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City of Port Phillip Housing Needs Assessment and Allocations Framework Report

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The City of Port Phillip Housing Needs Assessment and Allocations Framework Report has been written and developed by

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Glossary

AIHW	Australian Institute of Health and Welfare
ATO	Australian Taxation Office
Brm	Bedroom
CRA	Commonwealth Rent Assistance
DELWP	Department of Environment, Land, Water and Planning
DHHS	Department of Health and Human Services
FAU	Floor Area Uplift
FBURA	Fishermans Bend Urban Renewal Area
LGA	Local Government Area
MSD	Melbourne Statistical District
NRAS	National Rental Affordability Scheme
Port Phillip	City of Port Phillip
Social housing uplift	Dwellings that exceed the number of dwellings allowable under the dwelling density requirements in the Schedule to the Capital City Zone.
VHR	Victorian Housing Register

The Purpose

The purpose of this research project is to prepare a Needs Assessment and Allocations Framework for the City of Port Phillip (Port Phillip) for measuring and, if possible, weighting the relative housing needs of the four priority needs groups identified in City of Port Phillip's Affordable Housing Strategy *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*.

The key objectives of the Assessment and Allocations Framework are:

- To identify the relative size (estimated number of households and proportion) of the housing needs of all eight of the identified needs groups
- To provide a methodology for weighting the relative housing needs identified
- To recommend the weighting Port Phillip should use across the four priority housing needs groups to address social housing requirements.

The four priority needs groups in Port Phillip are:

- Older persons, particularly older single women
- Low income families, including larger families
- Singles at greatest risk of homelessness
- Low income wage earners / key workers.

Measuring and weighing the needs of these groups is also to be carried out within the spectrum of other housing needs groups that require social housing in Port Phillip, that is:

- Older men
- Smaller families
- Couples
- Youth.

The framework will assist Port Phillip to determine how the housing needs of these eight groups are addressed through the implementation of the *In Our Backyard* strategy¹ in particular, how it will assist with implementation of the following policies:

- **Policy 1** – housing delivered on Council land by local community housing organisations through Council property and supporting cash contributions allocated through an expression of interest process;
- **Policy 3** – redevelopment of public housing estates to increase housing yield, diversity and quality of housing; and
- **Policy 5** – community housing delivered by the private sector through planning mechanisms.

¹ City of Port Phillip, *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*

Executive Summary: Key Findings and Priority Needs Allocation

Over the next decade, the City of Port Phillip (Port Phillip) is seeking to maintain, at minimum, the 2015 level of social housing stock of 7.2%², and to address an estimated shortfall in the need for social housing projected to grow from 4,432 units in 2016 to 6,540 units in 2025.³

This report was commissioned by the City of Port Phillip to measure and weight the housing needs across very low, low and moderate income households⁴, and the range of target groups in housing need.

The findings of this report will be used by the Council to guide the setting of targets for the specific types of housing that need to be met from the implementation of policy levers from its affordable housing strategy, *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*.

It is timely that this research has been undertaken, as both the Commonwealth and State Governments have established policies that focus on stimulating the growth of affordable and social housing. Examples of these policies are the Commonwealth 'bond aggregator', the Victorian government establishment of the Social Housing Growth Fund, and the setting of affordable housing income levels, as well as guidelines for using section 173 Agreements under the *Planning and Environment Act 1987* to negotiate affordable housing agreements with private developers.

One significant opportunity worth highlighting is the prospect of Council taking advantage of these policies and planning controls to encourage diverse communities through the provision of affordable and social housing in the Fishermans Bend Urban Renewal Area (FBURA). FBURA is Australia's largest urban renewal project of 450 hectares, which has a proposed residential construction plan for housing 80,000 residents.

This needs assessment principally uses expressed and objective needs measures to ascertain the unmet needs for affordable and social housing for very low, low and moderate-income households as defined by the Victorian government in June 2018. The key indicator of unmet housing needs is households living in private rental, paying more than 30 % of their income in rent.

Key Findings

All very low and low income households in Port Phillip have high unmet housing needs including the four priority needs groups (older people, particularly single women; low income families, particularly large families with 3 or more children; singles at risk of homelessness; and low income wage earners and key workers) and the broader spectrum of needs groups (older single men, smaller families, couples, and young people).

The key findings of the data analysis in this report relates to the households living in private rental in Port Phillip facing housing stress. The data uses the 2018 Affordable Housing income levels adopted by the Victorian government for Greater Melbourne statistical district⁵.

² City of Port Phillip, *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*

³ SGS Economics and Planning, *In Our Backyard Housing Program Review*, September 2018

⁴ Refer to Table 3 2018 Affordable Housing Income Levels

⁵ Op.cit.

The table below sets out the different household groups in Port Phillip in 2016 by the three income ranges, low, very low and moderate, living in private rental. This table which is a replication of Table 37 in the body of the report uses data drawn from Census table builder 2016, applying the Planning and Environment Act 1987, Section 3Ab, gazette incomes.

The findings are summarised below:

- The highest population group is small families with up to two children – 1,664 living in private rental. Of these, 975 are living on very low and low incomes. From 2011 to 2016 small families on very low incomes have had the least increase. This may be due to their low income and high cost of housing.
- There are very few large families with three or more children living in private rental on very low and low incomes – only 21 in 2016. This is the smallest household group in Port Phillip. At the same time two-parent families with three or more children living in private rental experienced the most substantial growth – 202% for low income families and 183% for moderate-income families.
- Households of single women 60 years and over were the highest growing population of older people living in private rental from 2011 to 2016. The highest numbers of these older single-women households were women aged 60-74 on very low and low incomes. The number of women 75+ is the twice the number of men on very low incomes living in private rental in Port Phillip in 2016. The highest growth in older persons from 2011 to 2016 is for women aged 75 and over.
- In 2016 there were more young women than young men aged 15 to 24 living in private rental in Port Phillip. Whilst there had been a decline in young women living on very low incomes between 2011 and 2016, in 2016 there were 35.9% more young women on very low and low incomes living in private rental in Port Phillip, 181 women compared to 116 men.
- There was a growing population of single adults aged 40 to 59 living in private rental on very low incomes, with higher growth for women than men. Similarly, there is a higher growth of single women aged 25-59 than men on very low and low incomes.
- There was growth in couples over 40 years living on very low incomes in private rental from 2011 to 2016 with 71.2% growth in couples aged 40-59. At the same time the highest numbers of couples living in private rental were those aged 25-39 years; 233 on low incomes and 597 on moderate incomes.

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Household Type Living in Private Rental	Very low Income	Change 2011-2016 %	Low Income	Change 2011-2016 %	Moderate Income	Change 2011-2016 %
FAMILIES WITH CHILDREN						
<i>Small families 1-2 children 2016</i>	479		496		689	
Couples	156	7.0%	285	32.3%	465	66.5%
Sole parents	323	3.5%	211	21.8%	223	89.9%
<i>Large Families 3+ children</i>	21		48		55	
Couples	14	7.9%	40	202.4%	51	183.1%
Sole parents	7	-46.6%	8	-22.2%	4	-48.9%
SINGLES – LONE PERSONS						
<i>Older Singles 60+</i>	246		211		111	
<i>Older Singles 60-74</i>	170		164		104	
Male	90	0.4%	83	4.3%	62	19.4%
Female	80	-3.4%	81	71.7%	42	1.2%
<i>Older Singles 75+</i>	76		47		7	
Male	26	-13.0%	21	-14.6%	3	-34.2%
Female	50	43.2%	26	67.8%	4	150%
<i>Single Young People 15-24</i>	160		137		186	
Male	64	15.1%	52	9%	84	14.4%
Female	96	-11.8%	85	24.1%	102	-6.2%
<i>Single Adults 25-59</i>	552		1,252			
25-39	248		399		866	
Male	130	-7.5%	164	3.6%	422	11.3%
Female	118	-15.4%	235	21.9%	464	1.2%
40-59	304		300		305	
Male	162	8.3%	155	-11.1%	162	12.8%
Female	142	16.9%	145	4.3%	142	22%
COUPLES						
<i>Couples</i>	204		405		887	
15-24	35	-4.5%	80	25.8%	131	18.7%
25-39	83	-1.1%	233	7.2%	597	22.8%
40-59	38	71.2%	51	27.7%	110	17.6%
60-74	33	24.7%	57	44.7%	35	20.8%
75+	26	33.7%	8	-22.5%	13	210.3%

In 2016 the number of households paying 50% of their income in private rent at risk of homelessness in Port Phillip was substantial – 1,239 households – the majority (706) being very low income households. Those paying 50% of their income in rent are not only in housing stress as they pay more than 30% of their income in rent but living precariously close to becoming homeless.

The table below shows the proportion of each household group by income level paying more than 50% of their income in rent. The data has discounted the 2018 income levels to 2016 dollars in order to ascertain the percentages using 2016 Census data. This table is a replication of Table 38 in the body of the report using data drawn from Census table builder 2016, applying the Planning and Environment Act 1987, Section 3Ab, gazette incomes.

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The table reveals that in 2016 the households experiencing housing stress due to their high private rental housing costs and the vulnerability to homelessness are:

- *Very low and low income single person households*: the majority (81.3%) of very low income single households and almost a quarter (21.4%) of low income single households spent 50% or more of their income on rent
- *Very low income sole parent households* as just under half (43.8%) of these households spent 50% or more of their income on rent
- *Very low income couple households* as just under half (42%) of these households spent 50% or more of their income on rent.

Household Type	Households Paying More Than 50% Income in Private Rent 2016						
	Very low		Low		Moderate		Total
	Households	% ⁶	Households	%	Households	%	Households
Singles	417	81.3%	270	21.4%	138	7.7%	825
Sole parents	141	43.8%	8	6.1%	0	0.0%	149
Couples	87	42.0%	60	13.6%	28	4.2%	175
Couples with children	61	29.3%	26	11.9%	3	0.7%	90
	706		364		169		1,239

The needs assessment also revealed that, in 2018, families had limited affordable housing, both private rental and home purchase, and few dwelling stock options in Port Phillip. Additionally, large families requiring three or more bedrooms have the least stock options even when their income is at the moderate level. At the same time, low income workers (cleaners, café staff, bar workers and baristas, child care workers and registered nurses) had limited access to affordable housing in Port Phillip.

The table below shows the affordable housing stock and cost by income by level for singles, couples and families and low income wage earners and key worker occupations in 2018. This table is a replication of table 39 in the body of the report that is drawn from Port Phillip Rated Data 2018, DHHS rental letting data 2017; Planning & Environment Act 1987, Section 3Ab, Order in Council.

⁶ Each percent is a proportion of all households in that income range

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Household Type and Income Level Highest annual income in each level for sole income ⁷		Size	Purchase		Private Rent		
			Affordable purchase price	No. of properties	Affordable rent	No. of properties	
Single	Very low Sole Income \$25,220	1 bedroom	\$145,000	17	\$209	38	
	Low 1. Sole Income \$40,340 <i>Cleaners (domestic & commercial) Bar worker & Barista, Childcare worker</i>		\$232,000	93	\$299	604	
	Moderate* ⁸ 1. Sole Income \$60,510 <i>Café manager</i>		\$348,000	490	\$348	1,362	
Couple	Very low 1. Sole Income \$37,820 <i>Cleaners (domestic & commercial), Bar worker & Barista, Childcare worker</i>	1 bedroom	\$218,000	76	\$280	433	
	Low 1. Sole Income \$60,520 <i>Café (manager & worker)</i> 2. More than 1 income Household <i>Cleaners (domestic & commercial)</i>		\$348,000	490	\$411	3,231	
	Moderate 2. Sole Income \$ 90,770 3. More than 1 income Household <i>Registered Nurse, Teachers (primary & secondary), Police, Ambulance and Paramedics</i>		\$522,000	2,126	\$522	2,325	
Family	Number of Bedrooms		2	3+		2 +	
	Very low 1. Sole Income \$52,940 <i>Cleaners (domestic & commercial) Bar worker & Barista, Childcare worker, Café (manager & worker)</i>		\$305,000	22	2	\$383	29
	Low 1. Sole Income \$84,720 <i>Registered Nurse, Teachers (primary & secondary)</i> 2. More than 1 income Household <i>Cleaners (domestic & commercial) Less than \$800 per annum above very low income</i>		\$488,000	280	7	\$487	73
	Moderate 1. Sole Income \$127,080 <i>Police, Ambulance & paramedics</i> 2. More than 1 income Household <i>Bar worker & Barista, Café (manager & worker), Child care worker Registered Nurse, Police, Ambulance and Paramedics</i>		\$731,000	2,034	92	\$731	429

⁷ It is assumed that all moderate income households and low income families are not eligible for CRA.

Needs Allocation

Whilst the report sets out priorities for advocating and addressing the unmet needs of the Port Phillip priority needs groups it is important to note that consideration must always be taken of the features and capability of specific sites proposed for affordable and/or social housing construction.

The allocation framework sets out the priority for allocation of the social and affordable housing and indicative stock size for the priority needs groups identified by Port Phillip. It is acknowledged that Port Phillip cannot resolve the social and affordable housing needs of all household groups in Port Phillip. Nonetheless, the allocations recommended need to be at a sufficient level to achieve substantive affordable and social housing outcomes.

In recognition that all very low income and low income priority needs household groups, as well as other needs groups, in Port Phillip have unmet housing needs, it is recommended that the allocation framework be divided between these two groups, as follows:

- Priority needs groups -75%
- Other needs groups - 25%

Priority Needs Allocation Framework Rationale

The basis of the priority needs allocation is outlined below.

Singles facing housing stress, hence at risk of homelessness

The low level of Centrelink incomes and the high cost and limited availability of affordable housing has meant that 81.3% of singles were paying more than 50% of their income in rent in 2016. As such singles have the highest risk of experiencing homelessness and the greatest need for social housing.

The data reveals that within the singles group there are four significant household groups with a high need for social housing. Therefore, it is recommended the allocation of 1 bedroom housing stock should be for:

Single homeless people/rough sleepers. Singles have a high risk of homelessness and are the primary group found to be rough sleeping in Port Phillip as such an allocation has been made for this group.

Single men 25 to 59 years of age. There are more men living on low incomes living in private rental than women.

Older single women over 60 years of age. Older women living in private rental on very low and low incomes are the growing population in Port Phillip.

Single young women 15 to 59 years of age. Single young women on low incomes living in private rental is a growing population and there are more young women 15-24 years than young men on very low and low incomes living in private rental.

Families with limited private affordable housing options.

Small families requiring only 2 bedroom dwellings living on very low and low incomes have limited affordable housing in the private market. As such, it is recommended that there be an allocation of two bedroom social housing stock for:

Small families living on very low and low incomes.

At the same time, it is important to note that large families with three or more children requiring 3 or more bedrooms have limited affordable housing available for private rent in Port Phillip. As such it is recommended that 3 bedroom social housing stock be allocated to:

Large families on very low and low incomes

Low income wage earners

Very low income and low income working households are constrained in their opportunities to access housing in Port Phillip due to their limited income. The following households are particularly faced with difficulty accessing affordable housing in Port Phillip:

- very low income singles and couples – Cleaners, domestic and commercial; Bar workers and Baristas; and Childcare workers
- low income singles – Cleaners, domestic and commercial; Bar workers and Baristas; and Childcare workers; and low income couples – Café managers and café workers
- very low income families – Cleaners, domestic and commercial; Bar workers and Baristas; Childcare workers; and Café managers and café workers

Thus, it is recommended there be a mix of one and two bedroom social housing and private market affordable housing.

Social housing for very low income worker couples

Social and affordable housing for low income working singles and couples

The proportional weighted allocations for the high priority needs household groups is set out below. Please note the indicative percentages of the needs allocation have been calculated taking account of the groups experiencing housing stress identified in Port Phillip. The percentages for the priority needs groups had a proportional weighting applied.

Priority Needs Category Allocation (75%)	Needs Households & Dwelling Size	Proportional Needs Weighted Allocation %
Singles in housing stress, at risk of homelessness (42.7%)	Persons who are homeless/sleeping rough	At Minimum 3.7%
	1 bedroom	
	Older women aged 60+	12.3%
	1 bedroom	
	Single men aged 25-59 years	11.3%
Families (25.9%)	1 bedroom	
	Single young women aged 15 - 25 years	15.4%
	1 bedroom	
Families (25.9%)	Smaller families	24.8%
	2 bedrooms	
	Larger families	1.1%
Low income wage earners (6.4%)	3 + bedrooms	
	Low income wage earners (singles and couples)	6.4%
	1 and 2 bed	

A proportional weighting of the needs allocation has not been calculated for the other needs groups.

Alternative Affordable Housing Programs and Partnerships

Low and moderate income families of key workers, Registered Nurses, Teachers (primary and secondary), Police, Ambulance workers and Paramedics, have enough income to afford private market house purchase and rental. However there is limited stock available, especially for larger families requiring three or more bedrooms in Port Phillip. These groups are more able to afford housing programs such as government subsidised affordable rental housing schemes. Thus, it is recommended that:

Port Phillip work with governments and private developers to provide alternative affordable house purchase and rent products for housing stock of three bedrooms such as, shared equity, rent to buy, and any new build to rent affordable housing schemes developed by the Federal Government.

Section One: Policy and Research Context

1.1 Introduction

Affordable housing is the outcome of the complex interaction between household income, the costs of maintaining a reasonable standard of living, and the costs of adequate, appropriate and secure housing. As such, the problem of housing affordability can be due to low household income and/or high housing costs. Affordable housing is a significant issue across Australia. The factors contributing to the lack of affordable housing in Australia are many and complex.

This section summarises:

- Commonwealth, State and City of Port Phillip policies and programs that have an impact on social and affordable housing, and
- Research undertaken in relation to the Australian Affordable Housing Crisis.

Please note that many of the State Government programs are funded through Commonwealth programs, under the National Affordable Housing Agreement partnership agreements, the Nation Building Economic Stimulus Plan and the National Rental Affordability Scheme.

Below is a summary of the affordable housing funding and finance programs and initiatives, and the target groups that could benefit.

Level of government	Key program/initiative	Key features	Who will benefit
Commonwealth Government	<u>Affordable Housing Bond Aggregator</u> (legislated 29 June 2018 with bipartisan support): Commonwealth assistance to pool, channel and efficiently secure bank finance through attracting private, institutional bond finance.	<ul style="list-style-type: none"> • \$1B line of credit via mixed grants (18%) and loan finance line of credit (82%) at a cheaper rate and for longer periods. • Initial focus on refinance of existing loans for delivered/current projects, then will provide new debt finance. 	Various target groups being housed by existing and new community housing developed by registered community housing organisations (Housing Associations and Housing Providers).
	<u>National Infrastructure Fund</u> (legislated 29 June 2018 with bipartisan support):	\$1B grant infrastructure funding to local and state government (and their investment corporations and utilities) and community housing organisations (and special purpose vehicles containing at least one of the above) to facilitate the availability / freeing up of land for the provision of affordable housing (not the funding of projects).	Various target groups housed by registered community housing organisations (Housing Associations and Housing Providers), which deliver housing on local government, state government and community housing sector owned land (after it has been freed up through receipt of National Housing Infrastructure Facility funding).
	Proposed Labor Party's National Rental Affordability Scheme (NRAS) type incentive (subject to it become the government after 2019 federal election)	Through a cash subsidy, it proposes to incentivise the provision (by institutionalised investors) of 250,000 new affordable dwellings over 10 years, rented at 20% below market price for 15 years.	Low to moderate income households under newly constructed community housing ownership or management (subject to further clarification).

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Level of government	Key program/initiative	Key features	Who will benefit
State Government	Various programs from Homes for Victorians (as per text below and including Community Housing Loan Guarantee and facility)		
	Fishermans Bend Framework (created through Planning Scheme Amendment GC81)	Policy objective for 6% affordable housing in the Fishermans Bend Urban Renewal Area. Planning control that requires the provision of 'social housing' through a Floor Area Uplift incentive (if taken up by the private sector) at a ratio of one 'social' housing dwelling for each eight additional private dwellings (i.e. at a ratio of 1:9).	<ul style="list-style-type: none"> The 6% affordable housing can be community housing, private affordable housing or a mix of both. The social housing is in effect community housing as it has to be transferred to registered community housing organisations (Housing Associations and Housing Providers) for management.
	Voluntary planning mechanism (established 1 June 2018)	Formal recognition under an amendment to the Planning and Environment Act for affordable housing to be provided under voluntary section 173 Agreements, and guidance as to how to use such agreements.	Affordable housing that potentially can house very low, low and moderate income households that private developers agree to voluntarily provide under negotiated agreements (likely via the provision of planning and financial incentives, with the greater the depth of subsidy resulting in the lower the income cohort provided for).
City of Port Phillip	Contribution of Council land/air space packaged with supporting cash (under Policy 1 of <i>In Our Backyard</i>)	Provision of up to 5,000 m ² of land /air space, and \$5 million in cash that will support the delivery of projects on Council land.	Priority target groups are: <ul style="list-style-type: none"> Families, including larger families. Older persons, in particular older single women. Singles at greatest risk of homelessness. Low income wage earners / key workers.

Source: City of Port Phillip 2019

1.2 Commonwealth Government

The 2018/19 Commonwealth Government budget failed to build measures to boost supply of social and affordable housing. The budget failed to provide any measure to make home purchase easier for young people and ignored the inter-generational inequity of our current settings.

The National Housing and Homelessness Agreement (NHHA) is the Commonwealth Government's key affordable and social housing agreement, which works in partnership with the state governments, and sets the policy framework for funding social housing and the provision of homelessness. The NHHA is one of several Commonwealth policies to influence the distribution and profile of housing. Other policies and programs for affordable and social housing relate to providing infrastructure to support housing development, taxation, social services, immigration, and the financial sector.

The 2017/18 Budget sets out the Commonwealth Government initiatives in relation to the provision of social and affordable housing and these are primarily:

- The National Housing and Homelessness Agreement 2009 (NHHA)*: provision of additional funding of \$375 million over three years to fund frontline homelessness services.
- National Housing Infrastructure Facility*: \$1 billion will be made available in grant and loan funding to address problems with delays in provision of critical infrastructure that is hampering housing development in critical areas of undersupply. This facility will help local governments

fund the high costs of building critical infrastructure such as roads and water networks to support the supply of new housing. The facility will be administered by the National Housing Finance and Investment Corporation.

- *National Housing Finance and Investment Corporation (NHFIC)*: The NHFIC's mission is to improve housing outcomes for all Australians by strengthening efforts to increase the supply of housing, including contributing to the development of the scale, efficiency and effectiveness of the community housing sector. The NHFIC has two operations:
 1. making loans, investments and grants for enabling infrastructure for housing that supports new housing, particularly affordable housing through the \$1 billion National Housing Infrastructure Facility
 2. providing cheaper and longer-term financing to registered community housing providers through Australia's first national Affordable Housing Bond Aggregator.
- *Tax incentives for private investment in affordable housing*: Managed Investment Trust funds which provide affordable housing (managed by registered affordable housing organisations/providers) will qualify for a 60% (as opposed to the standard 50%) discount on measured capital gain for taxation purposes.

A primary way in which the federal government has supported low income households with rental costs outside the public housing system is through *Commonwealth Rent Assistance* (CRA). The CRA is a non-taxable income supplement payable to eligible people who rent in the private rental market or community housing. Pensioners, Centrelink allowance recipients and those receiving more than the base rate of Family Tax Benefit Part A may be eligible for rent assistance. CRA is paid at 75 cents for every dollar above a minimum rental threshold until reaching a maximum rate.

1.3 State Government

The Victorian Government plays a key role in supporting affordable and social housing and focuses on social housing supply, social housing regulation, homelessness services, planning and development standards, tenancy law, and first home buyer's assistance.

Plan Melbourne 2017-2050 is the Victorian Government's long-term strategic plan which highlights several policies addressing affordable housing in the planning system. Outcome 2 focuses on housing and one of its goals is to 'Increase the supply of social and affordable housing' with key policies of relevance:⁹

- Policy 2.3.1 Utilise government land to deliver additional social housing
- Policy 2.3.2 Streamline decision-making processes for social housing proposals
- Policy 2.3.3 Strengthen the role of planning in facilitating and delivering the supply of social and affordable housing
- Policy 2.3.4 Create ways to capture and share value uplift from rezonings – the integration of social and affordable housing options within major urban renewal developments.

Plan Melbourne defines affordable and social housing as:

⁹ Plan Melbourne 2017-2050, Strategy

Affordable housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households can meet their other essential basic living costs.

Social housing is a type of rental housing that is provided and/or managed by the government (public housing) or by a not-for-profit organisation (community housing). Social housing is an overarching term that covers both public housing and community housing.¹⁰

The Victorian Government has legislated the definitions in the *Planning and Environment Act 1987* section 3AA (2) that states:

affordable housing is housing, including *social housing*, that is appropriate for the housing needs of any of the following —

- (a) very low income households;
- (b) low income households;
- (c) moderate income households.¹¹

The income ranges for these income cohorts are set out in Table 3 in Section 2.3.

For the purposes of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be made to the matters specified by the Minister for Planning by notice, published in the Victorian Government Gazette.

On 1 June 2018 the Minister for Planning¹² specified what should be considered in determining what is appropriate for the affordable housing/social housing needs of very low income households, low income households, and moderate-income households.

- Allocation
- Affordability (the capacity of the households)
- Longevity (the public benefit of the provision)
- Tenure
- Type of housing, form and quality
- Location, site location and proximity to amenities, employment and transport
- Integration, the physical build and local community

The Victorian Government Gazette of 1 June 2018, Section 3AB *Planning and Environment Act 1987*, states income ranges for very low income, low income and moderate income with respect to affordable housing that is not social housing (see Table 3 in Section 2.3 below).

In 2018 the Victorian Government released guidelines for local government negotiation of affordable housing under Sc 173, *Planning and Environment Act 1987*.

Inclusionary Housing Pilot Program. This program will be piloted on surplus government land. It is anticipated it will deliver up to 100 new social housing dwellings across six sites. Surplus government land is being identified and facilitated through the Fast Track Government Land

¹⁰ Plan Melbourne 2017-2050, Strategy

¹¹ Planning and Environment Act 1987 section 3AA(2)

¹² Victorian Government Gazette No. S 256 Friday 1 June 2018

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Service. A proportion for social housing is expected to have construction commencing before the end of 2018.

Homes for Victorians

This initiative provides the most comprehensive set of mechanisms and programs for increasing affordable housing in Victorian history. It encourages broader partnerships for the delivery of new affordable housing and services. It also seeks to develop an affordable housing industry through a range of affordable housing products, subsidies, social outcomes and by increasing the capacity and size of the community housing sector. It has a series of programs, mechanisms and initiatives to:

1. Support people to buy their own home
2. Increase the supply of housing through faster planning
3. Promote stability and affordability for renters
4. Increase and renew social housing stock, and
5. Improve housing services for Victorians in need.

Public Housing Renewal Program

An allocation of \$341 million over 4 years to renew and expand public housing stock. However, Stage 1 and 2 (\$185 million for redevelopment of public housing estates) do not include the City of Port Phillip. A further \$16 million has been allocated for tenancy support.

Key programs are:

- \$120 million 'Social Housing Pipeline' to deliver an extra 913 social housing properties.
- \$60 million to increase the number of social housing units on vacant or underutilised Director of Housing land commencing with a 3 year pilot initiative for 50+ sites across 13 suburbs in western Melbourne and Geelong. This will be followed by roll-out in other parts of the state.
- \$30 million for commencing first stage of the Flemington estate renewal
- \$24 million to increase supply of short and long-term housing for person experiencing homelessness (purchase 94 homes and lease 74 properties)
- \$5 million for the purchase and upgrade of 50 units (funded by the St Kilda Apartments in St Kilda developed by HousingFirst)
- \$20 million to fund 86 new and redeveloped properties in Preston
- \$16 million in short-term housing to relocate existing tenants during redevelopment

Victorian Social Housing Growth Fund

\$1 billion seed capital reaching this amount in 2019/20 as a permanent pool of capital maintained in value over time for the purposes of:

- Construction of new social and affordable housing on non-Victorian Government land, including mixed development with private housing proposed by consortia

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- Subsidising private rental leased from the private market for persons not needing long-term assistance.

The allocation to be based on annual plans (developed in consultation with the sector) specifying:

- demand and priority areas through a competitive process.
- a percentage of returns on invested funds to be allocated for construction and rental subsidy programs (informed by sector capacity).

The target is 2,200 dwellings over 5 years with 75% of housing in funded projects to house people under the priority access category of the Victorian Housing Register¹³. The initiative commenced in 2017/18.

Organisations targeted to receive the funds are:

- registered community housing organisations (Housing Associations and Housing Providers)
- private developers
- philanthropic foundations
- local government and
- consortia.

Community Housing Loan Guarantee and Facility

\$1 billion / 6 year loan guarantee, featuring:

- government backed guarantees to reduce risk to lenders
- guarantees on loan repayments – addresses perceived and actual risk of loans to Housing Associations to increase size and duration of finance and lower cost of borrowing
- \$100 million revolving loan facility that supplements private sector finance and targets registered Housing Associations, with 75% of households housed to come off the Victorian Housing Register.

Investigation of intermediary to aggregate more favourable loans for Housing Associations.

\$2 million funding for the Victorian Government to implement these initiatives.

Victorian Property Fund (VPF)

VPF is a trust fund administered by Consumer Affairs Victoria using money from interest paid on estate agents' and conveyancers' trust accounts. The VPF provides capital grants to community housing projects, for example, amounts ranging from \$550,000 - \$5.5 million between 2011/12 - 2014/15.

There is \$100 million available over 4 years that targets registered Housing Associations, however Housing Providers have been funded and are eligible to apply.

¹³ Priority access is for people: who are homeless and receiving support; are escaping or have escaped family violence; with a disability or significant support needs; and with special housing needs.

Improving housing services for Victorians in need – Homeless Initiatives

Towards Home package to Create Stable Housing

\$109 million available over five years to move homeless Victorians towards stable housing. The aim is to assist 19,000 Victorians who are homeless or at risk of being homeless, including:

- \$10.9 million to support young people who are leaving out-of-home-care support, to get a job or study, through board payments, housing subsidies and leasing arrangements until 21 years.
- \$60.8 million improvements to support services and additional accommodation through community sector led projects (including the Wyndham H3 project – \$15 million to purchase or build 20 units and leasing 50 units)
- \$32.7 million to better support people to sustain long-term housing, including rapid housing for those most in need, up to 30 units of supported housing for women and children and accommodation for people with mental illness in Frankston.

Additionally, the recently expanded Rapid Housing Fund will see 94 properties purchased and an extra 74 leased.

Rough Sleeping Support

\$10 million over 2 years comprising:

\$1.6 million to assist rough sleepers in inner city Melbourne, particularly during winter

\$9.8 million for:

- accessing 40 transitional housing units across Melbourne until permanent housing is provided by end of 2017
- 30 new permanent modular and relocatable homes on public land by end of 2017
- guaranteed pathway to permanent supportive housing
- case management and targeted support for 40 vulnerable rough sleepers for 2 years

Family Violence Housing Support

\$152 million over 3 years – Family Violence Housing Blitz (part of 2016/17 Budget) comprising:

- 300 social housing properties in 2016/17 year
- redevelopment of four family violence crisis refuges and 24-hour staffing for up to six refuges
- expanded packages of support for keeping women safe in their homes (security measures, relocation costs) for 5,000 victims of family violence
- provision of support to access private rental assistance.

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It is worth noting that a Victorian parliamentary inquiry found about 25,000 children are on the public housing waiting list.¹⁴

The Victorian Housing Register (VHR): will bring together all public and community housing waiting lists into a single register and will require social housing agencies opting into the associated allocation program to allocate vacant stock to a designated proportion of priority need households. It is expected to be fully functioning on line in 2019.¹⁵

Fishermans Bend.

Fishermans Bend Urban Renewal Area (FBURA): is Australia's largest urban renewal project covering approximately 480 hectares. It is largely within the City of Port Phillip and will consist of four precincts in Port Phillip and one precinct in the City of Melbourne. The scale of change proposed in Fishermans Bend is significant, with the expectation that by 2050 it will be home to approximately 80,000 residents and provide employment for up to 80,000 people.

Over 250 hectares of land has been allocated for medium to high density, mixed use development that will support a range of economic activities and provide housing diversity.¹⁶ However, most of the land is privately owned, necessitating working in partnerships across all levels of government, developers and the community. It is pleasing to read that the Urban Development Institute of Australia has stated that Fishermans Bend presents an opportunity to foster very purposeful partnerships to support housing solutions for lower income Victorians.¹⁷

However, 99% of very low, low and moderate income renters and purchasers will be excluded from Fishermans Bend if there is no intervention in the market.¹⁸ Only 1.3 % of all housing in FBURA is projected to be affordable for all households.¹⁹

Port Phillip Planning Scheme Clause 22.15 Fishermans Bend Urban Renewal Area Policy sets out the aim for at least six per cent of housing across Fishermans Bend to be affordable with additional social housing dwellings provided as part of a social housing uplift scheme.²⁰ One of the objectives is to create affordable housing.²¹

This policy encourages affordable housing to be provided within a range of built form typologies, as well as design that delivers a range of housing types suitable for households with children.²² The policy proposes criteria for the provision of three bedroom dwellings in the three residential precincts for developments of over 100 dwellings.²³

¹⁴ <http://www.abc.net.au/news/2018-06-06/victorias-public-housing-waiting-list-growing-by-500-a-week/9837934>, cited, 1/8/2018

¹⁵ <https://www.vic.gov.au/affordablehousing/about.html>, cited, 1/8/2018

¹⁶ Fishermans Bend Framework <https://www.fishermansbend.vic.gov.au/framework>

¹⁷ UDIA Victoria, May 2018, Presentation to Planning Panels, Fishermans Bend Framework, p. 5

¹⁸ Judith Stubbs & Associates, 2013, *Fishermans Bend Urban Renewal Area: Options for Delivery of Affordable Housing*, Places Victoria

¹⁹ *ibid*

²⁰ *Port Phillip Planning Scheme Clause 22.15 Fishermans Bend Urban Renewal Area Policy (5/10/2018)*. Social housing uplift means dwellings that exceed the number of dwellings allowable under the dwelling density requirements in the Schedule to the Capital City Zone.

²¹ *Ibid* 22.15-2

²² *Ibid* 22.15-4.2

²³ *Op.cit.*

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The affordable housing policy sets assessment criteria for the development of six per cent affordable housing²⁴, proposing there be a mix of one, two and three bedroom stock. However, it states that developments can provide less than six per cent affordable housing where the built form makes it impractical, it is demonstrated that it is uneconomically unviable, or the development contributes to the affordable housing objective with less than the six per cent affordable housing target.

The policy also proposes the development of social housing development with a social housing uplift equivalent to eight additional private dwellings of equivalent size for each social housing unit provided. The assessment of the social housing request includes ensuring the appropriate legal arrangements, that the housing is retained as social housing in perpetuity, and the location is suitable in relation to the area's public transport and infrastructure.

The Fishermans Bend Framework, September 2018, is a referenced document in the Port Phillip Planning Scheme Fishermans Bend Urban Renewal Area Policy. The Framework proposes to:

3.5.1 Support a partnership approach between government, private industry and the community housing sector to deliver a range of affordable housing options

3.5.2 Encourage six percent affordable housing for all new development delivered within the maximum allowed Dwelling Density Ratios

3.5.3 Introduce planning incentives for the delivery of social housing in the form of community housing via a Floor Area Uplift. Social housing will be required as the only public benefit, where eight additional dwellings can be provided for each social housing dwelling, subject to meeting other built form controls, to be transferred at no cost to registered housing providers to secure this affordable housing in perpetuity.

3.5.4 Identify potential current and future government sites that would be suitable for affordable housing

3.5.5 Explore the option to collect 'cash-in-lieu' contributions instead of the provision of affordable housing on-site. Explore the establishment of a 'Fishermans Bend Affordable Housing Trust' (or similar) which may be required if these contributions are introduced in the future.²⁵

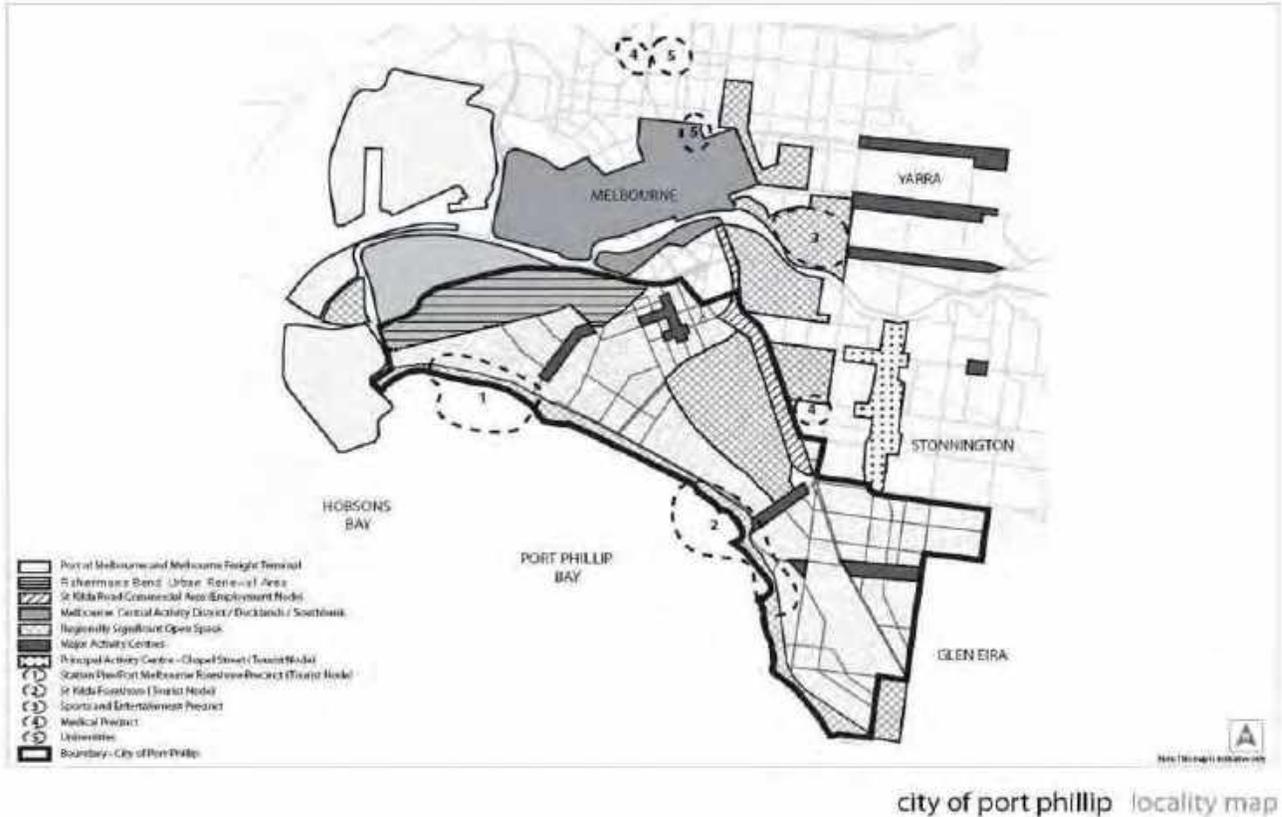
Consultations on the draft framework were completed in June 2018.

