planning ensure the municipality remains a desirable place to live, play and work for generations to come.



Managing the marine and coastal areas in this area presents a range of ongoing and emerging challenges. These include ageing infrastructure and facilities, population growth, increased pressures from visitation, usage and development and a changing climate.

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026



Shaping Our Coastal Future

Our Coastal Future is Council's program to strategically manage our coastline and better prepare us for the future. It comprises of two key projects:

- **Foreshore Management Plan (FMP)** – this document
- **Coastal Adaptation Plan (CAP)**

These plans operate together to form a holistic and comprehensive approach to managing the Port Phillip coastline.

The FMP aims to guide sustainable and equitable use and enjoyment of the Port Phillip foreshore over the next 5–10 years. It will shape holistic and sustainable management that balances the cultural, social, environmental, and economic values of these areas.

Complementing the FMP is the CAP, which provides a positive and proactive opportunity to plan for the long-term future. The CAP aims to better understand and plan for the area's increasing risks and associated impacts from coastal hazards (erosion and flooding). The CAP uses an adaptive management approach, recognising the changing nature of climate change impacts to help manage uncertainty.

While integrated, each project has standalone objectives and scope, along with defined processes and guidance to support and enable successful development, approval and implementation of each plan.

The relationship of the two plans is illustrated below.



Figure 1. Intended lifespan of Foreshore Management Plans and Coastal Adaptation Plans.

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

The development of the Our Coastal Future FMP has been guided by input from key stakeholders and the community. The FMP follows the formal State process for preparing a Coastal and Marine Management Plan (CMMP) and therefore serves as a State-recognised CMMP for the municipality. It aligns with current legislation, as well as State and Council policies and guidelines.

The FMP will help guide how we manage our coastal areas over the next 10 years by:

- Highlighting what people love and what they are concerned about
- Setting our overall vision, objectives and management approach
- Outlining priority actions and projects for delivery
- Helping coordinate management across relevant organisations and community groups.

A tailored stakeholder engagement plan informed the approach to engage with the community and stakeholders throughout the development of the FMP. This allowed us to hear insights and perspectives from those who manage, use, visit or enjoy these foreshore areas.

Key engagement activities included in-person community engagement events, stakeholder engagement workshops, online surveys, and interactive website activities. Further details of the engagement activities undertaken are summarised in Attachment A:



City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

Strategic context

Across the municipality, coastal and marine management takes place in the context of Victorian Government legislation and policies. The Our Coastal Future FMP and CAP align with the direction and statutory requirements of these State policies detailed in Figure 2.

Over the last decade, the Victorian State Government Department of Environment, Energy and Climate Action (DEECA) has led a reform of coastal and marine management in Victoria. These reforms aim to better support coordinated management and provide tools to identify and adapt to coastal hazards. Key reform components are summarised in Figure 2.

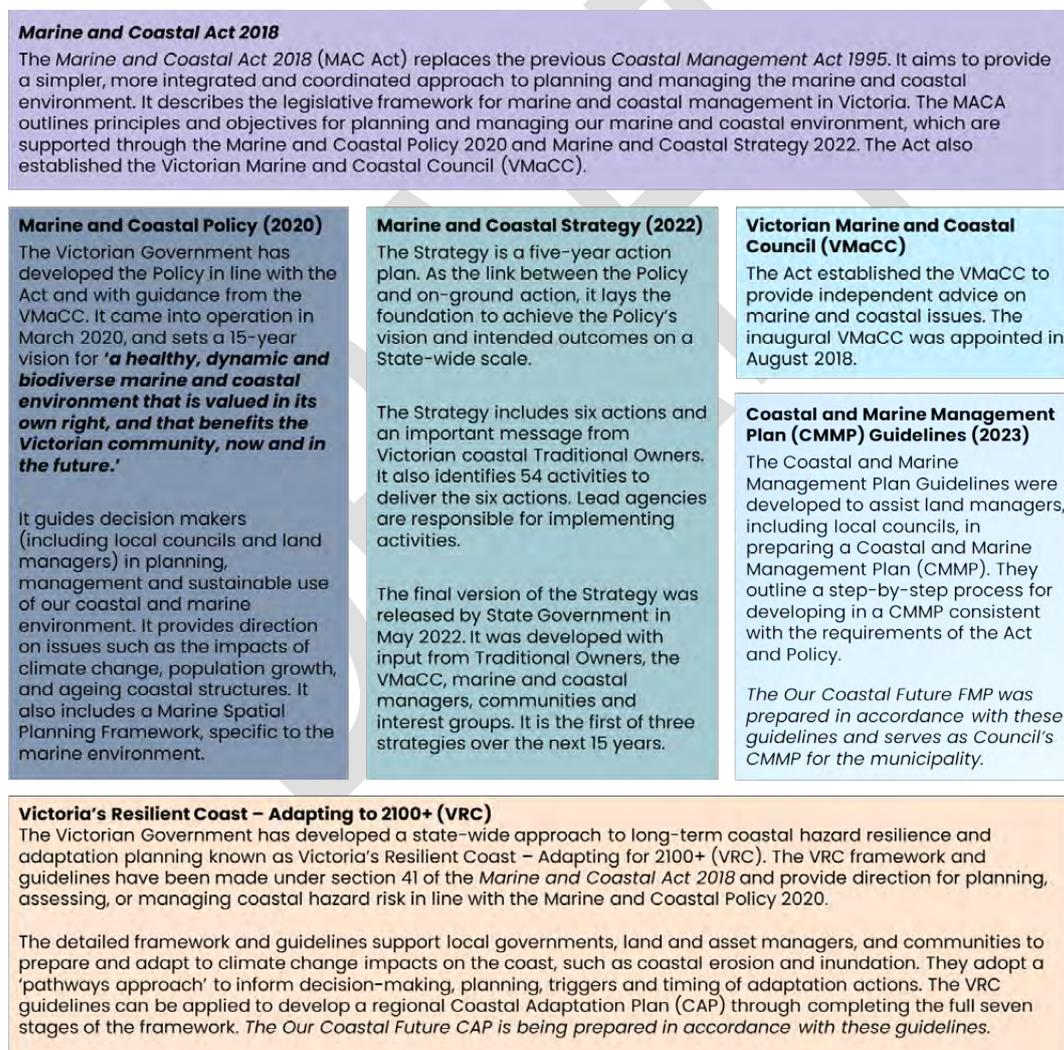


Figure 2. Victoria's marine and coastal policy context.

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

State policy context

Victoria’s marine and coastal reforms are focussed on managing the health of our marine and coastal environments. They also aim to increase the resilience of our ecosystems, communities and built assets through improving and refining how we manage and use marine and coastal environments.

Across the State, CMMPs (and FMPs) are developed under the *Marine and Coastal Act 2018* (the Act), *Marine and Coastal Policy (2020)*, using guidance from the Coastal and Marine Management Plan Guidelines (2023) (CMMP Guidelines). These plans are intended as a primary management tool to guide short-term coastal management in Victoria.

This FMP was developed inline with the CMMP Guidelines (2023), which set out a four-stage process for plan preparation (Figure 3.).

FMP guidance

The development of this FMP was guided by:

- Coastal and Marine Management Guidelines (2023)
- *Marine and Coastal Act 2018*
- *Marine and Coastal Policy (2020)*
- *Marine and Coastal Strategy (2022)*
- Department of Environment, Energy and Climate Action (DEECA) advice (formal and informal) on the development of new FMPs / CMMPs
- Robust understanding of the marine and coastal reforms across Victoria

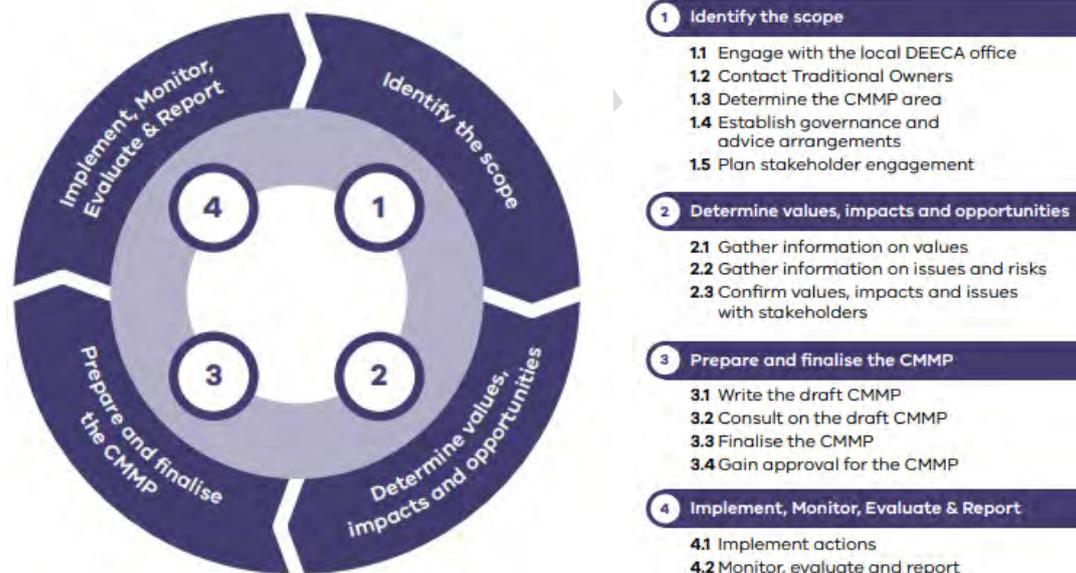


Figure 3. The four stages of preparing a coastal and marine management plan (and foreshore management plan).



The Marine and Coastal Policy (2020) includes a 'Planning and Decision Pathway'. This demonstrates how objectives and guiding principles of the *Marine and Coastal Act* should be used in the planning, management and decision-making of the marine and coastal environments (Figure 4).

For the development of the Our Coastal Future FMP, the primary decision maker is the Council, whom are the Committee of Management for the coastal Crown land of the City of Port Phillip. As the appointed land manager, it is the Council's responsibility to prepare a FMP (CMMP), in consultation with Traditional Owners, key stakeholders, and the local community.

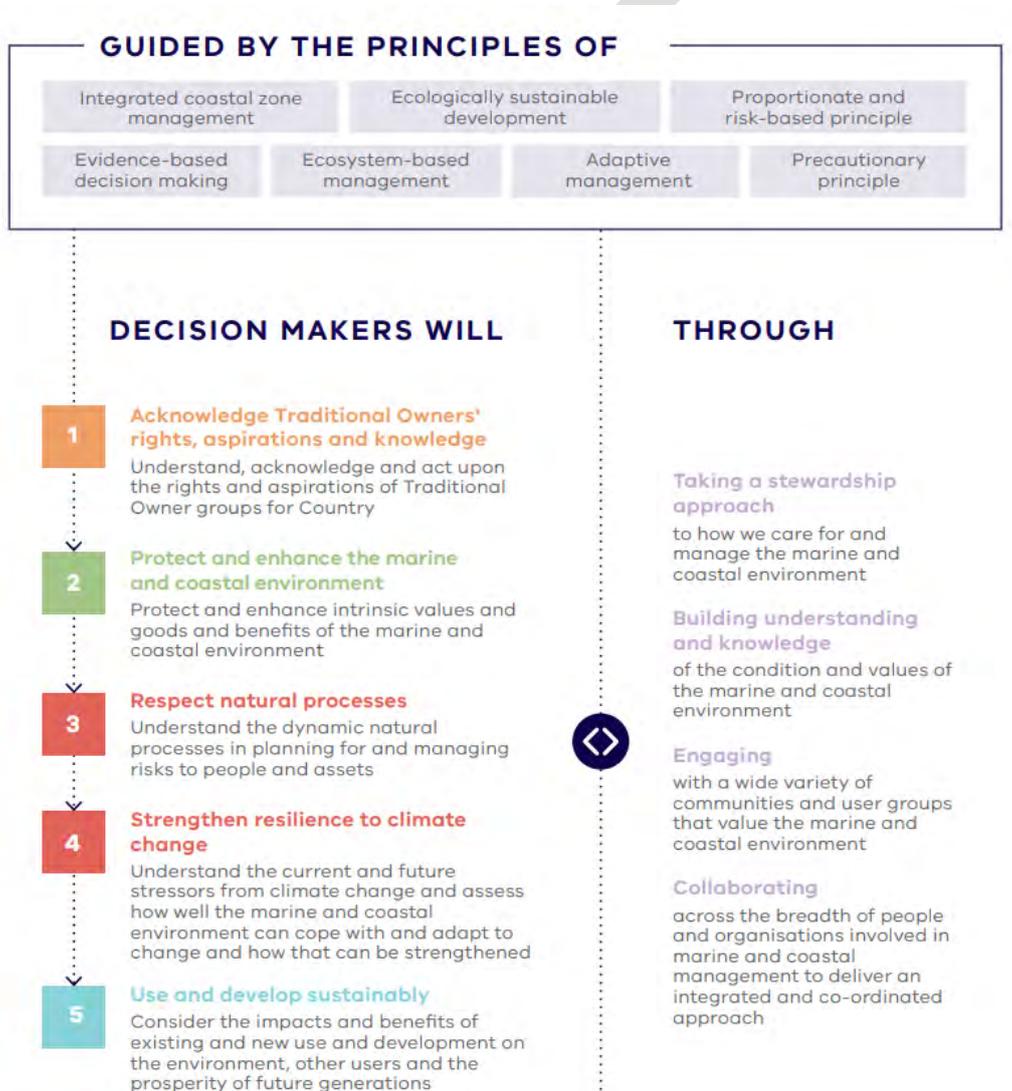


Figure 4. The Planning and Decision Pathway sets out how the guiding principles and policy must be considered in decision-making, such as when developing an FMP (DEECA, 2020).



Legislation, policies, guidelines, plans, strategies and assessments from Commonwealth, State, regional and local government levels evolve and interact with each other, guiding the strategic management of our coastal and marine areas. In addition to Statewide guidance, there are a range of policies and plans at the regional and local levels that directly influence the management of coastal and marine areas of the municipality.

Figure 5 illustrates the hierarchical relationships between policies at the State, regional, and local government levels. A list of all key documents relevant to the FMP is provided in Attachment B:

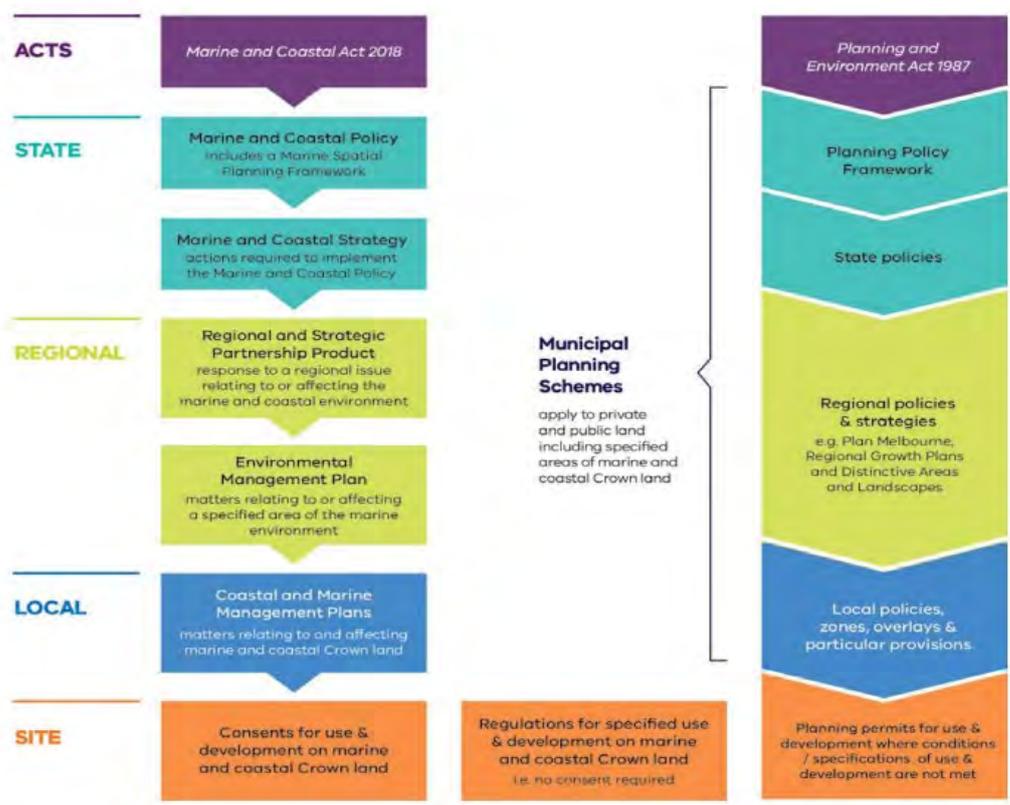


Figure 5. Relationship between the Marine and Coastal Act, 2018 and the broader land use planning system from Marine & Coastal Policy DELWP, 2020.

To ensure holistic and integrated management of our coastal and marine areas, we need alignment and consistency with other relevant strategies across the municipality.

Figure 6 provides an overview of key municipality strategies and plans and their alignment with the Planning and Decision Pathway (Figure 4). Figure 6 also highlights key Council strategies and documents which were considered when developing the FMP. The FMP was developed to complement and support existing plans; driving strategic direction and alignment across the municipality.

	Acknowledge Traditional Owners' rights, aspirations and knowledge	Protect and enhance the marine and coastal environment	Respect natural processes and strength resilience to climate change	Use and develop sustainably	Stewardship, understanding, engaging, collaborating
Plan for Port Phillip 2025 - 2035	Develop and deliver the Foreshore Management Plan and the Coastal Adaptation Plan to guide how we protect, maintain and manage our coastline and foreshore. (Outcome).				
	Work with the Victorian Government, Parks Victoria and other key stakeholders to maintain and enhance all 11 km of foreshore for the benefit and active use of all Victorians (Outcome).				
	An environmentally sustainable and resilient City (Strategic Direction)				
	A vibrant and thriving community (Strategic Direction). A healthy and connected community (Strategic Direction).				
	Extent to which residents experience access to the natural environment in City of Port Phillip (Outcome Indicator).	Provide advice to the community on the risks of climate change and ways to prepare for the changes (Outcome Indicator).			
Reconciliation Action Plan 3 - Innovate 2025-2027	Support the delivery of sustainability initiatives that provide connection and care for Country, using cultural management practices and approaches (Deliverable).			Explore opportunities with Traditional Owners that demonstrate First Peoples connection to Country through informed design processes that will reflect Aboriginal cultures or Country in urban and public space projects. (Deliverable)	Continue to support relationship building between the community, Traditional Owners, Council, and other government organisations by facilitating the Spirit Network forum. (Deliverable).
	Work with Traditional Owners to ensure places of cultural significance are protected through the appropriate application of Cultural Heritage Management Plans in support of mindful development and planning. (Deliverable).	Work with authorised parties and Traditional Owner Groups on protecting, restoring or enhancing Indigenous landscapes and watercourses (Deliverable).			
	In consultation with Traditional Owner Groups – support their delivery of programs and events that share understanding of Country, through Ngaragee to Nerm walks and Yallikut Willam bike rides. (Deliverable).				
Act and Adapt Sustainable Environment Strategy 2023-28	A water sensitive city (Priority). Continue seeking opportunities to implement water sensitive urban design infrastructure (Initiative).				
	A greener, cooler and more liveable city (Priority). Implement permeability initiatives such as de-paving, increasing green space and building green infrastructure (Initiative).				
	Develop a Coastal Adaptation Plan to build the municipality's resilience against sea level rise and inundation. (Initiative).				
	A sustained reduction in waste (Priority).				
Places for People: Public Space Strategy 2022-32	Plant more shade trees and garden beds on key sections of the foreshore (such as Pier Road and Pickles Street) to improve shade, biodiversity and amenity (Outcome).		Well-maintained and climate resilient; greener and incorporating water sensitive design.		
			Ensure access to the water and foreshore projects are planned and designed to cope with climate change, including projected sea level rise (Outcome).		
Climate Emergency Plan 2023-28	Creating resilient and liveable public spaces (Priority): Making our foreshore resilient to climate change by expanding fenced areas to allow regeneration of dune plants that act to stabilise the sand (Action)				
	Incorporating sustainable, climate resilient design into new developments and structure plans (Priority).				
	Enabling more sustainable transport options (Priority).				
Events Strategy 2023-26	St Kilda, including Acland Street, Fitzroy Street and the foreshore, in winter or shoulder seasons. (Our Priorities).				Consider event requirements in the development or maintenance of appropriate public space (Action).
					Deliver Council-produced events that are aligned with this strategy and the Council Plan, including the St Kilda Festival and St Kilda Film Festival (Action).
Urban Forest Strategy 2024 to 2040	In the City of Port Phillip, urban greening is healthy and abundant, biodiversity is valued and supported, and nature connects community (Vision).		We retain first, respecting established character, and adapt by adding more resilient plant species where they are most needed to reduce heat & flood vulnerabilities. (Principle).		We work together to value, protect, grow and care for healthy and sustainable greening everywhere. (Shared Principle).
Port Phillip Bay Environmental Management Plan 2017-2027	The Bay's habitats and marine life are thriving (Goal).				Stewardship of the Bay is fostered across community, industry and government. (Goal).

Figure 6. Alignment of recent key City of Port Phillip strategic documents in relation to the Marine and Coastal Policy and its core objectives.

The direction of the Gender Equality Act 2020 was also considered in the FMP development.

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026



What came before this FMP?

Council adopted a previous FMP in 2012, endorsed by the State Minister for Environment and Climate Change at the time. The 2012 FMP was developed under the former *Coastal Management Act 1995*, which primarily focussed on land-based coastal Crown land.

The 2012 FMP identified coastal values to protect, maintain, and enhance the foreshore whilst responding to current and future management issues. It identified ten key management issues/themes to address in the short-term. A list of actions was developed for each key management theme, addressing specific issues in those areas. The FMP provided high-value actions specific to five foreshore areas: Sandridge, Port Melbourne, South Melbourne and Middle Park, St Kilda, and Elwood. Values and challenges were also explored for each foreshore area.



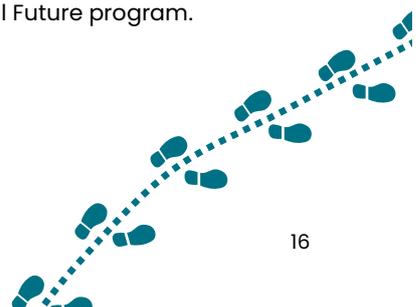
City of Port Phillip Foreshore Management Plan 2012

As of January 2024, approximately 81% of actions in the 2012 FMP have been implemented or are underway. This includes 86% of the high-value strategic and 70% of the location-based actions being implemented or underway. Outstanding actions have not been delivered due to budget and resourcing constraints.

Under the new *Marine and Coastal Act 2018* (MAC Act), coastal and marine management seeks to achieve a more integrated approach across both land and sea environments. Coastal and marine management reforms have also emphasised the importance of including Traditional Owner rights and knowledge in our management.

This new FMP replaces the previous plan inline with the new MAC Act. It provides a more coordinated, strategic and integrated approach to short-term coastal and marine management across the municipality, translating the latest State Government policy into on-ground actions.

The new FMP addresses outstanding actions from the 2012 FMP, such as issues regarding ageing infrastructure and maintenance. This FMP also complements broader coastal adaptation planning occurring across the municipality as part of the Our Coastal Future program.



City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

City of Port Phillip

Overlooking Port Phillip Bay, the City of Port Phillip is a vibrant and growing community located about 6.4 km southeast of Melbourne's Central Business District. Stretching along the northern edge of Port Phillip Bay, the coastline is a popular destination that supports a wide range of values of both local residents and visitors.

The municipality's Crown Land foreshore reserves extend approximately 11 km and include the main beaches of Sandridge, Port Melbourne, South Melbourne, Middle Park, St Kilda and Elwood, as well as Elster Creek (Figure 7). Whether you live, work or visit the municipality, you're never far from the Bay.



Figure 7. Map of the City of Port Phillip.

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026



Former Little Red Bluff, Elwood foreshore (Meyer Eidelson, 2014)

This area has since been transformed into Point Ormond.

The first custodians

The area now covered by the municipality is recognised as the traditional lands of the Bunurong (Boonwurrung) People and the Wurundjeri People, who have lived in the area for over 55,000 years. Specifically, the Yalukit Willam People inhabited the coastal area, with coastal land and sea Country playing an important role in their everyday life. The lush vegetation, natural floodplains, wetlands and the Bay itself provided invaluable resources and areas of cultural significance for traditional owners. From the coastal wetlands around Port Melbourne, which were once regular hunting and gathering grounds, to the sandstone bluff at Elwood which was thought to be a source of body art paint, the environment was intrinsically linked to their life and culture.

The Bunurong (Boonwurrung) People and the Wurundjeri People respected and cared for their country and are acknowledged as the first “land managers” of the area.

Although the land and seascape has experienced significant change, especially since European settlement, the Bunurong and Wurundjeri Traditional Owners connection to land, sea and sky Country remains strong. They have and continue to play an important role in the management of land, water, natural landscape and places of significance within the area for generations to come.

YALUKIT WILLAM - The River People of Port Phillip (Meyer Eidelson, 2014)



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Our Coastal Future Foreshore Management Plan area

An FMP applies to marine and coastal Crown Land. As a Council-led project, the focus for this FMP is the marine and coastal Crown Land for which Council is the Committee of Management. This encompasses the 11 km of coastline, including the coastal suburbs from Port Melbourne through to Elwood (Figure 9).

Under the *Marine and Coastal Act 2018*, an FMP must also consider the broader marine and coastal environment, extending up to 5 km inland and 3 nautical miles offshore from the high-water mark (Figure 8).

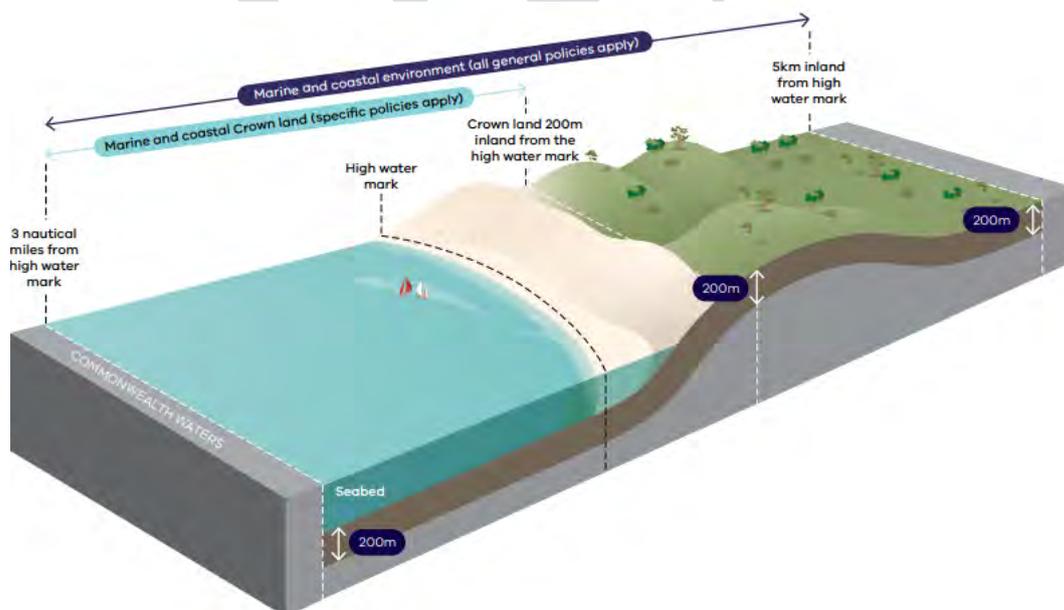


Figure 8. Areas where the Marine and Coastal Act and Marine and Coastal Policy apply (DEECA, 2020).

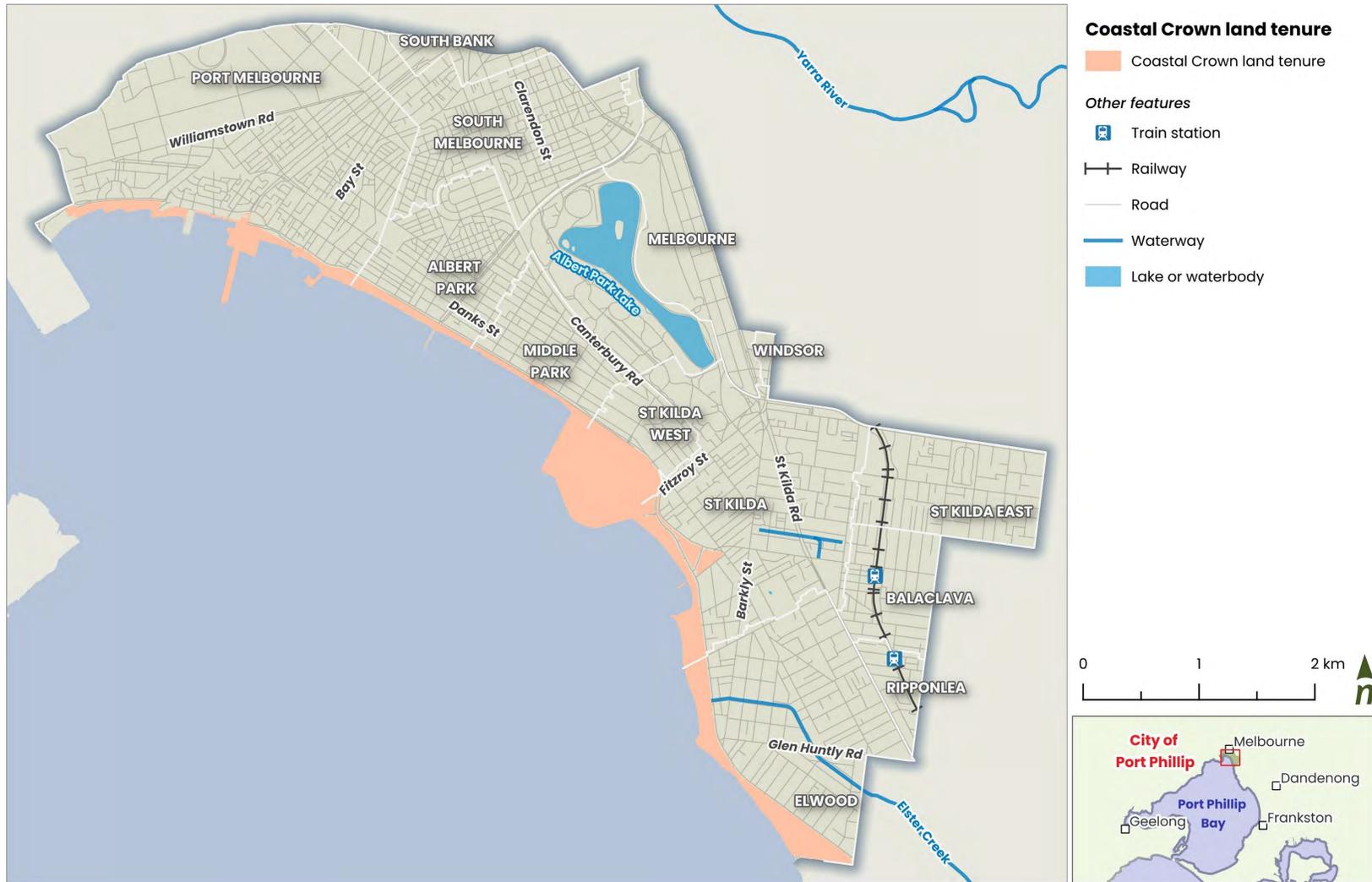


Figure 9. Coastal Crown land tenure where the FMP applies.

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Present day management roles and responsibilities

Today, management of the municipality's coastal and marine areas is a shared responsibility between Council and various other management agencies, stakeholders and rightsholders (Figure 10, Figure 11).

Council manages approximately 66% of the coastal and marine Crown Land area along the Port Phillip Bay foreshore, as the designated Committee of Management. Management of these reserves is to be in accordance with the *Crown Land (Reserves) Act 1978*. The remaining Crown Land reserves are managed by DEECA, Parks Victoria and the Department of Transport who collectively are responsible for the management of piers, breakwaters, offshore coastal reserves and selected parks across the municipality. Melbourne Water has responsibilities across stormwater, sewage, flood mitigation, and river health.

Rightholders and Traditional Owners, Bunurong Land Council Aboriginal Corporation and Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, also play a vital role in the care of coastal and marine areas across the municipality.

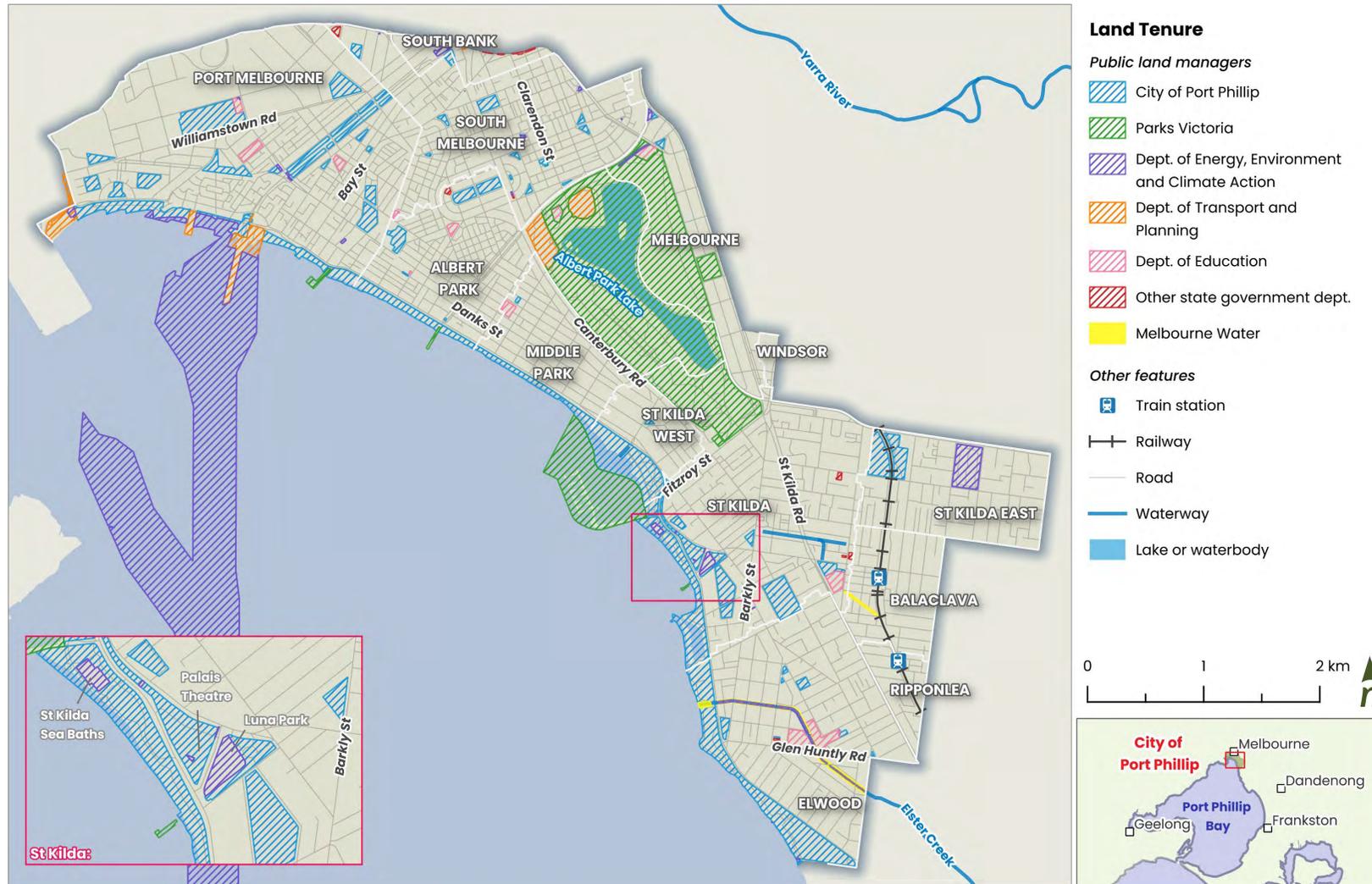
An overview of key land managers, rightsholders and stakeholders across municipality is presented in Table 1. Strong collaboration between all stakeholders is important for managing the coastal and marine areas of the municipality and achieving the objectives of the FMP.



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Table 1. Key land managers and stakeholders for the municipality (colour coded to match Figure 10).

Agency	Role
	<p>The Bunurong Land Council Aboriginal Corporation (BLCAC) is a Traditional Owner organisation of the South-Eastern Kulin Nation, representing the traditional lands of the Bunurong language group, ancestors, places and cultural environment. They are a Registered Aboriginal Party (RAP) and rightsholder for a large portion of the City of Port Phillip area, including the coastline. BLCAC has cultural heritage responsibilities under the <i>Aboriginal Heritage Act 2006</i> and must be consulted on proposed land management activities and the use of traditional knowledge.</p>
	<p>The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) is a Traditional Owner organisation of the central region of the Kulin Nation, representing the traditional lands, ancestors, places and cultural environments of the Woi wurrung language group. They hold cultural heritage responsibilities under the <i>Aboriginal Heritage Act 2006</i> as a RAP and rightsholder for a large area of present-day Melbourne/Naarm, including parts of City of Port Phillip municipality. WWCHAC must be consulted on proposed land management activities and the use of traditional knowledge.</p>
	<p>The City of Port Phillip is Committee of Management for large portions of coastal Crown land. Council's role in coastal and marine management also includes (but is not limited to):</p> <ul style="list-style-type: none"> - managing all Council-owned foreshore infrastructure - administering the Planning Scheme and reviewing planning applications - engaging with the Victorian Government to influence broader coastal policy - active member of Association of Bayside Municipalities - facilitating advocacy with other organisations and liaising with the community.
	<p>The Department of Energy, Environment and Climate Action (DEECA) is responsible for overseeing management of Crown land and marine areas for its environmental, conservation and recreational values. DEECA reformed coastal and marine management with a new <i>Marine and Coastal Act 2018</i>, associated Policy and Strategy, and the VRC framework and guidelines.</p>
	<p>The Department of Transport and Planning (DTP) is responsible for planning, building, operating and maintaining Victoria's transport, planning and land services. DTP manage precinct, policy, land, planning, building and heritage systems to shape places and communities. This includes the management and maintenance of assets such as Princes Pier and Station Pier.</p>
	<p>Parks Victoria (PV) is the Victorian Government agency responsible for managing protected areas of land, marine parks and reserves. In addition to managing National Parks, marine protected areas and other Crown land reserves and assets, Parks Victoria is the local port & waterway manager for Port Phillip and Western Port under the <i>Port Management Act 1995</i> and <i>Marine Safety Act 2010</i>. They are responsible for safe navigation (boating and swimming zones, aids to navigation), berths and infrastructure such as boating facilities, moorings and piers.</p>
	<p>Melbourne Water (MW) is a statutory authority owned by the Victorian Government that manages and protects Melbourne's major water resources. MWs responsibilities include managing water quality, drainage and flooding. It also owns and maintains major water, sewer and drainage infrastructure, including drainage reserves and outlets.</p> <p>On 1st January 2022, the Port Phillip & Westernport Catchment Management Authority (PPWCMA) was integrated into Melbourne Water. From this date, Melbourne Water has been responsible for managing the Port Phillip and Western Port Regional Catchment Strategy.</p>
	<p>South East Water is a government-owned utility that manages and maintains the water and sewerage networks for Melbourne's south east, including the pipes, pumping stations, valves and some water recycling plants.</p>
	<p>The Association of Bayside Municipalities (ABM) is an unincorporated association of the councils that have frontage to, and are affected by the tidal influences of, Port Phillip Bay. It is focussed on the sustainable management and health of Port Phillip Bay. The Association approaches matters on a regional basis and is a forum for information exchange, advocacy, and collaboration to achieve "whole-of-bay" outcomes.</p>

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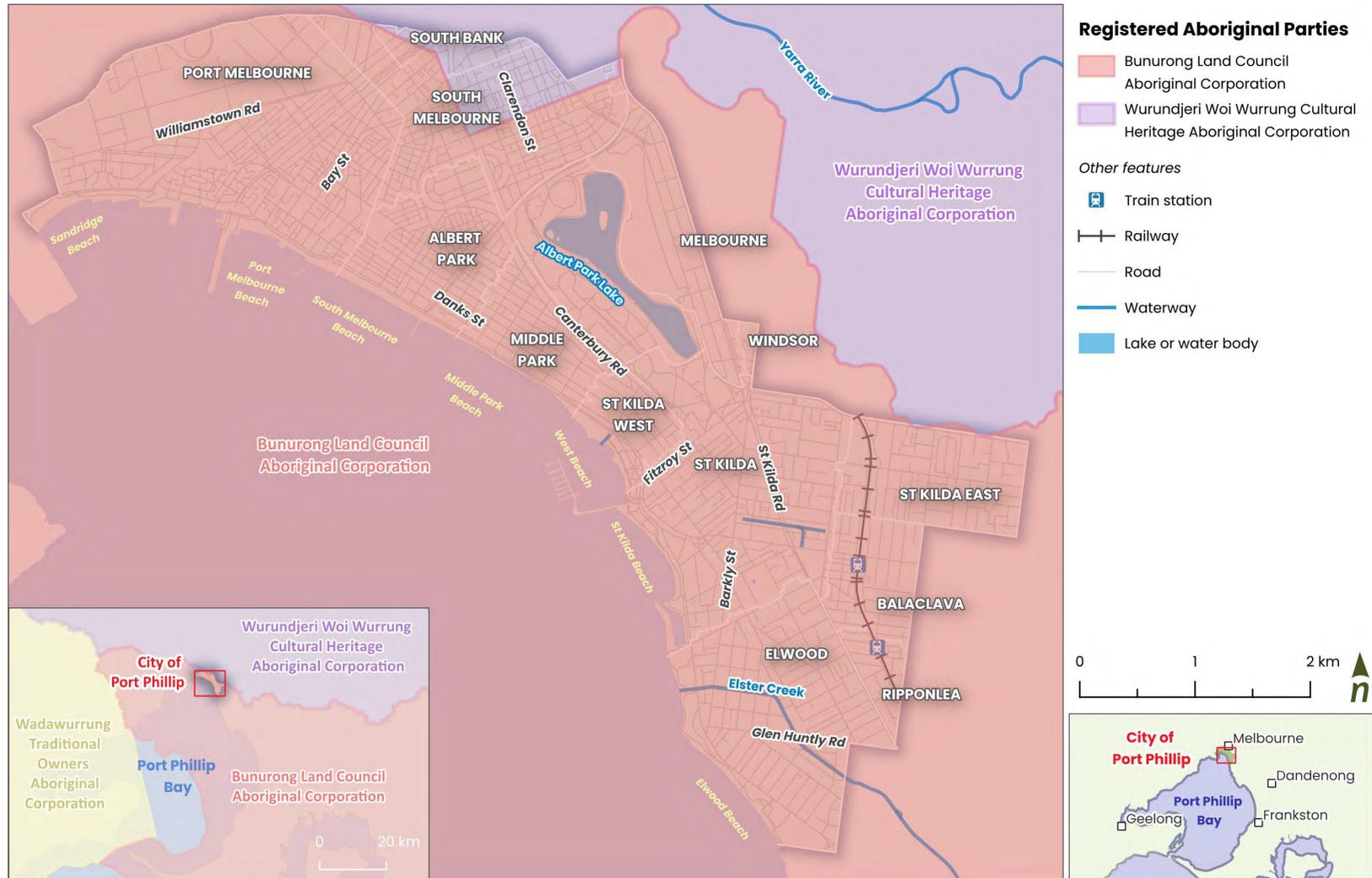
Agency	Role
	South East Councils Climate Change Alliance (SECCA) is composed of nine local governments to the South East of Melbourne, including the City of Port Phillip, who are committed to a coordinated regional response of climate change. SECCCA supports member Councils and their communities to respond and adapt to the effects of climate change through projects and research programs at the regional level.
	Environment Protection Authority Victoria (EPA) is Victoria’s environmental regulator. The EPA’s role is to protect human health and the environment by reducing harmful effects of pollution and waste. In coastal and marine environments, the work of the EPA includes monitoring programs such as Beach Report for water quality forecasting, and building understanding of environmental obligations.
	The Victorian Fisheries Authority (VFA) is an independent statutory authority established to effectively manage Victoria’s fisheries resources. Servicing all fisheries and aquaculture sectors and providing advice to government, VFA work closely with many stakeholders to deliver sustainable fishing and aquaculture, clear resource access and sharing arrangements and increased economic, social and cultural value.
	Better Boating Victoria (BBV) is a division of the Victorian Fisheries Authority. It oversees the implementation of boating reforms and the Victorian Government’s investment in boating infrastructure and facilities. This includes upgrading boat ramps and reviewing management arrangements for boating infrastructure.
	Ports Victoria is a statutory authority leading the strategic management and operation of Victorian commercial ports and waterways. This includes managing the commercial shipping in Port Phillip, safe navigation in and between Melbourne to Port Phillip Heads, waterside emergency and marine pollution response, and the management of Station Pier as Victoria’s premier cruise shipping facility.
	Port of Melbourne private commercial consortium (previously the Government owned Port of Melbourne Corporation) is the leasee of the commercial port of Melbourne and are responsible for planning, operating and maintaining port land and shipping channels. The Port of Melbourne’s footprint does not include Station Pier, or cruise ship operations.
Neighbouring local government areas	The City of Melbourne, Bayside City Council, Glen Eira City Council, City of Stonnington and Kingston City Council, either neighbour the municipality, or are part of the broader Elster Creek catchment. Activities occurring in the upstream Elster Catchment and adjoining local government areas have consequences on the municipality. Management of the municipality’s coastal and marine areas requires coordination across local government boundaries.



Lease and licencing agreements

The foreshore reserves in the municipality support several commercial and recreational buildings, of which the municipality issues lease and licenses. Lease and licencing agreements are currently issued to vendors such as restaurants, community sports clubs, kiosks and commercial recreational operators.

Leasing foreshore buildings to tenants is a source of annual revenue for the municipality. Funds generated from these leases and licences are reinvested back into the municipality’s operations, maintenance and capital works projects required on the foreshore.





Environment

Land and seascape

The contemporary landscape of Port Phillip Bay formed at the end of the last ice age, approximately 6,000 –8,000 years ago. At this time, sea levels rose and flooded what was previously the Port Phillip sunkland and lower reaches of the Yarra River. At the peak of sea level rise, much of the present-day municipality landscape was under water. As sea levels receded, the low-lying areas of the area became exposed, leaving behind a sandy coastal landscape with a mix of grasslands, wetlands, coastal lagoons, and hills.

An indication of the forms of vegetation that were likely present in the area prior to European settlement (approximately 1750) are presented in Figure 12.

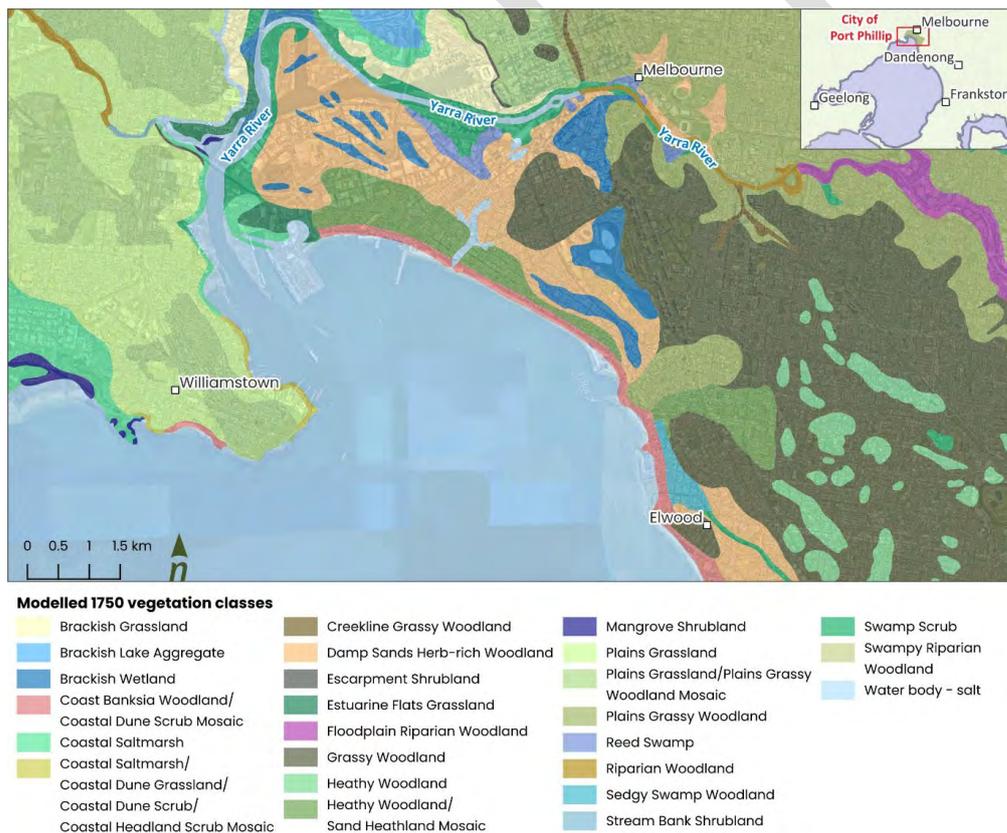


Figure 12. Modelled extent of Ecological Vegetation Classes in 1750 across northern Port Phillip Bay overlaid with the present-day urbanised environment.

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Historical landscape

Based on anecdotal evidence, studies and stories, the pre-European landscape of the area, now occupied by the municipality, was once characterised as a diverse landscape supporting a continuous plain of lush native and indigenous vegetation, marshlands and swamps. Coastal Banksia Woodlands and Coastal Dune Scrub vegetation classes dominated the foreshore, while inland areas supported a mosaic of woodland, heathland and grassland vegetation (Figure 12). Within the Bay a diversity of marine life could be found, including crayfish, shellfish and dolphins.

Brackish wetlands, lagoons and swamps existed in areas now occupied by Sandridge, Middle Park, Albert Park and Elwood Canal (Figure 13). These included Sandridge lagoon, Elwood swamp and Albert Park lake. These areas provided important habitat for range of aquatic invertebrates and plants including fish, crustaceans, reeds and swamp herbs. Today, Albert Park is the only remaining inland waterbody in the municipality.

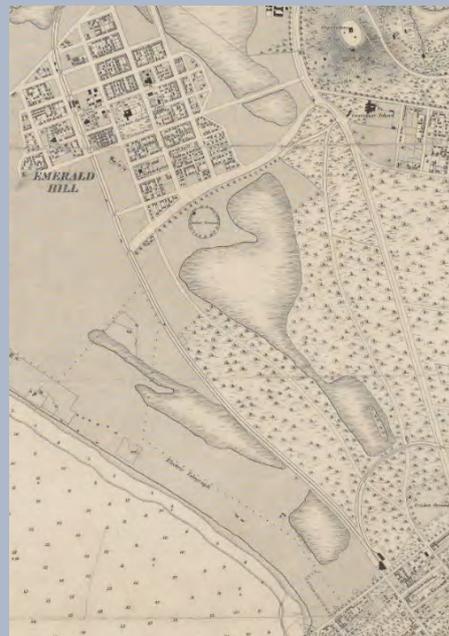


Figure 13. Detail from H.L. Cox's plan of Melbourne, Albert Park Lake, 1864. (Source: State Library Victoria)

Since European settlement, western land management practices and uses have significantly altered the landform and drainage regimes of the municipality. Minimal remnant vegetation remains as a result of these activities and there is little physical evidence of the past landscape of this area.

Major landscape changes that took place in the late 19th century included:

- Placing fill material along foreshore areas, particularly around Webb Dock and Point Ormond
- Draining and infilling of the Elwood swamp to reclaim land for development
- Infilling of Sandridge lagoon
- Channelisation of the lower reaches of Elster Creek to form the Elwood Canal
- Broad urbanisation and development.

Today, the municipality's highly modified foreshore is characterised by sandy beaches, adjacent green spaces, and urban areas. While coastal structures, particularly seawalls and drainage infrastructure, have significantly impacted shoreline dynamics, some important natural elements remain.

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The beaches, waterway, and open green spaces, while highly modified, continue to support natural and restored ecosystems. Both the natural and revegetated areas provide vital habitat for a range of important vegetation species and fauna. Such habitats include small sections of native and remnant vegetation consisting of coastal dune scrub, grassy woodland plains ecosystems and saltmarsh (CoPP, 2024).

Some open green spaces along the foreshore, including Perce White Reserve and Elwood Foreshore Reserve, are recognised for their regional conservation significance and local ecological significance, respectively (CoPP, 2010; Hehir, 2012). As found in the Biodiversity Study conducted for the Urban Forest Strategy, these areas support an abundance of biodiverse vegetation, as well as provide shelter and foraging grounds and form a designated habitat corridor for fauna in the area.



Sandridge Beach

Located within the Gippsland Plain Bioregion, the native vegetation found along the foreshore of the municipality is primarily Coastal Banksia Woodland and Coastal Dune Scrub Mosaic. With a conservation status of 'vulnerable', these areas contain both remnant (existing prior to European settlement) and revegetated vegetation.

The foreshore supports small dune pockets that retain high-value flora and fauna, such as coastal banksia. Dunes are present in Sandridge, Port Melbourne, Middle Park, and St Kilda West. However, these sensitive environments face growing pressures from the changing climate and high levels of recreational activity along the foreshore.



Pickles Street dunes, Port Melbourne

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Aside from the influence of the Yarra River in the northwest of the municipality, Elster Creek is the only major waterway along the Municipality's coast. Originally, Elster Creek flowed into a coastal swamp. However, following colonisation its lower sections were channelised and Elwood Canal and Head Street diversion now direct the creek's flow directly into Port Phillip Bay.

Urban development, stormwater drainage infrastructure, and land-use change in the upper catchment have had a large impact on the health of the municipality's waterways. This includes poor water quality of the Elster Canal and the Yarra River, which in turn affects the overall health of Port Phillip Bay.



Elwood Canal and surrounding area

Despite significant change, the municipality is home to significant coastal and marine ecological values, many of which are highly valued by residents and visitors.

The municipality supports over two thousand indigenous flora and fauna species (CoPP, 2024). This includes the iconic and charismatic colony of little penguins (*Eudyptula Minor*) at the St Kilda Pier Breakwater, which is the only penguin colony across the globe that lives, feeds and forages in a Bay. Other species across the municipality include superb fairywren, the Burrunan dolphin, stingrays, seals, sea stars, crustaceans, muscles, Greenstaining Coral fungi and Murnongs (yam daisies).



Burrunan dolphins playing in Port Phillip Bay
(Source: Marine mammal foundation)

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Coastal processes

The municipality's natural coastline is characterised as a swell-sheltered shoreline of predominantly sandy beaches, with a hard rock shoreline at Point Ormond and a soft rock shoreline at Elwood (NCCARF, 2017). Historically, beaches across the municipality have been shaped by numerous environmental and anthropogenic factors, including:

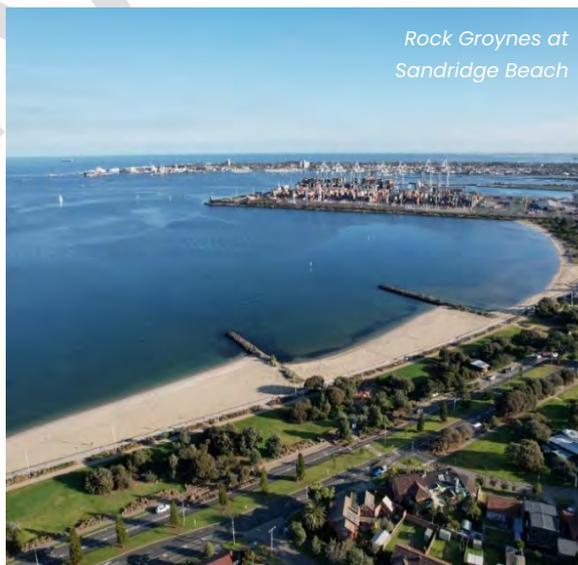
- Natural coastal processes – waves, winds and tides
- Coastal protection structures – seawalls, breakwaters and groynes
- Other coastal infrastructure – marinas and canals, drainage outfalls and outlets
- Beach renourishment management programs.

Port Phillip Bay's coastline is sheltered from large swell (ocean) waves originating in Bass Strait. As swell waves pass through the narrow entrance and shallow sand deposits at Port Phillip Heads, they begin to lose energy and eventually weaken as they move further into the Bay. Consequently, the Bay's foreshore receives minimal ocean swell waves. Instead, coastal processes are driven by locally generated wind waves and tides. These processes are responsible for shaping and driving sand transport across the foreshore.

The municipality's foreshore experiences a bimodal wave climate, with calmer summer conditions driving north-west longshore sand transport and energetic winter conditions driving south-east longshore transport (Short, 2020). Over time, the net movement of sand along the coastline is generally balanced, resulting in no overall trending direction of sand movement (Black & Rosenberg, 1992). Storm events tend to rake the sand back off the beaches into the Bay. Sand can return during calmer wave conditions; however, it also has the potential to be lost from the system.

Over the last century, coastal structures such as groynes, breakwaters and marinas, have been built along the shoreline. This has altered natural coastal processes and influenced sand transport. The trapping of sand by coastal structures, such as rock groynes, is visible across the municipality's foreshore, being most notable at Sandridge and Elwood.

This leads to the widening or narrowing of the beach on different sides of a structure, making some sections of the beach susceptible to erosion. Beach widths can change during different seasons and following storm events.



Rock Groynes at Sandridge Beach



Coastal hazards and interventions

The municipality has a history of dealing with coastal hazards, including erosion (sand loss) and inundation (flooding). The municipality is predominantly low-lying, making it vulnerable to temporary inundation from the Bay during storm tide events, as well as riverine flooding from the Yarra River and Elster Creek. The Yarra River, Elster Creek and parts of the drainage network also provide further flow paths for coastal storm tide flooding to reach low-lying areas inland. Sections of the municipality that sit at higher elevations, such as Point Ormond, inland areas of St Kilda and St Kilda East, are less vulnerable to coastal flooding.

