

Priorities

Delivering our vision 2017-27



Our priorities 2018

Council respectfully acknowledges the Yalukut Weelam Clan of the Boon Wurrung.

We pay our respects to their Elders, both past and present.

We acknowledge and uphold their continuing relationship to this land.

Direction 1: we embrace difference, and people belong

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The City of Port Phillip is passionate about creating a community that is welcoming, celebrates its diversity and is a great place to live, work and visit.

Our key priorities are in the City of Port Phillip Council Plan 2017-27, which sets out how we can improve the health and wellbeing of our community. The Council Plan identifies challenges such as climate change and population growth, which are impacting our open space, transport, education, recreation and sports facilities. The Council Plan looks to manage these challenges sustainably.

This Priorities Document provides the next layer of detail - a range of exciting projects, policies and ideas to improve the health and wellbeing of our people and places. The projects are structured around the six Strategic Directions identified in the Council Plan and catalogued according to subject matter (Table 1) and Victorian State Electorate (Table 2). While most of the City of Port Phillip is within the Electorate of Albert Park, other State Electorates with areas within Council boundaries are Prahran, Caulfield and Brighton (map page 45).

The bold vision set out in the Priorities Document touches every facet of our diverse community. Its delivery requires support from other levels of government, particularly the Victorian Government.

As many of these projects require significant investment or government policy frameworks, we are seeking support from all major political parties and individual candidates to help deliver our key community priorities. We invite you to join us and commit to projects so that, together, we will make Port Phillip even better for everyone.

Delivery of this bold vision, which touches every facet of our diverse community, requires support from other levels of government, in particular the Victorian Government.



COUNCIL PLAN - OUR STRATEGIC DIRECTIONS

In June 2017 the Council adopted the Council Plan 2017-2021. The Plan sets out what we want to achieve for the City of Port Phillip over the next 10 years and how we will support the current and future health of our City and our people.

Strategic planning framework

Strategic direction



Strategy



Delivery



Direction 1:
We embrace difference,
and people belong



1. IN OUR BACKYARD - GROWING AFFORDABLE HOUSING

For over 30 years, the City of Port Phillip has been recognised as a national leader in demonstrating how local government enables growth in affordable housing.

Despite Council's work in this area, the housing affordability problem is worsening. Housing is considered affordable if housing costs do not exceed 30 per cent of income. On this measure, only 1 per cent of rental housing in Port Phillip is affordable and, in general, renting is unaffordable to all households who are in the lower 60-70 per cent income range.

Without new social (public and community) housing, the percentage of social housing to total dwellings will decline in Port Phillip from 7.2 per cent in 2015 to 5.9 per cent by 2025.

Council's response to this challenge is an affordable housing strategy, In Our Backyard - Growing Affordable Housing in Port Phillip (2015-25). The strategy uses Council property to deliver affordable housing, contributing 5,000m² of developable land (or air space) over a 10 year period.

The strategy prioritises housing for high needs groups, particularly:

- older persons, primarily, older single women
- low income families, including larger families
- singles at greatest risk of homelessness
- low income wage earners / key workers.

Marlborough Street Project

The first Council property to be developed under our In Our Backyard strategy is the Council carpark at 46-58 Marlborough Street, Balaclava. The site, valued at \$7 million, is ideally located for affordable housing (near the Carlisle Street activity centre and next to Balaclava railway station) and will be developed by Port Phillip Housing Association (PPHA).

Council believes that the site can deliver five levels comprising an estimated 45 dwellings housing older, single women and families.

We believe this is a tremendous opportunity to show how quality, affordable housing can be developed under a partnership approach.

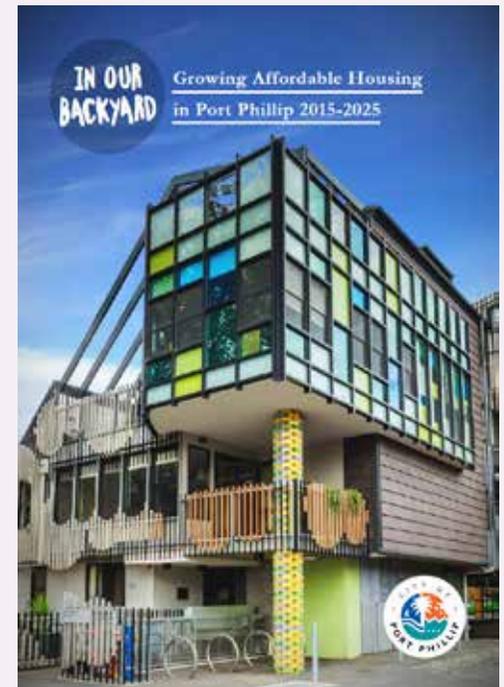
Commitment needed

This project needs a State Government contribution of up to \$14 million to realise this vision for affordable housing.

For further information:

City of Port Phillip housing strategy 2007 - 2017

In Our Backyard - Growing Affordable Housing in Port Phillip 2015-2025



2. DELIVERING AFFORDABLE HOUSING USING OUR PLANNING SYSTEM AND EXISTING PUBLIC HOUSING ESTATES

The Planning System

The housing affordability crisis cannot be resolved by councils alone. The Victorian and Commonwealth governments and the community sector need to work together to reduce the number of local people and families who are sleeping rough.

Housing in Melbourne's inner region is declining rapidly. For example, analysis of the Fishermans Bend Urban Renewal Area found that, without Government intervention, only 1.3 per cent of new housing in the precinct would be affordable to all households. The private housing market alone would exclude:

- all very low to low income renters
- all moderate income families
- two thirds of moderate income purchasers
- all low income wage earners / key workers.

Our State planning system presents an important opportunity to support the delivery of new social and affordable housing, which will reduce housing stress, housing related poverty, social dislocation and homelessness.

Council has welcomed the Victorian Government's inclusion of incentive based planning mechanisms (Floor Area Uplift) in the draft Fishermans Bend Framework, and the voluntary planning mechanisms detailed in Plan Melbourne. However, while these mechanisms make a welcome contribution, they are voluntary, and do not go far enough to address the depth and breadth of our housing need. The inclusion of a mandatory affordable housing requirement would bring Victoria in line with most other states and the world.

Other planning mechanisms are being investigated by the Inner Melbourne Action Plan (IMAP) group of councils (Melbourne, Maribyrnong, Port Phillip, Stonnington and Yarra).

Commitment needed

Victorian Government implement the use of both incentivised ('opt-in') and mandatory planning mechanisms to ensure that affordable housing will be delivered. To begin with, the Victorian Government should support the incentive based planning mechanisms detailed in the draft Fishermans Bend Framework and work with IMAP councils to investigate additional planning mechanisms to increase affordable housing outcomes.

Port Phillip Housing Estates

Council wants to work with with government and private sector redevelop public housing estates in Port Phillip to provide more and better housing.

Commitment needed

Victorian Government (Department of Health and Human Services) to work with Council to investigate opportunities to redevelop public housing estates.

For further information:

- City of Port Phillip housing strategy 2007 - 2017
- In Our Backyard - Growing Affordable Housing in Port Phillip 2015-2025

3. CHILDREN'S CENTRES

The City of Port Phillip provides high quality, accredited childcare services sensitive to the needs of children and families.

A number of community-managed early childhood education and care services (hosting a total of 120 places) operate from older buildings that are becoming unfit for purpose or may not be compliant with the Disability Discrimination Act 1992 (Cth). This means that children and staff with a disability cannot fully access and utilise these early learning services.

Commitment needed

Council seeks funding to deliver contemporary models of early childhood education from a new childcare hub that can replace a number of existing kindergartens and allow future growth.



4. PRIMARY AND SECONDARY EDUCATION

To cope with increasing demand, several schools in Port Phillip are relying on relocatable classrooms. This is not sustainable and Council is concerned about the adequacy of these facilities and the impact on outdoor areas and play space.