Map 1 below displays the City of Port Phillip in the context of bordering municipalities and highlights the Fishermans Bend Urban Renewal area that falls within Port Phillip.

²⁴ *Port Phillip Planning Scheme* Clause 22.15 Fishermans Bend Urban Renewal Area Policy 22.15-4.3

²⁵ *Fishermans Bend Framework* Victorian Government, October 2018

Map 1. City of Port Phillip with Fishermans Bend – Port Phillip Municipal Planning Scheme 21.02



1.4 City of Port Phillip

Map 2 below sets out the populations at 2018 and the projected populations as at 2027 for the nine neighbourhoods.

Whilst Port Phillip is only 21 square kilometres, it is densely populated, with more than twice the population density of the metropolitan Melbourne average. Significant population growth is expected with the estimation of more than 168,549 people by 2041.²⁶

The population growth will lead to an increased demand in the inner city and result in housing price increases, which can undermine socioeconomic and demographic diversity. *Housing affordability will continue to be a concern. Housing costs in Port Phillip are twice the Melbourne average and most low and moderate income households find buying a home and private rental increasingly unaffordable.*²⁷

²⁶ City of Port Phillip Council Plan, 2017-18, p. 24

²⁷ *ibid*

Map 2. City of Port Phillip Neighbourhoods and Population 2018 and projected for 2027



Source: Port Phillip Today and Tomorrow Our Neighbourhoods Section @ City Plan 2017-2027

Port Phillip has been a local government leader in the provision of affordable housing. Port Phillip recognises that affordable housing is fundamental to a vibrant and livable city, and the health and wellbeing of its community. Moreover, Port Phillip has a commitment to maintaining a diverse, inclusive and equitable city, especially for those who are disadvantaged and marginalised.²⁸

The City of Port Phillip Council Plan 2017-2027

This plan has, as a key strategy, an increase in affordable housing. The outcome of increased affordable housing is to be achieved by:

1. Pursuing new, sustainable funding streams to significantly increase the supply of social housing.
2. Establishing and facilitating partnerships to support diverse and innovative new affordable housing projects and reduce the risk of homelessness.

Priority actions for the four years 2017-2021 include:

- Using Council’s property assets (land and air space contributions) and cash contributions to facilitate delivery of new community housing units by local housing organisations.
- Working with the Victorian Government and local community housing organisations to optimise benefits from existing social housing sites, through increased yield, quality and housing type, aligned to local needs.

²⁸ City of Port Phillip, *In Our Backyard - Growing Affordable Housing in Port Phillip 2015-2025*

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- Facilitating partnerships between the community housing, private and philanthropic sectors that fund and deliver new housing projects, including in Fishermans Bend.

Port Phillip has specific policies to implement an increase in affordable and social housing and reduce homelessness:

- *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*
- *Think + Act – Homelessness Action Strategy 2015-2020*

Additionally, the Port Phillip Planning Scheme includes a policy at Clause 22 for the development of FBURA which has, as one of its key objectives, the encouragement of affordable housing.²⁹

The planning scheme proposes that six per cent of housing in FBURA be affordable dwellings, as well as proposing a social housing uplift of one social housing dwelling for every eight dwellings.³⁰

City of Port Phillip – Social and Community Housing Provision

Social housing provides rental housing in perpetuity to low household income groups. In the City of Port Phillip, the following are providers of social housing³¹:

Public housing – provided, owned and managed by the Department of Health and Human Services (DHHS), Victorian Government. DHHS charges rent at 25% of gross household income.

Community housing – provided, owned and/or managed by community housing organisations. There are two main types of community housing organisations in Victoria:

- **Registered Housing Associations** develop, own and manage housing. Whilst Housing Providers generally focus on management of social housing, some are also developers and owners of community housing. Some community housing developed by Housing Associations and Providers can be developed independently of government. Housing Associations charge rents at 25% of gross household income. At the same time they can charge rents up to 30 % of income (up to 75 % of market rent), for housing they own. Registered Housing Associations can house people with incomes up to 65 % higher than incomes of people living in public housing.
- **Housing Providers** charge rents of up to 25% of gross household income for DHHS-owned housing they manage and can charge rents up to 30% of gross household income for housing they own.

There are five community Housing Providers based in Port Phillip³²:

- **HousingFirst** (formerly the Port Phillip Housing Association) a registered housing association whose primary focus is within Port Phillip, managing 684 units in the municipality³³, including 50 family units, five of which have three bedrooms. Of the total units, 408 are owned and/or managed under the Port Phillip Housing Trust and must house people who have a significant

²⁹ Port Phillip Planning Scheme, 22.15-2

³⁰ Port Phillip Planning Scheme, 22.15-4.3

³¹ City of Port Phillip *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*

³² Data has been sourced organisation's annual reports and information supplied by the organisations during the research.

³³ HousingFirst Annual Report 2016-2017

connection to Port Phillip. *HousingFirst* provides housing for low income wage earners and key workers whose income falls within the social security income levels, sometimes advertising this housing on Gumtree. *HousingFirst* also builds community housing stock and has undertaken one partnership with DHHS for the redevelopment of public housing outside Port Phillip.

- **South Port Community Housing Group Inc (SPCHG)** is a registered housing provider managing 287 units, 283 tenancies, 14 multi-units, as well as 12 family properties previously belonging to St Kilda Co-operative.³⁴ It currently owns one property and leases another, both properties it has developed.
- **St Kilda Community Housing Ltd (SKCH)** is a registered housing provider managing 337 units. It owns two properties which it is currently redeveloping. It is involved in a program to establish Community Land Trusts (as a form of perpetually affordable home ownership for moderate income households).
- **Launch Housing** is a registered housing provider and provides housing and support to people linked to Port Phillip (19 units, plus 195 Transitional Housing Management units).
- **YWCA Housing (Victoria)** is a registered housing provider and provides 38 beds on two year leases for older single women. Clients are over 25 years of age. It has recently increased its stock by 21 units which have a mix of one and two-bedroom units.

1.5 The Implications for the Port Phillip Housing Needs Allocations Framework

The Victorian Government has a substantial policy and program focus for stimulating the growth of affordable and social housing. By defining and setting affordable housing income levels, in the *Planning and Environment Act 1987*, for very low, low and moderate-income households, the government has established the benchmark for assessment of housing needs in this framework. As well, under the established guidelines, *Sc173 Planning and Environment Act 1987*, the State Government delivers the key message that there is a role for collaboration between local government and the private sector in creating affordable housing.

Moreover, the Commonwealth Government's new funding mechanism for affordable housing, such as the bond aggregator, could act as a limited stimulus for growing effective partnerships between the housing development industry and community housing organisations.

Port Phillip has the prospect of taking advantage of these policies and programs to work in partnership with the private sector and community housing providers to build substantial affordable and social housing across Port Phillip and in the new development of the Fishermans Bend Urban Renewal Area.

1.6 The Affordable Housing Crisis – The Research Context

The government initiatives signal growing awareness of the scale of the social and affordable housing problem, but they are of a form and scale that will not enable growth of housing stock to a level anywhere approximating need over coming decades. Local governments will continue, in the face of a shortfall of appropriate stock, to suffer problems of homeless and housing stress and the spillover effects of these. The challenge for local government is how to capture and maximise the

³⁴ Per conversation with CEO August 2018 and Annual Report 2017

potential of the limited programs that exist.

Australian Context

The lack of affordable housing is a national problem, as housing prices have risen steadily over the past four decades and most steeply in the past decade. Housing affordability has declined markedly in Australia since the 1980s. Over the last 20 years (1994/95-2015/16) there has been a shift from outright ownership to owning with a mortgage and from overall ownership to private rental in Australia. In this period the proportion of households renting privately increased from 18.4 % to 23.3 %, at the same time there was a decline in public housing rentals by 2% from 5.5% to 3.5%.³⁵ The outlook for housing affordability in Australia is bleak, especially as the stock of social housing including both public and community housing has not kept pace with growth in the overall national dwelling stock and the number of households.

Homelessness

Moreover, Australia's rate of homelessness is outpacing population growth, and housing demand is outstripping housing supply.³⁶ The 2016 Census estimated that 41 in every 10,000 persons were homeless and 7 percent of person experiencing homelessness were sleeping rough³⁷. From 2011 to 2016:³⁸

- Homelessness has increased by 14% in Australia and by 11% in Victoria
- Rough sleeping increased by 20% in Australia and by 3% in Victoria
- People living in overcrowded accommodation increased by 23% in Australia, with a doubling of the number of people born overseas living in extreme overcrowding in Melbourne.

In Port Phillip in 2018 two street counts were conducted, one in February and one in June 2018. The February Street Count,³⁹ identified 91 people sleeping rough in Port Phillip of which:

- 67% were men, 20% were women, and 1% transgender
- The average age was 38.6 years, the youngest just 15 years old the oldest 71 years of age
- 87% were Australian born; 33% were Indigenous
- 63% were in the St Kilda/St Kilda West area.

The June Street Count⁴⁰ found 392 people sleeping rough across the IMAP municipalities, with 65 people sleeping rough in Port Phillip:

- 71% were men, and 29% women
- 57% were 41-60 years of age, 21% were 21-40 years of age
- 77% were Australian born; 16% were Indigenous

³⁵ Australian Institute of Health and Welfare, (AIHW) 2018, data provided at, the *National Homelessness Conference* 6-7 July Melbourne, using ABS Census 2018

³⁶ Staikos Steve, 2018, First Step on the Road, Mandatory Social *Housing Community Housing Industry Association Victorian News*

³⁷ ABS 2016 Census of Population and Housing

³⁸ Launch Housing, *Australian Homelessness Monitor, 2018*, www.launchhousing.org.au

³⁹ Launch Housing *City of Port Phillip Street Count 2018 Final Report*, May 2018

⁴⁰ *StreetCount 2018: A snapshot of people living rough*, Inner Melbourne Action Plan (IMAP) Cities of Melbourne, Maribyrnong, Yarra, Stonnington and Port Phillip.

These street counts contrasts to the 2016 Census estimates that in Australia, 54% of person experiencing homelessness were between 25 -54 years of age, 39% were under 25 years of age and 14% over 55b years of age.

One of the faster growing populations experiencing homelessness is older people 55-74 years of age with a 55% increase in this age cohort facing homelessness from 2006 to 2016.⁴¹

The main reasons the number of people seeking housing assistance has been rising rapidly, increasing by 32% from 2014-15 to 2016-17, is that they face homelessness due to a housing crisis linked to eviction, foreclosure and rental arrears. During the same period there was a 40% increase in domestic violence being cited by women as a factor contributing to their homelessness⁴².

Households Confronting Housing Stress

The Australian Institute of Health and Welfare (AIHW) identified several population groups that are susceptible to housing stress due to their vulnerabilities. These groups are:

Older people (65 years and over) are susceptible due to their reduced earning capacity, retirement incomes being lower than earned incomes, and the increased expenses due to the potential onset of health issues and need for appropriate housing

Single people, both young and old. Young single people are susceptible due to their limited income and older single people's vulnerability is linked to their tenure i.e. renting with limited property assets if renting in retirement.

Lone parents with dependent children are susceptible due to their limited income

Aboriginal and Torres Strait Islander people vulnerability is exacerbated by existing disparity between Indigenous and non-Indigenous Australians.⁴³

Older single women have been identified in numerous reports and research studies⁴⁴ as a group that is particularly susceptible to homelessness and increasingly approaching housing and homelessness services for support. The reasons for older women's vulnerability are linked to economic and social factors that result in older women's financial disadvantage including:

- the gender pay and superannuation gaps – women retire with generally half of men's superannuation and some with no superannuation

⁴¹ Launch Housing, *Australian Homelessness Monitor, 2018*, www.launchhousing.org.au

⁴² Launch Housing, *Australian Homelessness Monitor, 2018*, www.launchhousing.org.au

⁴³ Australian Institute of Health and Welfare (AIHW) 2018 op.cit.

⁴⁴Tually S., Beer A. and Faulkner D., 2007, *Too Big to Ignore: Future Issues for Australian Women's Housing 2006-2025* AHURI Southern Research Centre; Sharam, A. 2008, *Going it Alone: Single, Low Needs Women and Hidden Homelessness*, Women's Information, Support and Housing in the North, Melbourne; McFerran, L. 2009 *The disappearing age: a strategy to address violence against older women*, Older Women's Network NSW Inc.; Human Rights and Equal Opportunity Commission 2007, *It's about time: women, men, work and family*, final paper 2007, HREOC, Sydney, viewed 24 August 2007; Casey, S. 2002, 'Snakes and ladders: women's pathways into and out of homelessness', in T. Eardley and B. Bradbury (eds), *Competing visions: refereed proceedings of the national social policy conference 2001*, Social Policy Research Centre report 1/02, University of New South Wales, Sydney, pp.75–90

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- change in circumstance such as divorce, death of partner, change in health⁴⁵
- family violence including elder abuse
- part-time work and time out of the workforce due to caring for children and other family members.⁴⁶

However, the housing affordability problem is not only due to insufficient supply of affordable and social housing stock. The problem also relates to the location of dwellings relative to where householders live or want to live, their income relative to housing prices, the preferences of householders for different types of dwellings and the size of households relative to the size of housing (number of bedrooms). For example, families with three or more children struggle to find suitable housing stock of three or more bedrooms, and low income may lead people to move to areas with lower priced housing but with limited public transport and social infrastructure, increasing their cost of living.

Factors Contributing to Deterioration of Housing Affordability

A range of factors are impacting on the rapid deterioration of housing affordability and the rise in homelessness including:

- Housing demand outstripping the supply of housing
- Low income levels and high housing costs, especially the low incomes of people on Centrelink payments who are living in poverty and older women who have limited savings, including superannuation
- High cost of housing including cost of both mortgage payments and associated costs such as rates and maintenance, and rental costs and associated payments such as energy and water supply costs
- Problems confronting different population groups making it difficult for them to compete for housing, such as women who have left a situation of family violence but have no references, similarly new migrants and young people not having references, and discrimination, though illegal, facing low income people seeking private rental housing
- Poor quality housing, especially in relation to environmental sustainability and the ongoing cost of maintenance, heating, lighting and cooling. Poor construction with no light or heating provided in rental properties resulting in high living costs.
- Poor location in relation to access to services, facilities, education, employment and transport and associated non-monetary factors, resulting in households incurring extra travel cost and time spent travelling from low cost outer areas to inner suburbs for employment
- Land values, high land development and housing construction costs (including approval costs, delays and government charges).

The gap in supply provides significant opportunities for the housing industry to increase production of new dwellings either through greenfield developments on the edge of the major cities, infill developments and conversion of properties for residential purposes. Yet the housing

⁴⁵ Equity Rights Alliance and Homelessness Australia, 2015, *Ending and Preventing Older Women's Experiences of Homelessness in Australia: Joint Submission of Homelessness Australia and Equity Rights Alliance to the Senate Inquiry on the Economic Security of Older Women*

⁴⁶ YWCA, 2018, *Older Women's Homelessness Issues Paper* page 5

industry's supply response has, to date, been inadequate to meet the demand.

New and Emerging Affordable Housing Products

There is a range of housing products that could address the housing needs of moderate income earners and alleviate the bottlenecks in the housing system. These bottlenecks occur when moderate income earners are unable to gain entry to home ownership due to inadequate incomes yet at the same time they cannot afford private rental housing but are forced to remain in the private rental markets as their moderate income is too high to be eligible for social housing. New and emerging housing products targeting moderate income households can, over time, reduce the bottlenecks, and diminish the social polarisation between social and private market housing.

The range of affordable housing products currently being considered by the State Government, the community housing and private sectors, includes –

Two affordable rental housing arrangements:

1. **Build to Rent** – where a developer builds multi-level apartments as a rental investment. This provides an opportunity for governments (state and local) to explore financial subsidies or incentives that could be provided to developers, under planning mechanisms, to invest in affordable Build to Rent that includes a proportion of discounted rental units. This is similar to the National Rental Affordability Scheme (NRAS) which subsidised private developers to provide rental units discounted at 20% below market rates for 10 year terms.
2. **Rent to Buy** – where a developer builds rental units providing the units' tenants with the opportunity to purchase their dwelling over time. This allows the possibility for government(s) to seek a proportion of the units to be allocated to moderate income earners, or community housing organisations, with a further option for the community housing organization to buy the units at a discounted price for perpetual community housing.

Two affordable home ownership arrangements:

1. **Shared equity housing** – where a developer can be encouraged to target dwellings at lower or moderate-income households who purchase a proportion of equity and the developer holds the balance. The tenant purchasers are then allowed to progressively purchase the property with their rising to 100% equity over time or on sale of the dwelling.
2. **Community Land Trusts (CLTs)** – provide perpetually affordable home ownership where a proportion of units are targeted at moderate income households who only pay for the construction costs and agree to a resale formula that perpetually limits capital gains on resale of the property. While no CLTs have yet been established in Australia, this product is common in the United States and the United Kingdom and likely to emerge over the next 5-10 years. CLTs could be encouraged as:
 - an alternative or an addition to developer contributions for community housing for a proportion of units, where these units are managed by a community housing organization

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- a discounted sale to a community housing organisation operating a CLT.⁴⁷

City of Port Phillip

If Australia has a problem, inner urban areas like Port Phillip have an even greater one because of gentrification. This entails the remaking of our cities where a premium is placed on inner city living locations, and house prices and rents rise to reflect the premium locations. In Port Phillip, the cost of renting and purchasing housing has increased significantly faster than increases in income levels and housing costs in most other parts of Melbourne with the result that home ownership has become increasingly unaffordable for low and moderate income households.⁴⁸

Using the benchmark ratio of rent/mortgage costs to household income of 30%, in Port Phillip:

- less than 1% of private rental housing is affordable to low income households
- rental housing is unaffordable to all households up to the lower 60-70 % of the income range
- home ownership is unaffordable for persons in lowest 70 % of the income range, and median priced houses or units are generally only affordable to persons in the highest 10 % of the income range.⁴⁹

In 2013, a study of the options for affordable housing as part of the FBURA found that just 1.3% of new housing in Fishermans Bend is projected to be affordable to all households. Moreover, without government intervention and delivery mechanisms it is projected that the private housing market will exclude:

- All very low and low income renters and purchasers, comprising small households with singles and couples, and family households with children.
- All moderate income renting and purchasing family households.
- Two thirds of small moderate income purchasing households.
- One third of small moderate renting households.
- Low income wage earners / key workers.⁵⁰

In 2018, SGS Economics and Planning assessed the current and projected social housing need in Port Phillip using data from the 2016 Census. This assessment proposed housing need by household type in order of priority of the household groups requiring assistance. The assessment projected the minimum social housing requirement as 7,592 dwellings, which meant that in 2016 13.7% of Port Phillip's housing stock should have been some form of permanent social housing.⁵¹

⁴⁷ A current IMAP project, being prepared by the University of Western Sydney, is the preparation of a second companion document (to be published late October 2018) to the *Australian Community Land Trust Manual* (2013), outlining how CLTs can be established in Australia.

⁴⁸ City of Port Phillip *In Our Backyard – Growing Affordable Housing In Port Phillip 2015-2025* pg 7

⁴⁹ City of Port Phillip *In Our Backyard – Growing Affordable Housing In Port Phillip 2015-2025* pg 7

⁵⁰ Judith Stubbs & Associates, 2013, *Fishermans Bend Urban Renewal Area: Options for Delivery of Affordable Housing*

⁵¹ SGS Economics and Planning, 2018, *"In Our Backyard" Housing Program Review*, pg 47

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The breakdown of the need by household type proposed by SGS is:

- **Homeless households** – living in improvised dwellings, tents or sleeping out 72
- **Homeless households** – living in supported homeless accommodation, staying with other households, rooming houses, temporary lodging, severely crowded dwellings 1,035
- **Marginal households** – living in other crowded dwellings, improvised dwellings, caravan parks 73
- **Low income rental households in severe rental stress** – (social housing, person experiencing homelessness and marginal households) 2,085
- **Low income rental households in rental stress** – (excludes households in severe rental stress, social housing, person experiencing homelessness, and marginal households) 1,647
- **Low income households in social housing** 2,686

On this basis SGS estimated the shortfall projected to 2025 assuming no further investment in social housing by State Government or other Social housing. The estimation of the shortfall in 2016 and 2025 is set out below:⁵²

	2016	2025
Total housing stock Port Phillip	55,413	70,800
Required stock of social housing Port Phillip @13.7%	7,592	9,700
Available stock of social housing Port Phillip	3,160	3,160
Shortfall in stock of social housing	4,432	6,540

Port Phillip's housing policy proposed that to maintain its current 7.2% proportion of social housing for the next decade, 920 new social housing units would be required⁵³. As 170 new units will be provided through Council's commitment to leverage its existing under-utilised property assets, a further 750 dwellings will need to be provided by numerous means including partnerships with the private sector and community housing organisations.⁵⁴

Whilst the 920 units of social housing stock is desired, SGS estimates that this is only 14% of the total requirement for social housing in Port Phillip.⁵⁵

The priority and other housing needs groups identified by the City of Port Phillip comprise:

Table 1 City of Port Phillip Affordable Housing Priority Needs Groups

Priority Needs Groups	Other Needs Groups
Older persons particularly Single women	Older Single men
Low Income including larger families	Smaller families
Singles at risk of homelessness	Couples
Low income wage earners / key workers	Youth

Source: City of Port Phillip *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*

⁵² Ibid pg 47 Tables 2 & 3

⁵³ City of Port Phillip *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025*

⁵⁴ City of Port Phillip *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025* pg 7

⁵⁵ SGS Economics and Planning, 2018, *"In Our Backyard" Housing Program Review*, pg 47

Section Two: Affordable Housing Needs Assessment

2.1 The Concept of Housing Need

Needs assessment, as a process of identifying and prioritising needs, is crucial for successful allocation of limited funds and land for the development of the required 720 affordable dwellings required in Port Phillip. However, measuring need is not an easy process, as need can have an emotive meaning which tends to imply some sense of worthiness or reward. Thus, to say a group is 'in need' tends to imply a moral appeal for a course of action.

Overlaying and sometimes reinforcing the emotive meaning is the ambiguity in the use of the term. For example, when we say that 'public spending should be directed to those in most need', it has the effect of diminishing the scale of overall need as those without most need are seen to be less deserving. For example, in Australia with a small proportion of social housing, 'most need' has come to be interpreted as households who not only have a housing problem but overlay it with a range of complex issues such as mental illness, addiction, family and domestic violence. This has meant structuring eligibility access for housing allocation in such a way that households cannot access social housing if they just have a housing problem, such as a major affordability problem, overcrowding, poor quality housing, poor amenity, isolation, unsafe or insecure housing, and those living in locations remote from education, employment, transport, cannot access social housing.

In principle there are three broad levels of housing need and the policy consequences as set out in Table 2 below.

Table 2 Level of Housing Need and Policy Consequence

Level of Housing Need	Potential Income Levels	Social/Affordable housing Requirement
Households unable to afford appropriate (secure and affordable) private rental or purchase who have no other housing or wellbeing issues and are ineligible for public housing.	Moderate Income	Significant opportunity for affordable social housing without support provision and with shallow subsidy, e.g. discounted market rent.
Households with major affordability issues who may have other housing issues, e.g. locational needs, but at a level which does not warrant <i>priority</i> access to social housing.	Low to moderate income depending on circumstances	Major growth opportunity for social housing but without support. Moderate subsidy required.
People who experience issues in 1 and 2 above and suffer wellbeing issues (such as domestic violence, disability) which warrant priority allocation.	Very low to moderate income depending on circumstances	Conventional role of social housing but one which also requires support provision. Deep subsidy, e.g. land, capital and recurring costs required.

Setting aside definitional issues there is also the problem of measurement, of which there are two broad methods.

2.2 Measures of Need

There are numerous ways to measure housing need and these are summarised below. A brief discussion of each measure is provided with an outline of the advantages and problems with using each measure.

Objective need is need established by 'experts' based on a standard criterion or measure, such as a poverty line or an affordability measure.

Subjective need is that expressed by clients based on their own perspective of need. This can be expressed through client surveys or by clients' actual application to a service. The problem is clients may not be able to adequately identify their needs, as distinct from their wants. Moreover, client needs are often shaped by harsh day-to-day realities including eligibility criteria for services or the stigma that attaches to a service.

Expressed need is used by economists as it equates with demand, expressed through the market (amount of goods or services which consumers are willing and able to pay for) or through waiting lists for public or community services. For market expressed demand, there is the dilemma of whether it genuinely represents a person's need or whether it reflects the lack of alternative consumption possibilities such as, in the case of housing, affordable and available private rental housing. There is also a more fundamental problem. Market-based demand requires an income to express it, and therefore if demand is not expressed it is considered there is no need. This is a problem for social housing, hence the use of waiting lists.

Waiting lists as a measure of expressed need are also problematic. They tend to underestimate need, particularly for services where there may be a lack of awareness of a program. Thus, as Burke et al ⁵⁶ found, almost half of CRA recipients were not aware that they may be eligible for public housing, greatly understating rental need. The same study found that the stigma attached to public housing and the lack of locational choice also deterred application. Additionally, the wait time is so long for non-priority clients that many households see no point in applying. On top of these problems with waiting lists as the major measure of expressed need, waiting lists are subject to changes in eligibility (tighter eligibility reduces the list) and culling, making it difficult to ascertain the real needs.

In addition, the concepts of met and unmet needs are also relevant to measure demand for social housing.

Met need is the absolute number and/or proportion of households whose needs have already been met because they are currently in public housing. The absolute met need is effectively all those currently in social housing.

Unmet need is the number and/or proportion of households who are in need in the private rental market.

The *proportion in met need* is the absolute number of households in social housing expressed as a percentage of the sum of the number in social housing plus those with unmet need in the private rental market. As noted, a good proportion of private rental households may have unmet needs

⁵⁶ Burke, T., Neske, C. and Ralston, L., 2005, *Which households eligible for public housing do not apply and why?*, AHURI Research and Policy Bulletin No. 62, Australian Housing and Urban Research Institute Limited, Melbourne, <https://www.ahuri.edu.au/research/research-and-policy-bulletins/62>.

simply because the nature of the social housing system precludes their ability to express their needs, i.e. unavailability of social housing due to lack of suitable or sufficient stock, and their ineligibility for social housing stock.

Met and *unmet need* are particularly relevant to measuring the demand for social housing.

2.3 Port Phillip Housing Needs Assessment Methodology

This report uses the expressed needs methods using waiting list data only as a context for deeper assessment and analysis by undertaking extensive and detailed measurement and analysis of those with unmet needs in the private rental sector. This recognises the problems of using waiting lists to determine expressed need.

The report measures expressed need using a methodology that focuses on rents in relation to income for an appropriate dwelling relative to dwelling size. As such, we excluded households with housing problems outside the private rental sector, that is owner occupancy, and those in the private rental sector with problems other than affordability, e.g. dwelling quality, energy costs.

Additionally, expressed need was determined from interviews held with five community housing organisations that provide housing to people with a connection to Port Phillip and/or have housing stock in Port Phillip. These interviews led to anecdotal information regarding housing need and unmet needs. Moreover, each housing organisation provided current data.

Income and Housing Need

The range of households in housing need can be further limited by excluding households on high and very high household incomes. As a result, only those households on very low to moderate household incomes are considered. These households can be defined as:

- Those receiving a Centrelink payment including Family Tax Benefit A.
- Those households whose income is in the very low, low and moderate income ranges as defined by the Victorian Government. The Victorian Government definitions of these incomes is set out in Table 3 below which indicates the households whose income falls within the affordable housing income ranges. Specification of income ranges for the very low income range, low income range and moderate income range respectively, are from Section 3Ab *Planning and Environment Act 1987*.⁵⁷

This Victorian Government determination of affordable housing has formed the benchmark for this analysis.

⁵⁷ Victorian Government Gazette No. S 256 Friday 1 June 2018. The methodology used to develop these gazette incomes per household type is as follows: ascertain the median single person gross income, then take 50% of the median income for very low income and using that dollar figure convert it into income per household type using an equivalisation method i.e. 100% for the first adult, 50% for the second and subsequent adults and 30% for each child.

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Table 3 2018 Affordable Housing Income Levels for Greater Capital City Statistical Area of Melbourne

Household	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$25,220	\$25,221 to \$40,340	\$40,341 to \$60,510
Couple, no dependants	Up to \$37,820	\$37,821 to \$60,520	\$60,521 to \$90,770
Family (with one or two parents) and dependent children	Up to \$52,940	\$52,941 to \$84,720	\$84,721 to \$127,080

Source: Planning and Environment Act 1987, Section 3Ab, Order in Council

At the same time, it is worth noting that the Australian Taxation Office defines a low income earner as earning an annual taxable income of \$66,667 or less.⁵⁸ As such, applying the affordable housing incomes established by the Victorian Government in June 2018 (Table 4 above), the following groups who receive an income above this \$66,667 per annum are:

- All families on moderate incomes
- Some couples on moderate incomes (near the lower end of the income range)
- Some families on low incomes

Additionally, the average weekly earnings in Port Phillip in 2018 is estimated at \$1,422 i.e. \$73,944 per annum (refer to section 2.5.4 Key Workers and Affordable Housing). The following groups (Table 3 above) receiving an income above this are:

- All families on moderate incomes
- Some couples on moderate incomes

This report uses the Victorian Government affordable housing income levels.

2.4 Community Housing Organisations' Needs Assessment

To gain an understanding of the subjective expressed and unmet needs for affordable housing in Port Phillip interviews were held with community housing organisations that provide housing for people in housing stress who have connections to or who are based in Port Phillip. Five community housing organisations representative(s) were interviewed. The organisations are listed in the order in which they were interviewed.

Launch Housing Heather Holst, Deputy CEO: Launch Housing's focus is on assisting and advocating for people who are homeless. It manages crisis accommodation units⁵⁹ and transitional housing and support services for people experiencing or at risk of homelessness and provides housing information and referral services on behalf of the Victorian Government.

YWCA Housing (Victoria) Louise Daniel, Regional Manager: Provides community housing for young and older single women and families, and more recently management of a temporary leased property (pop-up housing) and transitional housing in the South Melbourne area.

South Port Community Housing Group Ltd, (SPCHG) Janet Goodwin, General Manager: Builds, owns and manages community housing for very low and low income single adults, couples and young

⁵⁸ <https://www.ato.gov.au/Individuals/Income-and-deductions/Offsets-and-rebates/Low-income-earners/> viewed 19 October 2018

⁵⁹ Crisis accommodation and transitional properties are for people experiencing homelessness to live in while we Launch works with them to find suitable long-term housing.

people (in particular persons at high risk of homelessness). Operates in the Port and South Melbourne parts of Port Phillip . SPCHG also manages family units in St Kilda / Elwood that were formerly from the St Kilda Rental Housing Co-operative.

St Kilda Community Housing Ltd, (St KCH) Shane Austin CEO, Joanne Holl Senior Manager, Tenancy & Reporting: Builds, owns and manages community housing for very low and low income singles, couples and low income wage earners (in particular persons with a high risk of homelessness). Operates in the St Kilda area, and has an interest in considering opportunities across Port Phillip. St KCH also is establishing a Community Land Trust program targeting moderate income households.

HousingFirst Ltd, Haleh Homaei CEO, James Wray General Manager, Housing Services: Builds, owns and manages community and private housing for very low and low income older persons, younger singles, couples, families and low income wage earners, including persons with a high risk of homelessness. This housing is managed under both the Port Philip Housing Trust and the HousingFirst company.

A summary of the interview discussions is set out below.⁶⁰

A key point raised in the interviews was that people do not admit to homelessness and often use other terms such as 'transition phase in life' as homelessness is a shaming term.

Several interviewees proposed that consideration be given to alternative options to grow affordable housing, such as shared equity, build to rent and community land trusts. It was suggested that these affordable housing options could be provided to families with low to moderate incomes and used in mixed developments with cross-subsidies where moderate and higher income households subsidised lower income households.

Whilst it is recognised that all groups need affordable housing, the key unmet needs proposed by interviewees in relation to affordable housing include:

- Housing for low income workers especially unskilled workers, including people who work part time and receive a part Centrelink payment
- More housing options for at risk singles between 25 and 55 years of age both men and women
- Not enough housing and support for young people
- Lack of social housing for families especially larger families requiring three or more bedrooms
- More supported housing. Providing trauma and mental health support alongside housing will assist in ensuring a vulnerable person's housing tenure is stable and maintained
- Concerns regarding the lack of mental health support which is not covered under the National Disability Insurance Scheme (NDIS)
- Long term support for people who enter work programs and greater input and resources for job creation

The community housing organisations made specific comments about women and rooming houses, and these are summarised below.

- Women

⁶⁰ The interview questionnaire is included as Appendix 1.

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- A high proportion of women seeking housing are affected by family violence. However, the need for trauma support for these women may not surface till up to six months after their health issues are addressed.
- It appears that the waiting list for housing women over 55 years is smaller for community housing organisations that provide rooming house type accommodation.
- Rooming Houses (There are both women only and mixed gender community rooming houses)
 - People in dire need of housing will accept rooming house accommodation.
 - There was general agreement that rooming house accommodation is not suitable for young people under 21 years of age.
 - There were divergent views regarding whether rooming houses with shared bathrooms provide suitable housing, especially for people over 55 years of age. Most rooming houses have been converted to self-contained bed-sits. Even with these conversions, activities such as social meals and arts activities are undertaken in communal spaces. One agency has found that with the conversion of rooming houses to bed-sits the annual tenancy turnover has fallen from around 75 % to less than 10 %⁶¹

Generally, the interviewees liked the concept of the new Victorian Housing Register (VHR) common waiting list which should be operational in 2019. It was felt that it would eliminate duplication and the need for people to repeat their stories, which can be traumatic. However, there was wariness about the requirement to take 75% of applications from the priority waiting list. This requirement would limit the capacity of housing organizations to offer housing to people with limited assets who may not be able to afford private rental and are not on the priority housing list.

Community Housing Organisations' Expressed and Unmet Needs

The community housing organisations provided data regarding people assisted by the service including data on the prior housing situation of people approaching the services. However, given the different level of resources and different focus of the organisations, there were variations in the data provided and the time period of the data. The data provided from four of the organisations encompassed 2018:

- Two organisations provided data for the financial year 2017-2018
- One organisation provided data from their waiting list for August 2018
- Another organisation provided the intake data for the eight months from January to August 2018
- The fifth organisation provided data from the 2016-2017 Annual Report and for housing demand for October 2014 and proposed that there was little difference in the data to 2016 after which they no longer managed their own waiting lists.

Due to the different time periods the following table summarises the percentages for key data sets for 2018 for the five community housing organisations:

⁶¹ South Port Community Housing Group, *Annual Report, 2017*, CEO Report

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Table 4 Sex and Age Ranges Port Phillip Community Housing Agencies

Community Housing Organisation	Time period	Male	Female	Clients over 55	Males over 55	Females over 55	Under 25
Agency One	2017-2018	47%	53%	21%	56%	44%	2%
Agency Two	2017-2018	49%	51%	4.73%	3.4%	1.2%	19.5%
Agency Three	August 2018	Only data on women		5.8%	Not provided	Not provided	n/a
Agency Four	January – August 2018	67%	33%	Not provided	n/a	n/a	n/a
Agency Five	2016- 2017	53%	47%	49%	Not provided	Not provided	0.4% Under 21

Table 4 indicates that generalist community housing organisations appear to have similar numbers of female and male clients. However, it appears that more older women approach and are provided support from the organisations. Additionally, only one organisation provides any substantial support and services for young people under 25.

Table 5 Prior Housing Situation of Community Housing Organisation Service Users

Community Housing Organisation	Time period	Prior Housing Situation		
		Crisis Accommodation ⁶²	Homeless	Private rental
Agency One	2017-2018	50%	24%	15%
Agency Two	2017-2018	20.4%	24.8%	48%
Agency Three	August 2018	48.7%	13.6%	22%
Agency Four	January - August 2018	15.6%	9.00%	Not provided

Table 5 highlights that most people approaching the organisations are at risk of homelessness.

The organisations do not keep data on people they cannot and do not provide services for (i.e. unmet need), but they do have details of the referral agencies. The key referring agencies are:

- Launch
- Sacred Heart Mission
- Star Health (Community Connections)
- The City of Port Phillip’s Housing and Homelessness Service

Similarly, there is only limited information regarding why people end their relationship with the community housing organisation or leave community housing as there is no measure for this. The two organisations that provided 2017-2018 data attempted to supply some data for this which led to the following three key reasons:

- being referred to another specialist homelessness agency
- needs met with case management and/or support no longer required

⁶² Person living in crisis accommodation are considered homeless and the housing is short term and temporary

- eviction due to rent arrears.