Flooding has long been an ongoing challenge for the municipality, with the earliest recorded event dating back to 1839 (GML Heritage, 2024). Over time, flood events driven by coastal storm surges, riverine flooding and stormwater runoff have become more frequent due to changes in natural processes and drainage systems. Currently, many streets and low-lying areas across the municipality experience flooding, including Montague Street and Gladstone Street in South Melbourne – both prone to flooding for over a century. Compounding this issue, intense wave action is driving coastal erosion, stripping sand from beaches like Middle Park, St Kilda and Elwood, to leave nearby coastal areas increasingly vulnerable to flooding.

Table 2. Comparison of coastal hazards across the City of Port Phillip from the 19th century to present day.

Then	Now
<p>South Melbourne</p>  <p>1919</p> <p>Source: <i>Australasian</i>, 8 March 1919 in GML Heritage, 2024.</p>	 <p>2018</p> <p>Source: SES, 2020.</p>
<p>Sandridge breakwater, Port Melbourne</p>  <p>1950</p> <p>Source: GML Heritage, 2024.</p>	 <p>2024</p> <p>Source: GML Heritage, 2024.</p>

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Since the late 19th century, a range of management activities have been implemented to reduce exposure and risk to coastal erosion and flooding hazards across the municipality.

Key management activities have included:

- Drainage of swamps and lagoons
- Land reclamation and raising of land
- Dredging and de-snagging of the Yarra River to improve flows and navigation
- Installation of seawalls and levees
- Beach renourishment
- Addition and improvements in stormwater drainage systems.



While management activities and mitigation measures help to alleviate some coastal hazard risks, the municipality's coastline remains highly susceptible to coastal flooding and erosion. With increased use and demand, climate change impacts, and urbanisation across the municipality, there is a growing need to increase the areas resilience to coastal hazards.



*Storm surge at Elwood foreshore
Photo: Susan Constable*

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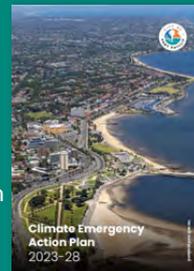
Changing climate of Port Phillip

The municipality's coastal areas are increasingly being impacted by changing climate conditions. Changing conditions along the coast that are expected due to climate change include:

- Rising sea levels
- Changes in wave and wind action
- Increases in storm tide events
- More intense and frequent rainfall events and riverine flooding
- Ocean acidification
- Algal blooms
- Changes in vegetation types and habitats
- Changes in bird migration patterns.

In 2019, Council declared a **climate emergency**, acknowledging the global nature of climate change and the need for collective action.

Following this, Council developed their *Climate Emergency Plan 2023–2028*. The Plan includes measurable targets and practical actions for individuals, households, and businesses to help cut greenhouse gas emissions and preparing for increased extreme weather conditions, from heatwaves to flooding.



Climate changes are likely to influence the frequency, extent and duration of coastal hazards, including storm tide flooding and erosion events. Events are anticipated to become more frequent and last longer, which will directly impact beach and flood recovery. Existing stormwater networks and outfalls, including the Elwood Canal, are also likely to be impacted by rising sea levels and increased rainfall. These events will place greater pressure on the existing network and may result in reduced drainage efficiency, leading to greater inland flooding.

Based on projections by the Intergovernmental Panel on Climate Change (IPCC, 2023) for a very high emissions future, by 2100 global sea levels are projected to increase by 0.63 - 1.01 m above baseline 1995–2014 sea levels.

CSIRO estimates for the Port Phillip local government area indicate sea levels may rise by approximately 0.68 m above baseline 1986 – 2005 sea levels over the next ~65 years (CoastAdapt, 2017)¹.

The municipality is experiencing rising temperatures, increases in heatwaves and urban heating. 'Green' and 'blue' spaces provided by reserves and our coastal and marine areas play an important role in helping aid urban cooling. 'Green' and 'blue' spaces should continue to be maintained and enhanced into the future to build resilience.

¹ CoastAdapt (2017) https://coastadapt.com.au/sea-level-rise-information-all-australian-coastal-councils#VIC_PORT_PHILLIP.

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Port Phillip Bay Coastal Hazard Assessment

An important body of work for the coastal and marine areas of the municipality is the Port Phillip Bay Coastal Hazard Assessment (PPBCHA). This comprehensive assessment was undertaken by DEECA in collaboration with CSIRO, Water Technology and the University of Melbourne (completed in 2024). Using the best available data and information, the PPBCHA is a comprehensive assessment which provides a regional scale understanding of coastal hazards across Port Phillip Bay. This information, data and knowledge will help us to better plan for and adapt to coastal hazards around the Bay.



Technical reports from the Port Phillip Bay Coastal Hazard Assessment



As part of the Our Coastal Future program, Council is developing a Coastal Adaptation Plan (CAP). The CAP explores the municipality’s vulnerability and risk to coastal hazards, as well as identifies adaptation approaches to manage the impacts of climate change. The CAP is being developed to align with the Victoria’s Resilient Coast – Adapting for 2100+ (VRC) framework and guidelines, which is a new state-wide approach to coastal hazard adaptation.

Both the FMP and CAP seek to consider and appropriately adapt to future coastal hazards. They aim to balance the management of social, cultural, environmental, and economic values and uses of the coastline, ensuring it remains a desirable, liveable and prosperous place for current and future generations.

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Community and connection to coast

Our municipality has a population of about 112,000 people, which is expected to grow to nearly 167,000 by 2041 (.idcommunity 2024a & 2024c). Our community is relatively young, with a median age of 38 (ABS 2021a). Two in five households are single-person, and about half of residents rent (.idcommunity 2024a). Figure 14 presents key demographic statistics.



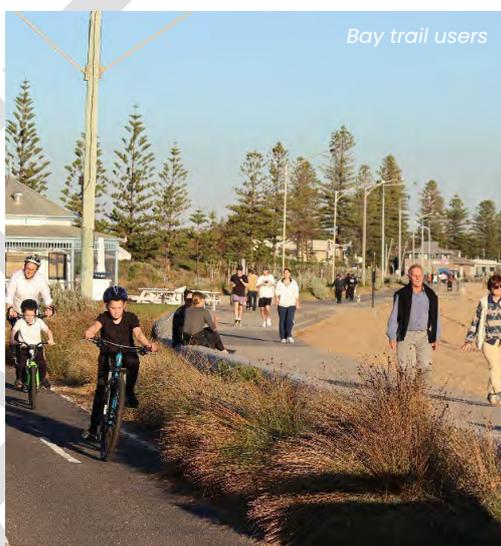
Figure 14. 2024, 2023 and 2021 census statistics (.idcommunity, 2024a)

City of Port Phillip has a proud history of inclusion and diversity, with Station and Princes piers the first landfall in Australia for many new arrivals in the late 1800s and early 1900s. Today, over a third of residents are born overseas and one in four speaks a language other than English at home. Diversity within our community remains one of Port Phillip’s greatest strengths.

How we use our foreshore

The foreshore is **central to community life**, offering a wide range of social, recreational, and tourism experiences.

It’s a hub for activities such as swimming, running, boating, cycling, fishing, beach volleyball and paddleboarding.



Connection to Land and Sea Country

Around 0.5% of Port Phillip City’s population identifies as Aboriginal and/or Torres Strait Islander.

The strong connection to land and sea Country continues for Bunurong, Boon Wurrung and Wurundjeri People, whose **cultural responsibilities and obligations to care for Country remain intact.**

Social cohesion, diversity and inclusion

Council plays a key role in creating a diverse, inclusive and connected community. As part of the FMP development, we undertook a **Gender Impact Assessment**, alongside consideration of the Accessibility Action Plan 2023-25 and LGBTIQA+ Action Plan 2023-26, to ensure the diverse needs and experiences of our community were reflected.

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Economy and livelihoods

Over the past fifty years, the municipality's economy has undergone significant structural transformation, shifting from a predominantly industrial manufacturing base to one centred around service provision. Growth in knowledge-based services has been a key driver of this change. Notably, the professional, scientific, and technical services sector has emerged as the largest contributor to the municipality's economy, with an estimated value-added contribution of \$2.7 billion (REMPAN, 2024). The total economic value-added by the municipality in FY2023-24 was approximately \$13.9 billion, representing 3.3 % of all value-added across Greater Melbourne (REMPAN, 2024). Table 3 below shows the top ten value-added industries, where the top four (in light orange) account for more than 50% of all value added across the municipality.

Table 3. Top ten industries in the municipality, by amount of value-added (REMPAN, 2024).

Industry	Value-added (\$ million)	City of Port Phillip (%)	Greater Melbourne (%)
Professional, Scientific & Technical Services	2,696	19.4	9.7
Rental, Hiring & Real Estate Services	1,927	13.9	13.8
Financial & Insurance Services	1,617	11.6	12.0
Construction	1,275	9.2	8.9
Healthcare & Social Assistance	838	6.0	9.0
Information Media & Telecommunications	826	5.9	3.7
Transport, Postal & Warehousing	685	4.9	5.4
Education & Training	532	3.8	6.3
Retail Trade	509	3.7	4.5
Administrative & Support Services	488	3.5	2.0

Value-added indicates how much wealth an industry generates. It plays a key role in calculating Gross Regional Product – an estimate of an area's contribution to the national economy.

As the municipality has experienced urban renewal and gentrification, particularly in areas like Port Melbourne and South Melbourne, the real estate and construction sectors have grown in prominence. Additionally, an ageing population and a growing life expectancy has driven increased demand for healthcare services. Located just east of St Kilda Road, The Alfred, a major tertiary public hospital, plays a key role in meeting these healthcare needs.

The area's strong creative heritage remains a driving force, with creative industries represented across many larger industries, such as professional services and information media. Cultural and artistic hubs like St Kilda continue to serve as key focal points for the municipality and contribute significantly to the area's thriving tourism sector.

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Home to approximately 112,000 people, the City of Port Phillip supports an estimated 93,347 jobs (.idcommunity, 2024a, .idcommunity, 2024b). Employment within the City is largely concentrated in the northern areas of St Kilda Road North, South Melbourne and Fishermans Bend.



St Kilda Road, a key employment hub in the City of Port Phillip (Source: VicScreen).

Table 4 shows the top seven employment industries within the municipality, as reported in the 2021 Census (ABS, 2021b). Table 5 shows how the top five employers across the municipality are relatively consistent for each suburb.

Table 4. The top 7 employment industries across the municipality, as reported in the 2021 Census (ABS, 2021b).

Top 7 employment industries		% employed persons
	Professional, Scientific and Technical Services	16.2
	Health Care and Social Assistance	11.8
	Education and Training	8.6
	Retail Trade	7.4
	Financial and Insurance Services	6.8
	Construction	6.6
	Accommodation and Food Services	6.6

Table 5. The top five employment industries per suburb, as reported in the 2021 Census (ABS, 2021b).

Suburb	Top 5 employment industries				
	1	2	3	4	5
Albert Park					
Balaclava					
Elwood					
Middle Park					
Port Melbourne					
Ripponlea					
South Melbourne					
St Kilda					
St Kilda East					
St Kilda West					

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Tourism

Tourism is a major contributor to the municipality’s economy, employment, and identity. In 2022/23, tourism generated \$2.4 billion, with around 11.6 % of residents employed in a tourism-related industry (.idcommunity, 2024d).

The municipality’s iconic coastline hosts a range of major festivals and events, attracting around 750,000 visitors each year. These include triathlons, music festivals, food and drink festivals, fun runs, Bay swims, markets, and other community events (Urban Enterprises, 2023). The St Kilda Festival and its associated First People’s art and music day is a key event each year.



Home to major attractions such as the St Kilda foreshore, Luna Park, and Albert Park (the venue for the Australian Formula One Grand Prix), the municipality draws significant visitor numbers. Before the COVID-19 pandemic, St Kilda alone attracted nearly 60% of all visitors during peak tourism seasons (Urban Enterprises, 2022).

In addition to formal events, the foreshore attracts visitors year-round as a prime location for a wide range of recreational and sporting activities, from beach volleyball and triathlons, through to skydiving. The iconic Bay Trail connects walkers, runners, and cyclists along the length of the foreshore, providing easy access to the many parks and reserves where locals and visitors can engage in passive and recreational activities along the coast.

Key tourism assets and identified development opportunities along the coast

Station Pier is Victoria’s primary international cruise ship port, a highly strategic transport asset that plays a direct role in bringing tourists into and through the municipality. Following the relocation of the Spirit of Tasmania ferry to Geelong in 2022, Station Pier’s focus shifted to accommodating international visitors. Capturing and retaining these visitors as part of Melbourne’s cruise tourism presents a significant economic opportunity for the municipality.



Station Pier (Source: Ports Victoria)

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The **St Kilda Pier** has undergone a major redevelopment, led by Park Victoria. The new pier includes much improved disability access and a penguin boardwalk, providing an additional 150 m of protected wildlife habitat to the existing 500 m currently utilised by Little Penguins on the breakwater. The new Pier and landscaping extend inland towards Jacka Boulevard, revitalising the surrounding foreshore area and improving path connections.



Upgraded St Kilda Pier (Source: Parks Victoria)



Concept design of St Kilda Marina (Source: City of Port Phillip)

The **St Kilda Marina** is planned for redevelopment by the municipality. The redevelopment will aim to make the marina more open and accessible and create a vibrant strip of foreshore for the community to enjoy. It is intended to boost tourism and local business in the area. A key priority is to ensure the renewal approach aligns with environmental and heritage considerations, preserving the area's coastal character.

The **St Kilda Triangle precinct**, currently a car park located next to the Palais Theatre in St Kilda, is a unique opportunity as one of Melbourne's last bayside renewal sites.

The municipality had advocated to the Victorian Government for investment into a business case for a possible live music and performance venue at St Kilda Triangle. This was intended to support the ongoing cultural of St Kilda as a home for live music into the future.



St Kilda Triangle precinct (Source: City of Port Phillip)

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Vision and objectives

This FMP, its vision, objectives and actions, set the strategic direction for marine and coastal management for the next 10 years. A vision was developed using feedback from the community and stakeholder engagement activities and background review.

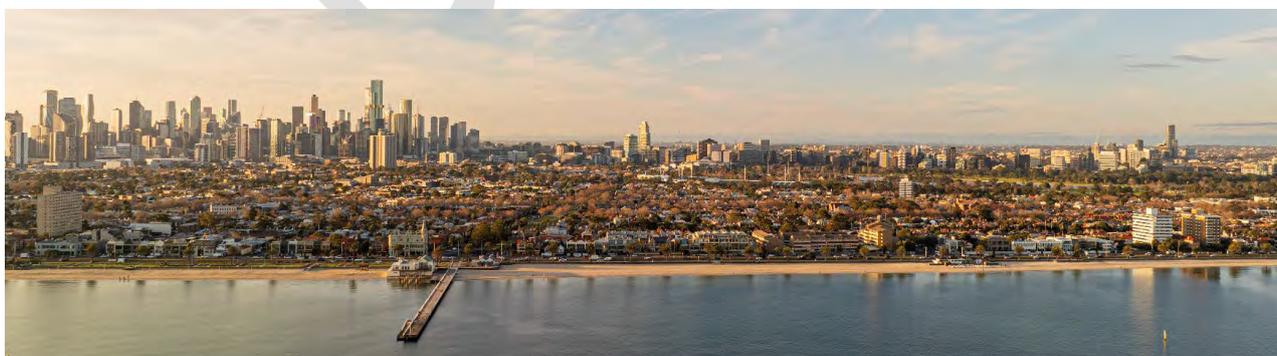
The vision reflects the shared aspirations of the Council, its community and visitors, Traditional Owners, and stakeholders concerning the use, preservation, management and custodianship of the municipality's foreshore and marine areas.

The vision for our City of Port Phillip's coastal and marine areas is:

“A healthy, resilient foreshore and Bay that sustainably supports diverse history, cultures and iconic lifestyle activities for everyone to enjoy, now and in the future.”

The intent of the vision:

Healthy and resilient foreshore and Bay	Means preserving and enhancing marine environments, sandy beaches and adjacent open green spaces, assets and infrastructure. Communities have a built awareness of climate change challenges and have the capacity to build adaptation and resilience to changing conditions.
Sustainably supports diverse history, cultures and iconic lifestyle activities	Means applying sustainable and holistic management approaches that support the diverse values and needs of both the community and coastal and marine areas. This involves acknowledging, celebrating and sharing the histories of this iconic coastline including both Traditional Owner knowledge, perspectives and ongoing connection to Country, as well as the municipality's European heritage. It also means providing services and facilities that enable people to enjoy a wide range of activities and experiences on and by the Bay, and fostering shared responsibility for preserving our coastal and marine environments.
Everyone to enjoy	Means all people who have a connection to, live, work, visit and play along the Port Phillip coastline. Be it rightsholders, residents and visitors, these spaces are for the enjoyment of all
Now and in the future	Means to create sustainable management choices that safeguards values and recreational opportunities for current and future generations.



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Five long-term objectives support the vision (Figure 15). They directly align with the MAC Policy 2020 Planning and Decision pathway (Figure 4) and its intended outcomes (**Error! Reference source not found.**).

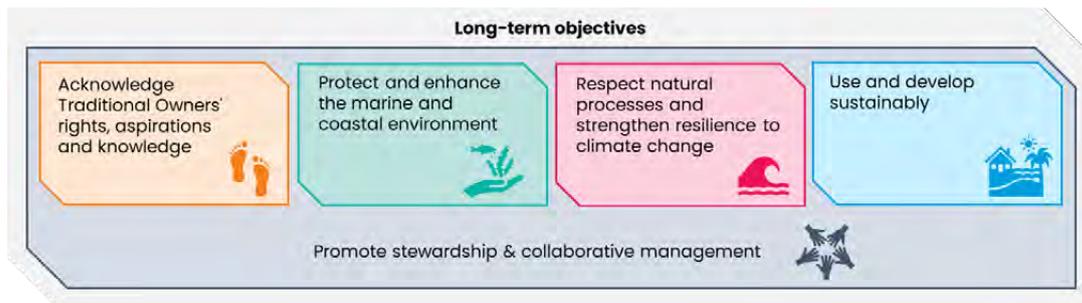


Figure 15. Long-term objectives for the FMP.

These objectives will guide decision-making, ensuring a coordinated and integrated approach to coastal and marine management across the municipality across the next 10 – 15 years. Stewardship and collaborative management are required to deliver all the long-term objectives. As such, the “promotion of stewardship and collaborative management” has been framed as an foundational objective recognising its integral role in achieving all objectives.

Through these five objectives, we can holistically manage and enhance the municipality's coastal and marine areas.

Together, the vision and long-term objectives guide longer-term management and custodianship (30+ years) of the coastal and marine areas, creating resilient spaces for current and future generations to thrive.



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Values, concerns and opportunities

The municipality's coastal and marine spaces are central to the lives of many residents and visitors. Strategic planning is needed to manage increasing pressures from catchment and coastal flooding, development, population growth, a changing climate, and ageing infrastructure. Identifying the environmental, cultural, economic and social values of our coastal and marine areas supports informed management decisions. Understanding how pressures and concerns impact our values can help shape management opportunities, goals and actions.



Community and stakeholder perspectives have been gathered through our in-person engagement events, workshops, online activities, and document review to better understand the values, concerns, and opportunities in the municipality's coastal and marine areas.

Attachment A provides further details of all consultation activities undertaken.

This section summarises key values, concerns and opportunities for the municipality's coastal and marine areas, identified through the Our Coastal Future engagement program and supporting document review. These findings are framed around the objectives of the *Marine and Coastal Act 2018* and supporting guidance of the MAC Policy (2020). This information provides the foundation for developing the FMP's coastal management goals and actions, and will also inform our CAP.

The Aboriginal communities of the municipality's coastal areas hold inherited rights, values and interests in this region due to their status as the First peoples of Australia.

The City of Port Phillip Council's Foreshore Management plan supports the Traditional Owners "Caring for Country" principles across the coastal region and is committed to ensuring the right to self-determination for First peoples is embedded in this plan and is reflected through our work practices.

Acknowledge Traditional Owners' rights, aspirations and knowledge 

 **Values**

- Ongoing connection with Country
- Protection of Country and cultural values for future generations
- Intergenerational knowledge exchange
- Areas of cultural sensitivity and significance, including song lines and the Ngargee Tree within Albert Park (the last remaining corroboree tree in Melbourne)
- Arts, educational spaces and signage raising awareness of local Traditional Owner culture and history, including Yalukut Willam cultural walking tour
- Existing and maturing relationships between Bunurong Traditional Owners and local land managers
- Broadening recognition and appreciation for the oldest living culture in the world

 **Concerns**

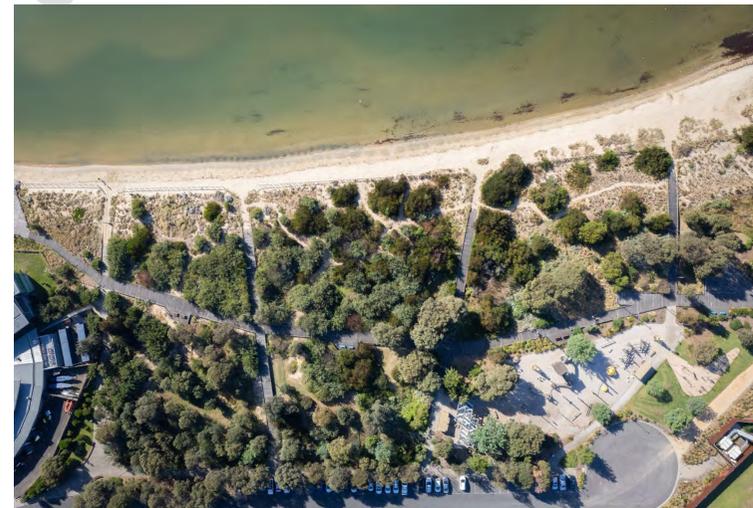
- Disconnection between Bunurong and Wurundjeri Traditional Owners and Country
- Limited opportunity for Traditional Owner involvement in planning decisions and management of coastal and marine areas
- Limited awareness and understanding of the area's cultural history
- Damage and deterioration of significant First Nations cultural heritage places, sustained through recreational use, occupation and development
- Deterioration in the health and physical form of Country following colonisation, contributing to disconnection between Traditional Owners and Country
- Limited Traditional Owner capacity

 **Opportunities**

- Improve partnerships with Bunurong and Wurundjeri Traditional Owners, engaging with the Traditional Owner community and making space for young First Nations voices to be heard
- Create rich cultural experiences by linking Aboriginal cultural stories to new developments, including precincts in Fishermans Bend
- Explore innovative ways to increase understanding of the area's cultural history and values and enrich the coastal experience through art, storytelling, education events, songs and foreshore installations
- Create opportunities for cultural gathering to support well-being of First Nations peoples and strengthen connection to Country, maximising use of Council buildings and places
- Investigate Aboriginal Heritage places
- Develop Cultural Heritage Management Plans to protect places of Aboriginal significance
- Create a sense of place and support cultural, spiritual and physical needs of First Nations people
- Ensure early and continued engagement with Traditional Owners

NOTE: This overview provides some cultural values and heritage context. However, it is not derived from First Nations historical sources and does not incorporate the oral history of contemporary First Nations communities.

It is to be updated following further engagement with Traditional Owners.



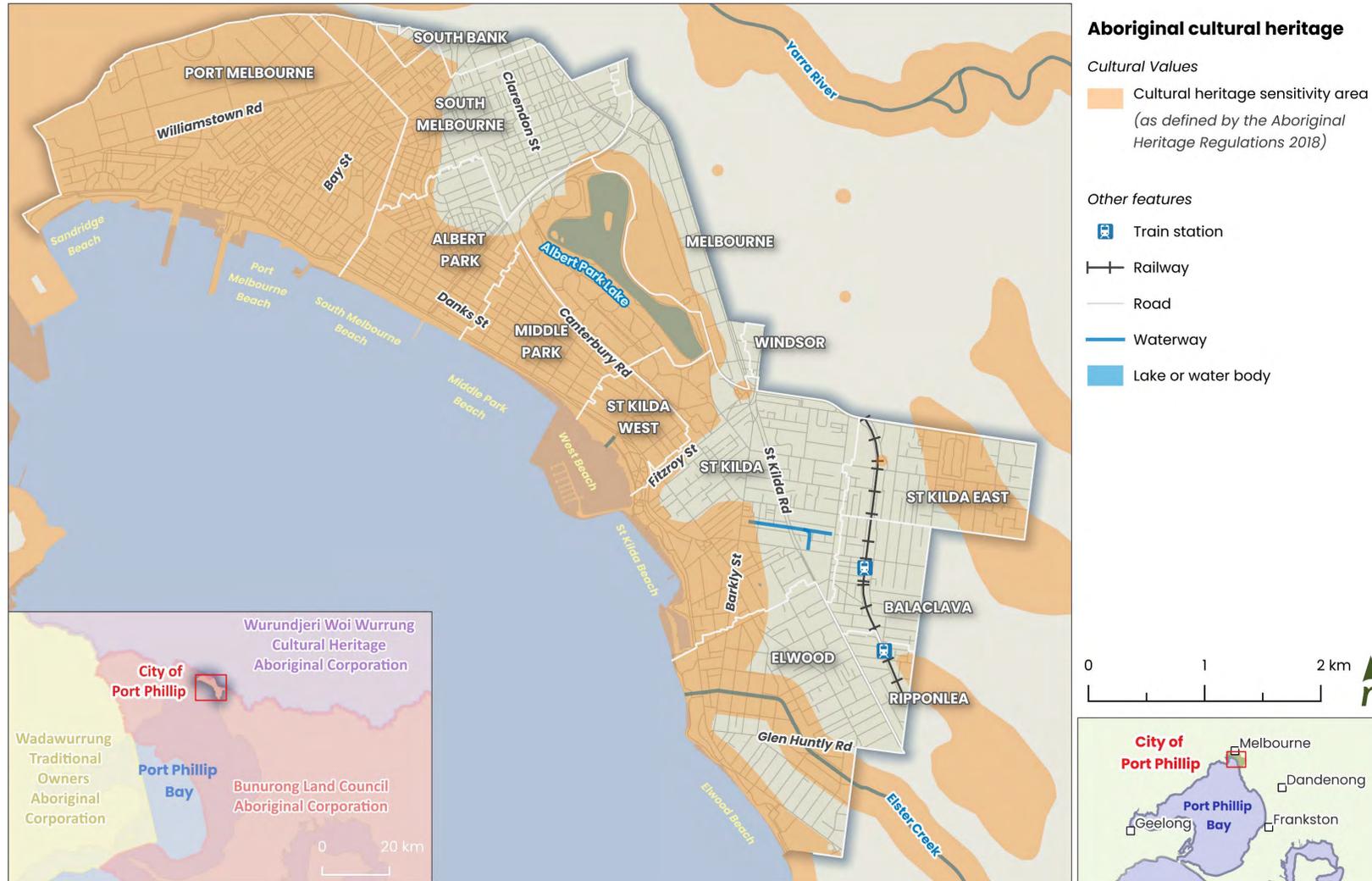


Figure 16. Aboriginal cultural heritage sensitivity areas and Registered Aboriginal Part boundaries.

Protect and enhance the marine and coastal environment



♥ Values	☹ Concerns	☀ Opportunities
<ul style="list-style-type: none"> Clean and healthy beaches, green spaces, waterways and marine ecosystems and habitats, including habitat corridors Well managed and maintained habitats and green spaces Natural features and landscapes, including: <ul style="list-style-type: none"> Beaches, green landscapes, scenery, aesthetics Trees, vegetation and wildlife Clean air Views to the Melbourne Central Business District and Port Phillip Bay. Open coastal green and blue spaces Habitats supporting diverse fauna, including birds, frogs, reptiles, mammals Diverse aquatic ecology – seagrass, crustaceans, fish, dolphins, stingrays and sea stars, some nationally threatened Important small patches of distinct flora, including threatened species such as Marsh Saltbush and Coast Wirilda Six remnant vegetation sites, including Coastal Dune Scrub and Grassy Woodland Plains ecosystems. Over two thousand indigenous flora and fauna species, including many rare and threatened species. Little Penguins, Rakali (water rats), Puff Ball and Green-staining Coral fungi, Murnongs (yam daisies) and Hairy Spinifex are among the flagship species in the city Urban habitats, such as the St Kilda Breakwater supporting unique and significant fauna, including Rakali, Little Penguins, and coastal vegetation supporting superb fairywrens 	<ul style="list-style-type: none"> Drainage, stormwater pollution and water treatment effectiveness Poor water quality in waterways and the Bay beaches, including impacts from polluting activities upstream Developments and infrastructure on the foreshore impacting upon environmental values Disconnect between open green spaces Dog access to sensitive areas, including dune environments Ensuring compliance of businesses with environmental standards Illegal feeding of bird species Shellfish, mussel and crustacean poaching and fossicking Illegal vegetation removal, loss of significant trees and shade Deteriorating offshore marine environment and ecological communities Invasive species and weed management, including marine pests Beach and waterway microplastics Potential ecological impacts associated with mechanical beach cleaning and renourishment activities Potential ecological impacts associated with dredging within marinas and the Bay Habitat and environmental degradation, including impacts on shade, native vegetation structure and biodiversity Light pollution on nocturnal and migratory wildlife Personal Watercrafts (PWC's i.e., jet skis), foil boards, boats and drones impacting beach user safety and native fauna Odour of washed-up seaweed/seagrass, visual impact and associated management regime Waste and litter management, particularly over the summer period Impacts of climate change, population growth and higher density living, constrained spaces on urban forest health, vegetation structure and biodiversity Management of dead or senescing vegetation and trees 	<ul style="list-style-type: none"> Protect and enhance: <ul style="list-style-type: none"> Native and remnant coastal vegetation and flora and fauna Marine ecology, including offshore reefs, seagrass communities Fragile dune environments Tree canopy cover and shade. Naturalise and re-wild open green spaces to improve habitat corridors, prioritising native species (e.g. pre-1750 EVC species, including but not limited to Coastal Salt Bush, Drooping Sheoak, Coastal Banksia), with consideration of changed soil profile or local masterplans Expand habitat corridors Weed management Improvements for biosecurity control Use succession planning to ensure resilient and diverse species Leverage capital works to deliver more greening, including over pedestrian and bike links, parks, reserves and streetscapes Improve litter and nutrient management, including management and maintenance of stormwater and pollutant traps Reduce pollutants entering waterways and Bay Assess potential ecological impacts associated with mechanical beach cleaning activities Continue to collaborate with community environmental groups Collaborate with Traditional Owners to care for, protect, and improve the health of marine and coastal Country Establish a 'Caring for Country' Ranger Group Communicate, manage and enforce: <ul style="list-style-type: none"> responses to illegal vegetation and tree removal and poisoning clearing zoning, e.g. for conservation, boating/fishing, dog walking Restrict dogs impacting environmentally sensitive foreshore areas Engage the community of the importance and significance of local ecosystems, including native species of flora and fauna



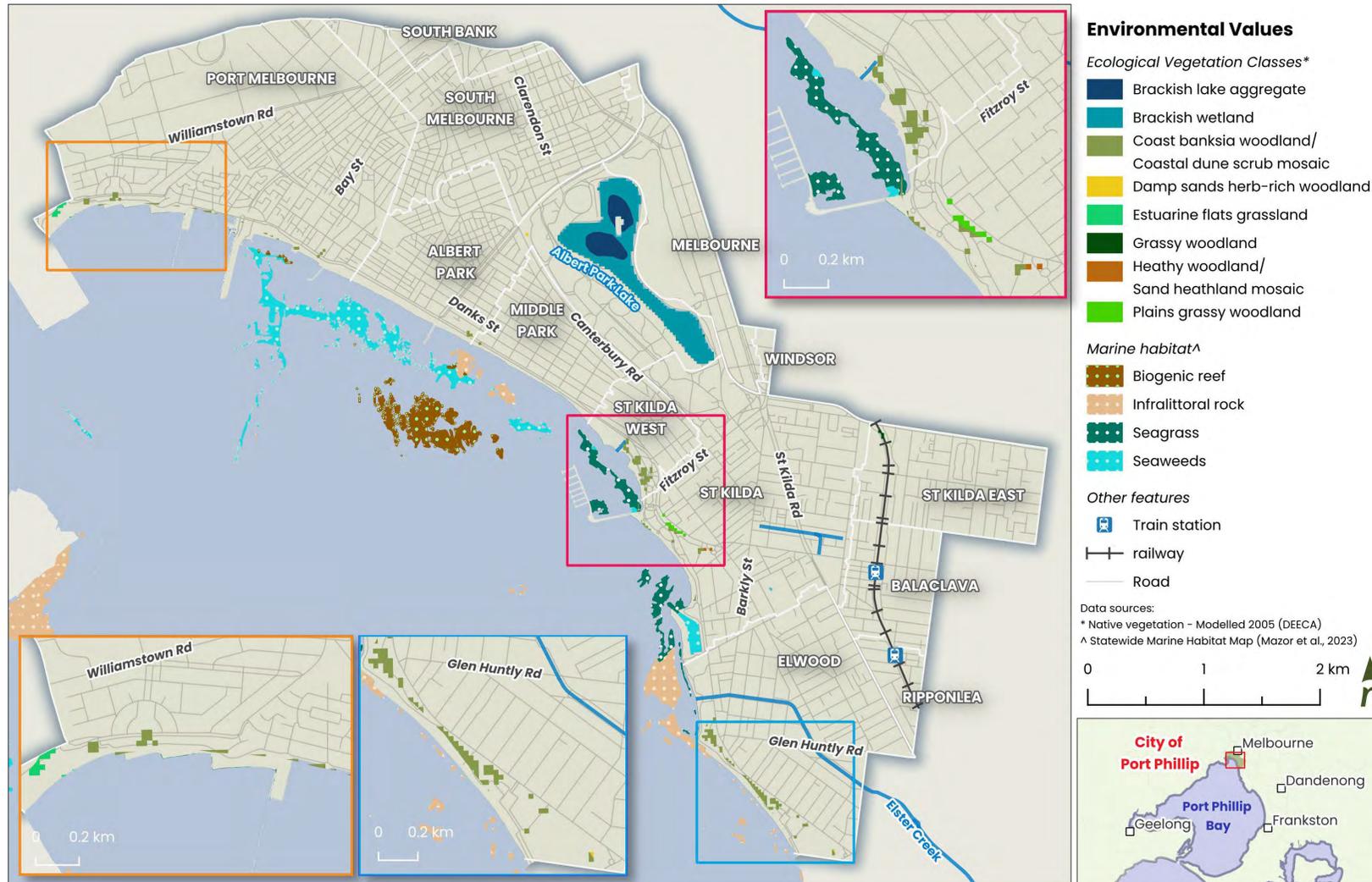


Figure 17. Environmental values of the municipality, including Ecological Vegetation Classes and marine biotopes.

Respect natural processes and strengthen resilience to climate change 

♥ Values	☹ Concerns	☀ Opportunities
<ul style="list-style-type: none"> Natural coastal processes Creation and maintenance of natural spaces, e.g. sediment transport, sandy beaches, wetlands and waterways Beach nourishment program creating wide sandy beaches and a hazard buffer during storm tides Foreshore open space, gardens, tree shade and waterways that cool the urban environment Existing protective coastal infrastructure, e.g. sea walls, breakwaters, groynes Nature-based methods and habitat enhancement for coastal hazard protection Blue carbon ecosystems that sequester carbon from the atmosphere and regulate the climate, e.g. seagrass and remnant wetlands Planning, preparedness and resilience to coastal hazards, including disaster management, to protect human health, safety and wellbeing Scientific understanding of natural processes and drivers of hazard risk 	<ul style="list-style-type: none"> Significant coastal erosion impacts currently being experienced along the Port Phillip coastline Future coastal hazard impacts and risks to foreshore and inland areas, activities and assets, inc. sea level rise, temporary flooding, erosion, severe storms and rising ground water levels Increasing frequency and severity of rainfall, storm tide and sea level rise Inadequate drainage and stormwater infrastructure to address urban and coastal flooding Disturbance of coastal acid sulfate soils Minimal coastal buffer for landward retreat due to highly urbanised environment Impacts of new hard engineering structures on natural coastal processes Ensuring clear and accurate communication of complex coastal hazard information to stakeholders Activities and factors contributing towards increased climate change Meeting ongoing and increasing funding and resourcing needs to manage coastal hazard impacts 	<ul style="list-style-type: none"> Integrate latest coastal hazards mapping and information, including information from the Port Phillip Bay Coastal Hazard Assessment, into planning, decision making and management Strengthen understanding of: <ul style="list-style-type: none"> Local coastal processes, Current and emerging coastal hazards Role of ecosystems in resilience Adaptation and resilience options. Increase community resilience, awareness and understanding of drivers of climate change and potential coastal hazards impacts Upgrade, modify or consider planned retreat of facilities/transition of land use, to safely adapt to coastal hazard impacts Maintain and upgrade existing coastal protection structures to withstand increasing coastal hazard impacts Advocate to State Government for higher resolution coastal hazard modelling and information to inform Council land use and development decision-making Future-proof the urban forest, using succession planning and a new planting palette that ensures resilient and diverse species selection; and develop specific management plans for iconic Palm and Plane trees. Explore nature-based methods to enhance and protect foreshore areas, e.g. establishing and extending dunes, living sea walls, oyster reefs, etc. Protect, respect and work with sediment supply and natural coastal processes Monitor efficacy, safety benefits and impacts of mechanical sand nourishment activities and adapt accordingly Increase the use of water sensitive urban design (WSUD) Support inland and upstream integrated water management and catchment initiatives to improve stormwater water quality - including increase of Albert Park Lake wetland habitat (Parks Victoria managed Land) Implement adaptation planning opportunities with the ABM and SECCA



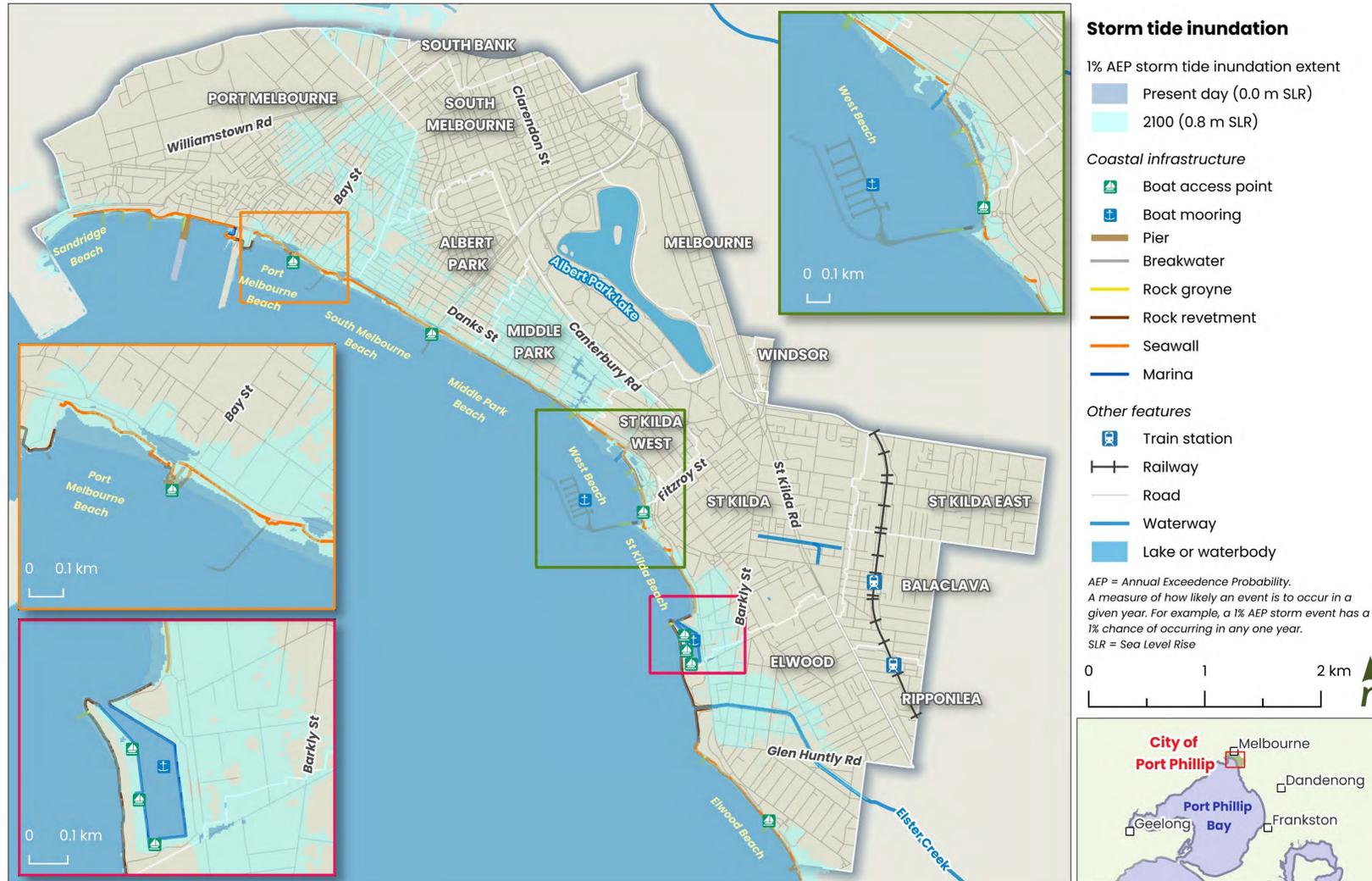


Figure 18. Storm tide inundation across the municipality for a 1% AEP storm event with 0.0 m of sea level rise (SLR) (present day) and 0.8 m of SLR (long-term future).

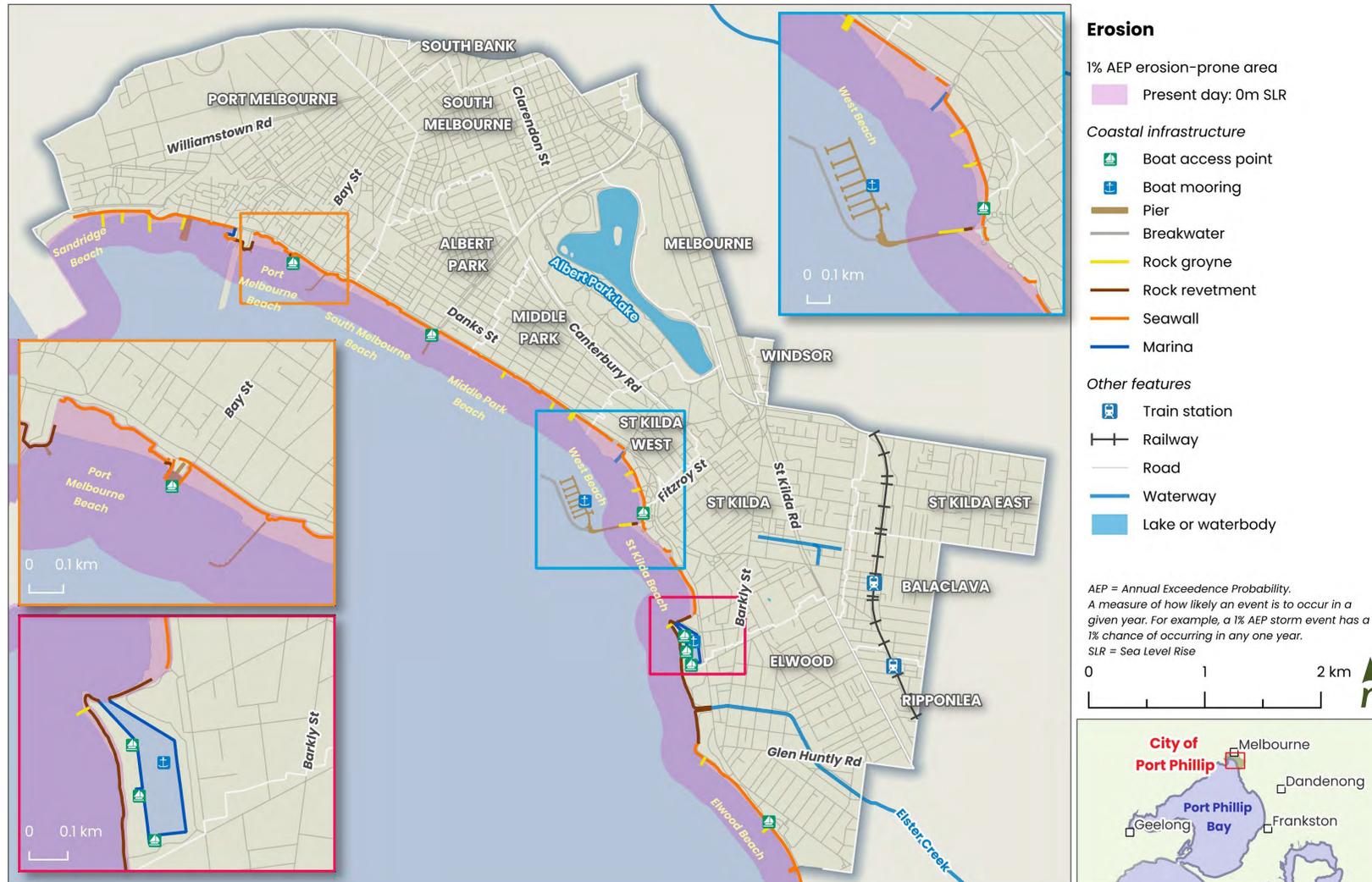


Figure 19. Erosion extent along the municipality's coastline at the present-day level of sea level rise (0 m SLR).

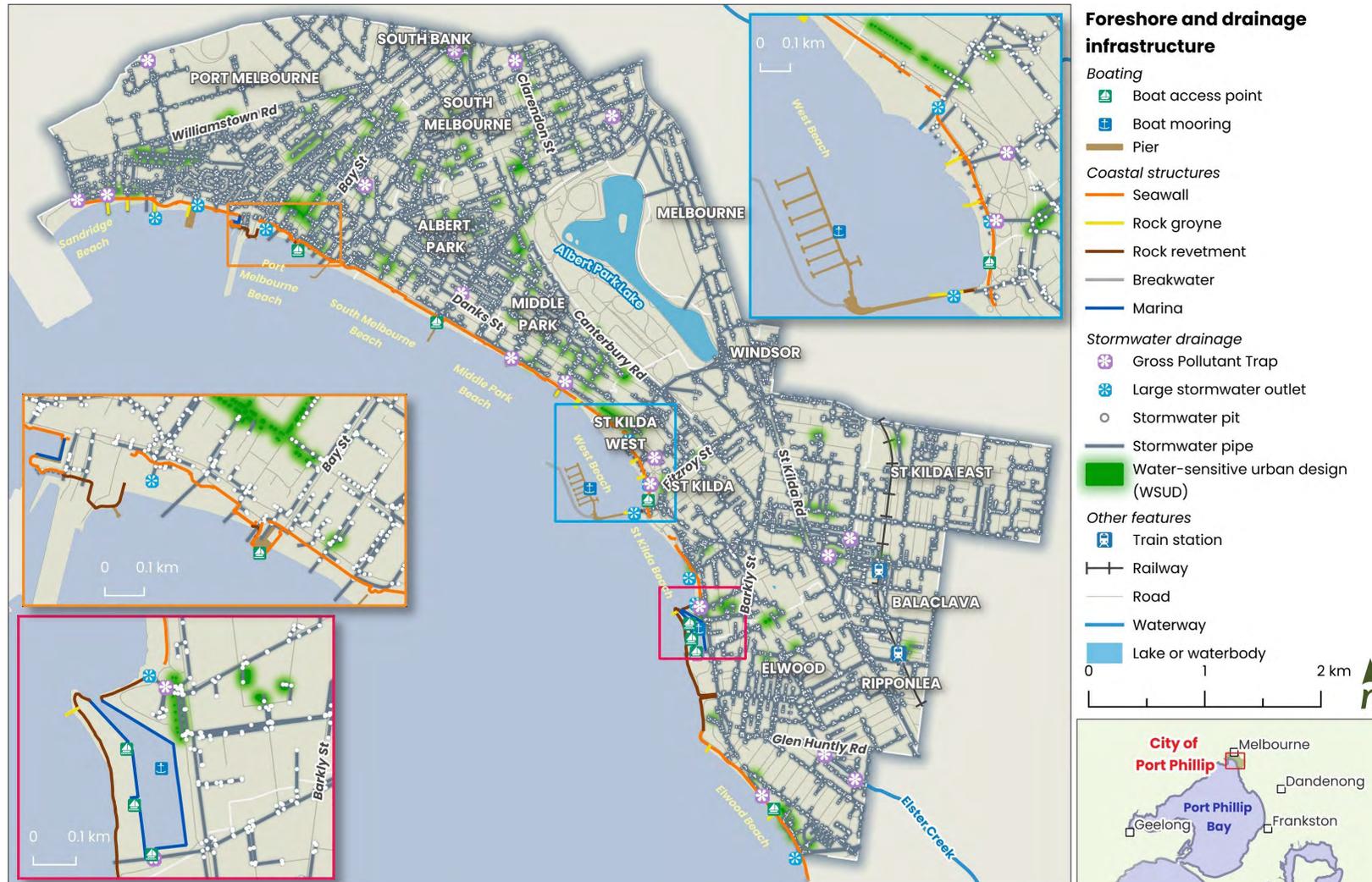


Figure 20. Coastal infrastructure across the municipality, including boating, protective, and stormwater and drainage infrastructure.

Use and develop sustainably



♥ Values	☹ Concerns	☀ Opportunities
<ul style="list-style-type: none"> • Clean, safe and well-maintained public spaces, beaches, boating areas and waterways • Atmosphere and character – vibrant, harmonious and minimalistic • Clean, fit-for-purpose, well-maintained and quality infrastructure, facilities and amenities including: <ul style="list-style-type: none"> ○ Bay Trail pedestrian and bike paths ○ Public toilets and showers (gendered, accessible, and all gender) ○ Playgrounds ○ Grass and landscaped area ○ Outdoor fitness equipment ○ Beach volleyball courts ○ Life Saving Clubs ○ Sailing and boat clubs ○ Drinking fountains, water refill stations and dog bowls ○ Bins. • Commercial precincts and local business opportunities, including, shops, cafes, restaurants, markets, activity hubs • Tourism – economic and employment opportunities • Coastal areas supporting and celebrating diverse cultures and histories • Connectivity across the foreshore and between open green spaces e.g. cycling and pedestrian pathways, boardwalks • Dog friendly and dog free beaches • Enforcement and signage preventing glass and alcohol and antisocial behaviour in public spaces • Foreshore areas and facilities promoting active and passive recreation for residents and tourists • Sports grounds and club facilities 	<ul style="list-style-type: none"> • Balancing population growth and development pressures with environmental and community needs • Drinking water facilities for residents and dogs • Capacity for the foreshore to accommodate for growing visitor numbers • Commercialisation of public space and assets • Condition, capacity and maintenance of existing amenities and infrastructure including: <ul style="list-style-type: none"> ○ Public toilet and shower facilities ○ All abilities access paths and trails ○ Shade and seating ○ Bins ○ Drinking fountains, water refill stations and dog bowls ○ Playgrounds and outdoor fitness equipment ○ Grass and landscaped area ○ Life Saving Clubs ○ Sailing and boat clubs. • Condition and efficacy of ageing coastal protection structures • Conflict, competing uses and safety concerns between shared path users e.g., cyclists, pedestrians and e-scooters/ e-bikes, rollerbladers • Conflict and vulnerability of swimmers, families and marine life from personal watercrafts (PWC's/jet skis) and foilboards • Connectivity between foreshore areas and playgrounds to public amenities • Management and communication of dog free and dog friendly beach zones 	<ul style="list-style-type: none"> • Ensure development and design preserves open green space, limits further foreshore developments in green space, accounts for coastal hazards and implements resilient design • Continue to pursue improvements to stormwater management to address challenges of water quality, drought, flooding and sea level rise, including: <ul style="list-style-type: none"> ○ New and retrofitted Water Sensitive Urban Design and gross pollutant traps ○ Green infrastructure e.g. rain gardens. • Review Bay Trail safety and upgrade shared paths to match current standards and community requests to improve safety, connectivity and safety between path users • Review, install and maintain fit-for purpose foreshore infrastructure, facilities and amenities to support current and growing demand, including: <ul style="list-style-type: none"> ○ Public toilet and warm shower facilities (including, increasing number of showers available) ○ All abilities access, paths and trails ○ Shade and seating ○ Bins and litter management ○ Playgrounds and outdoor fitness equipment ○ Drinking fountains, water refill stations and dog bowls ○ Coastal protective structures (e.g. seawalls, rock revetments) ○ Recreational facilities e.g. bike/shared user paths ○ Life Saving Clubs. • Review, clearly communicate and consistently enforce dog controls • Encourage multi-use foreshore buildings





 Values	 Concerns	 Opportunities
<ul style="list-style-type: none"> • Pop-up events, farmers markets, festivals and sporting events • Well serviced areas and facilities supporting recreational opportunities including boating, snorkelling, fishing, swimming, kite surfing and beach volleyball, and other sports • Safe, reliable public foreshore access for users of all abilities • Water safety signage to reduce drowning risk • Life Saving Club signage installed or updated along beaches according to Environmental Protection Authority (EPA) water quality advice to communicate the Bay's suitability for swimming and associated health risks 	<ul style="list-style-type: none"> • Developments and infrastructure on the foreshore impacting upon recreational use • Ensuring compliance and balancing of commercial, residential and visitor interests • Foreshore access and safety concerns for all ability users • Foreshore use and development, and associated impacts on environmental and cultural assets and values • Public safety concerns: <ul style="list-style-type: none"> ○ Antisocial behaviour ○ Path lighting ○ 24-hour culture over the summer period. • Enforcement and regulation of: <ul style="list-style-type: none"> ○ Antisocial behaviour ○ Dog on/off leash areas. • Limited shade and seating facilities in foreshore areas and open spaces • Limited awareness of expected shared path use behaviours and communicating safe shared bike and walking use • Litter/waste management, including fishing tackle, fish and dog waste • Over-development and loss of open green spaces and sight lines • Litter / waste management, including via stormwater • Maintenance of key foreshore infrastructure to meet increased future demand, including: <ul style="list-style-type: none"> ○ Stormwater networks ○ Marinas boating infrastructure ○ Carparking ○ Pathways, ramps, and DDA compliance. • Exposure and vulnerability of foreshore buildings and facilities to current and future coastal hazard impacts 	<ul style="list-style-type: none"> • Improve management of waste / litter to decrease environmental impact through increasing: <ul style="list-style-type: none"> ○ Public recycling and FOGO bins, including at foreshore events ○ Volume of waste bins without impacting more green space amenity i.e. via solar powered compacting bins and less loose bins. ○ Frequency and coverage of beach cleaning efforts. • Install fencing to better manage access around sensitive flora and fauna, particularly dune environments • Explore improvement opportunities to all abilities and wheelchair access to foreshore areas, parks and playgrounds and in-water beach access • Support a mix of active and creative foreshore uses, while maintaining spaces for relaxation and connection with nature • Explore establishing a snorkelling trail • Monitor and improve beach and street cleaning practices to improve water quality and amenity of the foreshore • Update foreshore signage to increase clarity, education and awareness based on the recent review of: <ul style="list-style-type: none"> ○ Drowning and other aquatic risks ○ Local vegetation and ecology ○ Shared paths ○ Dog off leash zones. • Continue to review permitting system for commercial activities/recreation e.g. foreshore events, markets, sports, food pop-ups • Use environmentally sensitive materials that are suitable for coastal conditions in asset maintenance, management and design • Address ongoing summer public safety risks, including: <ul style="list-style-type: none"> ○ Aquatic risks ○ Anti-social behaviour ○ Improved path lighting and additional police CCTV. • Celebrate and maintain heritage coastal assets e.g. art , memorials, seawalls • Integration with relevant plans / strategies, such as: <ul style="list-style-type: none"> ○ Enterprise Asset Management Plan 2022-32 ○ Events Strategy 2023-26 ○ Don't Waste It! Waste Management Strategy 2022-25 ○ Accessibility Action Plan 2023-25 ○ Places for People: Public Space Strategy 2022-32.



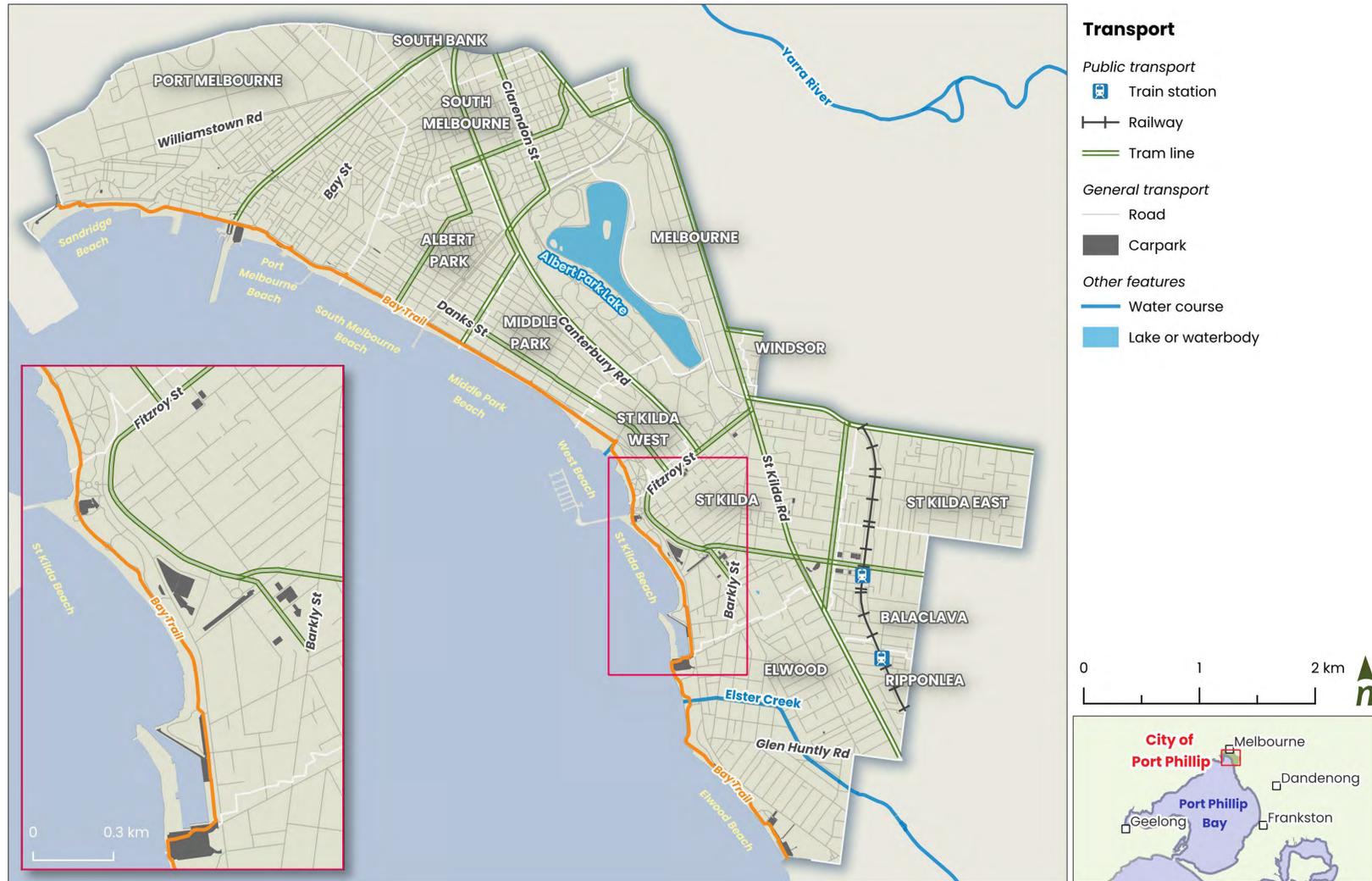


Figure 21. Transport infrastructure and assets across the municipality.