In 2017 a Department of Education and Training review (School Provision Review for Docklands, Capire 2017) found that by 2031 there is unlikely to be sufficient capacity across the Docklands and surrounding areas (including Port Phillip) to accommodate projected demand for government schools. The review identified a shortfall of approximately 4,800 primary school places and 2,000 secondary school places. The report found that, by 2031:

- Albert Park Primary School had a projected shortfall of over 1,500 places
- Port Melbourne Primary School had a projected shortfall of 600 places
- Albert Park College had a projected shortfall of almost 900 places.

While the addition of the Pickles Street campus to Albert Park College (200 places), the construction of the South Melbourne Primary School (opening 2018, 525 places), South Melbourne Park Primary School (opening 2019, 550 places), the Docklands Primary School (capacity and construction timeframe to be confirmed) and the proposed secondary school in Wirraway will alleviate some of this pressure, population growth will rapidly fill these new facilities leaving a significant shortfall.

Commitment needed

To immediately build the Docklands Primary School, the secondary school in Wirraway and additional primary and secondary schools needed to meet population growth.

To work with Council on integrated facility models that include schools, sports courts, open space and other community facilities.

In 2017 a Department of Education and Training review (School Provision Review for Docklands, Capire 2017) found that by 2031 there is unlikely to be sufficient capacity across the Docklands and surrounding areas (including Port Phillip) to accommodate projected demand for government schools.

5. PORT PHILLIP DEDICATED YOUTH FACILITY

Young people (aged between 8-25 years) form a significant and growing proportion of the population of the City of Port Phillip. In 2016, over 16,000 young people lived in Port Phillip. This is forecast to grow to 27,778 by 2031 and 31,952 by 2041. Population growth and changing demographics will increase the number of services needed for young people and their families.

Preliminary service mapping work to inform Council’s Youth Places Discussion Paper (2017) indicated that Port Phillip has relatively few generalist prevention and early intervention services for young people. Specifically, Port Phillip does not have a dedicated youth facility (youth hub) that provides multiple services and activities on one site.

Youth hubs provide multiple benefits including:

1. Allowing multiple services to co-locate improves communication and coordination between services, provides cost efficiencies and a central easy to access hub for community members.

2. Providing protective factors like positive role models, strong interpersonal connections and opportunities for community participation that has positive impacts in areas like crime prevention. Young people needing additional support can be identified and referred to appropriate services.
3. Offering supportive and safe places for young people to meet and socialise. They can improve the attitudes, values and behaviours of young people.

Commitment needed

Funding for a one-stop youth hub providing generalist prevention and early intervention services for young people.

Port Phillip has relatively few generalist prevention and early intervention services for young people. Specifically, Port Phillip does not have a dedicated youth facility (youth hub) that provides multiple services and activities on one site.

6. ADVENTURE PLAYGROUNDS

Positive social interaction, good role modelling and opportunities for play and positive experiences make all the difference to the mental welfare of youth and their development of social skills. Children's play has long been understood to be important in fostering children's wellbeing and development, and provides opportunities for positive socialisation and the development of life skills.

Council has managed adventure playgrounds in St Kilda and South Melbourne since 1978 and 1981 respectively. The playgrounds provide backyards for local children, many of whom live in social housing. The adventure playgrounds function under the premise that play needs to include controlled challenges and risks for children and young people to aid personal growth. In today's increasingly risk-averse environment such opportunities are disappearing. These playgrounds are places where children can use their imagination, play, create and socialise with other children in positive ways to enhance their growth and development.

While the adventure playgrounds are highly valued community assets, a need exists to ensure they meet contemporary contexts, adapt to changing Victorian Government policy, population growth and the evolving needs and expectations of the community. An upgrade to the adventure playgrounds is an opportunity to showcase an innovative new model of delivery to middle years (8-11 years of age) and their families, building on the strong tradition and foundations of the playgrounds.

To meet these changes the role of adventure playgrounds can be expanded to better utilise the space and resources. Community engagement has identified the need to:

- upgrade the infrastructure to provide purpose-built, flexible, adaptable and accessible spaces to deliver multi-age programs
- expand programs delivered to early and middle years
- develop stronger partnerships with schools, kindergartens, family services and other service providers to ensure integrated support.

Council will develop new service plans and masterplans for both sites in 2018/2019 and has committed \$2.7 million for future capital investment as part of their 2020-2023 capital works program.

Commitment needed

To work with Council on the new service plans and masterplans that showcase an innovative new model of delivery to young people and their families, and to match Council's \$2.7 million commitment for capital works.

7. DISABILITY REFORM

Council supports the national approach to the delivery of support for Victorians with a disability through the National Disability Insurance Scheme (NDIS).

As part of the transition to the NDIS the Victorian Government is withdrawing funding from some of its funded disability services. Some of these currently Victorian Government funded programs will not be supported by the NDIS, leaving a reduction in service delivery. This means that a significant number of people with disabilities will be left without support when the Victorian Government ceases funding programs for people under 65 years on 30 June 2020.

The recent Productivity Commission report released in October 2017 and anecdotal evidence from areas where the NDIS has already been rolled out has identified concerns around some clients, particularly those with mental health issues, not being eligible for support under the current NDIS eligibility criteria.

Council believes that the transition to the NDIS should not disadvantage the vulnerable Victorians that the NDIS is meant to protect.

Commitment needed

A Victorian Government audit to identify funding and/or program gaps resulting from the transfer of disability services from the Victorian Government to the NDIS and, where gaps are identified, a commitment to continue funding the programs.

The Victorian Government has agreed to fund Home and Community Care (HACC) services until 2020. The HACC program funds services support frail older people, younger people with disabilities and their carers.

Commitment needed

Funding for HACC services beyond 2020 for the next full term of government to 2022.

**Direction 2: We are connected
and it's easy to move around**



8. FISHERMANS BEND PUBLIC TRANSPORT

At over 485 hectares (twice the size of Melbourne's CBD), Fishermans Bend is the largest urban renewal area in Australia. Currently, Fishermans Bend is characterised by industrial development (manufacturing, warehousing and creative industries). However, by 2051, it is projected that Fishermans Bend will accommodate 80,000 residents and 80,000 jobs. Three of the five Fishermans Bend precincts (Montague, Sandridge and Wirraway) are within the City of Port Phillip and are designated "mixed use" - the other two are in the City of Melbourne.

In undertaking this development we have a unique and important opportunity and responsibility to ensure our legacy is a positive one for generations to come. Council's vision is for the three tiers of government to work together with the private sector to create a diverse, vibrant and thriving community with infrastructure that supports sustainable growth.

The draft Fishermans Bend Framework (the draft Framework) released in October 2017 confirmed that development will be underpinned by new tram lines and, in the long term, an underground metropolitan train line.

Tram Infrastructure

The draft Framework proposes delivery of the tram in three stages (see map of Fishermans Bend):

- **Stage 1:** Yarra River crossing and northern corridor line (2020-2025)
- **Stage 2:** Westgate Freeway crossing and link to Sandridge (2020-2025)
- **Stage 3:** Extension to Wirraway (2025+)

The draft Framework also includes a new bridge across the Yarra River providing fast and direct links between Fishermans Bend and the Melbourne CBD for trams, pedestrians and bike riders.

While Council welcomes the tram and multiuse bridge, Council is concerned about the separation of Stages 1 and 2 and the extended delivery timeline for Stage 3.

Timely delivery of the tram - within four years - alongside commercial and residential development is critical to good development outcomes and the success of Fishermans Bend. If tram infrastructure delivery does not drive apartment development we risk outcomes like low yield town houses

and land flipping. If we want quality developments and jobs we have to offer viable transport options now as development decisions are being made.

Council believes that the Victorian Government should partner with Council, the development industry, the Commonwealth Government and the City of Melbourne to bring forward delivery of the tram network as one single project rather than in three stages.

We believe that timely delivery of the tram is necessary to capitalise on the major jobs growth potential for Fishermans Bend and to deliver global best practice Smart City infrastructure and technology.

Commitment needed

To deliver the tram to Fishermans Bend by 2025 as one project (not in three stages).

To work with Council, the Commonwealth Government and developers to gain the necessary support and funding to deliver the tram.