Finally, the information supplied by the community housing organisations indicates that most people provided with support and social housing in 2018 were in receipt of a Centrelink income.

A significant finding is that three of the community housing organisations provide social housing for low income wage earners. The proportion of the clients ranges from 12% to 9% and 1% of all community housing organisation's clients.

A troubling finding is that one organisation's data revealed that 12% of their service users have no income at all.

2.5 Port Phillip Quantitative Needs Assessment

The quantitative needs assessment provides the objective assessment of housing need.

The data and needs analysis have been set out in sections.

2.5.1 People and Households

This section sets out the data for the population groups that have been identified as being in housing need by the City of Port Phillip. Table 6 sets out the priority housing needs groups.

Table 6 City of Port Phillip Affordable Housing Priority Needs Groups

Priority Needs Groups	Other Needs Groups
Older persons particularly Single women	Older Single men
Low Income including larger families	Smaller families
Singles at risk of homelessness	Couples
Low income wage earners / key workers	Youth

Source: City of Port Phillip In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025

The data that has been analysed has been primarily drawn from the 2016 ABS Census. This data focuses on the number of individuals and/or households, for the above eight high needs groups, who are living in private rental and whose incomes fall within the very low and low income ranges as set by the Victorian Government in June 2018.

The report focuses on the households that are privately renting and in receipt of very low, low and moderate incomes. These individuals and households are confronting housing stress due to the cost and insecurity of their housing. They are experiencing unmet need.

Families with Dependent Children

Key findings

There are low numbers of very low and low income families with dependent children in Port Phillip which is due to high private rental costs resulting in very low income families having the least options available for affordable private rental or home purchase. Many families

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with young dependent children living in private rental housing are experiencing homelessness .

The lack of suitable private rental stock, i.e. three+ bedrooms, and high private rental cost has led to low numbers of large families. At the same time there has been a substantive growth in two parent families with three or more children living in private rental (202% low income, 183% moderate income from 2011-2016). The lack of three and more bedroom stock limits the ability of low income families to rent or purchase housing even when they have enough moderate income.

Just under half of very low income couple and single parent households pay more than 50% of their income in private rental. These households are at risk of homelessness.

There is an immediate need for two to three bedroom stock both in the private rental and social housing markets.

The Needs Analysis

For this analysis we have defined small and large families as:

- Small Families – with one to two dependent children
- Large Families – with three or more dependent children.

Table 7 below indicates that there has been a major increase from 2011 to 2016 in large family couple households especially those families on low incomes (202%) and moderate incomes (183%). There has also been an increase in the numbers of couple households with smaller families (32%) for low income households, 66.5% for moderate income households, and a 22% increase for low income couple families.

The situation for sole parent families is quite different, with a decline in sole parent families with three or more children for all income levels. At the same time there has been a substantial increase in moderate income smaller sole parent families with up to two children (89.9%).

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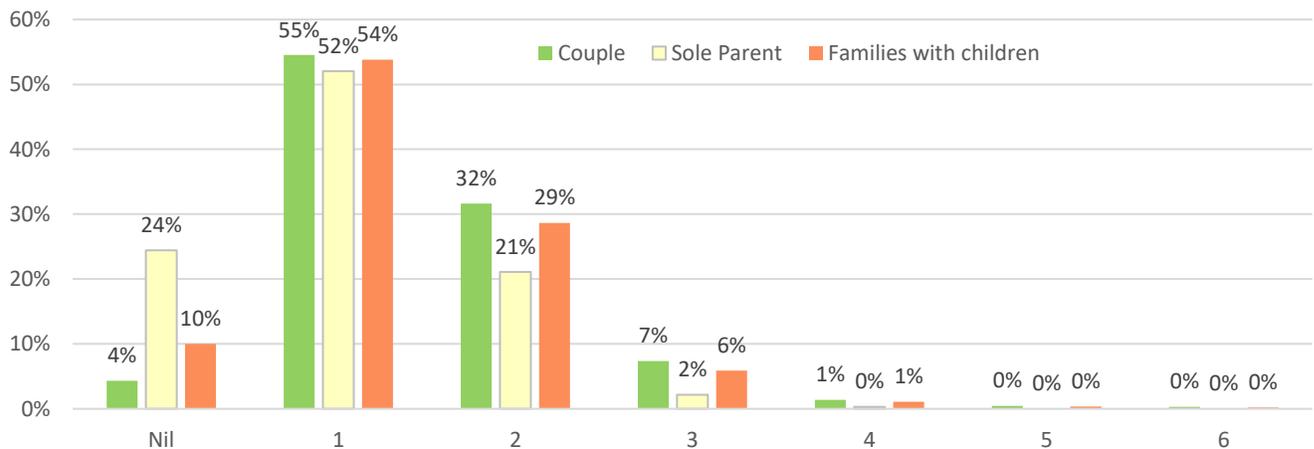
Table 7 City of Port Phillip Families in Private Rental at 2016 and the Changes from 2011⁶³

Small Family with 1 or 2 Children						
Income Type	Couple	% change from 2011 to 2016	Sole Parent		Small Families	% change from 2011 to 2016
	Households		Households	% change	Total	
Very Low	156	7.0%	323	3.5%	478	4.6%
Low	285	32.3%	211	21.8%	496	27.6%
Moderate	465	66.5%	223	89.9%	689	73.5%
Total	906		757		1,663	
Large Family with 3 or More Children						
	Couple	% change from 2011 to 2016	Sole Parent		Large Families	% change from 2011 to 2016
	Households		Households	% change	Total	
Very Low	14	7.9%	7	-46.6%	21	-20.0%
Low	40	202.4%	8	-22.2%	49	102.9%
Moderate	51	183.1%	4	-48.9%	56	111.8%
Total	106		20		125	

Source: ABS Census 2016 table builder

Figure 1 below graphically shows that in Port Phillip the highest proportion of families with dependent children with unmet need, due to their residing in private rental, was small families – one child families followed by families with two children.

Figure 1 Number of Dependent Children in Households living in Private Rental in City of Port Phillip at 2016



Source: ABS Census 2016

⁶³ The proportions are percentages of the household in that household groups i.e. small couple households (with one-two children) on very low incomes are 7% of all small family couple households. Also note that there is a slight difference in the totals due to rounding.

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Applying the projections for Port Phillip household groups developed by the Department of Environment, Land, Water and Planning (DELWP) for Victoria in the Future, as shown in Table 8 below, it is estimated that there will be a steady increase in all family households, with the highest numbers being smaller families, particularly couples on moderate incomes. Table 9 also indicates that large families with three or more children will increase, both couples and sole parents, despite the decline in large sole parent families between 2011 and 2016.

Table 8 Projection of City of Port Phillip Families with Dependent children in Private Rental at 2026

Income	Couple small families	Couple large families	Couple Total	Sole parent small families	Sole parent large families	Sole parent total	Total of families with children	
							Small	Large
Very Low	185	17	202	406	18	423	591	34
Low	339	48	387	225	14	239	564	62
Moderate	553	61	614	153	10	164	706	72
Total	1,077	126	1,203	784	42	826	1,861	168

Source: ABS Census 2016 and Victoria in the Future, Department of Environment, Land, Water and Planning

It is projected that families with dependent children living in private rental will continue to increase to 2026. Table 9 below reveals that in 2016 the number of very low income large families living in private rental is low. The numbers are projected to increase in 2026, especially for very low income families.

Table 9 Large Families living in Private Rental in Port Phillip 2016 and 2026

Large Families in Private Rental	2016	Projected 2026	% Change
Very low Income	21	34	61.5%
Low Income	49	62	27.1%
Moderate	56	72	29.0%
Total	125	168	33.8%

Source: ABS Census 2016 and Victoria in the Future, DELWP

Additionally, Table 10 below indicates that in 2016 Port Phillip had a very high proportion of families with one child, with just over half of all families with only one dependent child (54%), which is 14% higher than the proportion of families with one dependent child for Greater Melbourne (Melbourne Statistical District MSD).

Table 10 Families with Children Port Phillip and difference to MSD 2016⁶⁴

Dependent Children	Couple		Sole Parent		Families with children	
	Port Phillip	Difference to MSD ⁶⁵	Port Phillip	Difference to MSD	Port Phillip	Difference to MSD
no dependent children	4.3%	-3.6%	24.4%	-0.3%	10%	-3.5%
1	54.5%	14.3%	52%	13.4%	53.8%	14.1%
2	31.6%	-3.2%	21.1%	-4.3%	28.6%	-3%
3	7.4%	-4.7%	2.2%	-6%	5.9%	-4.8%
4 or more	2.2%	-2.8%	0%	-2.8%	1.6%	-2.7%

⁶⁴ Higher than MSD is %; lower than MSD is -%

⁶⁵ MSD – Melbourne Statistical District

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Source: ABS Census 2016

Older Single People

Key Findings

An increase in older single people 2011 to 2016, except males 75 and over, living in private rental.

In 2016 most (78%) women 75+ living in private rental were on very low and low incomes. This is an increase from 2011, 43% for very low income women and 67% for low income women. This is projected to increase by 2026. The percentage of women 60-74 years on low income living in private rental in 2016 grew substantially from 2011 (71.7%). Older single women are increasingly being confronted with housing related poverty which appears to be occurring in Port Phillip. Hence, there is a need for appropriate housing for older women 60+, such as women specific one bedroom accommodation, i.e. self-contained accommodation.

In 2016 there were marginally more single males aged 60 to 74 living in private rental on very low and low incomes than women. This may be linked to the high proportion of men living in private rooming house accommodation, which is not as suitable for women. There is a need for self-contained community accommodation as private rooming houses are closing.

The Needs Analysis

In 2016 in Port Phillip there were 568 older people over 60 year of age living in private rental housing with very low, low and moderate incomes and just under half (43.3%) were living on very low incomes and the majority (80%) were on either very low or low incomes, and most were in housing stress due to their income levels.

In 2016 the majority of women over 75 years of age (80%) were living on very low and low incomes. Table 11 below reveals that this group of older women had increased by 43% from 2011 for those on very low incomes and by 67% for those on low incomes. The number of very low income older women is projected to increase by 2026. Table 11 also reveals that in the age range 75 and over there are more older women than men living on very low and low incomes. This may be due to women's longer life expectancy. Men aged 65 in 2014–2016 have an expected age at death of 84.6 years, whereas women aged 65 in 2014–2016, have an expected age at death of 87.3 years⁶⁶.

⁶⁶ <https://www.aihw.gov.au/reports/life-expectancy-death/deaths-in-australia/contents/life-expectancy> July 2018

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Table 11 Single People over 60 years living in Port Phillip in Private Rental at 2016, change from 2011 and projection to 2026 by sex

Income		60-74 years of age			75 years of age & above			All Older Persons		
		Male	Female	Persons	Male	Female	Persons	Male	Female	Persons
Very Low	Persons 2016	90	80	170	26	50	76	116	130	246
	% change 2011	0.4%	-3.4%	-1.4%	-13.0%	43.2%	16.5%	-2.9%	10.5%	3.5%
	As at 2026	114	102	218	40	76	115	155	178	333
Low	Persons 2016	83	81	164	21	26	47	104	107	211
	% change 2011	4.3%	71.7%	29.4%	-14.6%	67.8%	18.2%	0.0%	70.7%	26.7%
	As at 2026	105	103	210	32	40	71	137	143	280
Moderate	Persons 2016	62	42	104	3	4	7	65	46	111
	% change 2011	19.4%	1.2%	11.2%	-34.2%	150%*	7.3%	14.7%	6.0%	11.0%
	As at 2026	79	54	134	5	5	10	84	60	144
Total in 2016		236	203	438	50	80	129	285	282	568

Source: ABS Census 2016, Victoria in the Future, DELWP and Planning and Environment Act 1987, Section 3Ab, Order in Council

Young People 15-24

Key Findings

There are low numbers of very low and low income young people. Moreover, young people in Port Phillip have a higher median income than in metropolitan Melbourne. At the same time, it is worth noting that there are higher numbers of young women living alone in private rental on low and very low incomes (181 in 2016). Hence, any focus on social housing for young people should be on housing for young women, taking note however that shared households may not be the most suitable due to safety and security reasons.

The Needs Analysis

In 2016 there were 2,039 young people between the ages of 15 and 24 years of age living in private rental in Port Phillip, and 475 were living alone, as shown in Table 12. In 2016 moderate income lone young people was the largest group of young people. However, in 2016 very low income young people living in group households were the highest proportion of group households (614 young people). This is because the very low income of single young people would make it difficult to afford private rental.

Comparing Port Phillip to the MSD in Table 12 below reveals that in Port Phillip there were proportionally more moderate income lone young people (32%) than in the MSD (23.5%). Interestingly the proportion of low income young people both living alone and in group households was similar in Port Phillip and the MSD in 2016.

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Table 12 Young People 15-24 years of age living in Private Rental in Port Phillip 2016

Port Phillip	Lone Person		Group Household		Total	
	No	% of total	No	% of total	No	% of total
Very low	159	27.9%	614	34.0%	773	32.6%
Low	134	23.6%	465	25.7%	599	25.2%
Moderate	182	32.0%	485	26.9%	667	28.1%
Total	475		1,564		2,039	

Melbourne (GM)	Lone Person		Group Household		Total	
	No	% of total	No	% of total	No	% of total
Very low	4,550	38.6%	24,888	48.1%	29,438	46.3%
Low	2,788	23.7%	13,083	25.3%	15,871	25.0%
Moderate	2,769	23.5%	9,307	18.0%	12,076	19.0%
Total	10,107	85.7%	47,278	91.4%	57,385	90.3%

Source: ABS Census 2016

Table 13 below shows the number of young people who are in receipt of very low and low income living alone in private rental by sex and indicates that there has been a decline in very low income lone young people since 2011 in Port Phillip. Table 14 shows that there are more young women on very low, low and moderate incomes in private rental with over half (55.6%) of the young women, 181, living on very low and low incomes in private rental. This is more than for young men (45.1%, 116 people). Whilst there was a decline in young women in very low incomes in rental housing from 2011 to 2016, it is projected that there will be more young women living in private rental with very low and low incomes in 2026 than young men.

Table 13 Young People 15-24 living in Private Rental in Port Phillip in 2016, percentage change from 2011 to 2016 and projection for 2026

Income Level		Male	Female	Persons
Very low	Lone people	64	96	160
	% change 2011	15.1%	-11.8%	-2.7%
	As at 2026	83	125	208
Low	Lone People	52	85	137
	% change 2011	9.0%	24.1%	17.9%
	As at 2026	67	110	177
Moderate	Lone people	84	102	186
	% change 2011	14.4%	-6.2%	2.1%
	As at 2026	109	133	241
Total*	Lone people	200	283	483
	% change 2011	13.2%	-1.1%	4.3%
	As at 2026	259	368	627

Source: ABS Census 2016 and Victoria in the Future, DELWP, Planning and Environment Act 1987, Section 3Ab, Order in Council

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Table 14 below compares the proportion of young people by income levels living in Port Phillip and for metropolitan Melbourne. Table 14 highlights that in Port Phillip there is a much lower percentage of young people on very low and low incomes.

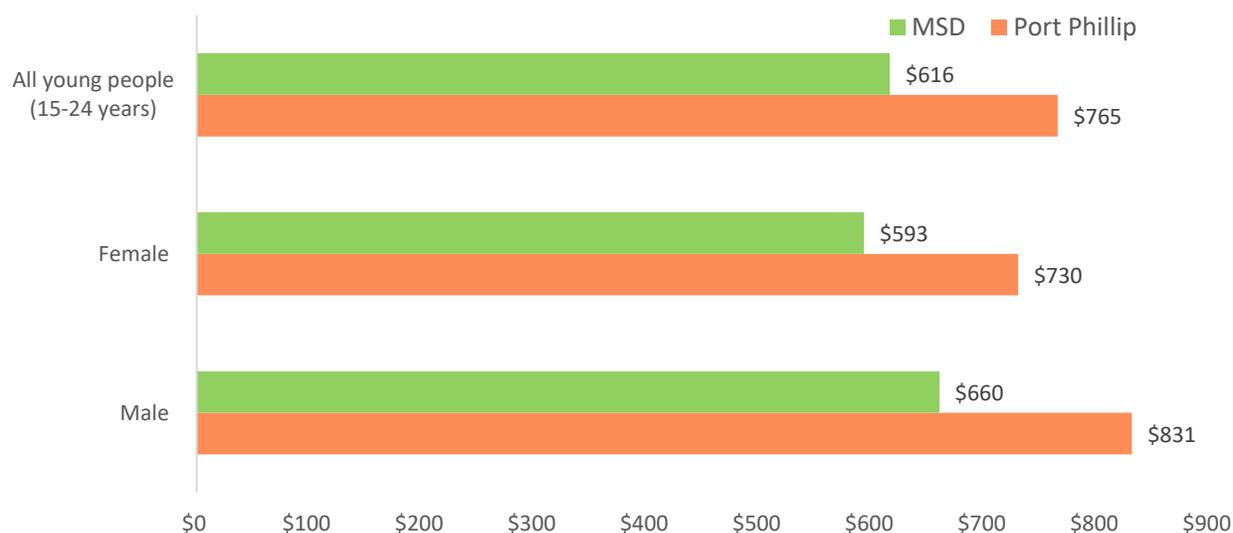
Table 14 Comparison of Young People 25-24 by Gender, Living in Private Rental, By Income Level Port Phillip and Metropolitan Melbourne 2016

Income Range	Males			Females			Persons		
	PP	MSD	difference	PP	MSD	difference	PP	MSD	difference
Very Low	24.9%	36.9%	-12.0%	29.6%	40.4%	-10.9%	27.5%	38.7%	-11.3%
Low	20.2%	22.5%	-2.3%	26.0%	24.6%	1.4%	23.4%	23.6%	-0.2%
Moderate	32.6%	23.9%	8.7%	31.3%	22.8%	8.5%	31.9%	23.4%	8.6%
Low & Very low	45.1%	59.4%	-14.3%	55.6%	65.1%	-9.5%	50.9%	62.4%	-11.5%

Source: ABS Census 2016 and DELWP, Planning and Environment Act 1987, Section 3Ab, Order in Council

Figure 2 below reveals that the median incomes of working young people were higher both for males and females, in Port Phillip than median incomes for metropolitan Melbourne in 2016. In fact, the median incomes for males in Port Phillip was 35% higher and for females 18% higher than the MSD median for all young people in 2016. This implies that young people need to have higher incomes to live in Port Phillip.

Figure 2 Comparison of Median Incomes of Young People 15-24 Port Phillip and MSD 2016



Source: ABS Census 2016

The lack of affordable housing for very low and low income young people living in private rental may be the reason for the reduction in the number of young women from 2011 to 2016. Although it is projected that there will be an increase in both very low and low income single young people living in private rental in 2026.

Single Adults

Key Findings

Single men and women aged 40 to 59, living on very low and low incomes, are continuing to live in private rental dwellings. Males living in improvised dwellings with an older age profile are experiencing homelessness. Most single males are living in private rooming houses, which is an ABS category of homelessness.

There was decline from 2011 to 2016 in the following single households:

- *single men and women aged 25-39 years on very low incomes*
- *men aged 25 to 59 on very low incomes*
- *low income men aged 40 to 59.*

The data indicates that middle aged single people (40-59 years) are opting to 'age in place' and choose to live near their networks and connections, even when housing costs are high in the private rental market. The declines in single males in Port Phillip 2016 may be due to very low and low income singles being priced out of the private rental market and the closures of rooming houses.

Very low income singles have the least options available for affordable private rental or home purchase.

There is also a need for appropriate, adaptable housing for middle aged singles to enable them to age in place.

The Needs Analysis

Table 15 below reveals that in 2016:

- 553 single adults aged 25-59 with a very low income were living in private rental, and just over half (55%) were aged 40-59. There was a very small decline in numbers from 2011 (0.2%).
- 1,252 single adults aged 25-59 with a low income were living in private rental. This is 5.2% less than in 2011.

From 2011 to 2016 there was a decline in single adults, both men and women, aged 25 to 39 years, on very low incomes living in private rental in Port Phillip. This may be due to the increased cost of rental housing and the decline in rooming houses.

However, over this period there was an increase in women 25-59 living on low incomes in private rental in Port Phillip, a 21.9% increase for women 25-39 and 4.3% increase for women 40-59. The number of women with both very low and low income aged 40 to 59 living in private rental has increased from 2011, 16.9% for women on very low incomes, and is projected to continue to increase in 2026. This points to a high need for housing for very low and low income single women aged 25-49.

Table 15 also indicates that there were more men than women on very low incomes aged from 25-59 years living in private rental in 2016. At the same time there was an increase in men aged 40-59 on very low incomes, an increase of 8.3%.

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Table 15 Single Adults 25 to 59 years in Port Phillip living in Private Rental in 2016, change from 2011 to 2016 and projection for 2026⁶⁷

Income Level	25-39 years of age			40-59 years of age			25-59 years of age			
	Male	Female	Total	Male	Female	Total	Male	Female	Persons	
Very low	Persons	130	118	249	162	142	305	292	261	553
	% change 2011	-7.5%	-15.4%	-	8.3%	16.9%	12.1%	0.6%	-0.4%	0.2%
	As at 2026	136	121	257	203	183	392	342	304	646
Low	Persons	164	235	399	155	145	300	612	640	1,252
	% change 2011	3.6%	21.9%	13.7%	-	4.3%	-4.3%	-4.1%	14.5%	5.2%
	As at 2026	301	361	662	409	370	779	710	731	1,441
Moderate	Persons	422	464	886	162	142	305	584	607	1,191
	% change 2011	11.3%	1.2%	5.7%	12.8%	22.0%	17.3%	11.8%	8.0%	9.8%
	As at 2026	440	475	906	203	183	392	644	658	1,299
2016 Totals										
Very Low	130	118	249	162	142	305	292	261	553	
Very low & Low	294	353	647	317	287	605	904	901	1,805	
Very Low & Low & Moderate	716	818	1,534	480	430	909	1,489	1,508	2,996	

Source: ABS Census 2016, Victoria in the Future, DELWP, Planning and Environment Act 1987, Section 3Ab, Order in Council

Couples

Key Findings

In 2016, 230 very low income couples rented privately (83 aged 25-39; and 15-24). In 2016, 640 low income couples rented privately, most were 25-39 years, with 330 couples. Most couples aged 75 and over were living on very low and low incomes renting privately.

There has been a decline in couples 15-24 and 25-39 living on a low income in private rental from 2011 but an increase for couples aged 40+.

The data indicates that:

- *the older couples over 60 years are ageing in place*
- *the younger couples 15 to 24 cannot afford to live in private rental in Port Phillip.*

The growth in one and two bedroom social housing stock could provide housing for this group.

The Needs Analysis

⁶⁷ The table uses the 2016 census data and indexes the affordable housing in very low, low and moderate income ranges at June 2018 to 2016 dollar values

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Using 2016 census data and indexing the affordable housing for very low, low and moderate income earners to 2016 dollar values, Table 16 reveals that in Port Phillip:

- 204 couples with very low income were living in private rental; 83 couples were aged between 25 and 39, and 35 couples aged between 15 and 25 years. There had been a decline in the younger couples aged 15-24. At the same time very low income older couples aged over 60 years of age have increased (by 29.5%) from 2011. The highest growth was for couples aged between 40 and 59 years (71.2%).
- 405 low income couples were living in private rental in 2016. Whilst the highest number was for couples aged 25 to 39 this highest increase had been for couples aged 60-74 years, followed by young couples 15-24 (25.8%).

Table 16 highlights that 80.6% of the 34 couples aged 75 and over living in private rental lived on a very low or low incomes in 2016. At the same time Table 16 indicates that there were more very low and low income young couples aged 15 to 24 (125) living in private rental in Port Phillip in 2016.

Table 16 Couples 15-75 and over in Port Phillip living in Private Rental in 2016, percentage change from 2011 to 2016 and projection for 2026

Income Level		15-24	25-39	40-59	60-74	75 & above	Total	60 & above
Very low	Couples	35	83	38	21	26	204	47
	% change 2011	-4.5%	1.1%	71.2%	24.7%	33.7%	15.4%	29.5%
	As at 2026	40	96	44	24	30	236	54
Low	Couples	80	233	51	33	8	405	41
	% change 2011	25.8%	7.2%	27.7%	44.7%	-22.5%	14.2%	23.4%
	As at 2026	93	270	59	38	10	469	48
Moderate	Couples	131	597	110	35	13	887	49
	% change 2011	18.7%	22.8%	17.6%	20.8%	210.3%	23.5%	-169.9%
	As at 2026	152	691	127	41	15	1,027	56
% on very low income		7.0%	1.8%	3.7%	10.2%	54.4%	3.2%	18.4%
% on very low, low income		24.3%	7.1%	9.3%	27.9%	80.6%	10.0%	37.7%
% on very low, low and moderate income		49.6%	19.6%	19.5%	43.4%	100.0%	23.3%	53.9%

Source: ABS Census 2016, Victoria in the Future, DELWP, Planning and Environment Act 1987, Section 3Ab, Order in Council

2.5.2 Housing Cost

Key Finding

Single people are the most prevalent very low and low income household group in Port Phillip. Single people renting privately are confronted with the highest housing costs, with the majority on very low incomes living in private rental being at risk of homelessness due to housing costs. Additionally, just below half of very low income couple and single parent households pay more than 50% of their income in private rental in Port Phillip, also making them at risk of homelessness. Centrelink income and household size means singles are living in poverty.

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The Needs Analysis

This section sets out data on housing costs for Port Phillip's housing priority needs groups. Some of the data cannot be disaggregated beyond singles, couples and sole parents with dependent children. The data primarily draws on the 2016 ABS Census.

Table 17 below establishes the basis for assessment of affordability of rents using the affordable housing incomes for very low, low income and moderate ranges determined by the Victorian Government in June 2018. In this table the affordability income levels have been indexed to the 2016 dollar values. Table 17 shows there were 10,818 very low and low income households living in Port Phillip in 2016 of which 3,535 (32.6%) were living in private rental. Half of these very low and low income households were single person households (52% i.e. 1,869 single people).

Table 17 Households on Very Low and Low Incomes in Port Phillip in 2016 and Income Levels

Income Level	Lone person			Couple			Couple with children			One Parent		
	Income	All tenure	Private rental	Income	All tenure	Private rental	Income	All tenure	Private rental	Income	All tenure	Private rental
Very Low	\$25,220	3,531	874	\$37,820	690	193	\$52,940	405	159	\$52,940	1,060	329
Low	\$40,340	2,272	995	\$60,520	977	442	\$84,720	684	320	\$84,720	593	224
Moderate	\$60,510	2,902	1,653	\$90,770	1,463	858	\$127,080	1,180	525	\$127,080	538	226
Total		8,705	3,522		3,130	1,492		2,269	1,005		2,192	778

Source: ABS Census 2016 table builder and *Planning and Environment Act 198, Section 3Ab, Order in Council*

The projected population numbers of the very low and low income households in 2026 set out in Table 18 below indicates that single households will continue to be the major population group. Moreover, it is projected that just under half (49%) of the very low and low income singles will be living in private rental in Port Phillip in 2025.

Table 18 Projected Port Phillip Very Low and Low Income Households in 2026

Income Level	Lone person		Couple		Couple with children		One Parent	
	All tenure	Private rental	All tenure	Private rental	All tenure	Private rental	All tenure	Private rental
Very low	3,675	910	800	224	481	190	1,379	428
Low	2,364	1,036	1,131	511	813	380	771	291
Moderate	3,020	1,721	1,695	994	1,403	625	700	293
Total	9,060	3,666	3,626	1,729	2,698	1,195	2,851	1,012

Source: *Victoria In Future Household projections by household type DEWLP*

Table 19 below sets out the proportion of different household groups that spent between 30 and 50 % of their income on housing in 2016 in Port Phillip. The table reveals that a majority of very low income households pay 30 % of their income in rent. Virtually all very low income singles – 93.2%, couples 90.8% and one parent families 80.71% – pay 30% of their income in rent. More disturbing is the high proportion of households on very low incomes that pay 50% of their income in rent:

- 81.3% of singles

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- 43.8% of the one parent families
- 42% of couples.

Table 19 also highlights that almost a quarter (21.4%) of singles on low incomes spend 50 % of their income on rent.

Table 19 Rental Costs as a Proportion of Income in Port Phillip for Very Low and Low Income Households 2016⁶⁸

Household Type	% Income spent on Rent	Very Low	Low	Moderate	Very Low & ow Income	Very Low, Low & Moderate Income
Lone Person	30%	93.2%	69.2%	32.5%	76.2%	54.2%
	50%	81.3%	21.4%	7.7%	81.3%	38.7%
Couple	30%	90.8%	54.9%	21.6%	66.4%	43.7%
	50%	42.0%	13.6%	4.2%	42.0%	22.7%
Couple with children	30%	52.4%	39.9%	25.1%	46.0%	35.2%
	50%	29.3%	11.9%	0.7%	29.3%	20.4%
One parent	30%	80.7%	41.2%	33.1%	69.3%	59.1%
	50%	43.8%	6.1%	0.0%	43.8%	32.9%

Source: ABS Census 2016 table builder and Planning and Environment Act 1987, Section 3Ab, Order in Council

2.5.3 Housing Tenure and Housing Stock

The most common housing tenure in Port Phillip in 2016 was private rental, as indicated in Table 20 below, with just under half of all tenures at 49.3%. Table 20 indicates that half of all lone persons (48%) and couple households (52.3%) rent privately. Whereas, more than half of the couples with children own or are purchasing their home (65.9%). Similarly, just under half of sole parent families are home owners 45.8%.

Very few couple households with and without children live in social rental housing (public or community housing). More than half of the families of couples with children (65.9%) either own their homes (21.6%) or are purchasing their homes (44.3%).

Table 20 Housing Tenure by Household in Port Phillip 2016

Tenure Type	Couple		Lone Person		Couple with Children		One parent	
	Households (HH)	%	HH	%	HH	%	HH	%
Owner	2,778	22.5%	3,569	20.8%	1,574	21.6%	600	23.3%
Purchaser	2,836	23.0%	3,346	19.5%	3,222	44.3%	580	22.5%
Private renter	6,447	52.3%	8,313	48.5%	2,338	32.1%	926	35.9%
Government Renting	151	1.2%	1,325	7.7%	80	1.1%	386	15.0%
Community Housing	13	0.1%	282	1.6%	9	0.1%	42	1.6%
Other	109	0.9%	300	1.8%	53	0.7%	43	1.7%
Total	12,334	100%	17,135	100%	7,276	100%	2,577	100%

⁶⁸ The Commonwealth Rent Allowance (CRA) has been deducted from the rent in these calculations

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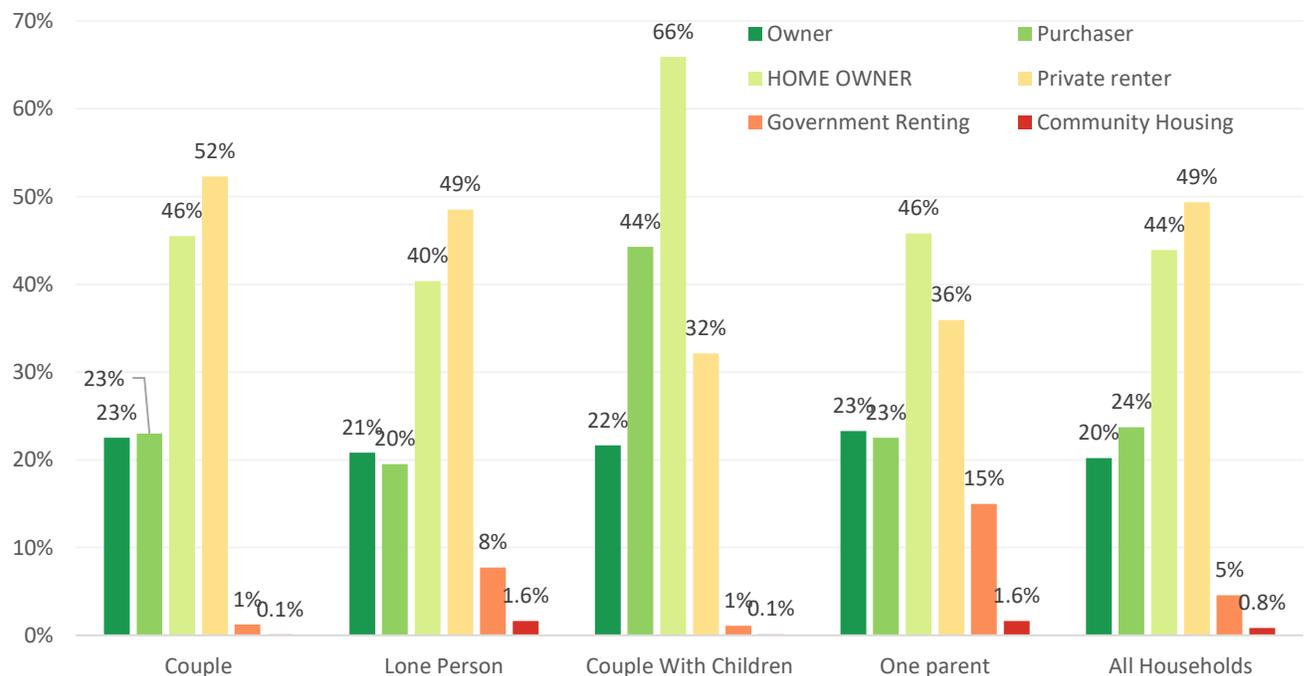
Tenure Type	Other Family		Group Household		All Households		Not Applicable
	HH	%	HH	%	HH	%	
Owner	127	19.3%	220	5.6%	8,868	20.2%	
Purchaser	85	12.9%	351	8.9%	10,420	23.7%	
Private renter	398	60.6%	3,256	82.3%	21,678	49.3%	
Government Renting	23	3.5%	40	1.0%	2,005	4.6%	
Community Housing	0	0.0%	19	0.5%	365	0.8%	
Other	24	3.7%	68	1.7%	597	1.4%	
Total	657	100%	3,954	100%	43,933	100%	

Source: ABS Census 2016

Figure 3 reveals that social housing residents are primarily one parent families (16.6%) followed by lone people (9.3%). Yet, at the same time just under half of sole parent families (45.8%) were purchasing or they owned. Moreover, Figure 3 reveals that social housing stock is minimal in Port Phillip in contrast to other tenures. In Port Phillip social housing (government and community housing) is 7.1 percent of total dwellings.

Housing Tenure

Figure 3 Housing Tenure in Port Phillip 2016



Source: ABS Census 2016

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Analysing Table 21 below highlights that small families with up to two dependent children are 69.7%⁶⁹ of all family households. As such, small families were the primary family type in Port Phillip in 2016. Yet, only 38.7% of these households are living in private rental dwellings⁷⁰. Also, there were few large families with three or more dependent children, 913 households, which is 9.1% of all families. Table 21 indicates that only 224 large families (three and more children) rent privately, which is 6.8% of all families that rented privately in 2016 in Port Phillip.

Table 21 Housing Tenure for families with children in Port Phillip 2016 by household size

Household Type	No of dependent children	Home ownership	Private Rent	Public Rent	Community Rent	other/ not stated	Total
Couple family (2 parent)	⁷¹ 0	636	99	24	0	16	775
	1	1,696	1,283	34	5	47	3,065
	2	1,877	740	10	0	40	2,667
	3	485	172	7	0	15	679
	4	80	33	9	0	0	122
	5	4	9	0	0	0	13
	6 and more	17	7	0	0	0	24
Total couple		4,795	2,343	84	5	118	7,345
One parent family	0	501	228	157	16	33	935
	1	431	484	145	25	42	1,127
	2	233	199	68	4	16	520
	3	25	17	11	0	3	56
	4 and more	3	3	13	0	0	19
Total one parent		1,193	931	394	45	94	2,657
Total		5,988	3,274	478	50	212	10,002

Source: ABS Census 2016

Housing Stock

Key Findings

There is a need for social housing stock that is:

- *small stock (one-two bedrooms) to cater for the current high number of very low income, singles, couples and small families such as sole parents living in private rental.*
- *larger three bedroom stock due to the lack of dwelling stock of three or more bedrooms both in the private rental and social housing markets. The lack of this stock may be the reason that there are low numbers of larger family households in Port Phillip.*

The Needs Analysis

The reason for the prevalence of small families with one child living in Port Phillip in 2016 may be due to the high proportion of appropriately sized dwelling stock in 2016. Table 22 below reveals

⁶⁹ 6,979 family households of the total 10,002 households

⁷⁰ 2,706 families of the total of 6,979 households with one and two dependent children

⁷¹ Non-dependent children

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that the highest proportion of housing stock was comprised of two bedroom dwellings, (51% of all dwelling stock). Additionally, in 2016 there was very little housing stock suitable for large families, only 479 dwellings with four or more bedrooms, which is only 2.19% of all dwelling stock, and 2,768 three bedroom stock, which is 12.6% of all dwelling stock in 2016. Table 22 highlights that the primary dwelling stock is flats/units (81.5%) with only 3.5% of dwelling stock being houses.