Figure 22. Planning Scheme zones across the municipality.

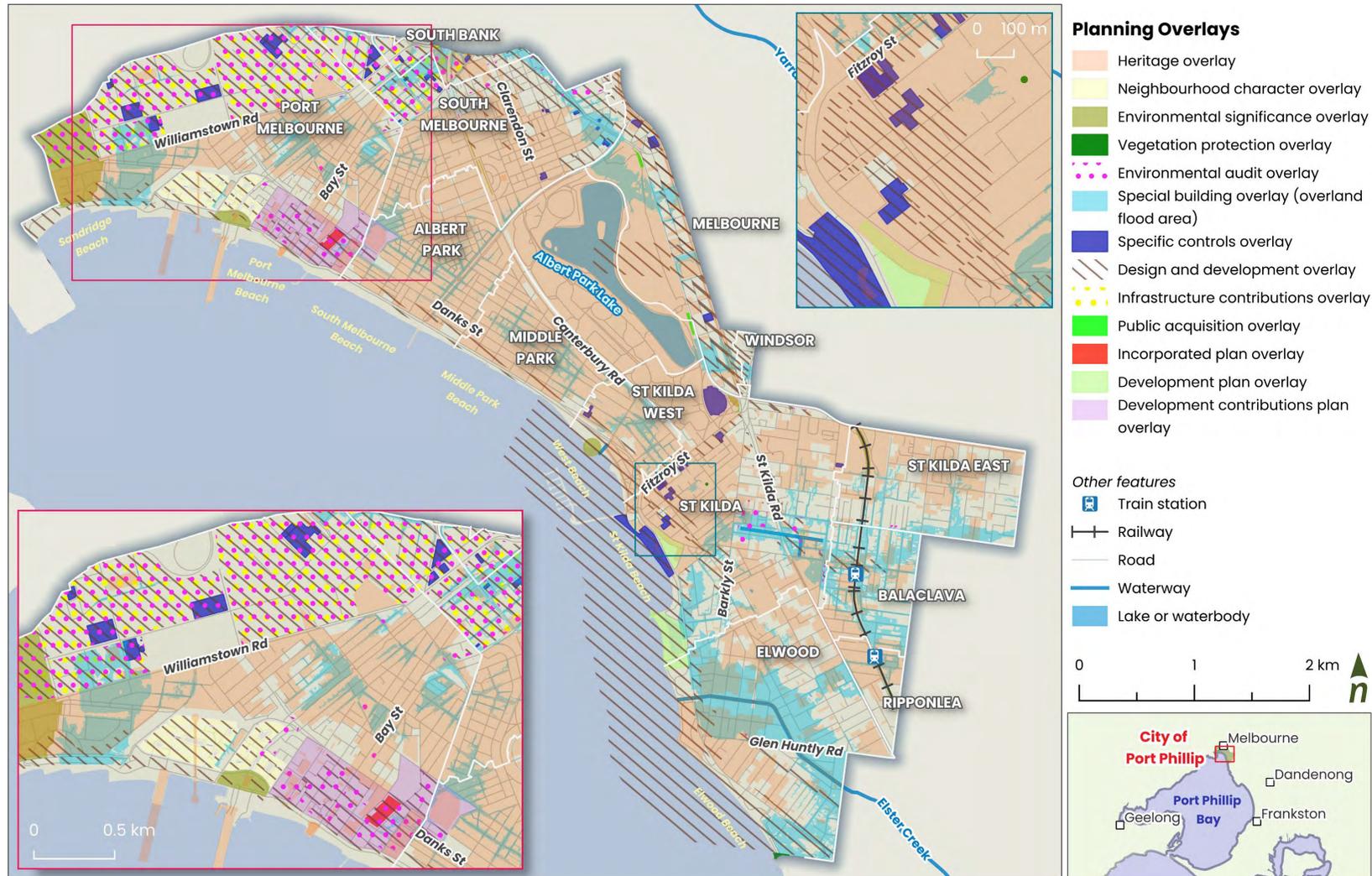


Figure 23. Planning Scheme overlays across the municipality.

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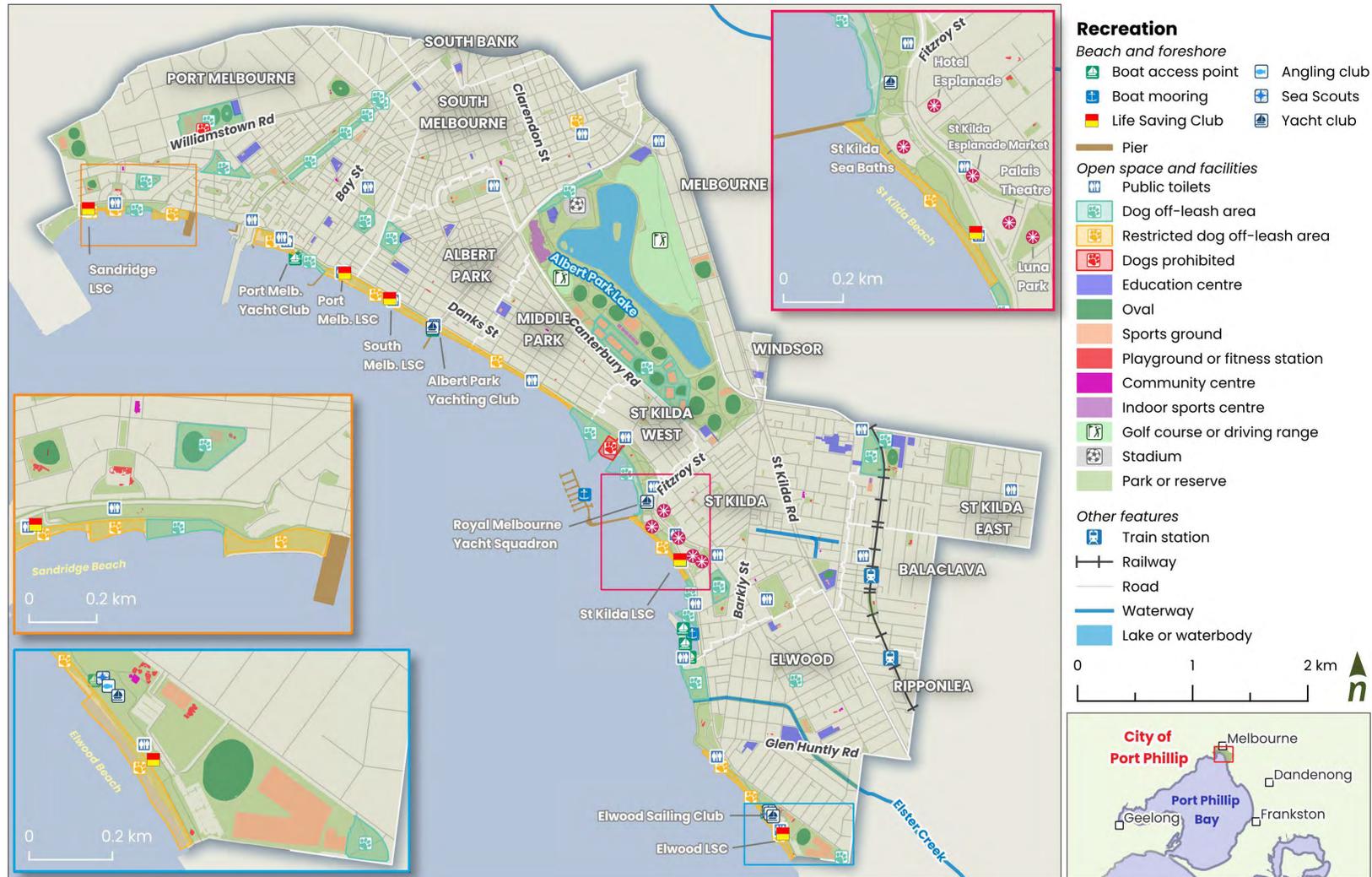


Figure 24. Recreational and open space facilities for the municipality.

Promote stewardship & collaborative management



Values	Concerns	Opportunities
<ul style="list-style-type: none"> • An engaged community actively involved in coastal and marine management • Public awareness, health and safety • Maintaining a collaborative relationship with the Bunurong, Boon Wurrung and Wurundjeri people • Existing relationships between neighbouring Councils focussed on land management and climate action e.g. ABM, SECCCA • Collaboration between community groups and government agencies • Enthusiastic community groups, including: <ul style="list-style-type: none"> ○ Port Phillip EcoCentre ○ Volunteer groups (e.g., Beach Patrol, Earthcare St Kilda) ○ Swimmers ○ School groups ○ Life Saving Clubs ○ Boating clubs ○ Sailing clubs. 	<ul style="list-style-type: none"> • Public uncertainty and communication around land and asset management responsibilities between agencies related to different parts of the foreshore • Commercialisation of Crown Land • Managing licensing and permitting agreements of commercial activities in public spaces • Navigating diverse interests and prioritising needs, including management of conflict between vulnerable user groups, e.g. dog and non-dog walkers, PWC operators and swimmers • Increases in safety risks in public foreshore spaces over the summer period, including: <ul style="list-style-type: none"> ○ Water safety ○ SunSmart practices and/or extreme heat ○ Antisocial and illegal behaviour e.g. glass and alcohol on Foreshore reserves and beaches. • Signage, education and enforcement: <ul style="list-style-type: none"> ○ PWC vessels/fishing rules and behaviours ○ Litter management ○ Designated dog beach zones. • Collaborating with Traditional Owner groups on the management of coastal and marine spaces • Ensuring broad community engagement, involvement and compliance 	<ul style="list-style-type: none"> • Explore partnership/collaboration, joint venture and coordination opportunities between Traditional Owners, land managers, and community groups • Define and communicate roles, responsibilities and partnerships among land managers and rightsholders • Review and update lease and licensing agreements and management responsibilities of foreshore clubs to consider coastal hazards and limit commercialisation of public open space • Review and update commercial recreation operator permits • Increase awareness and education/knowledge sharing around the significance of the local coastal and marine ecosystems, cultural assets and places • Dedicated education campaigns, including major entrance signage to improve safety • Use signage to: <ul style="list-style-type: none"> ○ Mitigate aquatic and drowning risks to improve safety ○ Clearly designate dog free and off leash areas ○ Communicate swimming only and mixed swimming and boating zones ○ Provide maps and wayfinding ○ Promote good recycling practices and storm water litter and pollution management ○ Promoted habitat and ecosystem knowledge. • Education campaigns for sun, heat wave and water safety • Continue to build community knowledge and preparedness for climate change impacts through educational campaigns • Seek improved education and enforcement and regulation of PWC vessels, illegal fishing, poaching and vegetation and tree clearing activities • Support community groups in stewardship activities • Foster and promote citizen science opportunities and monitoring programs • Secure ongoing funding opportunities for marine and coastal management, and planning activities



City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

Focus areas for management

Sustainable management of the coast, Bay and foreshore is essential to preserving our thriving and vibrant community now and into the future.

Council recognises the City of Port Phillip’s beaches, open space and access to and along foreshore are key assets and uses that are valuable to maintaining and enhancing the municipality’s character, heritage, tourism and economic potential. A range of infrastructure and facilities support the community and visitor populations to work, live within, and enjoy these coastal and marine areas. Examples of these include our roads, piers, boat ramps, lifesaving clubs, sports clubs, pathways and bike trails.

Strategic and coordinated management of coastal and marine areas is needed to help address pre-existing and emerging challenges, such as population growth, changing community expectations, sea level rise, coastal erosion and flooding, and other climate change impacts. Population growth and increased visitation across the municipality may result in further development and place pressures on ageing coastal infrastructure and facilities. A major challenge for the municipality will be managing coastal flooding impacts driven by storm tides, runoff from upstream catchments, and associated pollution.

Through the Our Coastal Future engagement program and background review, the following key focus areas for coastal and marine management were identified, informed by local community and stakeholder input:



Stormwater and coastal flooding along low-lying areas and flow paths



Pollution impacts from drainage and waterways to Port Phillip Bay (including Elwood canal and the Yarra River)



Safety and connectivity along the Bay Trail



Maintenance, management and upgrades to assets and facilities



Managing demands from growing local and visitor populations



Commercial and competing use of public spaces



Preservation and health of the marine and coastal environment, including remnant vegetation, revegetated areas, modified areas with biodiversity values, and indigenous species



Increasing communities’ and agencies’ capacity and resilience to manage flooding and erosion events

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

Alongside marine and coastal management priorities, the City of Port Phillip is addressing a number of related priorities across the municipality. These include accommodating growth with thoughtful urban design, enhancing infrastructure resilience, adapting to climate change, and easing cost-of-living pressures.

To support these aims, the Council is working with the community to build a more liveable and vibrant city by:

- Strengthening social connection, inclusion, and safety
- Ensuring public spaces and services are welcoming and accessible
- Enhancing access to health and wellbeing support
- Expanding urban greening, open space, and environmental resilience.

This FMP complements those goals by contributing to a dynamic, well-cared foreshore that supports municipality-wide wellbeing and resilience.





Our management approach

FMP framework

The management approach for the municipality’s coastal and marine environment is described through a framework showing the relationship between the FMP’s vision, long-term objectives, management goals, and actions (Figure 25).

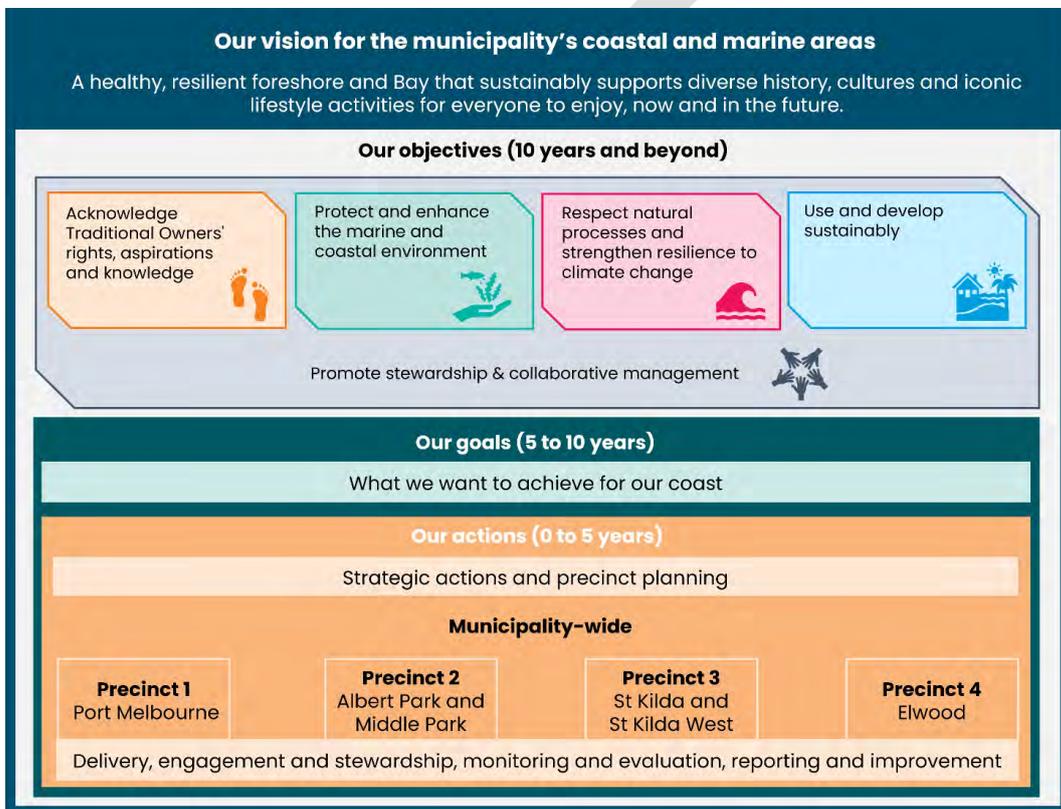


Figure 25. Our Coastal Future FMP framework logic.

The vision and long-term objectives are realised through the overarching management goals, and municipality-wide and precinct (place-based) actions that sit below them. Action delivery and their ongoing monitoring and evaluation will help manage concerns, realise opportunities, and preserve the municipality’s coastal and marine values and assets into the future.

Goals and actions were developed according to the Marine and Coastal Act 2018 and Policy, incorporating community and stakeholder feedback as well as document review. They reflect key values, concerns, and opportunities for the municipality’s coastal and marine areas.

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Our goals

Aligned with our five long-term objectives, our goals describe what we want to achieve for our coast over the next 5 to 10 years. Our FMP goals are described in Figure 26. Stewardship and collaboration goals are embedded in all long-term objective goals. Our FMP goals are not presented in any priority order.

The goals have guided development of our actions, and will guide their implementation to ensure any initiatives or proposed works are in keeping with our broader coastal and marine management vision, long-term objectives, and State policies.

They provide overarching guidance for decision-making, planning, and initiatives in the municipality's coastal and marine areas.



Our goals

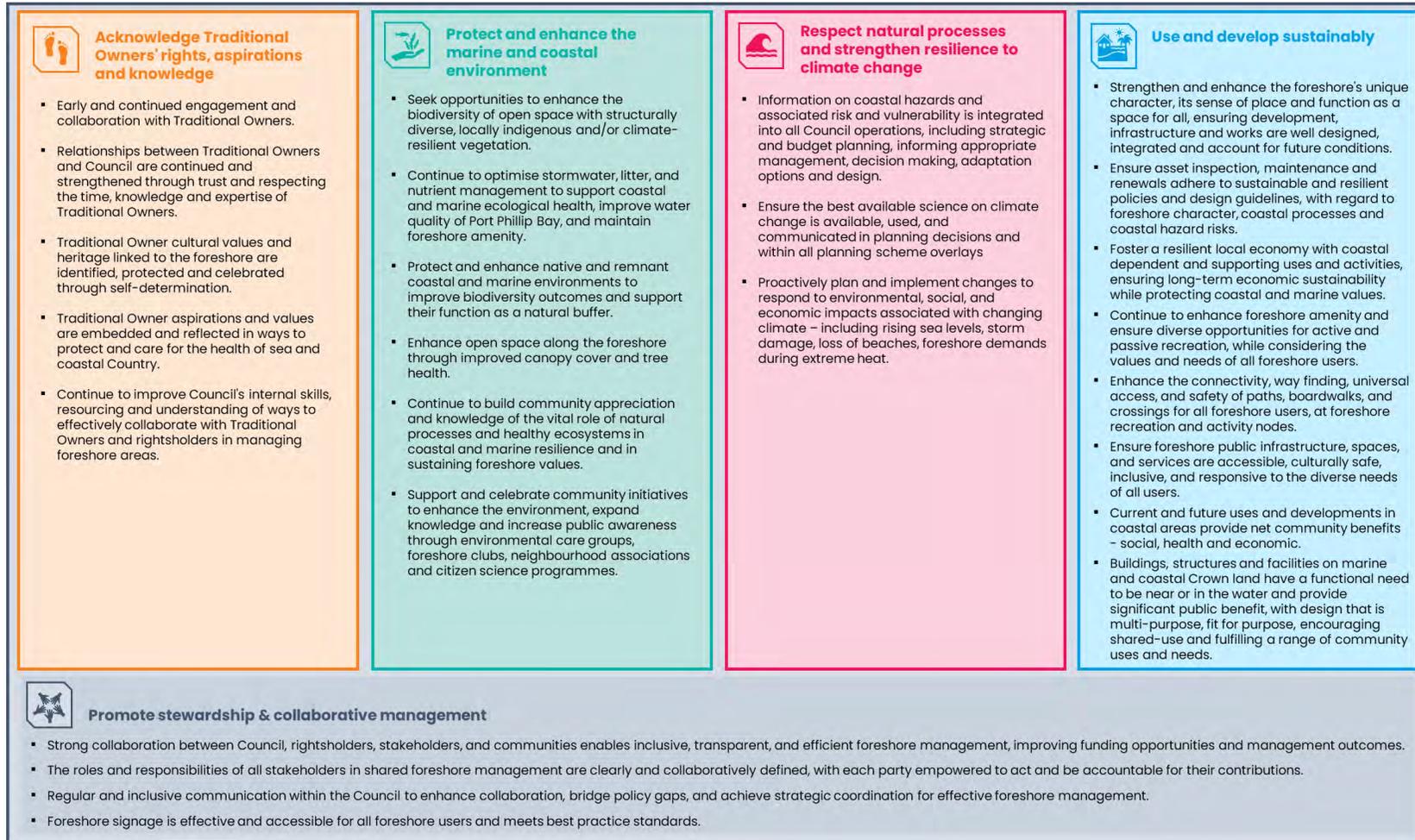


Figure 26. Our Coastal Future FMP management goals.



Our actions

Our FMP management actions describe the activities and tools we will use to achieve our long-term objectives. A range of actions has been defined to enable a strategic and coordinated management approach for coastal and marine management across the municipality.

The FMP actions are defined at two scales:

- **Municipality-wide** – actions relevant and to be delivered across the municipality, it’s foreshore and marine areas
- **Precinct** – actions specific to foreshore suburbs across the municipality.

Actions align with the long-term objectives and goals defined for the FMP and are presented by the objective themes. Community and stakeholder consultation and the management experiences of Council and other agencies strongly informed action development. The FMP actions will guide investment and management priorities over the next 5 – 10 years, and are to be reviewed and revised after 5 years.

In developing and prioritising our actions, we considered:

- Alignment with the FMP vision, objectives and goals
- Alignment with Victorian Marine and Coastal legalisation and policy
- “Multi-benefit” opportunities across all goals and objectives
- Opportunity for public benefit, breadth of interest groups and stakeholders
- Costs at various stages of project/action/structure lifecycle – design, construction, maintenance
- Ease of implementation – Approvals, stakeholder/public use demand.

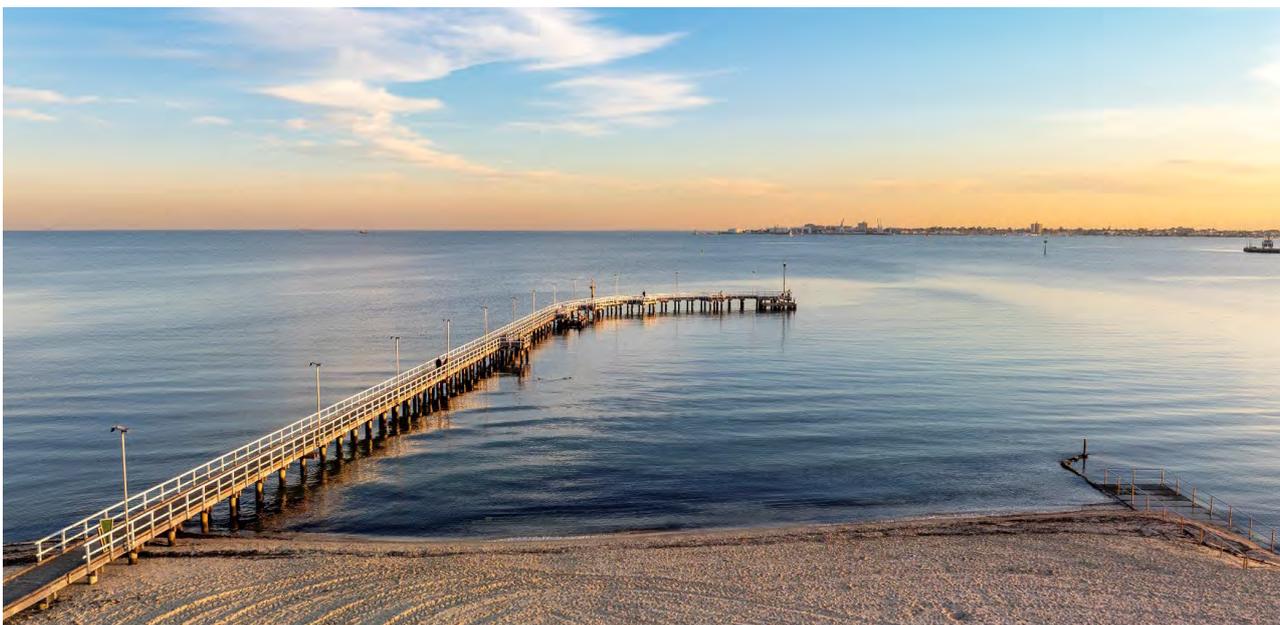
For each action, the recommended delivery timeframe, indicative costing ranges, and management responsibilities are defined.

Timeframe		Indicative cost
	Ongoing – part of Council’s ongoing work in a ‘business as usual’ capacity	Within current operational budgets (no significant additions)
 0-3 yrs	Start to implement within 0 – 3 years	\$ Low (<\$100k)
 3-5 yrs	Start to implement within 3 – 5 years	\$\$ Moderate (\$100k to \$300k)
 5+ yrs	Start to implement in 5+ years	\$\$\$ High (\$300 to \$600k)
		\$\$\$\$ Very High (>\$600k)

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Coastal and marine management is a shared responsibility. This means multiple stakeholders may be involved in delivering certain actions. Delivery timeframes may also shift throughout the life of the FMP, depending on factors such as funding, new research, approvals, safety and risk, collaboration opportunities with other agencies and changing conditions (e.g. an extreme storm event).



Implementation plan

A separate implementation plan has been developed for Council use. It outlines:

- Specific implementation details for actions, including deliverables / measurables and next steps to progress each action
- Council's role and level of involvement
- Key partners involved in action delivery
- Action prioritisation and recommended timing of action commencement
- Indicative costing ranges, funding mechanisms and approvals requirements
- Relevant links to Council, rightsholder or other agency plans, projects or programs.

The Implementation Plan is an internal tool for Council to manage, monitor, review and track action delivery.

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Municipality-wide actions

Based on local values, characteristics and management needs of the municipality, a suite of municipality-wide actions was developed to achieve the outcomes and objectives of the FMP. Focussing on its foreshore areas, these actions are applicable across the municipality. They consider activities, networks and processes, both further inland and offshore, that interact and influence the municipality’s foreshore and Port Phillip Bay.

Our municipality-wide actions look to progress our approach to coastal and marine management. Many look to improve systems, procedures, communication and relationships, local laws, policies, and accountability, to provide the foundations for robust management at a site-specific scale. Some precinct-specific actions rely upon municipality-wide actions to help guide and/or implement them.

These actions are presented below, under the long-term objective themes. Information on time frames and responsibilities, including leads and key partners, is also shown. The implementation plan provides further details related to action delivery (Attachment C).

It should be noted that some municipality-wide actions have more or less relevance for specific precincts or areas of the foreshore, based on local management needs. Both the municipality-wide and precinct-specific actions help to achieve our FMP goals and long-term objectives.

Timeframe (for action commencement)				
 Ongoing	 0 – 3 years 0-3 yrs	 3-5 years 3-5 yrs	 5+ years 5+ yrs	
Indicative cost				
\$ Low (<\$100k)	\$\$ Moderate (\$100k to \$300k)	\$\$\$ High (\$300 to \$600k)	\$\$\$\$ Very High (>\$600k)	





	Municipality-wide action	Timing	Indicative cost	Action lead Support
Objective 1: Acknowledge Traditional Owners' rights, aspirations & knowledge				
M1.1	Support Traditional Owner involvement in coastal and marine management by building strong relationships with First Nations Community and creating opportunities for increased engagement, inline with the Victorian Aboriginal Affairs Framework, Intellectual Property rights, Bunurong cultural protocols and Council's Reconciliation Action Plan (RAP).		Within current operational budgets	BLCAC[^], WWWCHAC[^], other Traditional Owners*, CoPP
M1.2	Guided by Traditional Owners and inline with the RAP, explore and implement ways to identify, document and preserve tangible and intangible cultural heritage, including cultural places, significant species, places impacted by climate change, lost names for foreshore places and natural features, and other self-determined cultural values.	 0-3 yrs	Within current operational budgets	BLCAC[^], WWWCHAC[^], CoPP <i>Other Traditional Owners*</i>
M1.3	Explore opportunities to continue supporting self-determined celebrations of culture on Country, inline with the RAP. This may include foreshore events that celebrate Aboriginal cultural values through knowledge-sharing, storytelling, dance, and song.	 0-3 yrs	Within current operational budgets	BLCAC[^], WWWCHAC[^], other Traditional Owners*, CoPP
M1.4	Work in partnership with Traditional Owners to consider how cultural stories can be celebrated and reflected in new foreshore developments, in ways that support self-determination, inline with the RAP.	 0-3 yrs	Within current operational budgets	BLCAC[^], WWWCHAC[^], other TO groups*, CoPP
M1.5	Continue collaborating with relevant rightsholder and stakeholders to interpret and integrate Aboriginal cultural values, language, histories and experiences, such as public works, artworks and interpretive design, inline with Bunurong cultural protocols and Intellectual Property rights and the RAP.	 3-5 yrs	\$\$\$	BLCAC[^], WWWCHAC[^], other Traditional Owners*, CoPP
M1.6	Ensure coastal and Country identity are embedded in foreshore projects where appropriate, inline with the RAP.	 5+ yrs	Within current operational budgets	BLCAC[^], WWWCHAC[^], other Traditional Owners*, CoPP

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M1.7	Protect and preserve places of Aboriginal significance by integrating findings into approvals processes for Cultural Heritage Management Plans, inline with the RAP.	 5+ yrs	Within current operational budgets	CoPP DEECA
*Registered Aboriginal Party. *Other Traditional Owner groups e.g. Boonwurrung Land and Sea Council.				
Objective 2: Protect and enhance the marine and coastal environment				
M2.1	Implement the Foreshore and Hinterland Vegetation Management Plan (2023-2028) to maintain, enhance and expand established foreshore vegetation and biodiversity areas through access fencing, ongoing vegetation renewal, weed and invasive pest species management and inline with the Urban Forest Strategy.		\$\$\$	CoPP Port Phillip EcoCentre
M2.2	Recognise the importance of the existing lawned spaces along the foreshore for passive recreation. Manage the lawn asset condition, including remediating impacts from temporary works, public events and storms.		\$\$	CoPP
M2.3	Continue to maintain and monitor the effectiveness of the existing network of litter traps and WSUD assets across the municipality including raingardens and gross pollutant traps.		Within current operational budgets	CoPP, MW
M2.4	Continue to support and partner with community volunteer groups, environmental groups and other relevant stakeholders, to deliver foreshore environmental stewardship activities, including but not limited to: <ul style="list-style-type: none"> • Foreshore environment protection programs. • Environmental education programs. • Citizen science projects. • Beach cleaning. • Eco centre programs. • Foreshore planting and weeding. • On-ground action volunteer activities. • Clean Up Australia Day and the Community Planting Day series of events. 		\$\$	CoPP Port Phillip EcoCentre, Beach Patrol, Earthcare St Kilda, Living Links

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M2.5	Update the response to greening vandalism including inspections, incident response and developing community education programs inline with the Urban Forest Strategy.		\$	CoPP
M2.6	Increase shade and canopy cover along the foreshore by prioritising plantings in high-use areas such as footpaths, playgrounds, BBQ, seating, and picnic spaces. Ensure all plantings complement local masterplans and urban design frameworks and are consistent with the Urban Forest Strategy and the Foreshore and Hinterland Vegetation Management Plan.	 0-3 yrs then ongoing	\$\$	CoPP
M2.7	Update the Stormwater Asset Management Plan to consider changing sea level rise impacts on drainage infrastructure, ensuring infrastructure is effectively maintained, upgraded, or removed/replaced.	 0-3 yrs then ongoing	\$\$	CoPP, MW
M2.8	Refine and implement Council's Palm Tree Management Plan to respond to the presence and spread of disease focusing first on key boulevards and foreshore reserves, inline with the Urban Forest Strategy.	 0-3 yrs then ongoing	Within current operational budgets	CoPP
M2.9	Manage access to sensitive coastal and marine habitats, such as dune systems, through landscaping, improved pedestrian access, educational signage and protective fencing.	 0-3 yrs then ongoing	\$\$	CoPP
M2.10	In collaboration with Melbourne Water, investigate and implement new opportunities to reduce pollutants entering waterways, including relocation and upgrades of stormwater drain outlets, installation of additional litter traps, GPT and WSUD assets across the municipality.	 3-5 yrs then ongoing	\$\$\$	CoPP <i>MW</i>
M2.11	Continue to evaluate and improve the beach cleaning program to minimise ecological impacts and maintain public safety, using the latest independent evaluations and local studies as guides.	 0-3 yrs	\$\$	CoPP <i>Port Phillip EcoCentre, Beach Patrol</i>

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M2.12	Map, protect and expand biodiverse and habitat corridors with focus on planting locally indigenous selections, reviewing land management practices, and linking key biodiversity corridors. This work will be done with the involvement of the Traditional Owners and inline with the Urban Forest Strategy.	 3-5 yrs	\$\$	CoPP <i>Port Phillip EcoCentre, Living Links</i>
M2.13	Investigate (through research partnerships) local ecosystem responses and sensitivities to changing climate conditions, building upon previous research and knowledge.	 3-5 yrs	\$	CoPP <i>Research institutions</i>
Objective 3: Respect natural processes and strengthen resilience to climate change				
M3.1	Seek to embed existing and emerging coastal hazard understanding and knowledge such as adaptation pathways and trigger points into all Council operations, including strategic and budget planning, informing appropriate management, decision making and design.		\$	CoPP
M3.2	Integrate and implement resilient design and adaptation principles in the management and renewal of all foreshore assets and planned capital works projects (current and future), utilising latest knowledge and best practices related to climate change and coastal hazards.		Within current operational budgets	CoPP
M3.3	Seek opportunities to collaborate with research institutions and the State Government to: <ul style="list-style-type: none"> • Explore and implement nature-based marine and coastal management activities (including potential hybrid solutions). • Restore and create habitats. • Explore opportunities for ecosystem retreat. 		\$	CoPP <i>State and Federal Agencies</i>
M3.4	Continue to work with Melbourne Water, other Councils and State Government to review and update coastal hazard modelling, planning zones and overlays as appropriate, to inform planning decisions.		\$\$	CoPP <i>MW, DEECA</i>

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M3.5	Continue to collaborate with the South East Councils Climate Change Alliance (SECCCA) and the Association of Bayside Municipalities (ABM) to deliver a range of region-wide climate adaptation projects.		\$	CoPP SECCA, ABM
M3.6	Identify current and future funding mechanisms for coastal and marine management, climate adaptation and renewable energy initiatives, including exploration of alternate opportunities for private investment and partnerships.		\$	CoPP MW, DEECA
M3.7	Develop and implement clear emergency response and recovery program for coastal impacts, including extreme weather, inundation, erosion, and heatwaves, with a specific focus on major storm and coastal erosion events.		\$	CoPP SES, LSV, DEECA
M3.8	Advocate for beach monitoring opportunities at priority locations through the Victorian Coastal Monitoring Program (VCMP).	 0-3 yrs then ongoing	\$	CoPP DEECA
M3.9	Monitor and record flooding impacts in along the foreshore and surrounding areas, to better understand public safety risks.	 0-3 yrs then ongoing	\$\$	CoPP DEECA, MW
M3.10	Complete Our Coastal Future CAP Stages 1-7 (inline with Victoria's Resilient Coast – Adapting for 2100+) at both a municipality and suburb scale.	 0-3 yrs	\$\$\$\$	CoPP DEECA, MW
M3.11	Develop Sustainable and Resilient Design Guidelines for the foreshore which include standards and approvals criteria for foreshore buildings and infrastructure projects, including new constructions, upgrades and renewals.	 3-5 yrs	\$\$	CoPP
M3.12	Continue to support the review and update of land use management and planning schemes to align with the latest State policy and guidance, regional coastal hazards outcomes and Victoria's adaptation approach.	 3-5 yrs	\$\$	CoPP

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M3.13	<p>Increase community awareness of marine and coastal processes and climate change impacts on the marine, coastal and built environment through a range of engagement and education initiatives, including:</p> <ul style="list-style-type: none"> • Community education and monitoring programs to build understanding and local knowledge. • Climate adaptation programs that empower communities to respond to environmental changes. • In-person stewardship activities and events that foster connection and care for coastal and marine environments. • Educational materials such as newsletters, signage, and QR website codes to provide accessible, ongoing learning opportunities. • Co-promotion of relevant Council plans, including the Municipal Emergency Management Plan, Flood Guide, and Heatwave Guide, to support preparedness and resilience. • Celebrations of community involvement through media, storytelling, and other recognition platforms to highlight local contributions and inspire participation. 	 3-5 yrs	\$\$	CoPP
M3.14	<p>Advocate to DEECA, research institutions and Melbourne Water for:</p> <ul style="list-style-type: none"> • Detailed coastal sediment transport and erosion modelling. • Ongoing funding for beach renourishment programs across the municipality foreshore. • Ongoing program to upgrade coastal protective structures and marine assets owned by the State Government. 	 3-5 yrs	\$\$	CoPP <i>Research institutions, MW, DEECA</i>

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
Objective 4: Use and develop sustainably				
M4.1	Review Council's Enterprise Asset Management plan to incorporate the FMP, to ensure it considers: <ul style="list-style-type: none"> • the role of the coast as both a community asset and a major tourism destination. • impacts on assets from high usage and extreme environmental conditions. • consideration of increasing climate impacts and State policy. 		\$\$\$	CoPP
M4.2	Ensure existing foreshore infrastructure is effectively monitored, maintained, upgraded, or, where necessary, removed or replaced to match usage demands and the FMP goals.		\$\$\$	CoPP
M4.3	Continue to maintain and upgrade the Bay Trail pedestrian, bicycle, and shared user paths, along with associated facilities, to enhance connectivity, safety, and user experience. Maintenance of the Bay Trail will use the following approach: <ul style="list-style-type: none"> • The work will align with safety audits and treatment plans. • The Bay Trail will be maintained as a bike or shared-use path for pedestrians and cyclists, while directing faster-moving commuter traffic, including e-bikes and e-scooters, to on-road routes. • Upgrades to the Bay Trail will meet current best practice and Austroads Standards, with modifications to address environmental constraints, usage trend data and alignment with adopted designs, including the Foreshore Character Study. 		\$\$\$	CoPP <i>DTP</i>
M4.4	Advocate to State Government for ongoing support for Life Saving activities, including beach patrols, recreation programs, swim safety education, CALD programs and other programs to improve safety for all at public beaches.		Within current operational budgets	CoPP
M4.5	Include complementary, fit for purpose facilities (such as street furniture, amenities, general waste and recycling bins, seating, planting, landscaping, surfacing) as part of all major foreshore projects (buildings and open space).		\$\$\$	CoPP

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M4.6	Continue to enforce and implement dog off leash management across beaches, inline with relevant local laws, the Domestic Animal Management Plan and the Dog Off-Leash Guidelines, to ensure a balance among different beach users and to retain and protect broader marine and coastal values.		Within current operational budgets	CoPP
M4.7	Continue to use existing and new foreshore cameras to monitor, respond and report on visitation volumes at major locations along the foreshore.		\$\$	CoPP
M4.8	Develop and implement an annual capital program to maintain, renew and upgrade foreshore infrastructure based on Council's annual asset audits. With a focus on amenities and foreshore facilities at and surrounding activity nodes, including but not limited to: <ul style="list-style-type: none"> • Additional beach showers to match usage demand. • Improved toilet and change room facilities with (warm) showers. • Major entrance and facility signage aligned to current standards. • General waste and recycling bins. • Improved all-abilities access. • Installation of water fountains, refill stations and dog bowls. 	 0-3 yrs then ongoing	\$\$\$	CoPP
M4.9	Inline with the Our Coastal Future Coastal Adaptation Plan, establish trigger points for assessing foreshore asset renewals and decommissioning, with consideration to costal hazard projections. Integrate the trigger points into the new Foreshore Character Study.	 3-5 yrs then ongoing	\$\$	CoPP
M4.10	Coordinate with, and advocate to, relevant agencies on State-owned and significant tourism assets (including beaches and piers) to align maintenance and enhancement efforts with broader government plans.	 0-3 yrs then ongoing	Within current operational budgets	CoPP, DTP, DEECA, PV, Heritage Victoria <i>Relevant Federal departments</i>

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M4.11	Recognise the importance of events and recreational activities along the foreshore and further strengthen relevant policies and strategies to ensure that approvals for these activities contribute to the area's unique creative identity and economy, and consider local amenity and coastal environment.	 0-3 yrs then ongoing	Within current operational budgets	CoPP <i>Wild At Heart, Music Victoria, EPA, Creative Victoria, DEECA</i>
M4.12	Work collaboratively with community groups, private asset owners, and lease/licence holders to maintain and improve management and use of the foreshore assets and clarify shared responsibilities.	 0-3 yrs then ongoing	Within current operational budgets	CoPP <i>Relevant foreshore community groups</i>
M4.13	Review, update, and enforce leasing and licensing agreements for foreshore clubs and businesses to ensure compliance, protect public access, and manage commercial use of open space inline with the Marine and Coastal Act 2018 policy suite, FMP goals and other Council Policies.	 0-3 yrs then ongoing	\$	CoPP
M4.14	Improve signage along the foreshore for education, safety and compliance. Including: <ul style="list-style-type: none"> • Install educational signage on local coastal and marine flora and fauna, coastal processes and protection of sensitive ecosystems. • Install signage at major foreshore entrances that provides Emergency Marker codes for 000 calls, risk warnings related to water safety, local law regulations related to foreshore and water use and wayfinding directional information. Upgrade wayfinding information, inline with Wayfound Victoria, to ensure adequate and effective wayfinding information is available at the key decision points. Include visibility treatments, seasonal requirements/regulations and maps, and inclusive information accounting for diverse user needs.	 3-5 yrs then ongoing	\$\$\$	CoPP
M4.15	Undertake a DDA audit and develop an implementation program to prioritise accessibility improvements around foreshore recreation and activity nodes, and access to the beach and water.	 3-5 yrs then ongoing	\$\$\$	CoPP

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M4.16	Develop a Foreshore Character Study to ensure all future foreshore infrastructure, works, and proposed development align with coastal design standards (including DEECA's coastal siting and design guidelines) to strengthen and enhance the foreshore character, ensure universal and inclusive design, and increase resilience.	 3-5 yrs	\$\$	CoPP DTP
M4.17	Develop Guidelines to assess requests for commercialisation of public space along the foreshore, for activities such as itinerant traders, extension of businesses footprints and/or temporary pop-up businesses. The Guidelines are to consider the impacts and benefits to ensure equitable access and be developed inline with the FMP, Council's Events Strategy and other relevant Council plans/strategies.	 0-3 yrs	Within current operational budgets	CoPP
M4.18	Evaluate Council's foreshore outdoor recreational facilities to determine how well they meet user needs, preferences and projected demands to identify opportunities for asset renewal and improvement. Including consideration for beach showers, bike parking, bike repair stations, fitness stations, seniors equipment, accessible beaches equipment and playgrounds. All recreational facility updates must be inline with FMP Goals and relevant Council Policies.	 0-3 yrs	Within current operational budgets	CoPP
M4.19	Audit and upgrade foreshore path lighting to meet best practice and current standards to ensure clear, safe sightlines, access and travel.	 0-3 yrs	\$\$\$\$	CoPP
M4.20	Develop a Waste Management Plan for the foreshore, to identify best practice to address high visitation and to prevent litter from reaching waterways and the Bay. Outcomes to include number of bins, standardised locations, standardised designs for coastal environments, clear and best practice signage/labelling, collection, storm-event management and new bin technologies (such as solar-powered compacting bins).	 0-3 yrs	\$\$	CoPP

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M4.21	Improve key connections between the foreshore, activity centres, and public transport nodes in accordance with Council's Transport Strategy and other relevant programs. Includes advocacy to DTP to implement new or upgraded pedestrian and cyclist crossings within the foreshore zone.	 3-5 yrs	\$\$\$	CoPP, DTP
M4.22	Conduct site-specific assessments in key activity nodes to determine appropriate hostile vehicle mitigation measures to meet current national standards.	 3-5 yrs	\$\$\$	CoPP, DTP
Objective 5: Promote stewardship and collaborative management				
M5.1	Leverage existing partnerships with key agencies and neighbouring councils to identify barriers for joint funding and collaborative initiatives to explore opportunities for sharing coastal hazard assessment and management.		Within current operational budgets	CoPP <i>MW, LSV, SECCA, ABM, MAV, PV, DEECA, DTP, BLCAC</i>
M5.2	Continue to deliver, review and update the Summer Management Program to improve public safety, amenity and services to support peak use periods. Including communications, glass and alcohol restrictions and the amenity patrols.		Within current operational budgets	CoPP
M5.3	Support Victoria Police to provide ongoing communication and the State's legislative responsibilities with the enforcement of foreshore safety regulations, particularly during peak periods. Includes: <ul style="list-style-type: none"> • Compliance with personal watercraft (PWC) zone restrictions. • Adherence to alcohol-free periods and designated areas. • Enforcement of anti-social behaviour regulations. 		Within current operational budgets	Water Police division of Victoria Police <i>CoPP</i>
M5.4	Support ongoing community and stakeholder involvement in coastal and marine management, recognising existing successes and collaboratively addressing challenges.	 0-3 yrs then ongoing	\$	CoPP <i>Relevant foreshore community groups</i>

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	Municipality-wide action	Timing	Indicative cost	Action lead Support
M5.5	Develop a partnership with State Government to upgrade the median strip and foreshore nature strip along Beach Road, Beaconsfield Parade, Jacka Boulevard, Marine Parade and Ormond Esplanade, through new vegetation, weed management and biodiversity improvements.	🕒 3-5 yrs then ongoing	\$\$\$	CoPP, DTP
M5.6	Advocate to State and Federal Governments on shared coastal management, with a particular focus on addressing funding barriers and promoting co-management.	🕒 3-5 yrs	\$\$	CoPP





Precinct actions

Our precinct actions are focussed on localised areas of the foreshore to address specific management needs. We have four FMP precincts:

Precinct 1 Port Melbourne	Precinct 2 Albert Park and Middle Park	Precinct 3 St Kilda and St Kilda West	Precinct 4 Elwood
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As per the municipality-wide actions, FMP actions identified for each precinct have been aligned with the long-term objectives.



Table 6. City of Port Phillip precinct locations

Timeframe (action commencement)				
Ongoing	0-3 yrs	0 – 3 years	3-5 yrs	3-5 years
5+ yrs	5+ years			
Indicative cost				
Low (<\$100k)	Moderate (\$100k to \$300k)	High (\$300 to \$600k)	Very High (>\$600k)	

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Activity and recreation nodes

Nodes are a strategic planning tool for identifying and improving current and future **activity** and **recreational** developments in the marine and coastal environment. Identifying nodes creates efficient relationships between buildings and structures and minimises development impacts on coastal and marine areas.

Activity nodes provide for community recreational facilities and tourism activities. They are within settlements and are adjacent to activity centres in planning schemes. They include public and private land.

Recreation nodes are located on marine and coastal Crown land (public land) outside of activity nodes. They provide access and infrastructure for recreation and water-related activities. Use and development that supports access or the functioning of coastal-dependent activities may be sited in recreation nodes. Boating and fishing access points, however, are maintained and enhanced inline with relevant plans and strategies.



Figure 27. How activity nodes may appear in a coastal context (DEECA, 2023a).

All the municipality's foreshore and coastal areas support recreational activities. This FMP exclusively uses activity nodes to concentrate and focus developments in specific areas to support diverse economic, social and cultural opportunities. Major nodes were defined and indicatively mapped in relevant precincts.



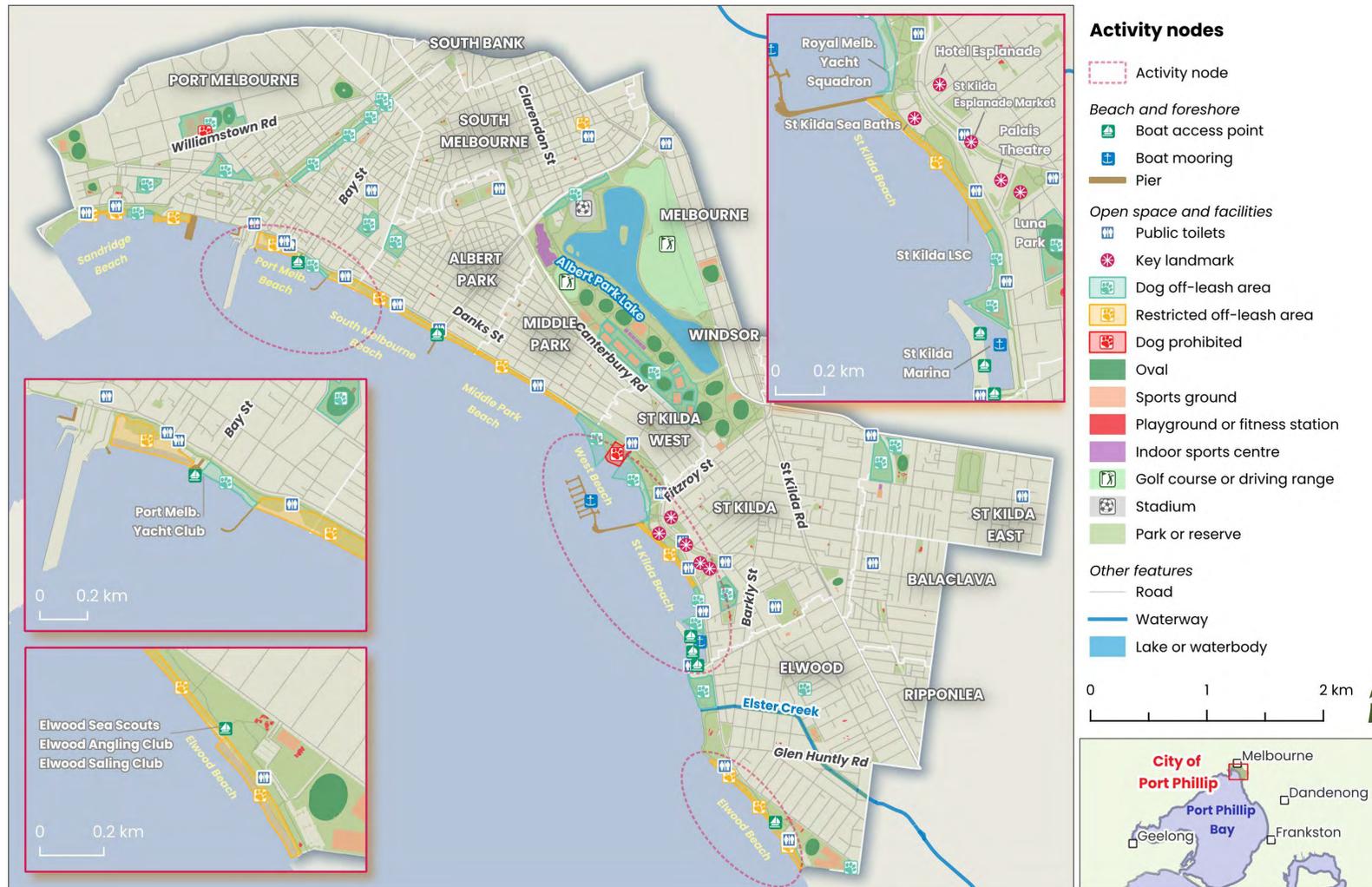


Figure 28. Activity nodes across the municipality's foreshore areas.

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Precinct 1: Port Melbourne

Precinct 1 stretches approximately 2.9 km across the northern end of the City of Port Phillip foreshore. Precinct 1 extends from Sandridge Beach to Pickles Street in Port Melbourne. The precinct adjoins the City of Melbourne, a major port facility, Webb Dock, and the upcoming urban and employment hub of Fishermen’s Bend.

Precinct 1 is a vibrant and growing area that blends natural beauty with urban amenities. It features Perce White Nature Reserve, a significant ecological site with coastal vegetation and habitats for native wildlife, including the Superb Fairy-Wren. Rich in history, it includes landmarks like Princes’ Pier and Station Pier.

The area offers a variety of recreational activities supported by well-serviced and modern facilities. The Port Melbourne foreshore Precinct marks the beginning of the iconic Bay Trail, popular among walkers, runners and cyclists, which extends from Port Melbourne through to Mordialloc. It also features facilities including the Sandridge Life Saving Club, Port Melbourne Life Saving Club, Port Melbourne Yacht Club, Lagoon Pier public toilets, showers, and playgrounds.

This family-friendly stretch of foreshore is well-maintained and actively managed through beach cleaning and dune management activities. The foreshore is characterised by wide sandy beaches bound by bluestone sea wall. Canary Island Date Palms along Beach Street are iconic to the Port Melbourne area and add to the areas charm. Volunteer groups play an active and crucial role in maintaining the cleanliness and beauty of the beaches.



Focus areas for management

- Vegetation protection and enhancement
- Stormwater management (flooding, litter, pollution)
- Reactivating Station Pier
- Improved public facilities
- Increased usage with growing population





	Precinct 1: Port Melbourne	Timing	Indicative cost	Action lead Support
Objective 2: Protect and enhance the marine and coastal environment				
PI.2a	<p>Preserve and enhance native dune vegetation and biodiversity along the Sandridge and Port Melbourne foreshore, through:</p> <ul style="list-style-type: none"> Planting structurally diverse native vegetation species. Protective landscaping or fencing to direct pedestrian access. Ongoing weed and invasive species management. Educational signage. 	 0-3 yrs then ongoing	\$\$	CoPP Port Phillip EcoCentre
PI.2b	<p>Establish, maintain and enhance ecological connections between the Sandridge, Port Melbourne and the South Melbourne foreshore to Westgate Park and Danks Street Biolink.</p>	 0-3 yrs then ongoing	\$\$\$	CoPP Port Phillip EcoCentre, community groups
PI.2c	<p>In partnership with South East Water and Melbourne Water, continue exploring opportunities for water recycling at Fishermans Bend.</p>	 0-3 yrs then ongoing	\$\$\$	MW CoPP, South East Water
PI.2d	<p>Undertake nominated stormwater improvements/ upgrades, to reduce pollutants and litter entering the bay, and support public health and safety.</p>	 0-3 yrs	\$\$\$	MW CoPP
Objective 3: Respect natural processes and strengthen resilience to climate change				
PI.3a	<p>Monitor and record flooding impacts along the Sandridge and Port Melbourne foreshore and surrounding areas, to better understand public safety risks.</p>		\$\$	MW CoPP
PI.3b	<p>Investigate historic, current and future water movement and WSUD options to mitigate flood risks in Port Melbourne.</p>	 0-3 yrs	\$\$\$	CoPP MW



	Precinct 1: Port Melbourne	Timing	Indicative cost	Action lead Support
Objective 4: Use and develop sustainably				
PI.4a	Continue to enforce and implement dog off leash management along Sandridge and Port Melbourne beaches, inline with relevant local laws, the Domestic Animal Management Plan and the Dog Off-Leash Guidelines, to ensure a balance among different beach users and to retain and protect broader marine and coastal values.		Within current operational budgets	CoPP
PI.4b	Continue to advocate DTP to upgrade Station Pier, ensuring safe commercial shipping and public arrivals.		\$\$	CoPP <i>DTP</i>
PI.4c	Advocate and work with Parks Victoria to monitor, review and update zoning (swimming / personal watercraft) at Sandridge and Port Melbourne Beaches, improving promotion, communication and enforcement of zoning regulations. Includes enforcement support from Victorian Water Police Squad (WPS).		\$	PV <i>CoPP, Water Police division of Victoria Police</i>
PI.4d	Undertake usage surveys and other monitoring (e.g., car counters, pedestrian sensors) at Station Pier and surrounding areas to quantify usage, visitation and demands of marine and coastal areas to inform strategic foreshore management.	 0-3 yrs	\$	CoPP
PI.4e	Advocate for Melbourne Water to reconfigure and upgrade stormwater treatment and drainage outlets at and adjoining Station Pier.	 0-3 yrs	\$\$	CoPP <i>MW</i>
PI.4f	Investigate opportunities to install outdoor exercise stations for users of all abilities at Sandridge Beach. Incorporate local character and sustainable and resilient design principles.	 0-3 yrs	\$\$	CoPP
PI.4g	Identify opportunities to renew open space areas surrounding Station Pier, in ways that reflect community aspirations for the foreshore. Collaborate with DEECA and DTP to ensure alignment with renewal plans for adjacent areas of Station Pier.	 3-5 yrs	\$\$	CoPP, DEECA, DTP

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	Precinct 1: Port Melbourne	Timing	Indicative cost	Action lead Support
PI.4h	<p>Inline with Marine and Coastal Act and Policy, investigate opportunities to reactivate versatile public spaces and recreational activities at Station Pier. Proposed activities and works must be fit-for-purpose and accommodate climate hazards.</p>	 3-5 yrs	\$\$	CoPP, DEECA, DTP
PI.4i	<p>Develop and implement an annual capital program to maintain, renew and upgrade foreshore infrastructure based on Council's annual asset audits. With a focus on amenities and foreshore facilities at and surrounding Sandridge and Port Melbourne LSC's, including but not limited to:</p> <ul style="list-style-type: none"> • Additional beach showers to match usage demand. • Improved toilet and change room facilities with (warm) showers. • Major entrance and facility signage aligned to current standards. • Improved all-abilities access. • Installation of water fountains, refill stations and dog bowls. • General waste and recycling bins. • Seating and picnic tables. <p>Energy efficiency improvements (shade, solar panels, water reuse).</p>	 3-5 yrs	\$\$	CoPP, LSV



Figure 29. Precinct 1: Port Melbourne FMP management actions.