Train Infrastructure - Melbourne Metro 2

The Fishermans Bend rail corridor (also referred to as Melbourne Metro 2) is critical to meet the sustainable transport targets identified in the draft Fishermans Bend Framework and will release the development potential of Fishermans Bend.

It provides a connection to the wider Melbourne train network improving capacity in the City Loop, improving train capacity to growth areas in Melbourne's west and north, and unlocking the potential to deliver new rail lines to Doncaster and Melbourne Airport.

In Public Transport Victoria's (PTV) Network Development Plan 2012 the delivery of a rail tunnel from Clifton Hill to Southern Cross is a 'Stage 3 (Extending the Network) priority' required within 15 years (prior to 2027). The extension of this tunnel to Fishermans Bend is a Stage 4 (Preparing for Growth) priority required within 20 years (prior to 2032).

Considering the long range planning, workforce expertise and tunnel boring equipment required to deliver rail projects of this scale and complexity Council believes a commitment to deliver Metro 2 must be made now.

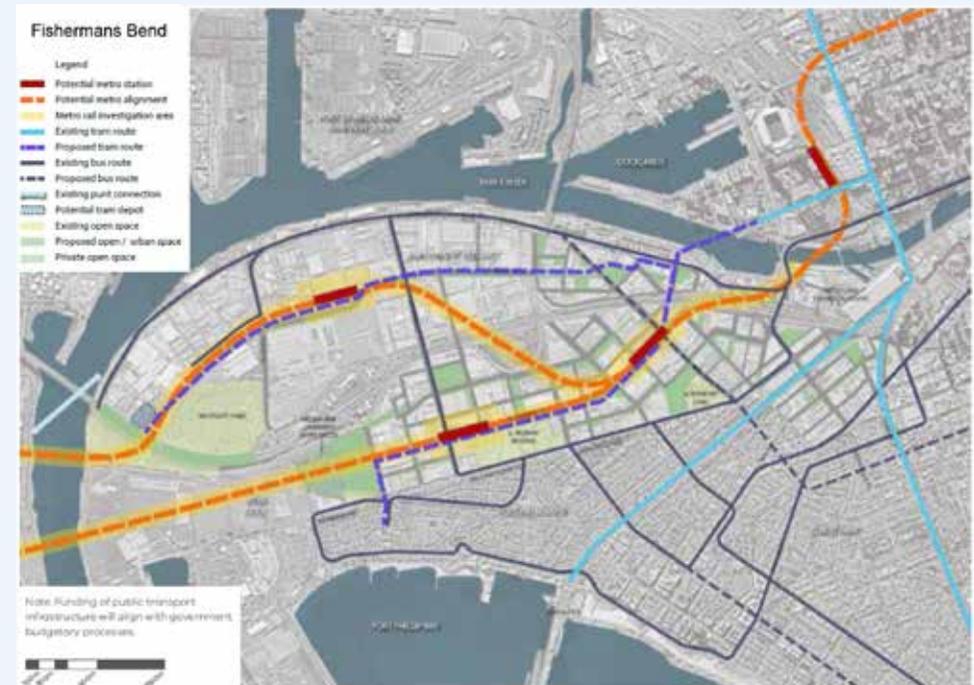
Commitment needed

A commitment from the Victorian Government to commence construction on the Metro 2 project immediately following completion of the current Metro Tunnel Project in 2026.

For further information:

Council Submission to Draft Framework and document catalogue

Draft Fishermans Bend Framework



9. PARK STREET TRAM LINK

A Park Street, South Melbourne, tram link would provide the most direct route from the new Anzac Station at Domain to the Clarendon Street, South Melbourne activity centre for bike riders, pedestrians and public transport users.

The link will also relieve pressure and improve the punctuality and reliability of trams along Swanston Street and St Kilda Road, Melbourne's busiest tram route.

This will greatly enhance public transport across Port Phillip, opening up options for east-west tram services in Port Phillip and providing a direct public transport link between the jobs in Fishermans Bend and the western CBD, as well as to residents of inner south eastern suburbs.

The Melbourne Metropolitan Rail Authority (MMRA) has agreed to install 300 metres of tram track along Park Street to provide the missing link.

While Council welcome the MMRA decision, delivery of the tram link is not scheduled until after the completion of the Anzac Station works, likely in five years.

Commitment needed

Earlier delivery of the Park Street tram link and funding for associated streetscape and separated bike lane upgrades.



10. PRIORITISING PEOPLE AND SAFETY ON KEY ROAD CORRIDORS

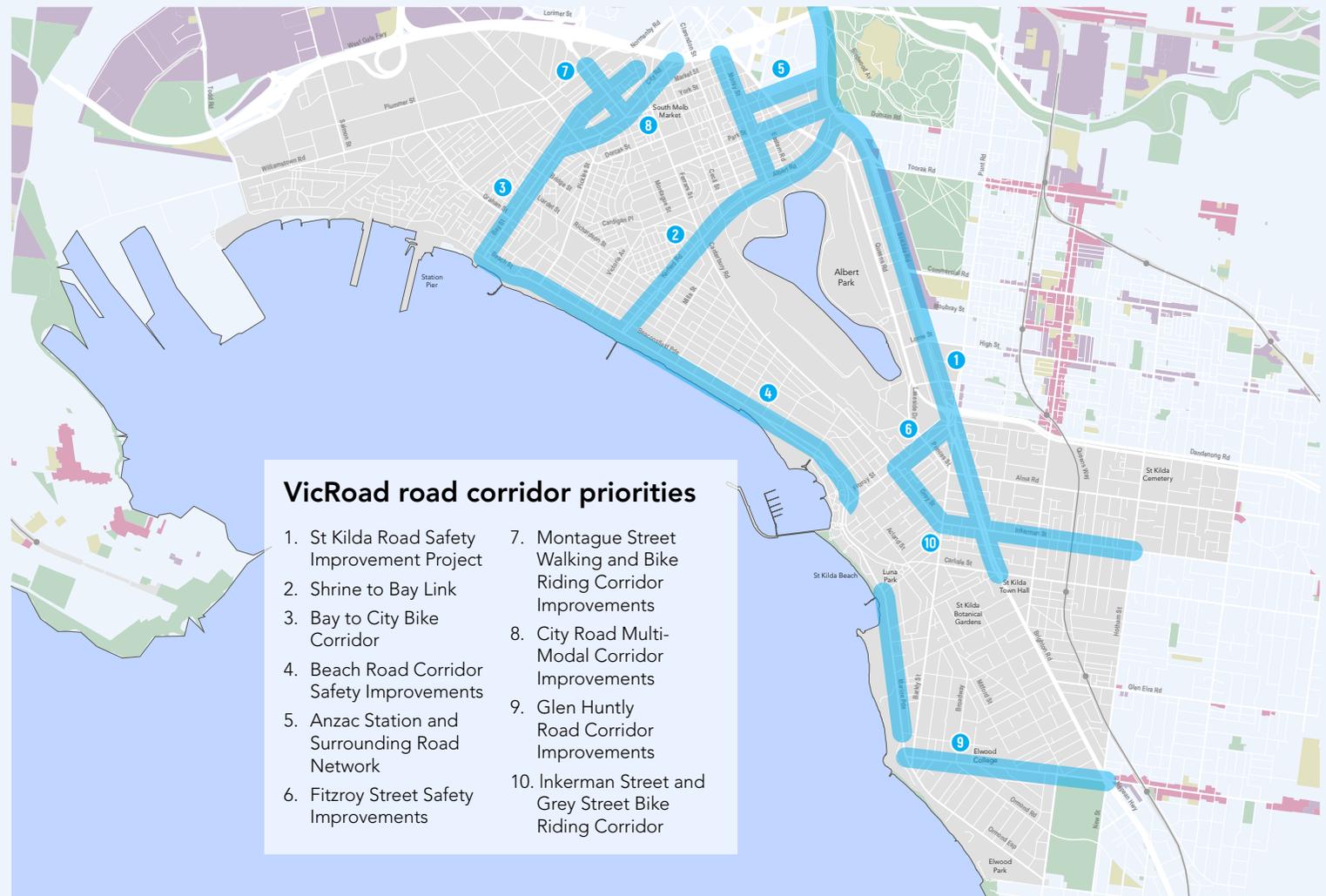
To help move increasing numbers of people on our transport network, encourage greater physical activity and reduce transport emissions, bike riding, walking and public transport are actively encouraged by Council.