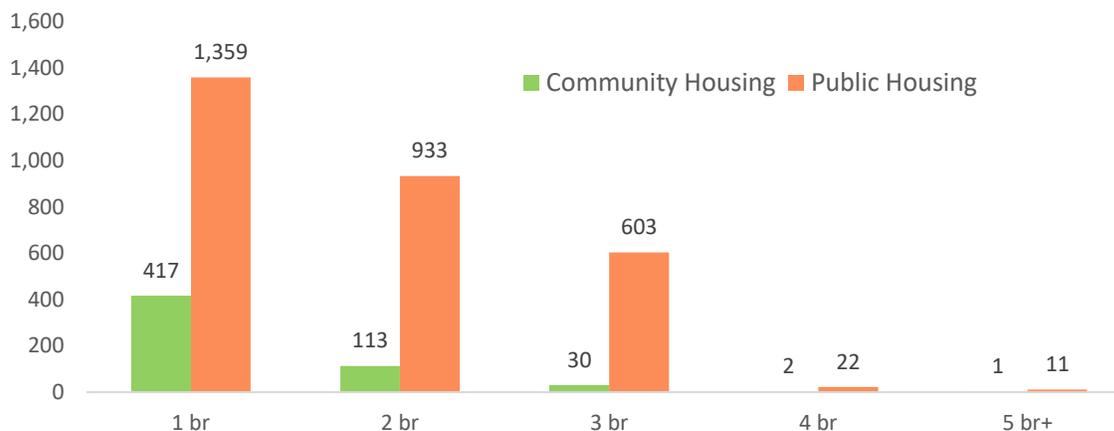
Table 22 Private Rental Dwelling Stock in Port Phillip by bedroom size 2016⁷²

	Number of bedrooms									
	Bedsit - 1		2 bedrooms		3 bedrooms		4 or more		Total	
	No	%	No	%	No	%	No	%	No	%
House	29	0.4%	265	2.4%	319	11.5%	146	30.5%	759	3.5%
Semi detached	201	2.7%	1,579	14.2%	1,230	44.4%	277	57.8%	3,287	15.1%
Flat/Unit	7,207	96.9%	9,306	83.5%	1,219	44.0%	56	11.7%	17,788	81.5%
Total	7,437	100%	11,150	100%	2,768	100%	479	100%	21,834	100%

Source: ABS Census 2016

The type of social housing stock in Port Phillip (public and community housing) reflects the general stock types in the municipality. Analysis of Figure 3 below reveals that 50.8% of the social housing stock in Port Phillip in September 2018 was one bedroom dwellings, and 29.9% being two bedroom dwellings. Thus 80.8% of Port Phillip's social housing dwellings are less than three bedrooms. Figure 4 highlights that there is minimal social housing stock for large families requiring three or more bedrooms as there are only three community housing dwellings and 33 public housing dwellings with more than three bedrooms.

Figure 4 Social Housing Stock by Size in Port Phillip 2018



Source: City of Port Phillip Rates Data September 2018

Limited data is available from DHHS regarding public housing waiting lists by area office. It is possible to access the number of applicants for priority housing and those who have registered an

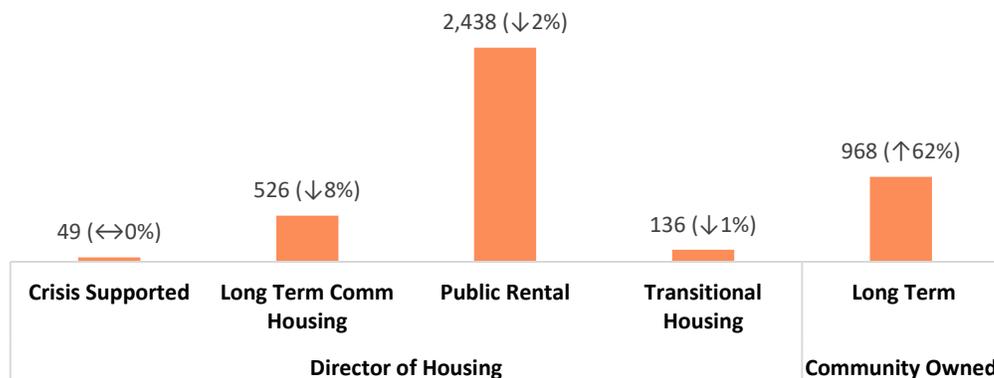
⁷² This data excludes rooming houses

interest for the South Melbourne office of public housing which encompasses Port Phillip. But there is no information on household type, gender or age range. It is simply a number. Hence, for example, in August 2018, 855 applications were made to the South Melbourne office, 611 priority and 244 registered interest.⁷³

Using information for DHHS it is possible to ascertain the change in social housing stock levels. Figure 5 below shows that since 2012 there has been a reduction in social housing stock managed by the Director of Housing particularly long term community housing, with a decline of 8%, and public rental stock, with a decline of 2%. During the same period 2012 to 2017 Figure 5 reveals that there has been a substantial increase (62%) in community owned long term housing although the number of properties is not high at 968 dwellings.

Of the 4,117 social housing dwellings in Port Phillip in 2017: 49 were supported crisis units; 1,494 long term community housing units; 2,438 public housing units; and 136 transitional housing units. There was no indigenous community housing units.

Figure 5 Social Housing Dwellings changes from 2012 to 2017 in Port Phillip



Source: DHHS 2018 (response to a Research Application from the City of Port Phillip to Asset Planning Services, Property & Asset Services Branch, DHHS)

Port Phillip has very minimal amounts of public housing stock of four or more bedrooms and a small proportion of three bedroom housing stock. Given the majority of the public housing stock is one and two bedroom it is not surprising that the majority of applications for public housing were for one bedroom 82.9 %, 11.6 % for two bedroom and only 5.2 % for three and more bedrooms. It is reasonable to propose that people will not apply for a housing size, i.e. four bedroom, in an area where there is very little stock of this size available.⁷⁴

⁷³ Victorian Housing Register, *Applications by Application Type South Melbourne* 8 August 2018 viewed 9 September 2018

⁷⁴ *ibid*

Affordable Housing

Key Findings

Very low income singles and families have the least options available for affordable private rental or home purchase. At the same time the lack of dwelling stock of three and more bedrooms limits the ability of low income families to rent or purchase housing in Port Phillip, even when they have sufficient income to do so within the 30% affordability benchmark.

The Needs Analysis

The determination of affordable housing costs and potential stock for both home purchase and private rental in Port Phillip has been carried out using two different incomes:

1. Centrelink incomes using Newstart Allowance
2. Victorian Government Affordable Housing cost benchmarks established in June 2018.

The methodology used to develop Tables 23 and 24 below are similar for both home purchase and private rental calculations. The methodology is set out below.

Home purchase calculations use Reserve Bank Australia interest rate, three year fixed rates for an owner-occupier at 4.1%, deposit of 10%, monthly payments and a 30 year loan term. We have assumed that people over 45 cannot obtain a mortgage due to the length of the loan term. Affordability is set at 30% of taxed income, and we added the 10% deposit. Port Phillip municipal rates data was used for all properties sold from 2016 to September 2018 as this information provided property sizes i.e. bedroom numbers.

Private rental calculations are based on all new lettings in Port Phillip in 2017 using DHHS data. Affordability is set at 30% of gross household income.

Please note this analysis does not take account of the quality, type or location of the properties.

Table 23 below calculates the affordable housing costs and stock available using current Centrelink Newstart incomes for each household type. As can be seen there is minimal affordable housing stock for purchase. Couples with no children on Newstart Allowance have the most potential with an estimated 15 properties they could afford to purchase.

There is a very different scenario for rental properties. Single people cannot afford any properties. As noted in Table 18 above, 93% of single people on very low incomes pay more than 50% of their income in rent. It is not surprising that couples with three or more children can afford more rental properties as their incomes are higher due to the child payments and the calculations are based on three or more bedrooms. However there may only be three bedroom properties for a five or six person family, leading to overcrowding. Table 23 reveals that the larger the family the higher the income and the more rent they can afford to pay. But at the same time there are a small amount of private rental dwellings with three or more bedrooms available at affordable rent. Moreover, there is never any guarantee that lower income households are the ones who rent the affordable properties.

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Table 23 Affordable Housing Port Phillip for Households in receipt of a Newstart Allowance 2018⁷⁵

Household Type	Housing Size	Home Purchase			Private Rent		
		Affordable purchase price	No	%	Affordable rent	No	%
Lone Person	All properties	\$80,000	0	0.0%	\$94	3	0.01%
Couple	All properties	\$143,000	15	0.2%	\$178	10	0.1%
Sole parent with 1 child	More than 1 bedroom	\$168,000	2	0.1%	\$235	10	0.1%
Sole parent with 2 children	More than 2 bedrooms	\$199,000	1	0.1%	\$277	15	0.8%
Sole parent with 3 children		\$231,000	1	0.1%	\$319	20	1.6%
Couple with 1 child	More than 1 bedroom	\$200,000	3	0.1%	\$263	13	0.2%
Couple with 2 children	More than 2 bedrooms	\$232,000	1	0.1%	\$310	19	1.5%
Couple with 3 children	More than 2 bedrooms	\$263,000	1	0.1%	\$351	26	2.1%
Couple with 4 children	More than 2 bedrooms	\$295,000	1	0.1%	\$383	29	2.3%

Source: Port Phillip rated Data 2018, DHHS rental letting data 2017 Planning & Environment Act 1987, Section 3Ab, Order in Council

The analysis in Tables 24 and 25 below uses the highest income for each of the affordable housing income levels established by the Victorian Government in June 2018.

Table 24 Affordable Housing for Singles and Couples in Port Phillip by Victorian Government Affordable Housing Income levels 2018

Household Type and Income Level		Housing Size	Purchase			Private Rent		
Household Type and Income Level			Affordable purchase price	No	%	Affordable rent	No	%
Single	Very low \$25,220	1 bedroom and bedsits	\$145,000	17	0.2%	\$209	38	0.4%
	Low \$40,340		\$232,000	93	1.3%	\$299	604	7.0%
	Moderate \$60,510		\$348,000	490	6.7%	\$348	1,362	15.7%
Couple	Very low \$37,820	1 bedroom and bedsits	\$218,000	76	1.0%	\$280	433	5.0%
	Low \$60,520		\$348,000	490	6.7%	\$411	3,231	37.2%
	Moderate \$90,770		\$522,000	2,126	29.0%	\$522	2,325	26.8%

Source: Port Phillip Rated Data 2018, DHHS rental letting data 2017; Planning and Environment Act 1987, Section 3Ab, Order in Council

⁷⁵ The purchase data was taken from Port Phillip rates data supplied for properties sold from 2016-18. The properties analyses were: 7,333 – 1 bedroom properties, 5,176 – 2 bedroom; 1,775 – 3+ bedrooms. For rental data properties above \$59 were used. 1 bedroom – 8,678 properties, 2 bedroom – 5,520 properties, 3+ bedrooms – 1,239 properties.

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Table 25 Affordable Housing for Families in Port Phillip by Victorian Government Affordable Housing Income Levels 2018

Household Type and Income Level Highest annual income in each level) ⁷⁶	Purchase					Private Rent		
	Affordable purchase price	No	%	No	%	Affordable rent	No	%
Families		2 + br		3+ br			2 + bedrooms	
Very low \$52,940	\$305,000	22	0.4%	2	0.2%	\$383	29	0.5%
Low \$84,720	\$488,000	280	5.1%	7	0.6%	\$487	73	1.3%
Moderate \$127,080	\$731,000	2,034	1.7%	92	7.4%	\$731	429	7.8%

Source: Port Phillip rated Data 2018, DHHS rental letting data 2017; Planning and Environment Act 1987, Section 3Ab, Order in Council

Moderate income families and most moderate income couples have an income that is above the ATO's proposed low income earner salary of \$66,667. Hence, it is not surprising that there are more affordable dwellings to purchase and rent for these moderate income households.

Tables 24 and 25 reveal that the very low and low income singles and families are the households with the lowest numbers of affordable dwellings properties either to purchase or for private rental.

Moreover, it is likely that the one bedroom properties available for very low and low income singles are of poor quality and have attributes which are unacceptable for contemporary living standards.

This implies that very low and low incomes for singles and families are too low to let them afford suitable dwellings in Port Phillip. Tables 24 and 25 also highlight that the lack of suitable stock makes it difficult to access affordable housing.

In relation to purchasing dwellings low income families with children with capacity to pay to purchase a home have limited property choices. Table 25 indicates that low income families only have the possibility of purchasing: 7 three bedroom affordable dwellings; and 280 two bedroom affordable dwellings. Whereas, Table 24 indicates that couples on low incomes with less funds to pay for home purchase (\$120,000 less per annum than families) have more choice with 490 one bedroom affordable properties they could purchase.

In relation to private rental Table 25 reveals that for low income families seeking 2 bedroom dwellings to rent with \$487 (\$76 more a week than low income couples) there are only 73 affordable rental dwellings. But, at the same time low income couples seeking one bedroom rental stock with the financial capacity to spend \$411 a week and have the possibility of renting 3,231 affordable dwellings (Table 25).

⁷⁶ It is assumed that all moderate income households and low income families are not eligible for CRA

2.5.4 Low Income Wage Earners / Key Workers and Affordable Housing

Key Findings

Family households of cleaners (domestic and commercial), café employees (worker or manager) child care workers, bar workers or baristas have the least capacity to find affordable housing in Port Phillip both because of the cost and the lack of appropriate stock. Even when the low income worker is not the sole income earner in the household the 2016 Census indicates that the household income may be at the low income level but only by a small margin of around \$700 per annum above the very low income limit.

For the lowest earning key worker occupations in Port Phillip (cleaners – domestic and commercial, café employee – worker or manager, child care worker, bar worker or barista) more than half live outside Port Phillip with only 13.8 % of cleaners residing in the municipality in 2016.

The Needs Analysis

There is a difference between low income workers and key workers as:

- Low income workers are functional workers providing services to the community, such as cleaning, child care and hospitality services including bar staff and baristas.
- Key workers provide essential human services to the community such as nursing, policing, ambulance care, and teaching.

However, the Port Phillip affordable housing strategy *In Our Backyard* identifies “low income wage earners (key workers)” as one of the four priority affordable housing needs groups, using the combined term “low income workers/keyworker”.⁷⁷

Figure 6 sets out the eleven key worker occupations undertaken in Port Phillip drawn from the ABS 2016 Census of Population and Housing. The weekly incomes for these key workers are derived from median individual incomes from the Census 2016 indexed to 2018. The incomes are compared to the average income for all workers in Port Phillip at 2016, again indexed to 2018, which is \$1,422 per week in 2018.

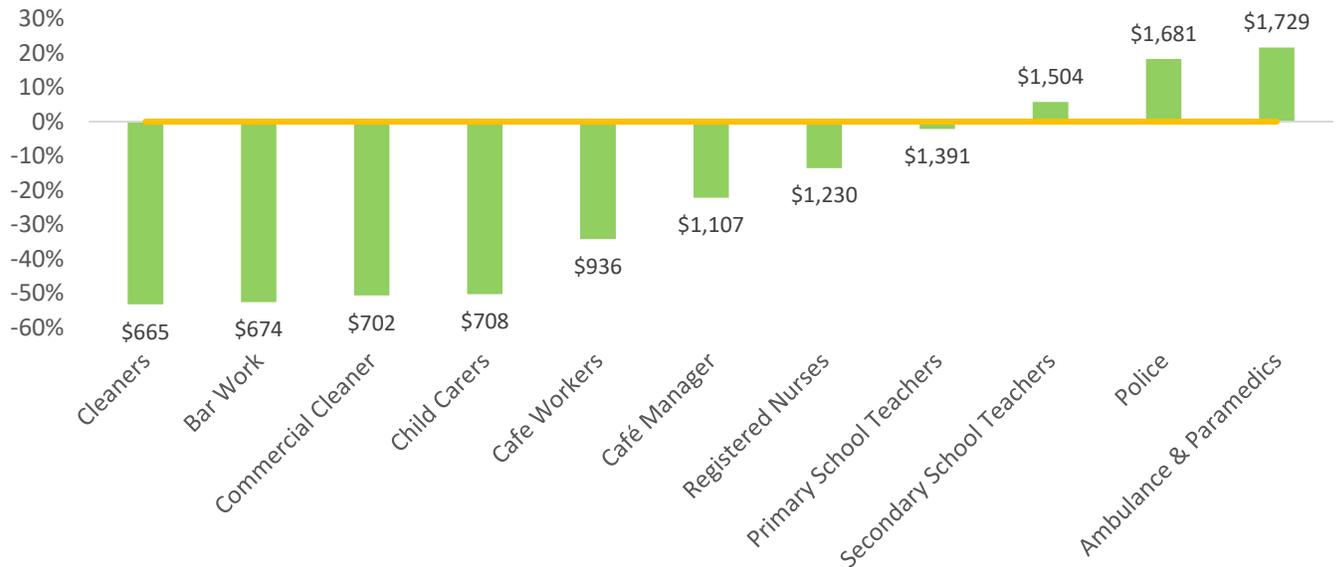
It is worthwhile reiterating that in 2018 the ATO has determined that low income wage earners are people who earn \$66,667 taxable income per annum or \$1,282 per week which is \$140 per week less than the average weekly earnings in Port Phillip. As such Port Phillip’s median income for low income workers is higher than the nationally defined amount of weekly earnings for low income workers. This is graphically demonstrated in Figure 6 below which indicates that secondary school teachers, police, ambulance and paramedics earn more than the average weekly earnings in Port Phillip.

Figure 6 indicates that cleaners, bar workers, commercial cleaners and child care workers’ earnings are at least 50% less than the Port Phillip average and these incomes fall well within the ATO low income levels. Figure 6 also reveals that people who work in cafes earn less than the average weekly income in Port Phillip (café workers 34% less and café managers 22% less). Registered nurses, an occupation that requires tertiary education, are classified as key workers and earn 13.5% less than the average for Port Phillip.

⁷⁷ City of Port Phillip, *In Our Backyard – Growing Affordable Housing in Port Phillip 2015-2025* pg16

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Figure 6 Low Income / Key Workers Weekly Income as a Proportion of the Average Weekly Income in Port Phillip 2018



Source: ABS 2016 Census of Population and Housing

Table 26 below compares the annual incomes of key workers to the affordable housing income ranges determined for very low, low and moderate income singles, couples and families with dependent children set by the Victorian Government. Table 26 reveals that when very low income workers, cleaners, bar workers, commercial cleaners and child care workers, are the sole wage earner in a household

- all couple and family households are in the very low income range
- most singles are in the low income range (only café managers fall within moderate range).

Additionally, if the only wage earner in a family works in a café, as either a manager or worker, this means that

- families would be living on a very low income
- couples would be living on a low income.

The first three rows of Table 26 below sets out the affordable housing income levels by household types set by the Victorian Government in June 2018. The following rows display the median incomes for different low income workers in Port Phillip and then shows which Victorian affordable housing levels applies.

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Table 26 Port Phillip Low Income/Key Workers and placement within Victorian Affordable Housing Income Levels 2018

Household	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$25,220	\$25,221 to \$40,340	\$40,341 to \$60,510
Couple, no dependants	Up to \$37,820	\$37,821 to \$60,520	\$60,521 to \$90,770
Family (with one or two parents) and dependent children	Up to \$52,940	\$52,941 to \$84,720	\$84,721 to \$127,080
Domestic Cleaner \$34,580	Couple & Family	Single	
Bar Attendants and Baristas \$35,048	Couple & Family	Single	
Commercial Cleaner \$36,504	Couple & Family	Single	
Child Care \$36,816	Couple & Family	Single	
Café Worker \$48,672	Family	Couple	
Café Manager \$52,884	Family	Couple	Single
Registered Nurse \$63,960		Family	Couple
Primary School Teachers \$72,332		Family	Couple
Secondary School Teachers \$78,208		Family	Couple
Police \$87,412			Couple & Family
Ambulance and Paramedics \$89,908			Couple & Family

Source: ABS 2016 Census of Population and Housing

Taking account of the information provided in Tables 24 and 25 we can ascertain the affordable purchase and rent costs and potential stock available in Port Phillip for the following low income households:

- very low income couples
 - affordable purchase price \$218,000, potential stock 76 dwellings
 - affordable rental \$280 per week potential stock 433 dwellings
- very low income families
 - affordable purchase price \$305,000, potential stock 22 two bedroom dwellings and only two three bedroom dwellings
 - affordable rental \$383 per week, potential stock 29 dwellings (assumes two or more bedrooms)
- low income singles
 - affordable purchase price \$232,000, potential stock 93 dwellings
 - affordable rental \$299 per week, potential stock 604 dwellings
- low income couples
 - affordable purchase price \$348,000, potential stock 490 dwellings
 - affordable rental \$411 per week, potential stock 3,231 dwellings
- low income families
 - affordable purchase price \$488,000, potential stock 280 two bedroom dwellings and only seven three bedroom dwellings
 - affordable rental \$487 per week, potential stock 73 dwellings
- moderate income singles
 - affordable purchase price \$348,000, potential stock 490 dwellings
 - affordable rental \$348 per week, potential stock 1,362 dwellings
- moderate income couples

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- affordable purchase price \$522,000, potential stock 2,126 dwellings
- affordable rental \$522 per week, potential stock 2,325 dwellings
- moderate income families
 - affordable purchase price \$731,000, potential stock 2,034 two bedroom dwellings and 92 three bedroom dwellings
 - affordable rental \$731 per week, potential stock 429 dwellings

This indicates that families whose sole income earner works as a domestic cleaner, bar worker, commercial cleaner, child care worker or a café worker, have the least access to affordable housing in Port Phillip. While they may not face the risk of homelessness they may have their limited income reduced by high travel costs from the areas they can afford to live.

The problem in the longer term may be more one for industry in Port Phillip; low income workers (cleaners, etc.) may be hard to find as they search for work closer to where they may be forced to live. Additionally, Table 26 reveals that key workers who are secondary school teachers, police, ambulance officers and paramedics have both enough income and potential housing stock to not be in housing stress or at risk of homelessness.

Recognising that people often live in households where there is more than one income earner, Table 27 below sets out incomes for low income key worker households by taking into account the household incomes of these occupations set out in the Census to 2016. Again the 2016 incomes have been indexed to 2018 dollars. Table 27 links the annual income to the Victorian Government's affordable housing income levels established in June 2018.

Table 27 Low Income / Key Worker Household Incomes Port Phillip compared to Victorian Affordable Housing Income Levels 2018

Occupation	Weekly Income Individual	Weekly Income Household	Annual Income Household	Affordable Income Low Income	Moderate Income
Domestic Cleaners	\$665	\$1,032	\$53,664	Couple; Family (only \$724 above very low income)	
Bar Attendants and Baristas	\$674	\$1,649	\$85,748		Couple; Family (only \$1,028 above low income level)
Commercial Cleaners	\$702	\$1,033	\$53,716	Couple; Family (only \$776 above very low income)	
Child Carers	\$708	\$1,703	\$88,556		Couple; Family
Cafe Workers	\$936	\$1,645	\$85,540		Couple; Family
Cafe and Restaurant Managers	\$1,107	\$2,110	\$109,200		Family
Registered Nurses	\$1,230	\$2,417	\$125,684		Family
Primary School Teachers	\$1,391	\$2,587	\$134,006		
All workers Port Phillip average income	\$1,422	\$2,521	\$131,092	<i>Moderate Income family and above moderate income couples</i>	

Source: ABS 2016 Census of Population and Housing and Planning and Environment Act 1987, Section 3Ab, Order in Council

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The analysis in Table 27 above indicates that the low income key worker households with two incomes facing housing stress and most likely priced out of Port Phillip housing market are:

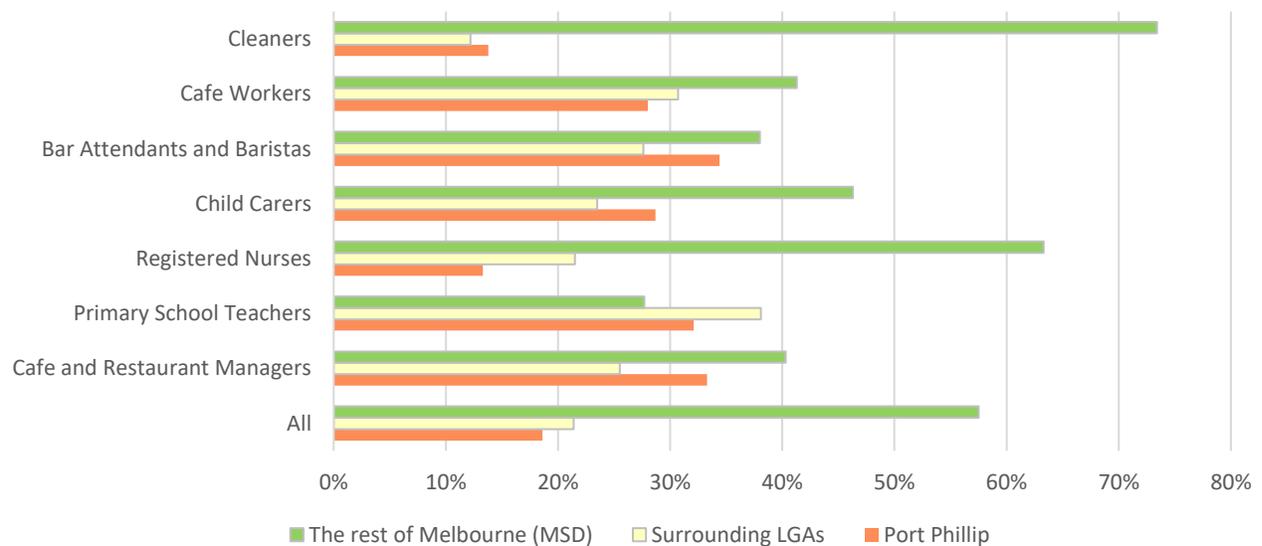
- Domestic cleaners particularly families living on low incomes as they are just \$724 above very low income level.
- Commercial cleaners both couples and families are in the low income ranges. Families are only \$776 above the very low income level.

To assist with ascertaining the need to develop affordable housing stock for low income key workers, we have analysed the 2016 Census data on journey to work.

Figure 7 below starkly indicates that the majority of low income wage earners/key workers working in Port Phillip live outside the municipality of Port Phillip and the surrounding Local Government Areas (LGAs) of Bayside, Stonnington and Glen Eira. In fact, Table 28 below highlights that in 2016, 73% of the lowest income earners (that is cleaners both domestic and commercial) lived in the wider Melbourne area. Also 63.3% of registered nurses lived in the wider Melbourne area.

In total 57.5% of all the lower income earners working in Port Phillip lived outside Port Phillip and the surrounding LGAs. Living further away from work incurs extra costs in travel to work, both the financial costs of fuel or transport fares and the time cost to go to and from work. For households with very low incomes and low incomes this creates an extra financial burden on already limited income.

Figure 7 The Residential Location of Port Phillip Low Income Workers 2016



Source: ABS 2016 Census of Population and Housing and Planning

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Table 28 The Residential Location of Port Phillip Low Income Workers 2016

Where they live	All workers	Cafe and Restaurant Managers	Primary School Teachers	Registered Nurses	Child Carers	Bar Attendants and Baristas	Cafe Workers	Cleaners
Port Phillip(PP)	18.6%	33.3%	32.1%	13.3%	28.7%	34.4%	28.0%	13.8%
Surrounding LGA ⁷⁸	21.4%	25.5%	38.1%	21.5%	23.5%	27.6%	30.7%	12.2%
Other Melbourne	57.5%	40.3%	27.7%	63.3%	46.3%	38.0%	41.3%	73.4%
Melbourne	97.5%	99.1%	97.9%	98.1%	98.5%	100.0%	100.0%	99.4%
Geelong	0.8%	0.0%	2.1%	0.0%	0.6%	0.0%	0.0%	0.6%
Other Victoria	1.7%	0.9%	0.0%	1.9%	1.0%	0.0%	0.0%	0.0%
Regional	2.5%	0.9%	2.1%	1.9%	1.5%	0.0%	0.0%	0.6%
Total	100%	100%	100%	100%	100%	100%	100%	100%
Employees	75,218	568	386	376	722	613	150	770
PP & surrounding LGAs	40.0%	58.8%	70.2%	34.8%	52.2%	62.0%	58.7%	26.0%

Source: ABS 2016 Census of Population and Housing and Planning

2.5.5 Homelessness

Key Findings

More males are sleeping rough in improvised dwellings, males experiencing homelessness have an older age profile and most males are living in private rooming houses. A number of families with young dependent children are experiencing homelessness .

To break a cycle of homelessness long term affordable housing for families is essential. Also, as private rooming houses are on the decline in Port Phillip⁷⁹ there appears to be the need to continue to work with community housing organisations that provide accommodation for low income single people

The Needs Analysis

As referred to earlier in the report, a February 2018 Street Count of homeless people in Port Phillip,⁸⁰ identified 91 people sleeping rough, 67% men, 20% women, the average age was 38.6 years, the majority were Australian born and 33% were Indigenous. More, than half (63%) were in the St Kilda/St Kilda West area.

A later June StreetCount⁸¹ found 65 sleeping rough in Port Phillip, 71% were men, 29% were women and just over half (57%) were 41-60 years of age and 21% were 21-40 years of age. Again, the majority were Australian born and 16% were Indigenous. It must be recognised that

⁷⁸ Surrounding LGAs refers to the local government areas of Bayside, Glen Eira, Melbourne and Stonnington

⁷⁹ Loss of the Gatwick and proposed loss of Oslo Hotel *The Block 2018: St Kilda's Oslo Hotel set to be transformed for the 2019 season* www.domain.com.au viewed June 2018

⁸⁰ Launch Housing *City of Port Phillip Street Count 2018 Final Report*, May 2018

⁸¹ *StreetCount 2018: A snapshot of people living rough, Inner Melbourne Action Plan (IMAP) Cities of Melbourne, Maribyrnong, Yarra, Stonnington and Port Phillip.*

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these street counts are an understatement of the actual number as many people do not participate and choose not to identify as homeless.

These figures are similar to the 2016 Census that proposed 72 people were sleeping rough in Port Phillip. Table 29 shows that this is almost half the number (47.1% less) that were sleeping rough in 2011. The only area of growth from 2011 to 2016 indicated in Table 29 was an increase of 36.7% for people staying temporarily with others, often called “couch surfing”. Table 29 below shows that there has been a decline (27.2%) in the number of people who identify as homeless from 2011 to 2016.

Table 29 Homeless people in Port Phillip 2011 and 2016

Form of Homelessness	2011	2016	% change 2011 to 2016
Persons who are in improvised dwellings, tents or sleeping out	136	72	-47.1%
Persons in supported accommodation for the homeless	444	253	-43.0%
Persons staying temporarily with other households	49	67	36.7%
Persons staying in boarding/rooming houses	892	730	-18.2%
Persons in other temporary lodging	8	8	0.0%
Persons living in 'severely' crowded dwellings	33	6	-81.8%
Persons living in other crowded dwellings	118	86	-27.1%
Total	1,680	1,222	-27.2%

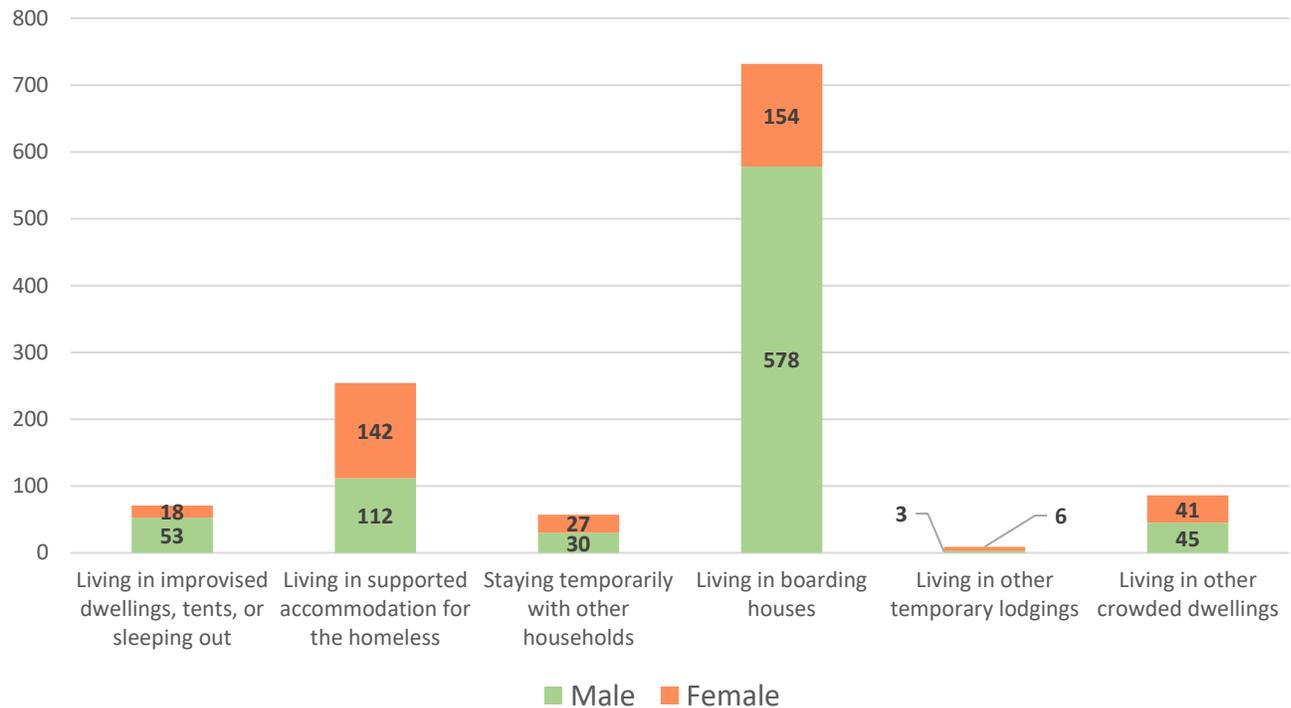
Source: ABS 2016 Census of Population and Housing and Planning

Figure 8 below shows the number of males and females living in the six forms of housing that are considered to be form of homelessness in Port Phillip. More than half of the homeless people were men (67.1%), 821 males. Only 388 females identified themselves as living in housing situations that are classified as homelessness in Port Phillip for the 2016 census. This may be an understatement of the actual number as many people do not choose to identify as homeless or living in a vulnerable or precarious housing situation (also mentioned by community housing providers). Many women may not want to be found as they are fearful for their safety. Also, women manage their homelessness in different ways, for example some women exchange sex for access to housing⁸².

Most of the males (70.4%) were living in private boarding/rooming houses. The highest number of women were also living in private rooming houses, 39.6%. At the same time 36.5 % of the women were living in supported accommodation for people who are homeless. But only 13.6 % of males were living in similar accommodation. However, 53 men were living in improvised dwellings such as tents or sleeping rough.

⁸² Sharam, A. 2008, *Going it Alone: Single, Low Needs Women and Hidden Homelessness*, Women's Information, Support and Housing in the North, Melbourne

Figure 8 Homeless People in Port Phillip 2016



Source: ABS 2016 Census of Population and Housing and Planning

Table 30 sets out the age profile of the people identified as homeless in Port Phillip in 2016. In 2016:

- 49 children up to 9 years of age were experiencing homelessness
- 36 young people from the ages of 10 to 19 of were experiencing some form of homelessness. Just over half (20) were female.
- Women experiencing homelessness appear to be older as 93 % of women experiencing homelessness were aged between 30 to 59 years of age and of these 70% were aged between 40 and 59 years of age. Only 23% of homeless women were aged between 30 and 39 years
- Male homelessness is more dispersed across age ranges with 80 % of males aged between 30 and 69 years; 42% aged between 50 and 69 years and 38% aged between 30 and 49 years
- More older males aged between 70 and 80 and were homeless than women: 53 males compared with 13 females.

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Table 30 Age Profile of 5 Categories of Homeless People in Port Phillip 2016

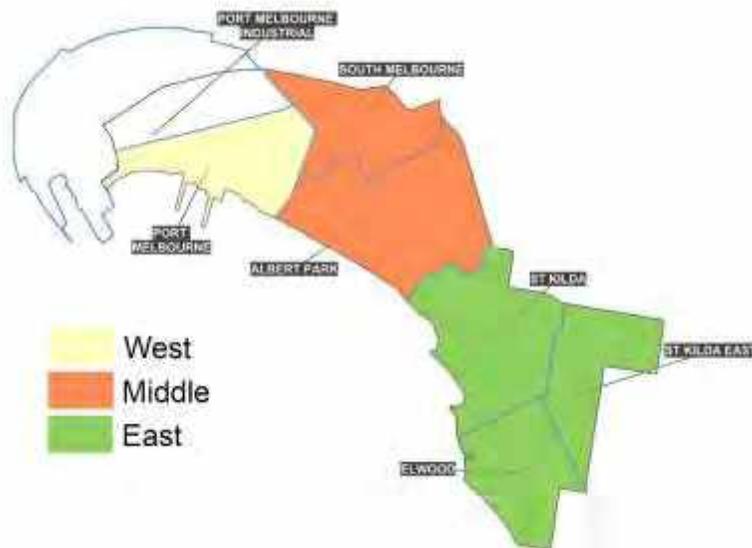
Age Range	Improvised dwellings		Crisis Supported accommodation		Staying temporarily with other households		Living in boarding/rooming houses		Total	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
0-9 years	0	0	20	25	0	4	0	0	20	29
10-19 years	0	0	17	16	3	0	0	0	20	16
20-29 years	4	4	30	21	16	8	19	23	69	56
30-39 years	4	14	32	24	6	8	38	72	80	118
40-49 years	8	14	26	15	0	8	36	139	70	176
50-59 years	3	15	13	12	4	0	39	189	59	216
60-69 years	0	8	3	3	0	0	5	100	8	111
70-79 years	0	0	5	0	0	0	5	38	10	38
80 and above years	0	0	3	0	0	0	0	14	3	14
Total⁸³	18	53	142	112	27	30	154	578	341	773

Source: ABS 2016 Census of Population and Housing and Planning

2.5.6 Local Area Analysis

For the analysis of need Port Phillip has been divided into three areas as is shown in Figure 9 below.