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Precinct 2: Albert Park and Middle Park

Precinct 2 extends approximately 3 km from Port Melbourne Beach to Middle Park Beach. This area is known for its wide sandy beaches and vibrant community atmosphere. It features a variety of recreational facilities, including the South Melbourne Life Saving Club and Albert Park Yachting Club, and the Kerferd Road Pier.

South Melbourne and Middle Park beaches are popular spots for swimming, yachting, and various water sports. The foreshore is well-maintained with amenities such as public toilets, showers, beach volleyball courts and picnic facilities, making it a popular destination among residents and visitors. The Bay Trail runs through these areas, offering a scenic route for walkers and cyclists across Port Phillip Bay.

Precinct 2 is actively managed through beach renourishment and engineering activities. The local community is actively involved in preserving the natural beauty and cleanliness of the beaches.



Focus areas for management

- Growing demands across multiple users
- Stormwater management (flooding, litter, pollution)
- Asset maintenance
- Swim and boating safety
- Coastal flooding
- Vegetation protection and enhancement



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	Precinct 2: Albert Park and Middle Park	Timing	Indicative cost	Action lead Support
Objective 2: Protect and enhance the marine and coastal environment				
P2.2a	Develop a partnership with State Government to upgrade the median strip and foreshore nature strip along Beach Street and Beaconsfield Parade, through new vegetation, weed management and biodiversity improvements.	 5+ yrs then ongoing	\$\$\$	CoPP, DTP
Objective 3: Respect natural processes and strengthen resilience to climate change				
P2.3a	Monitor and record flooding impacts along the Albert Park and Middle Park foreshore and surrounding areas, to better understand public safety risks.		\$\$	MW <i>CoPP</i>
Objective 4: Use and develop sustainably				
P2.4a	Continue to support volleyball and recreational activities along the foreshore.		Within current operational budgets	CoPP
P2.4b	Advocate and work with Parks Victoria to monitor, review and update zoning (swimming / personal water craft) at South Melbourne and Middle Park Beaches, improving promotion, communication and enforcement of zoning regulations. Includes enforcement support from Victorian Water Police Squad (WPS).		\$	CoPP <i>PV, Water Police division of Victoria Police</i>
P2.4c	Deliver the Shrine to Sea project inline with approved plans.	 0-3 yrs	Within current operational budgets	DEECA <i>CoPP, PV, DTP</i>



	Precinct 2: Albert Park and Middle Park	Timing	Indicative cost	Action lead Support
P2.4d	<p>Develop and implement an annual capital program to maintain, renew and upgrade foreshore infrastructure based on Council's annual asset audits. With a focus on amenities and foreshore facilities at and surrounding South Melbourne LSC and Middle Park Beach, including but not limited to:</p> <ul style="list-style-type: none"> • Additional beach showers to match usage demand. • Improved toilet and change room facilities with (warm) showers. • Major entrance and facility signage aligned to current standards. • General waste and recycling bins. • Improved all-abilities access. <p>Installation of water fountains, refill stations and dog bowls.</p>	 3-5 yrs	\$\$	CoPP



Figure 30. Precinct 2: Albert Park and Middle Park FMP actions.

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Precinct 3: St Kilda and St Kilda West

Precinct 3 extends across the iconic West Beach, St Kilda Beach and St Kilda Marina. This stretch of foreshore is renowned for its scenic beauty, recreational and vibrant community activities.

Developed in the 19th century as Melbourne's seaside resort, St Kilda Beach remains one of the city's most popular attractions, hosting numerous events and festivals, including the weekly St Kilda Esplanade Art and Craft Market and the annual St Kilda Music Festival. Precinct 3 features the Royal Melbourne Yacht Squadron, St Kilda Life Saving Club, St Kilda Marina and the new St Kilda Pier, popular for walking and fishing, with a nearby rock breakwater that is home to the iconic Little Penguin colony. The foreshore features lush open spaces such as Catani Gardens and Cummings Reserve, offering playgrounds, picnic facilities, and public toilets. West Beach foreshore supports revegetated and ecologically significant dunes.

Precinct 3 is well-serviced with facilities to access and enjoy Port Phillip Bay's highly valued nearshore marine environment. Recreational opportunities are abundant in this area, from kiteboarding and volleyball to boating, swimming and sunbathing. Activities are supported by amenities such as showers, seating, playgrounds and drinking fountains. The Bay Trail continues, connecting users to adjoining suburbs along the foreshore. The foreshore also holds a range of businesses.

The cosmopolitan suburb of St Kilda, adjacent to the foreshore, is a major tourist destination known for its entertainment districts, Luna Park, Palais Theatre, and Acland Street cake shops. Local residents and volunteer groups are dedicated to preserving the area's natural and built heritage, ensuring it remains a beloved spot for both locals and visitors.



Focus areas for management

- Enhancing offshore and foreshore environments
- Commercial and competing use of public spaces
- Education and knowledge sharing
- Asset maintenance
- Stormwater management (flooding, litter, pollution)
- Growing demands across multiple users
- Swim and boating safety



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	Precinct 3: St Kilda and St Kilda West	Timing	Indicative cost	Action lead Support
Objective 2: Protect and enhance the marine and coastal environment				
P3.2a	Develop a partnership with State Government to upgrade the median strip and foreshore nature strip along Beaconsfield Parade, Jacka Boulevard and Marine Parade through new vegetation, weed management and biodiversity improvements.	 5+ yrs then ongoing	\$\$\$	CoPP, DTP
P3.2b	Explore opportunities to further naturalise and improve water quality along the foreshore at Cowderoy Street outflow, through: <ul style="list-style-type: none"> Integrating WSUD across catchment in future road upgrades and new developments. Installing additional litter traps. Nature-based methods. 	 0-3 yrs	\$\$\$	CoPP MW
P3.2c	Manage access to sensitive dune systems and migratory shorebird feeding and roosting sites around Cowderoy Street outlet, through landscaping and educational signage.	 0-3 yrs	\$	CoPP MW
Objective 3: Respect natural processes and strengthen resilience to climate change				
P3.3a	Advocate for the establishment of a Victorian Coastal Monitoring Program (VCMP) site at St Kilda foreshore to better understand coastal processes and effectiveness of beach nourishment activities.		\$	CoPP DEECA
P3.3b	Monitor and record flooding impacts in St Kilda and surrounding areas, to better understand public safety risks.		\$\$	MW CoPP
P3.3c	Investigate (through research partnerships) local ecosystem responses and sensitivities to changing climate conditions, building upon previous research and knowledge.	 0-3 yrs	\$	CoPP Research institutions
P3.3d	Explore opportunities to install WSUD infrastructure and permeable surfaces along Beaconsfield Parade, Jacka Boulevard and Marine Parade, to better accommodate flooding during rainfall events. All works are to be informed by detailed local coastal hazard studies and updated modelling completed by Melbourne Water.	 3-5 yrs	\$\$\$	CoPP MW, DTP



	Precinct 3: St Kilda and St Kilda West	Timing	Indicative cost	Action lead Support
Objective 4: Use and develop sustainably				
P3.4a	Advocate and work with Parks Victoria to continue to monitor, review and update zoning (swimming / personal watercraft) at St Kilda Beach, improving promotion, communication and enforcement of zoning regulations. Includes enforcement support from Victorian Water Police Squad (WPS).		\$	CoPP PV, Water Police division of Victoria Police
P3.4b	Renew and upgrade the foreshore open space irrigation at Marina Reserve and South Beach Reserve.		Within current operational budgets	CoPP
P3.4c	Upgrade South Beach Reserve inline with the action in the Public Space Strategy.		\$\$	CoPP
P3.4d	Develop a Catani Gardens Management Plan to: <ul style="list-style-type: none"> Better strengthen the heritage significance and character when maintaining, upgrading, and adapting the infrastructure and planting design. Explore culturally and environmentally sensitive ways (such as improving drainage design) to reduce siltation of gutters/drains. 	 3-5 yrs	\$\$	CoPP
P3.4e	<ul style="list-style-type: none"> Develop and implement an annual capital program to maintain, renew and upgrade foreshore infrastructure based on Council's annual asset audits. With a focus on amenities and foreshore facilities along St Kilda Beach, including but not limited to: <ul style="list-style-type: none"> Additional beach showers to match usage demand. Improved toilet and change room facilities with (warm) showers. Major entrance and facility signage aligned to current standards. Improved all-abilities access, including disabled car parking access. Installation of water fountains, refill stations and dog bowls. General waste and recycling bins. Seating and picnic tables. Shade facilities (including trees and pergolas). 	 3-5 yrs	\$\$	CoPP

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	Precinct 3: St Kilda and St Kilda West	Timing	Indicative cost	Action lead Support
P3.4f	Inline with the Foreshore Character Study and Council Policies, investigate opportunities to improve the foreshore playground and BBQ facilities for users of all abilities at St Kilda Beach. Incorporate local character and sustainable and resilient design principles.	 3-5 yrs	\$\$\$	CoPP
P3.4g	Design, consult and implement upgrades the St Kilda Promenade (Donovans to Marina Reserve) and Pier Road to renew the aging assets to consider coastal hazards, improve path safety and connectivity, provide seating, improve lighting, increase recreation, amenity and shade inline with the FMP goals and Public Space Strategy.	 3-5 yrs	\$\$\$\$	CoPP, DTP
Objective 5: Promote stewardship and collaborative management				
P3.5a	Advocate and work with Parks Victoria to monitor and enforce regulations restricting personal water craft users and swimmers from accessing penguin colony at St Kilda Pier.		Within current operational budgets	Parks Victoria <i>CoPP</i>
P3.5b	Improve beach patrol and enforce regulations to address illegal fossicking of mussels and molluscs at St Kilda Pier.		Within current operational budgets	VFA <i>CoPP</i>



Figure 31. Precinct 3: St Kilda and St Kilda West FMP actions.

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Precinct 4: Elwood

Extending from the M.O. Moran Reserve at Thackeray Street to Head Street is Precinct 4. This area is renowned for its open spaces, including Moran Reserve and Point Ormond Reserve, the tallest section of the Port Phillip foreshore. These popular spaces offer stunning views of the Melbourne City skyline and Port Phillip Bay enjoyed by both residents and visitors. This stretch of foreshore is a popular place among walkers and swimmers, and is characterised by its lush, vegetated areas surrounding Elwood Canal and the Elwood beach. Precinct 4 features valuable native coastal vegetation, including remnant Coastal Teatree and re-established Coast Saltbush.

Elwood Canal is a significant feature in Precinct 4. Constructed in 1889, the Canal was developed as part of a land reclamation project to support residential living. Today this area supports residents of the Elwood and is a popular walking location. The Elwood Canal directly connects into Port Phillip Bay and is colloquially known as 'Little Venice'. The areas surrounding Elwood Canal and Elster Creek are prone to flooding, driven by both inland rainfall and elevated tide levels.

The foreshore supports various recreational activities with facilities like playgrounds, outdoor fitness equipment, car parks, and the Bay Trail. The built environment includes the Elwood Life Saving Club, Elwood Angling Club, Elwood Sailing Club, Elwood Sea Scouts, Elwood Beach Community Centre, and dining options like Elwood Bathers Restaurant. The area is actively managed. Elwood foreshore experiences beach renourishment to retain sand on the beach, and Elwood Canal is managed through stormwater harvesting projects governed by Melbourne Water. Various volunteer groups play a crucial role in maintaining the cleanliness and safety of the beach, enhancing its appeal for both passive and active recreation.



Focus areas for management

- Stormwater management (flooding, litter, pollution)
- Coastal flooding
- Pollution entering the Bay
- Pollution moving upstream Elwood Canal
- Public safety concerns along shared paths and high traffic areas
- Commercial and competing use of public spaces





	Precinct 4: Elwood	Timing	Indicative cost	Action lead Support
Objective 1: Acknowledge Traditional Owners’ rights, aspirations & knowledge				
P4.1a	Celebrate cultural and environmental history of Point Ormond and Red Bluff, through: <ul style="list-style-type: none"> Engaging Indigenous artists for art installations Using natural materials or other interpretive designs. 	 3-5 yrs	\$	BLCAC[^], WWWCHAC[^], other Traditional Owners*, CoPP
<small>[^]Registered Aboriginal Party. *Other Traditional Owner groups e.g. Boonwurrung Land and Sea Council.</small>				
Objective 2: Protect and enhance the marine and coastal environment				
P4.2a	In partnership with Melbourne Water and Environmental Protection Authority, continue to undertake regular water quality monitoring along Elster Creek and the Elwood foreshore associated beach closures to better understand the effectiveness of upstream catchment management activities.		Within current operational budgets	MW <i>CoPP, EPA, Glen Eira Council</i>
P4.2b	Partnering with the Port Phillip Bay EcoCentre and Traditional Owners, raise community awareness around the history of Elwood foreshore and Elster Creek, and changes to its environment over centuries, through walking tours and signage, including QR website codes.		\$	CoPP <i>Port Phillip EcoCentre, BLCAC[^], WWWCHAC[^], other Traditional Owners*</i>
P4.2c	Increase advocacy to Melbourne Water and the State to support water quality improvements and litter capture programs in upstream catchments, including but not limited to Princes, Cowderoy, Shakespeare Grove, Head Street, Elster Creek, and Elwood Canal, through GPTs, WSUD, educational signage, and other innovations.		\$\$\$	CoPP, MW <i>Elster Creek Collaboration</i>
P4.2d	Maintain existing lawned open space areas valued at Elwood for passive recreation along the foreshore. Manage the lawn asset condition, including remediating impacts from temporary works, public events and storms.		\$\$	CoPP

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	Precinct 4: Elwood	Timing	Indicative cost	Action lead Support
P4.2e	Establish, maintain and enhance ecological connections between Point Ormond foreshore Reserve and Elsternwick Park.	 0-3 yrs then ongoing	\$\$	CoPP
P4.2f	Preserve and enhance vegetation along the Elwood foreshore, through: <ul style="list-style-type: none"> Planting structurally diverse native vegetation species. Protective landscaping or fencing supported by the improvement of direct pedestrian access and access controls. Ongoing weed management. Educational signage. 	 0-3 yrs then ongoing	Within current operational budgets	CoPP <i>Port Phillip EcoCentre</i>
P4.2g	Develop a partnership with State Government to upgrade the median strip and foreshore nature strip along Marine Parade and Ormond Esplanade through new vegetation, weed management and biodiversity improvements.	 5+ yrs then ongoing	\$\$\$	CoPP, DTP
Objective 3: Respect natural processes and strengthen resilience to climate change				
P4.3a	Monitor and record flooding impacts in Elwood and surrounding areas, to better understand public safety risks.		\$	MW <i>CoPP</i>
P4.3b	Collaborate with Melbourne Water and neighbouring councils to continue implementation of the Elster Creek Flood Action Plan, with a focus on current and emerging flooding impacts arising from changing catchment and coastal conditions along Elster Creek and Elwood Canal.	 3-5 yrs	\$\$\$\$	CoPP, MW, DEECA, Councils: Bayside, Glen Eira, Kingston
Objective 4: Use and develop sustainably				
P4.4a	Refine and implement the Elwood site masterplan inline with the FMP goals, Public Space Strategy and other relevant policies/strategies.		Within current operational budgets	CoPP

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	Precinct 4: Elwood	Timing	Indicative cost	Action lead Support
P4.4b	Advocate and work with Parks Victoria to continue to monitor, review and update zoning (swimming / personal watercraft) at Elwood, improving promotion, communication and enforcement of zoning regulations. Includes enforcement support from Victorian Water Police Squad (WPS).		\$	CoPP, PV
P4.4c	Advocate to Melbourne Water to undertake nominated stormwater improvements/upgrades at Elster Creek and Elwood Canal, to reduce pollutants and litter entering the bay, and support public health and safety. Explore opportunities to naturalise stormwater drainage and outlets.	 0-3 yrs	\$\$	CoPP
P4.4d	Investigate opportunities to redesign Glen Huntly Road to include bike lanes and increase connectivity to the foreshore.	 0-3 yrs	\$\$	CoPP
P4.4e	Inline with the Foreshore Character Study and Council Policies, install toilet facilities, drinking fountains and shade infrastructure at Point Ormond playground to better support recreational users. Incorporate local character and sustainable and resilient design principles.	 0-3 yrs	\$\$\$\$	CoPP
P4.4f	Inline with municipality-wide actions 4.3, 4.7, 4.19 and 4.21, undertake a safety audit of the Bay Trail at Elwood to address safety risks and create a treatment plan to resolve conflicts.	 3-5 yrs	\$\$	CoPP
P4.4g	Consider existing coastal use benefits of foreshore seaweed drying stockpiles, inline with the waste study, community expectations, public safety and cost impacts.	 3-5 yrs	\$	CoPP



	Precinct 4: Elwood	Timing	Indicative cost	Action lead Support
P4.4h	<p>Develop and implement an annual capital program to maintain, renew and upgrade foreshore infrastructure based on Council's annual asset audits. With a focus on amenities and foreshore facilities at and surrounding Elwood, as part of major foreshore projects at Elwood (including Elwood Masterplan), including but not limited to:</p> <ul style="list-style-type: none"> • Additional beach showers to match usage demand. • Improved toilet and change room facilities with (warm) showers. • Major entrance and facility signage aligned to current standards. • Installation of water fountains, refill stations and dog bowls. • General waste and recycling bins. • Seating and picnic tables. • Energy efficiency improvements (shade, solar panels, water reuse). 	 3-5 yrs	\$\$	CoPP



Figure 32. Precinct 4: Elwood FMP actions.

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Implementation

A detailed implementation plan has been developed to guide and support the delivery of the FMP. The implementation plan outlines performance indicators, outcome measures and work programs required to track progress and ensure coordinated delivery of the FMP actions.

Implementing actions in our FMP relies on ongoing collaboration and shared commitment from our Council and the State Government. Where possible, actions are to be delivered via a range of existing municipal and stakeholder mechanisms. These include the annual capital works program, planning schemes, local laws, asset management plans and other Council plans, as well as business-as-usual operations.

Performance of the FMP will be assessed using a suite of key performance indicators, including:

- Percentage of asset audit actions completed
- Percentage of actions on-track and complete
- User satisfaction with foreshore amenities and connectivity
- Environmental condition, water quality and ecosystem health
- Community engagement score on foreshore management from the Community Satisfaction Survey.

Implementation will also include elements of monitoring, evaluation, review, and improvement, to be applied using an adaptive management approach (Figure 33), ensuring tracking, accountability and improvement of the FMP's delivery through time.



Figure 33. FMP implementation and adaptive management framework.

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A pathway for funding

The FMP sets direction and priorities for the future management of marine and coastal Crown land across the municipality. It outlines implementation timelines and emphasises the need for ongoing commitment to the management of coastal and marine areas.

Delivering the FMP's actions and initiatives will require diverse funding mechanisms, alongside Council's annual budgeting processes.

Funding opportunities may include:

- Rates and charges, environmental levees, developer contributions
- Integration with other relevant Municipality-led projects, plans and strategies
- External funding sources for local government – local and State Government initiatives supporting environment, climate resilience planning and/or communities
- Funding sources and programs for community initiatives – such as environmental stewardship and volunteering groups, community grants, state and Federal Government programmes or private sector grants.

Community advocacy has an important role to play. It can increase understanding of current priorities and needs for the local community, helping to generating broader awareness of key values, concerns, and opportunities to direct marine and coastal management resources.



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Monitoring, evaluation and review

The monitoring, evaluation and review (MER) process aims to track and report on outcomes related to the delivery of management actions. It assesses elements such as the impact, effectiveness, efficiency and appropriateness of actions to support continuous improvement and accountability. Integrating the FMP MER process with existing processes of other Council plans and strategies will ensure consistency and alignment across related initiatives.

Formal milestones within the first five years will be used to monitor and evaluate the implementation the Our Coastal Future FMP, enabling an adaptive management approach.

In line with State legislation, actions in the FMP will be evaluated and reviewed annually to determine what has been started, completed, ongoing, or yet to commence. This annual progress reporting will reflect on the work undertaken throughout the year, and identify upcoming priorities for the next 12 months. This reporting will be shared with relevant stakeholders, including DEECA and Melbourne Water.



Ongoing actions delivered as part of Council's 'business as usual' operations will require further consideration to ensure they are embedded into day-to-day workloads. Clearly defined work plans and regular reporting will help maintain accountability for their delivery. Where appropriate, performance metrics will be developed as part of the implementation to measure and demonstrate progress.

The review will also reflect on the action/project inline with key monitoring and evaluation questions. These may include:

Impact/effectiveness

- To what extent, and how well, have the programs contributed to achieving:
 - marine and coastal policy objectives
 - vision of the FMP
 - objectives of the FMP
 - goals of the FMP
- Did the actions and projects deliver on goals/objectives/outputs as planned?
- How has the FMP contributed to changes in the municipality's coastal and marine areas (i.e. environmental, social, economics conditions)?
- What, if any, unanticipated outcomes (positive or negative) have resulted from implementing the FMP?
- Were stakeholders / delivery partners effective in working together?

Efficiency

- Have actions been integrated into Council plans and processes?
- Have actions been completed as per priority timelines within the plan?
- To what extent did the programs efficiently use resources, money and time?
- Have activities and delivery methods been effective?

Appropriateness

- Were the objectives suitable for achieving the vision of the FMP?
- Were the actions suitable for achieving objectives/goals?
- Were the size, scale and approach of actions undertaken appropriate?
- Were Council staff / delivery partners appropriately tasked?

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Data and evidence can also be used to quantify outcomes of the plan. Where possible, existing and new environmental and usage monitoring programs will be used to understand the baseline condition, health or status of our foreshore areas and assets. This monitoring will be used to track progress and changes attributed to action implementation over time.

The monitoring and evaluation process is also supported by input from the community and key stakeholders who are directly involved in the delivery of shared actions.

A specific FMP community and stakeholder survey is to be undertaken every 2-3 years to gain perspectives on the municipality's approach to coastal and marine management, the FMP's implementation, and to what degree actions are contributing to the goals, objectives and vision.



Monitoring and evaluation milestones

2026	FMP endorsement
Throughout	Annual reporting, targeted stakeholder feedback, ongoing improvement
2029	FMP community survey Review of actions based on survey outcomes
2031	5-year review as required under the <i>Marine and Coastal Act 2018</i> Update FMP as required



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Abbreviations

ABM	Association of Bayside Municipalities
BBV	Better Boating Victoria
BLCAC	Bunurong Land Council Aboriginal Corporation
CAP	Coastal Adaptation Plan
CMMP	Coastal and Marine Management Plan
CoPP	City of Port Phillip
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DEECA	Department of Energy, Environment and Climate Action
DTP	Department of Transport and Planning
EPA	Environment Protection Authority Victoria
ESO	Environmental Significance Overlay
EVC	Ecological Vegetation Class
FMP	Foreshore Management Plan
LSV	Life Saving Victoria
MAC Act 2018	Marine and Coastal Act 2018
MER	Monitoring, Evaluation and Review
MW	Melbourne Water
PPWCMA	Port Phillip & Westernport Catchment Management Authority
PV	Parks Victoria
PWC	Personal Water Craft
RAP	Registered Aboriginal Party
SECCCA	South East Councils Climate Change Alliance
SEW	South East Water
UNESCO	United Nations Educational, Scientific and Cultural Organization
VMaCC	Victorian Marine and Coastal Council
VFA	Victorian Fisheries Authority
VRC	Victoria's Resilient Coast – Adapting for 2100+
WSUD	Water Sensitive Urban Design
WWCHAC	Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

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Definitions

As defined in the Marine and Coastal Act 2018, **marine and coastal Crown land** refers to the following between the outer limit of Victorian coastal waters and 200 metres inland of the high-water mark of the sea:

- a) Crown land (whether or not covered by water) to a depth of 200 metres below the surface of that land;
 - b) any water covering the land referred to in paragraph (a) from time to time.
- (2) In addition to subsection (1), marine and coastal Crown land includes Crown land (whether or not covered by water) and any water covering that land to a depth of 200 metres below the surface of that land and that is:
- i. more than 200 metres inland of the high-water mark of the sea; and
 - ii. reserved under the **Crown Land (Reserves) Act 1978** for the purposes of the protection of the coastline.
- (3) The Governor in Council, by Order published in the Government Gazette, may declare any additional area of Crown land (whether or not covered by water) and any water covering that land to be marine and coastal Crown land for the purposes of this Act.
- (4) Any Crown land to which a declaration applies under subsection (3) includes the land to a depth of 200 metres below the surface of that land.
- (5) The Governor in Council, by Order published in the Government Gazette, may declare any area of marine and coastal Crown land not to be marine and coastal Crown land for the purposes of this Act.

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Attachment A

The development of the Our Coastal Future Foreshore Management Plan (FMP) was shaped by a range of communication and engagement activities.

Communication and engagement plan

To support engagement activities associated with the development and delivery of the Our Coastal Future program, a Communication and Engagement Plan was prepared. This live, stand-alone plan provided a high-level framework, detailing the methods through which stakeholders, rightsholders and community were engaged throughout the development of the FMP. It will continue to guide engagement throughout development of the CAP.

The Plan identifies:

- Individuals and organisations who should be included this strategic process (explored through stakeholder mapping and analysis)
- Activity plans that show how and when individuals and organisations will be engaged at various stages of the project
- How various input will be incorporated into the technical, strategic engagement work and inform decision making
- Key messaging, tailored language and methods to use throughout the project to engage and communicate with stakeholders and communities
- Possible risks in relation to engagement and communication and management methods to rapidly respond and resolve.

Throughout the FMP development, engagement aimed to:

- Gain a shared understanding of City of Port Phillip's economic, ecological, social and cultural values associated with the local coastal and marine areas and their management
- Obtain feedback from a diverse and relevant cross-section of the community
- Identify key objectives for the FMP based on protecting values.

The Communication and Engagement Plan was reviewed at each stage of the project to ensure engagement remained an iterative, flexible process that responded to project and stakeholder needs. Through reflecting on engagement experiences and outcomes, our approach continues evolve.

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Engagement activities

Engagement activities focused on understanding the perceived values, concerns and opportunities for City of Port Phillip’s coastal and marine areas. A range of activities were carried out to help build a municipal context, informing a background review of the municipality and its surrounding areas. These activities built our understanding of the area’s key values, current condition, challenges and management approach, and in doing, guided the FMP development.

Communication and engagement activities undertaken for the FMP are detailed in Table 7.



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Table 7. Key engagement activities and events for the Our Coastal Future FMP.

Date	Event/activity	Key activities and outcomes	Comment
January 2024	Branding look and feel	Communication between the City of Port Phillip and the consultant (Alluvium) to develop a branding look and feel with graphical elements.	New branding was created for the Our Coastal Future program, to ensure similar look and feel between the FMP and CAP projects.
January – March 2024	Development of website content and round 1 online engagement	Develop static website content including information on the FMP and CAP projects and a link to website activities. Shape engagement content and activities, including: <ul style="list-style-type: none"> - Interactive mapping exercise. 	This aimed to understand what the community: <ul style="list-style-type: none"> • love about the coast • what can be changed or improved • what coastal hazards they have experienced
April 2024 onwards	Webpage launch	Launch webpage and online engagement for Our Coastal Future	Website content live from April onwards.
April 2024 – March 2025	Our Coastal Future photo competition	Launch a dedicated photo competition on the Our Coastal Future website to boost discussions and engagement for the FMP and CAP.	Growing number of photos being submitted in our photo competition.
April – June 2024	Pop-up community consultation	<ul style="list-style-type: none"> - Included pop-up events in Elwood Beach, Bay Street Port Melbourne and St Kilda Beach - Opportunity to discuss the project and community perspectives - Feedback and contributions via the pinboard - Encourage visitation to website. 	Discussions with ~130 people from our three pop-up events. Over 1,600 people visited our website and ~ 120 individuals contributed over 350 pins to our interactive map. Providing context for the analysis report and FMP development.
July 2024	Internal (Council) stakeholder workshops and “Mural” activities	<ul style="list-style-type: none"> - Identification and collation of key documents that will inform FMP development - Regional and location-based values, concerns and opportunities - Review of the City of Port Phillip’s current management approach, including positives and shortfalls. 	Providing context for the analysis report and FMP development.

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Date	Event/activity	Key activities and outcomes	Comment
October 2024	External agencies (non-Council) stakeholder workshops and "Mural" activities	<ul style="list-style-type: none"> - Identification and collation of key documents that will inform FMP development - Regional and location-based values, concerns and opportunities - Review of each agency's current management approach, including positives and shortfalls. 	Providing context for the analysis report and FMP development.
January 2025	Engagement with Bunurong Land Council Aboriginal Corporation (BLCAC)	<ul style="list-style-type: none"> - Meeting with the Bunurong Land Council to introduce the project and discuss their desired involvement. 	<p>Developing an approach and desired involvement in the FMP and CAP.</p> <p>Providing context for the analysis report and FMP development.</p>
April 2025	Internal (Council) stakeholder workshops	<ul style="list-style-type: none"> - Presenting the background FMP document, values, visions and draft management approach - Interactive session on the draft FMP vision - Identifying key focus areas for management - Workshop activity identifying priority municipality and precinct (place-based) actions - Introducing the CAP, it's context and timeframes. - CAP visioning activity. 	<p>Provides direction and information for the FMP.</p> <p>Provides context for the CAP and how the FMP values and vision will be used to inform longer-term adaptation planning across the municipality.</p>
July 2025	Community Reference Group (CRG) meeting 1	<ul style="list-style-type: none"> - Introduce CRG to the Our Coastal Future program and work to date - Discuss regional and location-based values, concerns and opportunities - Gin further insights into values and concerns from the community. 	CRP onboarded onto the project, reviewing the draft background document and providing feedback.
September 2025	CRG Elwood site visit and project update	<ul style="list-style-type: none"> - See first-hand a variety of Elwood foreshore topics such as beach erosion, water quality, litter, vegetation and landscape management, wayfinding, building condition and emergency services - Discuss findings from the values, concerns and opportunities activity - Discuss preliminary actions inline with the community values, concerns and opportunities 	Site visit with the CRG to discuss key issues at Elwood and hear their input on key areas of concern.
September 2025	External agencies (non-Council) workshop	<ul style="list-style-type: none"> - Presenting on the draft FMP including, FMP vision, objectives, goals and actions relevant to key stakeholders - Provided an update on CAP progress 	Gaining valuable feedback on FMP actions and goals to be included in the final plan.

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Date	Event/activity	Key activities and outcomes	Comment
Ongoing	Engagement with BLCAC	<ul style="list-style-type: none"> - Continuing to engage with the Bunurong Land Council to discuss their aspirations for the municipality's coastal and marine areas - Continuing to discuss Bunurong Land Council Aboriginal Corporation's involvement in developing the FMP. 	Developing an approach and desired involvement in the FMP and CAP more broadly.

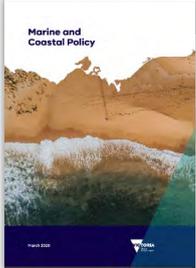
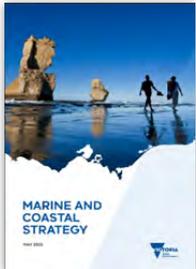
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Attachment B

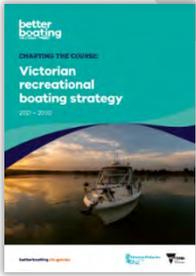
Key documents relevant to FMP development

Table 8. Key documents relevant to FMP development.

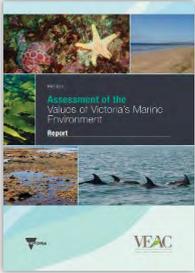
Document	Description	Relevant objectives, goals or recommendations
State – Victoria		
<p><i>Marine and Coastal Act 2018</i></p> 	<p>The <i>Marine and Coastal Act 2018</i> (the Act) aims to provide a more coordinated, simple and integrated approach to planning and management of the Victorian marine and coastal environment.</p> <p>Under the new Act, Coastal & Marine Management Plans (CMMPs) are the primary management tool to guide land managers in management of their area of coastal Victoria, in close consultation with the Victorian Government and the local community. The Act also established the Victorian Marine & Coastal Council (VMAcC) to provide independent advice on marine and coastal issues.</p>	<p>The Act required the development of the statewide Marine and Coastal Policy, inclusive of a Marine Spatial Planning Framework and a Marine and Coastal Strategy for the state of Victoria. The new guiding principles of the Act specifically recognise climate change and Traditional Owners.</p> <p>Principles to be considered in a CMMP include:</p> <ul style="list-style-type: none"> • integrated coastal zone management • ecologically sustainable development • proportionate and risk-based • evidence-based decision making • ecosystem-based management • adaptive management • precautionary principle <p>A CMMP must gain Ministerial approval under the Act.</p>
<p>Marine and Coastal Policy 2020</p> 	<p>The Marine and Coastal Policy (2020) guides land managers throughout Victoria to achieve the objectives and guiding principles outlined in the <i>Marine and Coastal Act 2018</i>. It does so through the provision of a 'Planning & Decision Pathway' that allows for clear and consistent decision making. Planning, management and decision making under the Act, including development of a CMMP, must apply the policies within the steps of the Planning & Decision Pathway.</p>	<p>The central tenet of the Policy, the Planning and Decision Pathway, states that decision makers (such as local councils and land managers) will:</p> <ul style="list-style-type: none"> • Acknowledge Traditional Owners' rights, aspirations and knowledge • Protect and enhance the marine and coastal environment • Respect natural processes and strengthen resilience to climate change • Use and develop sustainably <p>These steps are to be achieved through taking a stewardship approach, building understanding and knowledge, engaging fully with communities and users, and collaborating with the many management stakeholders involved.</p>
<p>Marine and Coastal Strategy 2022</p> 	<p>The Marine and Coastal Strategy (2022) is a five-year action plan to guide the implementation of the Marine and Coastal Policy at a State level. It was developed with input from Traditional Owners, the Victorian Marine & Coastal Council, and many managers, communities, and interest groups from Victorian marine and coastal environments.</p> <p>It is the first of three such strategies that will be developed over the 15-year life of the Policy.</p>	<p>The Strategy identifies six priority actions for the next five years. These include:</p> <ol style="list-style-type: none"> 1. Traditional Owners determine how their rights and obligations are embedded into planning and management 2. Improve the condition and ecological connectivity of habitat and respect and care for our marine and coastal environments 3. Adapt to impacts of climate change 4. Support sustainable use and development of the marine and coastal environment 5. Implement the Marine Spatial Planning Framework 6. Identify resource needs for sustainable marine and coastal management.

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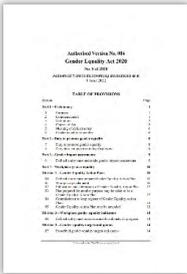
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Document	Description	Relevant objectives, goals or recommendations
 <p>Coastal and Marine Management Plan Guidelines 2023</p>	<p>This document provides guidelines for the preparation of a CMMP for marine and coastal Crown land, guided by the Act and the Policy.</p> <p>The guidelines focus on:</p> <ul style="list-style-type: none"> working with Traditional Owners responding to climate change, population growth and ageing infrastructure impacts of current and future use and development of the marine and coastal environment engagement consultation and approvals, including with local government, DEECA, VMaCC and the responsible Minister. 	<p>A CMMP should aim for a management vision that:</p> <ul style="list-style-type: none"> protects and enhances the environmental, social, cultural and economic values of the marine and coastal environment now and in the future balances competing uses of finite, unique and sensitive resources enhances the benefits of ecosystem goods and services provided by the marine and coastal environment ensures collaboration with other land managers and agencies to align objectives and outcomes.
 <p>Victoria's Resilient Coast – Adapting for 2100+ Framework and Guidelines 2023</p>	<p>Victoria's Resilient Coast – Adapting for 2100+ provides a strategic approach to coastal hazard risk management and adaptation.</p> <p>This includes a framework, guidelines and support for local government, land managers and communities to:</p> <ul style="list-style-type: none"> enable place-based, best practice and long-term coastal management coastal hazard risk management and adaptation planning build on the directions in the Act and Marine and Coastal Policy 2020 	<p>The Framework provides a staged approach across the technical, strategic planning and engagement elements of coastal hazard risk management and adaptation.</p> <p>This includes the following seven stages:</p> <ol style="list-style-type: none"> Scoping and preparation Values, vision and objectives Coastal hazard exposure Vulnerability and risk actions and pathways Plan and implement Ongoing monitoring and review <p>Embedded across all stages are:</p> <ul style="list-style-type: none"> Traditional Owner knowledge, rights and assertions Partnerships and a collaborative process Engagement and communication
 <p>Victorian Recreational Boating Strategy 2021 – 2030</p>	<p>This Strategy identifies and describes the challenges facing the management of recreational boating in Australia. These stem primarily from competition for assets, such as boat ramps and car parking, and the challenges such assets face as they age and moving into a changing climate.</p> <p>The Strategy also provides a number of objectives to address these challenges, which will require collaboration between the boating community, asset/facility users and managers, Traditional Owners, government agencies, and the wider community.</p>	<p>The Strategy provides a vision for boating in Victoria, that <i>boaters will be provided with a better boating experience through the provision of boating facilities that perform to a high standard, have adequate capacity, are well maintained, are safe and provide improved accessibility for all.</i></p> <p>The vision is supported by seven objectives focused on:</p> <ol style="list-style-type: none"> maintenance of public facilities renewing and building new boating facilities destination locations improved access and navigation marine search & rescue, boating safety and education promoting boating across Victoria improving the quality of the boating data captured

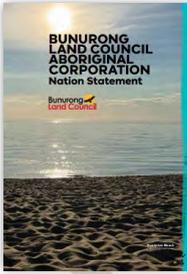
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Document	Description	Relevant objectives, goals or recommendations
<p>Assessment of the Values of Victoria's Marine Environment 2019</p> 	<p>This document aims to identify the current environmental, economic, social, and cultural values of Victoria's marine environment. It examines these values and addresses any challenges, knowledge gaps, emerging uses, and trends that may impact them over a 30-year outlook.</p> <p>The assessment also provides insights and support for the formulation of policies and strategies related to Victoria's marine and coastal areas.</p>	<p>The assessment centres around nine distinct themes:</p> <ol style="list-style-type: none"> 1. climate and oceanography, 2. biodiversity, 3. Aboriginal cultural values, 4. non-Aboriginal heritage, 5. coastal development, 6. tourism and recreation, 7. fisheries, 8. ports and shipping, 9. energy and earth resources. <p>It identifies multiple Victorian marine values in addition to key threats and future uses.</p>
<p>Leasing policy for Victorian Crown Land 2023</p> 	<p>The objective of this policy is to provide a framework for the leasing of Crown land by formalising these 3 'Crown land leasing principles' at a State-wide level.</p> <p>This policy is to be used by DEECA officers who directly administer Crown land leases and/or advise trustees or Committees of Management on delegated Crown land lease management under the:</p> <ul style="list-style-type: none"> • Crown Land (Reserves) Act 1978 • Forests Act 1958; and • Land Act 1958 <p>This policy came into effect on 13 October 2010 and was updated in May 2018 and again in 2023.</p>	<p>The Policy provides three key principles:</p> <ol style="list-style-type: none"> 1. To provide benefits to the public through leasing including Traditional Owner rights 2. To ensure consistency and transparency in leasing 3. To manage leased Crown land in an environmentally sustainable manner <p>These principles will guide land managers, existing tenants and prospective tenants, help inform decision making around leasing and improve community awareness of government policy for the leasing of Crown land.</p> <p>Leasing enables the community to use, benefit from and enjoy Crown land, particularly through the provision of recreational, cultural and sporting facilities as well as for commercial uses such as restaurants, caravan parks and marinas. It is also available to government for major projects on Crown land or important public infrastructure.</p>
<p>Siting and design guidelines 2020</p> 	<p>Siting and Design Guidelines for Structures on the Victorian Coast aim to inspire creative and innovative approaches to development in the marine and coastal environment.</p> <p>These guidelines consider natural and cultural values and respond to climate change and population growth challenges. It details principles to be followed when managing and developing in coastal areas. Following these principles ensures that coastal development is sustainable, respectful of cultural heritage, and responsive to changes in the dynamic coastal environment.</p>	<p>The following key goals and principles are to be considered when managing and developing in coastal areas:</p> <ol style="list-style-type: none"> 1. Aboriginal Cultural Heritage 2. Coastal Processes 3. Geology 4. Morphology 5. Hydrology 6. Vegetation and Ecology 7. Climatic Conditions 8. Views 9. Public Open Space 10. Local Character and Sense of Place 11. Heritage 12. Public Access 13. Increased Function and Adaptability 14. Sustainability 15. Materials and Finishes

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Document	Description	Relevant objectives, goals or recommendations
<p><i>Gender Equality Act 2020</i></p> 	<p>The <i>Gender Equality Act 2020</i> (the Act) commenced on 31 March 2021. It is aimed at promoting gender equality in the public sector. It requires defined entities, such as government departments, universities and local councils, to take meaningful action to eliminate workplace gender inequality and to promote gender equality in the design and delivery of policies, programs, and services by conducting Gender Impact Assessments (GIAs). The Act also established the Public Sector Gender Equality Commissioner to oversee compliance and drive cultural change.</p>	<p>The Act requires local governments, such as the City of Port Phillip to:</p> <ul style="list-style-type: none"> develop and implement a Gender Equality Action Plan, which includes results of a workplace gender audit and strategies for achieving workplace gender equality publicly report on their progress in relation to workplace gender equality promote gender equality in policies, programs and services that impact the public complete gender impact assessments consider intersectionality with other forms of disadvantage or discrimination that a person may experience due to other characteristics <p>Objects of the Act with particular relevance include:</p> <ul style="list-style-type: none"> support the identification and elimination of systemic causes of gender inequality in policy, programs and delivery of services in workplaces and communities enhance economic and social participation by persons of different genders.

Regional – Greater Melbourne

<p><i>Water is Life – Bunurong Land Council Aboriginal Corporation Nation Statement</i></p> 	<p>Water is Life: Traditional Owner Access to Water Roadmap is an important framework to create and maintain a careful and considered balance between Traditional Owner self-determination in water access and management, and the rights and entitlements of a range of stakeholders. The Bunurong Land Council Aboriginal Corporation Nation Statement expresses the cultural and water-related values, goals, aspirations, outcomes, and any other relevant information deemed important by Bunurong Traditional Owners.</p>	<p>The Bunurong cultural perspective does not separate water from Country, but instead considers water and places part of Bunurong Country and symbolic of the interconnectedness of life and people. Water connects Bunurong peoples to their Country, travelling through and with all Bunurong people, connecting them to each other. Bunurong people heavily identify with being a saltwater people; this means that all the water flowing into the sea is connected within these cultural landscapes, places and Country. Bunurong Country is considered a sentient being, that is beyond time and contains the knowledge of all Bunurong Ancestors, so caring for Country creates a connection to this understanding. Water has always been a gathering place for people, it has always brought people together and it is hoped that by getting Bunurong people together on Country that certain cultural practices can be taught and rejuvenated.</p>
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<p><i>Water is Life – Wurundjeri Woi-wurrung Nation Statement</i></p> 	<p>Water is Life: Traditional Owner Access to Water Roadmap is an important framework to create and maintain a careful and considered balance between Traditional Owner self-determination in water access and management, and the rights and entitlements of a range of stakeholders. The Wurundjeri Woi-wurrung Nation Statement expresses Wurundjeri cultural and water-related values, goals, aspirations, outcomes, and any other relevant information deemed important.</p>	<p>The Wurundjeri Woi-wurrung have inherited a sovereign responsibility to care for and manage their Country. Water, which has sustained Wurundjeri Woi-wurrung people for thousands of years, forms part of their Dreaming. Water is recognised as the life source of Country, people, flora and fauna, and culture. Wurundjeri Woi-wurrung people want to see healthy and cleaner Country, through well managed and adequately protected hydrological system.</p>
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Document	Description	Relevant objectives, goals or recommendations
<p>Flood Management Strategy Port Phillip and Westernport 2021 – 2031</p> 	<p>This document is a 10-year strategy that aims to enhance the flood resilience of the Port Phillip Bay and Western Port region. It builds on the previous 2015 strategy, taking a holistic approach to water management including catchment-wide, place-based and integrated water management approaches.</p> <p>Climate change and urbanisation are recognised in the strategy as the main drivers of increased flood risk in the region.</p>	<p>The vision of the strategy is <i>Together we are aware, responsive and resilient. Communities, business and government understand flooding, plan collaboratively for challenges and take action to manage risks and optimise opportunities, for now and the future.</i></p> <p>Its 10-year outcomes with particular relevance are:</p> <ul style="list-style-type: none"> • Agency knowledge of flood risks has improved • Communities in flood prone areas have increased awareness of flood risk • Land use and development in flood prone areas is appropriate to the level of flood risk • The impacts of climate change and coastal flooding are incorporated into planning and decision making <p>Clear roles and responsibilities allow agencies to deliver effective flood management</p>
<p>Fishermans Bend Water Sensitive City Strategy 2022</p> 	<p>This document outlines how water will be managed and integrated into the urban landscape to meet the Fishermans Bend Vision and objectives of the Fishermans Bend Framework (2018). It is strategically focussed on the three areas of flood management, a climate-resilient water system, and urban ecology.</p>	<p>The strategy’s vision is A water sensitive, climate resilient, biodiverse and liveable Fishermans Bend.</p> <p>The priorities of the strategy are:</p> <ul style="list-style-type: none"> • Avoid climate change shock related to flooding • Flood mitigation • Flood-sensitive urban design • Community resilience to flooding • A climate resilient, fit for purpose water supply • Reduced potable water demand and effluent • Enable water use efficiency • Minimise nutrient discharge • Reduce urban heat island effect • Green infrastructure
<p>Healthy Waterways Strategy 2018</p> 	<p>This is a shared strategy across Melbourne Water, state and local government, water corporations and the community. It provides a framework for waterway management, including specific goals, visions, targets, and actions, for the five major catchments of Western Port and Port Phillip. It is driven by economic, ecological, and amenity visions.</p>	<p>The strategy vision: <i>Healthy and valued waterways are integrated with the broader landscape and enhance life and liveability. Waterways connect diverse and thriving communities of plants and animals; provide amenity to urban and rural areas and engage communities with their environment; and are managed sustainably to enhance environmental, economic, social and cultural values.</i></p> <p>The Elster Creek sub catchment lies at the end of the Dandenong catchment, whose own vision is <i>A vibrant, valued Dandenong catchment waterway and wetland network, whose ecological health and liveability attributes continue to improve through rehabilitated waterways and connected and secured biodiversity corridors.</i></p> <p>One of the goals for the Dandenong catchment highlights the link between waterways, stormwater drains, and Port Phillip Bay’s health:</p> <p>Goal 2: Impacts from urban, peri urban, industrial and transport activities are mitigated to protect our waterways and the Bay.</p>

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Document	Description	Relevant objectives, goals or recommendations
<p>Elster Creek Catchment Flood Management Plan 2019 - 2024</p> 	<p>This plan is continuation of the Elster Creek Action Plan 2018 guiding coordinated approach (IWM) to flooding in the Elster Creek sub catchment.</p> <p>A collaboration formed in 2017 between Melbourne Water and the Councils of Port Phillip, Glen Eira, Bayside and Kingston, to address urban flood issues with a catchment-based approach, noting that stormwater does not adhere to municipal boundaries.</p>	<p>The plan explains that the lower Elster Creek sub-catchment was originally a swamp where runoff naturally collected, but over the past century, it was reclaimed and developed into the Elwood Canal to direct water to Port Phillip Bay. Given the area's dense development and the impacts of climate change, ongoing flooding is expected to remain a significant challenge.</p> <p>The plan contains key deliverables for City of Port Phillip to address flood risk, which focus on:</p> <ul style="list-style-type: none"> • Permeable surfaces • Advocacy for strategic sites, urban renewal areas and schools. • Increased flood understanding across the community through a Communications and Education Plan.
<p>Fishermans Bend Framework 2018</p> 	<p>This framework is a long-term strategic plan for the development of Fishermans Bend to 2050. It guides investment and development by the Victorian Government, local governments and the private sector.</p> <p>Currently dominated by low scale industrial and warehousing uses, the framework guides a transformation of the area towards a series of vibrant, mixed use, medium and high-density neighbourhoods.</p>	<p>The framework vision is <i>A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation.</i></p> <p>The three visions for each Port Phillip precinct are:</p> <ul style="list-style-type: none"> • Montague: <i>A diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways.</i> • Sandridge: <i>One of Melbourne's premium office and commercial centres, balanced with diverse housing and retail.</i> • Wirraway: <i>A predominantly family-friendly inner-city neighbourhood close to the bay and Westgate Park.</i> <p>Relevant strategic directions include:</p> <ul style="list-style-type: none"> • the timely provision of infrastructure • diverse communities • a sustainable and resilient place.
<p>Port Phillip Bay Environmental Management Plan 2017–2027</p> 	<p>This management plan builds on existing programs and investment to protect the health of the Bay. The plan:</p> <ul style="list-style-type: none"> • Determines the priority management issues, outlines actions to respond to them, and identifies management responsibility • Coordinates management to protect the Bay's beneficial uses and natural values, identifying specific management actions for nutrients, sediments, pathogens, litter and marine pests <p>Provides a process for reviewing and reporting progress to the community.</p>	<p>The Plan identifies actions which address future challenges to the health and resilience of the Bay. The 21 actions over seven priority areas deliver on three goals, and their priority areas:</p> <ol style="list-style-type: none"> 1. Stewardship of the Bay is fostered across community, industry and government <ol style="list-style-type: none"> a. Connect and inspire b. Empower action (work together) 2. Water quality is improved to ensure environmental health and community enjoyment of the Bay <ol style="list-style-type: none"> a. Nutrients and pollutants b. Litter c. Pathogens (human health) 3. The Bay's habitats and marine life are thriving <ol style="list-style-type: none"> a. Habitat and marine life b. Marine biosecurity.

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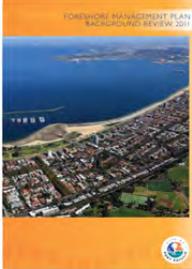
Document	Description	Relevant objectives, goals or recommendations
<p>Local – City of Port Phillip</p> <p>The Plan for Port Phillip (including budget) 2025-35</p> 	<p>This plan defines the services and projects Council will deliver for the people who live, work and play in the City of Port Phillip. It is a four-year plan with a 10-year time horizon.</p> <p>Each financial year, the Plan and Budget will be updated, and a full review will occur in 2028/29 following the next Council election.</p> <p>This Plan results from extensive consultation across our community, including surveys, workshops, neighbourhood pop-ups, a deliberative community panel and feedback on the draft. Approx 1,500 people shared their ideas and vision of Port Phillip.</p>	<p>The plan contains a five-part community vision, aligned to Council strategic directions. These include the vision statements:</p> <p><i>Our Port Phillip community actively takes steps to reduce its environmental impact, enhance resilience to climate change and protect our natural spaces for future generations.</i></p> <p><i>Port Phillip is a great place to live, with high-quality public spaces, well-planned development, accessible community services and safe, well-connected neighbourhoods.</i></p> <p>The plan acknowledges that rising sea levels (10.6 cm since 1966) are a major concern for Port Phillip. With over half the municipality below 3 m in elevation, floods and storm surges pose serious risks to the foreshore, buildings, and infrastructure. Adapting to these changes and strengthening resilience across the community and built environment are seen as key challenges.</p>
<p>Reconciliation Action Plan: Innovate 2025-2027</p> 	<p>The Plan represents the Council's continued commitment to support meaningful and mutually beneficial relationships with First Peoples in Port Phillip. The Innovate Reconciliation Action Plan (RAP) builds on the RAP 2017-2019, the Gathering Place Report, and extensive community consultation, through the Attitudes to Reconciliation Barometer Survey 2019. The themes emerging from the evaluation and reflections provide the basis for new and improved actions.</p> <p>Actions follow the structure of the key pillars in the Reconciliation Australia's Innovation Framework and are aligned with the Victorian Aboriginal Affairs Framework 2021-2023.</p>	<p>Vision for reconciliation: <i>a City of Port Phillip that prioritises the voice of First Peoples, enables self-determination, and ensures equity, cultural inclusiveness, and culturally safety.</i></p> <p>Deliverables within the plan with particular relevance include:</p> <ul style="list-style-type: none"> • Support the delivery of sustainability initiatives that provide connection and care for Country, using cultural management practices and approaches. • Explore opportunities with Traditional Owners that demonstrate First Peoples connection to Country through informed design processes that will reflect Aboriginal cultures or Country in urban and public space projects. • Work with Traditional Owners to ensure places of cultural significance are protected through the appropriate application of Cultural Heritage Management Plans in support of mindful development and planning.
<p>Port Phillip Planning Scheme (current as of August 2025)</p> 	<p>This document contains the policies and provisions that control land use and development in Port Phillip. This includes ordinances (the policies and written clauses) and maps depicting where planning zones and overlays apply.</p> <p>The Council administers the planning scheme, using it as a decision framework for land use and development, including expressing expectations for areas and land uses, implementing land use and development policies, and supporting responses to climate change.</p>	<p>The planning scheme follows the Council vision for Port Phillip to be <i>Beautiful, Liveable, Caring, Inviting, Bold and Real</i>. The vision is shaped by a desire to celebrate history, protect character, and encourage inclusion and creativity, while planning for the future of a dynamic and evolving City.</p> <p>In addition to state provisions related to the marine and coastal environment, it also contains a number of municipality-specific policies related to the foreshore, such as:</p> <ul style="list-style-type: none"> 11.03-1L-06 St Kilda Major Activity Centre 11.03-6L-01 St Kilda Foreshore 11.03-6L-04 Fishermans Bend Urban Renewal Area 12.02-1L Protection of Port Phillip's coast

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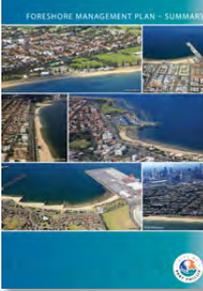
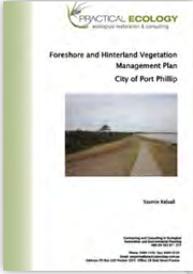
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<p>Our Neighbourhoods (Section 2 of the Council Plan 2017-27 Year 2)</p> 	<p>This document formed Section 2 of the City's Council Plan for 2017-27. It delineates nine distinct neighbourhoods within the City that people identify with, especially in terms of where they live. It provides a history and description for each neighbourhood. Each neighbourhood has a distinct character and attribute that people relate closely with.</p> <p>The Council continues to use the neighbourhood model to manage and plan the delivery of Council services.</p>	<p>The nine distinct neighbourhoods outlined within the document are:</p> <ol style="list-style-type: none"> 1. Port Melbourne 2. Sandridge / Wirraway 3. Montague 4. South Melbourne 5. St Kilda Road 6. Albert Park / Middle Park 7. St Kilda / St Kilda West 8. Balaclava / East St Kilda 9. Elwood / Ripponlea <p>The Council's currently defined neighbourhoods build off of these nine, will some slightly variations, particularly to accommodate for the emerging neighbourhood of Fishermans Bend.</p>
<p>Property Policy 2019</p> 	<p>This document provides a management framework for Council's property portfolio, considering landscape changes.</p> <p>This includes providing guidance on:</p> <ol style="list-style-type: none"> 1. The strategic direction of the property portfolio, including alignment with Council plans and budgets. 2. The leasing or licencing of Council owned and managed property to users, primarily being commercial businesses and community organisations, in accordance with the Lease and Licensing Policy for Crown Land in Victoria 2018. 3. The acquisition, disposal, and development of Council Property. 	<p>The vision for this policy is <i>Council [can] sustainably maintain, improve and grow its property portfolio in a manner that maximises delivery of community services, minimises risks and impact on the environment, and that demonstrates best value.</i></p> <p>Objectives of the policy with particular relevance are:</p> <ul style="list-style-type: none"> • Environmental sustainability: Council will identify opportunities to build resilience to climate change for Council buildings and embed best practice sustainability principles into all leases and licences. • Fit for purpose: Building assets will deliver agreed levels of service to the organisation and the community, relative to the benefits received in terms of function (including safety and accessibility), condition and capacity, and will be recognised in the agreement between Council and user.
<p>Places for People: Public Space Strategy 2022-32 Vols. 1-3</p> 	<p>This strategy is the vision and blueprint for an enhanced public space network in the City. It informs Council's ongoing planning and investment in public spaces and aims to transform existing spaces through an integrated action plan for each of Port Phillip's neighbourhoods.</p> <p>For each neighbourhood, the strategy considers:</p> <ul style="list-style-type: none"> • population changes including anticipated growth in residents and workers • quantity, distribution and quality of existing open spaces • accessibility of public open space (walking catchment based on the size and function of the space) • future responses to city-wide challenges. 	<p>The vision is <i>A well connected network of public spaces for all people that nurture and support the health, wellbeing, social connection, creative expressions, economy and environment of our community.</i></p> <p>Outcomes for the foreshore aim to:</p> <ul style="list-style-type: none"> • Advocate for better pedestrian crossings and green links to improve access and amenity between the foreshore, Albert Park Reserve, and key retail streets • Plant shade trees and garden beds along key foreshore areas (e.g. Pier Road, Pickles Street) to enhance shade, biodiversity, and amenity • Design foreshore access and projects to be climate-resilient, including SLR impacts. <p>Actions related to the foreshore focus on improving connections and safety—such as upgrading paths, lighting, vegetation, and the seawall between Donovans and Marina Reserve—and advocating for a coordinated climate change management plan for the foreshore.</p>

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<p>Foreshore Management Plan Background Review 2011</p> 	<p>The Foreshore Management Plan Background Review provides a comprehensive analysis and review of the foreshore's current state, management, and future planning aspirations as of 2011. The document aims to guide the future use, development, and management of the Port Phillip foreshore.</p>	<p>The background report identified four key objectives including:</p> <ul style="list-style-type: none"> • Protecting coastal values. • Providing a framework for future use and development. • Guiding management and budgeting. • Increasing community understanding of coastal issues. <p>Ten major themes were identified through the consultation activities and background review analysis. These themes encompass the various needs and opportunities to be addressed in the Foreshore Management Plan. The ten themes identified were:</p> <ol style="list-style-type: none"> 1. Maintenance 2. Vegetation and Biodiversity 3. Recreational 4. Management 5. Accessibility 6. Infrastructure 7. Diversity of Activities 8. Place/Character 9. Sustainability 10. Economic
<p>Foreshore Management Plan 2012</p> 	<p>The previous FMP provided guidance for the future use, development and management of the Port Phillip foreshore. The plan identified coastal values that need protecting, maintaining and enhancing, whilst responding to current and future management issues.</p> <p>The FMP was structured as one vision, under which sat ten underlying principles to guide decision making. Under the principles sat ten strategic directions/themes, each with a list of actions to specify how and where objectives would be achieved. Values and challenges for each strategic objective were explored.</p> <p>The FMP also provided high value actions specific to five foreshore areas: Sandridge, Port Melbourne, South Melbourne and Middle Park, St Kilda, and Elwood. Each foreshore area also had values and challenges explored.</p>	<p>The vision of the FMP was that <i>The Port Phillip foreshore is a vibrant, inspiring, accessible and connected open space destination that provides a wide range of experiences for local, national and international visitors. It is renowned for its unique local character, significant vegetation and its rich cultural history.</i></p> <p>It identified key factors impacting the foreshore as:</p> <ul style="list-style-type: none"> • ageing infrastructure, • declining vegetation, • demands for upgraded/additional facilities, • climate change, and • 24-hour culture over summer <p>The ten strategic directions of the FMP were:</p> <ol style="list-style-type: none"> 1. Community participation and support 2. Management 3. Vegetation and biodiversity 4. Recreation 5. Accessibility 6. Infrastructure 7. Diversity of activities 8. Place / Character 9. Coastal sustainability 10. Economic

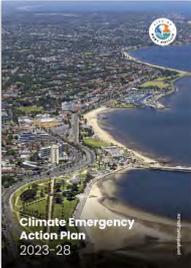
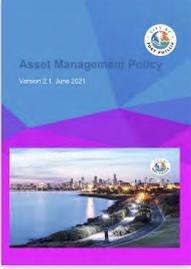
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<p>Foreshore Management Plan Summary – 2024 updated action status</p> 	<p>This document provides a summary of the 2012 Foreshore Management Plan. It also provides a summary of the high value Foreshore Management Plan actions and status as of 2024.</p> <p>This summary highlights:</p> <ul style="list-style-type: none"> Why the plan was initially developed Community aspirations High value actions across the ten strategic directions/themes Actions specific to foreshore areas 	<p>The FMP action status as of January 2024 is as follows:</p> <ul style="list-style-type: none"> 37 out of 43 (86%) of broad high value actions are completed/underway. 14 out of 20 (70%) of location-based actions are complete/underway <p>In total, approximately 81% of the Foreshore Management Plan is complete/underway.</p> <p>The remaining actions are to be considered in this updated FMP.</p>
<p>Foreshore and Hinterland Vegetation Management Plan 2015</p> 	<p>This management plan provides a fully costed works/maintenance action plan for eleven foreshore reserves and five hinterland reserves.</p> <p>The eleven foreshore reserves assessed in the plan are:</p> <ol style="list-style-type: none"> Sandridge Beach First Point Princes Street Dunes Pickle Street Dunes Middle Park Dunes Fraser Street Dunes West Beach MO Moran Reserve Point Ormond Park Elwood Tea Tree Elwood Park and Foreshore. 	<p>The plan aims to address key management challenges, in particular:</p> <ul style="list-style-type: none"> Ageing coastal vegetation Maintaining/establishing shade along the foreshore Stabilising the sand dunes and beachfront areas Enhancing habitat including providing for locally rare and/or threatened species. <p>Examples of management objectives include:</p> <ul style="list-style-type: none"> Fence priority areas Treat weeds Increase the long-term provision of shade by native vegetation Decrease fragmentation and widen vegetation areas <p>Specific management actions are provided for each reserve.</p>
<p>City of Port Phillip Biodiversity Study and Action Plan 2020</p> 	<p>The City of Port Phillip is a highly urbanised Council with limited remnant native vegetation persisting, primarily restricted to the foreshore and a small number of parks and reserves. However, the biodiversity values remaining are quite significant and warrant protection and enhancement for future generations.</p> <p>This study examined ecological data and field surveys, in addition to undertaking stakeholder consultation workshops, to develop a biodiversity action plan.</p>	<p>The biodiversity action plan has four themes, each with a list of related actions/objectives:</p> <ol style="list-style-type: none"> Become a leader of urban biodiversity conservation Connect people with nature Understand the biodiversity values present, improve protection and management Manage biodiversity values and threatening processes.