While Council has been 'rolling out' bike infrastructure on local streets and Council managed land, the main commuter bicycle corridors in Port Phillip run along or over roads managed by VicRoads.

Following a series of stakeholder workshops, VicRoads, in partnership with Council officers, identified 82 road network issues that have been assessed and condensed to a list of ten priority road corridors (see overleaf).

Commitment needed

Delivery of the 10 priority projects over the next five years, with priority being given to the Bay to City Bike Corridor and Beach Road Corridor Safety Improvements.



VicRoad road corridor priorities

1. St Kilda Road Safety Improvement Project
2. Shrine to Bay Link
3. Bay to City Bike Corridor
4. Beach Road Corridor Safety Improvements
5. Anzac Station and Surrounding Road Network
6. Fitzroy Street Safety Improvements
7. Montague Street Walking and Bike Riding Corridor Improvements
8. City Road Multi-Modal Corridor Improvements
9. Glen Huntly Road Corridor Improvements
10. Inkerman Street and Grey Street Bike Riding Corridor

11. MINIMUM STANDARDS FOR TECHNOLOGY-ENABLED SHARED TRANSPORT SERVICES

The absence of Victorian Government regulated minimum standards for shared transport services contributed to the chaotic rollout of oBike, the first dockless bike share operator in Melbourne.

More than 1,200 oBikes appeared across greater Melbourne in June 2017. By the end of October, over 400 complaints and enquiries were directed to the cities of Port Phillip, Melbourne and Yarra, with other residents venting their frustration through the media.

Many of these bikes were left by hirers in public spaces, such as parks and footpaths, with no thought to public safety. This is particularly dangerous for people walking, especially those who are mobility impaired. The problem has been compounded by pranksters dumping bikes in waterways or dangerously positioning them up trees.

Dealing with the sudden, unregulated arrival of this new business model has placed unreasonable demands on Council's limited resources, and led to a poor public perception of this new travel option.

This is just the beginning; councils are being approached by other shared transport services, including one-way car share, electric bike share and additional dockless bike share operators, all keen to make use of precious public space.

Port Phillip, Yarra and Melbourne councils have done what they can to mitigate the impact of dockless bikes within their boundaries. This action includes negotiating and signing a Memorandum of Understanding with oBike to improve safety and amenity.

However, this can only be a short-term solution as this new technology has outpaced the capacity of local laws, and more fit-for-purpose regulations at a State level are urgently required.

Our Council remains keen to support sustainable and enjoyable shared transport services. To do this we must be able to draw on legally enforceable State sanctioned minimum standards to protect our shared public spaces and roads as new transport models are rolled out across Victoria. This would also allow for consistency in the rules applying across the three cities, which is a better outcome for businesses as well as councils.

Council believes that the Victorian Government should regulate to protect the community and consumers from an oversupply of shared bikes that do not meet their expectations.

The Victorian Government can:

- limit the total number of operators
- limit the total number of dockless bikes introduced into Victoria
- provide licences that impose minimum service standards and ensure customer service protocols and systems, annual performance audits, insurance and liability.

The Victorian Government could also place conditions on the licence, including:

- financial incentives for placing bikes in designated bike areas (and penalties for bikes found elsewhere). The bike sharing GPS can locate where bikes are left and provide incentives to riders who place bikes in designated areas
- complaints mechanism for community complaints about bikes obstructing paths or on private land.
- empowering State and/or Council local law officers to impound bikes

left on private property, abandoned or obstructing access. Conditions could include payment of a fee to recover costs.

The benefits of minimum standards are clear. The administrative and compliance burden on councils will be reduced and operators will have more consistent and predictable conditions, while the Victorian Government can encourage increased bike travel and reduce the strain on the transport network at minimal cost.

Commitment needed

Introduction of regulations that limit the total number of shared bikes and include standards that meet community and consumer expectations.

12. BIKE FACILITIES AT ANZAC STATION

The new Anzac Station and tram interchange at Domain will bring together Melbourne's busiest bike paths, tram lines and future rail services.

It is a unique opportunity to provide purpose-built bike parking facilities to support and promote riders of all abilities to access trains and trams at the interchange for Anzac Station. Council believes that bike use is growing and better facilities will encourage even more people to take up bike riding for part of their trip.

Commitment needed

- underground bike parking that can be expanded over time, linked to the station's underground concourse
- end-of-ride facilities, including showers and change spaces
- no clutter of bike hoops in public space, to ensure movement across the station precinct is unimpeded.

Council believes that bike use is growing and better facilities will encourage even more people to take up bike riding for part of their trip.

The new Anzac Station and tram interchange at Domain



13. SHRINE TO BAY - CREATING AN ICONIC BOULEVARD

There is an opportunity to create a significant, attractive and environmentally sustainable boulevard connecting Anzac Station and the Shrine of Remembrance to Port Phillip Bay. The boulevard would be created by upgrading Albert and Kerferd roads, between St Kilda Road and Beaconsfield Parade.

The boulevard will also create an important habitat and ecological link between three of Melbourne's most significant environmental spaces, the Shrine of Remembrance Grounds (and Royal Botanic Gardens), Albert Park Lake, and the Port Phillip foreshore and bay.

Shrine to Bay will improve connections from the major transport interchange at Domain to the future South Melbourne Park Primary School, Lakeside Stadium and Melbourne Sports and Aquatic Centre, as well as improved links to South Melbourne's shopping precincts.

The boulevard will incorporate 17,450m² underutilised open green space, including the Kerferd Road central median.

Commitment needed

Support for the creation of a masterplan for the Shrine to Bay boulevard through a partnership approach for the project and a joint funding arrangement.



14. ST KILDA JUNCTION MASTERPLAN

The St Kilda Junction is the most complex convergence of roads in Port Phillip (Queens Road, St Kilda Road, Punt Road, Fitzroy Street and Barkly Street). It serves as a gateway to Fitzroy Street, St Kilda Beach and the foreshore, and remains a key intersection for vehicular, bicycle, pedestrian and public transport movements.

Several projects and developments including the Junction Oval redevelopment and construction of Anzac Station at Domain, will increase congestion at this already busy junction. Recognising the multiple agency and state interests at the Junction, a collaborative approach to planning for its future is needed.

This will require a masterplan to identify future traffic flows, bike paths, pedestrian safety and amenity, and other necessary connections. It will guide future projects such as an upgrade of the St Kilda Junction tram stop to deliver compliance with the Disability Discrimination Act 1992 (Cth).

Commitment needed

For the Victorian Government to lead a fully integrated, multi-agency approach to develop a masterplan for the Junction that builds on consultation already undertaken by Council, and incorporates the network development strategy being delivered by Transport for Victoria

Several projects and developments including the Junction Oval redevelopment and construction of Anzac Station at Domain, will increase congestion at this already busy junction.

15. ST KILDA ROAD SAFETY IMPROVEMENT PROJECT

St Kilda Road is a significant transport corridor in Port Phillip and a critical corridor for Melbourne. A 2016 VicRoads study found more than 330,000 people use St Kilda Road each day, and a growing portion of users are bike riders. It is one of the busiest bicycle routes in Melbourne.

St Kilda Road needs to be improved to prioritise sustainable transport and offer a safer environment for all road users. Council's vision is for streets and places designed for people, within an integrated transport network connecting people and places.

The Victorian Government has undertaken the St Kilda Road Safety Improvement project. Council support this project to deliver convenient, safe and continuous walking and bicycle riding travel choices for Port Phillip's residents, workers and visitors.

Under the St Kilda Road Safety Improvement project, the St Kilda Junction will be a key transition point from kerbside bike lanes to central bike lanes.

Council would like to see changes that will improve outcome for the whole community.