Figure 9 Small Areas of Port Phillip



⁸³ There is a variance in the totals due to the confidentiality of cells in small areas

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Table 31 Suburbs in the Three Small Areas of Port Phillip

Area	Census SA2	Suburb
West	Port Melbourne	Port Melbourne
The SA2 of Port Melbourne Industrial was not included in any of the three areas as there was no dwellings in Port Melbourne Industrial area at the census of 2016		
Middle	Middle Park South Melbourne	Albert Park Melbourne* Middle Park Southbank* South Melbourne
* Only small components of the suburbs of Melbourne and Southbank fall in to the LGA of Port Phillip.		
East	Elwood St Kilda St Kilda East	Balaclava Elwood Ripponlea St Kilda St Kilda East St Kilda West

Source: ABS 2016 Census of Population and Housing and Planning

Key Findings

The key findings of the analysis of the local areas by income ranges (established by the Victorian Government for Affordable Housing), housing tenure and housing stock is set out in table 32 below.

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Table 32 Summary of the Key Features of the Local Area Analysis of Port Phillip

	EAST	MIDDLE	WEST
Centrelink Income Recipients	<ul style="list-style-type: none"> • Highest numbers of recipients • Small increase in numbers of Pensioner Concession Card, Seniors Health Card • Highest Decline in Youth Allowance and Austudy • 50% decline in Parenting Payment Single 	<ul style="list-style-type: none"> • Second highest number of recipients • Small Increase in numbers of Parenting Payment Single from 2016 to 2018 • Highest decline in Aged Pension 2016-2018 	<ul style="list-style-type: none"> • Smallest population of Centrelink recipients • Small increase in numbers of Pensioner Concession Card, Seniors Health Card, and Youth Allowance from 2016 to 2018
Low Income Earners	<ul style="list-style-type: none"> • Highest number • Highest decline Health Care Card, Family Tax Benefits from 2016-2018 	<ul style="list-style-type: none"> • Second highest • Only area to experience an increase in Low Income card recipients (15.5%) 2016-2018 	<ul style="list-style-type: none"> • Highest decline in in Low Income Card 2016-2018 • Lowest decline in Health Care Card 2016-2018, • Family Tax Benefits 2016-2018
Private Rental	<ul style="list-style-type: none"> • Highest numbers of private renters 2016 • Highest stock 2018 • Highest number of tenants • Highest proportion of CRA recipients 2018 • Highest number of households with dependent children 2016 	<ul style="list-style-type: none"> • Second highest stock • Second highest number of households with dependent children 2016 	<ul style="list-style-type: none"> • Lowest stock 2018 • Least households with dependent children 2016
Ownership	Smallest Number in 2016	Second highest in 2016	Highest number in 2016
Housing Stock	<ul style="list-style-type: none"> • Highest stock mostly 2 bedroom flats 2018 • Highest number of 3 bedroom houses 2018 	<ul style="list-style-type: none"> • Second highest stock and stock of flats • Second highest number of 1 bedroom flats. 	<ul style="list-style-type: none"> • Least residential dwelling stock • Least numbers of 3 bedroom stock
Housing Stock 3 and more bedrooms	<ul style="list-style-type: none"> • Limited stock: <ul style="list-style-type: none"> ○ 3 – 3 bedrooms ○ 5 – 4 bedrooms ○ 5-5+ bedrooms 	<ul style="list-style-type: none"> • Highest numbers <ul style="list-style-type: none"> ○ 326 – 3 bedrooms ○ 11 – 4 bedrooms ○ 1 – 5 bedrooms 	<ul style="list-style-type: none"> • No stock of 3 or more bedrooms
Social Housing	<ul style="list-style-type: none"> • Highest stock numbers in 2018 • Least tenants in 2016 • Least number of households with dependent children 2016 	<ul style="list-style-type: none"> • Second highest stock level • Highest number of dependent children 2016 	<ul style="list-style-type: none"> • Least stock and smallest population • Second highest proportion of social housing with dependent children in 2016
Public Housing	Second highest numbers of stock mainly 1 & 2 bedroom 2018	<ul style="list-style-type: none"> • Highest stock mostly 1 & 2 bedrooms 2018 • Highest number of 3 & 4 bedroom stock 	Least stock evenly split between 1, 2, & 3 bedroom stock 2018
Community Housing	Highest stock; 90% 1 & 2 bedrooms 2018	Least stock; all 1 bedroom stock 2018	Second least stock; 94% are 1 bedroom and 6% are 4-bedroom dwellings 2018

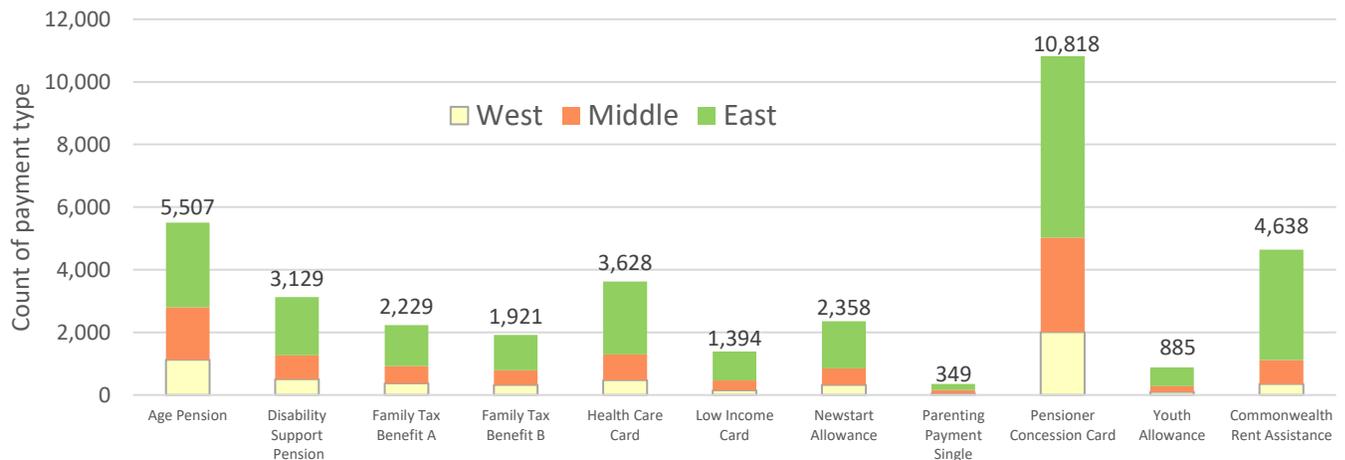
Source: Key findings of local area analysis

The Needs Analysis

Low Income Population

Figure 10 below shows the location of Centrelink income recipients across the three areas of Port Phillip. Figure 10 indicates that the majority (75.9%) of low income households living in private rental are in the East (Elwood, St Kilda and St Kilda East). Whilst in June 2018 there were 4,642 households in receipt of CRA, this is a decline of 9.4% from June 2016. Figure 10 also shows the East is the location of most Centrelink households. This may be due to the fact that the East has a high numbers of flats and rooming house dwellings suitable for low income households.

Figure 10 Centrelink Income Recipients by Port Phillip Small Areas June 2018



Source: Centrelink

Table 33 below shows the number of recipients for different Centrelink payment in June 2016 and 2018 and the percentage change for the three areas within Port Phillip and Port Phillip as a whole.

Table 33 reveals that there has been a decline in the number of people in receipt of most Centrelink payments from June 2016 to June 2019 including Age Pensions. The Centrelink payments with the greatest declines in Port Phillip are for payments for people in the workforce, studying or training and those receiving income payments for being carers of dependent children:

- Parenting Payments (partnered and single) declined by 51.2 % primarily in the East and West, noting the numbers are small
- Low Income Card declined by 25% primarily in the West and East (which had the highest number of recipients)
- Youth Allowance (student and apprentice) declined by 24.4% again primarily in the East and West
- Austudy declined by 22.8% in the West and East
- Health Care Card declined by 21.3 % with the highest decline in the East and declines also in the West and Middle.

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Whilst Table 33 shows a proportionally high increase in Special Benefit the number of recipients is small. The greatest increase is for ABSTUDY, all in the East but again the numbers are small. There has also been an increase in the Seniors Health Card, the greatest increase being in the West.

Table 33 Centrelink Payments June 2016 and June 2018 for Port Phillip

CENTRELINK PAYMENT	WEST			MIDDLE			EAST			PORT PHILLIP		
	June 2016 Count	June 2018 Count	% change	June 2016 Count	June 2018 Count	% change	June 2016 Count	June 2018 Count	% change	June 2016 Count	June 2018 Count	% change
ABSTUDY (Living allowance)	0	0	n.a.	0	0	n.a.	13	14	7.70	16	18	12.50
ABSTUDY (Non-living allowance)	0	0	n.a.	0	0	n.a.	5	6	20.00	8	11	37.50
Age Pension	1,146	1,124	-1.90	1,819	1,679	-7.70	2,860	2,704	-5.50	5,841	5,509	-5.70
Austudy	38	25	-34.20	63	53	-15.90	290	224	-22.80	391	302	-22.80
Carer Allowance	291	299	2.70	399	394	-1.30	555	517	-6.80	1,249	1,211	-3.00
Carer Allowance (Child Health Care Card only)	0	0	n.a.	5	5	0.00	10	5	-50.00	18	15	-16.70
Commonwealth Seniors Health Card	290	352	21.40	572	644	12.60	512	583	13.90	1,378	1,580	14.70
Disability Support Pension	519	505	-2.70	779	760	-2.40	2,010	1,864	-7.30%	3,314	3,129	-5.60
Family Tax Benefit A	412	378	-8.30	559	545	-2.50	1,460	1,306	-10.50	2,436	2,229	-8.50
Family Tax Benefit B	355	323	-9.00	499	469	-6.00	1,258	1,129	-10.30	2,117	1,921	-9.30
Health Care Card	576	474	-17.70	967	829	-14.30	3,060	2,325	-24.00	4,615	3,631	-21.30
Low Income Card	225	151	-32.90	373	315	-15.50%	1,259	928	-26.30	1,863	1,397	-25.00
Newstart Allowance	306	321	4.90	557	526	-5.60%	1,717	1,511	-12.00	2,589	2,359	-8.90
Parenting Payment Partnered	9	5	-44.40%	25	25	0.00	102	50	-51.00	136	78	-42.60
Parenting Payment Single	68	52	-23.50	86	104	20.90	228	193	-15.40	382	349	-8.60
Pensioner Concession Card	2,002	2,014	0.60	3,068	3,018	-1.60	5,985	5,786	-3.30	11,081	10,821	-2.30
Sickness Allowance	0	5	n.a.	0	0	n.a.	21	16	-23.80	22	24	9.10
Special Benefit	5	5	0.00%	6	7	16.70%	10	19	90.00	19	28	47.40
Widow Allowance	11	7	-36.40%	12	11	-8.30%	34	25	-26.50	57	40	-29.80%
Wife Pension (Partner on Age Pension)	5	5	0.00	0	0	n.a.	5	5	0.00	10	9	-10.00
Youth Allowance (other)	21	27	28.60	42	29	-31.00%	88	75	-14.80	151	131	-13.20
Youth Allowance (student and apprentice)	97	72	-25.80	180	153	-15.00	718	529	-26.30	999	755	-24.40
Commonwealth Rent Assistance (income units)	363	349	-3.90	800	766	-4.30	3,959	3,523	-11.00	5,122	4,642	-9.40

Source: Centrelink

Table 33 reveals the following for the three areas:

- The East has the highest numbers of people in receipt of Centrelink incomes across all types of payments, e.g. Age Pension, Disability Support Pension and Newstart Allowance and the highest numbers of low income earners in receipt of CRA and other Commonwealth payments such as Family Tax Benefits and Low Income Card. Though the numbers have declined since 2016.
- The Middle has the second highest number of people in receipt of Centrelink incomes across all types of payments. There has been an increase in Parenting Payments Single from June 2016 to June 2018
- The West has the smallest population of Centrelink recipients with a small increase in the uptake of the Pensioner Concession Card and Youth Allowances from 2016 to 2018.

Housing Tenure

According to the ABS 2016 Census there were 98,113 people living in Port Phillip of whom 47.2% were living in private rental and 4.2% in social housing i.e. public and community housing⁸⁴. Table 34 shows that the highest population of renters was in the East which had the highest number of private rental tenants but only the second highest number of social housing tenants.

Table 34 Public and Private Populations Port Phillip 2016

Tenure	West	Middle	East	Port Phillip
Persons	15,877	26,325	55,914	98,113
Number in private rental	5,920	10,739	29,832	46,392
Number in Public and Community Housing	1,069	1,510	1,532	4,135

Source: ABS 2016 Census of Population and Housing

There is a discrepancy in the counts of social housing stock between the data provided in the 2016 census and local government municipal rates data. Table 35 indicates that the 2016 census undercounted the social housing stock both public housing and community housing.

Table 35 Difference Between Census 2016 and Port Phillip Rates Data regarding Social Housing Stock

	West			Middle			East		
	Rates	Census	diff	Rates	Census	diff	Rates	Census	diff
Public Housing	735	541	194	1,148	747	401	1,079	740	339
Community Housing	49	26	23	32	114	-82	487	244	243
Total	784	567	217	1,180	861	319	1,566	984	582

Source: ABS 2016 Census of Population and Housing and Port Phillip Rates Data 2018

Figure 11 below shows the distribution of housing tenure across Port Phillip into the three study areas. It sets out purchasing and owners separately as well as homeowners which is the addition of these two. Combing the analysis of Table 32 and Figure 11 shows that in 2016:

⁸⁴ This ABS calculation of social housing may be undercounted due to the manner in which residents defining their housing situation in the Census form.

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The West had:

- the lowest proportion of Port Phillip’s population (16%)
- the most social housing tenants as a % of the area’s population (6.7%) due to the largest number of public housing estates developed between the 1940s-1970s
- the highest proportion of home ownership at 55% with the highest numbers of home purchasers (30.6%)
- the lowest proportion of private rental (37.3%)

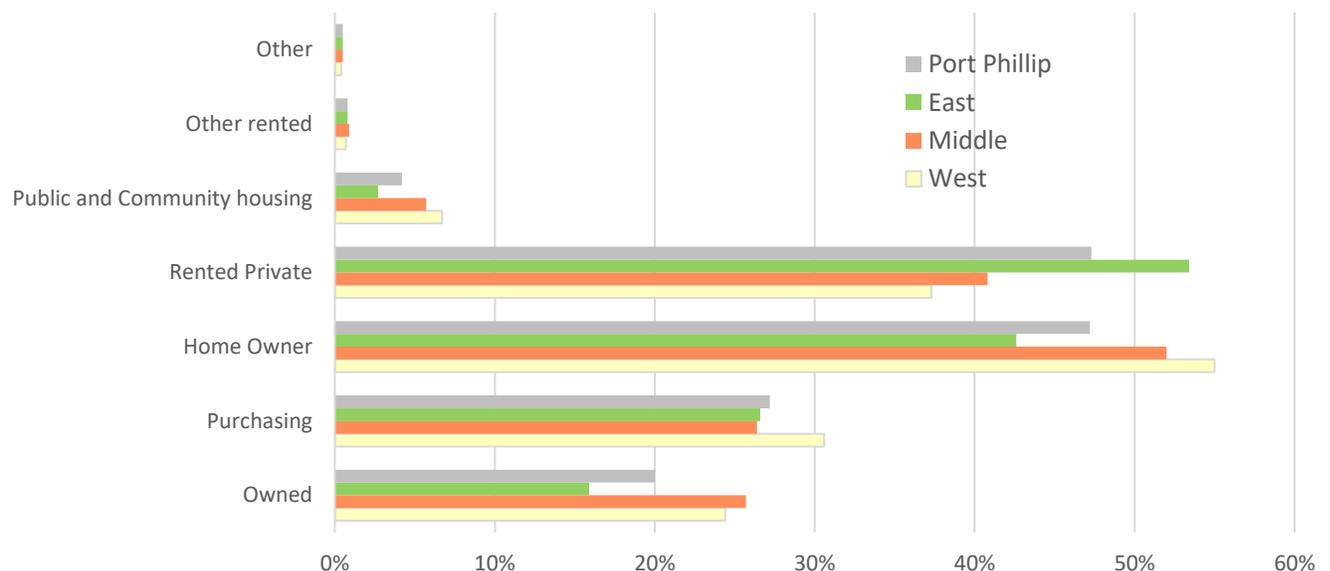
The Middle interestingly sits in the middle with:

- the second highest proportion of Port Phillip’s population (27%)
- the second highest proportion of social housing tenants (5.7%)
- the second highest level of private rental (40.8%)
- the second highest level of home ownership (52%)
- the second highest level of social housing (5.7%)

The East had:

- the highest proportion of Port Phillip’s population (57%)
- the most private rental (53.4%)
- the least social housing tenants as a % of the area’s population (2.7%)
- the smallest proportion of home ownership (42.6%)

Figure 11 Housing Tenure as a percentage of each local area population and the Port Phillip Population 2016



Source: ABS 2016 Census of Population and Housing and Planning

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Given that the East has the most private rental it is not surprising that it has the highest number of private renters, with 65.3% of private renters living in the East (Table 31 above).

Table 36 below indicates that the East has the largest social housing adult population at 39% and the West the lowest social housing population at 25%.

Table 36 indicates the highest numbers of dependent children living in private rental is in the East, with 52.9% living in private rental. However, at the same time the East has the smallest numbers of dependent children living in social housing, with 24.5%. The highest number of dependent children living in social housing are living in the Middle at 42.4%.

Table 36 Rental Tenure for the areas and Port Phillip for Adults and Dependent Children 2016

Household Type	West	Middle	East	Port Phillip
Adults in Private Rental	5,169	9,465	27,558	42,192
Adults in Public and Community Housing	896	1,289	1,405	3,590
Dependent child in Private Rental	751	1,273	2,274	4,299
Dependent child in Public and Community Housing	172	221	128	521
Total	6,989	12,248	31,365	50,602

Source: ABS 2016 Census of Population and Housing and Planning

Figure 12 sets out the tenure types by households with dependent children based on the 2016 Census and reveals that most dependent children live in households who are homeowners. The West has the most households with dependent children in social housing and the East the least households with dependent children in social housing.

Figure 12 Households with Dependent Children in Private and Social Housing Rental Port Phillip 2016



Source: ABS 2016 Census of Population and Housing and Planning

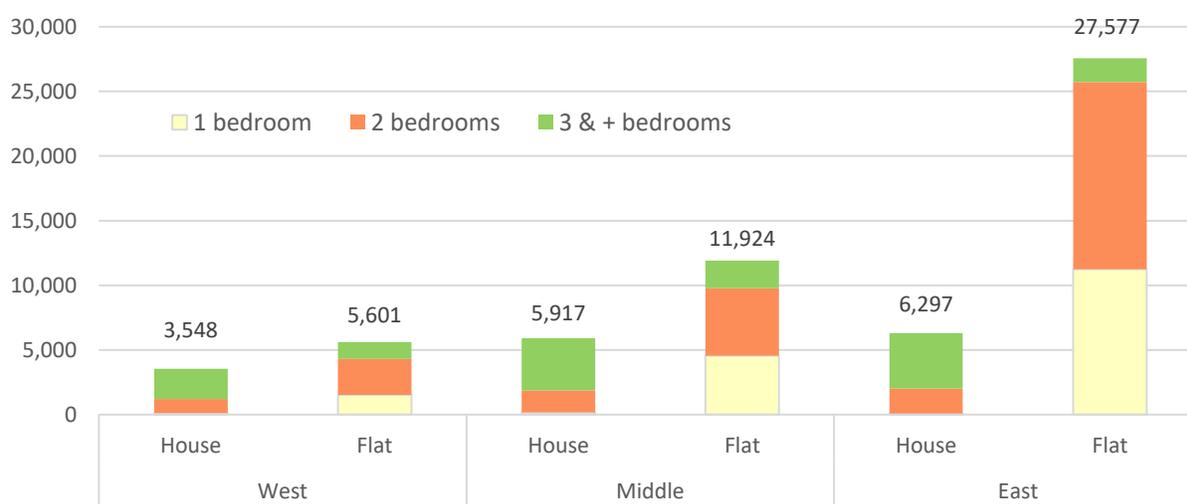
Housing Stock

Using the data derived from Port Phillip rates records it is possible to determine the type of stock at 2018 for the municipality and the three small areas. ⁸⁵

In September 2018 there were 60,864 residential dwellings in Port Phillip, 74.1% of which are flats/apartments with most (88.2%) being one or two bedrooms. Whereas half of the housing stock (53%) is three bedroom stock.

Figure 13 below shows that the East has the highest levels of residential housing stock, the majority being two bedroom flats with most of the housing stock having three bedrooms.

Figure 13 Port Phillip Private Rental Housing Stock by Bedroom Numbers 2018⁸⁶



Source: City of Port Phillip Rates Data September 2018

In September 2018 there were 2,962 public housing and 568 community housing dwellings in Port Phillip, a total of 3,530 social housing properties. This is less than 4,117 social housing dwellings, 3,144 public housing dwellings and 968 community housing dwellings (see Figure 5 above)⁸⁷. Please note 45 properties did not have bedroom numbers and have not been included.

This social housing stock is primarily one bedroom stock at 50.9% of all social housing stock. Almost all the community housing stock, 74.1%, is one bedroom. Only 5.9% of the community housing stock in 2018 was three or more bedrooms. The public housing stock is mainly one and two bedroom stock (78.4%) and only 21.6% being stock of three or more bedrooms.

Figure 14 below shows the distribution of social housing stock across the three areas of Port Phillip. It indicates that:

⁸⁵ The supply of the data complied with privacy legislation and all details of ownership and landlords was deleted from data provided for September 2018

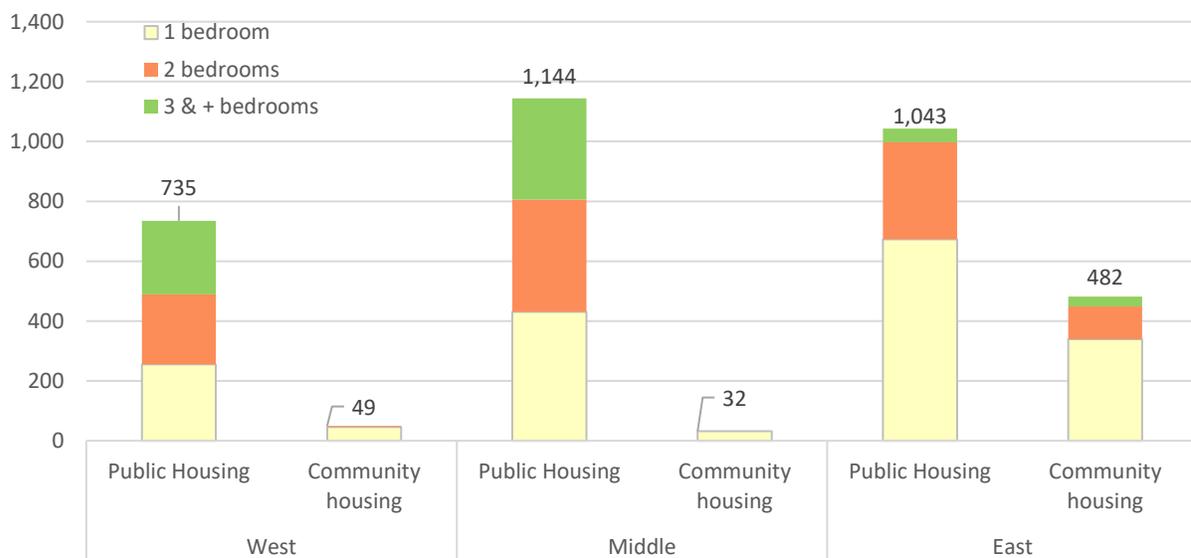
⁸⁶ House includes, row and terrace house; flats includes units

⁸⁷ Difference may be partially due to timing as DHHS data is as at 2017 Port Phillip is for 2018.

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- The Middle has the highest proportion of public housing, 39% i.e. 431 dwellings have one bedroom; 375 have two bedrooms, 326 have three bedrooms, only 11 dwellings have four bedrooms and just one has five or more bedrooms. All the community housing units have one bedroom.
- The East has 35.7% of the public housing stock: (64.5%) 673 have one bedroom; 324 (31.1%) have two bedrooms, three have three bedroom, five have four bedrooms and four have five or more bedrooms. There are 482 community housing dwellings: 70.3% are one bedroom, 12.9% (110) have two bedrooms, 30 have three bedroom dwellings, two have four bedrooms and one has five bedrooms or more.
- The West has the least social housing stock with 735 public housing dwellings evenly split between one, two and three bedroom stock and six four bedroom dwellings. There are only 49 community housing dwellings, 93.9% have one bedroom and the other three dwellings have two bedrooms.

Figure 14 Port Phillip Social Housing Stock by Bedroom Number 2018



Source: City of Port Phillip Rates Data September 2018

2.6 Conclusions – Key Findings on Housing Needs

Consideration of the needs assessment, both the issues raised by the community housing providers and data analysis, has led to the development of the following matrix of needs for the priority needs groups identified in Port Phillip.

Priority Needs Groups Key Findings

Older persons 60+

An increase in older single people 2011 to 2016, except males 75 and over, living in private rental. There is a need to provide affordable and adaptable housing for older single men and women 60 to 74 years of age and for women 75 years and over.

<p>Single women over 60 years</p>	<p>In 2016 most (78%) women 75+ living in private rental were on very low and low incomes. This is an increase from 2011, 43% for very low income women and 67% for low income women. This is projected to increase by 2026.</p> <p>The percentage of women 60-74 years on low incomes living in private rental in 2016 grew substantially from 2011 (71.7%)</p> <p>Older single women are increasingly being confronted with housing related poverty which appears to be occurring in Port Phillip. Hence, there is a need for appropriate housing for older women 60+, such as women specific one bedroom accommodation e.g. self-contained accommodation.</p>
<p>Single men over 60 years</p>	<p>In 2016 there were marginally more single males aged 60 to 74 living in private rental on very low and low incomes than women.</p> <p>This may be linked to the high proportion of men living in private rooming house accommodation, which is not as suitable for women. There is a need for self-contained community accommodation as private rooming houses are closing.</p>

Low Income Families

Low numbers of very low and low income families with dependent children in Port Phillip which is due to the high private rental costs in Port Phillip resulting in very low income families having the least options available for affordable private rental or home purchase.

Many families with young dependent children living in private rental housing are experiencing homelessness .

To break a cycle of homelessness long term affordable housing for families is essential.

<p>Large families 3+ children</p>	<p>The lack of suitable private rental stock, i.e. three + bedrooms, and high private rental cost has led to low numbers of large families.</p> <p>At the same time there has been a substantive growth in two parent families with three or more children living in private rental (202% low income, 183% moderate income from 2011-2016)</p> <p>The lack of three and more bedroom stock limits the ability of low income families to rent or purchase housing even when they have enough moderate incomes.</p> <p>There is an Immediate need for three bedroom+ stock options both in the private, purchases and rental, and social housing markets.</p>
<p>Small families 1 to 2 children</p>	<p>Just under half of very low income couple and single parent households pay more than 50% of their income in private rental. Very low income households paying more than 50% of their income in private rental are at risk of homelessness.</p> <p>There is an immediate need for two to three bedroom stock both in the private rental and social housing markets.</p>

Priority Needs Groups Key Findings

At risk of homelessness

The most vulnerable households are very low and low income single people. In 2016 81% spent more than 50% of their income on private rent. Single people on Centrelink incomes renting privately are confronted with the highest housing costs.

There is an immediate need for more social housing, 1 to 2 bedrooms, to cater for the current high number of very low income, singles, couples and small families such as sole parents living in private rental on very low and low incomes

As private rooming houses are declining in Port Phillip⁸⁸ there is a need to continue to work with community housing organisations that provide accommodation for low income single people.

Singles

Single men and women aged 40 to 59, living on very low and low incomes, are continuing to live in private rental dwellings.

Males living in improvised dwellings with an older age profile are experiencing homelessness. Most single males are living in private rooming houses.

There was decline from 2011 to 2016 in the following single households:

- single men and women aged 25-39 years on very low incomes
- men aged 25 to 59 on very low incomes
- low income men aged 40 to 59.

This data indicates that middle aged single people (40-59 years) are opting to 'age in place' and choose to live near their networks and connections, even when housing costs are high in the private rental market.

The declines in single males in Port Phillip 2016 may be due to very low and low income singles being priced out of the private rental market. However, there were more very low income single men than women aged 25-59 living in private rental in 2016.

Very low income singles have the least options available for affordable private rental or home purchase.

To break a cycle of homelessness long term affordable housing for singles is essential.

There is also a need for appropriate, adaptable housing for middle aged singles to enable them to age in place.

Couples

In 2016, 230 very low income couples rent privately, 83 aged 25-39 and 35 aged 15-24.

In 2016, 640 low income couples rent privately, most are 25-39 years, 330 couples.

Most couples aged 75 and over were living on very low and low incomes renting privately.

There has been a decline in couples 15-24 and 25-39 living on a low income in private rental from 2011 but an increase for couples aged 40 +.

This data indicates that:

- the older couples over 60 years are ageing in place
- the younger couples 15 to 24 cannot afford to move into private rental.

The growth in one and two bedroom social housing stock could provide housing for this group.

⁸⁸ Loss of the Gatwick and the Oslo Hotel *The Block 2018: St Kilda's Oslo Hotel set to be transformed for the 2019 season* www.domain.com.au viewed June 2018

Priority Needs Groups Key Findings

Low income wage earners / key workers

Family households of low income workers, cleaners (domestic and commercial), café employees (worker and manager) child care workers, bar workers and baristas, have the least capacity to find affordable housing, both because of the cost and the lack of appropriate stock.

Even when the low income worker is not the sole income earner in the household, the household income is only \$800 per annum above the very low income range.

More than half of the lowest earning key worker occupations in Port Phillip (cleaners – domestic and commercial, café employees – worker or manager, child care worker, bar worker and barista) live outside Port Phillip with only 13.8% of cleaners residing in the municipality in 2016.

Young People Aged 15-24

There are low numbers of very low and low income young people. Moreover, young people in Port Phillip have a higher median income than in metropolitan Melbourne .

At the same time, it is worth noting that there are higher numbers of young women living alone in private rental on low and very low incomes (181 in 2016).

Hence any focus on social housing for young people should be on housing for young women, taking note however that shared households may not be the most suitable for safety and security reasons.

Section 3. Allocations Framework

3.1 Summary of Key Findings on Housing Needs

The allocations framework has been devised to assist Port Phillip advocate for the high unmet needs for affordable and social housing in the municipality. A focus has been on the priority needs groups identified by Port Phillip.

All very low and low income households in Port Phillip, and all the priority needs groups (older people, particularly single women; low income families, particularly large families with 3 or more children; singles at risk of homelessness; and low income wage earners) and the broader spectrum of needs groups (older single men; smaller families; couples and youth) have high unmet housing needs.

The key findings of the data analysis in relation to the household groups living in private rental in 2016 with incomes at the very low, low and moderate levels are that:

- The highest population group is small families with up to two children, 1,664 living in private rental. Of these, 975 are living on very low and low incomes. From 2011 to 2016 these small families of very low incomes have had the least population growth which is likely to be due to their low incomes and the high cost of housing in Port Phillip.
- There are very few large families with three or more children living in private rental on very low and low incomes, only 21 in 2016. This is the smallest household group in Port Phillip. At the same time two parent families with households with 3 or more children living in private rental experienced the most substantial growth – 202% for low income families (40 families) and 183% for moderate in families (51 families). The lack of these families is due to the lack of stock.
- Households of single women 60 years and over were the highest growing population from 2011 to 2016 living in private rental. The highest numbers of these older single women households were women aged 60-74 on very low and low incomes. There was also double the number of women 75+ than men on very low incomes living in private rental in Port Phillip in 2016. The highest growth from 2011 to 2016 is for women aged 75 and over.
- In 2016 there were more young women aged 15 to 24 living in private rental in Port Phillip than young men. Whilst there had been a decline in young women living on very low incomes between 2011 and 2016, in 2016 35.9% more young women on very low and low incomes were living in private rental in Port Phillip (181 women compared to 116 men).
- There was a growing population of single adults aged 40 to 59 living in private rental on very low incomes with higher growth for women than men. Similarly there is a higher growth of single women aged 25-59 than men on very low and low incomes, particularly women aged 25-39.
- There was growth in older couples over 40 years living on very low incomes from 2011 to 2016 with 71.2% growth in couples aged 40-59. At the same time the highest numbers of

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couples were those aged 25-39 years, 233 on low incomes and 597 on moderate incomes.

Table 37 below summarises the data, included in the body of the report, regarding the different household groups in relation to the affordable housing income ranges established by the Victorian Government in June 2018 (discounted to 2016 dollar values).

Table 37 Very Low, Low and Moderate Income Households in Port Phillip 2016

Household Type Living in Private Rental	Very low Income	Change 2011-2016 %	Low Income	Change 2011-2016 %	Moderate Income	Change 2011-2016 %
FAMILIES WITH CHILDREN						
Small families 1-2 children 2016	479		496		689	
Couples	156	7.0%	285	32.3%	465	66.5%
Sole parents	323	3.5%	211	21.8%	223	89.9%
Large Families 3+ children	21		48		55	
Couples	14	7.9%	40	202.4%	51	183.1%
Sole parents	7	-46.6%	8	-22.2%	4	-48.9%
SINGLES – LONE PERSONS						
Older Singles 60+	246		211		111	
Older Singles 60-74	170		164		104	
Male	90	0.4%	83	4.3%	62	19.4%
Female	80	-3.4%	81	71.7%	42	1.2%
Older Singles 75+	76		47		7	
Male	26	-13.0%	21	-14.6%	3	-34.2%
Female	50	43.2%	26	67.8%	4	150%
Single Young People 15-24	160		137		186	
Male	64	15.1%	52	9%	84	14.4%
Female	96	-11.8%	85	24.1%	102	-6.2%
Single Adults 25-59	552		1,252			
25-39	248		399		866	
Male	130	-7.5%	164	3.6%	422	11.3%
Female	118	-15.4%	235	21.9%	464	1.2%
40-59	304		300		305	
Male	162	8.3%	155	-11.1%	162	12.8%
Female	142	16.9%	145	4.3%	142	22%
COUPLES						
Couples	204		405		887	
15-24	35	-4.5%	80	25.8%	131	18.7%
25-39	83	-1.1%	233	7.2%	597	22.8%
40-59	38	71.2%	51	27.7%	110	17.6%
60-74	33	24.7%	57	44.7%	35	20.8%
75+	26	33.7%	8	-22.5%	13	210.3%

Source: Port Phillip rated Data 2018 and Planning and Environment Act 1987, Section 3Ab, Order in Council

In 2016 the number of households paying 50% of their income in private rent at risk of homelessness in Port Phillip was substantial at 1,239 households, the majority (706) being very low income households.

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The table below shows the proportion of each household group by income group paying more than 50% of their income in rent. The data has discounted the 2018 income levels to 2016 dollars to ascertain the percentages.

Table 38 shows that in 2016 the households experiencing housing stress due to their high housing costs and the vulnerability to homelessness were:

- *Very low and low income single person households:* the majority (81.3%) of very low income households and almost a quarter (21.4%) of very low income households spent 50% or more of their income on rent
- *Very low income sole parent households* as just under half (43.8%) of these households spent 50% or more of their income on rent
- *Very low income couple households* as just under half (42%) of these households spent 50% or more of their income on rent.

Table 38 Households paying more than 50% of their income in Rent Port Phillip 2016

Household Type	Households Paying More Than 50% Income In Private Rent 2016						
	Very low		Low		Moderate		Total
	Households	%	Households	%	Households	%	Households
Singles	417	81.3%	270	21.4%	138	7.7%	825
Sole parents	141	43.8%	8	6.1%	0	0.0%	149
Couple	87	42.0%	60	13.6%	28	4.2%	175
Couples with children	61	29.3%	26	11.9%	3	0.7%	90
	706		364		169		1,239

Source: Census table builder 2016, applying the Planning and Environment Act 1987, Section 3Ab, gazette incomes

The needs assessment in Table 39 below also revealed that in 2018 families have limited affordable housing, both private rental and home purchase, stock options in Port Phillip. Additionally, large families requiring three or more bedrooms have the least stock options even when their income is at the moderate level. At the same time, low income workers (cleaners, café staff, bar workers and baristas, and child care workers and registered nurses) have limited access to affordable housing in Port Phillip.

Table 39 sets out the affordable housing stock and cost by income level for singles, couples and families and low income wage earners and key workers in Port Phillips in 2018.

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Table 39 Affordable Housing in Port Phillip in Port Phillip by 2018 Affordable Housing Income Levels

Household Type and Income Level Highest annual income in each level for sole income ⁸⁹		Size	Purchase		Private Rent	
			Affordable purchase price	No. of properties	Affordable rent	No. of properties
Single	Very low Sole Income \$25,220	1 brm Bed sit	\$145,000 ⁹⁰	17	\$209	38
	Low 2. Sole Income \$40,340 <i>Cleaners (domestic & commercial) Bar worker & Barista, Childcare worker</i>		\$232,000	93	\$299	604
	Moderate 2. Sole Income \$60,510 <i>Café manager</i>		\$348,000	490	\$348	1,362
Couple	Very low 4. Sole Income \$37,820 <i>Cleaners (domestic & commercial) Bar worker & Barista, Childcare worker</i>	1 brm	\$218,000	76	\$280	433
	Low 3. Sole Income \$60,520 <i>Café (manager & worker)</i> 4. More than 1 income Household <i>Cleaners (domestic & commercial)</i>		\$348,000	490	\$411	3,231
	Moderate 5. Sole Income \$ 90,770 6. More than 1 income Household <i>Registered Nurse, Teachers (primary & secondary), Police, Ambulance and Paramedics</i>		\$522,000	2,126	\$522	2,325
Family	Number of bedrooms			2 brm	3+ brm	2+ bedrooms
	Very low 3. Sole Income \$52,940 <i>Cleaners (domestic & commercial) Bar worker & Barista, Childcare worker, Café (manager & worker)</i>	\$305,000	22	2	\$383	29
	Low 3. Sole Income \$84,720 <i>Registered Nurse, Teachers (primary & secondary)</i> 4. More than 1 income Household <i>Cleaners (domestic & commercial) Less than \$800 per annum above very low income</i>	\$488,000	280	7	\$487	73
	Moderate 4. Sole Income \$127,080 <i>Police, Ambulance & paramedics</i> 5. More than 1 income Household <i>Bar worker & Barista, Café (manager & worker), Child care worker Registered Nurse, Police, Ambulance and Paramedics</i>	\$731,000	2,034	92	\$731	429

Source: Port Phillip Rated Data 2018, DHHS rental letting data 2017; Planning and Environment Act 1987, Section 3Ab, Order in Council

⁸⁹ It is assumed that all moderate income households and low income families are not eligible for CRA

⁹⁰ The quality of the 1 bedroom private stock affordable for very low income households for rent or purchase is most probably not acceptable for contemporary living standards.