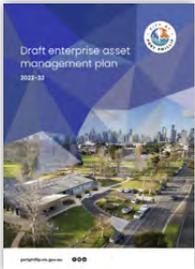
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<p>Act and Adapt: Sustainable Environment Strategy 2018-28</p> 	<p>This strategy outlines the Council’s commitment to environmental sustainability for the organisation and the wider community, providing a framework for the next 10 years. It establishes a pathway that will help transition to a greener, cooler more liveable City where all are all reducing their impact on the environment and are more resilient to the impacts of climate change.</p> <p>This Strategy contains 47 priority actions that outline how Council will respond to strategic direction three of the Council Plan, ‘We have smart solutions for a sustainable future’.</p>	<p>Each of the plan’s 47 priority actions can be measured against corporate and community goals in relation to the Council Plan priorities of:</p> <ul style="list-style-type: none"> • A greener, cooler more liveable City • A City with lower carbon emissions • A City that is adapting in order to be resilient and better manage the impacts of a changing climate • A water sensitive City • A sustained reduction in waste. <p>The strategy directly supports the Our Coastal Future program with the action:</p> <ul style="list-style-type: none"> • Assess recommendations from the state-led Coastal Hazard Vulnerability Assessment and develop an implementation strategy and action plan to help protect the City of Port Phillip against sea level rise and inundation
<p>Urban Forest Strategy 2024 to 2040</p> 	<p>This strategy gives Council an integrated, long-term framework to guide the ongoing planning, provision, protection, integration, and management of the urban forest across Port Phillip, so it can grow and thrive into the future.</p> <p>It builds on existing work and ongoing actions that contribute to the 2040 vision and introduces new actions to be completed by 2030. Our objectives and actions are nested under the 2040 vision and principles, in three five-year cycles. Our first action cycle is 2024-2029.</p>	<p>The vision for the plan is <i>In the City of Port Phillip, urban greening is healthy and abundant, biodiversity is valued and supported, and nature connects community.</i></p> <p>Key plan objectives include:</p> <ol style="list-style-type: none"> 1. Retain trees first, respecting established character, and adapt by adding more resilient plant species where they are most needed to reduce heat and flood vulnerabilities. 2. Work together to value, protect, grow and care for healthy and sustainable greening everywhere. 3. Prioritise biodiversity, supporting healthy ecosystems and creating habitat. 4. Invest in thriving integrated urban greening in streetscapes, buildings, parks and gardens. 5. Value the urban forest as a long-term asset that is critical to the health and wellbeing of the community and to the City’s character and function, through quality design, construction and maintenance.
<p>City of Port Phillip WSUD Guidelines: Applying the model WSUD Guidelines</p> 	<p>The WSUD Guidelines inform Council staff, developers and residents on how to apply Water Sensitive Urban Design (WSUD) principles to urban developments or local water reuse projects.</p> <p>These guidelines provide information, strategic advice and practical tips on implementing WSUD in a structured way.</p>	<p>The guide contains the following WSUD goals:</p> <ul style="list-style-type: none"> • Reduce potable water consumption • Maximise water reuse • Reduce wastewater discharge • Minimise stormwater pollution before it is discharged to the aquatic environment • Maximise groundwater protection. <p>Key issues with particular relevance that were identified for sustainable water management practices in Port Phillip are:</p> <ul style="list-style-type: none"> • Protection of the environment, with a specific emphasis on aquatic ecosystems around the Elwood Canal, foreshore and bay • Ensuring reliable provision of water services to the community.

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<p>Climate Emergency Plan 2023-2028</p> 	<p>City of Port Phillip Council declared a climate emergency in 2019, recognising that climate change is a global challenge, and everyone must help to respond. This declaration responds to the critical climate situation and demonstrates Council’s commitment to act.</p> <p>This document is the Council’s plan for tackling the climate emergency. It outlines how the City will respond and collaborate with the community to cut emissions and prepare for the future. It includes measurable targets and practical actions, planned to be delivered across the next five years.</p>	<p>Key plan priorities and action areas include:</p> <p>Priority 1: Enhancing community resilience</p> <ul style="list-style-type: none"> Educating residents on flood risk, insurance implications and reducing impacts Assess opportunities to support community resilience to climate change impacts <p>Priority 4: Creating resilient and liveable public spaces</p> <ul style="list-style-type: none"> Making our foreshore resilient to climate change by expanding fenced areas to allow regeneration of dune plants that act to stabilise the sand Work with the Victorian Government and coastal land managers to understand and develop ideas to reduce foreshore climate change impacts such as inundation Create more public green space by transforming road space into green space Continue to investigate stormwater harvesting opportunities and implement where feasible <p>Priority 5: Planning for buildings and places.</p>
<p>Environmentally Sustainable Development (ESD) Strategy 2024</p> 	<p>This strategy guides both Council-led and private development across Port Phillip.</p> <p>Council is responsible for the delivery and management of a range of public buildings such as offices, libraries, public toilets and pavilions, and has integrated a range of ESD measures in new buildings as well as in building extensions, upgrades and renewals.</p> <p>Within the community, Council also influences private development through the application of planning controls and delivery of programs to improve ESD outcomes.</p>	<p>The vision: <i>Building developments in City of Port Phillip will contribute to the sustainable future of the City, achieving high levels of Environmentally Sustainable Development to create a greener, cooler, water sensitive and climate resilient urban environment with lower carbon emissions.</i></p> <p><i>Council aspires to lead by example by demonstrating ESD excellence, raising awareness and incentivising improved sustainability outcomes in private development.</i></p> <p>The strategy aims to deliver net-zero operational building emissions, enhance climate resilience, minimise urban overheating, and integrate water-sensitive urban design throughout the built environment.</p>
<p>Asset Management Policy 2021</p> 	<p>This policy guides Council in its management of its asset portfolio, which totals over \$3.2 billion. It is informed by the International Standards Organisation ISO 55000 and National Asset Management Framework.</p> <p>Assets include buildings, Council-owned land, roads, footpaths, drainage pipes and pits, parks and reserves, art, library books, and others. The strategy is designed to ensure sustainable management and development of Council’s infrastructure and assets to meet current and future community needs, while supporting Council’s response to climate change.</p>	<p>The desired outcomes of the strategy are:</p> <ul style="list-style-type: none"> Fit-for-purpose: assets deliver services to the organisation and community in terms of function (including safety and accessibility), condition, and capacity. Community benefit: assets support the social, cultural and economic wellbeing of the community. Environmental sustainability: assets are planned and developed to incorporate climate resiliency and mitigate Council’s environmental impact. Financial sustainability: management decisions ensure Council has the funds to look after, improve and grow its assets for current and future generations. Advanced practice: advanced asset management practice

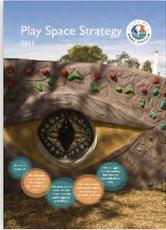
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<p>Enterprise Asset Management Plan 2022-32</p> 	<p>This plan describes the integrated policy, processes and tools (people, process and technology) that are being used by Council to manage and maintain operational assets at target service levels while optimising life-cycle costs and asset life.</p> <p>The plan provides a 10-year plan for the maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning of infrastructure assets.</p> <p>It is organised across five asset portfolios: public space, buildings, transport, integrated water, and 'clever city' (electric, IT and technology assets).</p>	<p>Identifies challenges to asset management include:</p> <ul style="list-style-type: none"> • Changing customer expectations and needs • Government, legislation and technology changes • Climate change and the environment • The strength and diversity of the local economy • Getting around the dense inner City • Future-proofing the growing City • Waste management. <p>Relevant actions of the plan include:</p> <ul style="list-style-type: none"> • Fit for purpose: Develop flood model to show impacts of urban streetscapes design and water sensitive city actions with climate change impacts. • Environmental sustainability: Develop and implement a framework to increase Council asset resilience to climate change impacts
<p>Move, Connect, Live: Integrated Transport Strategy 2018-28</p> 	<p>This document is a 10-year strategy to support a well-connected transportation future for Port Phillip.</p> <p>It is a long-term plan to ensuring that the community and Council can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options, and ensuring the liveability and safety of Port Phillip's streets.</p>	<p>The vision for the strategy is <i>A City where residents, workers and visitors have lots of travel choices - a City that is connected and easy to get around - supporting Melbourne's much celebrated liveability and people's individual health, wellbeing and contribution to our City's economy.</i></p> <p>The strategy seeks to deliver five key outcomes through the actions of:</p> <ul style="list-style-type: none"> • creating 10-minute walkable neighbourhoods • prioritising safety and access • providing spaces for walking, socialising & play • boosting bike riding • partnering to deliver reliable, accessible and more frequent public transport • improving parking management and harnessing rapid advancements in new technology.
<p>Getting our Community Active: Sport and Recreation Strategy 2015-24</p> 	<p>This strategy guides the current and future provision of sport and recreation facilities and services to meet the needs of the Port Phillip community over the next ten years.</p> <p>It defines Council's role in facilitating sport and recreation opportunities, identifies ways Council can engage and support the community to participate in sport and recreation, provides guidance on investment in sport and recreation infrastructure, and responds to changing sport and recreation participation trends.</p> <p><i>Note: This strategy is currently under review.</i></p>	<p>The vision of the strategy is <i>An engaged and connected community that utilise the large and diverse network of local sport and recreation opportunities, to achieve their health and wellbeing goals.</i></p> <p>The strategy has three primary goals that aspire to three key outcomes:</p> <ol style="list-style-type: none"> 1. People: People are engaged and well-connected, achieving their health and wellbeing goals through participation in a large and diverse sport and recreation network. 2. Places: The community is provided with a range of sport and recreation infrastructure that is of high quality and meets a diverse range of needs 3. Processes: Sport and recreation opportunities are provided to the community at an industry recognised level, with clear and efficient decision-making processes.

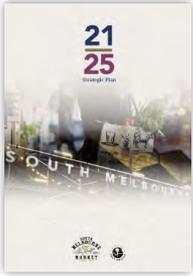
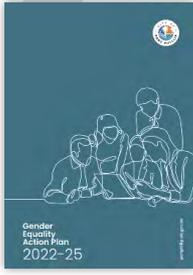
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Document	Description	Relevant objectives, goals or recommendations
<p>Accessibility Action Plan 2023-25</p> 	<p>This plan sets out the actions Council will take to ensure that Port Phillip is a community where people with disability are valued, included and feel a sense of belonging.</p> <p>It meets obligations under the <i>Disability Act 2006</i>, and in doing so aims to:</p> <ul style="list-style-type: none"> • Reduce barriers to people with disability accessing goods, services and facilities • Reduce barriers to obtaining and maintaining employment • Promote inclusion and participation • Achieve tangible changes in attitudes and practices which discriminate against persons with disability. <p><i>Note: A 2026 Accessibility Action Plan is currently under development.</i></p>	<p>The plan outlines five roles for Council to deliver:</p> <ol style="list-style-type: none"> 1. A welcoming and inclusive community where people with disability are socially connected and feel they belong. 2. A safe and accessible city that enables participation in community life. 3. An engaged and empowered disability community. 4. A community where people with disability can pursue opportunities for employment and volunteering. 5. A proud disability confident organisation with inclusive practices and culture. <p>Examples of relevant actions include:</p> <ul style="list-style-type: none"> • Promote the accessibility of our beaches through encouraging community use of accessible beach matting and the beach wheelchair • Apply universal design principles when developing public open space projects to enable diverse community use and participation, including persons with disability
<p>Don't Waste It! Waste Management Strategy 2022-25</p> 	<p>This strategy sets out how Council will transform its current waste and recycling services over the next four years to best serve a diverse and expanding community.</p> <p>The strategy is a roadmap that sets out how Council will introduce new recycling services, reduce the overall quantity of materials being sent to landfill and integrate circular economy principles to waste and recycling streams. These changes will also help Council meet its legislative requirements under the Victorian Government's Recycling Victoria policy.</p>	<p>The five priority areas of the strategy are:</p> <ol style="list-style-type: none"> 1. Food organics and garden organics (FOGO). 2. Separated glass recycling. 3. Mixed recycling. 4. Garbage. 5. Public place waste <p>Examples of relevant priority actions include:</p> <ul style="list-style-type: none"> • Explore opportunities to divert our foreshore seaweed from landfill • Expand the placement of our public place recycling bins by early 2023 to areas of the community generating increased quantities of waste • Revise and update our public place bin signage to provide clearer guidance around correct disposal processes for each waste stream.
<p>Open Space Water Management Plan: Toward A Water Sensitive City</p> 	<p>The plan seeks to ensure the liveability and sustainability of parks and open space into the future.</p> <p>It recognises that the City's trees, gardens and lawns are key elements of its open spaces. These elements provide the City and community with landscapes synonymous to the city, including heritage-listed boulevards, heritage gardens and foreshore recreation areas.</p>	<p>The plan ultimately aims to optimise the provision of public open space, a large amount of which is located along the foreshore.</p> <p>It notes that sustainable water management is becoming increasingly important to conserve and protect water resources. The use of alternative water sources, such as stormwater through harvesting scheme, are recognised as being able to help achieve this.</p>

City of Port Phillip
Our Coastal Future Foreshore Management Plan 2026

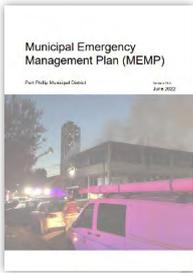
Document	Description	Relevant objectives, goals or recommendations
<p>Play Space Strategy 2011</p> 	<p>This strategy provides a framework for the development and management of public play spaces across the municipality, including those along the foreshore.</p> <p>It highlights the importance of integrating play areas into various public spaces, including parks and reserves, to enhance recreational opportunities for children and families.</p>	<p>Recognising the city's 11 kilometres of coastline, the strategy aims to ensure that play spaces are accessible, safe, and cater to the diverse needs of the community.</p> <p>It notes that a number of foreshore locations, such as St Kilda and Elwood, the beach and foreshore provide significant nature-based play opportunities that are important to supplement the formal provision of play equipment.</p>
<p>Creative and Prosperous City Strategy 2023-26</p> 	<p>This Strategy contains a range of commitments and actions, including continued support of economic development and tourism, festivals, events, live music, the screen industry (including film and gaming) and arts, culture and heritage.</p> <p>It outlines Council's actions over the next three years to create a thriving social, cultural and economic future for Port Phillip, in close collaboration with community, business, entertainment venues and creative organisations.</p>	<p>The strategy aims for fulfilling four outcomes:</p> <ol style="list-style-type: none"> 1. A City of dynamic and distinctive precincts and places 2. A prosperous City that attracts and grows businesses 3. A City where arts, culture and creative expression are part of everyday life 4. A City where community, creativity and business are connected and engaged. <p>Examples of actions include:</p> <ul style="list-style-type: none"> • Develop a plan for Waterfront Place and its connection to Bay Street to encourage greater visitor activity. • Create...a brand personality for each neighbourhood...tailor activations and activity to fit each precinct for the benefit of local residents, tourists and traders.
<p>Events Strategy 2023-26</p> 	<p>This strategy sets out Council's vision for events in the municipality, and how they should contribute to the community and daily life in the City of Port Phillip.</p> <p>It acknowledges that the municipality, including its foreshore, open spaces and iconic venues, is highly sought after real estate for events. It also notes the potential for negative environmental impact of events on its popular yet fragile foreshore.</p>	<p>The vision: <i>To build an annual events calendar that is bold, engaging, welcoming and unique to the City of Port Phillip, connected to our people, places, businesses and culture. Our events will drive economic development, visitation and support for the community while maintaining local character, liveability and amenity.</i></p> <p>Key initiatives of the strategy include:</p> <ul style="list-style-type: none"> • A strong priority on curation of Port Phillip's events calendar. • A focus on economic development and visitation as a priority for events both internal and externally produced.
<p>Live Music Action Plan 2021-24</p> 	<p>The plan outlines over 50 actions to support and revitalise the local music scene, particularly in response to COVID-19 impacts. It focuses on venue support, planning, audience development, and diversity, including establishing a live music precinct in St Kilda to help protect and grow the city's vibrant music culture.</p>	<p>The plan includes goals that support activating the foreshore and other public spaces through live music. It encourages the use of outdoor and non-traditional venues, including Council-managed open spaces, to broaden access to music and enhance the city's cultural identity.</p> <p>Within the actions there is a focus on exploring opportunities for music programming along the St Kilda foreshore, balancing live music with environmental and residential amenity, and partnering with local organisations to bring diverse performances to high-traffic coastal areas.</p>

City of Port Phillip
Our Coastal Future Foreshore Management Plan 2026

Document	Description	Relevant objectives, goals or recommendations
<p>South Melbourne Market Strategic Plan 2021-25</p> 	<p>The plan lays out a five-year vision for strengthening the market as a beloved, sustainable community hub. It prioritises creating an accessible, inclusive and vibrant experience—anchored in local, artisanal, cultural, and creative offerings—and emphasises financial resilience, environmental sustainability, and community connection.</p>	<p>The plan includes several goals and objectives that reflect and support community values. These have a focus on:</p> <ul style="list-style-type: none"> Enhancing the market’s role as a community hub, fostering social connection, inclusion, and cultural vibrancy Promoting local identity, creativity, and artisanal products to reflect the community’s unique character Ensuring accessibility and equity, so the market remains welcoming and inclusive for people of all ages, backgrounds, and abilities Encouraging sustainability, inline with community values around climate action and environmental responsibility
<p>LGBTIQ+ Action Plan 2023-26</p> 	<p>This plan identifies the diverse needs and aspirations for LGBTIQ+ communities in Port Phillip. It guides how Council embeds LGBTIQ+ inclusion in its roles as a service provider, leader, ally, consumer and in its workplace. It was developed in partnership with Council’s LGBTIQ+ Advisory Committee. Established in 2022, the Committee use their lived experience, expertise, and knowledge of Port Phillip’s diverse LGBTIQ+ communities to provide advice on matters that affect LGBTIQ+ residents, businesses and community members who live, work and visit the City.</p>	<p>The vision of the strategy is <i>An inclusive city where diverse LGBTIQ+ communities are safe, connected and celebrated.</i></p> <p>The five outcomes the plan aims for are:</p> <ol style="list-style-type: none"> Inclusive, accessible and affirming services promote LGBTIQ+ people’s full and equal participation in community life. LGBTIQ+ diversity and participation are enhanced and visible in the City of Port Phillip. A safe, equitable and affirming place for LGBTIQ+ people and their families. Local businesses and Council procurement activities promote LGBTIQ+ inclusion. <p>A proud and welcoming LGBTIQ+ inclusive workplace that is culturally safe, affirming and reflective of Port Phillip’s diverse communities.</p>
<p>Gender Equality Action Plan 2022-25</p> 	<p>This plan outlines the Council’s commitment to promoting gender equality within its organisation and the broader community.</p> <p>It sets out key actions and priorities to address workplace gender inequality, prevent gender-based violence, and create a more inclusive and respectful culture. The plan supports compliance with the <i>Gender Equality Act 2020</i> and reflects the Council’s ongoing efforts to ensure equal opportunities and outcomes for all, regardless of gender.</p>	<p>Considering gender equality in coastal hazard planning helps ensure that adaptation measures are safe and inclusive for all. Women, gender-diverse people, and carers may face different risks in public foreshore areas—particularly during emergencies or in poorly designed spaces. A gender-sensitive approach to coastal hazard adaptation planning supports safer, more accessible coastal environments for the whole community.</p> <p>This plan reflects this thinking through assessing Council’s perceived level of sexual harassment in the workplace, while also setting goals for workplace design, policies, and practices support an inclusive environment for all genders.</p>
<p>Risk Management Framework 2023</p> 	<p>This framework provides a structured approach to identifying, assessing, and managing risks across all Council activities, aligned with the ISO 31000 standard.</p>	<p>The framework provides the overarching process and principles for managing all risks, including those related to climate impacts and coastal hazards.</p> <p>By embedding risk management into decision-making processes, it helps ensure that strategies related to the foreshore and coastal adaptation are effectively managed and resilient to emerging risks.</p>

City of Port Phillip

Our Coastal Future Foreshore Management Plan 2026

Document	Description	Relevant objectives, goals or recommendations
<p>Domestic Animal Management Plan 2022-25</p> 	<p>This plan sets out a four-year strategy to promote responsible pet ownership, improve animal welfare, and reduce risks to the community. It includes a focus on clearer rules for off-leash areas, stronger enforcement, and mandatory de-sexing and cat curfews. The plan also focuses on managing dogs in public spaces, including the foreshore, to balance pet access with safety and environmental protection.</p>	<p>The plan aims to manage animal use of foreshore areas in ways that support community enjoyment and protect coastal environments. Key points include:</p> <ul style="list-style-type: none"> • Reviewing foreshore off-leash areas to balance dog access with safety, amenity, and environmental protection • Improving signage and community awareness of pet rules in sensitive natural areas like beaches and foreshore reserves • Minimising impacts on wildlife, particularly in ecologically sensitive coastal zones, through targeted education and enforcement
<p>Municipal Emergency Management Plan (MEMP) 2022</p> 	<p>This plan outlines coordinated strategies to prepare for, respond to, and recover from emergencies within the municipality. It includes objectives to prevent or reduce the causes or effects of emergencies and managing municipal resources effectively during emergencies.</p>	<p>The plan recognises that the municipality is already experiencing the impacts of climate change that manifest as impacts on the coast, including increased flooding and sea level rise.</p> <p>it supports broader emergency preparedness and response efforts that align with Council’s coastal resilience strategies. The MEMP works alongside plans like the Foreshore Management Plan and Coastal Adaptation Plan to help ensure coordinated responses to emergencies affecting the foreshore and coastal areas, including flooding and storm events.</p>
<p>Local Government Community Satisfaction Survey 2023</p> 	<p>The annual Victorian Community Satisfaction Survey creates a vital interface between Council and the community. It asks the opinions of local people about the place they live, work and play, and provides confidence for councils in their efforts and abilities.</p> <p>It provides insight into views on:</p> <ul style="list-style-type: none"> • Council’s performance, with statewide benchmarking • Community consultation and engagement • Council advocacy and lobbying • Services, infrastructure, facilities • Customer service and communication • Council’s overall direction. 	<p>Performance ratings for Council service areas that are particularly relevant to coastal and marine management include:</p> <ul style="list-style-type: none"> • <i>Recreation facilities</i> (63% very good or good, 37% average or below) • <i>Environmental sustainability</i> (43% very good or good, 57% average or below) • <i>Community consultation and engagement</i> (33% very good or good, 67% average or below) • <i>Appearance of public areas</i> (59% very good or good, 41% average or below) • <i>Community and cultural activities</i> (55% very good or good, 45% average or below) • <i>Business/community development & tourism</i> (35% very good or good, 65% average or below).



City of Port Phillip

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Wominjeka.

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 emerging.

The *Our Coastal Future* program

The foreshore is central to the lifestyle and appeal of the City of Port Phillip.

With its stunning seascapes and city views, well-serviced beaches and facilities, and easy access to sand and water, the municipality's foreshore is a vibrant and iconic destination. It also holds enduring cultural significance, reflecting long-standing connections to land, sea and sky Country.

This plan forms part of the *Our Coastal Future* program, providing a strategic approach to managing the coastline and preparing for future challenges and change.

The program comprises two integrated plans:

- **Foreshore Management Plan (FMP)** – this plan
- **Coastal Adaptation Plan (CAP)**

The **FMP** guides the sustainable and equitable use of the foreshore over the next 5–10 years.

The **CAP** identifies and responds to long-term climate risks, including erosion and coastal flooding, to support informed adaptation planning.



The FMP (this plan) works with CAP to provide a coordinated and comprehensive framework for managing the Port Phillip coastline – now and into the future.



What is the foreshore management plan?

Purpose

The City of Port Phillip has developed this FMP to guide the effective, coordinated and sustainable management of Port Phillip's coastal and marine areas.

The FMP reflects the area's diverse social, cultural, environmental and economic significance and provides **a framework and actions for proactive management**, ensuring our foreshore remains a valued place to live, work and enjoy.

Scope

The FMP applies to marine and coastal Crown Land. This Council-led FMP focuses on the areas where Council is the Committee of Management, covering 11 km of coastline from Port Melbourne through to Elwood (see figure on right).

Under the *Marine and Coastal Act 2018*, the FMP must also consider the broader marine and coastal environment, extending up to 5 km inland and 3 nautical miles offshore from the high-water mark.



Coastal policy and legislation in Victoria

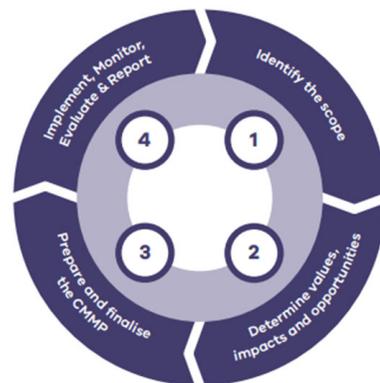
The Victorian **Marine and Coastal Policy 2020** establishes a Planning and Decision Pathway that guides how the objectives and principles of the **Marine and Coastal Act 2018** are applied to the planning, management and decision-making of marine and coastal environments..

For the development of our FMP, Council is the primary decision-maker in its role as Committee of Management for coastal Crown land within the City of Port Phillip.

As the appointed land manager, Council is responsible for preparing a **Coastal and Marine Management Plan (CMMP)**, in consultation with Traditional Owners, key stakeholders, and the local community.

The FMP was developed in accordance with the State’s formal CMMP process and is recognised as the municipality’s CMMP.

The FMP was developed inline with the Victorian **CMMP Guidelines 2023**, following a four-stage process for coastal and marine management planning.



Working together

The FMP was developed through a comprehensive program of engagement with the community, Traditional Owners and key stakeholders, ensuring diverse perspectives informed its direction.

Community engagement focused on understanding local values, concerns and opportunities for the foreshore and marine environment. This included a project website, online interactive mapping, a photo competition and pop-up consultations at Elwood, Port Melbourne and St Kilda beaches, engaging hundreds of participants and generating valuable place-based insights.

Internal stakeholder and **external agency** workshops were held to share knowledge, review existing management approaches and collaboratively shape the FMP's vision, objectives and actions.

Engagement with the **Bunurong Land Council Aboriginal Corporation** is ongoing, supporting culturally informed approaches aligned with self-determination and Council's Reconciliation commitments.

A dedicated **Community Reference Group** was established for the *Our Coastal Future* program, providing ongoing and targeted community input through meetings and site visits that directly informed priorities and actions within the FMP.



Focus areas for foreshore management

Through the *Our Coastal Future* engagement program and background review, the following key focus areas for coastal and marine management were identified, informed by local community and stakeholder input:



Stormwater and coastal flooding along low-lying areas and flow paths



Pollution impacts from drainage and waterways to Port Phillip Bay (including Elwood canal and the Yarra River)



Safety and connectivity along the Bay Trail



Maintenance, management and upgrades to assets and facilities



Managing demands from **growing local and visitor populations**



Commercial and competing uses of public spaces



Protecting and enhancing **the health of the marine and coastal environment**, including remnant vegetation, revegetated areas, modified areas with biodiversity value, and native species.



Increasing **communities' and agencies' capacity and resilience** to manage flooding and erosion events

FMP framework

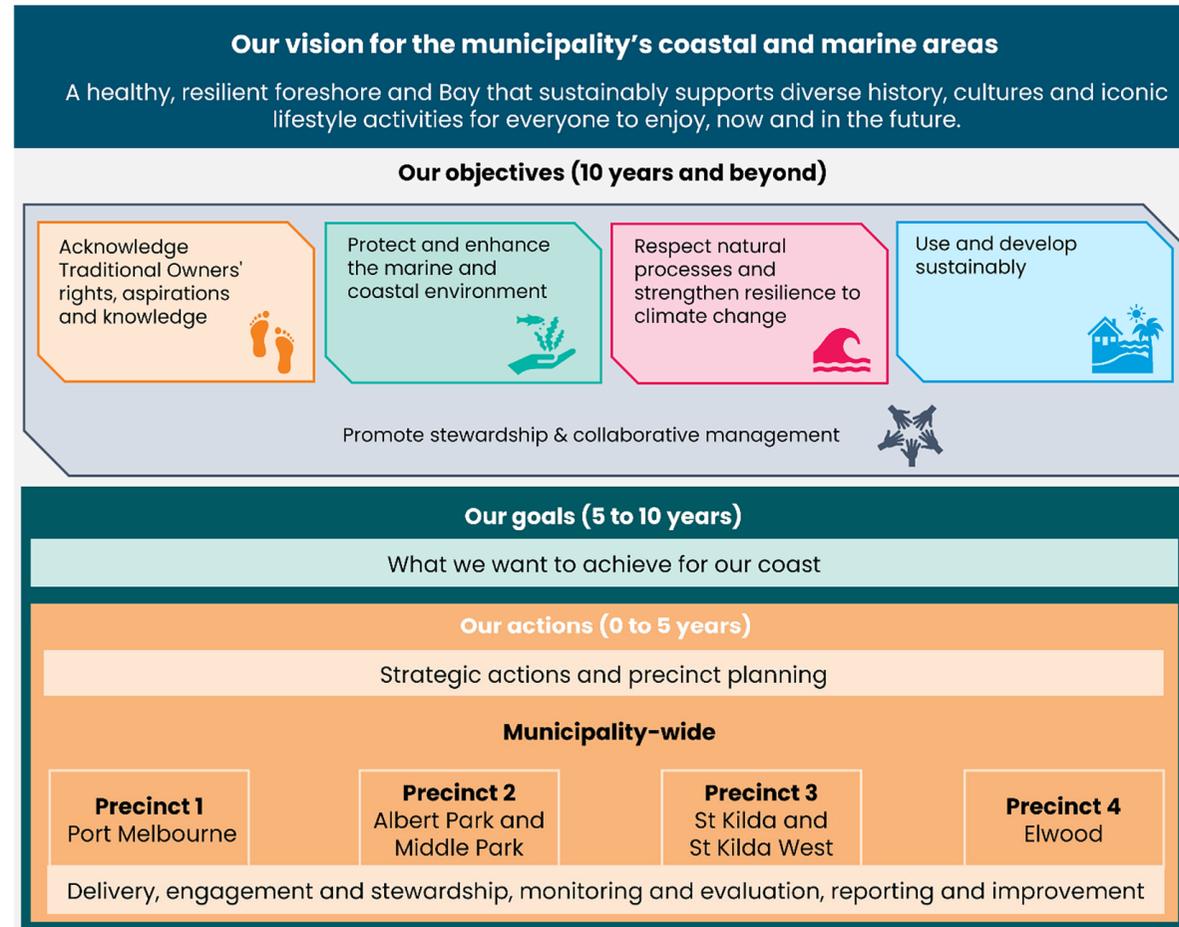
The FMP applies a clear framework to guide foreshore management.

A shared **vision** guides the use, care and custodianship of the foreshore and marine areas, shaped by Council, community and visitors, Traditional Owners and key stakeholders.

Five long-term **objectives** underpin the vision and align with the Marine and Coastal Policy 2020 Planning and Decision Pathway.

Goals describe what we seek to achieve over the next 5 to 10 years. They guide decision-making and action implementation.

Actions describe the specific activities and tools that will be implemented by the FMP, at either the municipality or precinct scale.



FMP goals



Acknowledge Traditional Owners' rights, aspirations and knowledge

- Early and continued engagement and collaboration with Traditional Owners.
- Relationships between Traditional Owners and Council are continued and strengthened through trust and respecting the time, knowledge and expertise of Traditional Owners.
- Traditional Owner cultural values and heritage linked to the foreshore are identified, protected and celebrated through self-determination.
- Traditional Owner aspirations and values are embedded and reflected in ways to protect and care for the health of sea and coastal Country.
- Continue to improve Council's internal skills, resourcing and understanding of ways to effectively collaborate with Traditional Owners and rightsholders in managing foreshore areas.



Protect and enhance the marine and coastal environment

- Seek opportunities to enhance the biodiversity of open space with structurally diverse, locally indigenous and/or climate-resilient vegetation.
- Continue to optimise stormwater, litter, and nutrient management to support coastal and marine ecological health, improve water quality of Port Phillip Bay, and maintain foreshore amenity.
- Protect and enhance native and remnant coastal and marine environments to improve biodiversity outcomes and support their function as a natural buffer.
- Enhance open space along the foreshore through improved canopy cover and tree health.
- Continue to build community appreciation and knowledge of the vital role of natural processes and healthy ecosystems in coastal and marine resilience and in sustaining foreshore values.
- Support and celebrate community initiatives to enhance the environment, expand knowledge and increase public awareness through environmental care groups, foreshore clubs, neighbourhood associations and citizen science programs.



Respect natural processes and strengthen resilience to climate change

- Information on coastal hazards and associated risk and vulnerability is integrated into all Council operations, including strategic and budget planning, informing appropriate management, decision making, adaptation options and design.
- Ensure the best available science on climate change is available, used, and communicated in planning decisions and within all planning scheme overlays
- Proactively plan and implement changes to respond to environmental, social, and economic impacts associated with changing climate – including rising sea levels, storm damage, loss of beaches, foreshore demands during extreme heat.



Use and develop sustainably

- Strengthen and enhance the foreshore's unique character, its sense of place and function as a space for all, ensuring development, infrastructure and works are well designed, integrated and account for future conditions.
- Ensure asset inspection, maintenance and renewals adhere to sustainable and resilient policies and design guidelines, with regard to foreshore character, coastal processes and coastal hazard risks.
- Foster a resilient local economy with coastal dependent and supporting uses and activities ensuring long-term economic sustainability while protecting coastal and marine values.
- Continue to enhance foreshore amenity and ensure diverse opportunities for active and passive recreation, while considering the values and needs of all foreshore users.
- Enhance the connectivity, way finding, universal access, and safety of paths, boardwalks, and crossings for all foreshore users, at foreshore recreation and activity nodes.
- Ensure foreshore public infrastructure, spaces, and services are accessible, culturally safe, inclusive, and responsive to the diverse needs of all users.
- Current and future uses and developments in coastal areas provide net community benefits – social, health and economic.
- Buildings, structures and facilities on marine and coastal Crown land have a functional need to be near or in the water and provide significant public benefit, with design that is multi-purpose, fit for purpose, encouraging shared-use and fulfilling a range of community uses and needs.



Promote stewardship & collaborative management

- Strong collaboration between Council, rightsholders, stakeholders, and communities enables inclusive, transparent, and efficient foreshore management, improving funding opportunities and management outcomes.
- The roles and responsibilities of all stakeholders in shared foreshore management are clearly and collaboratively defined, with each party empowered to act and be accountable for their contributions.
- Regular and inclusive communication within the Council to enhance collaboration, bridge policy gaps, and achieve strategic coordination for effective foreshore management.
- Foreshore signage is effective and accessible for all foreshore users and meets best practice standards.

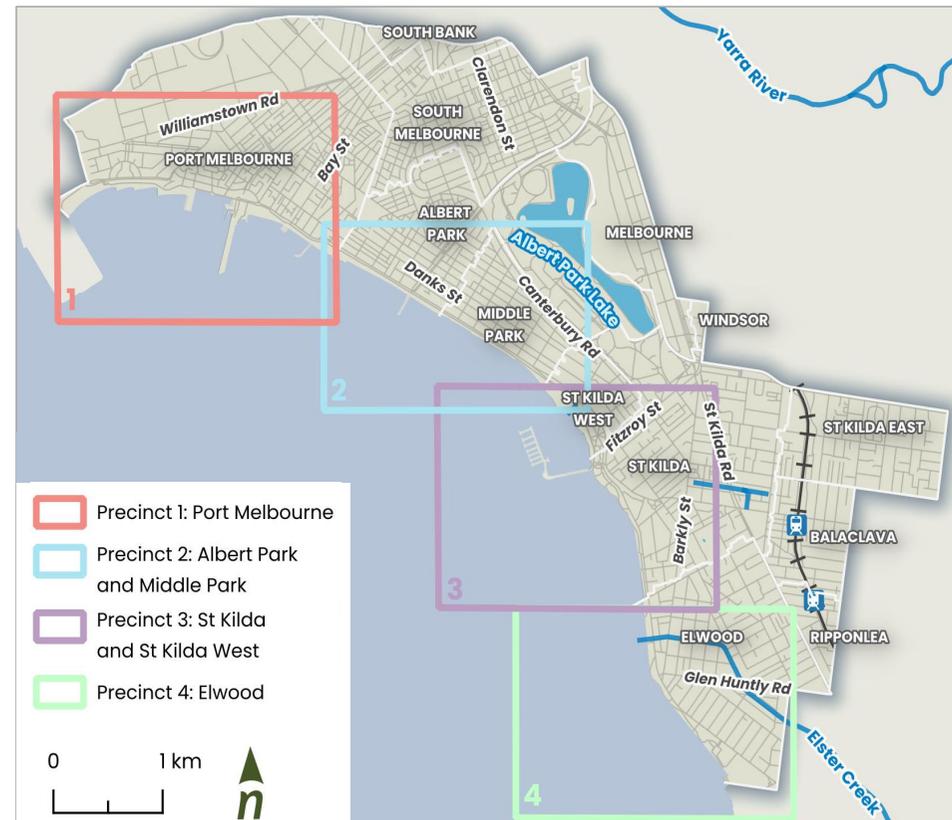
Actions we will deliver

Our FMP sets out a range of actions designed to support a strategic and coordinated management approach for coastal and marine management both across the municipality and at precinct level.

- **Municipality-wide:** actions relevant and to be delivered across the whole municipality’s foreshore
- **Precinct:** actions specific to one of the four foreshore precincts considered in the FMP

For each action, the recommended delivery **timeframe**, indicative **costing** ranges, and management **responsibilities** have been defined.

Timeframe	
	Ongoing - part of Council’s ongoing work in a ‘business as usual’ capacity
	Start to implement within 0 – 3 years
	Start to implement within 3 – 5 years
	Start to implement in 5+ years
Indicative cost	
Within current operational budgets (no significant additions)	
\$	Low (<\$100k)
\$\$	Moderate (\$100k to \$300k)
\$\$\$	High (\$300k to \$600k)
\$\$\$\$	Very High (>\$600k)



Actions: Municipality-wide

Our actions are our steppingstones to achieving our long-term vision. They are aligned to the community feedback and key challenges currently facing our foreshore. Our 62 municipality-wide actions are summarised below.

- Strengthen partnerships with Traditional Owners to embed cultural knowledge, rights and self-determination in foreshore management.
- Identify, protect and celebrate Aboriginal cultural heritage, stories and Country connections across the foreshore.
- Integrate Aboriginal cultural values into foreshore design, development, interpretation and public art.
- Protect and enhance coastal and marine biodiversity through vegetation management, habitat restoration and corridor expansion.
- Manage foreshore landscapes to balance ecological health with passive recreation, events and community use.
- Increase tree canopy, shade and greening in high-use foreshore areas to improve comfort and resilience.
- Reduce pollution entering waterways and the Bay through improved stormwater, WSUD and litter management systems.
- Support community stewardship through volunteering, education, citizen science and on-ground environmental action.
- Improve beach cleaning practices to protect ecosystems while maintaining safety and amenity.
- Investigate and apply climate-resilient, nature-based coastal management and adaptation solutions.
- Plan for long-term coastal hazards through updated modelling, adaptation pathways and trigger points for action.
- Embed climate resilience and adaptation principles into all foreshore assets, infrastructure and capital works.
- Strengthen emergency preparedness and response to coastal flooding, erosion, storms and heatwaves.
- Guide future foreshore development through resilient, inclusive and place-sensitive design standards.
- Maintain, renew and upgrade foreshore infrastructure to meet usage demands, safety standards and climate risks.
- Enhance access, safety and connectivity along the foreshore, including paths, lighting, crossings and wayfinding.
- Improve accessibility and inclusion across beaches and foreshore facilities for people of all abilities.
- Support safe, well-managed recreation, events and commercial activity that respects coastal values and amenity.
- Coordinate with State agencies and neighbouring councils to manage shared coastal assets and priorities.
- Secure sustainable funding, partnerships and governance arrangements for long-term coastal management, such as beaches and seawalls.

*Our detailed list can be found in the full **Foreshore Management Plan** document*

Actions: By precinct

Our precinct actions focus on the particular needs of each of our four coastal precincts. Our 55 precinct actions are summarised below.

<p>Precinct 1 Port Melbourne</p> 	<ul style="list-style-type: none"> • Collaborate with partners to renew and activate Station Pier and surrounding foreshore spaces to support safe access, recreation and visitation. • Upgrade amenities, open space and active recreation facilities to meet growing demand and improve accessibility. • Protect and restore dunes and biodiversity, strengthening ecological links to Westgate Park and inland biolinks. • Reduce flooding, pollution and climate risks through stormwater upgrades, monitoring and water recycling initiatives. 	<p>Precinct 2 Albert Park and Middle Park</p> 	<ul style="list-style-type: none"> • Enhance vegetation and biodiversity along Beach St and Beaconsfield Pde through partnerships with State Government. • Monitor flooding risks at Albert Park and Middle Park foreshores to better understanding public safety risks. • Support recreation and events, including volleyball, while maintaining safe swimming and watercraft zoning. • Maintain and upgrade foreshore amenities to support high-use activity nodes and visitor comfort.
<p>Precinct 3 St Kilda and St Kilda West</p> 	<ul style="list-style-type: none"> • Renew iconic foreshore spaces, promenades and gardens, including Catani Gardens and the St Kilda Promenade, to enhance and protect amenity, heritage, and connectivity. • Improve water quality, habitat protection and coastal monitoring through WSUD, research and State partnerships. • Explore opportunities for flood mitigation at Beaconsfield Pde, Jacka Blvd and Marine Pde through WSUD and permeable surfaces. • Protect sensitive coastal environments, including penguin and shellfish habitat, through access control and enforcement. 	<p>Precinct 4 Elwood</p> 	<ul style="list-style-type: none"> • Improve water quality and flood resilience along Elster Creek and the foreshore through catchment-wide action with partners. • Upgrade foreshore infrastructure and improve Bay Trail safety at key locations, inline with the Elwood site masterplan. • Restore coastal vegetation and ecological connections while retaining valued open lawn areas for passive recreation. • Celebrate cultural and environmental heritage at Point Ormond and Red Bluff through interpretative design and art.

*Our detailed list can be found in the full **Foreshore Management Plan** document*

CITY OF PORT PHILLIP FORESHORE MANAGEMENT PLAN 2026

Implementation & Monitoring

A detailed **implementation plan** has been developed to guide and support the delivery of the FMP. It outlines performance indicators, outcome measures and work programs required to track progress and ensure coordinated delivery of the FMP actions.

Key **performance indicators** include:

- % asset audit actions completed
- % actions on-track and complete
- User satisfaction with foreshore amenities management and connectivity
- Environmental condition, water quality and ecosystem health
- % Foreshore customer requests resolved on time

Formal milestones in the first five years will be used to monitor and evaluate FMP implementation, supporting an adaptive management approach.

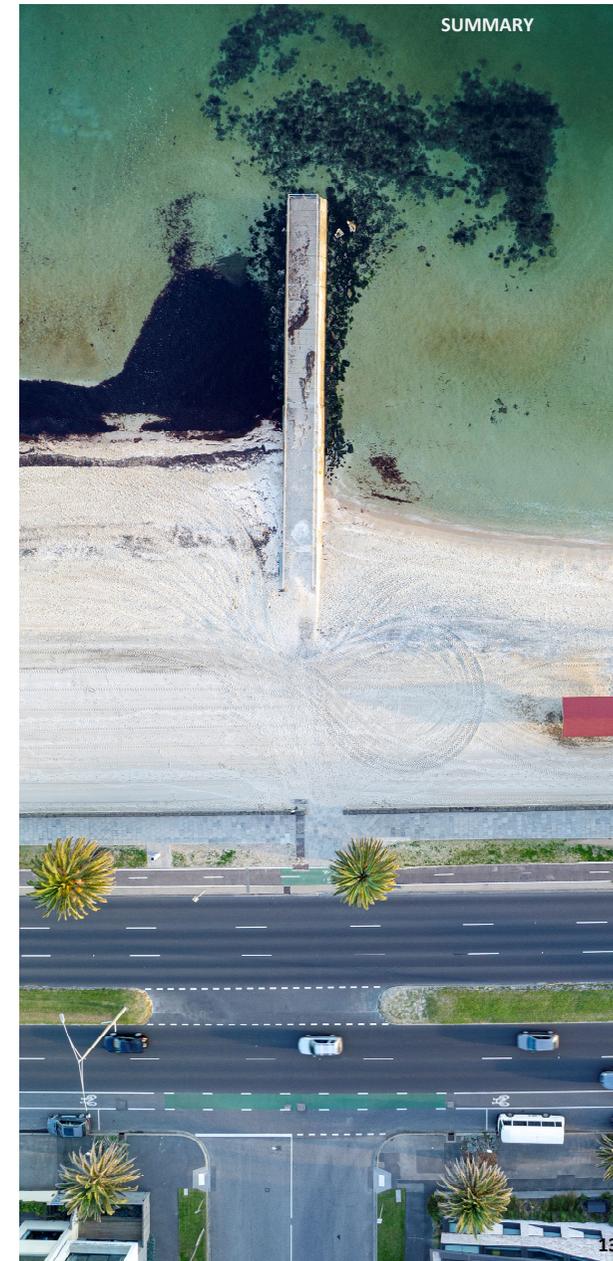
Annual reviews will assess the status of each action (whether commenced, completed, ongoing, or yet to begin) and consider effectiveness, efficiency, and appropriateness.

Reporting will summarise progress, set priorities for the next 12 months, and be shared with relevant stakeholders, including DEECA and Melbourne Water.



Monitoring and evaluation milestones

2026	FMP endorsement
Annually	Annual reporting, targeted stakeholder feedback, ongoing improvement
2029	FMP community survey Review of actions based on survey outcomes
2031	5-year review as required under the <i>Marine and Coastal Act 2018</i> Update FMP as required







The City of Port Phillip has developed a **Foreshore Management Plan (FMP)** to guide the effective, coordinated and sustainable management of Port Phillip’s coastal and marine areas over the next 5 to 10 years.

The Draft FMP is now out for public consultation, and we want to hear what you think.

The *Our Coastal Future* program

Our marine and foreshore areas are vital to our community, supporting recreation, lifestyle, tourism and a healthy coastal environment. *Our Coastal Future* is Council’s program for their strategic management.

The program has two integrated plans:

Foreshore Management Plan (FMP) – *this plan*

Coastal Adaptation Plan (CAP) – *under development*

The **FMP** guides the sustainable and equitable use of the foreshore over the next 5–10 years through a vision and management objectives and actions.

The **CAP** will identify and respond to long-term climate risks, including erosion and coastal flooding, to support informed adaptation planning for the next 50+ years.

Draft Foreshore Management Plan: Public consultation

March 2026



Together, the FMP and the CAP provide a coordinated and comprehensive framework for managing the Port Phillip coastline – now and into the future.

How to read the FMP

The FMP applies a clear approach to guide management of Port Phillip’s foreshore. It links an over-arching **vision** and five long-term objectives to the goals and actions that help deliver them.

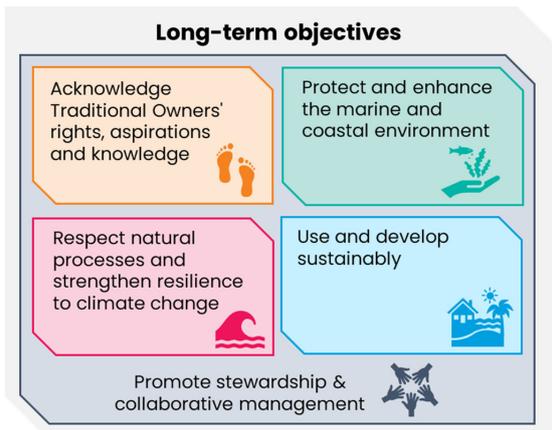
Council’s vision

A healthy, resilient foreshore and Bay that sustainably supports diverse history, cultures and iconic lifestyle activities for everyone to enjoy, now and in the future.





Five long-term **objectives** support the vision and align with the Victorian Marine and Coastal Policy 2020.



Goals and actions sit under five long-term objectives and reflect what our community and stakeholders value most about the foreshore.

Goals set what we want to achieve over the next 5 to 10 years and guide consistent decision-making.

Actions are the practical steps the FMP will deliver at two levels:

- **Municipality-wide:** across the entire foreshore
- **Precinct:** tailored to one of the four foreshore precincts in the plan:



What are key focus areas for the FMP?

Our FMP includes actions across:



Where can I read the FMP and leave my feedback

Download the Draft FMP from our *Have Your Say* listed website below.

You can share your thoughts by either completing the Draft FMP **survey** or **emailing us** directly.

How else can I get involved with *Our Coastal Future*?

To ensure you keep up to date with *Our Coastal Future* upcoming events and activities, visit the project website:

haveyoursay.portphillip.vic.gov.au/our-coastal-future

On our page you can:

- **Learn more** about the project, coastal hazards and our coastal communities
- **Sign up** so that you receive progress updates and notifications
- **Take part** in future online activities.

Ask us a question – email our team at ourcoastalfuture@portphillip.vic.gov.au



10. A SAFE AND LIVEABLE CITY

10.1 Collaborative procurement to new e-bike and e-scooter agreement..... 331



10.1 **COLLABORATIVE PROCUREMENT TO NEW E-BIKE AND E-SCOOTER AGREEMENT**

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

PREPARED BY: **MAX MASSINGHAM, SENIOR SHARED TRANSPORT PLANNER**
KAREN ROACHE, COORDINATOR STRATEGIC TRANSPORT

1. PURPOSE

- 1.1 To enable collaborative procurement of a new shared micro-mobility (e-bike and e-scooter) scheme with adjoining local government areas.

2. EXECUTIVE SUMMARY

- 2.1 The City of Port Phillip has participated in trials of shared micro-mobility (e-bikes and e-scooters) since December 2020 and February 2022 respectively.
- 2.2 Participation in these trials aligns with *Move Connect Live - Integrated Transport Strategy 2018-2028 (ITS)* and a Council resolution 19 May 2021 to participate in Victorian Government trial of dockless electric scooters (e-scooters).
- 2.3 Shared micro-mobility is popular in Port Phillip with 1.9 million e-scooters trips and 650,000 e-bike trips in the municipality since 2022. These services are provided by two operators Lime Network Pty Ltd (250 e-scooters and an average of 300 e-bikes) and Neuron Mobility (Australia) Pty Ltd (250 e-scooters).
- 2.4 Some members of the community have raised concerns about safety and public amenity specifically inappropriate parking and unsafe rider behaviour. To address these issues and improve compliance, officers have worked with the Victorian government and the current operators (Lime and Neuron) to introduce a stricter regulatory framework. This includes enhanced requirements relating to parking and riding restrictions, footpath detection technology, mandatory insurances, helmets on devices and improved reporting.
- 2.5 The Victorian government has undertaken action to support safety, amenity and to empower local government to manage these schemes including:
- 2.5.1 Legislation in 2024 providing local governments the power to regulate shared micromobility services in their municipality
- 2.5.2 Enhanced the penalties for e-scooters & e-bikes that break road rules
- 2.5.3 Legislation in 2025 mandating operators obtain pre-approval from Victorian government to comply with high technology and safety standards.
- 2.6 At the Council meeting on 4 October 2023 Council approved the following resolution:
- Endorses Council's continued participation in e-scooter schemes provided that Councils have the power to manage shared e-scooter schemes through contractual arrangements that can address safety and amenity.*
- Authorises the Chief Executive Officer (or their delegate) to undertake any procedures required to allow participation in a three-year shared e-scooter scheme with up to two operators and (subject to agreement with Council) a maximum of 500 e-scooters including, in collaboration with other councils.*



- 2.7 Following the completion of the Victorian government led trial of e-scooters in 2024 and the introduction of the Vehicle Sharing Scheme Safety and Standards Bill 2025, officers have been working with neighbouring councils on procurement principles that can be reflected in a competitive procurement process.
- 2.8 Having gone to market 5 years ago it is timely we go back the market to establish a regulated, long-term shared micro-mobility scheme that reflects new State legislation and technology improvements. It also provides operators with the certainty needed to invest in improved technology, higher standards and more diverse devices through a coordinated approach with neighbouring councils.
- 2.9 While Council at its meeting on 4 October 2023 approved a three-year scheme with a maximum of 500 e-scooters, discussions with neighbouring councils found support for a greater contract length and flexibility of device cap will provide greater certainty to prospective operators. This certainty to operators will support the following outcomes:
 - 2.9.1 Investment in improved safety technology (footpath detection cameras)
 - 2.9.2 Implementation of high contract standards (response times, staffing/operational commitments)
 - 2.9.3 Commitment to multiple corporate and consumer insurance policies covering preserving council indemnity and providing assurance to community
 - 2.9.4 Associated minimisation of impact on community safety and amenity in public space.
 - 2.9.5 Investment in device diversity to broaden service appeal (seated scooters, light-weight e-bikes)
 - 2.9.6 Competitive pricing including concession eligible options
- 2.10 Discussions with neighbouring councils resulted in the signing of a Memorandum of Understanding with City of Stonnington to work together to develop a procurement approach of shared micromobility schemes (e-bikes and/or e-scooters).
- 2.11 The City of Stonnington has an endorsed position to procure e-bikes and they may elect to incorporate e-scooters at a later date. Partnering with Stonnington for this procurement will ensure a consistent approach to how shared micro-mobility operates in both local government areas.
- 2.12 Discussions with other councils, including the City of Melbourne, are ongoing. However, they are not committed to procurement at this stage.
- 2.13 To ensure a consistent approach to contract development this report seeks Council endorsement to the following changes to the previous position:
 - 2.13.1 Authorises the Chief Executive Officer (or their delegate) to form agreement/s of up to five (5) years (three-year minimum with the option of a 2-year extension) with up to two (2) shared micro-mobility providers.