Commitment needed

- extend the bike path to include the full length of St Kilda Road from Carlisle Street to Dorcas Street (and onwards to Linlithgow Avenue within City of Melbourne)
- deliver a continuous and connected bike route, and safe access to the central bike lanes from local streets and paths
- minimal loss of street trees
- minimal loss of on-street parking spaces
- design changes to make the transition from kerbside bike lanes to central bike lanes at St Kilda Junction safe and direct.

For further information:

- VicRoads - St Kilda Road Safety Study 2016
- Council web page - Council meeting report and minutes, 6 December, 2017

St Kilda Road needs to be improved to prioritise sustainable transport and offer a safer environment for all road users.

16. PORT FREIGHT MOVEMENT IN PORT PHILLIP

Webb Dock, a key Australian Port serviced solely by road connections will carry 1,300 per cent more freight containers and triple its capacity by 2050. This means significantly more freight will transport through Port Phillip, clearly placing unreasonable demands on our City. Additionally, freight movement at Station Pier will also add to the demands on the road network.

Council currently does not support the Freight Link proposed in the Victorian Government Fishermans Bend Framework. This proposed elevated heavy road and rail freight link is incompatible with the high density residential land use proposed for this urban renewal area.

Commitment needed:

- initiatives that will minimise the current and projected impact of increased freight movements on our existing and future communities
- progress the development of a second container port, in a location better suited to freight activities and the distribution of goods
- include a community impact assessment of the proposed Freight Link proposed in the draft Fishermans Bend Framework before any further action is taken
- limit port freight transport for Webb Dock to specific routes including Todd Road and Westgate Freeway
- establish Brighton Road, Dandenong Road and Kings Ways as the 'wishbone' for through freight routes and imposes permanent truck bans on other roads, including along the length of Beach Road, to ensure compliance.



**Direction 3:
We have smart solutions
for a sustainable future**



17. MINIMISING FLOOD RISK FOR ELSTER CREEK CATCHMENT (ELWOOD CANAL)

The flood risk for the Elster Creek Catchment (including Elwood Canal) has been assessed as 'extreme', and the City of Port Phillip has identified 2,352 properties within this extreme risk area.

The Elster Creek Catchment is a large, complex, heavily urbanised drainage catchment (approximately 4,100 hectares) located across the cities of Port Phillip, Kingston, Glen Eira and Bayside. The catchment feeds into Elwood Canal and forms part of the regional drainage network.

Within the catchment Elwood residents are periodically flooded during high rainfall events. Impacts range from flooded floors and property damage to difficulty accessing properties due to flooded streets.

Melbourne Water has responsibility for the management, maintenance and capital works program for Elster Creek /Elwood Canal. Councils are responsible for the 'minor' drainage system and pipelines with capacity for 'nuisance flows'.

Despite Council's efforts to reduce flooding, our limited authority over the whole catchment means that a number of Port Phillip properties remain at risk.

Council is working with Melbourne Water and other municipalities on the Elster Creek Catchment Action Plan. One of the Action Plan's deliverables is to provide a single asset investment view across the catchment by mid-2018. Further to the Action Plan, Melbourne Water's Waterways and Drainage Strategy has a target of reducing the known number of properties with an 'intolerable' (extreme) flood risk within the area by a further 10 per cent by the end of 2018.

Commitment needed

Investment in infrastructure works that will be identified through the Elster Creek Catchment Action Plan, which reduces flood affected areas and the extent of properties with an 'intolerable' (extreme) flood risk.

Within the catchment Elwood residents are periodically flooded during high rainfall events. Impacts range from flooded floors and property damage to difficulty accessing properties due to flooded streets.

18. ALBERT PARK LAKE STORMWATER HARVESTING

A changing climate, increasing temperatures and water restrictions are impacting the health of our trees, plants and open spaces. Council is investigating stormwater harvesting opportunities to respond to the challenge of reducing reliance on potable (drinking) water while keeping open spaces green and maintaining their usability for sports.

The City of Port Phillip Water Plan sets a number of targets for 2020 to reduce reliance on potable water. To achieve these targets, stormwater projects providing sustainable alternative sources of water are needed. Council is investing in several stormwater harvesting projects across the municipality that will significantly reduce potable water use.

Albert Park Lake

The Albert Park Lake Stormwater Treatment and Harvesting Scheme is a joint proposal of the City of Melbourne, City of Port Phillip and Parks Victoria. The aim is to keep Albert Park Lake topped up so lake water can be pumped to irrigate some of our high profile open spaces, reducing Council's potable water use and improving sustainability. The concept involves:

- increasing the amount of stormwater entering Albert Park Lake by pumping additional flows from the Cowderoy Street and Shakespeare Grove main drains
- treating stormwater entering the Lake using existing buffers and natural vegetation purifiers
- drawing additional water from the Lake to irrigate sports fields, facilities and reserves in Port Phillip, Melbourne and Albert Park Lake Reserve.

A Concept Design report has estimated that the capital cost is \$11 million. This does not include connections and upgrades to irrigation systems, which will be shared between the partners. The City of Port Phillip has budgeted over \$5.4 million to contribute to this project.

A business case is being developed by the project partners and other agencies, including the Department of Environment, Land, Water and Planning (DELWP) and Melbourne Water.

Commitment needed

Subject to the outcome of the business case demonstrating the viability of the project, Council seeks support for the Albert Park Lake Stormwater Treatment and Harvesting Scheme.



19. INNER METRO SUSTAINABILITY HUB

The Inner Metro Sustainability Hub is an opportunity to deliver catalyst sustainability infrastructure for inner Melbourne. The Hub will co-locate water, waste, energy and community facilities within the new urban renewal area of Fishermans Bend.

The Hub is a one-stop shop delivering recycled water, green energy, technical jobs and local food. It will be a flagship project integrating sustainability into Australia's largest urban redevelopment precinct.

Working together, the Victorian Government, the City of Port Phillip and the City of Melbourne can achieve world leading sustainability targets, including 70 per cent household recycling, 100 litres of potable water per person per day and production of green energy.

The Hub will comprise:

Water Recycling Facility

The facility will supply recycled water for toilet flushing, laundry and irrigation across public and private developments in Fishermans Bend. The water recycling facility business case undertaken by South East Water in 2016 demonstrated that co-location with complementary waste functions brings benefits such as land use efficiency, reduced construction costs and consolidation of buffers.

Advanced Waste Treatment

An Advanced Waste Treatment (AWT) facility extracts recyclables, such as metals, plastics and paper, from waste and converts the remaining waste into energy. AWT facilities divert waste from landfill and reduce landfill emissions, odours and truck movements. The energy produced has potential to supply local community and businesses with power.

Recycling Centre / Transfer Station and Depot

Council's current transfer station and depot facilities in Fishermans Bend will be relocated to the Hub, which will improve recycling by processing garbage through the AWT facility. The depot can encompass services from South East Water, the City of Port Phillip, the City of Melbourne and other utilities, making service delivery more efficient.

Community facilities

The Hub will include a facility that provides education and community awareness about sustainability initiatives. This could include youth engagement initiatives, a men's shed, start-up space for small businesses with synergies to the Hub, a rooftop community garden, and a recycling resale shop.

Commitment needed

Funding for the Inner Metro Sustainability Hub.



Artist impression of the SEW Water recycling facility with community facilities, depot and transfer station facilities incorporated in the one site in Fishermans Bend precinct.

20. ECOCENTRE REDEVELOPMENT

The EcoCentre is a great success story. Over its 17 years it has expanded its services beyond Port Phillip to become a regional provider of education and support for schools and the community. Qualified teachers and scientists educate visitors and provide an example of environmental action in practice, as well as leading the delivery of strategies for the environment, biodiversity, cultural heritage and more. The EcoCentre also provides meeting spaces, office facilities, an environmental reference library and information.

In June 2017, the Victorian Government acknowledged the vital work of the EcoCentre by providing \$600,000 for the centre's Living Water Work-bees and Clean Bay Blueprint projects.

The Living Water Work-Bees project allows up to 6,000 volunteers to work with the Werribee Riverkeeper to protect native biodiversity and improve water quality around Elster Creek and Werribee River.

The Clean Bay Blueprint will investigate plastics pollution in Melbourne's waterways.