3.2 Needs Allocation

Needs Allocation

Whilst the report sets out priorities for advocating and addressing the unmet needs of the Port Phillip priority needs groups it is important to note that consideration must always be taken of the features and capability of specific sites proposed for affordable and/or social housing construction.

The allocation framework sets out the priority for allocation of the social and affordable housing and indicative stock size for the priority needs groups identified by Port Phillip. It is acknowledged that Port Phillip cannot resolve the social and affordable housing needs of all household groups in Port Phillip. Nonetheless, the allocations recommended need to be at a sufficient level to achieve substantive affordable and social housing outcomes.

In recognition that all very low income and low income priority needs household groups, as well as other needs groups, in Port Phillip have unmet housing needs, it is recommended that the allocation framework be divided between these two groups, as follows:

- Priority needs groups -75%
- Other needs groups - 25%

Priority Needs Allocation Framework Rationale

The basis of the priority needs allocation is outlined below.

Singles facing housing stress, hence at risk of homelessness

The low level of Centrelink incomes and the high cost and limited availability of affordable housing has meant that 81.3% of singles were paying more than 50% of their income in rent in 2016. As such singles have the highest risk of experiencing homelessness and the greatest need for social housing.

The data reveals that within the singles group there are four significant household groups with a high need for social housing. Therefore, it is recommended the allocation of 1 bedroom housing stock should be for:

Single homeless people/rough sleepers. *Singles have a high risk of homelessness and are the primary group found to be rough sleeping in Port Phillip as such an allocation has been made for this group.*

Single men 25 to 59 years of age. *There are more men living on low incomes living in private rental than women.*

Older single women over 60 years of age. *Older women living in private rental on very low and low incomes are the growing population in Port Phillip.*

Single young women 15 to 59 years of age. *Single young women on low incomes living in private rental is a growing population and there are more young women 15-24 years than young men on very low and low incomes living in private rental.*

Families with limited private affordable housing options.

Small families requiring only 2 bedroom dwellings living on very low and low incomes have limited affordable housing in the private market. As such, it is recommended that there be an allocation of two bedroom social housing housing stock for:

Small families living on very low and low incomes.

At the same time, it is important to note that large families with three or more children requiring 3 or more bedrooms have limited affordable housing available for private rent in Port Phillip. As such it is recommended that 3 bedroom social housing stock be allocated to:

Large families on very low and low incomes

Low income wage earners

Very low income and low income working households are constrained in their opportunities to access housing in Port Phillip due to their limited income. The following households are particularly faced with difficulty accessing affordable housing in Port Phillip:

- very low income singles and couples – Cleaners, domestic and commercial; Bar workers and Baristas; and Childcare workers
- low income singles – Cleaners, domestic and commercial; Bar workers and Baristas; and Childcare workers; and low income couples – Café managers and café workers
- very low income families – Cleaners, domestic and commercial; Bar workers and Baristas; Childcare workers; and Café managers and café workers

Thus, it is recommended there be a mix of one and two bedroom social housing and private market affordable housing.

Social housing for very low income worker couples

Social and affordable housing for low income working singles and couples

The proportional weighted allocations for the high priority needs household groups is set out below. Please note the indicative percentages of the needs allocation have been calculated taking account of the groups experiencing housing stress identified in Port Phillip. The percentages for the priority needs groups had a proportional weighting applied.

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Priority Needs Category Allocation (75%)	Needs Households & Dwelling Size	Proportional Needs Weighted Allocation %
Singles in housing stress, at risk of homelessness (42.7%)	Persons who are homeless/sleeping rough	At Minimum 3.7%
	1 bedroom	
	Older women aged 60+	12.3%
	1 bedroom	
	Single men aged 25-59 years	11.3%
Families (25.9%)	1 bedroom	
	Single young women aged 15 - 25 years	15.4%
	Smaller families	24.8%
Low income wage earners (6.4%)	2 bedrooms	
	Larger families	1.1%
	3 + bedrooms	
Low income wage earners (6.4%)	Low income wage earners (singles and couples)	6.4%
	1 and 2 bed	

A proportional weighting of the needs allocation has not been calculated for the other needs groups.

Alternative Affordable Housing Programs and Partnerships

Low and moderate income families of key workers, Registered Nurses, Teachers (primary and secondary), Police, Ambulance workers and Paramedics, have enough income to afford private market house purchase and rental however there is limited stock available, especially for larger families requiring three or more bedrooms in Port Phillip. These groups are more able to afford housing programs such as government subsidised affordable rental housing schemes. Moreover, their income levels are more likely to contribute to the financial sustainability of affordable and social housing programs. Thus, it is recommended that:

Port Phillip work with governments and private developers to provide alternative affordable house purchase and rent products for housing stock of three bedrooms such as, shared equity, rent to buy, and any new build to rent affordable housing schemes developed by the Federal Government.

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Appendix 1

City of Port Phillip (CoPP) Needs Assessment and Allocation Study 2018

The purpose of the interview is to garner your expert information regarding:

- **the people your organisation assists**
 - **off the street requests for assistance**
 - **individuals your organisation is unable to assist.**
-
1. Which of the CoPP high needs target groups does your organisation work with?
 - Older persons (i) single women; (ii) older men
 - Low income families (i) larger families; (ii) small families
 - At risk of homelessness (i) single; (ii) couples
 - Low income wage earners / key workers
 - Youth

 2. How do people approach the organization – directly, referral?

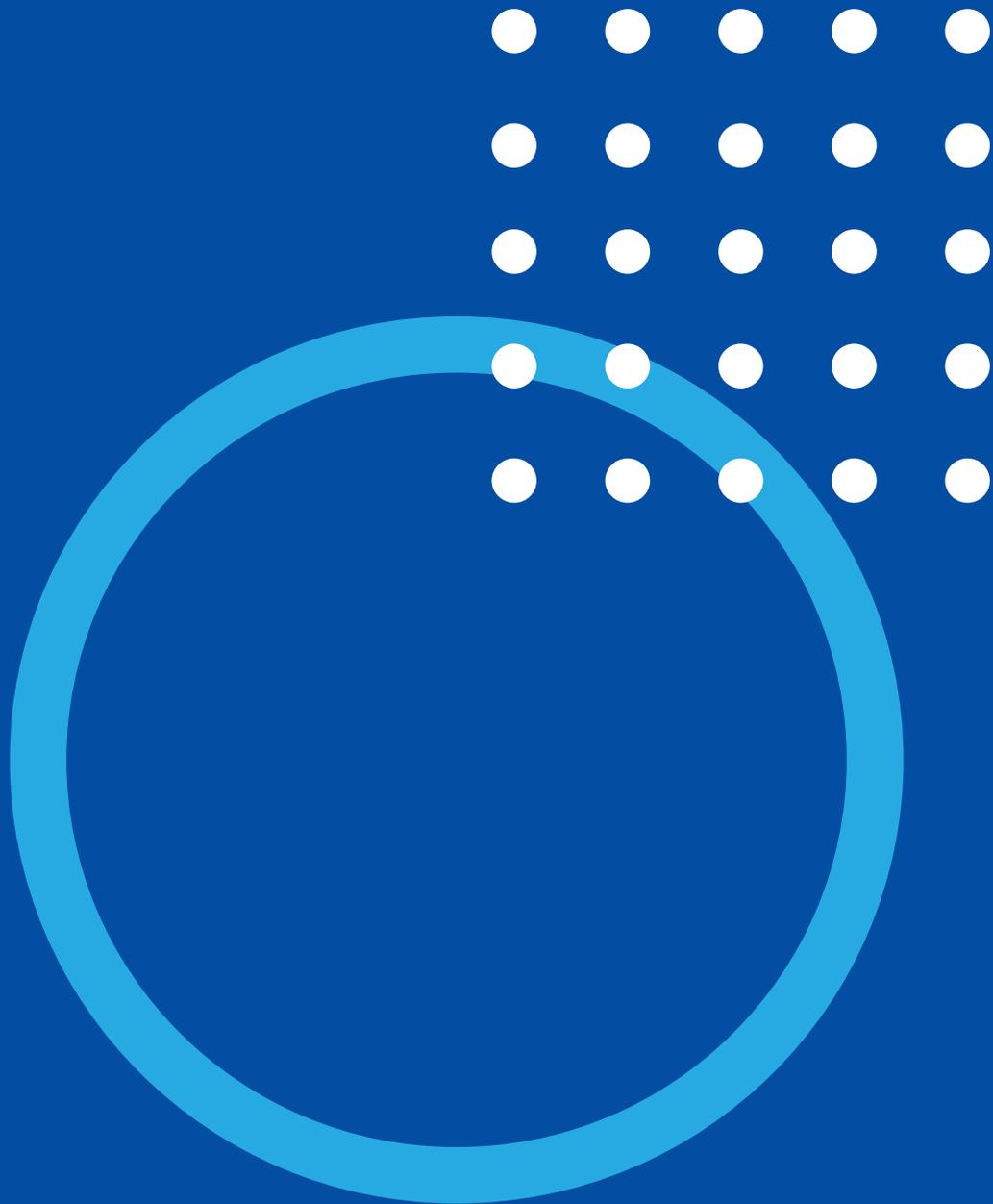
 3. Do you have information on the prior situation of the person?
 - Location whether in the CoPP; and,
 - Living arrangements e.g. rough sleeping, incarceration, couch surfing, DV.

 4. Can your records of intake and referrals reveal:
 - If there are groups you could not assist?
 - Where you refer people you cannot assist?

 5. What do you think are the unmet needs of the target groups identified by the CoPP?

Compliance Guidelines for Clause 22.12 Stormwater Management (Water Sensitive Urban Design)





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This guideline provides advice on the implementation of Planning Policy Clause 22.12 Stormwater Management (Water Sensitive Urban Design). It provides a detailed explanation of how the objectives of the policy are to be applied to a range of development types.

All development planning applications that trigger Clause 22.12 must include a Stormwater Management Assessment detailing how the objectives of the policy will be met.

This guideline outlines the information that must be provided to Council in a SMA and includes a step by step explanation of how to develop a stormwater management strategy for a development site and a SMA.

The application of Clause 22.12 to new developments will assist the City of Port Phillip transition to a Water Sensitive City by reducing potable water use, creating greener urban environments, and minimising the impact of urban development on the environment by managing stormwater runoff.



Overview of Clause 22.12 requirements

Local Planning Policy Clause 22.12 applies to applications for:

- New buildings
- Extensions to existing buildings which are 50 square metres in floor area or greater
- A subdivision in a commercial zone.

The policy requires development applications to:

- Achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999):
 - Suspended solids – 80% retention of typical urban annual load
 - Total nitrogen – 45% retention of typical urban annual load
 - Total phosphorus – 45% retention of typical urban annual load
 - Litter – 70% retention of typical urban annual load
- Use stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways. This can include but is not limited to:
 - collection and reuse of rainwater and stormwater on site
 - vegetated swales and buffer strips

- raingardens
- installation of water recycling systems
- multiple uses of water within a single manufacturing site
- direction of flow from impervious ground surfaces to landscaped areas
- Encourage measures to prevent litter being carried off-site in stormwater flows including:
 - Appropriately designed waste enclosures and storage bins, and
 - The use of litter traps for developments with the potential to generate significant amounts of litter
- Encourage the use of green roofs, walls and façades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.

The full Clause 22.12 Stormwater Management (Water Sensitive Urban Design) provisions are provided in Appendix D.

Benefits of reducing stormwater pollutant loads

Pollutants associated with stormwater run-off from urban catchments are detrimental to the health of downstream waterways. Stormwater run-off from the City of Port Phillip

is discharged to Port Phillip Bay via the stormwater drainage system. Stormwater pollutants, particularly nitrogen, have been identified as a major stressor to the Port Phillip Bay's long term health.

WSUD initiatives in new developments, such as rainwater tanks, raingardens and other infiltration devices, will help to improve stormwater run-off quality and therefore protect Port Phillip Bay.

Benefits of harvesting stormwater run-off in urban areas

The capture and use of stormwater run-off in urban areas has many social, economic and environmental benefits including:

- Minimising the impact of urban development on the environment, including waterways such as Port Phillip Bay
- Reducing potable water use where rainwater is used for fit for purpose uses, such as in toilets, hot water, laundry washing and garden irrigation
- Recharging local groundwater through the infiltration of stormwater run-off
- Creating greener urban environments with high visual amenity
- Passive cooling through increased vegetation cover.
- Reducing flood risk

Extensions:

To determine if your extension meets the policy trigger conduct the following calculation:

Proposed overall dwelling floor area (GFA) - Existing dwelling floor area (GFA)

If outcome is >50m² then the policy applies

If outcome is <50m² then the policy is not triggered however council encourages you to consider Water Sensitive Urban Design (WSUD) measures within your development application.

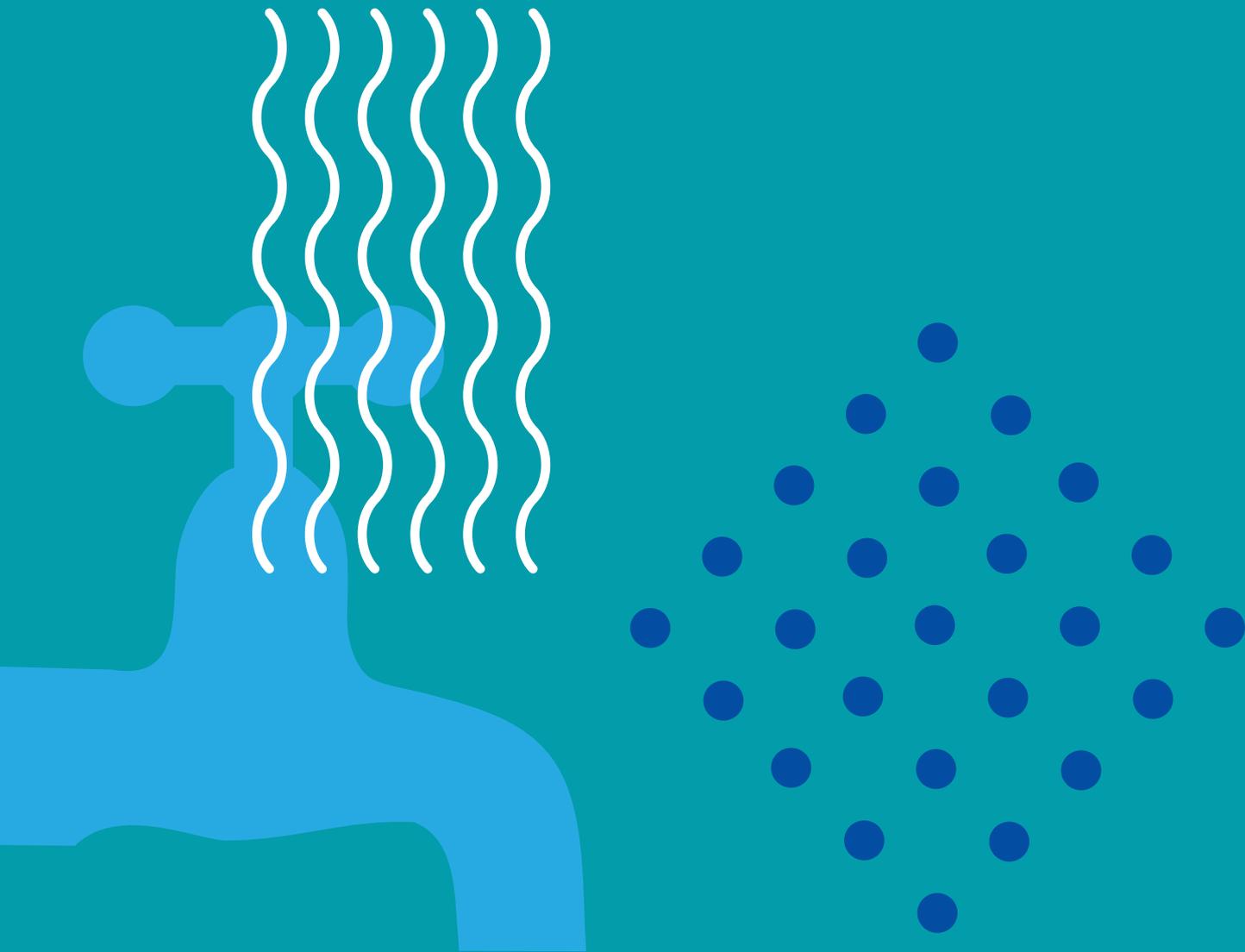
Example:

350m² (GFA Proposed) - 190m² = 160m² extension exceeds 50m² and triggers Clause 22.12

GFA - Gross Floor Area

How Clause 22.12 relates to other Council requirements

2



The objectives and intent of Clause 22.12 are consistent with the following Council planning policies and guidelines:

City of Port Phillip Planning Scheme Clause 22.13 Environmentally Sustainable Development

Planning Policy Clause 22.13 aims to implement the land development sustainability objectives and strategies outlined in Council's Municipal Strategic Statement. The policy objectives include:

- To improve water efficiency
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater

- To encourage the appropriate use of alternative water source (e.g. greywater)
- To reduce the impact of stormwater run-off
- To improve the water quality of stormwater run-off
- To achieve best practice stormwater quality outcomes
- To incorporate the use of water sensitive urban design, including stormwater reuse.

Sustainable Design Assessment in the Planning Process (SDAPP)

The SDAPP framework includes key environmental performance indicators in the planning approval process for assessing sustainable design of building related statutory planning applications. The SDAPP framework includes ten sustainable design categories including water efficiency and stormwater management. The framework applies to residential and non-residential development for new buildings or extensions to existing buildings which are greater than or equal to 50 square meters.

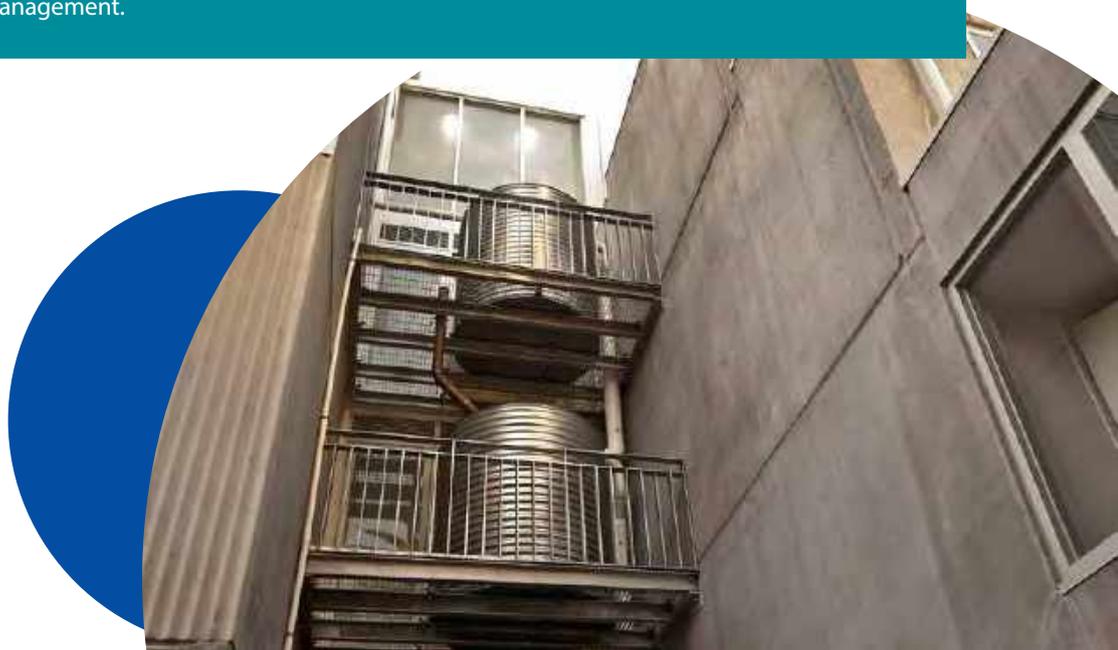
The SDAPP stormwater management objective is commensurate with Clause 22.12 and aims to reduce the impact of stormwater run-off by encouraging the incorporation of water sensitive urban design into urban development design.

Achieving Best Practice Stormwater Management

The majority of existing urban allotments do not meet best practice objectives for stormwater management. In essence this means they are contributing to pollution in Port Phillip Bay.

The Port Phillip Planning Scheme supports a transition towards best practice stormwater management in order to address legacy issues and deliver stormwater management to a new standard. In tandem with the requirements on private land, significant effort is also being put into improving Council owned public land across the city.

All new buildings and extensions to existing buildings of 50m² or greater are required to meet the policy objectives and these apply to the entire development site. The policy applies regardless of whether or not the development is increasing pre-development impervious areas as the intent is for all new development to meet a new standard of best practice stormwater management.



Determining the ‘Water Sensitive Urban Design’ that best suits your site

3



A WSUD strategy addressing the objectives of this policy is the first and central part of the CI.22.12 Stormwater Management Assessment. It must clearly demonstrate how stormwater runoff from a development site will be treated to meet best practice water quality standards.

The following section provides step-by-step guidance to developing a stormwater quality strategy for a development site. Case studies covering a range of common development types are provided in Appendix C.





Step A

Determine catchment area and discharge point(s)

The area of all external impervious surfaces within the development site need to be determined to enable the stormwater quality strategy to be developed. This includes surfaces such as roofs, balconies, verandahs, pergolas, concreted and paved areas. Depending upon the type of roof construction, sections of the roofed areas may drain to different points of the development, and therefore may need to be separated into sub-roof areas. Sub-roof areas may be combined where the roof run-off will be diverted to a common WSUD treatment, i.e. rainwater tank.

Swimming pools that drain to sewer can be excluded from the site stormwater catchment areas. An impervious splash zone (up to 1 metre wide) around the pool perimeter can also be excluded from the stormwater catchment areas.

The legal point of discharge for the property should be identified. Discharges from WSUD treatments will need to be conveyed to this point.

Note: Run-off from balconies is generally dirtier than other roof run-off so should not be diverted to rainwater tanks. Balcony run-off should be treated prior to discharge from the site.



Step B

Choosing treatment systems

A range of WSUD systems can be used to treat stormwater run-off from urban developments. The WSUD treatment system(s) adopted must respond to the scale and layout of the proposed development.

Diverting roof run-off to a rainwater tank and using rainwater for toilet flushing and other internal uses represents one of the most effective options for achieving water quality treatment objectives for roof run-off. Extracting water from rainwater tanks (e.g. for toilet flushing) diverts the rainwater and associated pollutants away from the downstream waterway.

Inground and planter box raingardens are commonly used to treat roof run-off and run-off from impervious surfaces such as concreted and paved areas. Impervious surfaces such as concreted and paved areas may also be directed to pervious surfaces such as turfed areas and garden beds.

In situations where run-off from impervious surfaces cannot be diverted to a WSUD treatment system, it may still be possible to meet the overall site stormwater quality requirements by providing additional treatment (i.e. increased rainwater tank volume) for some areas to compensate for the untreated run-off.

For some developments, it may be possible to comply with the

requirements of Clause 22.12 utilising only one WSUD treatment system; however some developments may require a combination of WSUD treatment systems.

A description of common WSUD treatment systems is provided below.

Rainwater tanks

Run-off from roof areas can be diverted to rainwater tanks and used for toilet flushing, hot water service and laundry connections. Rainwater can also be used for irrigating gardens and lawns, and car washing. For further information, please refer guidance on the use of rainwater tanks produced by the Environmental Health Committee of the Australian Health Protection Committee in 2010.

Rainwater tanks can be located above or below ground. Above ground tanks are generally cheaper than below ground tanks.

Run-off from roof areas can be discharged directly from down pipes into above ground rainwater tanks or conveyed via charged underground pipes. Charged pipes are generally needed where the majority of the roof drains to a single tank.

Rainwater tanks will require a pump and mains water switch system, which switches to mains water supply when the water level in the rainwater tank is low.

Rainwater tanks can assist to reduce peak flow rates from a site, however complying with Clause 22.12 will not guarantee that the development will meet on-site detention requirements specified by Council's engineering department when applying for legal point of discharge. This must be considered separately and is typically applied for once a planning permit has been issued. Refer to Council's website for further details on Stormwater Discharge (www.portphillip.vic.gov.au/stormwater_discharge.htm).

Best practice design requires that all rainwater tank overflows are ultimately discharged to the legal point of discharge. Tank overflows can also be discharged to other WSUD treatments, such as raingardens before the overflow connection reaches the legal point of discharge.

The minimum acceptable rainwater tank size for water quality treatment is 1,000 L. It may be beneficial to adopt a larger rainwater tank than the minimum size needed to meet stormwater quality standards to ensure maximum water harvesting. This can be achieved using Tankulator (<http://tankulator.ata.org.au>), an online rain harvesting calculator that enables the size of rainwater tanks to be matched to the roof catchment area and water demands.



Inground raingardens

Inground raingardens are specialised garden beds that treat stormwater run-off by infiltrating the water through a filter media. Stormwater that enters a raingarden is temporarily stored on the surface of the infiltration bed before passing through the filter media.

Inground raingardens comprise of several media layers, including an upper filter media layer (loamy sand), a middle transition layer (coarse sand) and a lower drainage layer (gravel). The infiltrated stormwater is collected at the base of the raingarden by a perforated pipe (underdrain) and the water is conveyed to the site's legal point of discharge. An overflow pipe protruding above the surface of the filter media conveys flows to the stormwater drainage system when the storage capacity above the raingarden is full.

Inground raingardens are extremely effective at removing suspended solids and nutrients from stormwater run-off, and provide onsite retention of stormwater run-off. They can be readily integrated with garden beds and planted with a wide range of plant species.

Note: The minimum acceptable size for an inground raingarden is 1 m² with a minimum width of 350 mm.

Planter box raingardens

Planter box raingardens are 'mini' raingardens constructed in elevated garden beds. Planter box raingardens are structured in the same way as an inground raingarden, with several filter layers and an underdrain connected to the stormwater drainage system.

Planter box raingardens are generally used where there is no garden space available to construct an inground raingarden (i.e. paved areas or balconies), on flat sites to allow the filtered flows to gravity feed to the legal point of discharge or for a desired landscaping outcome.

Note: The minimum acceptable size for a planter box raingarden is 1 m² with a minimum width of 350 mm.



Buffer strips and vegetated swales (onsite filtration)

Buffer strips and swales comprise of vegetated pervious areas such as garden beds and turfed areas along the edge of an impervious surface. Buffer strips are used to infiltrate stormwater run-off from impervious surfaces such as concrete and paved areas, where it is difficult to divert the run-off to a raingarden system. Swales are shallow depressions that help to direct the movement of stormwater around a site to support its greater infiltration and landscape benefit, before typically discharging into the piped stormwater system.

Diverting stormwater run-off to buffer strips provides passive irrigation and helps to increase the volume of water infiltrated to the local groundwater table.

Pollutants are removed from the stormwater run-off as it passes through the vegetation and is infiltrated into the ground. Careful site grading toward buffer strips is necessary for these systems to function.

Note: The maximum width of impervious area that can be treated by a buffer strip is 3 m. Buffer strips must be configured so that any run-off from the buffer strip is discharged to the legal point of discharge.

Porous and permeable pavements

Porous and permeable pavements allow stormwater run-off to infiltrate to the underlying soils rather than running off impervious surfaces into the stormwater drainage system.

Porous pavements comprise of traditional masonry tiles that have a porous jointing material between the tiles. The jointing material generally comprises of sand or gravel, and allows the stormwater to pass through to the ground below.

Permeable pavements comprise of either tiles or solid pavements that have been designed to allow stormwater to pass through the tile or pavement surface to the ground below.

Porous and permeable pavements are often used in lieu of concreted surfaces for paths and courtyard areas. The infiltration of stormwater into the underlying soils provides passive irrigation and helps to increase the volume of water infiltrated to the local groundwater table.

Note: Areas to be covered with permeable paving are assumed to be pervious and can be excluded from STORM calculations. Areas to be covered with permeable paving must be clearly indicated on town

Green roofs, walls and façades

Green roofs, walls and façades can be added to new or existing buildings and can be used to treat and retain stormwater. They also compensate for the loss of urban greenery, and provide localized cooling and aesthetic improvements.

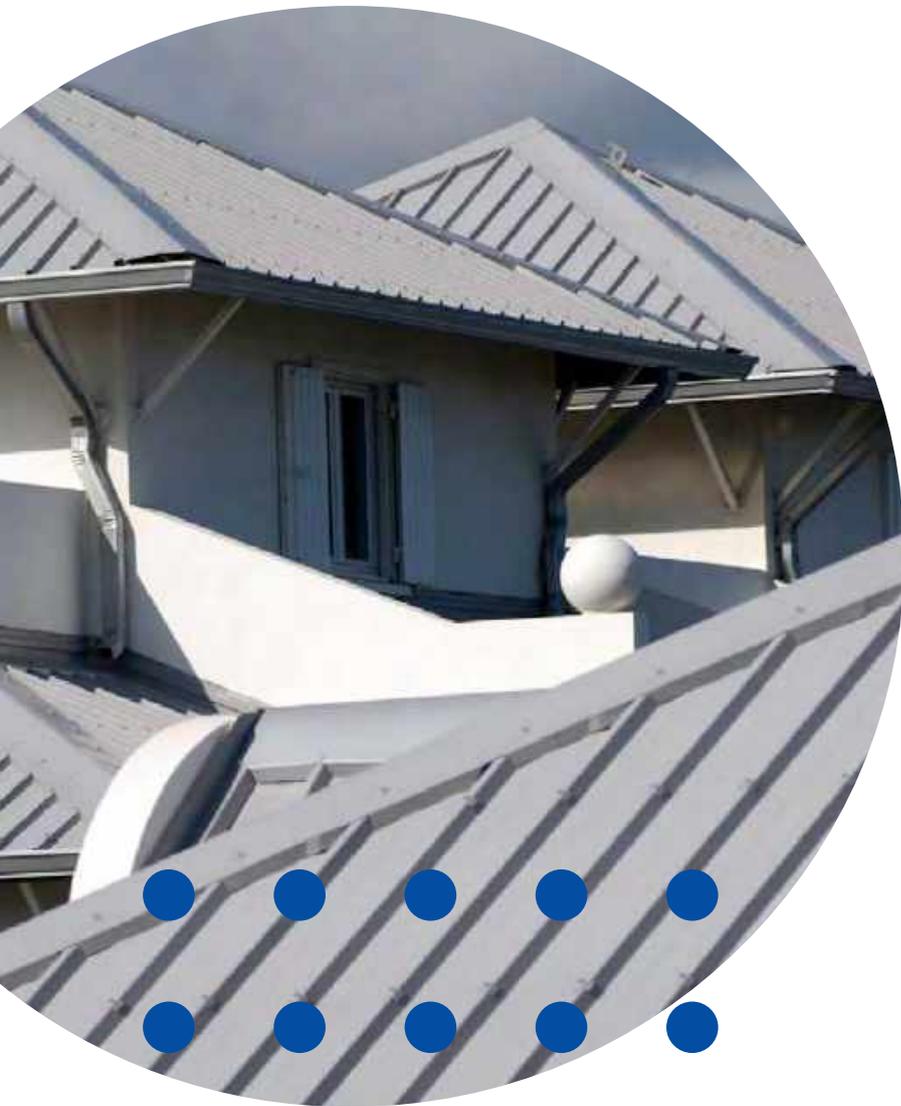
Green roofs are vegetated landscapes growing in a shallow growing substrate. The depth of the substrate is tailored to the type of vegetation to be planted and the weight capacity of the building's roof. Rainfall on the roof surface is removed by evapotranspiration. Water that filters through the growing substrate can be collected in a rainwater tank and use to irrigate the green roof or supply other water demands. Green roofs with an appropriate growing media ≥ 100 mm deep can be treated as pervious surfaces for the purpose of assessing a stormwater treatment strategy.

Green walls support vertical growing systems, and comprise of series of interconnected planting containers attached to an internal or external wall. Green walls can provide an attractive design feature whilst creating a cooler microclimate and improving local air quality. Green walls need to be regularly irrigated and may be connected to a rainwater tank to maximize rainwater use.

A green façade is created by growing climbing plants up and/or across the façade of a building. Climbing plants can attach directly onto the surface of the building or can be supported on a structure (e.g. frame) independent of the building. Green façades can also be irrigated using rainwater.

Please refer to the Growing Green Guide (www.growinggreenguide.org/) for additional information on green roofs, walls and façade's.





Step C

Size rainwater tank and/or treatment system

The size of the rainwater tank and/or WSUD treatment system required to meet best practice standards may be determined using two commonly used industry tools.

Option 1 – STORM Calculator

The STORM Calculator developed by Melbourne Water, is a user friendly, free online calculator that can be used to assess whether best practice water quality objectives have been achieved for a site.

The STORM Calculator requires that the total development area and all impervious areas within the site are listed, including impervious areas where no treatment will be provided for stormwater run-off. The calculator enables users to select from a range of WSUD treatment types.

Where a rainwater tank is used, the number of bedrooms is used estimate the demand for rainwater from the tank. The tool assumes 1 person per bedroom and a toilet flushing demand of 20 litres of water per person per day.

Where rainwater will be used to supply the laundry cold water tap, in addition to flushing the toilets, an extra bedroom can be added in the STORM assessment. This enables the calculator to account for the additional use of water in the laundry.



The overall STORM score is a weighted average of the scores for each impervious surface. An overall STORM score of 100% is required to demonstrate that best practice water quality objectives have been achieved for the site. The STORM Calculator enables users to iteratively change the size of WSUD treatment systems to obtain a STORM score of 100%.

The results of the STORM assessment must be submitted to Council as part of the WSUD Response to demonstrate compliance with the Clause 22.12 objectives.

STORM is appropriate to use for development sites that are 1 000m² or less. For sites over 1 000m² or where the sites impervious fraction is less than 40% or if multiple treatment trains are intended to be used or the site and development are too complex then refer to Option 2 - MUSIC.

The STORM Calculator can be accessed online at www.storm.melbournewater.com.au

Note: For a rainwater tank to contribute to meeting Part 3.12 of the National Construction Code (NCC) for a new residential building, it must be at least 2,000L, receive run-off from at least 50m² of roof and supply all toilets in the building. In some instances a rainwater tank less than 2,000L will be sufficient to achieve a STORM rating of 100% however the applicant may choose to adopt a 2,000L tank to get credit towards Part 3.12 or keep the tank size below 2,000L and adopt a solar hot water system to comply with Part 3.12

Option 2 - MUSIC

The Model for Urban Stormwater Improvement Conceptualisation (MUSIC) is a modelling tool that uses historic rainfall data to estimate catchment run-off and predict the performance of urban stormwater management systems. It enables a significantly higher degree of modelling complexity and flexibility compared to the STORM calculator.

MUSIC is developed by eWater, an Australian Government owned not-for-profit organisation. MUSIC users must have a software licence and a minimum level of training and competency to develop a MUSIC model.

MUSIC models for development sites must be developed in accordance with the Melbourne Water MUSIC Guidelines (MUSIC Guidelines: Recommended input parameters and modelling approaches for MUSIC users. Melbourne Water, 2016). MUSIC can be purchased online at www.ewater.org.au

Council advises that MUSIC is used for all sites above 1 000m² or where the sites impervious fraction is less than 40% or if multiple treatment trains are intended to be used.

Melbourne Water MUSIC Guidelines can be accessed at: <https://www.melbournewater.com.au/Planning-and-building/Applications/Documents/Music-tool-guidelines.pdf>

Note: The basis for the rainwater or stormwater harvesting demands used in the MUSIC model must be provided. For residential developments, no justification for demand is required if the daily water demand in Table 1 are adopted. Outdoor water demands should not be included in the MUSIC model unless evidence is provided that these demands will persist for the life of the

Note: The City of Port Phillip do not accept nitrogen reductions from Gross Pollutant Traps (GPT's) or other proprietary stormwater systems within MUSIC calculations and as a proxy for raingardens in the STORM tool.

Table 1: Council approved rainwater tank demands

Use	Water demand
Toilet flushing ¹	20 litres per person per day (assume an average of one person per bedroom for residential sites)
Laundry ¹	21 litres per person per day
Hot water ²	45 litres per person per day

¹ Toilet and laundry based on Gan & Redhead (2013) Melbourne Residential Water Use Studies.

² Hot water demand based on data provided by Sustainability Victoria (sustainability.vic.gov.au).

The MUSIC model and a summary of the modelled stormwater treatment performance must be submitted to Council as part of the WSUD Response as a digital .sqz file. Note: Any variations to the MUSIC default settings must be clearly indicated.