3. RECOMMENDATION

That Council:

- 3.1 Notes that the Victorian Government enacted legislation in 2024 that provides Local Governments the power to permit (or deny) shared micromobility services (e-scooters or e-bikes) in their municipality based on the formation of an authorising agreement.
- 3.2 Notes that Officers have worked collaboratively with neighbouring Councils (The City of Stonnington) to prepare for the joint procurement for shared micro-mobility agreements (e-bikes and/or e-scooters) with procurement to commence in April 2026.
- 3.3 Notes that the procurement principles outlined in the report demonstrate a primary emphasis on preserving safety and amenity where the service operates and obtaining best in market technology and performance measures to deliver this.
- 3.4 Authorises the Chief Executive Officer, or their delegate, to enter into agreement/s of up to five (5) years (three-year minimum with the option of a 2 year extension) with up to two (2) shared micro-mobility providers.
- 3.5 Notes that any revenue generated from operator fees in excess of Council's administration and management costs for the shared micro-mobility agreements, be reinvested into the sustainable transport reserve to fund road safety improvements for road users including e-scooter and e-bike users

4. KEY POINTS/ISSUES

Agreement History

- 4.1 Following a tender process led by City of Melbourne, a Memorandum of Understanding (MOU) was established in December 2020 between the Cities of Melbourne, Port Phillip and Yarra for the provision of e-bikes with a single operator, Lime.
- 4.2 In February 2022, the City of Stonnington entered into an agreement with Lime to govern e-bike operations within its municipality.
- 4.3 Also in February 2022, a Commercially Operated Share Scheme agreement (COSS) was established between the Cities of Melbourne, Port Phillip and Yarra for the operation of e-scooters with Lime and Neuron, as part of the Victorian Government led trial.
- 4.4 The COSS agreement outlined key operating parameters for each municipality, including device caps, response timeframes for addressing issues, and a per-device per-day fee payable to individual councils.
- 4.5 Since these agreements were first established, the shared micro-mobility landscape has changed significantly. Key developments include:
 - 4.5.1 Changes to the legislative and regulatory environment.
 - 4.5.2 Advancements in shared micro-mobility technology.
- 4.6 Proceeding to a competitive market procurement provides an opportunity to address these issues comprehensively by securing updated, fit for purpose arrangements that reflect current standards, community expectations, and operational best practice.



Legislative Changes

- 4.7 The conclusion of the e-scooter trial coincided with the Victorian Government enacting legislation in 2024 that provided local governments the power to permit (or deny) shared micromobility services (e-scooters or e-bikes) in their municipality based on the formation of an authorising agreement.
- 4.8 The Victorian Government also passed legislation (*Vehicle Sharing Scheme Safety and Standards Bill 2025*) formalising an 'e-scooter pre-qualification scheme'. This requires shared e-scooter providers to gain formal approval from the Department of Transport and Planning (DTP) before they are permitted to form authorising agreements with Councils. This approval is conditional upon operators demonstrating compliance with best in market safety technology, outlined below:
- 4.8.1 **Helmet use and verification**, measures, ensuring helmets are available, that riders are wearing them, and preventing hire where no helmet is present.
- 4.8.2 **Footpath detection technology**, that can identify footpath riding and trigger actions such as audio warnings or speed reduction.
- 4.8.3 **In-app cognitive reaction testing** prior to ride commencement, reducing incidents involving intoxicated or impaired riders.
- 4.8.4 **Digital parking and zone management** which can be used to regulate where trips may occur, how they may be permitted to park
- 4.8.5 **Mandatory Insurances**, including public liability, third party liability and personal accident beyond what is general required under consumer law
- 4.9 In addition, the legislation included new enforceable infractions for e-scooters, including tandem riding, riding under the influence of drugs or alcohol and increased the fine penalties for road rule breaches.

Advancements in shared mobility technology

- 4.10 Over the trial period Council has employed issue mitigation processes and actions including:
- 4.10.1 Footpath detection technology across all e-scooters (500), the first city globally to rollout this technology at this scale. This technology issues verbal alerts when footpath riding is detected and slow the device in select locations.
- 4.10.2 Implementation of helmet detection technology, preventing the hiring of bikes or scooters that do not have a helmet attached at ride commencement.
- 4.10.3 Expanded in-app parking and riding restrictions in response to community feedback on problem parking obstruction areas.
- 4.10.4 Implemented and expanded use of cognitive reaction test; an in-app step to complete prior to ride commencement to test reaction time, that locks a rider out from riding if you don't pass. This can act as a barrier to users who many attempt intoxicated riding.
- 4.10.5 Trial parking beacons in dedicated locations to gauge whether they contribute to improved parking outcomes

Officer review and process improvements



- 4.11 The shared micro-mobility trials (comprising e-scooters and e-bikes) have attracted community attention and concerns with over 1000 inquiries received over the past four years.
- 4.12 Of the total complaints, five individuals have been responsible for 35% of requests.
- 4.13 Over 90% of requests relate to localised parking issues with the remaining 10% relating to footpath riding, non-helmet wearing, or broad complaint about the trial in general.
- 4.14 More than 2.33 million trips have taken place in the municipality, meaning that 99.95% of trips that occur within Port Phillip do not result with a concern raised at Council.
- 4.15 Officers have used this feedback to continually refine and improve the service by:
 - 4.15.1 Using technology to implement operational changes, including no-parking and no-riding zones, mandatory parking verification photos, footpath-width assessments, enhanced reporting requirements, and advocating for device and operational improvements.
 - 4.15.2 Requiring operators to deliver education campaigns and safety events in Port Phillip.
 - 4.15.3 Reviewing operator response timeframes for addressing reported issues.
 - 4.15.4 Introducing requirements for localised customer service from operators.
 - 4.15.5 Advocating for legislative reforms empowering councils to authorise and regulate shared schemes (both e-bikes and e-scooters).
 - 4.15.6 Installing 50 “no footpath riding” decals in key activity centres to promote road rule awareness.
 - 4.15.7 Installing 12 footpath and four on-road marked micro-mobility parking bays to support more compliant parking behaviour with more planned.

Procurement Principles and Preparation

- 4.16 The lessons from the past four years and from other cities have shaped the approach that will be taken to procurement.
- 4.17 General principles that will be reflected in a competitive procurement process are as follows
 - 4.17.1 Requirement for operators to demonstrate conformance to new State Government Technology pre-approval scheme
 - 4.17.2 Emphasis on safety, education and enforcement implemented via technology, processes or operational innovations – above an already high minimum standard set by State Legislation.
 - 4.17.3 Test the market for innovative parking solutions (technology, physical infrastructure, partnerships with third parties) to drive strong compliance with parking rules
 - 4.17.4 Commitment to broadening the accessibility of the service to a greater proportion of community via competitive pricing, greater diversity of device types, or local partnerships with businesses or social organisations.
 - 4.17.5 Requirement of an in-person testing demonstration to validate technology and safety claims in a real-world environment.



- 4.17.6 A rigorous compliance regime that includes key performance indicators and review of the service that is being provided.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Officers record, review, respond and make proactive modifications based on the feedback that is received by the community, particularly where it impacts safety and amenity. These communications channels (phone, in person, My Port Phillip or Snap Send Solve) will remain available for community to improve the service.
- 5.2 Operators will be contractually required to maintain multiple communication channels so that community can report feedback or parking issues quickly and easily. These queries must be responded to and addressed within contractually specified time periods by operators.
- 5.3 Internal feedback has been sought from subject matter experts across Council functions that have direct community interaction including Open Space, Footpath Trading & Business Engagement, Assets, Local Laws and Transport Safety.
- 5.4 External stakeholder engagement has included ongoing dialogue with other inner-Melbourne LGA's. Officers have explored other states experience to compare lessons learnt and understand challenges and opportunities. These have included meetings with the City of Brisbane, Canberra, State Government of NSW and City of Hobart.
- 5.5 Engagement with the relevant state authority (Department of Transport and Planning) has been regular throughout the trial and will remain post procurement completion

6. LEGAL AND RISK IMPLICATIONS

- 6.1 The Victorian Government legislation –*Transport Legislation Amendment Bill 2023* – provided local governments the power to permit (or deny) shared micromobility services (e-scooters or e-bikes) in their municipality.
- 6.2 The Victorian Government legislation – *Transport Legislation Amendment: Vehicle Sharing Scheme Safety and Standards Bill 2025* –requires Department of Transport and Planning (DTP approval before shared e-scooter providers can enter authorising agreements with Councils. This approval is conditional upon operators demonstrating compliance with best in market safety technology.
- 6.3 As part of preparations for procurement, agreements will undergo external legal review to ensure compliance with the legal frameworks and other relevant considerations.
- 6.4 Operators will be required to hold key corporate insurances: Public Liability and Professional Indemnity Insurance. In addition, they will be required to hold consumer insurances Third Party Liability and Personal Accident.

7. FINANCIAL IMPACT

- 7.1 The current e-scooter agreement with operators provides Port Phillip annual revenue of \$182,000 (based on \$1 per scooter per day and a maximum of 500 e-scooters). This recovers officer time and other costs associated with management of the scheme.
- 7.2 The current e-bike agreement with Lime does not have any fee revenue but is proposed through the procurement.
- 7.3 A future single shared micro-mobility agreement (e-bikes and e-scooters) should cover Council costs including officer time and any other costs associated with the management of the scheme.



- 7.4 It is proposed that any revenue generated from operator fees in excess of Council's administration and management costs for the shared micro-mobility agreements be reinvested into the sustainable transport reserve to fund road safety improvements for road users including e-scooter and e-bike users.

8. ENVIRONMENTAL IMPACT

- 8.1 Reduction of carbon emissions in the municipality will require attractive sustainable transport options to achieve a shift away from private vehicle trips. This is especially important as the municipality is set to grow to 147,000 people by 2036.
- 8.2 Operator surveys and DTP estimates that up to 30% of micro-mobility trips replace car journeys (private vehicle or ride share). This suggests riders in Port Phillip have saved approximately 147 tonnes of carbon emissions between Feb 1 2022 and 31 Dec 2025.
- 8.3 Any competitive procurement process will assess providers against corporate social responsibility provisions which will include environmental sustainability criteria.

9. COMMUNITY IMPACT

- 9.1 E-scooters and e-bikes offer an affordable and convenient transport option for residents and visitors to access businesses, work, destinations and events across our city.
- 9.2 Between February 2022 and February 2026 1.9 million e-scooter trips and 650,000 e-bike trips take place in City of Port Phillip, illustrating their popularity as sustainable alternative transport mode.
- 9.3 Adverse impacts to safety and amenity of the community, and measures to mitigate these have been outlined in this document.

10. GENDER IMPACT ASSESSMENT

- 10.1 A short form Gender Impact Assessment has been completed for the provision of shared micro-mobility and associated procurement. This assessment is underpinned by a comprehensive assessment completed in the review of the Integrated Transport Strategy 2018-2028 in 2024.
- 10.2 Key Recommendations and findings are
- 10.2.1 Explore opportunity in procurement process to test the market to provide diversity of device types in their fleets (seated scooters, lightweight e-bikes)
 - 10.2.2 Test the market willingness to provide competitive concessional pricing to expand service relevance to economically vulnerable community members
 - 10.2.3 Explore potential to roll out dedicated parking infrastructure at high visibility, well-lit areas to improve safety potential.
 - 10.2.4 Undertake in person testing to achieve best in market footpath detection and parking technology to minimize footpath riding and parking obstruction that may impact vulnerable or mobility limited community members including women accompanying young children/prams

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 A shared micro-mobility scheme delivers on key objectives from 'Plan for Port Phillip 2025-35'.
- 11.1.1 **A Safe and Liveable City:** Our City offers ease of movement for everyone: Port Phillip is a great place to live, with high-quality public spaces, well-planned



development, accessible community services and safe, well-connected neighbourhoods.

11.1.2 **An Environmentally Sustainable and Resilient City:** Our Port Phillip community actively takes steps to reduce its environmental impact, enhance resilience to climate change and protect our natural spaces for future generations.

11.2 Council's Move, Connect, Live Integrated Transport Strategy 2018 – 2028, Outcome 5 recognises that – Our community benefits from new transport options and technology to move around.

11.3 The strategy recognises that emerging technologies will play a major role in addressing both contemporary challenges and the transport requirements of future generations. It recognises the need to partner with others to manage shared transport services.

11.3.1 Action 38: Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

April 2026 – August 2026 (Indicative)

- Finalisation of tender documents
- Issuing of documents to market
- Evaluation of proposals
- In Person Testing
- Preferred Candidates Selected

September 2026 – December 2026 (Indicative)

- Transition period to new operator/s if required
- Phasing out of historic agreements
- Ramp up staff hiring/warehousing/delivery of devices
- Communications for supplier handover

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



11. A VIBRANT AND THRIVING COMMUNITY

11.1	<i>Port Melbourne Special Rate and Charge 2026-2031 - Consideration of Objections and Submissions</i>	<i>340</i>
11.2	<i>South Melbourne Special Rate and Charge 2026-2031 - Consideration of Objections and Submissions</i>	<i>370</i>



11.1 **PORT MELBOURNE SPECIAL RATE AND CHARGE 2026-2031
- CONSIDERATION OF OBJECTIONS AND SUBMISSIONS**

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

PREPARED BY: **SUSIE FILLETI, BUSINESS ENGAGEMENT COORDINATOR**
MIKE FISHER, MANAGER CITY PLANNING AND SUSTAINABILITY

1. PURPOSE

- 1.1 To consider the written submissions received by Council, and to hear people speaking in support of their submissions, pursuant to the statutory process to renew the Port Melbourne Special Rate and Charge for 2026 – 2031.

2. EXECUTIVE SUMMARY

- 2.1 On 30 September 2025, Council received a letter from Port Melbourne Business Association (PMBA) requesting that Council begin the statutory process to renew the Port Melbourne Special Rate and Charge. The PMBA had contacted all open businesses in the Precinct (266 businesses) and received support from 182 which represented 68 percent.
- 2.2 the Council Meeting held on the 10 December 2025 Council resolved to commence the statutory process under the *Local Government Act 1989* to renew a Special Rate and Charge for the properties within the defined Port Melbourne Business Precinct. The Special Rate and Charge is to raise up to \$320,000 per annum in each of the financial years from 2026-2027 to 2030-2031.
- 2.3 The proposed new Special Rate and Charge includes 376 properties.
- 2.4 Council must consider all submissions received in relation to the Special Rate and Charge in accordance with Sections 163A, 163B and 223 of the *Local Government Act 1989* (Act) prior to deciding whether to declare the Port Melbourne Special Rate and Charge.
- 2.5 On 15 December 2025 Council published notice of the proposed Special Rate and Charge. Copies of the notice were sent to persons who would be liable to pay the Special Rate and Charge, if declared.
- 2.6 During the statutory consultation period, Council received the following responses on the Special Rate and Charge.
- 7 submissions of support;
 - 7 submissions of feedback; and
 - 52 objections - 42 valid and 10 invalid objections.
- 2.7 Based on independent legal advice, Council Officers calculate valid objections equating to 11.2 percent of the total proposed rateable properties included in the Special Rate and Charge (being 376 properties). Total objections, including invalid, equate to 13.8 percent.
- 2.8 Validity of an objection is determined under Section 163B of the Act, which outlines that any person who will be required to pay the proposed special rate or charge is entitled to exercise the right of objection. For an objection from an occupier/tenant to be valid under the Act, documentary evidence is needed which shows that the occupier/tenant



will be required to pay the special rate or special charge as a condition of their lease. Where this evidence was requested and not provided, an objection was determined to be invalid as the rate would not apply to them.

- 2.9 Section 163B(6) of the Act states that Council cannot make a declaration of a Special Rate and Charge if it receives objections from a majority (exceeding 50 percent) of the rateable properties where the Special Rate and Charge would be imposed. In this case, Council has not received objections from a majority of rateable properties to the proposed Special Rate and Charge.
- 2.10 Many of the objections were based on concerns regarding the benefit of the rate to the precinct, part of the precinct or their particular property or business. Several objectors also raised issues relating to the challenging economic climate, increasing operating costs, and the financial impact the Special Rate and Charge would have on their business or tenants.
- 2.11 A summary of the of submissions received is outlined in the attached table (**Attachment 1**). Property and business owners that made submissions have been invited to speak to their submissions at this meeting. Copies of all the submissions received have been provided to all Councillors.
- 2.12 In considering and hearing the submissions and deciding in whether to declare the Special Rate and Charge, consideration should be given to the following:
 - 2.8.1 whether the basis distribution of the Special Rate and Charge on properties liable to pay it is fair and equitable and that all affected properties will receive a special benefit as a result of the Special Rate and Charge.
 - 2.8.2 whether there is a need to modify the Special Rate and Charge due to inaccuracies within the Public Notice or abandon the proposed Special Rate and Charge.
 - 2.8.3 The views of those who responded.

3. RECOMMENDATION

That Council:

- 3.1 Considers all written submissions, and verbal submissions of property and business owners who have requested to speak, to the proposed Port Melbourne Special Rate and Charge 2026 - 2031 and in accordance with sections 163A, 163B and 223 of the *Local Government Act 1989* (Act).
- 3.2 Notes that a formal decision on whether to declare the Port Melbourne Special Rate and Charge 2026 – 2031 (scheme) will be considered at the Council Meeting on 22 April 2026.

4. KEY POINTS/ISSUES

- 4.1 Special Rate and Charge declarations are a statutory process governed by Part 8 of the *Local Government Act 1989*. Despite the enactment of the *Local Government Act 2020*, the Special Rate and Charge provisions of the 1989 legislation are still in force. In declaring a Special Rate and Charge, Council must consider that:
 - 4.1.1 the proposal relates to the performance of a function authorised under Section 163 of the Act;



- 4.1.2 there will be a special benefit to those persons liable to pay the Special Rate and Charge levy; and
- 4.1.3 there is a reasonable distribution of the rate amongst those persons liable to pay the Special Rate and Charge levy.
- 4.2 On 30 September 2025, Council received a letter from PMBA requesting that Council begin the statutory process to renew the Port Melbourne Special Rate and Charge for five years, from 1 July 2026 to 30 June 2031.
- 4.3 In October and November 2025, PMBA contacted all open businesses in the Precinct (266 businesses) to gauge support for the Special Rate. PMBA received support from 182 out of the 266 properties which represented 68 percent.
- 4.4 The proposed new Special Rate and Charge is for a five-year period (2026 – 2031) and includes 376 properties. The proposed Boundary Map is attached (**Attachment 2**).
- 4.5 The proposed 2026 – 2031 Special Rate and Charge is modelled to raise up to \$320,000 per annum in each of the financial years from 2026-2027 to 2030-2031.
- 4.6 In accordance with Council's statutory obligations under sections 163(1A) and 163B(3) of the Act, a Public Notice was published in The Age on 15 December 2025, outlining the details of the proposed declaration of Special Rate and Charge. This Public Notice commenced the statutory consultation process. The process concluded at 5pm on 30 January 2026.
- 4.7 During the statutory consultation period, between 15 December 2025 and 30 January 2026, Council received the following response on the proposed Special Rate and Charge:
- 7 submissions of support from 5 business and property owners representing 7 properties;
 - 7 submissions of feedback from 1 property owner representing 7 properties; and
 - 42 valid and 10 invalid objections from 42 property and business owners representing 51 properties.
- 4.8 The City of Port Phillip currently has four Special Rate schemes in operation – Fitzroy Street, Acland Street Village, Carlisle Street, as well as Port Melbourne. All Port Phillip schemes incorporate the collection of a levy from commercial properties within a defined geographic area, for the sole purpose of marketing, promotion and business development of the specified activity centre.
- 4.9 All funds collected are distributed to the relevant incorporated Business Association under a funding agreement with Council.
- 4.10 Properties exempt from paying the Special Rate and Charge levy include:
- Dedicated car parking lots;
 - telecommunication towers and power substations;
 - all residential properties; and
 - non rateable properties.
- 4.11 If redevelopments occur within the proposed Special Rate and Charge boundary, any new eligible properties that have not previously been levied will be added to the Special



Rate and Charge. Any property that changes from commercial, retail, leisure, tourism or light industrial to residential use will be removed from the Special Rate and Charge. Amendments to the Special Rate and Charge will occur from the date the supplementary valuation takes effect.

- 4.12 The PMBA has developed its Business Plan for the proposed 2026 – 2031 Special Rate and Charge as well as a Budget and Action Plan for FY2026/2027 (**Attachment 3**). The Business Plan and Budget and Action Plan will form part of the new funding agreement with Council.
- 4.13 The Special Rate and Charge will be for the sole purpose of marketing, promotion, business development and centre management of the specified Activity Centre. It is considered that the value of the properties included in the Special Rate and Charge, their desirability as a letting proposition, and their general amenity could be enhanced by the activities generated from the Special Rate funds.
- 4.14 To distribute the Special Rate and Charge across the commercial properties within the Port Melbourne precinct boundary the current two benefit areas will remain – primary and secondary. Details of the benefit areas and scheme boundary are specified in the Proposed Declaration of a Special Rate and Charge (**Attachment 4**).

5. CONSULTATION AND STAKEHOLDERS

- 5.1 On 11 December 2025 Council sent separate letters to all affected property owners and occupiers within the proposed Port Melbourne boundary. This advised them of the Intention to Declare the Port Melbourne Special Rate and Charge, the commencement of the statutory process including a copy of the Public Notice, and an estimation of the levy based on 2025 Net Annual Value (NAV) valuations that would be applied to the property.
- 5.2 A Public Notice was published in the Age and on Council's website on the 15 December 2025, outlining the details of the proposed declaration of Special Rate and Charge. This Public Notice commenced the statutory consultation process. The process concluded at 5pm on 30 January 2026.
- 5.3 Council has acknowledged receipt of all submissions and has provided details of the Council Meeting at which those property and business owners may speak to their submission.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 The risks associated with the proposal are limited by the following:
 - 6.1.1 Council procured legal services from Maddocks to independently review objections submitted during the statutory consultation process.
 - 6.1.2 Council cannot declare the Special Rate and Charge if it receives objections that exceed 50 percent of the total properties in accordance with Section 163B(6) of the *Local Government Act 1989*. The number of valid objections received for the Special Rate and Charge was 11.2 percent. This percentage is significantly less than the legislative threshold required for Council to discontinue the process under this section.
 - 6.1.3 If the Special Rate and Charge is declared, PMBA will enter into a formal funding agreement with Council for the duration of the Special Rate and Charge. This agreement outlines the specific purposes for which the funds can



be spent (being the purposes for which the Special Rate and Charge is declared).

6.1.4 Under the terms of the proposed funding agreement:

- PMBA will be required to submit an Activity Report that includes financial reporting documentation every six months (profit and loss, balance sheet, general ledger, and marketing activity report). Special Rate and Charge monies will not be paid to the Association until all reporting is received and approved.
- PMBA must be an incorporated entity through the life of the Special Rate and Charge and must act in accordance with the *Associations Incorporation Reform Act 2012*.
- PMBA will be required to develop and adopt their five-year Business Plan to guide expenditure of the funds.
- PMBA will be required to develop an annual Budget and Action Plan that details how the operating budget will be spent.
- PMBA will expend the monies raised by the Special Rate and Charge on behalf of Council as an administrator of the funds. At all times PMBA will be bound by the funding agreement with Council and under the direction of Council, and Council will reserve solely all discretions relevant to the application of the proceeds of the Special Rate. Section 164 of the Act enables Council to discontinue the Special Rate and Charge if there is any inappropriate expenditure.

6.1.5 If Council does not wish to support the Port Melbourne Special Rate and Charge, there may be an expectation from the commercial precinct that Council will fund marketing and promotion activities for the precinct.

6.1.6 If Council proceeds with the declaration at its Council Meeting on 22 April 2026, a person then has 30 days from the date of issue of the Special Rate and Charge notice to apply to VCAT for a review of a decision of Council to impose a Special Rate and Charge on limited grounds under section 185 the *Local Government Act 1989*.

6.1.7 If an appeal is lodged at VCAT, Council would consider whether to proceed with the implementation of any Special Rate and Charge until this appeal has been heard, and whether to provide any monies raised to PMBA until there is a VCAT decision on the matter.

7. FINANCIAL IMPACT

- 7.1 Council incurs administrative costs for the renewal of the Port Melbourne Special Rate and Charge. These have been included in the FY2025/2026 budget.
- 7.2 If the Special Rate and Charge is successful, ongoing resources will be required to monitor the Special Rate and Charge, this will be funded from the operational budget and supported via existing resourcing.
- 7.3 Council administers the collection of the funds of the Special Rate and Charge and would distribute the funds to PMBA in two half-yearly instalments, after they complete reporting requirements under the proposed funding agreement.



8. ENVIRONMENTAL IMPACT

- 8.1 A financially sustainable business association allows Council to work with businesses in the Precinct on leading practice sustainability programs that will reduce emissions, waste and energy usage amongst other outcomes.
- 8.2 Vibrant local activity centres provide residents with the opportunity to shop locally and sustainably by walking, cycling or taking public transport to access their centre rather than driving elsewhere.

9. COMMUNITY IMPACT

- 9.1 Vibrant activity centres are critical to the health and development of the local community. Centres provide employment, community meeting places, resources, leisure opportunities and essential services to the community.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 Special Rate and Charge schemes align with:

10.1.1 A healthy and connected community - Our Council fosters collaboration and mutual support within the community:

- Business and retail precincts play a vital role in supporting community wellbeing by offering diverse services. These precincts act as hubs of connection, where people gather, interact, and feel a sense of belonging. Through collaboration with Business Associations, Council helps ensure these precincts remain inclusive, accessible, and responsive to community needs.

10.1.2 An environmentally sustainable and resilient City - Our Council engages the community in enhancing environmental outcomes:

- Council can collaborate with Business Associations to promote and support environmentally sustainable practices across precincts.

10.1.3 A safe and liveable City - Our City values the distinct character and identity of local neighbourhoods:

- Successful business precincts underpin the liveability of a high-density city such as Port Phillip and are pivotal in creating a city of diverse and distinctive neighbourhoods and public spaces.

10.1.4 A vibrant and thriving community - Our City has a strong, resilient economy:

- Special rate funds empower the business community to actively and creatively market, promote and develop their precinct to maintain vibrancy and economic viability and to provide the community with a well-resourced business precinct that provides excellent services, gathering places and employment.

10.1.5 An engaged and empowered community - Our residents and businesses are well informed:

- Business Associations serve as a vital conduit between Council and the business community, helping to identify precinct needs and communicate priorities effectively.



10.1.6 A trusted and high-performing organisation - Port Phillip Council is financially sustainable, cost effective, and efficient:

- Special Rate funds enable cost-sharing models for marketing, events and activations of business precincts, improving financial efficiency.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

11.1.1 Council considers submissions at its Council Meeting on 18 March 2026.

11.1.2 Council considers whether to declare (or not) the Port Melbourne Special Rate and Charge 2026-2031 at its Council Meeting on 22 April 2026.

11.1.3 Council advises the PMBA following the Council decision on 22 April 2026.

11.1.4 Council advises property and business owners, by letter sent to the nominated postal address and the street address in the designated Special Rate and Charge area, of the decision regarding the Port Melbourne Special Rate and Charge following the decision at the Council Meeting on 22 April 2026.

11.1.5 If the decision is to declare:

- the Port Melbourne Special Rate and Charge 2026-2031 commences on 1 July 2026; and
- once the Special Rate and Charge is imposed on affected properties under 2026/27 rate notices, there will be a statutory opportunity of 30 days for lodging appeals with VCAT against Council's declaration of the Special Rate and Charge.

11.2 COMMUNICATION

11.2.1 Council advises the PMBA of Council's decision regarding the Port Melbourne Special Rate and Charge.

11.2.2 Council advises, by letter, all the eligible rate payers nominated postal addresses and the street addresses in the designated Special Rate and Charge area of the decision regarding the Port Melbourne Special Rate and Charge following the decision at the Council Meeting on 22 April 2026.

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. **Number of Submissions Summary for the Proposed Port Melbourne Special Rate and Charge**  
2. **Proposed Port Melbourne Special Rate Boundary Map**  
3. **Port Melbourne Business Association Business Plan 2026-2031**  
4. **Proposed Port Melbourne Special Rate Declaration**  
5. **Confidential- Port Melbourne Special Rate and Charge Submissions and Objections Received**

**Proposed Special Rate and Charge for the Port Melbourne Business Precinct 2026 – 2031
Submissions Summary**

Submission Type	Properties
Total properties within the Special Rate and Charge boundary	376
Submissions of support	7
Submissions of feedback	7
Invalid objections	10
Valid objections	42

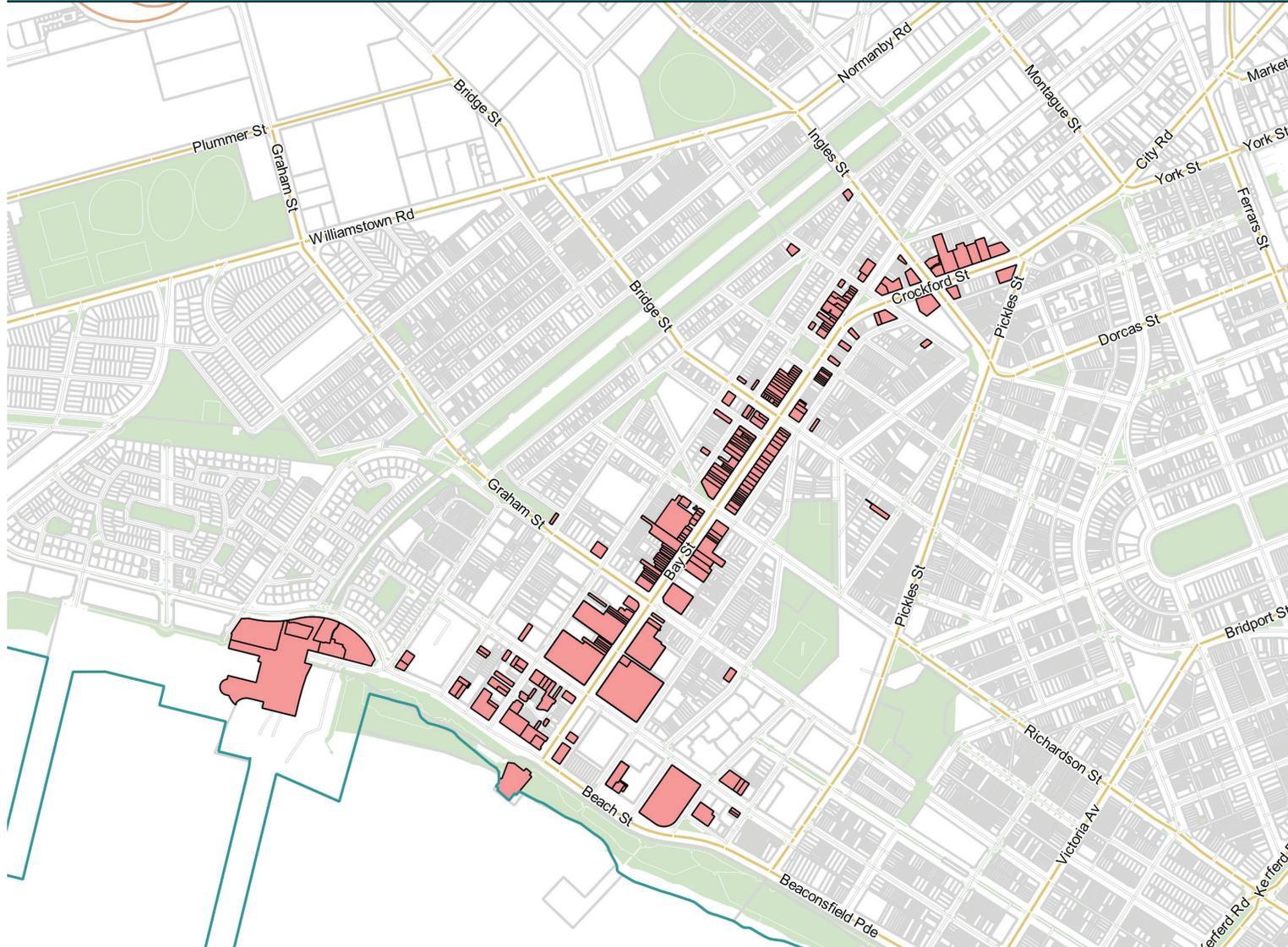
Total valid objections equating to 11.2 percent and total objections including invalid equating to 13.8 percent of the total proposed rateable properties included in the Special Rate and Charge (being 376 properties).

#	Business Owner or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
1	Business and property owner	3	<ul style="list-style-type: none"> • 173 Bay Street • 275 Bay Street • 173a Bay Street 	Support
2	Business owner	1	195 Bay Street	Support
3	Business owner	1	221a Bay Street	Support
4	Business owner	1	325 Bay Street	Support
5	Business owner	1	Floor 1/322 Bay Street	Support
6	Property owner	7	<ul style="list-style-type: none"> • 269 Bay Street • 369 Bay Street • 1 Nott Street • 140 Rouse Street • 144 Rouse Street • 51 Bay Street • 61 Bay Street 	Feedback
7	Business and property owner	2	<ul style="list-style-type: none"> • 1/101 Beach Street • 2/101 Beach Street 	Objection
8	Business and property owner	2	<ul style="list-style-type: none"> • 1/11 Beach Street • 4/11 Beach Street 	Objection
9	Property owner	1	1/18 Stokes Street	Objection

#	Business Owner or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
10	Property owner	3	<ul style="list-style-type: none"> • 1/75 Crockford Street • 2/75 Crockford Street • 67 Crockford Street 	Objection
11	Property owner	3	<ul style="list-style-type: none"> • 112 Bridge Street • 297 Bay Street • 299 Bay Street 	Objection
12	Business and property owner	1	126 Bridge Street	Objection
13	Business owner	1	141 Liardet Street	Objection
14	Business owner	1	153 Bay Street	Objection
15	Business and property owner	2	<ul style="list-style-type: none"> • 158 Rouse Street • 65 Bay Street 	Objection
16	Property owner	1	187 Bay Street	Objection
17	Business and property owner	1	192 Station Street	Objection
18	Property owner	1	2/71 Beach Street	Objection
19	Property owner	2	<ul style="list-style-type: none"> • 201/120 Bay Street • 202/120 Bay Street 	Objection
20	Business and property owner	1	223 Rouse Street	Objection
21	Business owner	1	227 Bay Street	Objection
22	Business owner plus property owner	1	272-274 Bay Street	Objection
23	Business and property owner	1	28 Beaconsfield Parade	Objection
24	Business and property owner	1	283 Bay Street	Objection
25	Property owner	1	301/120 Bay Street	Objection
26	Property owner	1	305/120 Bay Street	Objection
27	Business owner	1	358-360 Bay Street	Objection
28	Business and property owner	1	371 Bay Street	Objection
29	Business owner	1	Port Melbourne Yacht Club 38 Beach Street	Objection
30	Business owner	1	49 Bay Street	Objection
31	Property owner	1	67 Bay Street	Objection
32	Property owner	3	<ul style="list-style-type: none"> • 67A Bay Street • 77 Bay Street 	Objection

#	Business Owner or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
			• 77A Bay Street	
33	Business and property owner	1	84 Bay Street	Objection
34	Business owner	1	88 Bay Street	Objection
35	Property owner	1	90 Bay Street	Objection
36	Property owner	1	G0 1/130 Bay Street	Objection
37	Property owner	1	Shop 1/190 Bay Street	Objection
38	Business and property owner	1	Suite 2 190 Bay Street	Objection
39	Business owner	1	132 Rouse Street	Objection
40	Business owner	1	146 Rouse Street	Objection
41	Business owner	1	169 Bay Street	Objection
42	Business owner	1	2/71 Beach Street	Objection
43	Business owner	1	221 Bay Street	Objection
44	Business owner	1	25A Crockford Street	Objection
45	Business owner	1	365 Bay Street	Objection
46	Business owner	1	367 Bay Street	Objection
47	Business and property owner	1	302/120 Bay Street	Objection

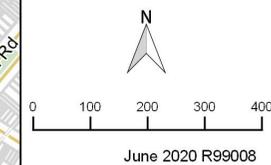
Port Melbourne Special Rate Precinct 2026 - 2031



Port Melbourne

Special Rate Property

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Port Melbourne 2026-27 Activation/Marketing & Business Improvement Plan and Budget

Activity	Planned Dates	Objectives	Expected results (What will it achieve? Ensure this is measurable)	Status (e.g., planned, in progress, complete, delayed, cancelled)	Budget
Various Competitions and Promotions Shop Back, Shop & Win, Scan and Win	Aug-Sept 2026	Highlight the many and varied businesses, especially in the quieter winter season Increase web and social media traffic from the competitions Gain engagement to ensure future posts are seen by more followers	Obtain 50 entries in each promotion	Being planned	\$30,000
Business spotlight videos	All Year	Profile all businesses in the Precinct through video productions	Complete 5 videos a month	Being planned	\$20,000
Influencers	All Year	Use influencers to showcase the best businesses in Port Melbourne	Complete one showcase each month	Being planned	\$10,000
Halloween	October 2026	Attract families with children to the Precinct Encourage spending in Port Melbourne businesses Bring a community celebratory feel to the Precinct	Attract 1,000 people to the event Increase revenue of Precinct businesses	Being planned	\$30,000
Christmas Decorations	Nov-Dec 2026	Enhance the streetscape appearance of the Precinct Create a distinctive celebratory feeling for businesses and customers in the Precinct	Attract 5,000 people to view the decorations Increase revenue of businesses	Being planned	\$15,000
Christmas Event	Dec 2026	Attract families to the Precinct Encourage spending in Port Melbourne businesses Create strong community engagement with the Precinct	Attract 2,000 people to the event Increase revenue of businesses	Being planned	\$30,000
Easter Get an egg from the Easter Bunny	April 2027	Attract families to the Precinct Increase awareness of Port Melbourne businesses Create a celebratory feel in the Precinct	Give away 200 eggs	Being planned	\$5,000
Mother's Day	May 2027	Attract mothers and their families to the Precinct Increase awareness of Port Melbourne businesses	Attract 500 people to the Precinct	Being planned	\$5,000
Music Crawl	June 2027	Create a strong music vibe throughout the Precinct Strengthen the Port Melbourne Precinct as a vibrant and cultural hub Increase numbers on the streets, with people visiting the different music venues	Attract 2,000 people to the event Increase revenue of businesses	Being planned	\$40,000

Port Melbourne 2026-27 Activation/Marketing & Business Improvement Plan and Budget

Activity	Planned Dates	Objectives	Expected results (What will it achieve? Ensure this is measurable)	Status (e.g., planned, in progress, complete, delayed, cancelled)	Budget
Lights, Banners, Flags and Maritime Wall Mural	All Year	Improve the visual appearance of the Precinct Create an impact through the various installations Increase visitation to the Precinct	Install new streetscape features and maintain them	Being planned	\$25,000
Merchandise Port Melbourne Gift Card - extension of the program with monthly reports Shopping bags	All Year	Expand the customer base in the Precinct Increase sales in a wider range of businesses in the Precinct	Deliver 100 new gift cards and 500 bags during the year	Being planned	\$25,000
Networking events during the year including the AGM	Every three months	Organise and deliver networking events at different venues in the Precinct Encourage commercial, health and community service businesses to attend	Attract 20 businesses to attend each event	Being planned	\$5,000
Grant Applications for further promotional events and half yearly Activity Reports	All Year	Organise and submit applications for extra grants during the year so as to provide more and better promotional events Organise half yearly Activity Reports for the City of Port Phillip	Obtain grants during the year Complete the Activity Reports	Being planned	\$10,000
Website development, email and domain hosting and maintenance	All Year	Organise and deliver improvements to the PMBA website	Upgrade of the website	Planned	\$5,000
Marketing and business development coordinators	All Year	Organise and deliver an extensive program of marketing and business improvement activities for the benefit of businesses in the Precinct	Deliver the activities outlined above Engage effectively with all businesses in the Precinct	Planned	\$80,000
TOTAL MARKETING & BUSINESS DEVELOPMENT EXPENSES					\$335,000
ADMINISTRATIVE EXPENSES	Annual Expenses				
Insurance					\$3,000
Bookkeeping and BAS services					\$2,500
Accountancy including software and auditor fees					\$3,500
Bank charges, Australia Post Box, storage					\$4,000
Communications					\$2,000
TOTAL ADMINISTRATIVE EXPENSES					\$15,000
TOTAL EXPENSES					\$350,000
TOTAL YEARLY LEVY RECEIVED					\$320,000
ANTICIPATED GRANTS AND OTHER INCOME					\$30,000
TOTAL INCOME					\$350,000
BALANCE					\$0

Port Melbourne Strategic Business Plan 2026 - 2031

Prepared by
Port Melbourne Business Association

September 2025

1. PURPOSE

The purpose of the Strategic Business Plan is to provide a guide to the strategies and action plans required by all the business interests associated with the precinct to deal effectively with the changes that are likely to occur between 2026 and 2031.

Key aims of the Plan are to develop:

- A united vision for the future development, marketing and management of the precinct
- Strategies to improve the business performance and business mix, marketing, management and communication within the precinct
- An implementation program
- Enthusiasm, commitment and ownership by all stakeholders to the Plan

2. PROFILE OF THE PORT MELBOURNE SHOPPING AND BUSINESS PRECINCT

2.1 Regional Context

The Port Melbourne Shopping and Business Precinct is an important activity centre in Inner Melbourne, situated approximately five kilometres south-west of the Melbourne CBD. It has a strategic location adjacent to Port Phillip Bay, Port Melbourne Beach, and Station Pier.

The precinct services not only the immediate local neighbourhood of about 18,700 residents in Port Melbourne, but also the whole of the City of Port Phillip and a broader Inner Melbourne catchment area of over 403,000 people.

2.2 Land Use Structure

For the purposes of this Plan, the Port Melbourne Precinct covers the following area:



The precinct includes Bay Street, Beach Street, Rouse Street (between Nott Street and Dow Street), Waterfront Place and parts of nearby side streets. It has grown significantly in the last 20 years through the influx of numerous multi-storey residential apartment developments with retailing on the ground floor. These developments have extended the commercial the area. It now runs from the foreshore (Beaconsfield Parade) to Boundary Road a distance of almost one kilometre. The precinct also includes a section of Beaconsfield Parade between Bay Street and Station Pier, including restaurants at the entrance to the pier.

The traditional retail core of the centre is located along Bay Street between Graham and Bridge Streets. The major convenience retail destination activity in the centre is the Coles Supermarket on the corner of Liardet Street and Bay Street.

2.3 Activity Centre Mix

There is a diverse range of retail, commercial, entertainment, health and community services in the precinct, reflecting its inner metropolitan location.

The breakdown of land uses is as follows:

Cafes, restaurants and hotels	24%
Groceries & Everyday Services	6%
Retail	9%
Hair & Beauty	10%
Health & Fitness	17%
Professional & Commercial Services	15%

Port Melbourne Strategic Business Plan 2026-2031**3**

Specialist Services	9%
Vacant	10%

2.4 Current Centre Roles, Image and Identity

The predominant roles of the shopping and business precinct relate to:

- Convenience and specialist retailing
- Professional and commercial services
- Lifestyle, leisure and health services

Port Melbourne is an important shopping destination for food, wine, clothing, and homewares. Dining is available at one of the many cafes, restaurants and historic pubs in the precinct. With this culture as well as the range of day spas, beauty salons and other leisure services, the Port Melbourne Precinct has a “lifestyle” niche.

The precinct performs a very important role as a professional and business services area. In conjunction with adjacent areas, it is developing into specialist business and employment hub for the City of Port Phillip connected with the Melbourne CBD, focusing on new information-based and creative endeavours including marketing, media, arts and culture, IT and general business services.

The precinct is a community focal point. It projects a friendly atmosphere with a sense of history and community.

2.5 Current Management, Marketing and Communication

The Port Melbourne Business Association (PMBA), working in conjunction with Port Phillip City Council, is responsible for managing and marketing the Port Melbourne Precinct. It is critical to the successful implementation of the five-year Business Plan.

Key roles of the PMBA include:

- Marketing the Port Melbourne Precinct to lift its profile and attract more customers and other visitors to the area
- Liaising with businesses and sharing relevant information as well as assisting with local problems
- Facilitating business networking
- Working with City of Port Phillip on issues relating to community safety, street maintenance, cleaning, planning, street parking and local laws
- Maintaining close relationships with property developers and other stakeholders as well as the State Government

Port Melbourne Strategic Business Plan 2026-2031**4**

Its current committee consists of:

Name	Business
Mike Stevens	Platinum Cosmetics
George Tsingos	Elegant Slax
Jodee Affleck	Platinum Cosmetics
Louis Thodosiou	Eyes2Port Optometrists
Nick Latras	Landlord
Tony Hill	McCluskey's Lawyers
Bec Webb and Cath Feast	Launch – Early Learning Centre
Ben Holcroft	One Ledger

The business association in conjunction with the City of Port Phillip manages a marketing and business improvement program funded by a special rate. The scheme was initially introduced in 1995 and has operated since that time, growing in terms of the number of business properties included and the annual amount of money collected each year.

The current scheme raises \$320,000 per annum and is levied on 379 properties. To ensure accountability, the Association has a funding agreement with the Council, and provides six monthly activity reports and an annual audit of the expenditure

To organise and implement the marketing and other activities in the program, the association currently employs Marketa (Stavros and Circe Zikou) as its precinct coordinators.

3. KEY ISSUES

The key issues for the five-year Port Melbourne Strategic Business Plan are summarised in the following SWOT analysis:

3.1 Strengths Weaknesses Opportunities and Threats

Strengths

- Proximity to the Melbourne CBD
- Range and quality of its business mix with many independent owner-operated businesses
- Strong café, restaurant, and hotel culture
- Rich cultural background with a strong connection to the Port Phillip Bay maritime history
- Easy to get around – convenient and accessible by tram, foot and car
- Cosmopolitan atmosphere
- Attractive, relaxed, casual, authentic, edgy, and interesting
- Strong sense of place and community
- New branding based around Port Melbourne Shopping Precinct

Port Melbourne Strategic Business Plan 2026-2031

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- Good relationships between the Business Association and Port Phillip City Council
- Strong music and arts tradition
- Local community-oriented businesses

Weaknesses

- Increasing competition from nearby centres
- Ongoing influx of \$2 shops and fast food outlets, changing the image and reducing the sense of Bay Street as a centre for specialist, locally owned and operated businesses
- Real estate agencies and commercial premises without active frontages occupying prime retail spaces which disconnects the retail activities
- Lack of destination activities in the precinct
- Ageing physical environment and streetscape - several poorly presented shopfronts; Poor and unwelcoming physical condition of some parts of the precinct - untidy/lack of cleanliness/shabby/graffiti
- High vacancy rate
- Long length of the Bay Street with scattering of businesses, diluting the retail offer and making the precinct too long to navigate by foot
- Lack of a central meeting space for public gatherings, markets, socialising or events
- Declining number of quality restaurants and cafes
- Difficulty in getting businesses engage or involved with the Business Association
- Apathy among some in the business community towards the Association's program – lack of involvement and interest
- Perceived car parking deficiencies and issues
- Apathy/negativity

Opportunities

- Stronger communication and engagement with businesses
- Increasing population in areas surrounding the precinct
- Stronger leisure and recreation activities in and around the precinct
- Further growth and diversification of the business services sector in the precinct
- Stronger interaction and networking between the retail and non-retail businesses in the centre
- Extension of the marketing activities to include a metropolitan focus
- Improved public relations with the business community
- More active precinct by trying something different and developing a focus that is unique
- Promotions on various streets
- Updating/painting of shopfronts and signage
- Better customer service
- Streetscape improvements
- Stronger cross-marketing of businesses in the precinct
- Achieving higher standards of presentation, merchandising, and customer service in existing businesses
- Improving the business mix

Port Melbourne Strategic Business Plan 2026-2031

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- Building on the new branding of the precinct, getting all businesses behind the branding, and making the wider community more aware of it
- Developing a more strategic marketing program

Threats

- Increasing competition from other nearby precincts such as South Melbourne and the Melbourne CBD including Southbank
- Higher rents and subsequent loss of businesses that are important to the character of the Port Melbourne Precinct
- Lack of engagement from as well as resistance to change by some businesses

:

4. THE FUTURE

4.1 Vision

To develop the Port Melbourne Precinct as a pre-eminent shopping, business and community precinct in the City of Port Phillip and as one of the significant traditional activity centres in Melbourne

The vision envisages a place that:

- has a distinctive sense of identity
- is changing with a more intensive mixed-use character
- is diverse
- takes advantage of AI opportunities
- is friendly and relaxed to work in, shop and visit
- has an active street life with more people staying longer in the precinct
- has interesting boutique style shops
- has a strong range of professional and business services
- offers memorable lifestyle experiences
- has an active business group working for the interests of the whole precinct

4.2 Mission Statement

The mission of the Business Association is to promote and improve the precinct, and develop a stronger sense of cohesion and involvement among all of its businesses

This is to be achieved through the Business Association:

- Acting as leaders and ambassadors for the precinct
- Facilitating positive experiences in the precinct

Specific outcomes that are expected to be achieved over time from this effort are:

- An improved profile for the whole precinct
- An increasing number of activities in the centre for the benefit of retail, commercial and other businesses
- A stronger mixed use character
- More businesses talking to and working with one another and with the Business Association
- An improvement in customer spending patterns in the precinct
- An overall improvement in the trading performance of the precinct
- Improvements in the physical conditions of the precinct
- Continued good relationships with Port Phillip City Council

5. STRATEGIC DIRECTIONS

The five-year Business Plan outlines an integrated set of pro-active strategies to achieve the future vision for the Port Melbourne Precinct. The emphasis in this Plan is on realistic but ambitious strategies that are affordable and that can achieve real results. Ownership of the strategies by all the key parties is critical to the successful implementation of the Plan.

The strategies are outlined below under the following headings:

- Marketing & Promotion
- Business Development & Support
- Communication & Engagement
- Precinct Development & Advocacy
- Precinct Management
- Financial Strategy

5.1 Marketing & Promotion

Precinct Branding & Identity

- Continued development of a strong, cohesive brand and identity

Website Improvements

- Ongoing enhancement in the precinct website to improve usability and mobile experience.
- Ongoing updates to the business directory on the website

Social Media Upgrades & Campaigns

- Ongoing platform upgrades and regular content tailored to highlight both the precinct and individual businesses
- Paid ad campaigns for greater reach

Promotional Events & Activations

- Street activations, events, competitions, giveaways, and live music to boost awareness of and visitation to the precinct

Seasonal Activation & Precinct Decorations

- Lighting, banners, floral, or thematic displays mark holidays or local events

5.2 Business Development & Support

Networking Events

- Social and professional events to connect businesses, share ideas, and foster collaboration

Filling of Vacant Premises

- Working with property owners and real estate agents to fill vacant premises throughout the precinct

5.3 Communication & Engagement

Email Newsletters & Precinct Updates

- Regular communication with news, Council updates, upcoming events, and funding opportunities

5.4 Precinct Development & Advocacy

Advocacy

- Representation of business interests with Council and State Government on issues related to community safety, crime prevention, parking, planning, and public space use

5.5 Precinct Management

Stronger Business Association

- Larger membership in the Association
- An ongoing active Committee representing different types of businesses in different parts of the precinct
- Regular Committee meetings to develop and implement an ambitious program
- Monthly financial statements on the expenditure of the special rate funds

Continued Employment of a Precinct Coordinator(s)

- Continued employment of professional precinct coordinator(s) to:
 - Provide ongoing information about the Port Melbourne program to all businesses in the precinct and obtain feedback
 - Provide a briefing to the monthly Committee meetings on problem issues in the precinct and recommended strategies to resolve them
 - Develop stronger relationships with community groups (schools, service clubs, sports clubs, etc) and residents so as to foster stronger connections and develop stronger loyalty from these groups towards the precinct

Port Melbourne Strategic Business Plan 2026-2031**10**

- Visit and be seen to be working with each business in the precinct through regular contact and communication
- Develop an annual marketing plan including an extension of the branding strategy, strategic marketing (website, advertising campaign in various media) and a calendar of promotional events

5.6 Financial Strategy

The annual budget to undertake the proposed management, marketing, and business development initiatives outlined in the Business Plan is recommended to be in the order of \$320,000.

A general breakdown of this budget is as follows:

Promotional Events	\$120,000
Competitions	\$30,000
Precinct Decorations	\$60,000
Social Media/Website Promotions	\$5,000
Business Networking	\$5,000
Precinct Coordinators	\$80,000
Administration	\$20,000
Total	\$320,000

Additional funds to those outlined in this budget may be obtained by the Association through Council and Government grants.

There is a need for an ongoing coordinated long-term funding approach that enables the business association to plan strategically and cover the cost of these initiatives. To achieve this, it is recommended that a special rate of \$ 320,000 be established through City of Port Phillip effective from 1 July 2026 and levied for five years.

With 379 rateable properties in the precinct, the average business contribution into the program in 2026-27 would be \$ 844 p.a. or \$2.31 per day, less than half the cost of a cup of coffee a day.

It is important to maintain an ongoing financial accountability system. A financial report should be organised and provided to an Association Committee meeting every month to monitor expenditure against the income achieved through the special rate. This report should outline expenditure against a designated budget for each project area of the Committee's work. An audit of the Association's annual income and expenditure should be prepared at the end of the financial year and presented to the Association's AGM as well as to Council each year.

6. IMPLEMENTATION

The key priorities for implementation over the five years are:

- Engaging a centre management and marketing co-ordinator(s) on an ongoing basis
- Implementing new branding for the precinct, getting all businesses behind the branding, and making the wider community more aware of it
- Developing a more strategic marketing program including a focus on growing support from nearby areas
- Establishing business development and networking opportunities particularly to connect with the commercial businesses in the precinct and adjacent areas
- Maintaining stronger communication and accountability with all businesses in the special rate area
- Continuing to facilitate streetscape and other improvements in the precinct

7. MONITORING AND EVALUATION

The degree of achievement of the actions outlined in this Business Plan will be evaluated at the end of each financial year.

Key performance indicators to be included in the evaluation are:

- Extent of completion of projects specified in the Strategic Business Plan
- Level of business participation in activities and promotions
- Business and customer perceptions about the success of marketing and business improvement projects
- Business perceptions about changes in the overall profile and trading performance of the precinct
- Financial accountability
- Compliance with the reporting requirements to Council as indicated in the Funding Agreement with the City of Port Phillip

DECLARATION OF A SPECIAL RATE FOR THE PORT MELBOURNE BUSINESS PRECINCT 2026 - 2031

Having considered all submissions and objections received and having complied with the requirements of sections 163, 163A, 163B and 223 of the *Local Government Act 1989 (Act)*, Port Phillip City Council (**Council**) declares a special rate and special charge (**Special Rate**) scheme under section 163(1) of the Act for the purposes of defraying expenses to be incurred by Council in connection with the marketing, promotion, business development and centre management for the encouragement of commerce, retail, tourism, professional activity and employment in the Port Melbourne Business Precinct (**Business Precinct**). It is proposed the funds be provided to the incorporated body known and operating as the Port Melbourne Business Association (**Association**), subject to a funding agreement with Council under which all funds provided to the Association are subject to the approval, direction and control of Council, and will be used for the purpose of marketing, promotion, business development and centre management expenses as approved by Council.

The criteria which form the basis of the declaration of the Special Rate are the ownership and the Net Annual Value (**NAV**) of rateable land which is:

- used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes; and
- situated within the geographical area shown in the Port Melbourne Special Rate Area identified below and Proposed Boundary Map at figure 1 below (**Boundary Map**).

Further, the classification of properties within the Special Rate Area as receiving a 'primary' or 'secondary' special benefit is based upon the nature and characteristics of the properties and businesses included in each of the benefit areas. The benefit areas are described below.

In declaring the Special Rate scheme, Council is performing functions and exercising powers in relation to the peace, order and good government of the municipal district of the City of Port Phillip, in particular the encouragement of commerce, retail activity, tourism and employment opportunities within the area for which the Special Rate scheme is declared.

The total cost of the performance of the function and the exercise of the power by Council (in relation to activities associated with the encouragement of commerce, retail activity, tourism and employment opportunities in the area for which the Special Rate scheme is declared), and the total amount of the Special Rate to be levied by Council, is \$1,600,000. This is the total amount that will be raised by way of the Special Rate scheme during the declared Special Rate Period and reflects an amount of up to \$320,000 per annum in each of the financial years from 2026-2027 to 2030-2031.

The Special Rate is declared, and will remain in force, for the period commencing on 1 July 2026 and ending on 30 June 2031 (**Special Rate Period**).

The area for which the Special Rate scheme is declared is the area of land comprising all the properties set out below, as shown on the Boundary Map. The land in relation to which the Special Rate scheme is declared is all that rateable land described in the address listing of rateable properties set out below:

Eligible Properties

The following eligible properties within the below address ranges (**Special Rate Area**) are included in the Special Rate scheme:

- 1-476 Bay Street (odd and even inclusive);
- 1-105 Beach Street (odd and even inclusive);
- 28-40 Beaconsfield Parade (inclusive);
- 92-141 Bridge Street (odd and even inclusive);
- 1-86 Crockford Street (odd and even inclusive);
- 69 Cruickshank Street;
- 146 Evans Street;
- 97 and 214-252 Graham Street (inclusive);
- 5 Ingles Street;
- 21 Johnston Street;
- 21 and 8-30 Lalor Street (inclusive);
- 141-147 Liardet Street (inclusive);
- 1-174 Nott Street (odd and even inclusive);
- 2-4 Princes Street (inclusive);
- 2-4 and 33-107 Raglan Street (inclusive);
- 46-224 Rouse Street (odd and even inclusive);
- 100 Spring Street North;
- 192 Station Street;
- 18-42 Stokes Street (inclusive); and
- 1-13 Waterfront Place (inclusive).