The building EcoCentre no longer meets the operational requirements of the EcoCentre and is not DDA compliant. The Strategic Business Case submitted to the Victorian Government recommends constructing a new building on the existing site. The proposal has a cost benefit ratio of 1:6.

Commitment needed

The Victorian Government to invest \$2.75 million towards the EcoCentre redevelopment. This amount will be matched by Council, to enable the \$5.5 million project to proceed.



21. COMMUNITY ENERGY DATA

The new electricity “smart meters” collect data from the community relating to their energy use.

The City of Port Phillip and other councils seek the release of de-identified data by utility companies to support the development of energy efficiency and greenhouse gas emissions reduction programs.

Commitment needed

A partnership between Council, the Department of Environment, Land, Water and Planning and/or the Essential Services Commission to develop protocols and processes that protect the privacy of energy users while facilitating access to data that supports the achievement of local government and Victorian Government climate goals.



Direction 4: We are growing and keeping our character



22. ST KILDA PIER RENEWAL

The City of Port Phillip is responsible for the St Kilda foreshore promenade and, since 2004, has invested \$16 million in its redevelopment.

The Victorian Government (through Parks Victoria) is responsible for St Kilda Pier, which attracts a million visitors per year. The current St Kilda Pier is over 40 years old. The ongoing existence of this iconic and much loved pier is under threat, and its deterioration, following the loss of Brookes Jetty, is of great concern to our local community.

St Kilda Pier is home to a colony of 1,400 little penguins that inhabit the breakwater. This is a unique asset close to the CBD and the only permanent colony in Port Phillip Bay (protected under the Wildlife Act 1975.) Currently the penguins' breeding habitat is not protected from public access, which means they can be picked up or otherwise disturbed. This impacts their breeding and survival rates.

Engineering assessments undertaken by Parks Victoria in 2000, 2006, and 2011 showed that the structural condition of the pier has significantly deteriorated to an overall very poor condition, and a complete replacement is required. Beyond replacing St Kilda Pier, there is an opportunity to protect the penguins and enhance sustainable tourism.

St Kilda Pier is home to a colony of 1,400 little penguins that inhabit the breakwater.

The Victorian Government has, over a number of years, recognised the need for a new pier:

- In 2004, the Victorian Government was on the steering committee that developed the St Kilda's Edge program, which recognised the need for the pier's redevelopment.
- In 2008, the Victorian Government developed the draft St Kilda Pier and Harbour Masterplan.

- In 2014, St Kilda harbour redevelopment works included the Victorian Government funding \$3.2 million worth of foundation works, including an upgrade to the connecting jetty arm. The temporary foundation and structural support works were undertaken to avoid closing the pier.
- In 2016, the Victorian Government committed \$250,000 as an interim measure to protect the little penguin colony. The funding enabled the installation of CCTV and additional fencing, along with updated interpretative and regulatory signage in an effort to reduce intrusions on the little penguin colony.
- Parks Victoria undertook community consultation in October 2017 on two potential design options for the redevelopment of St Kilda Pier. These options proposed public toilet and change facilities, in-water all-abilities access ramp, separated boardwalk from penguin nesting sites, bin storage and low level boat landing.

The results of the consultation showed Option 2, a 'curved alignment' design, was supported by the majority of consultation participants because it offered:

- greater protection of the penguin breeding habitat
- uninterrupted views of the city and bay
- more functional public space.

On 15 November 2017 Council resolved to formally support the concept plans for Option 2, curved alignment.

Commitment needed

Victorian Government to fund the redevelopment of St Kilda Pier including protection of the penguin habitat, increased public facilities, all-abilities in-water access ramp and improved connection to the foreshore.

For further information:

Parks Victoria web page - A new St Kilda Pier

23. KERFERD ROAD AND LAGOON PIERS

Port Phillip is losing its piers. In October 2017, Kerferd Road Pier was deemed “unsafe” and was closed to public. Lagoon Pier, which had its pilings last replaced in 1990, also received storm damage recently, requiring repairs. At the end of 2015, Brookes Jetty was demolished by Parks Victoria. In the 1990s Princes Pier was closed to the public and, to date, only a third of its length has been restored. These piers are Park Victoria assets.

Port Phillip’s foreshore stretches for 11 kilometres, from Port Melbourne through to St Kilda and Elwood. The foreshores piers are admired and well used by locals and visitors alike. They are iconic to Port Phillip and must be preserved.

Commitment needed

Parks Victoria to restore and maintain the Kerferd Road and Lagoon Pier.

The foreshores piers are admired and well used by locals and visitors alike. They are iconic to Port Phillip and must be preserved.



24. WATERFRONT PLACE PRECINCT AND STATION PIER

Waterfront Place Precinct and Station Pier in Port Melbourne are a gateway to Melbourne. They serve as an arrival point for interstate and international visitors and a convenience centre for the local community, with a tram terminus connecting to the CBD, a grocer and other commercial offerings.

This precinct is generally underutilised by residents and tourists, and could be further negatively impacted by inappropriate development. There is currently a conflict between users moving through and those using the site as a recreational destination. Upgrading the public realm and improving the traffic arrangements will help reduce this conflict and provide a more appealing gateway/destination for visitors. Work to improve traffic arrangements could include reorganising the car park to improve ship loading processes as well as safer pedestrian access to local restaurants and the tram terminus.

Residential growth in the area and an increasing number of cruise ships, including the Spirit of Tasmania, will increase the exposure and use of the precinct. However, there is a need to update the area's planning scheme. Business owners are looking to re-energise the space, but long leases and outdated planning controls provide insufficient incentive for future development of the precinct.

PTV has announced it will upgrade the precinct's tram terminus in May 2019, after the cruise ship season ends.

Commitment needed

To expand the work being undertaken by PTV and upgrade the public realm to design and deliver a world class arrivals experience and improve the local experience and facilities for everyone, including residents and business owners.



25. PROTECTING OUR SOCIAL HERITAGE

Some iconic buildings that form part of our City's social and cultural heart are disappearing.

Our community has voiced concern about the demolition of a number of high profile buildings that were not covered by heritage controls. These include the London Hotel in Port Melbourne, and the Greyhound Hotel in St Kilda, which held long standing connections to Melbourne's LGBTIQ community.

Council wants clear and strong criteria developed to assess and protect local buildings that fall within this category, to prevent further losses of iconic buildings.

By implementing strong protections for buildings with clear social and cultural importance, we will address the misalignment between what is protected under existing state and local heritage controls and what is valued by our community.

Council's position is supported by the Inner South Metropolitan Mayors Forum (ISMMF) consisting of the cities of Boroondara, Bayside, Glen Eira, Kingston, Port Phillip, Stonnington and Yarra. The Forum has resolved to ask the Victorian Government to list hotels that have played a significant social and historical role in Victoria.

The Inner Melbourne Action Plan (IMAP) group of councils (Melbourne, Maribyrnong, Port Phillip, Stonnington and Yarra) are also investigating potential solutions to address this important issue.

Commitment needed

Victorian Government to develop guidelines to assess the social significance of buildings (in partnership with Heritage Victoria and DELWP).

That pubs / hotels be protected because of their significant role in Victoria's history and social development.

Council wants clear and strong criteria developed to assess and protect local buildings that fall within this category, to prevent further losses of iconic buildings.

26. LOCAL SPORTS AND RECREATION

Sports and recreation plays an important part in our lives, bringing families together, keeping us fit and healthy and strengthening our community connections.

Council wants our City to be a place of health and activity, with local sporting and recreational opportunities for everyone. Over the next four years, we are investing more than \$5 million into sports fields, pavilions and recreational facilities.

Port Phillip’s status as an iconic location and tourist destination attracts large numbers of visitors from across Victoria, as well as interstate and international backpackers and travellers, who use our facilities. Council has seen a rise in the commercialisation of sport and recreation activities bring large scale, often state-wide, competitions and events to our City. Port Phillip’s facilities and sporting clubs also attract players from across Victoria, particularly those who seek to play at the highest levels in their sport. A recent study found 47 per cent of cricket players who use cricket facilities in the inner Melbourne area (cities of Melbourne, Stonnington, Yarra, Maribyrnong and Port Phillip) live outside of the region, and 10 per cent

of these players travel over 20 km to use our facilities.