How to prepare a Clause 22.12 Stormwater Management Assessment

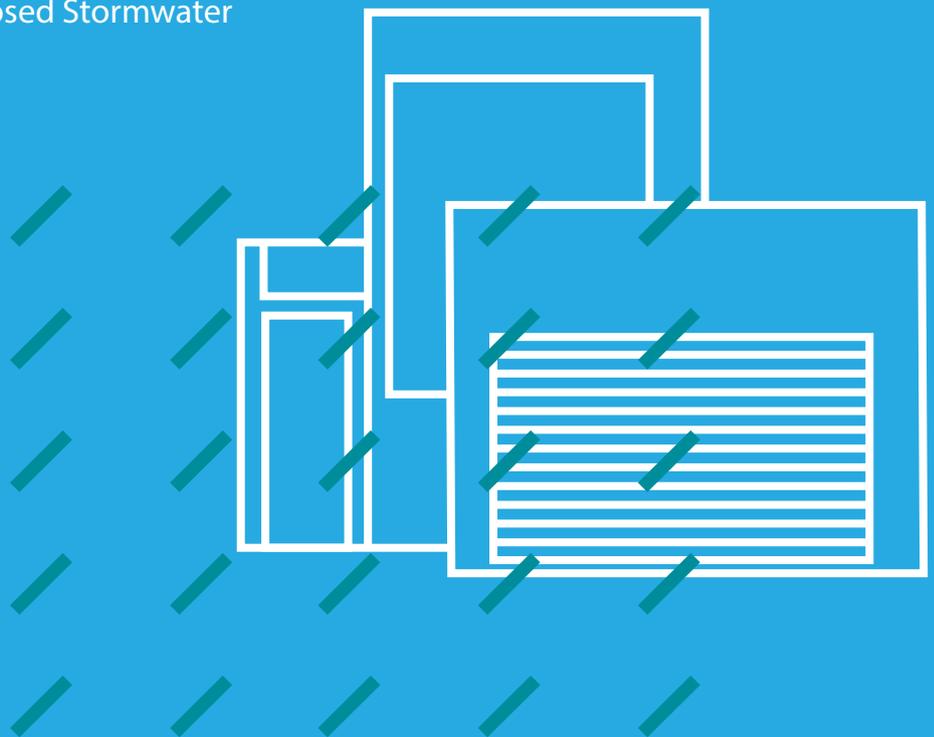
4



A planning application for a new development must be accompanied by a Stormwater Management Assessment which outlines how the treatment of stormwater run-off from the proposed development site complies with the objectives of Clause 22.12.

The SMA response submitted to Council must be a succinct report that includes the following information:

1. Stormwater Summary Report describing the proposed stormwater treatment system
2. A site layout plan
3. Design details of the proposed Stormwater treatment systems
4. Site Management Plan



The checklist below summarises the information that is required to be submitted in each of these components.

Item 1: Stormwater Summary Report

The Stormwater Summary Report describes the stormwater treatment system as set out in the Site Layout Plan, including how it performs against the requirements of Clause 22.12.

The Stormwater Summary Report should outline:

1. Proposed changes to the site including;

- Existing site conditions
- Extent to which existing buildings are to be demolished (if applicable)
- What the proposed development will look like

2. Catchment areas (impervious and pervious) including;

- Overall site area
- Table and/or figure/ site or roof plan summarising impervious and pervious surface areas that are equal to 100% of the site area

3. Proposed stormwater treatment system/s including;

- Type of treatment system
- Treatment system locations
- Impervious catchment areas being treated by each system
- Rainwater demands
- Connections between treatment systems
- Connections to the legal point of discharge

4. A summary of the stormwater treatment modelling undertaken for the development site, including:

- Either a STORM rating report, or MUSIC model and treatment performance
- A statement of compliance confirming that the proposed Stormwater Quality Strategy complies with the objectives of Clause 22.12.

Examples for a range of common development types are provided in the Appendix.

Item 2: Site layout plan

The site layout plan which forms part of the town planning drawings submitted as part of the planning application should identify the following information, ensuring consistency with the description and modelling outlined in the Stormwater Summary Report:

- Proposed site layout including the site boundary (including title dimensions and co-ordinates), existing and proposed buildings, external infrastructure (e.g. concrete and paved areas, pools, patios, decks) and landscape features (e.g. garden beds, turf areas).
- Legal point of discharge for stormwater run-off. If unknown, contact Engineering Services at Council to determine the legal point of discharge.
- All impervious and pervious surfaces including the area (m²). Arrows should be used to indicate the direction of flow for impervious surfaces. For example, run-off from a roof area may be directed to different areas of the site. The roof sub-areas should be clearly identified and direction to which the run-off is directed identified. Impervious areas for which there will be no run-off treatment should be clearly marked.

- Proposed location and size of the proposed WSUD treatment system/s. This should include an indication of the pipe network connected between each impervious surface and the corresponding WSUD treatment system to demonstrate feasibility.

Item 3: Design details

The design details of all proposed WSUD treatment systems should be provided. A detailed checklist of requirements to include for each specific WSUD treatment type are provided in the Appendix.

In general, plan views and cross sections should be provided (as relevant), showing

- Dimensions of any treatment/tanks (area, height, width, length)
- All drainage pipe infrastructure
- Details of the downpipe connections
- Details of overflow connection to the legal point of discharge
- Details and location of any pump system and mains water switch system
- Details of the pipe connections between any rainwater tank and end uses (e.g. toilet/s, laundry cold water taps and garden, if applicable).
- Details of backflow control devices
- Levels for each WSUD treatment including surface level, batter slopes, extended detention depth, filter layers, underdrain system
- Plant species and planting densities to be used in any vegetated treatment systems.

Typical section details are located as an appendix and on our website in .dwg format. These will be suitable for submission at the planning phase of your application.

Item 4: Site management plan

The site management plan should explain how the site will be managed during the construction phase, to avoid stormwater pollution during on-site works. The plan should include:

- a statement outlining the construction measures required to prevent litter, sediments and pollution entering stormwater systems during construction.
- be communicated to the site contractors with the construction measures outlined in the plan incorporated into the site construction management plan.

For small developments of less than 10 dwellings, a short form site management plan response referring to the EPA Construction Techniques for Sediment and Pollution Control is considered acceptable.

Environmental Protection Authority (EPA) Victoria Construction techniques for sediment pollution control www.epa.vic.gov.au/our-work/publications/publication/1991/may/275

Reducing stormwater pollution from construction sites www.epa.vic.gov.au/~/_media/Publications/981.pdf

A more detailed site management plan is required for large scale developments (10 dwellings or more (residential) or 1000m² (non-residential)). An example of a site management plan for a large scale development is provided in Appendix B.

Item 5: Maintenance program

The critical element of this step is to advise how the proposed WSUD stormwater treatment will be maintained in the future.

The maintenance program should include:

- A clearly labelled diagram identifying the key elements that need to be regularly inspected and maintained
- A maintenance checklist summarising the key treatment system elements, inspection and maintenance tasks and frequency

Example maintenance manuals for common WSUD treatment systems are available from Council's website (www.portphillip.vic.gov.au/sustainable-design.htm):

- Rainwater tanks www.portphillip.vic.gov.au/Maintenance_Manual_Rainwater_Tank.pdf
- Raingardens
- www.portphillip.vic.gov.au/Maintenance_Manual_Raingarden.pdf
- Porous pavements
- www.portphillip.vic.gov.au/Maintenance_Manual_Porous_Pavement.pdf

The maintenance manuals provide lists

of the key tasks required to maintain these WSUD treatment systems and the recommended frequency of each maintenance task. Where applicable, these manuals may be included as part of the SMA response in lieu of developing site specific maintenance programs for these WSUD treatment systems. At the planning phase applicants are encouraged to fill out the details that are known at the time and to leave sections such as construction date, building inspections dates and maintenance logs empty. Evidence of this document indicates that a maintenance plan is in place and will be filled out accordingly by the asset owner. Alternatively submissions may contain a customised maintenance program that is specific to your project.



Appendix A: Example Stormwater Management Assessment

A1: Introduction

This SMA Response has been developed for the proposed development at 67 Beauchamp Street, St Kilda. The proposed development site is 235 m².

The site has two legal points of discharge; run-off from the western end of the site is directed to a stormwater pit located in Beauchamp Street, whereas run-off from eastern end of the site is directed to a grated stormwater drainage pit located in the courtyard area, and the stormwater conveyed to the stormwater drain in Georges Lane to the east of the allotment.



A2: Proposed SMA Response

A new residential building is proposed for the development site. The building will be double storey and have three bedrooms. The rear courtyard will be paved with porous pavers, and there will be garden beds and turfed areas to the front and rear of the property.

Stormwater run-off from the site will be treated using a rainwater tank, a raingarden and porous paving (Figure 1):

a) Rainwater tank

Run-off from the roof area (129.3 m²) will be diverted to a 1,200L rainwater tank located underneath the paved area at the rear of the property. Rainwater will be used for toilet flushing. Overflows from the rainwater tank will be discharged to the existing grated stormwater pit located at the rear of the property and conveyed to the legal point of discharge in Georges Lane.

b) Raingarden

Run-off from the front balcony and verandah areas (36.5 m²) will be diverted to a 1m² raingarden located in the front garden. The raingarden will comprise of a small basin and have 100 mm extended detention depth (ponding depth) plus 100 mm freeboard to the surrounding surface levels.

Stormwater will infiltrate through the vegetated filter media where physical and biological processes will remove pollutants including fine suspended solids, phosphorus and nitrogen. The stormwater will pass through the filter bed into an underdrain pipe and conveyed to the existing side entry pit in Beauchamp Street.

The raingarden basin will have an impermeable liner comprising of HDPE plastic. The underdrain system will be configured to create a saturated zone within the base of the basin, thus providing a permanent store of water. The depth of the saturated zone (within the drainage layer) will be set by the level of the underdrain outlet pipe. The saturated zone will provide a water source for the plants during extended dry periods.

The extended detention depth above the filter media surface (100 mm) will allow temporary ponding of the stormwater during rainfall events. When the extended detention volume is full, additional inflows to the raingarden will be discharged into the overflow pipe and conveyed to the legal point of discharge in Beauchamp Street.

It is envisaged that the raingarden will be planted with a suite of native plant species sympathetic to the surrounding garden bed planting layout.

c) Porous paving

Stormwater run-off from the rear courtyard will be infiltrated to the underlying soils using porous paving. During large rainfall events, stormwater that cannot be infiltrated via the pavers will be discharged to the stormwater drainage system via the stormwater drainage pit located in the courtyard area.

d) Other catchment areas

No treatment will be provided for run-off from the front entry path (1.85m²). Rainfall on garden beds and turfed areas to the front and rear of the property will be directly infiltrated to the in situ soils.

STORM Report

Overall site STORM Rating = 101%

Catchment	Impervious area (m ²)	Treatment type	Treatment area/ volume (m ² or L)	Occupants/Number of bedrooms	Treatment %	Tank water supply reliability (%)
Balcony and verandah	36.5	Raingarden	1	0	131	0
Roof	129.3	Rainwater tank	1,200	3	94.6	79.2
Entry path	1.85	None	0	0	0	0
Garden beds and turfed areas	21.5	Not included in STORM as pervious surface				

Statement of compliance:

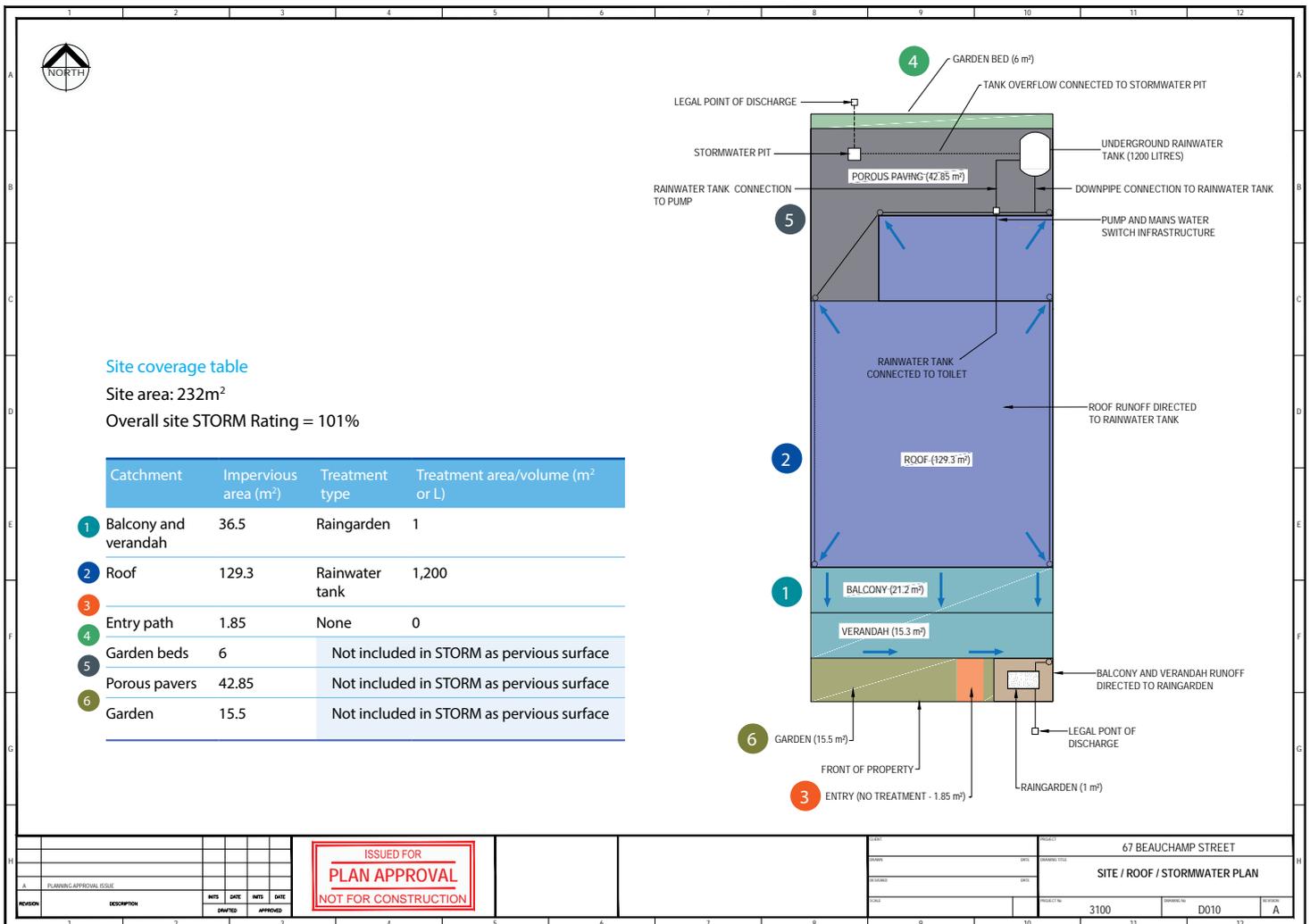
The STORM results indicate that the proposed Stormwater Quality Strategy complies with the objectives of Clause 22.12.

A3: Site Layout Plan

The site layout showing the stormwater management components of the proposed development are shown in Figure 1.

This page is available as a separate document and .dwg file on our website www.portphillip.vic.gov.au/sustainable-design.htm

Figure 1: Site Layout Plan for 67 Beauchamp St, St Kilda.



A4: Design Details

The preliminary design details of the stormwater treatment systems are provided below. These details are available as a separate documents and .dwg file on our website www.portphillip.vic.gov.au/sustainable-design.htm

A5: Site Management Plan

The project proponent recognises the need to identify and mitigate the potential environmental impacts associated with stormwater runoff, including erosion and sediment control during the construction process.

The construction site will be managed in accordance with the EPA (1991) 'Construction Techniques for Sediment and Pollution Control' to prevent sediments and pollutants from entering the local stormwater drainage system or adjoining properties.

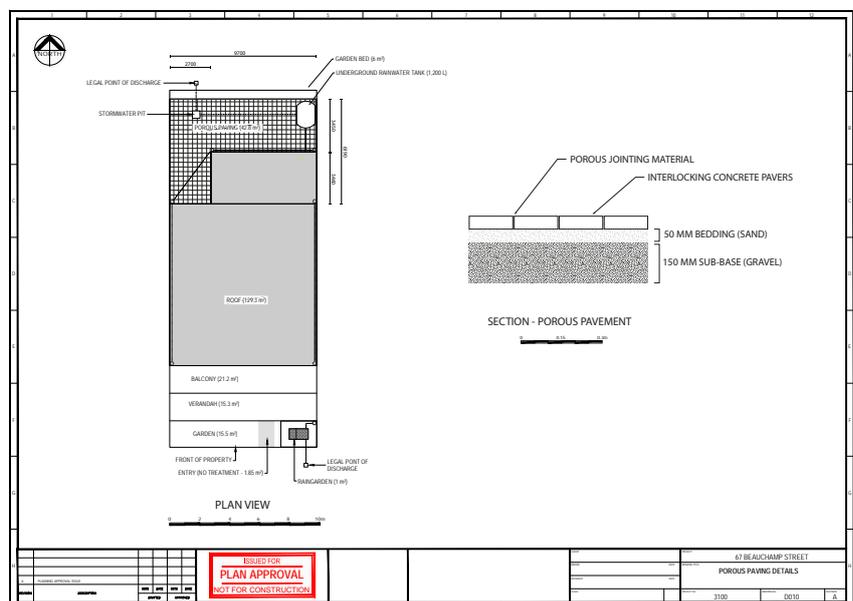
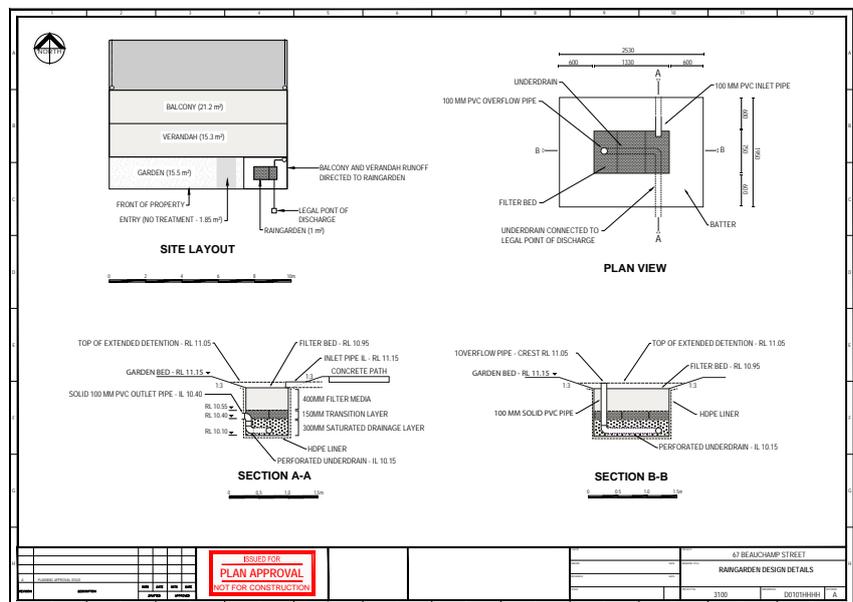
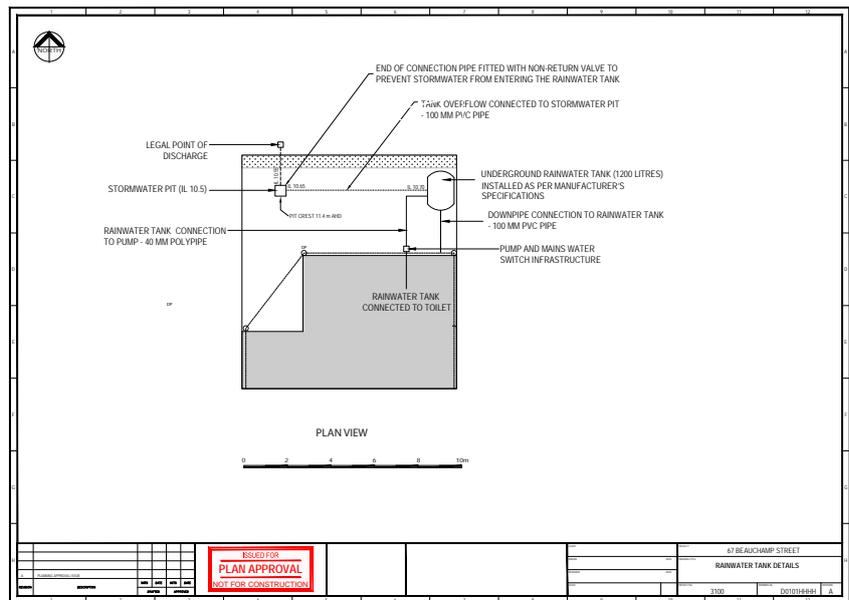
Risks to be managed during the site construction include:

- Erosion and pollutants from vehicle access and works areas
- Erosion and deposition from stockpiles
- General erosion and site runoff
- Litter management

Specific actions to mitigate the above risks will be the responsibility of the site contractor and will be confirmed with Council prior to the commencement of construction.

A6: Maintenance program

The rainwater tank and, raingarden and porous pavement will be maintained in accordance with the maintenance programs provided by Council (www.portphillip.vic.gov.au/sustainable-design.htm).



Appendix B:

Example Stormwater Management Assessment

This section provides examples of how the Clause 22.12 objectives may be achieved for a range of common urban development types.

Example One: New residential building

A new residential building is proposed for on a 235 m² development site (Figure 2). The building will be double storey and have three bedrooms.

Run-off from the roof area (129.3 m²) will be diverted to an underground rainwater tank located under the turfed area at the rear of the property.

Rainwater will be used for toilet flushing.

Run-off from the front balcony and verandah (36.5 m²) will be diverted to a 1m² inground raingarden (100 mm ponding depth) located in the front garden.

The rear courtyard will be paved with porous pavers, and there will be garden beds and turfed areas to the front and rear of the property.

No treatment will be provided for run-off from the front entry path (1.85 m²).

STORM Report

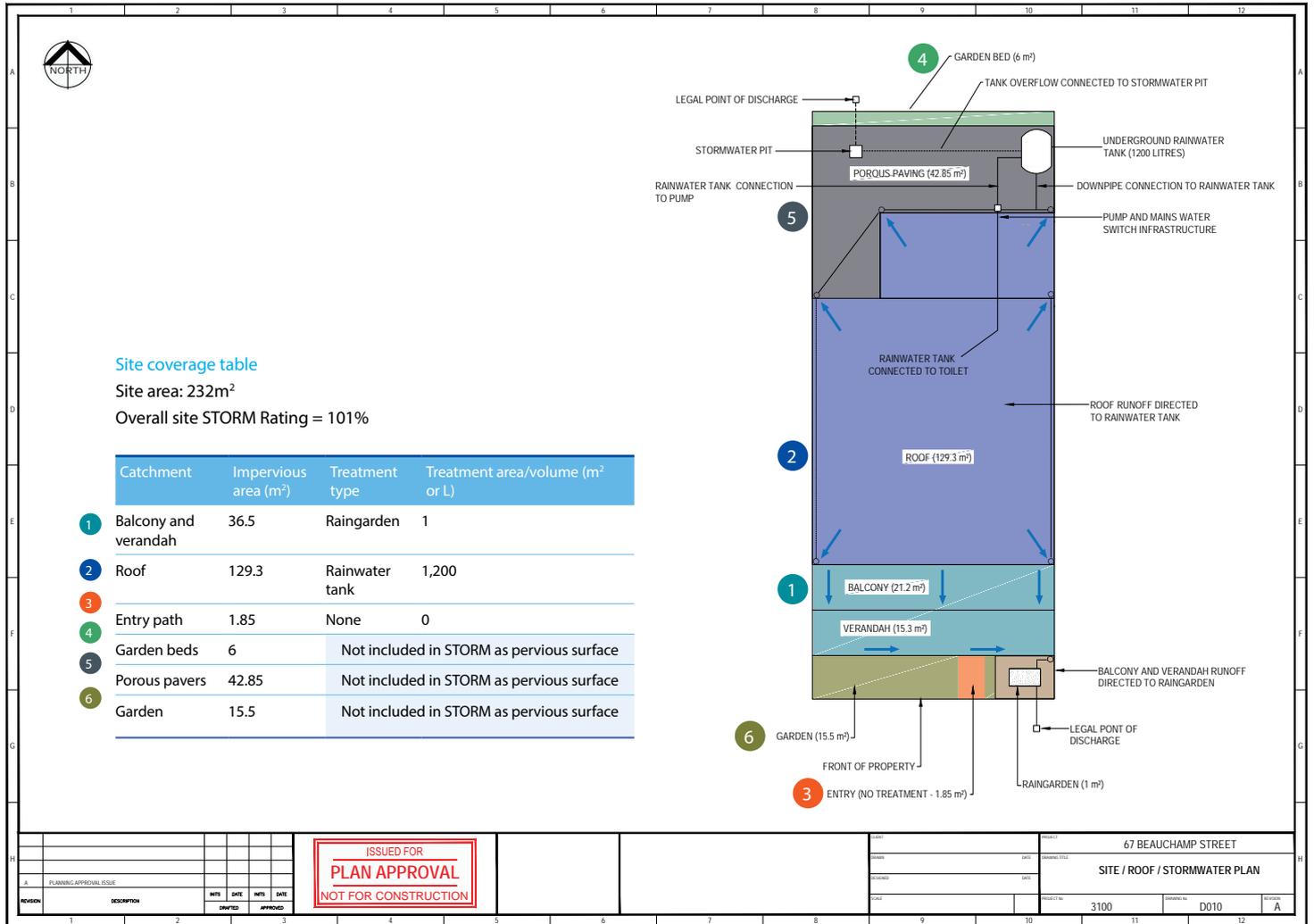
Overall site STORM Rating = 101%

Table 2: Example One STORM summary.

Catchment	Area (m ²)	Treatment type	Treatment area/volume (m ² or L)	Occupants/Number of bedrooms	Treatment %	Tank water supply reliability (%)
Balcony and verandah	36.5	Raingarden	1	0	131	0
Roof	129.3	Rainwater tank	1,200	3	94.6	79.2
Entry path	1.85	None	0	0	0	0
Garden beds and turfed areas	21.5	Not included in STORM as pervious surface				
Porous pavers	42.85	Not included in STORM as pervious surface				

(From www.storm.melbournwater.com.au)

Figure 2: Example One – Residential site layout plan.



Example Two: Residential extension

An extension to an existing residential building is proposed on a 328m² development site.

The extended building will comprise of 188.7m² of roof, installation of permeable paving along the northern boundary (28.1m²), a small shed (4.1m²), a swimming pool with surrounding paved areas (30.5m²), timber decking and garden beds adjacent to the pool area (Figure 3).

Run-off from south-east roof area of the existing residential building (49.1m²) will be diverted to a 1m² inground raingarden (100mm ponding depth) located in the front garden of the property.

Run-off from the remaining roof areas (139.6m²) including both the extension and existing roof areas, and the shed (4.1m²) will be diverted to a 1,200L rainwater tank and used for toilet flushing and laundry taps (three bedrooms plus laundry).

The diversion of run-off from the existing roof area to the rainwater tank will require re-pitching of the gutter along the northern side of the building to ensure that it drains towards the rear of the property.

Run-off from the paved areas adjacent to the swimming pool will be diverted to the pool and will not be treated. The large deck area between the pool and building extension will be constructed over bare ground and is assumed to act as a pervious surface.

STORM Report

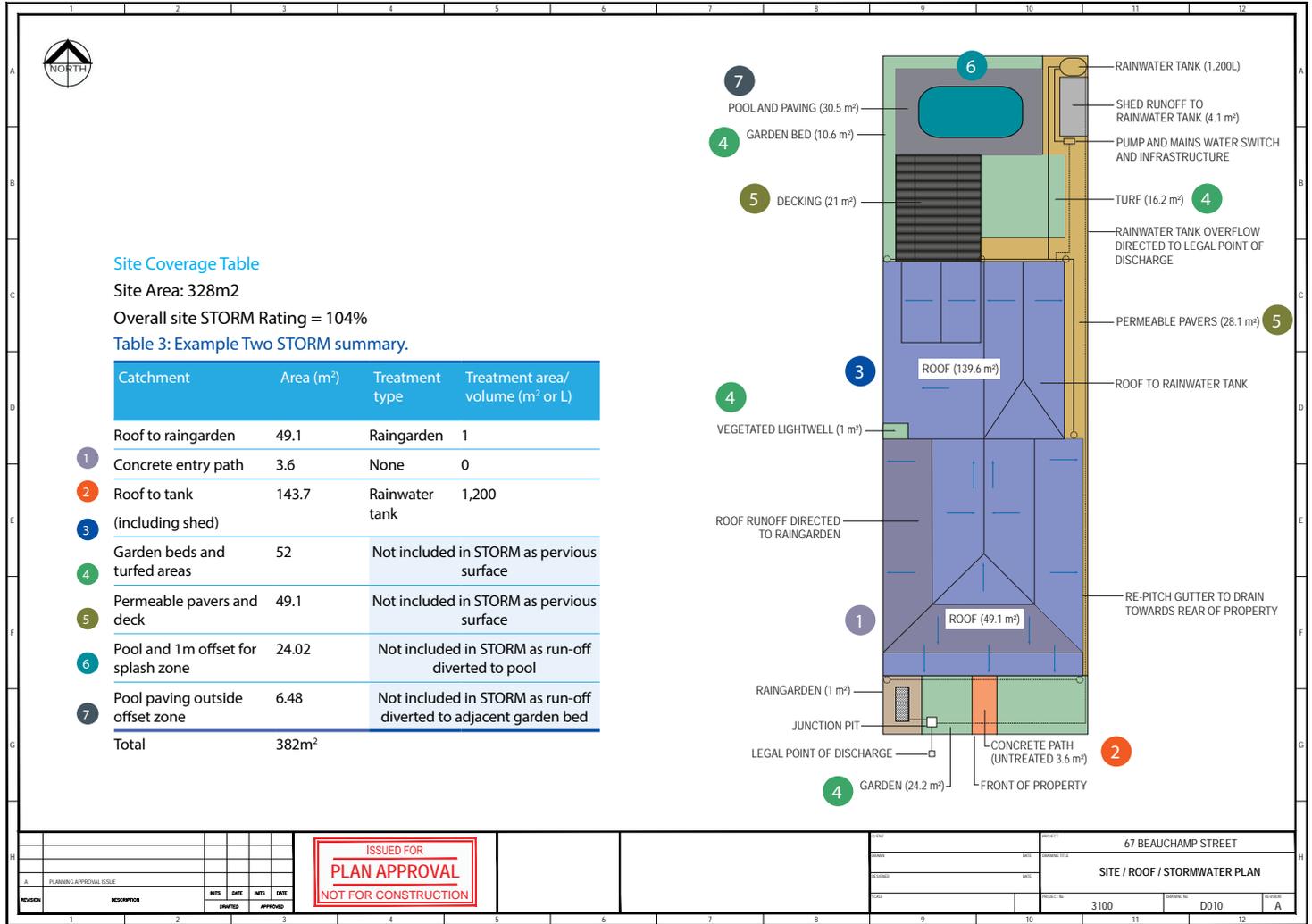
Overall site STORM Rating = 104%

Table 3: Example Two STORM summary.

Catchment	Area (m ²)	Treatment type	Treatment area/volume (m ² or L)	Occupants/Number of bedrooms	Treatment %	Tank water supply reliability (%)
Roof to raingarden	49.1	Raingarden	1	0	128.2	0
Concrete entry path	3.6	None	0	0	0	0
Roof to tank (including shed)	143.7	Rainwater tank	1,200	3	98.2	68.7
Garden beds and turfed areas	52	Not included in STORM as pervious surface				
Permeable pavers and deck	49.1	Not included in STORM as pervious surface				
Pool and 1 m offset for splash zone	24.02	Not included in STORM as run-off diverted to pool				
Pool paving outside offset zone	6.48	Not included in STORM as run-off diverted to adjacent garden bed				

(From www.storm.melbournewater.com.au)

Figure 3: Example Two – Residential extension site layout plan.



Example Three: Commercial

A commercial office building is proposed on a 150 m² development site. The building will occupy the entire site and comprise of three stories with five offices and three toilets. The typical building occupancy is estimated to be at least 10 people (i.e. equivalent to a residential development with ten bedrooms)

(Figure 4). Run-off from the roof area (134 m²) will be diverted to a rainwater tank located in the basement of the building. The rainwater will be used for toilet flushing. Run-off from the terrace (16 m²) will not be treated and will be discharged to the stormwater drainage system at the legal point of discharge for the site.



STORM Report

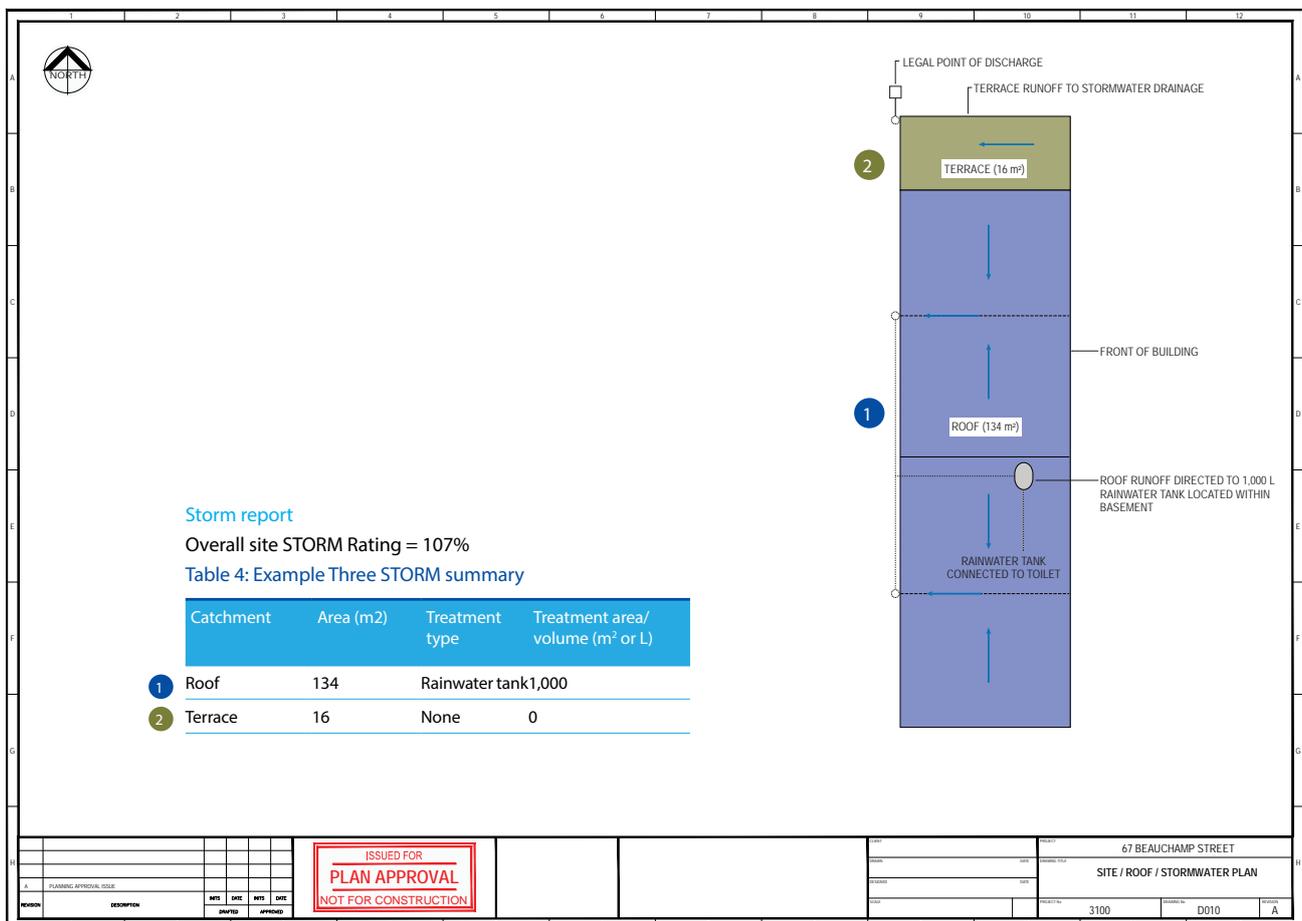
Overall site STORM Rating = 107%

Table 4: Example Three STORM summary.

Catchment	Area (m ²)	Treatment type	Treatment area/volume (m ² or L)	Occupants/Number of bedrooms	Treatment %	Tank water supply reliability (%)
Roof	134	Rainwater tank	1,000	10	119.5	54
Terrace	16	None	0	0	0	0

(From www.storm.melbournewater.com.au)

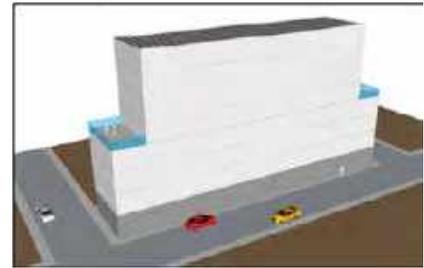
Figure 4: Example Three – Commercial site layout plan.



Example Four: Mixed use

The mixed use development comprises of retail outlets at ground level and residential apartments on floors one to seven. The total area of the development is 502 m², comprising of a 402 m² roof area above the seventh floor and two 50 m² terraces at either end of the fourth floor (Figure 5). There are 12 residential units, each with three bedrooms.

Stormwater run-off from a portion of the roof (242 m²) will be diverted to a 2,500 L rainwater tank located within the basement. Rainwater will be used within the building for toilet flushing. Stormwater runoff from the remaining areas of the roof at either end of the building (80 m² x 2) will be diverted to planter box raingardens located on the balconies. Treated stormwater from the raingardens and untreated run-off from the balconies will be discharged to the stormwater system at the legal point of discharge.