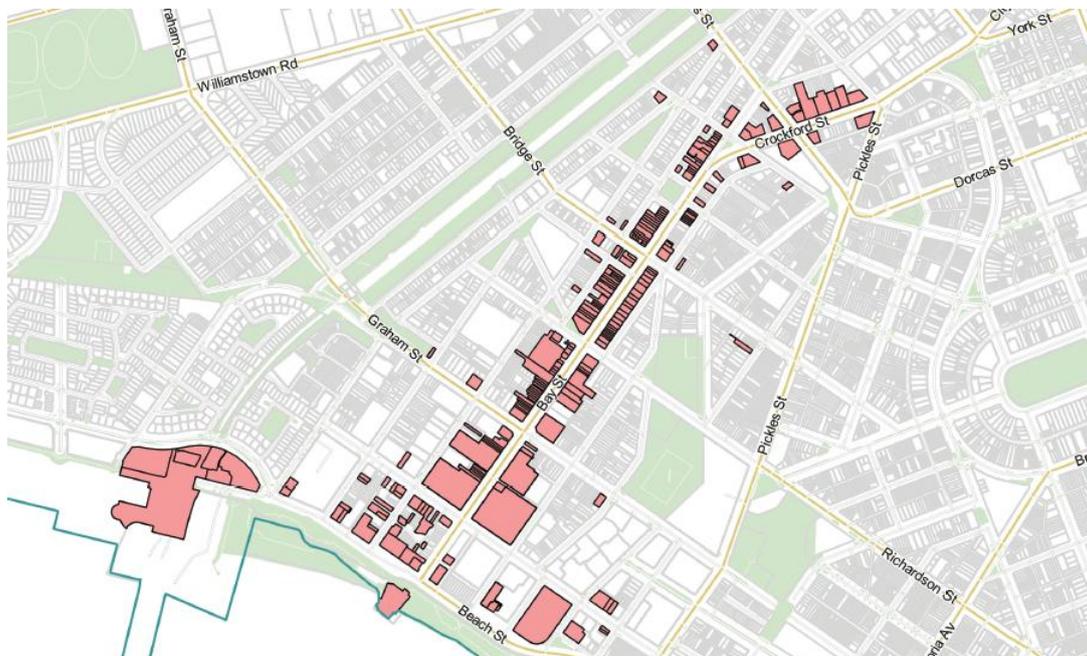


Figure 1. Boundary Map

Properties exempt from paying the Special Rate include:

- Dedicated car parking lots;
- telecommunication towers and power substations;
- all residential properties; and
- non rateable properties.

Benefit Areas

For the Special Rate Period, the benefit areas for the purposes of assessing the Special Rate are as follows:

Primary Benefit Area - the primary benefit area includes properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes and are:

- Ground level properties with street frontage on:
 - Bay Street;
 - Beach Street;
 - Liardet Street;
 - Rouse Street (between Nott Street and Dow Street); or
 - Waterfront Place.

Secondary Benefit Area - the secondary benefit area includes properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes, and are all other properties identified in Special Rate Area, which are not included in the Primary Benefit Area.

Special Rate

The rates in the dollar applicable to each benefit area for the purposes of levying the Special Rate will be determined at the beginning of each financial year, having regard to the NAV of all the properties in each benefit area at that time, to raise up to \$320,000 per annum.

It be noted that the Valuer General Victoria re-values all properties within the municipal district every year. On 1 July 2026, the new valuations will be used to calculate the rate in the dollar for all eligible properties within the Business Precinct.

By way of example, and in the absence of the NAV figures for 2026-2027, below shows the rates in the dollar, based on the 2025-2026 NAV valuations, that would have been applied to collect the special rates and charges totalling up to \$320,000 per annum:

- Primary benefit rate – 0.00851
- Secondary benefit rate – 0.00426

The actual special rates to be applied in 2026-2027, and in each subsequent year of the Special Rate Period, will be redetermined in each financial year having regard to reassessed NAV figures prepared annually by Valuer-General Victoria.

In addition to the rate in the dollar being adjusted each financial year, maximum and minimum special charges will also apply. For the 2026-27 rating year, the following maximum and minimum special charges will apply:

- Primary benefit rate – maximum charge of \$20,512 and a minimum charge of \$703 per year.
- Secondary benefit rate – maximum \$10,256 and a minimum charge of \$446 per year.

The maximum and minimum special charges will be adjusted at the beginning of each financial year during the operation of the Scheme, having regard to:

- any change to the special rate in each of the benefit areas (which, as above, will be determined having regard to the movement of NAV to ensure that \$320,000 will be collected in that year);
- the inclusion or removal of any properties from the Scheme; and
- any change in the number of properties that will pay a special charge (as opposed to a special rate), having regard to the changed special rates in each benefit area, as above.

The Special Rate (which for the avoidance of doubt, includes any special charge) will be levied by the Council sending a levy notice annually to the persons who are liable to pay the Special Rate, which will require that the Special Rate must be paid in the following manner:

- by one annual payment to be paid in full by the due date fixed by Council in the notice, which will be a date not less than 30 days after the date of the issue of the notice; or
- by four instalments to be paid by the dates which are fixed by Council in the notice.

In accordance with section 163(4A), this declaration will expire if the Special Rate is not levied to each person liable to pay it within 12 months after the day on which this declaration is made.

Council considers that there will be a special benefit to the persons required to pay the Special Rate because:

- there will be a benefit to those persons that is over and above, or greater than, the benefit that is available to persons who are not subject to the Special Rate scheme; and
- directly and indirectly as a result of the expenditure of the Special Rate scheme, the viability of the Business Precinct as a business, commercial and retail area, and the value and the use, occupation and enjoyment of the properties and the businesses included in the Special Rate Area, will be maintained or enhanced through increased economic activity.

Council has determined for the purposes of sections 163(2)(a), (2A) and (2B) of the Act that the estimated proportion of the total benefits of the Special Rate scheme to which the performance of the function and the exercise of the power relates (including all special benefits and community benefits) that will accrue as special benefits to all of the persons who are liable or required to pay the Special Rate is in a ratio of 1:1 (or 100%). This is on the basis that, in the opinion of Council, all of the services and activities to be provided from the expenditure of funds raised by the Special Rate scheme are marketing, promotion and advertising related and will accordingly only benefit those properties and businesses included in the Special Rate Area that are used, or reasonably capable of being used for retail, commercial, leisure, tourism, entertainment, light industrial and professional purposes.

Council authorises the Association to administer the proceeds of the Special Rate scheme on the express condition that the Association enters into a funding agreement with Council for the Special Rate Period.

City of Port Phillip Declaration of a Special Rate
for the Port Melbourne Business Precinct 2026 - 2031

Business in port phillip

Council authorises its Chief Executive Officer or delegate to prepare the funding agreement between Council and the Association by which administrative arrangements in relation to the Special Rate scheme are confirmed. Such agreement will ensure that at all times, and as a precondition to the payment of any funds by Council to the Association, Council is, and remains, legally responsible for approving, directing and controlling the expenditure of the proceeds of the Special Rate in accordance with its legal obligations to do so.

Notice of Council's decision to declare and levy the Special Rate shall be sent to all owners and occupiers of properties included in the Special Rate scheme and all persons who have lodged a submission and/or an objection, and such notice shall also set out the reasons for Council's decision.

The reasons for Council's decision are recorded as the reasons set out below:

- Council considers that it is acting in accordance with the functions and powers conferred on it under the *Local Government Act 1989*, having regard to its role, purposes and objectives under the Act, particularly in relation to encouragement of commerce, retail, tourism, professional activity and employment in the Business Precinct;
- All persons who are liable or required to pay the Special Rate and the properties respectively owned or occupied by them, will receive a special benefit in the form of an enhancement or maintenance in land values and/or a maintenance or enhancement in the use, occupation and enjoyment of the properties subject to the Special Rate; and
- The basis of distribution of the Special Rate among those persons who are liable or required to pay it is considered to be fair and reasonable.



11.2 SOUTH MELBOURNE SPECIAL RATE AND CHARGE 2026-2031 - CONSIDERATION OF OBJECTIONS AND SUBMISSIONS

EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY DEVELOPMENT

PREPARED BY: SUSIE FILLETI, BUSINESS ENGAGEMENT COORDINATOR
MIKE FISHER, MANAGER CITY PLANNING AND SUSTAINABILITY

1. PURPOSE

- 1.1 To consider the written submissions received by Council, and to hear people speaking in support of their submissions, pursuant to the statutory process to introduce the South Melbourne Special Rate and Charge for 2026 – 2031.

2. EXECUTIVE SUMMARY

- 2.1 On 30 September 2025, Council received a letter from South Melbourne Business Association (formerly Clarendon and Coventry Streets Business Association) requesting that Council begin the statutory process to introduce the South Melbourne Special Rate and Charge. The South Melbourne Business Association (SMBA) had contacted all open businesses in the Precinct (226 businesses) and received support from 129 which represented 57 percent.
- 2.2 At the Council Meeting held on the 10 December 2025 Council resolved to commence the statutory process under the *Local Government Act 1989* to introduce a Special Rate and Charge for the properties within the defined South Melbourne Business Precinct. The Special Rate and Charge is up to \$280,000 in the 2026–2027 financial year and indexed for each subsequent year of the Scheme using CPI, with a minimum increase of two percent and a maximum increase of four percent.
- 2.3 The proposed new Special Rate and Charge includes 318 commercial properties.
- 2.4 Council must consider all submissions received in relation to the Special Rate and Charge in accordance with Sections 163A, 163B and 223 of the *Local Government Act 1989* (Act) prior to deciding whether to declare the South Melbourne Special Rate and Charge.
- 2.5 On 15 December 2025 Council published notice of the proposed Special Rate and Charge. Copies of the notice were sent to persons who would be liable to pay the Special Rate and Charge, if declared.
- 2.6 During the statutory consultation period, Council received the following response on the Special Rate and Charge:
- 26 submissions of support;
 - 1 submission of feedback;
 - 4 submissions objecting, however, these were not included in the counts as the properties fall outside the proposed Boundary Map (**Attachment 1**);
and
 - 36 valid and 12 invalid objections.
- 2.7 Based on independent legal advice, Council Officers calculate valid objections equating to 11.3 percent, and total objections including invalid equating to 15.1 percent, of the



total proposed rateable properties included in the Special Rate and Charge (being 318 properties).

- 2.8 Validity of an objection is determined under Section 163B of the Act, which outlines that any person who will be required to pay the proposed special rate or charge is entitled to exercise the right of objection. For an objection from an occupier/tenant to be valid under the Act, documentary evidence is needed which shows that the occupier/tenant will be required to pay the special rate or special charge as a condition of their lease. Where this evidence was requested and not provided, an objection was determined to be invalid as the rate would not apply to them.
- 2.9 Section 163B(6) of the Act states that Council cannot make a declaration of a Special Rate and Charge if it receives objections from a majority (exceeding 50 percent) of the rateable properties where the Special Rate and Charge would be imposed. In this case, Council has not received objections from a majority of rateable properties to the proposed Special Rate and Charge.
- 2.10 Many of the objections were based on concerns regarding the benefit of the rate to the precinct, part of the precinct or their particular property or business. Several objectors also raised issues relating to the challenging economic climate, increasing operating costs, and the financial impact the Special Rate and Charge would have on their business or tenants.
- 2.11 A summary of the submissions received is outlined in the attached table (**Attachment 2**). Property and business owners that made submissions have been invited to speak to their submissions at this meeting. Copies of all the submissions received have been provided to all Councillors.
- 2.12 In considering and hearing the submissions, and deciding in whether to declare the Special Rate and Charge, consideration should be given to the following:
 - 2.8.1 Whether the basis distribution of the Special Rate and Charge on properties liable to pay it is fair and equitable and that all affected properties will receive a special benefit as a result of the Special Rate and Charge.
 - 2.8.2 Whether there is a need to modify the Special Rate and Charge due to inaccuracies within the Public Notice or abandon the proposed Special Rate and Charge.
 - 2.8.3 The views of those who responded.

3. RECOMMENDATION

That Council:

- 3.1 Considers all written submissions, and verbal submissions of property and business owners who have requested to speak, to the proposed South Melbourne Special Rate and Charge 2026 - 2031 and in accordance with sections 163A, 163B and 223 of the *Local Government Act 1989* (Act).
- 3.2 Notes that a formal decision on whether to declare the South Melbourne Special Rate and Charge 2026 – 2031 (scheme) will be considered at the Council Meeting on 22 April 2026.



4. KEY POINTS/ISSUES

- 4.1 Special Rate and Charge declarations are a statutory process governed by Part 8 of the *Local Government Act 1989*. Despite the enactment of the *Local Government Act 2020*, the Special Rate and Charge provisions of the 1989 legislation are still in force. In declaring a Special Rate and Charge, Council must consider that:
- 4.1.1 the proposal relates to the performance of a function authorised under Section 163 of the Act;
 - 4.1.2 there will be a special benefit to those persons liable to pay the Special Rate and Charge levy; and
 - 4.1.3 there is a reasonable distribution of the rate amongst those persons liable to pay the Special Rate and Charge levy.
- 4.2 On 30 September 2025, Council received a letter from South Melbourne Business Association (SMBA) requesting that Council begin the statutory process to introduce the South Melbourne Special Rate and Charge for five years, from 1 July 2026 to 30 June 2031.
- 4.3 In August and September 2025, SMBA contacted all open businesses in the Precinct (226 businesses) to gauge support for the Special Rate. SMBA received support from 129 out of the 226 properties which represented 57 percent.
- 4.4 The proposed new Special Rate and Charge is for a five-year period (2026 – 2031) and includes 318 properties. The proposed Boundary Map is attached (**Attachment 1**).
- 4.5 The proposed 2026 – 2031 Special Rate and Charge is modelled to raise up to \$280,000 in the 2026–2027 financial year and indexed for each subsequent year of the Scheme using CPI, with a minimum increase of two percent and a maximum increase of four percent.
- 4.6 In accordance with Council’s statutory obligations under sections 163(1A) and 163B(3) of the Act, a Public Notice was published in *The Age* on 15 December 2025, outlining the details of the proposed declaration of Special Rate and Charge. This Public Notice commenced the statutory consultation process. The process concluded at 5pm on 30 January 2026.
- 4.7 During the statutory consultation period, between 15 December 2025 and 30 January 2026, Council received the following response on the proposed Special Rate and Charge:
- 26 submissions of support from 8 business and property owners representing 26 properties;
 - 1 submission of feedback from 1 business owner representing 1 property;
 - 4 submissions were received from 1 property owner, representing 4 properties objecting. However, these were not included in the counts as the properties fall outside the proposed Boundary Map (**Attachment 1**); and
 - 36 valid and 12 invalid objections from 33 property and business owners representing 45 properties.
- 4.8 The City of Port Phillip currently has four Special Rate schemes in operation – Fitzroy Street, Acland Street Village, Carlisle Street and Port Melbourne. All Port Phillip schemes incorporate the collection of a levy from commercial properties within a



defined geographic area, for the sole purpose of marketing, promotion and business development of the specified activity centre.

- 4.9 All funds collected are distributed to the relevant incorporated Business Association under a funding agreement with Council.
- 4.10 Properties exempt from paying the Special Rate and Charge levy include:
- Dedicated car parking lots;
 - telecommunication towers and power substations;
 - all residential properties; and
 - non rateable properties.
- 4.11 If redevelopments occur within the proposed Special Rate and Charge boundary, any new eligible properties that have not previously been levied will be added to the Special Rate and Charge. Any property that changes from commercial, retail, leisure, tourism or light industrial to residential use will be removed from the Special Rate and Charge. Amendments to the Special Rate and Charge will occur from the date the supplementary valuation takes effect.
- 4.12 The SMBA has developed its Business Plan for the proposed 2026 – 2031 Special Rate and Charge as well as a Budget and Action Plan for FY2026/2027 (**Attachment 3**). The Business Plan and Budget and Action Plan will form part of the new funding agreement with Council.
- 4.13 The Special Rate and Charge will be for the sole purpose of marketing, promotion, business development and centre management of the specified Activity Centre. It is considered that the value of the properties included in the Special Rate and Charge, their desirability as a letting proposition, and their general amenity could be enhanced by the activities generated from the Special Rate funds.
- 4.14 To distribute the Special Rate and Charge across the commercial properties within the South Melbourne precinct boundary, three benefit areas will be implemented – primary, secondary and tertiary. Details of the benefit areas and scheme boundary are specified in the Proposed Declaration of a Special Rate and Charge (**Attachment 4**).

5. CONSULTATION AND STAKEHOLDERS

- 5.1 On 11 December 2025 Council sent separate letters to all affected property owners and occupiers within the proposed South Melbourne boundary. This advised them of the Intention to Declare the South Melbourne Special Rate and Charge, the commencement of the statutory process including a copy of the Public Notice, and an estimation of the levy based on 2025 Net Annual Value (NAV) valuations that would be applied to the property.
- 5.2 A Public Notice was published in the Age and on Council's website on the 15 December 2025, outlining the details of the proposed declaration of Special Rate and Charge. This Public Notice commenced the statutory consultation process. The process concluded at 5pm on 30 January 2026.
- 5.3 Council has acknowledged receipt of all submissions and has provided details of the Council Meeting at which those property and business owners may speak to their submission.



6. LEGAL AND RISK IMPLICATIONS

6.1 The risks associated with the proposal are limited by the following:

- 6.1.1 Council procured legal services from Maddocks to independently review objections submitted during the statutory consultation process.
- 6.1.2 Council cannot declare the Special Rate and Charge if it receives objections that exceed 50 percent of the total properties in accordance with Section 163B(6) of the *Local Government Act 1989*. The number of valid objections received for the Special Rate and Charge was 11.3 percent. This percentage is significantly less than the legislative threshold required for Council to discontinue the process under this section.
- 6.1.3 If the Special Rate and Charge is declared, SMBA will enter into a formal funding agreement with Council for the duration of the Special Rate and Charge. This agreement outlines the specific purposes for which the funds can be spent (being the purposes for which the Special Rate and Charge is declared).
- 6.1.4 Under the terms of the proposed funding agreement:
 - SMBA will be required to submit an Activity Report that includes financial reporting documentation every six months (profit and loss, balance sheet, general ledger, and marketing activity report). Special Rate and Charge monies will not be paid to the Association until all reporting is received and approved.
 - SMBA must be an incorporated entity through the life of the Special Rate and Charge and must act in accordance with the *Associations Incorporation Reform Act 2012*.
 - SMBA will be required to develop and adopt their five-year Business Plan to guide expenditure of the funds.
 - SMBA will be required to develop an annual Budget and Action Plan that details how the operating budget will be spent.
 - SMBA will expend the monies raised by the Special Rate and Charge on behalf of Council as an administrator of the funds. At all times SMBA will be bound by the funding agreement with Council and under the direction of Council, and Council will reserve solely all discretions relevant to the application of the proceeds of the Special Rate. Section 164 of the Act enables Council to discontinue the Special Rate and Charge if there is any inappropriate expenditure.
- 6.1.5 If Council does not wish to support the South Melbourne Special Rate and Charge, there may be an expectation from the commercial precinct that Council will fund marketing and promotion activities for the precinct.
- 6.1.6 If Council proceeds with the declaration at its Council Meeting on 22 April 2026, a person then has 30 days from the date of issue of the Special Rate and Charge notice to apply to VCAT for a review of a decision of Council to impose a Special Rate and Charge on limited grounds under section 185 the *Local Government Act 1989*.



- 6.1.7 If an appeal is lodged at VCAT, Council would consider whether to proceed with the implementation of any Special Rate and Charge until this appeal has been heard, and whether to provide any monies raised to SMBA until there is a VCAT decision on the matter.

7. FINANCIAL IMPACT

- 7.1 Council incurs administrative costs for the implementation of the South Melbourne Special Rate and Charge. These have been included in the FY2025/2026 budget.
- 7.2 If the Special Rate and Charge is successful, ongoing resources will be required to monitor the Special Rate and Charge, this will be funded from the operational budget and supported via existing resourcing.
- 7.3 Council administers the collection of the funds of the Special Rate and Charge and would distribute the funds to SMBA in two half-yearly instalments after they complete reporting requirements under the proposed funding agreement.

8. ENVIRONMENTAL IMPACT

- 8.1 A financially sustainable business association allows Council to work with businesses in the Precinct on leading practice sustainability programs that will reduce emissions, waste and energy usage amongst other outcomes.
- 8.2 Vibrant local activity centres provide residents with the opportunity to shop locally and sustainably by walking, cycling or taking public transport to access their centre rather than driving elsewhere.

9. COMMUNITY IMPACT

- 9.1 Vibrant activity centres are critical to the health and development of the local community. Centres provide employment, community meeting places, resources, leisure opportunities and essential services to the community.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Special Rate and Charge schemes align with:
- 10.1.1 A healthy and connected community - Our Council fosters collaboration and mutual support within the community:
- Business and retail precincts play a vital role in supporting community wellbeing by offering diverse services. These precincts act as hubs of connection, where people gather, interact, and feel a sense of belonging. Through collaboration with Business Associations, Council helps ensure these precincts remain inclusive, accessible, and responsive to community needs.
- 10.1.2 An environmentally sustainable and resilient City - Our Council engages the community in enhancing environmental outcomes:
- Council can collaborate with Business Associations to promote and support environmentally sustainable practices across precincts.
- 10.1.3 A safe and liveable City - Our City values the distinct character and identity of local neighbourhoods:



- Successful business precincts underpin the liveability of a high-density city such as Port Phillip and are pivotal in creating a city of diverse and distinctive neighbourhoods and public spaces.

10.1.4 A vibrant and thriving community - Our City has a strong, resilient economy:

- Special rate funds empower the business community to actively and creatively market, promote and develop their precinct to maintain vibrancy and economic viability and to provide the community with a well-resourced business precinct that provides excellent services, gathering places and employment.

10.1.5 An engaged and empowered community - Our residents and businesses are well informed:

- Business Associations serve as a vital conduit between Council and the business community, helping to identify precinct needs and communicate priorities effectively.

10.1.6 A trusted and high-performing organisation - Port Phillip Council is financially sustainable, cost effective, and efficient:

- Special Rate funds enable cost-sharing models for marketing, events and activations of business precincts, improving financial efficiency.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

11.1.1 Council considers submissions at its Council Meeting on 18 March 2026.

11.1.2 Council considers whether to declare (or not) the South Melbourne Special Rate and Charge 2026-2031 at its Council Meeting on 22 April 2026.

11.1.3 Council advises the SMBA following the Council decision on 22 April 2026.

11.1.4 Council advises property and business owners, by letter sent to the nominated postal address and the street address in the designated Special Rate and Charge area of the decision regarding the South Melbourne Special Rate and Charge following the decision at the Council Meeting on 22 April 2026.

11.1.5 If the decision is to declare:

- the South Melbourne Special Rate and Charge 2026-2031 commences on 1 July 2026; and
- once the Special Rate and Charge is imposed on affected properties under 2026/27 rate notices, there will be a statutory opportunity of 30 days for lodging appeals with VCAT against Council's declaration of the Special Rate and Charge.

11.2 COMMUNICATION

11.2.1 Council advises the SMBA of Council's decision regarding the South Melbourne Special Rate and Charge.

11.2.2 Council advises, by letter, all the eligible rate payers nominated postal addresses and the street addresses in the designated Special Rate and Charge



area of the decision regarding the South Melbourne Special Rate and Charge following the decision at the Council Meeting on 22 April 2026.

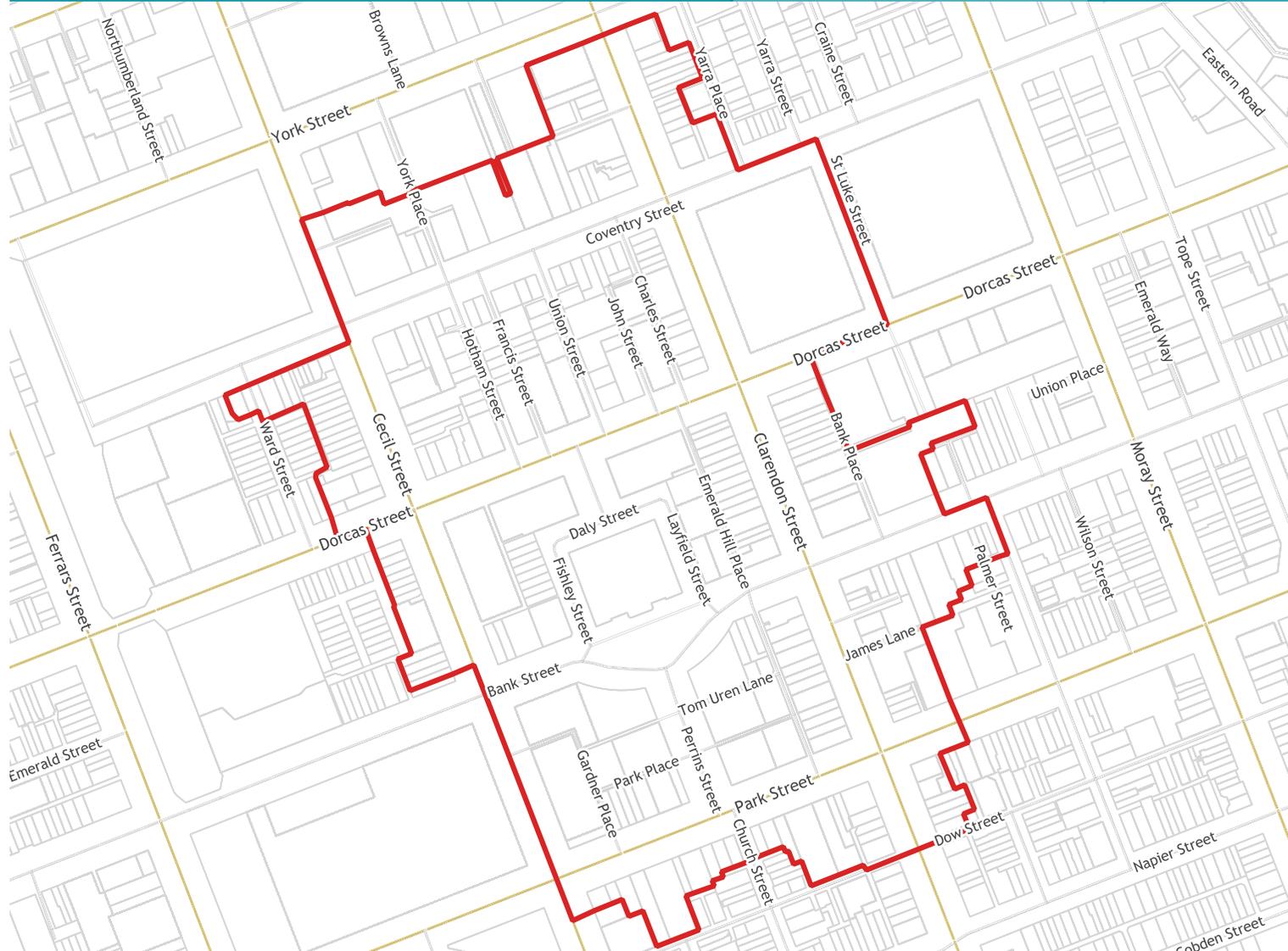
12. OFFICER MATERIAL OR GENERAL INTEREST

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

ATTACHMENTS

1. **Proposed South Melbourne Special Rate and Charge Boundary Map**  [↓](#)
2. **Number of Submissions Summary for the Proposed South Melbourne Special Rate and Charge**  [↓](#)
3. **South Melbourne Business Association Business Plan 2026-2031**  [↓](#)
4. **Proposed South Melbourne Special Rate and Charge Declaration**  [↓](#)
5. ***Confidential*- South Melbourne Special Rate and Charge Submissions and Objections Received**

South Melbourne Business Precinct Special Rate Area and Proposed Boundary Map 2026 - 2031



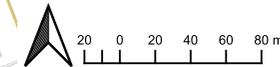
Legend

 Proposed boundary



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RITM0067426 28 October 202

**Proposed Special Rate and Charge for the South Melbourne Business Precinct 2026 – 2031
Submissions Summary**

Submission Type	Properties
Total properties within the Special Rate and Charge boundary	318
Submissions of support	26
Submission of feedback	1
Submissions outside of the proposed boundary (not counted)	4
Invalid objections	12
Valid objections	36

Total valid objections equating to 11.3 percent and total objections including invalid equating to 15.1 percent of the total proposed rateable properties included in the Special Rate and Charge (being 318 properties).

#	Business Owner and/or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
1	Business owner	1	362 Clarendon Street	Support
2	Property owner	1	289 Clarendon Street	Support
3	Business owner	3	<ul style="list-style-type: none"> • 291 Clarendon Street • 275-277 Coventry Street • 304 Clarendon Street 	Support
4	Property owner plus business owner	1	303 Clarendon Street	Support and objection
5	Business owner	1	364-368 Clarendon Street	Support
6	Business owner	1	358 Clarendon Street	Support
7	Business owner	1	246 Park Street	Feedback
8	Property and business owner	8	<ul style="list-style-type: none"> • G0 8/259 Clarendon Street • G0 9/261 Clarendon Street • G 21/261 Clarendon Street • G 24/261 Clarendon Street • G 18/273 Clarendon Street • G 16-17/269-271 Clarendon Street • Suite 2/273 Clarendon Street • Suite 3/273 Clarendon Street 	Support
9	Property owner	10	<ul style="list-style-type: none"> • 307-309 Clarendon Street 	Support

#	Business Owner and/or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
			<ul style="list-style-type: none"> • 305 Clarendon Street • G0 3/188a Bank Street • 4/188a Bank Street • 5/188a Bank Street • 6/188a Bank Street • 7/188a Bank Street • 8/188a Bank Street • 9/188a Bank Street • 10/188a Bank Street 	
10	Property owner	1	G0 1/240-242 Dorcas Street	Objection
11	Property owner	1	225 Clarendon Street	Objection
12	Property owner	1	223 Clarendon Street	Objection
13	Business owner	1	181 Cecil Street	Objection
14	Property owner plus business owner	2	<ul style="list-style-type: none"> • 284 Clarendon Street • 286 Clarendon Street 	Objection
15	Property owner	2	<ul style="list-style-type: none"> • 1/290-296 Coventry Street • 355 Clarendon Street 	Objection
16	Business owner	1	1/244 Clarendon Street	Objection
17	Business owner	1	359 Clarendon Street	Objection
18	Property owner	2	<ul style="list-style-type: none"> • 350 Clarendon Street • 352 Clarendon Street 	Objection
19	Property owner	1	8 Palmer Street	Objection
20	Property owner	1	189 Bank Street	Objection
21	Property owner	1	327 Clarendon Street	Objection
22	Property owner	1	1 Hotham Street	Objection
23	Business owner	1	287 Clarendon Street	Objection
24	Property owner	1	288 Clarendon Street	Objection
25	Property owner	1	357 Clarendon Street	Objection
26	Property owner	3	<ul style="list-style-type: none"> • 181 Bank Street • 1-7 Wynyard Street • 177 Bank Street 	Objection

#	Business Owner and/or Property Owner	Number of Properties	Property Address(es)	Support, Feedback, Objection
27	Property owner	1	254 Coventry Street	Objection
28	Business owner	1	G0 1/245a Clarendon Street	Objection
29	Property and business owner plus business owner	4	<ul style="list-style-type: none"> • S 1/245 Clarendon Street • G0 6/253 Clarendon Street • G 25/261 Clarendon Street • K0 5/261 Clarendon Street 	Objection
30	Business owner	1	G 10/263 Clarendon Street	Objection
31	Business owner	1	204 Bank Street	Objection
32	Property and business owner	1	191 Bank Street	Objection
33	Business owner	1	3/260-262 Park Street	Objection
34	Property owner	1	15-21 Union Street	Objection
35	Business owner	3	<ul style="list-style-type: none"> • 1 John Street • 1/256 Clarendon Street • 2/256 Clarendon Street 	Objection
36	Business owner	1	378-380 Clarendon Street	Objection
37	Property owner plus business owner	1	4 Union Street	Objection
38	Property owner	3	<ul style="list-style-type: none"> • 265 Coventry Street • 279 Coventry Street • 14-16 Hotham Street <p>Not in the scheme boundary:</p> <ul style="list-style-type: none"> • 1/186-202 York Street • 1B/186-202 York Street • 2/186-202 York Street • 180 Ferrars Street 	Objection
39	Business owner	3	<ul style="list-style-type: none"> • 251 Coventry Street • 1/298 Coventry Street • 257 Coventry Street 	Objection



South Melbourne Business Precinct Strategic Business Plan 2026 - 2031

Clarendon & Coventry Streets Business Association Incorporated

(Incorporation No. A01147421)

October 2025

Experience South Melbourne
ABN 77 184 344 971

www.experiencesouthmelbourne.com.au
info@experiencesouthmelbourne.com.au



1. INTRODUCTION

1.1 Background

The Business Association was incorporated in December 2021. Since incorporating, the Association has operated with very little funding. It has relied on a volunteer committee, modest membership fees, and the occasional grant from the City of Port Phillip and the State Government.

It is time now to develop a more professional approach with a larger agenda and sustainable source of funding. The five year Strategic Business Plan is geared to achieve this.

1.2 Purpose of the Five Year Business Plan

A key purpose of the Strategic Plan is to understand the major changes that are likely to occur over the five year period of the special rate. The Plan also aims to provide a guide as to what the centre should be going to address those changes and what strategies and action plans are required over the next five years by all the interests associated with the precinct to deal effectively with those changes.

Key aims of the Plan are to develop:

- A united vision for the future development and marketing of the centre
- Enthusiasm, commitment and ownership by all stakeholders to the major thrusts of the Plan
- Strategies to improve the business performance and business mix, marketing, management and communication within the centre
- A prioritised action plan for the next five years



2. PROFILE OF THE SOUTH MELBOURNE SHOPPING AND BUSINESS PRECINCT

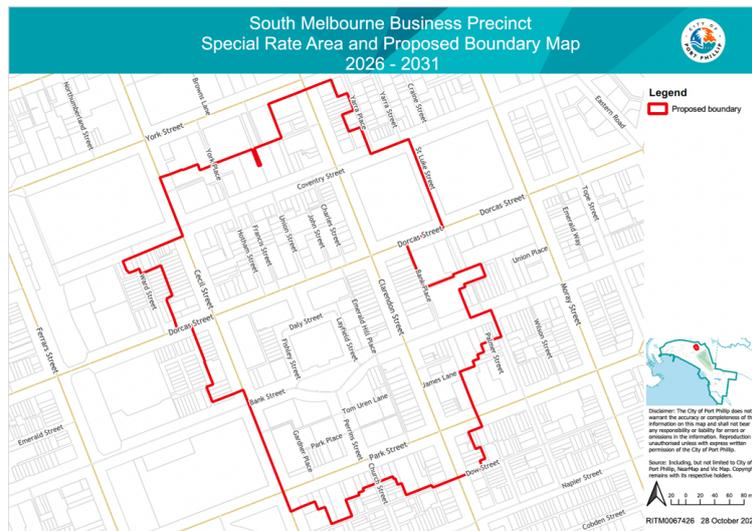
2.1 Regional Context

The South Melbourne Shopping and Business Precinct is an important ‘activity centre’ in Inner Melbourne, situated less than one kilometre south-west of the Melbourne CBD.

The Precinct services not only the immediate local neighbourhood of over 8,000 residents in South Melbourne, but also the whole of the City of Port Phillip and a broader Inner Melbourne catchment area of over 260,000 people.

2.2 Land Use Structure

For the purposes of this Plan, the South Melbourne Precinct corresponds to the area to be covered by the South Melbourne special rate. The area is illustrated below:



The precinct is bounded generally to the north by York Street; to the west by Cecil Street; to the south by Park Street and to the east midway between Clarendon and Moray Streets. There are 318 properties in the designated area.

The precinct has approximately 40,000 square metres of retail and commercial floorspace. It has a good structure that creates a sense of place and community. There are important major retail areas - Clarendon Street including the Clarendon Centre and Coventry Street - that serve as magnets. In between these magnets are smaller business premises providing a wide range of retail and commercial



services. The South Melbourne civic precinct anchored by the Town Hall, South Melbourne Library and police station is integrated with the business precinct.

2.3 Activity Centre Mix

There is a diverse range of retail, commercial, entertainment, cultural and community services in the precinct, reflecting its inner metropolitan location.

The breakdown of land uses is as follows:

Category	No. of Uses	%
Food and Liquor Retailing (including take-away)	21	6
Other goods and services retailing	85	27
Total Retail	106	33
Cafes, restaurants and hotels	35	11
Professional and Commercial Services	96	30
Health Services	12	4
Leisure and Entertainment	15	5
Community Services	6	2
Education Services	3	1
Total Non-Retail	167	53
Vacant or Inaccessible Premises	45	14
Total Sites	318	100

2.4 Current Centre Roles, Image and Identity

The predominant roles of the business precinct relate to:

- Professional and commercial services
- Convenience and specialist retailing
- Lifestyle, leisure and health services

These complement the civic and community service role provided by the South Melbourne Town Hall, South Melbourne Library and VicPolice station. The historic Town Hall houses the Australian Academy of Music.

South Melbourne is one of Melbourne's notable spots for shopping and dining. It is considered an important destination for fine food, wine, clothing, homewares and day spas.



Clarendon Street has many fashion boutiques. This is complemented by Coventry Street, a recognised homewares precinct for great style, galleries and cutting-edge fashion. Park Street offers distinctive artistic and culinary delights.

Dining is available at one of the many alfresco cafes, restaurants and historic pubs in the precinct. Wine tasting is offered at a range of wine stores and bars. Fresh food including cakes also is available at specialist food stores, bakeries and patisseries.

With its café and restaurant culture as well as its range of day spas, beauty salons and other leisure services, the South Melbourne Precinct has a “lifestyle” niche.

The precinct performs a very important role as a professional and business services area. In conjunction with adjacent areas, it is developing into specialist business and employment hub for the City of Port Phillip connected with the Melbourne CBD, focusing on new information-based and creative endeavours including marketing, media, arts and culture, IT and general business services.

The precinct is a community focal point. It projects an easy going and friendly atmosphere with a sense of history and community. The many local independent business operators make it very authentic.

2.5 Current Management and Marketing

The Business Association, working in conjunction with Port Phillip City Council, is responsible for managing and marketing the South Melbourne Precinct. It is critical to the successful implementation of the five-year Business Plan.

Key roles of the SMBA include:

- Marketing the South Melbourne Precinct to lift its profile
- Liaising with businesses and sharing relevant information as well as assisting with localised problems
- Facilitating business networking
- Working with City of Port Phillip on issues relating to community safety, street maintenance, cleaning, planning, street parking and local laws
- Maintaining close relationships with property developers and other stakeholders as well as the State Government

Its current committee consists of:

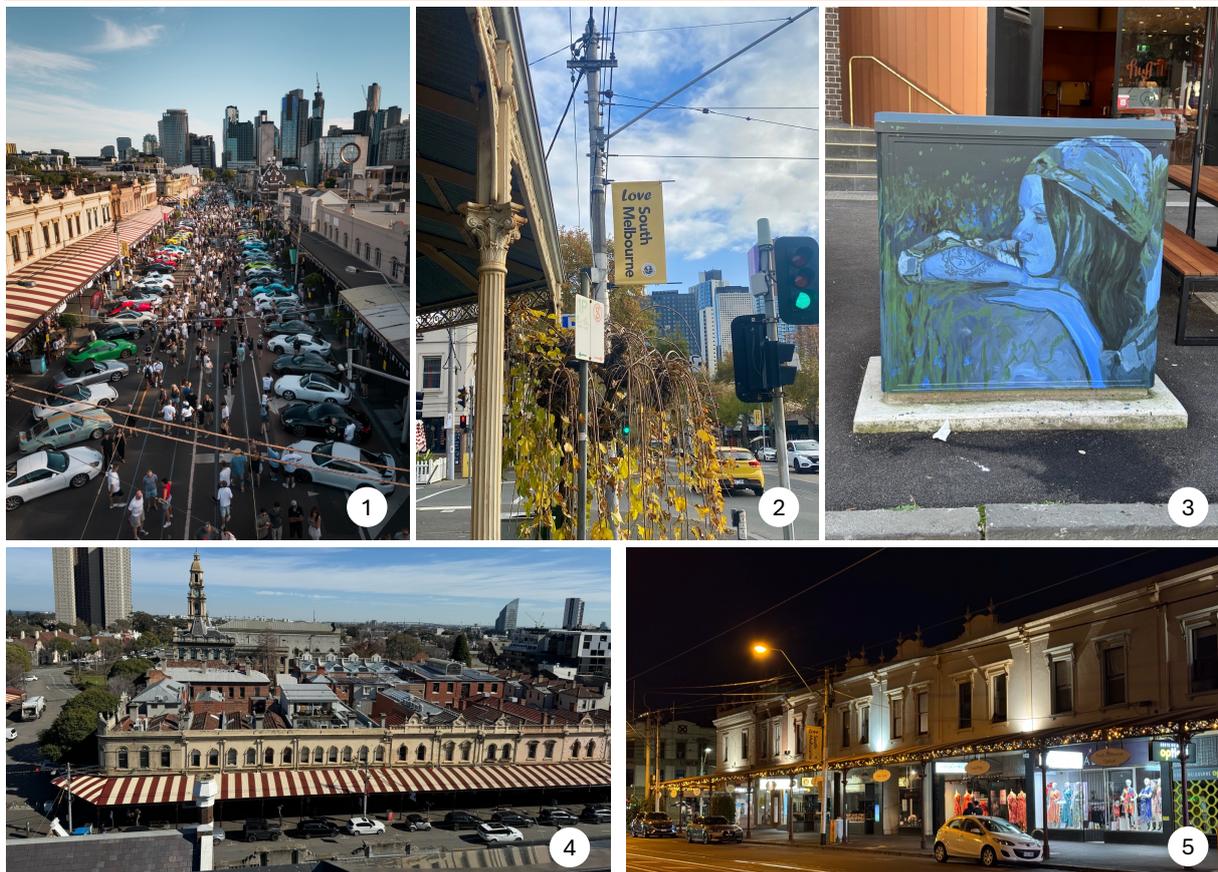
- Anne Michaels – BVIA on BANK
- Andrew Scawen - Mitchell McCabe
- Steve Schreuder – The Limerick Arms
- Vanessa Brown – The Clarendon Centre
- Darren Williams Yellow Brick Road
- Sal Cummins – Chill Sports
- Cameron Johns – The Limerick Arms

The Business Association has achieved a considerable amount since inception, adding monetary value of around **\$680,000** to the precinct and immeasurable value in-kind.



What We've Achieved So Far

Events, Streetscape & Placemaking



1. Signature Event: South Melbourne Porsche & Coffee Festival ~\$80k

We are proud to have founded and delivered the South Melbourne Porsche & Coffee Festival, now in its third year. This unique event is now recognised as Victoria’s premier Cars & Coffee-style Porsche gathering and showcases South Melbourne as a vibrant, welcoming destination and has become a cornerstone of our precinct identity.

2. Street Banner Installations ~\$25k

Installed decorative banners to raise the profile of the precinct and strengthen its visual identity.

3. Public Art Projects ~\$18k

Supported visual activation through creative signal box art and artist-led projects that bring vibrancy and local character to our public spaces.

4. Heritage Verandah Restoration Project ~\$331k

Advocated for, initiated and delivered the restoration of significant shopfront verandahs, preserving South Melbourne’s architectural heritage while enhancing pedestrian appeal and visual continuity.

5. Illumination Project ~\$75k

Delivered lighting enhancements along Clarendon Street significantly improving evening visibility and ambience. This includes architectural uplighting on building façades and fairy lights installed beneath heritage verandahs, creating a warmer, more inviting night-time streetscape.



What We've Achieved So Far

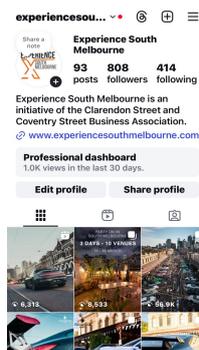
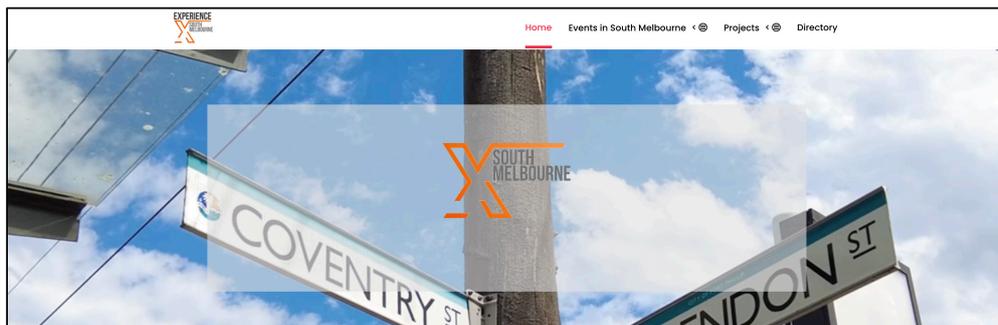
Safety & Advocacy



- **Police Engagement** Active engagement with Victoria Police, the City of Port Phillip, and State Government representatives to address local safety concerns.
- **Community Safety** Recently led community safety reporting and business engagement, providing coordinated feedback and lobbying government and Council for meaningful responses.
- **South Melbourne Structure Plan**
 - Key input into the revised South Melbourne Structure Plan and will continue to advocate for business
 - Advocated and supported ANAM and the restoration of the South Melbourne Town Hall
 - Advocating for a Piazza (square) to be situated on Emerald Hill, outside the old Town Hall
- **Ongoing advocacy on:-**
 - Precinct Beautification
 - Street cleanliness
 - Amenity improvements, such as lighting & infrastructure maintenance
 - Community Safety & Anti-social behaviour

Marketing & Promotion

- **Website** Developed and manage www.experiencesouthmelbourne.com.au as a go-to hub for precinct updates, business listings, and local promotions.
- **Socials** Building our digital reach through social media and trader communications, promoting precinct activity and connecting with new audiences.





3. KEY ISSUES

The key issues for the five year South Melbourne Strategic Business Plan are summarised in the following SWOT analysis:

3.1 Strengths Weaknesses Opportunities and Threats

Strengths

- Proximity to the Melbourne CBD, Southbank, Docklands and the St Kilda Road Business Precinct
- Proximity to major sporting and entertainment venues at Albert Park and the Victorian Arts Centre
- Range and quality of its business mix with many independent owner-operated businesses
- The Clarendon Centre and proximity to South Melbourne Market and Spotlight Centre
- Strong café, restaurant, hotel culture
- Rich cultural history with a strong connection to the South Melbourne and Emerald Hill communities
- Very good accessibility by light rail, tram, foot and car
- Attractive, relaxed, casual and cosmopolitan atmosphere
- Good physical layout and design with significant Victorian architecture and interesting character
- Strong sense of place and community
- Developing brand
- Good relationships between the Business Association and Port Phillip City Council
- Authentic, edgy, interesting
- Food and wine culture
- Local community-oriented businesses
- Easy to get around – convenient, accessible

Weaknesses

- Apathy among some in the business community towards the Association's program – lack of involvement and interest
- Sectional interests in some parts of the centre
- Lack of a co-ordinated business view about the brand, image or identity of the overall centre
- Perceived car parking deficiencies and issues
- Fair physical appearance of some premises
- Poor and unwelcoming physical condition of some parts of the precinct - untidy/lack of cleanliness/shabby/graffiti
- Apathy/negativity
- Limited promotional activity

Opportunities

- Stronger communication and engagement with businesses
- Increasing population in areas surrounding the centre
- Stronger arts, leisure and recreation activities in and around the precinct



- More destination retail facilities with an emphasis on specialty retailing creating a real point of difference with the other centres in the City of Port Phillip
- Further growth and diversification of the business services sector in the precinct
- Stronger interaction and networking between the retail and non-retail businesses in the centre
- Extension of the marketing activities to include a metropolitan focus
- Development of a more diverse range of corporate sponsors
- Improved public relations with the business community
- More active centre - try something different, develop a focus that is unique
- Promotions on various streets- e.g., Coventry Street experience
- Updating/painting of shopfronts and signage
- Better customer service
- Streetscape improvements
- Stronger cross marketing of businesses in the precinct
- Achieving higher standards of presentation, merchandising, and customer service in existing businesses
- Improving the business mix
- Implementing a new brand for the Precinct, getting all businesses behind the branding, and making the wider community more aware of it
- Developing a more strategic marketing program
- Facilitating improvements in the precinct in line with the 2024 South Melbourne Structure Plan
- Developing a stronger organisation
- Utilising a precinct management and marketing co-ordinator on an ongoing basis

Threats

- Increasing competition from other nearby precincts such as Port Melbourne; the Melbourne CBD including Southbank; Fitzroy and Acland Streets, St Kilda
- Higher rents and subsequent loss of businesses that are important to the character of the South Melbourne precinct
- Lack of engagement from as well as resistance to change by some businesses



4. THE FUTURE

4.1 Vision

To develop the South Melbourne Business Precinct as a pre-eminent shopping, business and community precinct in the City of Port Phillip and as one of the significant traditional activity centres in Melbourne

The vision envisages a place that:

- has a distinctive sense of identity
- is changing with a more intensive mixed use character
- maintains its heritage feel
- is diverse
- is safe, friendly and relaxed to work in, shop and visit
- has an active street life with more people staying longer in the precinct
- has interesting boutique style shops
- has a strong range of professional and business services
- is a hub for the arts and culture
- offers memorable lifestyle experiences
- has an active business group working for the interests of the whole precinct

4.2 Mission Statement

The mission of the Business Association is to promote and improve the precinct, and develop a stronger sense of cohesion and involvement among all of its businesses

This is to be achieved through the Business Association:

- Acting as leaders and ambassadors for the precinct
- Facilitating positive experiences in the precinct

Specific outcomes that are expected to be achieved over time from this effort are:

- An improved profile for the whole precinct
- An increasing number of activities in the centre for the benefit of retail, commercial and other businesses
- A changing land use structure with a more intensive mixed use character
- More businesses talking to and working with one another and with the Business Association
- An improvement in customer spending patterns in the precinct
- An overall improvement in the trading performance of the precinct
- Improvements in the physical conditions of the precinct
- Continued good relationships with Port Phillip City Council



5. STRATEGIC DIRECTIONS

The five year Business Plan outlines an integrated set of pro-active strategies to achieve the future vision for the South Melbourne Precinct. The emphasis in this Plan is on realistic but ambitious strategies that are affordable and that can achieve real results. Ownership of the strategies by all the key parties is critical to the successful implementation of the Plan.

The strategies are outlined below under the following headings:

- Marketing & Promotion
- Business Development & Support
- Communication & Engagement
- Precinct Development & Advocacy
- Precinct Management
- Financial Strategy

Marketing & Promotion

Precinct Branding & Identity

- Develop a strong, cohesive identity (logo, tagline, brand guide)

Revamp of Website & Business Directory

- Modernise the precinct website, improve usability and mobile experience.
- Ensure the business directory is complete, up-to-date, and searchable

Social Media Upgrades & Campaigns

- Undertake a platform revamp and regular content tailored to highlight both the precinct and individual businesses.
- Organiser paid ad campaigns for greater reach

Promotional Events & Activations

- Undertake street activations, markets, competitions, giveaways, live music etc. to boost foot traffic

Seasonal Activation & Precinct Decorations

- Organise lighting, floral, or thematic displays to improve community safety and mark holidays or local events

Banner Upgrade Programme



- Organiser new banner sets designed for seasonal themes and special events.

Integrated Marketing Campaigns

- Undertake cross-channel promotions including digital, print, radio or local influencers

Business Development & Support

Business Training Programs

- Organise workshops on digital marketing, customer service, HR, compliance, and the implications and opportunities of AI

Networking Events

- Utilise social and professional mixers to connect businesses, share ideas, and foster collaboration.

Mentorship or Peer-to-Peer Support Initiatives

- Pair experienced operators with newer businesses

Communication & Engagement

Email Newsletters & Precinct Updates

- Provide regular communication with news, Council updates, upcoming events, funding opportunities etc.

Business Safety Communication Program

- Provide alerts and education on local safety issues, crime prevention, and support services

Precinct Development & Advocacy

Advocacy

- Represent and advocate business interests with Council and State Government on key issues relating to community safety, parking, planning, public space use

Data Collection & Evaluation

- Organise foot traffic sensors, campaign reporting, business feedback, to guide future planning and measure impact



Precinct Management

Stronger Business Association

- Build up the membership of the Association
- Continue to have an active Committee representing different types of businesses in different parts of the precinct
- Continue to hold regular Committee meetings to develop and implement an ambitious program
- Organise monthly financial statements on the expenditure of the special rate funds
- Organise public liability insurance for events organised by the Association

Appointment of a Precinct Coordinator

- Engage a professional marketing and business improvement coordinator working an average of 24 hours a week
- The coordinator to:
 - Provide ongoing information about the South Melbourne program to all businesses in the precinct and obtain feedback
 - Provide a briefing to the monthly Committee meetings on problem issues in the Precinct and recommended strategies to resolve them
 - Organise information about business building seminars and other training programs to motivate and educate individual businesses to make improvements to their businesses
 - Identify active and interested business leaders in the Precinct who could speak at the business networking events
 - Develop stronger relationships with community groups (schools, service clubs, sports clubs, etc) and residents so as to foster stronger connections and develop stronger loyalty from these groups towards the precinct
 - Visit and be seen to be working with each business in the Precinct - regular contact (at least a short visit to each business once every month) communication
 - Develop an annual marketing plan including an extension of the branding strategy, strategic marketing (website, advertising campaign in various media) including a tourism campaign, and a calendar of promotional events
 - Implement the strategic marketing initiatives in conjunction with the media and community groups
 - Organise a few key special promotional events during a year



Financial Strategy

The South Melbourne special rate is estimated to yield at least \$ 280,000 over each of the five years from 2026-27 to 2030-31.

A general breakdown of that expenditure is as follows:

Activity	Budget
MARKETING	
New branding	\$20,000
Website development, email and domain hosting and maintenance	\$15,000
Social media	\$15,000
Streetscape improvements/decorations during festive and holiday periods	\$30,000
Community Safety, lighting & other	\$20,000
Various competitions and other programs	\$6,000
EVENTS	
A calendar of various promotional activities See details below:	
South Melbourne Porsche & Coffee Event	\$25,000
Winter Wine, Fire & Food Festival	\$25,000
South Melbourne Live	\$25,000
MANAGEMENT & COMMUNICATION	
Business networking	
Networking events during the year including the AGM	\$12,000
Marketing and business development coordinator	\$90,000
Regular communication	\$4,000
TOTAL MARKETING, EVENTS & MANAGEMENT COMMUNICATION EXPENSES	\$287,000.00
ADMINISTRATIVE EXPENSES	
Insurance	\$3,000
Bookkeeping and BAS services	\$2,500
Accountancy including software and auditor fees	\$3,500
Bank charges, Australia Post Box, storage	\$4,000
TOTAL ADMINISTRATIVE EXPENSES	\$13,000.00
TOTAL EXPENSES	\$300,000
TOTAL YEARLY LEVY RECEIVED	\$280,000
ANTICIPATED GRANTS AND OTHER INCOME	\$20,000
TOTAL INCOME	\$300,000
BALANCE	\$0



6. IMPLEMENTATION

The key priorities for implementation over the five years are:

- Engaging a centre management and marketing co-ordinator to work 24 hours a week on an ongoing basis
- Implementing new branding for the precinct, getting all businesses behind the branding, and making the wider community more aware of it
- Facilitating community safety initiatives throughout the precinct
- Developing a more strategic marketing program including a focus on growing support from nearby areas
- Establishing business development and networking opportunities particularly to connect with the commercial businesses in the precinct and adjacent areas
- Maintaining stronger communication and accountability with all businesses in the special rate area
- Continuing to facilitate streetscape and other improvements in the precinct

7. MONITORING AND EVALUATION

The degree of achievement of the actions outlined in this Business Plan will be evaluated at the end of each financial year.