In the City of Port Phillip:

- an estimated 56,000 residents participate in sport and recreation daily
- a further 39,000 participate 2-3 times a week
- an estimated 20,000 residents are sporting club members
- there are more than 120 different sporting clubs and over 100 different sports fields/courts/greens.

The Victorian Government plays a key role in providing sports and recreation facilities to the community, often working collaboratively with local governments to achieve greater outcomes.

Major population growth in our municipality is increasing the demand on existing and often ageing facilities, many of which are already at capacity. Council is facing increasing challenges to deliver and maintain our sport and recreation services and facilities. Within Port Phillip there is limited land remaining (and available) for purchase for sport and recreation use. There

are some opportunities in Fishermans Bend that must be captured. Outside of Fishermans Bend, existing facilities need to be upgraded and improved to meet the population’s rising demand for sport and recreation services and facilities. Synthetic grass and improved irrigation would assist Council to provide a more durable sporting surface and additional lighting would allow Council to operate grounds and facilities for extended periods.

Urgent priorities include North Port Oval, home to the Port Melbourne Football Club and Port Melbourne Cricket Club. These grounds need to be refurbished and onsite facilities upgraded to maintain and grow these clubs. The grounds will also play an increasing role as thousands of new residents move into Fishermans Bend.

Additionally, a number of Port Phillip lawn bowls clubs are seeking Victorian Government support to upgrade their greens, and multipurpose facilities, and several sporting fields across the municipality (notably, Lagoon Reserve ground and pavilion and Julier Reserve Pavilion) need upgrades and/or renewal to meet increasing demand.

Commitment needed

The renewal and upgrades and projected costs are detailed below. Council will fund half the cost and seeks a matching contribution from the Victorian Government.

North Port Oval Upgrade	\$2,950,000
Sports Playing Field Renewal Program (over four years)	\$800,000
Julier Reserve Pavilion Upgrade	\$240,000
Lagoon Reserve Sport Field Upgrade	\$100,000 (plus \$2m in 2021/22)
Recreation Reserves Facilities Renewals Program	\$1,135,000
Synthetic surface installation	\$2,000,000

For further information:

- Council web page
 - Sport and Recreation in Port Phillip
 - Sport and Recreation Strategy 2015-2024

27. ST KILDA MARINA NEW LEASE PROJECT

St Kilda Marina is a key strategic site and presents a significant opportunity in terms of social, environmental, economic and cultural opportunities for the St Kilda foreshore, the municipality and Victoria.

The Marina occupies approximately 8Ha (80,000 sqm) of foreshore Crown land, with Council as Committee of Management.

The current 50-year lease expires on 30 April 2019.

In September 2016, Council resolved to conduct a competitive selection process for a new long term lease arrangement for St Kilda Marina. Our plan is to maximise its potential, to provide improved amenity and social, cultural, economic, financial and environmental benefits for our local community.

A project plan will outline how Council intends to secure a new lease arrangement, including the development of urban design principles, leasing principles and community engagement to set parameters for the lease and future of the site.

The first phase of community engagement on opportunities and constraints for the Marina site will occur in the first half of 2018.

Commitment needed

To work with Council and the community to develop and implement a vision for the Marina.

For further information:

- Council web page - St Kilda Marina



28. FISHERMANS BEND OPEN AND GREEN SPACE

With 80,000 new residents, the provision of a quality, accessible network of public spaces across Fishermans Bend is fundamental to the future liveability and sustainability of the precinct. The benefits of public space within urban environments, particularly within higher density settings, are well known and go well beyond the aesthetic and recreational roles these spaces play. They are crucial to creating liveable places and healthy communities.

To deliver a highly liveable area, Fishermans Bend needs a range of major open spaces, smaller spaces and a network of linked linear open spaces. Furthermore, the creation of a continuous recreational walking and bicycle trail through the precinct, connecting to the Yarra River, Port Phillip Bay and Capital City trails is essential. These initiatives will support the Victorian Government's target of having public open space within 200m catchments for all residents.

Commitment needed

The following aspects of the Victorian Government's draft Fishermans Bend Framework need to be changed to deliver minimum open and green space requirements in Fishermans Bend:

- increase the developer public open space contribution from 8 per cent to a minimum of 10 per cent
- implement mandatory solar access controls to ensure sunlight reaches key parks and public open spaces in each precinct
- include targets for access to public open space for workers
- amend to the proposed open space network to:
 - consolidate some proposed smaller open spaces into larger, more usable spaces
 - identify additional urban plazas within Montague South, to be delivered through Floor Area Ratio (FAR) controls
 - identify a larger (consolidated) public open space adjacent to the Sandridge 'core'
 - use existing reserves where possible, to deliver additional streetscape greening and linear parks, particularly in Montague.

In addition, proposals for new open space in the Victorian Government's draft Fishermans Bend Framework should be prioritised. Two options are detailed below.

1: Re-imagining Buckhurst Street - to deliver a green spine. This project will:

- leverage existing Council and Victorian Government projects around South Melbourne Primary School and Montague Community Park (interim name)
- deliver a model for flood management and water sensitive urban design
- improve bicycle connections to the South Melbourne Primary School.

2. Deliver the Montague North Park and co-locate it with the planned Recreation Hub for this area. A key advantage of this project is that the Victorian Government owns this land, which is currently being used as a car park.

These two proposed open space projects are detailed in the draft Fishermans Bend Framework - see map below. Re-imagining Buckhurst Street is split into two projects:

Number 6 - Bay Street to City bike connection and Number 7 - Buckhurst Linear Park. Number 12 refers to the Montague North Park.

Number 10 shows the Recreation Hub investigation area.

Commitment needed

Increase private open space contributions from 8 per cent to 10 per cent

Deliver Re-imagining Buckhurst Street and the Montague North Park.

For further information:

- Council Submission to Draft Framework
- Draft Fishermans Bend Framework



29. ST KILDA TRIANGLE

The St Kilda Triangle site presents a once-in-a-generation opportunity to deliver something unique and special to Melbourne. The site is the last remaining significant, developable bayside Crown land site in inner Melbourne. At 21,000m² it is an opportunity to create a new cultural icon and major visitor drawcard that complements the Palais Theatre and St Kilda's existing offerings.

A vision for this underutilised site has been developed by the City of Port Phillip in partnership with the community and the Victorian Government.

The site could create jobs and encourage visitors to stay longer, contributing to Melbourne's tourism economy.

Reports commissioned by Council into the economic benefits of a major cultural facility on the St Kilda Triangle site demonstrate a positive cost benefit ratio of 1:4.

The Victorian Government sponsored Land Art Generator Initiative's (LAGI) international sustainable energy infrastructure design competition on the St Kilda Triangle site will take place in 2018. The competition is part of the

Victorian Government's \$146 million Renewable Energy Action Plan, and will identify the best designs for a large scale, site-specific public art installation capable of generating clean energy on the site. Council believes that the outcome of the competition could work well with the vision created by Council and the community for the site.

Commitment needed

For the Victorian Government to lead an independent feasibility study on the economic contribution of a new cultural precinct on the site, which may incorporate the LAGI award winning design.

This would inform the future stages of implementing the vision for St Kilda Triangle.

For further information:

- Council web page - St Kilda Triangle Website and Masterplan
- LAGI Melbourne 2018 Competition

**Direction 5:
We thrive by harnessing
creativity**



30. ARTS ACCESS: CREATIVE HUB IN SOUTH MELBOURNE

For forty years Arts Access Victoria has delivered programs in the City of Port Phillip. Arts Access Victoria currently operates out of a Council owned property at 222-228 Bank Street, South Melbourne and is supported by Council through subsidised rent.

The property no longer meets the needs of its tenants. It is ageing and is not compliant with the Disability Discrimination Act 1992.

Council's vision is to redesign this property into a leading creative hub offering a home for Arts Access and a space for people and organisations with creative practice as their core business. This creative hub would create a long term base for the arts and support the accelerated development of the creative industry.

Council's vision is to redesign this property into a leading creative hub offering a home for Arts Access and a space for people and organisations with creative practice as their core business.

Commitment needed

Work with Council to develop a hub for creative entrepreneurship.

PRIORITIES BY SUBJECT MATTER

No.	Priorities	Policy subject
25	Protecting our social heritage	Arts and Culture
29	St Kilda Triangle	Arts and Culture
30	Arts Access: creative hub in South Melbourne	Arts and Culture
10	Bike facilities at Anzac station	Cycling
12	St Kilda road safety improvement project	Cycling
15	Children's centres	Education
3	Primary and secondary education	Education
4	Minimise flood risk of Elster creek catchment (Elwood canal)	Environment
17	Albert Park Lake stormwater harvesting	Environment
18	Inner Metro Sustainability Hub	Environment
19	EcoCentre redevelopment	Environment
20	Community energy data	Environment
21	St Kilda Pier renewal	Foreshore Infrastructure
22	Kerferd Road and Lagoon Piers	Foreshore Infrastructure
23	Waterfront Place precinct and Station Pier	Foreshore Infrastructure
24	St Kilda Marina new lease project	Foreshore Infrastructure

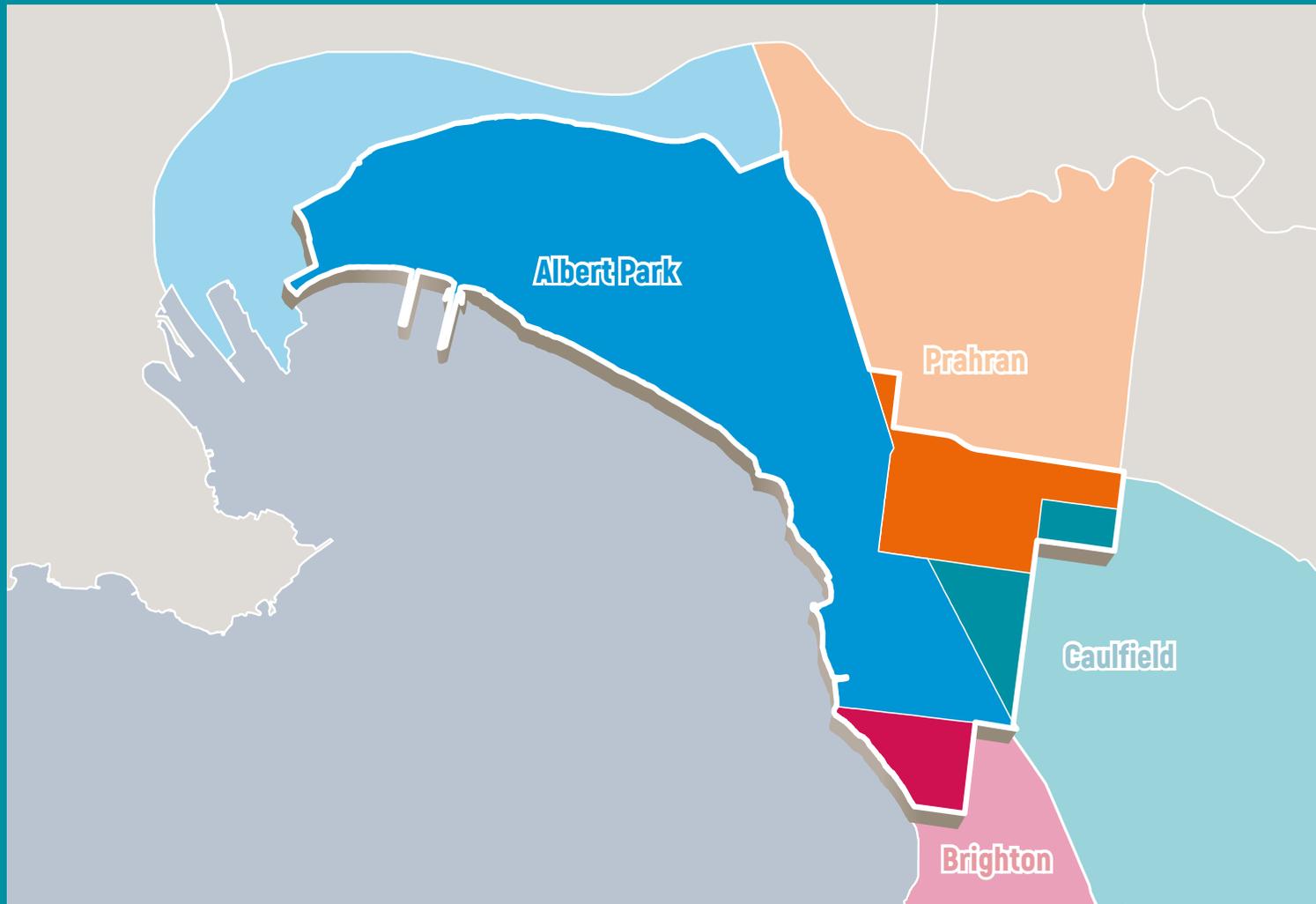
No.	Priorities	Policy subject
27	In our backyard - growing affordable housing	Housing
1	Delivering affordable housing using our planning system and existing public housing estates	Housing
2	Disability reform	Human Rights
7	Shrine to bay - creating an iconic boulevard	Open Space & Recreation
14	Local sports and recreation	Open Space & Recreation
26	Fishermans Bend open and green space	Open Space & Recreation
28	Fishermans Bend public transport	Public Transport
8	Park Street tram link	Public Transport
9	Prioritising people and safety on key road corridors	Sustainable Transport
11	Minimum standards for technology-enabled shared transport services	Sustainable Transport
14	St Kilda Junction Masterplan	Sustainable Transport
16	Port freight movement in Port Phillip	Sustainable Transport
5	Port Phillip dedicated youth facility	Youth
6	Adventure playgrounds	Youth

PRIORITIES BY ELECTORAL AREA

Priorities		Albert Park	Prahran	Caulfield	Brighton
Direction One	1 In our backyard - growing affordable housing	✓	✓	✓	✓
	2 Delivering affordable housing using our planning system and existing public housing estates	✓	✓	✓	✓
	3 Children's centres	✓			
	4 Primary and secondary education	✓	✓	✓	✓
	5 Port Phillip dedicated youth facility	✓	✓	✓	✓
	6 Adventure playgrounds	✓	✓	✓	✓
	7 Disability reform	✓	✓	✓	✓
Direction Two	8 Fishermans Bend public transport	✓			
	9 Park Street tram link	✓			
	10 Prioritising people and safety on key road corridors	✓	✓	✓	✓
	11 Minimum standards for technology-enabled shared transport services	✓	✓	✓	✓
	12 Bike facilities at Anzac station	✓	✓	✓	✓
	13 Shrine to bay - creating an iconic boulevard	✓			
	14 St Kilda Junction Masterplan	✓	✓	✓	✓
15 St Kilda road safety improvement project	✓	✓	✓	✓	
16 Port freight movement in Port Phillip	✓			✓	

Priorities		Albert Park	Prahran	Caulfield	Brighton
Direction three	17 Minimise flood risk of Elster creek catchment (Elwood canal)	✓		✓	✓
	18 Albert Park Lake stormwater harvesting	✓			
	19 Inner Metro Sustainability Hub	✓			
	20 EcoCentre redevelopment	✓	✓	✓	✓
	21 Community energy data	✓	✓	✓	✓
Direction four	22 St Kilda Pier renewal	✓			
	23 Kerferd Road and Lagoon Piers	✓			
	24 Waterfront Place precinct and Station Pier	✓			
	25 Protecting our social heritage	✓	✓	✓	✓
	26 Local sports and recreation	✓	✓	✓	✓
	27 St Kilda Marina new lease project	✓			
	28 Fishermans Bend open and green space	✓			
Five	29 St Kilda Triangle	✓			
	30 Arts Access: creative hub in South Melbourne	✓			

PRIORITIES BY ELECTORAL AREA





For more information, please contact us via:

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