Key performance indicators to be included in the evaluation are:

- Extent of completion of projects specified in the Business Plan
- Level of business participation in activities and promotions
- Business and customer perceptions about the success of marketing and business improvement projects
- Business perceptions about changes in the overall profile and trading performance of the precinct
- Financial accountability
- Compliance with the reporting requirements to Council as indicated in the Funding Agreement with Port Phillip City Council

South Melbourne 2026-27 Activation/Marketing & Business Improvement Plan and Budget

Activity	Planned Dates	Objectives	Expected results (What will it achieve? Ensure this is measurable)	Status (e.g., planned, in progress, complete, delayed, cancelled)	Budget
MARKETING					
New branding	July-Aug 2026	Together with a marketing agency, develop a strong, cohesive identity (logo, tagline, brand guide)	Produce a logo, tagline and brand guide	Being planned	\$20,000
Website development, email and domain hosting and maintenance	All Year	Organise and deliver a smart website for the Association	Deliver an engaging website	Being planned	\$15,000
Social media	All Year	Promote the precinct and the individual businesses in the precinct on an ongoing basis. Instagram and Facebook. Assess application of Tik Tok	Increase the number of followers on our socials, Instagram & Facebook by 100%	Being planned	\$15,000
Streetscape improvements/decorations during festive and holiday periods	All Year	Enhance the streetscape appearance of the Precinct to enhance visitation: - <ul style="list-style-type: none"> Thematic displays mark holidays or local events Create an impact through the various installations Create a distinctive celebratory feeling for businesses and customers in the Precinct Attract families with children to the Precinct Encourage spending in South Melbourne businesses Bring a community celebratory feel to the Precinct 	Complete one decorative feature for each of the following:- <ul style="list-style-type: none"> Christmas Easter Mother' Day Father's Day Halloween Attract 5,000 people to view the decorations and associated activities	Being planned	\$30,000
Community Safety, lighting & other	Sep 2026	<ul style="list-style-type: none"> Installation of lighting in some laneways to improve community safety Re-location of public phone box from Coventry Street 	Installation of lights Re-location of phone Box	Being planned	\$20,000
Various competitions and other programs	All Year	Organise competitions that appeal to the varied customer base Increase social media traffic from the competitions	Obtain 50 entries in each competition	Being planned	\$6,000
EVENTS					
A calendar of various promotional activities See details below:	All Year				
South Melbourne Porsche & Coffee Event	March 2027	Promote the precinct, attracting outside visitation, community visitation, including families with children. Continuing to establish & reinforce South Melbourne as a destination to the wider community	On the day of the event, target to have 300 Porsches attend and around 5,000 visitors		\$25,000
Winter Wine, Fire & Food Festival	August 2026	An event bringing together different food and wine vendors into a specified location. Promoting the precinct, attracting outside visitation and community visitation, including families. Continuing to establish & reinforce South Melbourne as a destination to the wider community	Have at least 12 different traders participate in providing food and beverage to the event. Have around 1,000 people attend.		\$25,000
South Melbourne Live	Nov 2027	South Melbourne Live is a festival held in late November 2027, celebrating local talent and culture with music and comedy. Over four days, the suburb becomes a vibrant hub, bringing energy and laughter to the community as spring begins. It transforms South Melbourne into a lively, music-filled celebration.	Over the four days and nights, over 5,000 people will enjoy live music on Clarendon St, Coventry St, Park St, and Bank St, and another 2,500 will watch stand-up comedy in local pubs.		\$25,000
MANAGEMENT & COMMUNICATION					
Business networking Networking events during the year including the AGM	Every 4 months including AGM	Organise and deliver networking events at different venues in the Precinct Encourage commercial, health and community service businesses to attend	Attract 12 businesses to attend each event	Being planned	\$12,000

South Melbourne 2026-27 Activation/Marketing & Business Improvement Plan and Budget

Activity	Planned Dates	Objectives	Expected results (What will it achieve? Ensure this is measurable)	Status (e.g., planned, in progress, complete, delayed, cancelled)	Budget
Marketing and business development coordinator	All Year	Appoint a marketing and business development coordinator to work 24 hours a week Through the coordinator, organise and deliver an extensive program of marketing and business improvement activities for the benefit of businesses in the Precinct Organise and submit applications for two-three grants during the year so as to provide more and better promotional events and other activities	Appoint the coordinator Deliver the activities outlined above Engage effectively with all businesses in the Precinct Obtain two grants during the year	Being planned	\$90,000
Regular communication	All Year	Organise regular communication with all businesses in the Precinct to keep them up to date with activities and to provide an opportunity for feedback about the program	Provide monthly e-newsletters supplemented by emails for urgent items	Being planned	\$4,000
TOTAL MARKETING, EVENTS & MANAGEMENT COMMUNICATION EXPENSES					\$287,000.00
ADMINISTRATIVE EXPENSES	Annual Expenses				
Insurance					\$3,000
Bookkeeping and BAS services					\$2,500
Accountancy including software and auditor fees					\$3,500
Bank charges, Australia Post Box, storage					\$4,000
TOTAL ADMINISTRATIVE EXPENSES					\$13,000.00
TOTAL EXPENSES					\$300,000
TOTAL YEARLY LEVY RECEIVED					\$280,000
ANTICIPATED GRANTS AND OTHER INCOME					\$20,000
TOTAL INCOME					\$300,000
BALANCE					\$0

DECLARATION OF A SPECIAL RATE FOR THE SOUTH MELBOURNE BUSINESS PRECINCT 2026 - 2031

Having considered all submissions and objections received and having complied with the requirements of sections 163, 163A, 163B and 223 of the *Local Government Act 1989 (Act)*, Port Phillip City Council (**Council**) declares a special rate and special charge (**Special Rate**) scheme under section 163(1) of the Act for the purposes of defraying expenses to be incurred by Council in connection with the marketing, promotion, business development and centre management for the encouragement of commerce, retail, tourism, professional activity and employment in the South Melbourne Business Precinct (**Business Precinct**). It is proposed the funds be provided to the incorporated body known and operating as the Clarendon and Coventry Streets Business Association (**Association**), subject to a funding agreement with Council under which all funds provided to the Association are subject to the approval, direction and control of Council, and will be used for the purpose of marketing, promotion, business development and centre management expenses as approved by Council.

The criteria which form the basis of the declaration of the Special Rate are the ownership and the Net Annual Value (**NAV**) of rateable land which is:

- used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes; and
- situated within the geographical area shown in the South Melbourne Business Precinct Special Rate Area identified below and Proposed Boundary Map at figure 1 below (**Boundary Map**).

Further, the classification of properties within the Special Rate Area as receiving a 'primary', 'secondary' or 'tertiary' special benefit is based upon the nature and characteristics of the properties and businesses included in each of the benefit areas. The benefit areas are described below.

In declaring the Special Rate scheme, Council is performing functions and exercising powers in relation to the peace, order and good government of the municipal district of the City of Port Phillip, in particular the encouragement of commerce, retail activity, tourism and employment opportunities within the area for which the Special Rate scheme is declared.

The total cost of the performance of the function and the exercise of the power by Council (in relation to activities associated with the encouragement of commerce, retail activity, tourism and employment opportunities in the area for which the Special Rate scheme is declared), and the total amount of the Special Rate to be levied by Council, is up to \$1,518,612.36. This represents the maximum total amount to be raised through the Special Rate scheme during the declared Special Rate Period. It reflects an amount of up to \$280,000 for the 2026–2027 financial year, which will be indexed annually using the Consumer Price Index (All Groups, Melbourne Index Number) rate provided by the Australian Bureau of Statistics for the 12-month period as at the March quarter (**CPI**), with a maximum increase of four percent and a minimum of two percent for each subsequent year of the scheme.

The Special Rate is declared, and will remain in force, for the period commencing on 1 July 2026 and ending on 30 June 2031 (**Special Rate Period**).

The area for which the Special Rate scheme is declared is the area of land comprising all the properties set out below, as shown on the Boundary Map. The land in relation to which the Special Rate scheme is declared is all that rateable land described in the address listing of rateable properties set out below:

Eligible Properties

The following eligible properties within the below address ranges (**Special Rate Area**) are included in the Special Rate scheme:

- 1 and 2 Alfred Place;
- 165 – 236 Bank Street (odd and even inclusive);
- 117 – 181 Cecil Street (odd and even inclusive);
- 2 – 10 Charles Street (even inclusive);
- 206 – 380 Clarendon Street (odd and even inclusive);
- 238 – 321 Coventry Street (odd and even inclusive);
- 228 – 254 Dorcas Street (even inclusive);
- 69 Emerald Hill Place;
- 1 – 5 Francis Street (odd inclusive);
- 1 – 16 Hotham Street (odd and even inclusive);
- 1 – 5 John Street (odd inclusive);
- 1 – 4 Layfield Street (odd and even inclusive);
- 8 Palmer Street;
- 225 – 294 Park Street (odd and even inclusive);
- 4 – 23 Union Street (odd and even inclusive); and
- 1 – 7 Wynward Street (odd and even inclusive).

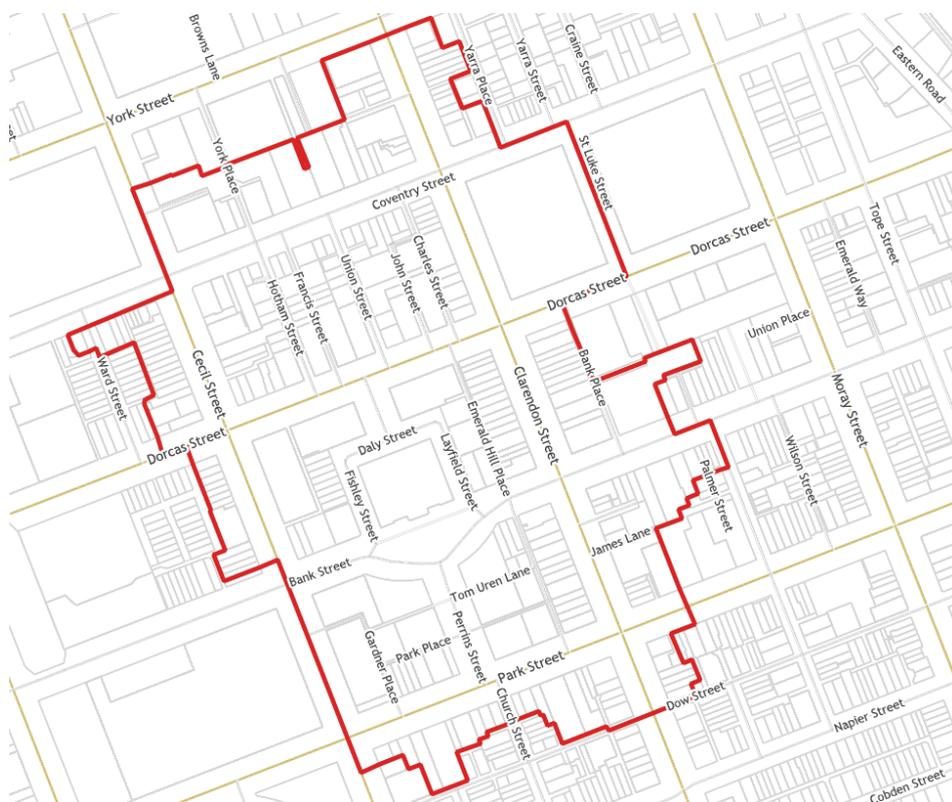


Figure 1. Boundary Map

Properties exempt from paying the Special Rate include:

- Dedicated car parking lots;
- Automatic Teller Machines;
- advertising signs;
- telecommunication towers and power substations;
- all residential properties; and
- non rateable properties.

Benefit Areas

For the Special Rate Period, the benefit areas for the purposes of assessing the Special Rate are as follows:

Primary Benefit Area - the primary benefit area includes properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes and are:

- Ground-level properties with street frontage on Clarendon Street and Coventry Street, excluding:
 - Properties classified under AVPCC Land Use Descriptions: *Shop and Dwelling (single occupancy)* and *Office and Dwelling (single occupancy)*; or
 - Properties located south of Park Street on Clarendon Street.

Secondary Benefit Area - the secondary benefit area includes properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes, and are:

- Ground-level properties on Clarendon Street and Coventry Street with AVPCC Land Use Descriptions: *Shop and Dwelling (single occupancy)* and *Office and Dwelling (single occupancy)*;
- Ground-level properties with street frontage on Clarendon Street south of Park Street; or
- Ground-level properties with street frontage on all other streets within the Special Rate Area, excluding those with AVPCC Land Use Descriptions: *Shop and Dwelling (single occupancy)* and *Office and Dwelling (single occupancy)*.

Tertiary Benefit Area - the tertiary benefit area includes properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes, and are all other properties identified in Special Rate Area, which are not included in the Primary and Secondary Benefit Areas.

Special Rate

The rates in the dollar applicable to each benefit area for the purposes of levying the Special Rate will be determined at the beginning of each financial year, having regard to the NAV of all the properties in each benefit area at that time, to raise up to \$280,000 for the 2026–2027 financial year and indexed annually using CPI, with a maximum increase of four percent and a minimum of two percent for each subsequent year of the Special Rate scheme.

It be noted that the Valuer General Victoria re-values all properties within the municipal district every year. On 1 July 2026, the new valuations will be used to calculate the rate in the dollar for all eligible properties within the Business Precinct.

By way of example, and in the absence of the NAV figures for 2026-2027, below shows the rates in the dollar, based on the 2025-2026 NAV valuations, that would have been applied to collect the special rates and charges totalling up to \$280,000 for the 2026-2027 financial year:

- Primary benefit rate – 0.0138
- Secondary benefit rate – 0.0069
- Tertiary benefit rate – 0.0035

The actual special rates to be applied in 2026-2027, and in each subsequent year of the Special Rate Period, will be redetermined in each financial year having regard to reassessed NAV figures prepared annually by Valuer-General Victoria. Also, for all subsequent years after 2026-2027 of the scheme, indexation will be applied to the annual budget with a maximum increase of four percent and a minimum of two percent.

In addition to the rate in the dollar being adjusted each financial year, maximum and minimum special charges will also apply. For the 2026-27 rating year, the following maximum and minimum special charges will apply:

- Primary benefit rate – maximum charge of \$6,000 and a minimum charge of \$400 per year.
- Secondary benefit rate – maximum \$3,000 and a minimum charge of \$200 per year.
- Tertiary benefit rate – maximum charge of \$1,500 and a minimum charge of \$100 per year.

The maximum and minimum special charges will be adjusted at the beginning of each financial year during the operation of the Scheme, having regard to:

- any change to the special rate in each of the benefit areas (which, as above, will determined having regard to the movement of NAV to ensure that \$280,000 will be collected for the 2026–2027 financial year and indexed annually using CPI, with a maximum increase of four percent and a minimum of two percent for each subsequent year of the Special Rate scheme);
- the inclusion or removal of any properties from the Scheme; and
- any change in the number of properties that will pay a special charge (as opposed to a special rate), having regard to the changed special rates in each benefit area, as above.

The Special Rate (which for the avoidance of doubt, includes any special charge) will be levied by the Council sending a levy notice annually to the persons who are liable to pay the Special Rate, which will require that the Special Rate must be paid in the following manner:

- by one annual payment to be paid in full by the due date fixed by Council in the notice, which will be a date not less than 30 days after the date of the issue of the notice; or
- by four instalments to be paid by the dates which are fixed by Council in the notice.

In accordance with section 163(4A), this declaration will expire if the Special Rate is not levied to each person liable to pay it within 12 months after the day on which this declaration is made.

Council considers that there will be a special benefit to the persons required to pay the Special Rate because:

- there will be a benefit to those persons that is over and above, or greater than, the benefit that is available to persons who are not subject to the Special Rate scheme; and
- directly and indirectly as a result of the expenditure of the Special Rate scheme, the viability of the Business Precinct as a business, commercial and retail area, and the value and the use, occupation and enjoyment of the properties and the businesses included in the Special Rate Area, will be maintained or enhanced through increased economic activity.

Council has determined for the purposes of sections 163(2)(a), (2A) and (2B) of the Act that the estimated proportion of the total benefits of the Special Rate scheme to which the performance of the function and the exercise of the power relates (including all special benefits and community benefits) that will accrue as special benefits to all of the persons who are liable or required to pay the Special Rate is in a ratio of 1:1 (or 100%). This is on the basis that, in the opinion of Council, all of the services and activities to be provided from the expenditure of funds raised by the Special Rate scheme are marketing, promotion and advertising related and will accordingly only benefit those properties and businesses included in the Special Rate Area that are used, or reasonably capable of being used for retail, commercial, leisure, tourism, entertainment, light industrial and professional purposes.

Council authorises the Association to administer the proceeds of the Special Rate scheme on the express condition that the Association enters into a funding agreement with Council for the Special Rate Period.

Council authorises its Chief Executive Officer or delegate to prepare the funding agreement between Council and the Association by which administrative arrangements in relation to the Special Rate scheme are confirmed. Such agreement will ensure that at all times, and as a precondition to the payment of any funds by Council to the Association, Council is, and remains, legally responsible for approving, directing and controlling the expenditure of the proceeds of the Special Rate in accordance with its legal obligations to do so.

Notice of Council's decision to declare and levy the Special Rate shall be sent to all owners and occupiers of properties included in the Special Rate scheme and all persons who have lodged a submission and/or an objection, and such notice shall also set out the reasons for Council's decision.

The reasons for Council's decision are recorded as the reasons set out below:

- Council considers that it is acting in accordance with the functions and powers conferred on it under the *Local Government Act 1989*, having regard to its role, purposes and objectives under the Act, particularly in relation to encouragement of commerce, retail, tourism, professional activity and employment in the Business Precinct;
- All persons who are liable or required to pay the Special Rate and the properties respectively owned or occupied by them, will receive a special benefit in the form of an enhancement or maintenance in land values and/or a maintenance or enhancement in the use, occupation and enjoyment of the properties subject to the Special Rate; and
- The basis of distribution of the Special Rate among those persons who are liable or required to pay it is considered to be fair and reasonable.



12. AN ENGAGED AND EMPOWERED COMMUNITY

12.1	<i>Municipal Association of Victoria - Motion Submissions</i>	405
12.2	<i>Councillor Expenses Monthly Reporting - February 2026</i>	417



12.1 MUNICIPAL ASSOCIATION OF VICTORIA - MOTION SUBMISSIONS

EXECUTIVE MEMBER: ROBYN BORLEY, GENERAL MANAGER, GOVERNANCE AND PERFORMANCE

PREPARED BY: ELIZABETH COWIN, COORDINATOR ADVOCACY, GRANTS & PARTNERSHIP

1. PURPOSE

- 1.1 To seek Council endorsement to submit motions to the Municipal Association of Victoria's State Conference.

2. EXECUTIVE SUMMARY

- 2.1 The Municipal Association of Victoria (MAV) convenes State Council twice each year, providing Victorian councils with a forum to submit and debate motions on matters of state-wide significance; the next State Council meeting is Friday, 29 May 2026.
- 2.2 Formal Council endorsement of each motion is required by submitting councils.
- 2.3 Council officers have prepared draft motions at **Attachment 1** aligned with Council's endorsed advocacy priorities. These motions address state-wide challenges for Victorian local government.
- 2.4 Council endorsement is now sought to submit the proposed motions to the 2026 National General Assembly and to authorise the Chief Executive Officer to make non-material amendments to ensure regional alignment where appropriate.

3. RECOMMENDATION

That Council:

- 3.1 Endorses the submission of motions to the Municipal Association of Victoria's State Council on the following themes (as per **Attachment 1**):

3.1.1 Strengthening council-led social cohesion initiatives

That the MAV advocate to the Victorian Government to:

1. Acknowledge the importance of all levels of government working collaboratively and constructively to combat all forms of racism, hatred and bigotry as well as promote social cohesion in Victoria.
2. Establish a dedicated funding stream and partnership framework to support local governments in leading the community in social cohesion initiatives, and to prevent and respond to racially malicious incidents.
3. Resource councils to deliver practical, evidence-based initiatives such as upstander training in schools, community engagement, and social cohesion taskforces.
4. Facilitate collaboration between councils, state agencies, and community organisations to share best practice, respond to incidents, and build safer, more inclusive communities.

3.1.2 Statewide multi-year beach renourishment program



That the MAV advocate to the Victorian Government to:

1. Establish a statewide, multi-year beach renourishment program with clear governance, risk-based triggers and transparent funding pathways to protect public assets and promenades, maintain safe and accessible beaches, reduce storm damage and repair costs, and safeguard tourism and coastal ecosystems across Port Phillip Bay and the broader Victorian coastline.
2. Implement coordinated delivery and capability supports, including a predictable co-funding model, standardised technical guidance and monitoring, streamlined environmental approvals, and a preference for nature-based, climate-resilient designs to achieve better value for money and scheduling certainty for councils.

3.1.3 Improving bus service frequencies in Victoria

That the MAV: Call on the Victorian Government to:

1. Fund and implement Victoria's Bus Plan, as outlined in the Department of Transport and Planning's Bus Network Reform Implementation Approach, to improve bus services in Victoria and;
2. Deliver a vibrant public education campaign to promote bus use.

3.1.4 Protecting Local Law officers as front-line workers

That the MAV advocate to the Victorian Government to:

1. Amend legislation to recognise local government authorised officers as protected front-line workers, applying emergency-worker-level aggravated assault penalties for assault, threats, intimidation, or obstruction while performing - or because of - their official duties, regardless of the enabling Act.
2. Provide implementation guidance to Victoria Police and courts, and public communications reinforcing zero-tolerance for aggression towards council officers.

3.1.5 Legislation and funding to the EPA to support acoustic cameras to mitigate hooning

That MAV calls on the Victorian Government to:

1. Enable enforcement with acoustic cameras by clarifying or amending the Environment Protection Act 2017 and Environment Protection Regulations 2021 so EPA Victoria can rely on approved acoustic-camera evidence (with human review) to issue Vehicle Testing Notices and infringements.
2. Fund a statewide program for EPA Victoria (with Victoria Police and DTP) to deploy mobile and fixed acoustic cameras at Police-identified hotspots, under a standards, privacy and evaluation framework.
3. Co-fund council participation, recognising local installation costs, with EPA managing devices, data and enforcement.



3.1.6 Statewide active & accessible transport acceleration

That the Municipal Association of Victoria advocate to the Victorian Government to:

1. Establish a recurrent funding mechanism to co-fund council-led walking, wheeling and cycling upgrades and public-transport access works, building on the congestion-levy reinvestment precedent.
2. Publish and fund a time-bound program for accessible tram stops (level boarding) and higher-capacity trams, with milestones co-designed with councils.
3. Complete a metropolitan bus network review and uplift (frequency, operating span, and intermodal connections), prioritising first/last-mile corridors identified by councils.
4. Co-deliver protected, connected cycling corridors on State-managed arterials and protected intersections at key nodes to close network gaps and reduce serious injuries.

3.1.7 Strengthened homelessness responses, social housing access, and rental stability

That the Municipal Association of Victoria advocate to the Victorian and Australian Governments to:

1. Strengthen integrated, prevention-focused homelessness responses, including early-exit pathways from institutions, properly resourced interim housing, and retention/expansion of locally delivered services.
2. Renew and expand social and community housing with tenant-safe renewal; deliver emergency and short-term options (including culturally appropriate First Nations responses); and scale proven, diverse models.
3. Increase affordable and key-worker supply through partnerships and innovation, a statewide register to track voluntary affordable housing agreements, and measures that reduce displacement from short-stay accommodation.
4. Stabilise the private rental market via mandatory affordable housing contribution requirements, stronger renter protections (lease security, improved CRA), mitigation of short-stay impacts, and accessible dispute resolution.
5. Strengthen place-based systems with a single coordinated access point, growth-enabling State infrastructure, and opportunities to collocate Council services in new social, community and affordable housing.

- 3.2 Authorises the Chief Executive Officer or delegate to make non-material changes to the motions where required, or to align with collaborating Councils.

4. KEY POINTS/ISSUES

- 4.1 The Municipal Association of Victoria (MAV) is a membership association and the legislated peak body for local government in Victoria. State Council is the governing body of the MAV and when it meets, State Council debates motions proposed by member councils to determine the strategic direction for the year ahead.



4.2 Motions must be on state significance, and are required to align with the strategic outcomes highlighted in the MAV Strategic Plan 2024-2027 'Shaping our Future', which include:

- Active local democracy
- Connected places
- Health & wellbeing
- Sustainable economy
- FutureGen
- First Peoples local government relations
- Climate & regenerative design
- Diversity, equity & inclusion
- Resilience & recovery
- Intergenerational infrastructure.

4.3 Motions must be formally endorsed by Council and submitted online by 30 March.

5. CONSULTATION AND STAKEHOLDERS

5.1 The motions are derived from Council's endorsed advocacy positions, which have been informed by:

- 5.1.1 community feedback
- 5.1.2 strategic engagement with Councillors
- 5.1.3 ongoing monitoring of national policy developments
- 5.1.4 Plan for Port Phillip

5.2 Officers have consulted and partnered with other councils where possible to align motions.

5.3 No additional consultation is required at this stage.

6. LEGAL AND RISK IMPLICATIONS

6.1 There are no legal or risk implications arising from submitting motions to the MAV State Council.

6.2 The proposed motions align with Council's previously endorsed advocacy positions.

7. FINANCIAL IMPACT

7.1 No financial implications arise from preparing or submitting the motions. Current advocacy on this matter is being accommodated within existing Council resources/budgets.

8. ENVIRONMENTAL IMPACT

8.1 The submission of motions does not generate environmental impacts.



9. COMMUNITY IMPACT

- 9.1 The proposed motions are consistent with Council's established advocacy priorities and focus on issues that have direct implications for community wellbeing, community safety and social cohesion, environmental and climate considerations, public and active transport access, and social housing access.
- 9.2 While the submission of motions itself does not create immediate community impacts, successful State advocacy may result in future initiatives, funding programs, or policy reforms that benefit the local community.

10. GENDER IMPACT ASSESSMENT

- 10.1 A Gender Impact Assessment is not required for this report.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The proposed motions align with Council's endorsed advocacy priorities and support key Council Plan objectives, including strengthening community wellbeing, community safety and social cohesion, environmental and climate considerations, public and active transport access, and social housing access.
- 11.2 The motions also reinforce existing Council policy positions related to community infrastructure investment, housing and homelessness, social cohesion, and integrated transport and land-use planning.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

- 12.1.1 Subject to Council endorsement, officers will lodge the motions via MAV's online submission portal by the due date.

12.2 COMMUNICATION

- 12.2.1 Motions that are accepted and endorsed at the MAV State Conference will be reported on by Councils' communication channels at the time they are considered.

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. 2026 MAV May State Conference - Motions  



MAV 2026 May State Conference

Motions

Motion 1: Strengthening council-led social cohesion initiatives

Joint, led by Glen Eira

That the MAV advocate to the Victorian Government to:

- Acknowledge the importance of all levels of government working collaboratively and constructively to combat all forms of racism, hatred and bigotry as well as promote social cohesion in Victoria.
- Establish a dedicated funding stream and partnership framework to support local governments in leading the community in social cohesion initiatives, and to prevent and respond to racially malicious incidents.
- Resource councils to deliver practical, evidence-based initiatives such as upstander training in schools, community engagement, and social cohesion taskforces.
- Facilitate collaboration between councils, state agencies, and community organisations to share best practice, respond to incidents, and build safer, more inclusive communities.

Rationale

Victorian communities are experiencing mounting pressures on social cohesion, with councils fielding heightened concern about racism, religious vilification and other hate-motivated incidents (including, for example, antisemitism). As the closest tier of government to community, councils are uniquely placed to convene local partners, deliver prevention and education, and coordinate rapid responses; however, impact is constrained by short-term, uneven resourcing.

A dedicated state funding stream and partnership framework would provide the predictability and alignment needed to scale evidence-based initiatives such as upstander training in schools, targeted community engagement and local social cohesion taskforces while enabling shared practice, consistent data, and clear referral pathways. This approach would empower councils to innovate and collaborate with state agencies and community organisations, reduce harm, and deliver measurable outcomes for vulnerable Victorians, strengthening safety, inclusion and trust across the state.



Motion 2: Statewide multi-year beach renourishment program

That the MAV advocate to the Victorian Government to:

1. Establish a statewide, multi-year beach renourishment program with clear governance, risk-based triggers and transparent funding pathways to protect public assets and promenades, maintain safe and accessible beaches, reduce storm damage and repair costs, and safeguard tourism and coastal ecosystems across Port Phillip Bay and the broader Victorian coastline.
2. Implement coordinated delivery and capability supports, including a predictable co-funding model, standardised technical guidance and monitoring, streamlined environmental approvals, and a preference for nature-based, climate-resilient designs to achieve better value for money and scheduling certainty for councils.

Rationale

Victorian beaches are increasingly exposed to erosion and storm damage, placing promenades, public assets and coastal access at risk and driving up reactive repair costs for councils. Current responses are often ad hoc and short-term, limiting efficiency and failing to leverage economies of scale or shared technical expertise.

A statewide, multi-year program with clear triggers and funding pathways would prioritise works transparently, coordinate renourishment across littoral cells, and provide the investment certainty councils need to plan efficiently, align with seasonal and environmental windows, and deliver better outcomes across Port Phillip Bay and the wider coast.

Proactive programmatic renourishment will help keep beaches safe and accessible, protect tourism and coastal ecosystems, reduce whole-of-life asset costs, and strengthen climate resilience.



Motion 3: Improving bus service frequencies in Victoria

Joint, led by Merri-bek

That the MAV: Call on the Victorian Government to:

1. Fund and implement Victoria's Bus Plan, as outlined in the Department of Transport and Planning's Bus Network Reform Implementation Approach, to improve bus services in Victoria and;
2. Deliver a vibrant public education campaign to promote bus use.

Rationale

Infrastructure Victoria reports that more than a third of Melburnians have never caught a bus, despite 8 in 10 homes being within 400 metres of a stop. Buses are often seen as unattractive due to outdated, poorly integrated timetables; indirect routes that wind through local streets; delays from mixed traffic; and infrequent services that don't run late at night or on weekends. As a result, buses aren't meeting community needs.

Better bus services can link people to trains, trams, jobs, education, shopping and entertainment. More frequent services that start earlier, finish later and run seven days a week especially benefit workers in industries with irregular hours (industrial, retail, healthcare).

Key improvements include:

- More direct routes that minimise detours.
- Road priority (bus lanes, signal priority) to avoid traffic delays.
- Timetable coordination with trains and trams to reduce transfer times.

Higher-quality services attract more users.

In 2021, the Department of Transport released Victoria's Bus Plan, a blueprint for a modern, productive, environmentally sustainable bus network. Its objectives included: simplifying and restructuring the network; deploying a cleaner, smarter fleet; improving performance; enhancing accessibility and customer experience; and strengthening planning and partnerships. In September 2023, DTP followed with a cabinet submission, Bus Network Reform Implementation Approach, but the plan has not been implemented.

The Victorian Government has delivered targeted reforms with positive results:

- Chadstone–Dandenong: better weekend services.
- Fishermans Bend: CBD route improvements including increased frequency, later weekend services.
- Yarra Valley outer suburbs: simplified routes/timetables, improved weekend services.
- Armstrong Creek & Torquay: extra evening/weekend services and new routes.

In each case, improved services increased patronage, reduced car use, saved people money and lowered transport emissions.

Infrastructure Victoria's research finds that more frequent bus services deliver around \$1.20 in benefits for every \$1 spent. Running buses more often provides benefits comparable to major road or rail projects, at a fraction of the cost.



Motion 4: Protecting Local Law officers as front-line workers

That the MAV advocate to the Victorian Government to:

1. Amend legislation to recognise local government authorised officers as protected front-line workers, applying emergency-worker-level aggravated assault penalties for assault, threats, intimidation, or obstruction while performing - or because of - their official duties, regardless of the enabling Act.
2. Provide implementation guidance to Victoria Police and courts, and public communications reinforcing zero-tolerance for aggression towards council officers.

Rationale

Local government authorised officers face persistent aggression and assaults while performing essential public health, safety, amenity and compliance duties. Current protections, such as section 51(3) of the *Summary Offences Act 1966*, are narrow because they hinge on whether the officer is acting under that specific Act at the time, creating inconsistent coverage when officers are enforcing local laws or other statutes.

Aligning penalties with those that apply to emergency workers would provide clearer deterrence, support consistent charging and prosecution, and help councils meet their work health and safety obligations. Extending protections to conduct occurring while officers are performing - or are targeted because of - their official duties across all enabling legislation, coupled with guidance for enforcement agencies and public messaging on zero tolerance, will strengthen safety, improve compliance, and bolster community confidence.



Motion 5: Legislation and funding to the EPA to support acoustic cameras to mitigate hooning

That MAV calls on the Victorian Government to:

1. Enable enforcement with acoustic cameras by clarifying or amending the *Environment Protection Act 2017* and *Environment Protection Regulations 2021* so EPA Victoria can rely on approved acoustic-camera evidence (with human review) to issue Vehicle Testing Notices and infringements.
2. Fund a statewide program for EPA Victoria (with Victoria Police and DTP) to deploy mobile and fixed acoustic cameras at Police-identified hotspots, under a standards, privacy and evaluation framework.
3. Co-fund council participation, recognising local installation costs, with EPA managing devices, data and enforcement.

Rationale

Excessive vehicle noise and hooning harm amenity and are linked to sleep disturbance and cardiovascular risks, reinforcing the need for targeted interventions. Existing Victorian provisions (ADR 83/00 and Reg. 142) and EPA's Vehicle Testing Notice pathway address noisy vehicles, but they depend on officer observation and stationary tests; acoustic cameras close this gap for moving vehicles.

Port Phillip has worked with EPA since 2022 to host a 12-month acoustic camera trial and committed up to \$10,000 for installation, with support from Victoria Police and residents; however, EPA funding is not yet secured.

UK roadside trials found cameras effective when paired with human review and showed deterrence benefits, and NSW is currently trialling the technology - evidence that a standards-led rollout in Victoria is feasible. The proposal complements, not replaces, Police anti-hoon powers (impoundment/forfeiture), strengthening both amenity and safety outcomes.



Motion 6: Statewide active & accessible transport acceleration

That the Municipal Association of Victoria advocate to the Victorian Government to:

1. Establish a recurrent funding mechanism to co-fund council-led walking, wheeling and cycling upgrades and public-transport access works, building on the congestion-levy reinvestment precedent.
2. Publish and fund a time-bound program for accessible tram stops (level boarding) and higher-capacity trams, with milestones co-designed with councils.
3. Complete a metropolitan bus network review and uplift (frequency, operating span, and intermodal connections), prioritising first/last-mile corridors identified by councils.
4. Co-deliver protected, connected cycling corridors on State-managed arterials and protected intersections at key nodes to close network gaps and reduce serious injuries.

Rationale

Councils cannot on their own deliver the active-transport and accessibility upgrades that rely on State-controlled assets and services. Evidence shows that high-quality protected facilities and protected intersections improve safety for people walking and riding when designed to best practice, supporting the case for co-delivery on State arterials and at high-risk nodes.

Active commuting also delivers measurable health gains, strengthening the public value of accelerated investment. Given MAV State Council's role in coordinating sector-wide advocacy on issues of statewide significance, a unified call for a time-bound, co-funded program across tram, bus and arterial networks is the most effective pathway to deliver safer, healthier and more accessible streets in every municipality.



Motion 7: Strengthened homelessness responses, social housing access, and rental stability

That the Municipal Association of Victoria advocate to the Victorian and Australian Governments to:

1. Strengthen integrated, prevention-focused homelessness responses, including early-exit pathways from institutions, properly resourced interim housing, and retention/expansion of locally delivered services.
2. Renew and expand social and community housing with tenant-safe renewal; deliver emergency and short-term options (including culturally appropriate First Nations responses); and scale proven, diverse models.
3. Increase affordable and key-worker supply through partnerships and innovation, a statewide register to track voluntary affordable housing agreements, and measures that reduce displacement from short-stay accommodation.
4. Stabilise the private rental market via mandatory affordable housing contribution requirements, stronger renter protections (lease security, improved CRA), mitigation of short-stay impacts, and accessible dispute resolution.
5. Strengthen place-based systems with a single coordinated access point, growth-enabling State infrastructure, and opportunities to collocate Council services in new social, community and affordable housing.

Rationale

Victoria's rental market now houses a growing share of low- and moderate-income households, essential workers and families, yet too many renters face insecure tenancies, poor dwelling quality and escalating rents that local governments cannot fix alone. Councils are well placed to convene services, generate local evidence and deliver place-based programs, but sustained improvements require State and Commonwealth action on five fronts: stronger and enforced minimum standards so rental homes are safe, healthy and energy-efficient; increased social and affordable supply to stabilise rents and house those priced out; shared, timely data to target interventions and measure outcomes; funded partnerships that amplify the tenant support work of local agencies; and formal recognition of renters as a priority population across climate, health and inclusion initiatives so programs reach those most at risk. A coordinated MAV-led advocacy position will align sector efforts, reduce duplication, and create a clear pathway for governments to co-invest with councils in proven, community-centred solutions.



12.2 COUNCILLOR EXPENSES MONTHLY REPORTING -
FEBRUARY 2026

EXECUTIVE MEMBER: ROBYN BORLEY, GENERAL MANAGER, GOVERNANCE AND PERFORMANCE

PREPARED BY: MITCHELL GILLETT, COORDINATOR COUNCILLOR AND EXECUTIVE SUPPORT

1. PURPOSE

- 1.1 To report on the expenses incurred by Councillors during February 2026 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 February 2026 (**Attachment 1**) 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 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 Notes the variations in *Information and Communication Technology* charges are due to the number of devices requested by those Councillors, such as the use of an iPad as well as a mobile phone and additional data packages.
- 4.7 Notes the higher *Information and Communication Technology* charges attributed to certain councillors in February 2026 is for International Roaming being enabled on respective councillor's council issued devices to allow them to participate in official Council business while overseas.

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.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Reporting on Councillor expenses delivers on Strategic Direction 5 – An Engaged and Empowered Community.

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 - February 2026 

Declaration of Councillor Expenses – February 2026

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 February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$220.60
TOTAL	\$3,450.76

Cr Louise Crawford

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	\$44.67
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$30.00
TOTAL	\$3,304.83

Cr Heather Cunsolo

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$40.00
TOTAL	\$3,270.16

Cr Justin Halliday

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$30.00
TOTAL	\$3,260.16

Cr Rod Hardy

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$40.00
TOTAL	\$3,270.16

Cr Beti Jay

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	\$60.00
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$30.00
TOTAL	\$3,320.16

Cr Alex Makin (Mayor)

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$11,255.30
Conferences and Training	
Travel	\$689.19
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$40.00
TOTAL	\$11,984.49

Cr Bryan Mears (Deputy Mayor)

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$5,627.62
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$40.00
TOTAL	\$5,667.62

Cr Serge Thomann

incurred the following expenses during the month February:

Expense	Value
Councillor Allowance	\$3,230.16
Conferences and Training	
Travel	
Car Mileage	
Child and Family Care	
Information and Communication Technology	\$130.00
TOTAL	\$3,360.16



13. A TRUSTED AND HIGH PERFORMING ORGANISATION

13.1 *Psychological Health and Psychosocial Hazards Policy* 424



13.1 **PSYCHOLOGICAL HEALTH AND PSYCHOSOCIAL HAZARDS POLICY**

EXECUTIVE MEMBER: DANIEL LEW, ACTING DIRECTOR, PEOPLE AND EXPERIENCE

PREPARED BY: KAREN LYONS, HEAD OF SAFETY AND WELLBEING

1. PURPOSE

- 1.1 To seek Council endorsement of the revised Psychological Health and Psychosocial Hazards Policy

2. EXECUTIVE SUMMARY

- 2.1 Council's current Psychologically Safe Workplace Policy which applies to both Councillors and Staff was endorsed by Council on 21 August 2021.
- 2.2 The Policy was originally developed following a motion tabled at Council in September 2020. The motion requested the CEO prepare a Policy on the creation and maintenance of a Psychologically Safe Workplace. The intention was to include the respective legal obligations under relevant legislation, to create a workplace that supports the mental and physical health and wellbeing of individual Councillors, the CEO and all staff employed by the CEO.
- 2.3 Psychological Health and Psychosocial hazard management have a greater emphasis in the Workplace now more than at any previous time.
- 2.4 The Victorian Safety Regulator, Worksafe alongside most other Australian Safety regulators has been taking steps to incorporate enhanced aspects of psychological health and psychosocial risk and hazard management over the past few years and new Victorian regulations came into effect in December 2025.
- 2.5 Over the past two years, People, Culture and Safety (PC&S) and Council more broadly have worked towards better incorporating the awareness and understanding of psychosocial hazards in the workplace and their risk controls.
- 2.6 To reflect these broader changes and to ensure we have an up-to-date policy, PC&S have reviewed and revised the existing Psychologically Safe Workplace Policy which will now become the Psychological Health and Psychosocial Hazard Policy ([Attachment 1](#)).
- 2.7 This revised Policy
- Provides a specific commitment to psychological health and the approach to management for both Councillors and staff
 - Supplements the overarching Health and Safety Policy and Safety Management System (SMS) framework reflecting the new regulatory environment and obligations on organisations
 - Identifies the different channels for escalation and support for Councillors and Staff



3. RECOMMENDATION

That Council:

- 3.1 Endorses the revised Psychological Health and Psychosocial Hazards Policy (**Attachment 1**) and notes its application to Councillors.
- 3.2 Authorises the Chief Executive Officer, or their delegate to make minor edits to the Policy that do not materially alter its content.

4. KEY POINTS/ISSUES

- 4.1 Psychological Health and Psychosocial hazard management have a greater emphasis in the Workplace now, more than at any previous time.
- 4.2 The Victorian Safety Regulator, Worksafe alongside most other Australian Safety regulators has been taking active steps to incorporate enhanced aspects of psychological health and psychosocial risk and hazard management into their frameworks and regulatory requirements. This is evident with the new regulations enacted in Victoria in December 2025 (Occupational Health and Safety (Psychological Health) Regulations 2025).
- 4.3 The key aims of these new regulations include:
 - Make psychological health an explicit occupational health and safety obligation, recognising psychosocial hazards as equivalent to physical hazards under Victorian OHS law
 - Require proactive prevention of harm: Impose a positive duty on employers to identify, eliminate or reduce psychosocial risks (so far as reasonably practicable) before psychological injury occurs, using the same risk-management approach as for physical hazard
 - Drive systemic workplace change: Shift employer focus from training-only responses to higher-order controls such as work design, systems of work, management practices and consultation, with ongoing review of controls
- 4.4 Council has an existing robust and comprehensive Safety Management System (SMS) that incorporates all the Regulatory requirements relating to these Regulations.
- 4.5 In addition, Council has in recent years strengthened our systematic approach to psychological health and psychosocial hazards to ensure these are adequately managed and have a strong framework to support our people and Councillors.
- 4.6 In order to enhance Council's approach to safety, in line with these new regulations and expectations a review was undertaken on the current Psychologically Safe Workplace Policy.
- 4.7 The proposed (reviewed, updated and renamed) Psychological health and Psychosocial Hazard Policy) is a component of this framework, and has been consulted on with both Staff and Councillors.
- 4.8 This is a complex area requiring workplaces to become more familiar with both the language and how we think about Workplace safety.
- 4.9 Terminology has been evolving. In general, the accepted language by regulators and Subject Matter Experts in the field is:



- Psychological safety is the ability to speak up without fear of retribution
- Psychosocial hazards are hazards that arise from workplace interactions, behaviours or culture, design or management of work, the work environment and/or plant at a workplace that cause a stress response. When the hazard is frequent, prolonged and/or severe this can result in psychological and/or physical harm.
- Psychological health is a state of overall emotional, mental, behavioural, and social well-being, where an individual can cope with the normal stresses of life, realize their potential, work productively, and contribute to their community

4.10 Consistent with the previous version of the policy, the scope of the revised policy includes both Councillors and Staff.

4.11 Whilst not legally required to have a Policy specifically addressing these aspects of safety, a policy that covers both Councillors and Staff to highlight the mechanism for support and addressing psychosocial hazards for both, provides for a robust and comprehensive scaffold that complements the existing Safety Management System. This is particularly relevant in the current environment where psychosocial hazards are becoming a more prevalent part of Councillors and Council considerations and interactions.

4.12 The updated Policy encompasses

- Overview of psychosocial hazards
- Council's obligations to Councillors and Staff and their respective roles
- Available support mechanisms

5. CONSULTATION AND STAKEHOLDERS

5.1 Consultation with a range of staff and our staff consultative committee has been completed, as well as a briefing and input from Councillors in October 2025.

6. LEGAL AND RISK IMPLICATIONS

6.1 The Victorian Regulatory environment relating to management of Psychosocial Hazards and supporting Psychological Health with Regulations was enacted in December 2025.

6.2 The SMS and associated documents are Councils systematic way to address and mitigate or prevent hazard from impacting staff and these are well documented in the SMS documentation.

6.3 Whilst not legally required to have a specific Policy relating to psychosocial matters it provides additional guidance and risk control to support our regulatory obligations.

7. FINANCIAL IMPACT

7.1 No Financial impact or implications are expected as the program of work and support mechanisms are already in place and part of regular operational budgets and workplans.

8. ENVIRONMENTAL IMPACT

8.1 This initiative does not have a direct environmental impact.



9. COMMUNITY IMPACT

9.1 This initiative is related to the wellbeing and safety of Councillors and employees and does not have a direct connection to Community.

10. GENDER IMPACT ASSESSMENT

10.1 A GIA is not required for this Policy as it does not have a direct or significant impact on the Community.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

11.1 This Policy is aligned to Strategic Direction 6; A trusted and high-performing organisation.

12. IMPLEMENTATION STRATEGY

12.1 TIMELINE

Policy will become active, and the previous Policy rescinded following Council endorsement and subsequent organisational communications.

12.2 COMMUNICATION

Communication will occur via the relevant Staff Committees, and channels as well as in Councillor training and through the ongoing safety and wellbeing education program. Next steps will include:

- Rescinding the Psychologically Safe Workplace Policy and replacing it with Psychological Health and Psychosocial Hazards Policy
- Alignment to Health and Safety policy and Safety Management System
- Additional organisational education on wellbeing and support mechanisms available

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. Psychological Health and Psychosocial Hazards Policy  



Psychological Health and Psychosocial Hazards Policy

Policy outcome:	To promote healthy, respectful and productive relationships between staff, between Councillors and staff, and between Councillors, staff and community members.
Responsible area:	People, Culture & Safety
Version:	1.0
Date approved/adopted:	
Planned review date:	August 2029

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City of Port Phillip Psychological Health and Psychosocial Hazards Policy



1. Purpose

To promote healthy, respectful and productive relationships between staff, between Councillors and staff, and between Councillors, staff and community members.

To achieve its purpose, this policy will ensure that all relevant Council policies (set by the Council) and relevant organisational policies (set by the CEO) are re-aligned and contain appropriate preventative, response and support mechanisms to take reasonably practicable steps to provide a safe system of work for staff and for Councillors (acknowledging the unique hazards inherent in that role).

This Policy should be considered in conjunction with our Employee Code of Conduct, Safety Management System, Risk Management Policies and other relevant Policies and procedures that are relevant for employees for example; EEO Policy, Prevention of Sexual Harassment.

2. Scope

This policy applies to Councillors and to all staff.

It outlines the roles and responsibilities in relation to psychological safety and mitigating the risk of psychosocial hazards.

The ability of Council to prevent or reduce hazards for staff may differ from the ability to prevent or reduce hazards for Councillors.

3. Outcomes

- A workplace where people feel safe and supported to voice thoughts, feelings and behaviours in a respectful manner without fear of any adverse consequences.
- Improved governance and decision making through the promotion of respectful debate between Councillors and the creation of an environment where staff can provide frank and fearless advice to Council and are comfortable to raise issues at work.
- Council support, as the city governing body, for the CEO to assist in the legislative obligations and accountabilities for the health and wellbeing of Councillors and staff in the workplace.
- To mitigate the risk of psychological injury and reduce the costs and impacts on the organisation from psychological injury, including personal impacts on individuals, direct costs related to injury management, and impacts on staff, Councillors, employee retention, morale and productivity.
- To ensure that Council as an employer complies with its obligations under *the Local Government Act 2020* and the *Occupational Health and Safety Act 2004 (Victoria)* and other relevant legislation.



4. What is psychological safety and why is it important?

Psychological safety is an essential part of work health and safety, in the same way that physical safety is essential. Psychological safety is the belief that you won't be punished or humiliated for speaking up with ideas, questions, concerns, or mistakes. "Psychologically safe" workplaces are characterised by a climate of interpersonal trust and mutual respect. They are places where people feel comfortable to be themselves and are supported to deliver the best work within their capacity and capability. They are places where genuine mistakes provide an opportunity for learning and reflection and where people can take measured risks in their work to drive innovation and continuous improvement. They are also places where people have open minds, actively consider and benefit from divergent points of view.

A working environment that is psychologically safe should also be culturally safe where people of diverse cultural and ethnic backgrounds can feel respected and safe and accepted and valued for who they are, and what they bring to their work.

5. What are psychosocial hazards?

Psychosocial hazards are hazards that could cause psychological harm in the workplace. They can include factors in the design or management of work that can increase the risk of psychological or physical harm. Psychosocial hazards are hazards that arise from work that can increase the risk of work-related stress. Frequent, prolonged or severe work-related stress can cause both psychological and physical injury.

Common psychosocial hazards include, but are not limited to:

- Bullying.
- Conflict.
- Exposure to traumatic material or events.
- Fatigue.
- Harassment (including sexual harassment)
- High or low job demands.
- Low job control.
- Low recognition and reward.
- Low role clarity.
- Poor organisational change management.
- Poor organisational justice.
- Poor organisational justice.
- Poor support.
- Poor workplace relationships.
- Remote or isolated work.
- Violence and aggression.

Not all these hazards will be relevant to Councillors, or relevant to all staff.

6. Council's obligations



6.1. Councillors

Council has an obligation to, so far as is reasonably practicable, eliminate, and if that is not possible, to reduce risks to the health and safety of Councillors.

This is done through:

- Providing a physically safe working environment and appropriate facilities.
- Addressing known security risks to Councillors.
- Organising training and induction for Councillors.
- Implementing Councillor Contact Guidelines.
- Promoting psychological safety between Councillors.
- Providing support for resolution of interpersonal issues between Councillors.
- The Governance Rules that ensure meetings are conducted in a manner that encourages respectful debate and efficient decision making. The Governance Rules will also ensure that members of the public remain respectful of Councillors and staff when addressing Council.
- The Media and Social Media Policy, which seeks to reduce, so far as is reasonably practicable, the risk of psychological injury to a Councillor.
- Encouraging Councillors to access support, and report hazards through Donesafe.

6.2. To staff

Council must ensure a safe and healthy workplace, which includes psychological health, so far as is reasonably practicable. Council must manage workplace psychosocial hazards by identifying them, assessing risks, implementing controls, and reviewing effectiveness. In relation to psychosocial hazards, this is done through:

- Identifying hazards
- Consultation with employees and Health & Safety Representatives
- Undertaking Risk Assessments through consultation with employees and Health and Safety Representatives
- Addressing grievances and complaints by staff.
- Encouraging staff to access support, and report hazards through the safety incident reporting system (Donesafe).
- Take steps to eliminate the psychosocial risks by implementing control measures
- If it is not reasonably practicable to eliminate a risk associated with a psychosocial hazard, reducing the risk so far as is reasonably practicable by:
 - altering:
 - i. the management of work,
 - ii. the plant,
 - iii. the systems of work,
 - iv. the work design, or

City of Port Phillip Psychological Health and Psychosocial Hazards Policy



v. the workplace environment.

- if required using information, instruction or training, or
- if required using a combination of the control measures referred to above.

7. The role of Councillors

There are risks inherent in the role of Councillors including arising from:

- The implied Constitutional freedom of political free speech, and the expression of views by other Councillors or members of the public.
- Unfavourable or intrusive social media or media commentary, or public scrutiny.
- Security issues.
- Tension and disputes between Councillors.

Council will take reasonably practicable steps to address these hazards, but they may not be able to be eliminated.

Councillors have a role in supporting and contributing to the Standards of Conduct made under the *Local Government Act 2020* to:

- in performing the role of a Councillor, treat other Councillors, members of Council staff, the municipal community and members of the public with dignity, fairness, objectivity, courtesy and respect.
- ensure they do not engage in abusive, obscene or threatening behaviour in their dealings with members of the public, Council staff and Councillors.
- ensure good governance including diligently and properly complying with any policy for managing interactions between staff and Councillors.

Councillors should engage in a psychologically safe way to promote safe and robust debate at Council.

Councillors should also cooperate with measures introduced by the CEO to address physical and psychosocial hazards and should take reasonably practicable measures to ensure the safety of CEO in their dealings with them.

Councillors:

- are encouraged to immediately withdraw from interactions where there is a risk of psychological injury to themselves and seek advice from the Mayor and/or CEO.
- if the risk of psychological injury to a Councillor is from interaction with a community member or customer of Council, the matter should be referred to the CEO who will consider if application of the Council's Difficult Customer Guidelines is appropriate and sufficient to mitigate the risk.
- are encouraged to report any threats made to a Councillor by a third party to the CEO, who will advise the Mayor and refer the matter to the police or other relevant bodies where it is appropriate to do so.
- who experience a psychological injury are encouraged to advise the Mayor who will request the CEO to provide support to the Councillor. The CEO or Director/General Manager

City of Port Phillip Psychological Health and Psychosocial Hazards Policy



Governance and Organisational Performance will record all incidences of psychological injury on Donesafe, Council's Incident Management software.

8. The role of staff

All staff have a role in supporting and contributing to a psychologically safe organisational culture at Council.

Staff must take reasonable care for their own health and safety, and the health and safety of other persons who may be affected by their acts and omissions at work. Staff must cooperate with Council in relation to measures, policies and procedures and systems that address health and safety.

Staff are encouraged to raise health and safety hazards and concerns with their Manager at any time. Staff should record incidents on Donesafe. Should the concern relate to the Manager, staff are advised to contact People, Culture and Safety or their Manager's line Manager.

9. Psychologically safe workplace objectives

This policy seeks to align relevant Council and organisational policies to ensure there is a comprehensive approach to achieving the following policy objectives:

- The prevention of psychological injury to Councillors and staff through the adoption of policies, processes and mechanisms that reduce the risk of psychological injury.
- Responding to incidences of psychological injury to minimise impacts on Councillors and/or staff.
- Supporting Councillors and staff to recover from incidences of psychological injury.

10. Support for councillors and staff who sustain an injury

Councillors who experience a psychological injury are encouraged to advise the Mayor who will request the CEO to provide support to the Councillor. The CEO (or via delegation) will record all incidences of psychological injury on Donesafe, Council's Incident Management software.

10.1. Council actions to support Councillors who experience a psychological injury

The CEO will offer support to the Councillor including:

- Responding to incidences of psychological injury to minimise impacts on Councillors.
- Immediate contact from the CEO to ascertain any additional support that needs to be provided to the Councillor.
- Provision of access to EAP services.
- Support for injury management through the Workers Compensation scheme if a Workers Compensation claim is lodged by the Councillor and accepted.

City of Port Phillip Psychological Health and Psychosocial Hazards Policy



- If the injury results in the Councillor being unable to carry out their duties as a Councillor, the CEO will work with the Mayor and where appropriate Council's WorkCover agent to put arrangements in place to facilitate a safe return to duties for the Councillor.

10.2. Council actions to support staff who experience a psychological injury

- Staff who experience a psychological injury should refer to the Safety Management System (SMS) Incident Management Procedure and Injury Management Procedure
- Wellbeing support and other support options are also available and are detailed on the Council intranet

11. Responsibilities

Role	Responsibility
Council	<ul style="list-style-type: none"> • Consider this policy while completing official council business and at any time while representing Council. • Support and contribute to a culture of respect with the aim of providing a mentally healthy workplace for all.
Councillor	<ul style="list-style-type: none"> • Consider this policy and possible impact on fellow Councillors when campaigning or representing their constituents. • Consider this policy and possible impacts when interacting with staff. • Responsible for following the Model Councillor Code of Conduct. • Support fellow Councillors in their awareness of this policy. • Report incidents to the CEO to enable the CEO to record incidents on the Incident Management software, Donesafe.
CEO	<ul style="list-style-type: none"> • Accountable for providing and maintaining, so far as is reasonably practicable, a safe workplace that is free of risks to health. • Support and contribute to a culture of respect with the aim of providing a mentally healthy workplace for all workers. • Record and encourage reporting of incidents on the Incident Management software, Donesafe.
Director Governance & Performance	<ul style="list-style-type: none"> • Responsible for ensuring induction and training of Councillors in this policy.
Managers	<ul style="list-style-type: none"> • Responsible for mitigating physical and psychosocial risks in their area of management. • Responsible for encouraging reporting of incidents on the Incident Management software, Donesafe. • Responsible for ensuring induction and training of health safety and wellbeing including psychosocial safety and eliminating or reducing psychosocial hazards.

City of Port Phillip Psychological Health and Psychosocial Hazards Policy



- Responsible for listening to and addressing concerns of staff.

Staff	<ul style="list-style-type: none"> • Responsible for understanding this policy and seek clarification where required. • Responsible for following the Councillor Contact Guidelines and Code of Conduct. • Identify and report on hazards and factors that may impact on workers' psychological health and safety, and psychosocial hazards. • Support and contribute to organisational culture with an aim of providing a mentally healthy workplace for all. • Utilise Donesafe (incident reporting system) or other mechanisms in staff policies to report incidents • Details of the reporting process and the support available can be found separately at the Safety Management System (SMS) Incident Management Procedure and Injury Management Procedure
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12. Supplementary policy documents

Health and Safety Policy

Equal Opportunity, Discrimination, Harassment & Bullying Policy

Prevention of Sexual Harassment Policy

Employee Code of Conduct

Model Councillor Code of Conduct

Safety Management System procedures including;

- Hazard identification and risk management, consultation, psychosocial hazard guidelines
- Incident Management Procedure
- Injury Management Procedure

13. Related legislation and documents

Occupational Health & Safety Act 2004 (Victoria)

Workplace Injury Rehabilitation Act 2013

Local Government Act 2020

Equal Opportunity Act 2010/3

Public Interest Disclosure Act 2012

City of Port Phillip **Psychological Health and Psychosocial Hazards Policy**



Child Safe

The City of Port Phillip is a Child Safe Organisation and has a legal and moral responsibility to understand and activate their role in preventing, detecting, responding and reporting any Child Safety concerns. Council has zero tolerance for child abuse and is actively committed to embedding a culture of safety, wellbeing and inclusion for children and young people.

Consideration has been given to the Child Safe Standards in the development of this policy.

Gender Equality

Under the *Gender Equality Act 2020*, Council has a positive duty to advance gender equality in our organisation and our community. This includes assessing the impacts of Council's policies on people of different genders, backgrounds and identities, and considering how a policy that directly and significantly impacts the community can be changed to better support people of all genders and promote gender equality.

In the case of this policy, a gender impact assessment was not required.

14. Definitions

Term	Definition
Contractor	Means contractors who are who are engaged by the City of Port Phillip to perform work for, or on behalf of Council.
Council	City of Port Phillip.
Councillor Code of Conduct	Provides information on the expected behaviour of Councillors as required under the LG Act.
Councillor Contact Guidelines	Provides guidance and support for Councillors and staff in the performance of their respective roles. It outlines how Councillors can get the information they need to perform their role in a timely manner and through the appropriate channels.
Donesafe	Incident management and reporting software that records all near misses, hazards and incidents.
Governance Rules	Section 60 of the LG Act requires each council to adopt and apply governance rules that describe the way they will conduct council meetings.
Media and Social Media Policy	Provides understanding and guidance for the appropriate use of communications tools, including verbal, printed, and digital, for Councillors and all staff while conducting Council business.

City of Port Phillip Psychological Health and Psychosocial Hazards Policy



Term	Definition
Psychologically Safe Workplace	A workplace where people feel safe and supported to voice thoughts, feelings and behaviours in a respectful manner without fear of any adverse consequences.
Staff	Employees, labour hire and consultants.
Unreasonable Behaviour Procedure	Provides guidance for Council Officers dealing with unreasonable complainant conduct by a customer or community member, that may result in a change, restriction or ban from Council services.

15. Document history

Version	Date of approval / adoption	Changes made	ECM record
1.0	July 2021	Initial Release as: Psychologically Safe Workplace Policy	
2.0	04/08/2025	Retitled to: Psychological Health and Psychosocial Hazards Policy, and enhanced to capture the broader scope of psychosocial safety	



14. NOTICES OF MOTION

Nil

15. REPORTS BY COUNCILLOR DELEGATES

16. URGENT BUSINESS

17. CONFIDENTIAL MATTERS

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 CEO Employment Matters

3(1)(f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

Reason: Under the CEO Employment and Remuneration Policy, Section 16 - Confidentiality, Council does not disclose any personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. The CEO's remuneration falls into that category.