STORM Report

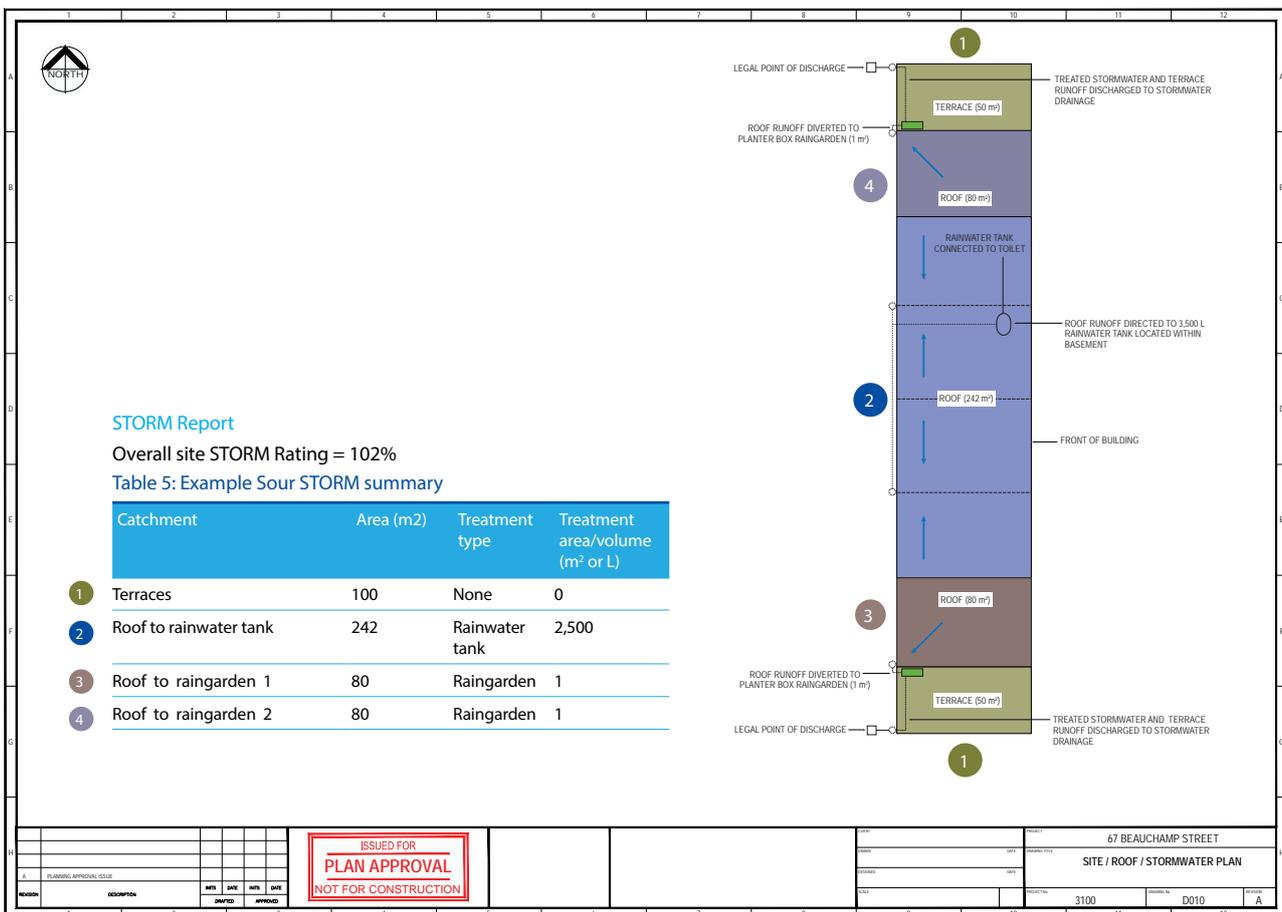
Overall site STORM Rating = 102%

(From www.storm.melbournewater.com.au)

Table 5: Example Sour STORM summary.

Catchment	Area (m2)	Treatment type	Treatment area/volume (m ² or L)	Occupants/Number of bedrooms	Treatment %	Tank water supply reliability (%)
Terraces	100	None	0	0	0	0
Roof to rainwater tank	242	Rainwater tank	2,500	36	132.5	62
Roof to raingarden 1	80	Raingarden	1	0	118.5	0
Roof to raingarden 2	80	Raingarden	1	0	118.5	0

Figure 5: Example Four – Mixed use site layout plan.



Appendix C: Example Site Management Plan - Large Scale Developments

C1: Introduction

This Site Management Plan (SMP) has been developed for the proposed development at 34 Granite Road, Port Melbourne. The proposed development comprises of 12 two storey residential units.

Stormwater runoff from the site is directed to two legal points of discharge; a) a side entry pit located in Granite Road, and b) a stormwater drain located in Tyler Lane (located at the rear of the allotment).

The project proponent recognises the need to identify and mitigate the potential environmental impacts associated with stormwater runoff, including erosion and sediment control during the construction process. This includes managing the site in conjunction with the current best practice environmental management practices to prevent sediments and pollutants from entering the local stormwater drainage

system or adjoining properties.

The SMP is separated into two components:

1. An erosion and sediment risk assessment, and
2. A site plan identifying risks and mitigation requirements.

C2: Risk Assessment Methodology

An erosion and sediment risk assessment was undertaken based on the risk methodology outlined in EPA Victoria – Site Management Plan Guidance Notes, 2015. The risk assessment requires the consideration of 'likelihoods' and 'risks' for potential risks. The risk matrix from the EPA

document is provided in Table 6.

C3: Site risk assessment and proposed mitigation measures

The potential risks and proposed mitigation responses associated with erosion and sediment control for the proposed development are outlined in Table 7.

Table 6: Risk matrix adopted from the EPA Victoria – Site Management Plan Guidance Notes.

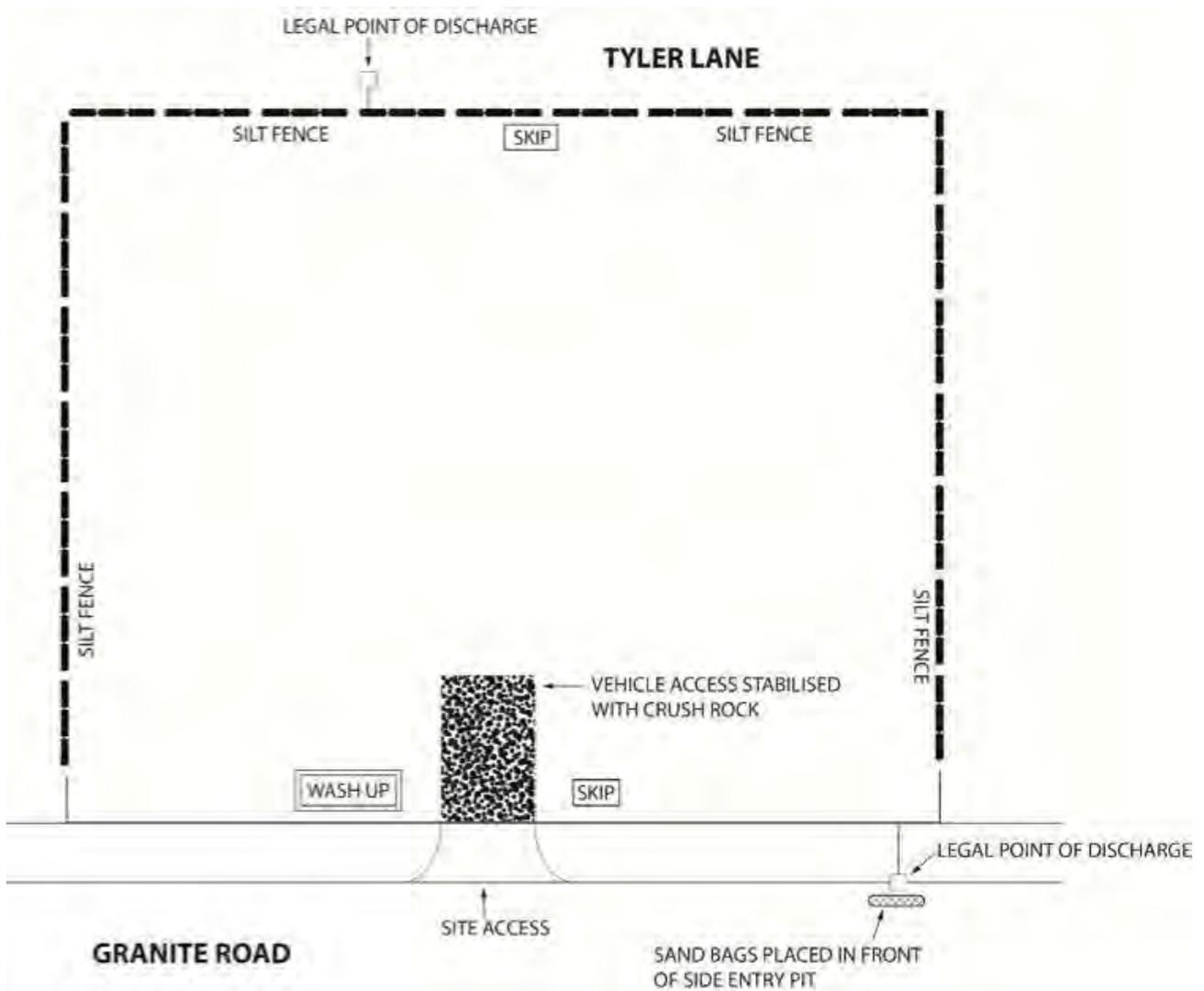
Likelihood		Rare	Unlikely	Likely	Certain
Consequence	Catastrophic	Medium	Significant	Significant	Significant
	Major	Medium	Significant	Significant	Significant
	Moderate	Low	Medium	Significant	Significant
	Minor	Low	Low	Medium	Medium

Table 7: Potential risks and proposed mitigation measures associated with erosion and sediment control for the proposed development at 34 Granite Road, Port Melbourne.

Risk	Overall risk	Mitigation measure
Erosion and pollutants from vehicle access and works	Low	<p>Vehicle access to development site to be limited.</p> <p>Vehicle access points to be stabilised with crushed rock.</p> <p>Signage on 'no go' areas to be provided.</p> <p>Provide sediment retention structures (Figure 6).</p>
Erosion and deposition from stockpiles	Significant	<p>Construction works to be limited to dryer periods when possible.</p> <p>Stockpiling of soils/brickies sand to be limited.</p> <p>Sediment retention barriers to be placed around stockpiles.</p> <p>Erosion control blankets to be placed over stockpiles.</p> <p>Sediment retention barriers to be placed between construction site and adjoining properties, roads and lanes.</p>
General erosion and site runoff	Medium	<p>Construction works to be limited to dryer periods when possible.</p> <p>Vehicle access to development site is to be limited.</p> <p>External stormwater runoff should not be allowed to enter the development site.</p> <p>Signage on 'no go' areas to be provided.</p> <p>Sediment traps/filters to be placed in front of side entry pits (legal points of discharge on Granite Road) and any areas of the site that are subject to overland runoff from the site.</p> <p>Place sediment retention barrier around the stormwater pit located to the rear of the property.</p> <p>Sediment traps/filters are to be checked on a weekly basis to ensure that they are functioning as intended.</p> <p>Temporary down pipes are to be installed and stormwater runoff from the roof areas diverted to the legal points of discharge prior to the installation and commission of the rainwater tank.</p> <p>Side entry pits and stormwater junction pits to be cleaned of sediment following completion of the construction works.</p>
Litter management	Low	<p>Rubbish bins are to be provided including recycling bins.</p> <p>Rubbish bins are to be regularly emptied.</p> <p>Signage is to be provided for contractors identifying the requirement to use rubbish bins.</p> <p>Separate bins for paints and solvents to be provided.</p> <p>Rubbish bins are to be shut (where fitted with lids) or tarps installed following the completion of construction work each day.</p> <p>The construction site is to be swept each day following works to ensure that loose waste is not blown from the site.</p> <p>Bricks should be cleaned by brick layers during construction. No acid brick cleaning to occur on site.</p> <p>Ensure that the site superintendent understands the importance of onsite litter management.</p>

C4: Site plan identifying risks and mitigation requirements

Figure 6: Site plan identifying proposed sediment and erosion control mitigation measures at 34 Granite Road, Port Melbourne.



Appendix D:

Port Phillip Planning Scheme Clause 22.12

22.12 Stormwater Management (Water Sensitive Urban Design)

This policy applies to applications for:

- New buildings
- Extensions to existing buildings which are 50 square metres in floor area or greater.
- A subdivision in a commercial zone
- This policy does not apply to an application for:
- A subdivision of an existing building.

22.12-1 Policy Basis

Increased development can result in greater hard surface area and changes to the volume, velocity and quality of stormwater drainage into natural waterways.

Achieving improved stormwater quality is a key objective in reducing the environmental impact of urban development on waterways and receiving water bodies in the Port Phillip catchment, this policy implements the best practice performance objective outlined in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended) to achieve the objectives of the State Environment Protection Policy (Water of Victoria).

Waterways are an important environmental asset and measures that protect, or improve, water quality will be of significant benefit environmentally, socially and economically.

Incorporating stormwater treatment measure into the design of development, including wetlands, bio-retention systems and porous pavements to filter pollutants, will help to protect and improve the condition of the natural waterways and passively

irrigate urban vegetation.

Water sensitive urban design (WSUD) is the design of buildings, subdivisions and works to minimise the hydrological impact of urban development on the surrounding environment. WSUD provides the means for treating stormwater run-off in a variety of ways so that the flow is reduced, and the quality of run-off is improved. Stormwater management can take various forms in the urban environment including infrastructure upgrades, streetscape layout changes, piping reconfigurations, storage tanks, and the use of different paving.

22.12-2 Objectives

- To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives are:
 - Suspended Solids - 80% retention of typical urban annual load
 - Total Nitrogen - 45% retention of typical urban annual load
 - Total Phosphorus - 45% retention of typical urban annual load
 - Litter - 70% reduction of typical urban annual load.
- To promote the use of water sensitive urban design, including stormwater re-use.
- To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.
- To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.
- To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate

cooling, local habitat and provision of attractive spaces for community use and wellbeing.

22.12-3 Policy

It is policy to:

- Require that development applications provide for the achievement of the best practice performance objectives for suspended solids, total phosphorus and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).
- Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways. This can include but is not limited to:
 - collection and reuse of rainwater and stormwater on site
 - vegetated swales and buffer strips
 - rain gardens
 - installation of water recycling systems
 - multiple uses of water within a single manufacturing site
 - direction of flow from impervious ground surfaces to landscaped areas.
- Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:
- Appropriately designed waste enclosures and storage bins, and
- The use of litter traps for developments with the potential to generate significant amounts of litter.
- Encourage the use of green roofs, walls and façades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.

22.12-4 Application requirements

An application must be accompanied by a Water Sensitive Urban Design Response including, as appropriate

Requirement	Detail Required
A site layout plan showing the location of proposed stormwater treatment measures.	Show location, area draining to a treatment measure, and the connection points, of any: <ol style="list-style-type: none"> 1. Harvesting and Reuse Measures: such as raingarden tanks (must identify what the tank is connected to; toilets, gardens etc). 2. Water Quality Treatment Measures: such as raingardens, wetlands, buffers and swales. 3. Infiltration Measures: such as porous paving and infiltration trenches/sumps. 4. Passive Irrigation Measures: such as directing
A report outlining how the application achieves the objectives of this policy.	A report including an assessment from an industry accepted performance measurement tool such as STORM or MUSIC (or equivalent).
Design details, such as cross sections, to assess the technical effectiveness of the proposed stormwater treatment measures	Design details as appropriate to the stormwater treatment measure proposed.
A site management plan which details how the site will be managed through construction.	A statement is required outlining construction measures to prevent litter, sediments and pollution entering stormwater systems.
A maintenance program which sets out future operational and maintenance arrangements.	A statement is required outlining operational and maintenance measures to check the effective operation of all systems.

If the water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended) are not met, an application must include justification for how the development meets the objectives of this policy.

22.12-5 Decision guidelines

Before deciding on an application, the responsible authority will consider, as appropriate:

- The extent to which the development meets the objectives and requirements of this policy.
- The Water Sensitive Urban Design Response.
- Whether the application meets the best practice performance objective and treatment measures.
- Whether the proposal is designed and incorporates works to maintain, or improve, the quality of stormwater within or exiting the site.
- Whether the proposal will significantly add to the stormwater discharge or adversely affect water quality entering the drainage system.
- Opportunities for water conservation and reuse that influence the use of water sensitive urban design.
- The level of ongoing management required to achieve and maintain the desired stormwater quality measures that will be used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps.

Appendix E:

Design Detail Requirements for Various WSUD Types

22.12-6 Reference documents

City of Port Phillip Water Sensitive Urban Design Guidelines, 2009.

State Environment Protection Policy (Waters of Victoria), Environment Protection Authority, 2003 (as amended from time to time).

Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO, 1999 (as amended from time to time).

Water Sensitive Urban Design – Engineering Procedures: Stormwater, Melbourne Water, CSIRO Publishing, 2005 (as amended from time to time).

STORM calculator (as amended from time to time)

MUSIC – model for urban stormwater improvement conceptualisation tool (as amended from time to time).

22.12-7 Expiry

This policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first.

Rainwater Tanks

The design details for rainwater tanks are to include:

- Rainwater tank dimensions
- Details of the downpipe connections to the rainwater tank overflow connection
- Details and location of the pump system and mains water switch system
- Details of the pipe connections between the rainwater tank and toilet/s, laundry cold water taps and garden (if applicable).
- Details of the rainwater tank overflow connection (and backflow control if located underground) to the legal point of discharge

Raingardens

The design details for inground raingardens (and planter boxes) are to include:

- Raingarden area (m2)
- Raingarden layout (plan view)
- Cross-section plans outlining all drainage pipe infrastructure connected to the raingarden, batter slope to raingarden surface (to ensure safe level change), levels and specifications for the extended detention depth (ponding depth), filter layers, underdrain system, overflow pipe and connection to legal point of discharge.
- Planting schedule indicating plant species to be used and planting densities.

Permeable Pavements

The design details for permeable pavements are to include;

- Permeable paving area (m2)
- Type of permeable pavement to be used
- Cross sections showing the filter and bedding layers, and underdrain system (if applicable)
- Overflow connection to legal point of discharge

Appendix F: Example Stormwater Management Assessment Plans and Detail Sheets



Figure 3: Example Two – Residential extension site layout plan.

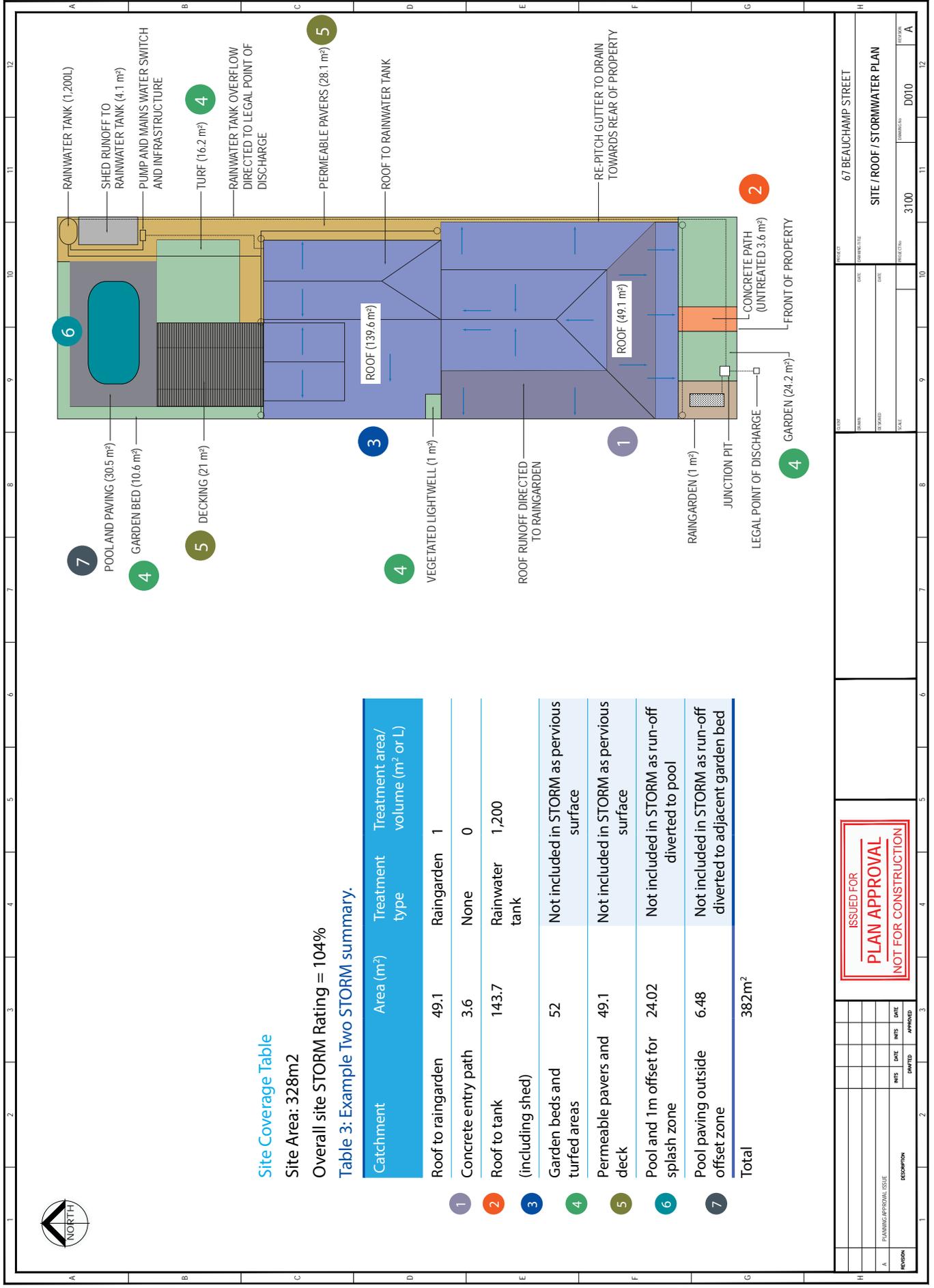
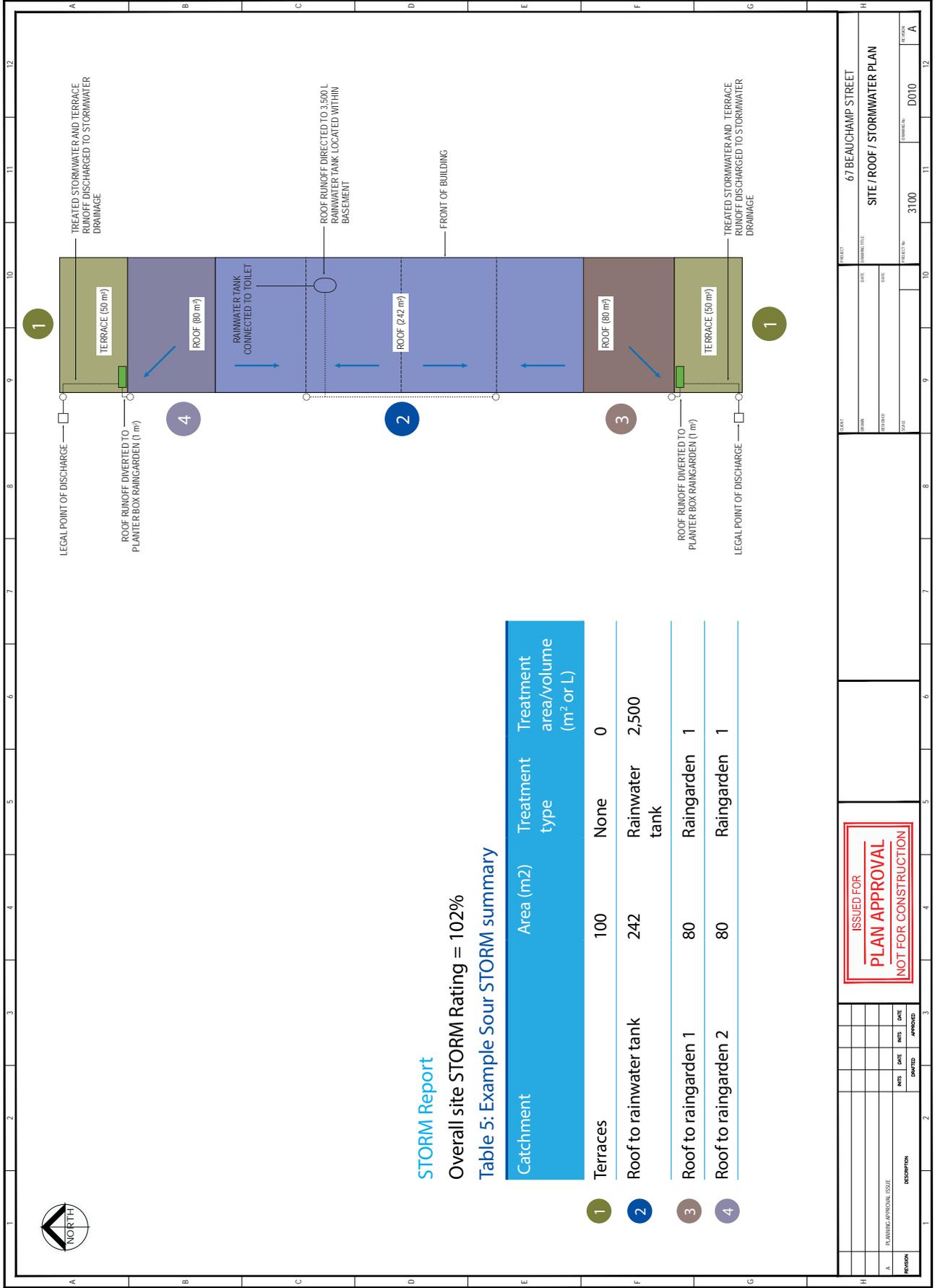
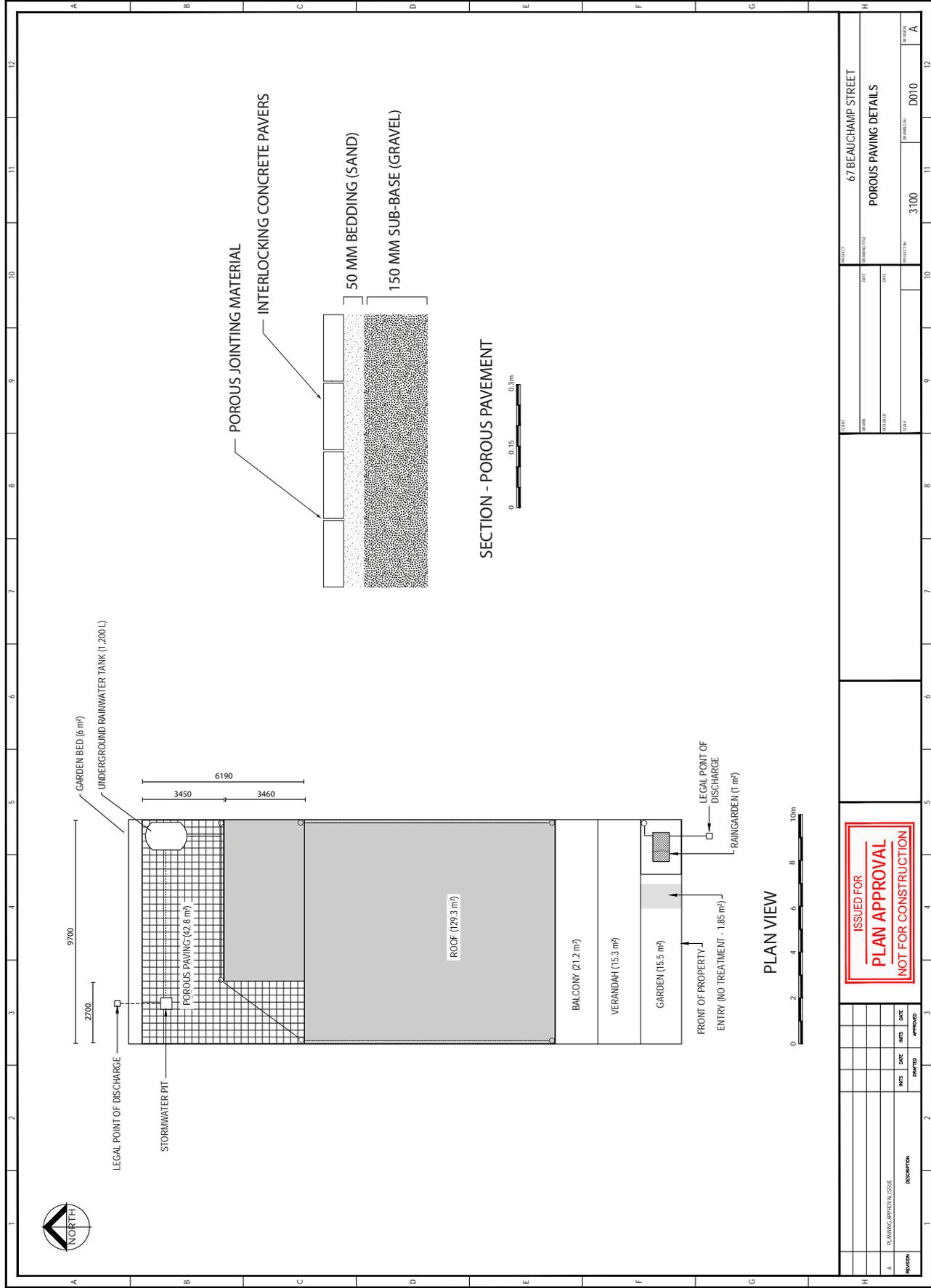
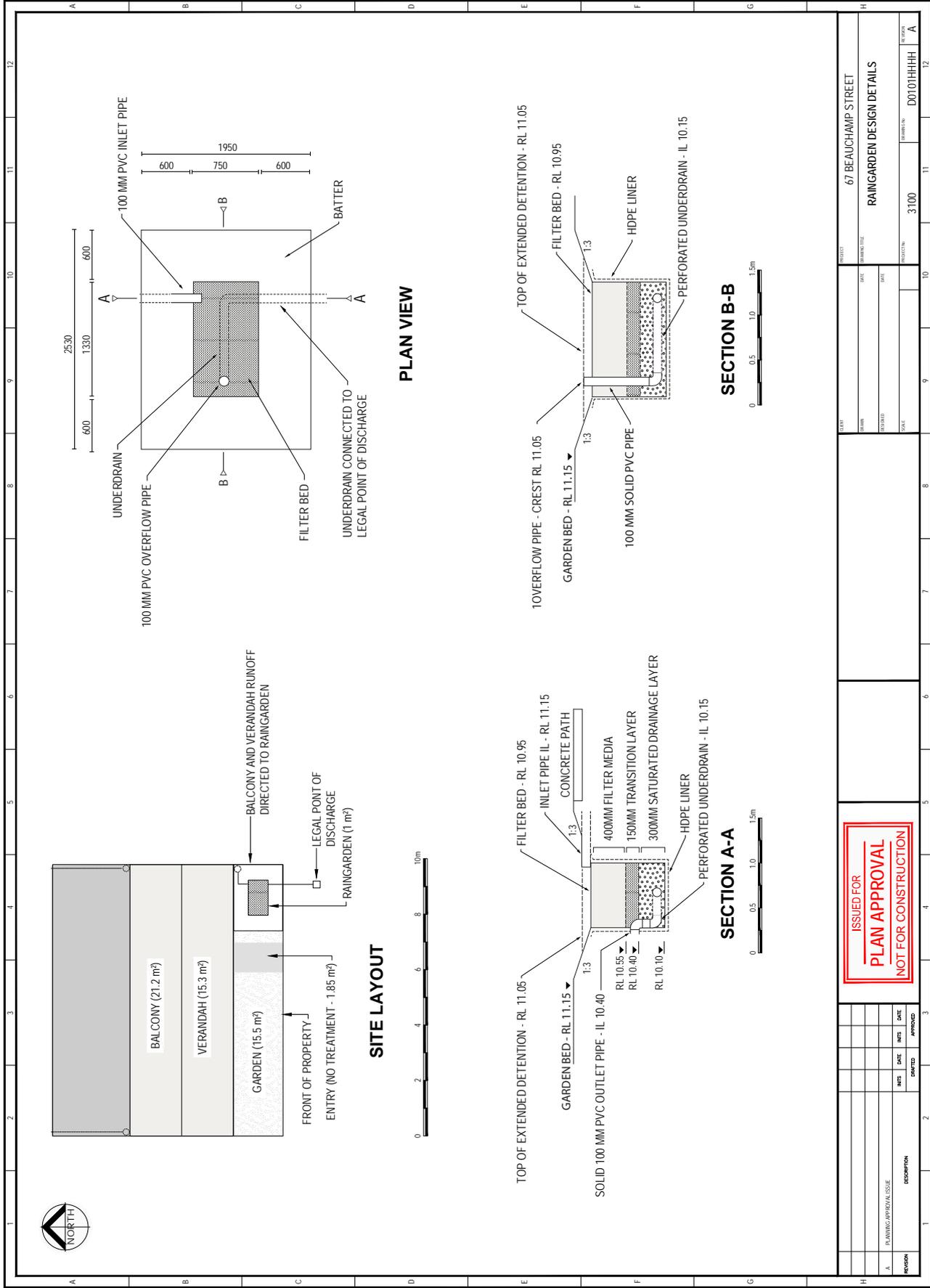
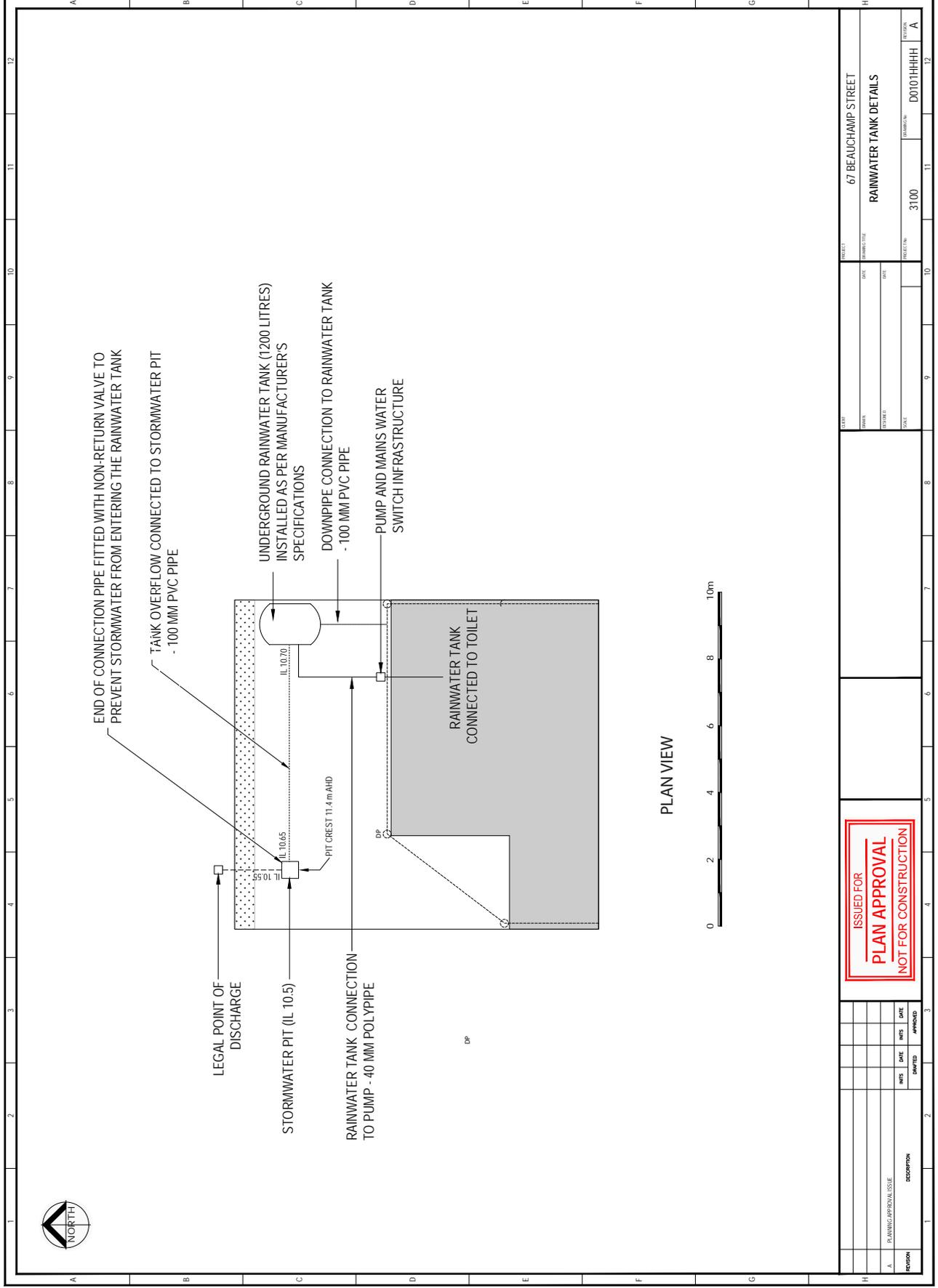


Figure 5: Example Four – Mixed use site layout plan.









ISSUED FOR
PLAN APPROVAL
 NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	DATE	APPROVED
A.	PLANNING APPROVAL ISSUE		

DATE		PROJECT NO.	
ISSUED	DATE	3100	D0101HHH
DESIGNED	DATE		
CHECKED	DATE		
PROJECT TITLE		DRAWING TITLE	
67 BEAUCHAMP STREET		RAINWATER TANK DETAILS	
PROJECT NO.		DRAWING NO.	
3100		D0101HHH	
SCALE		SHEET NO.	
		A	

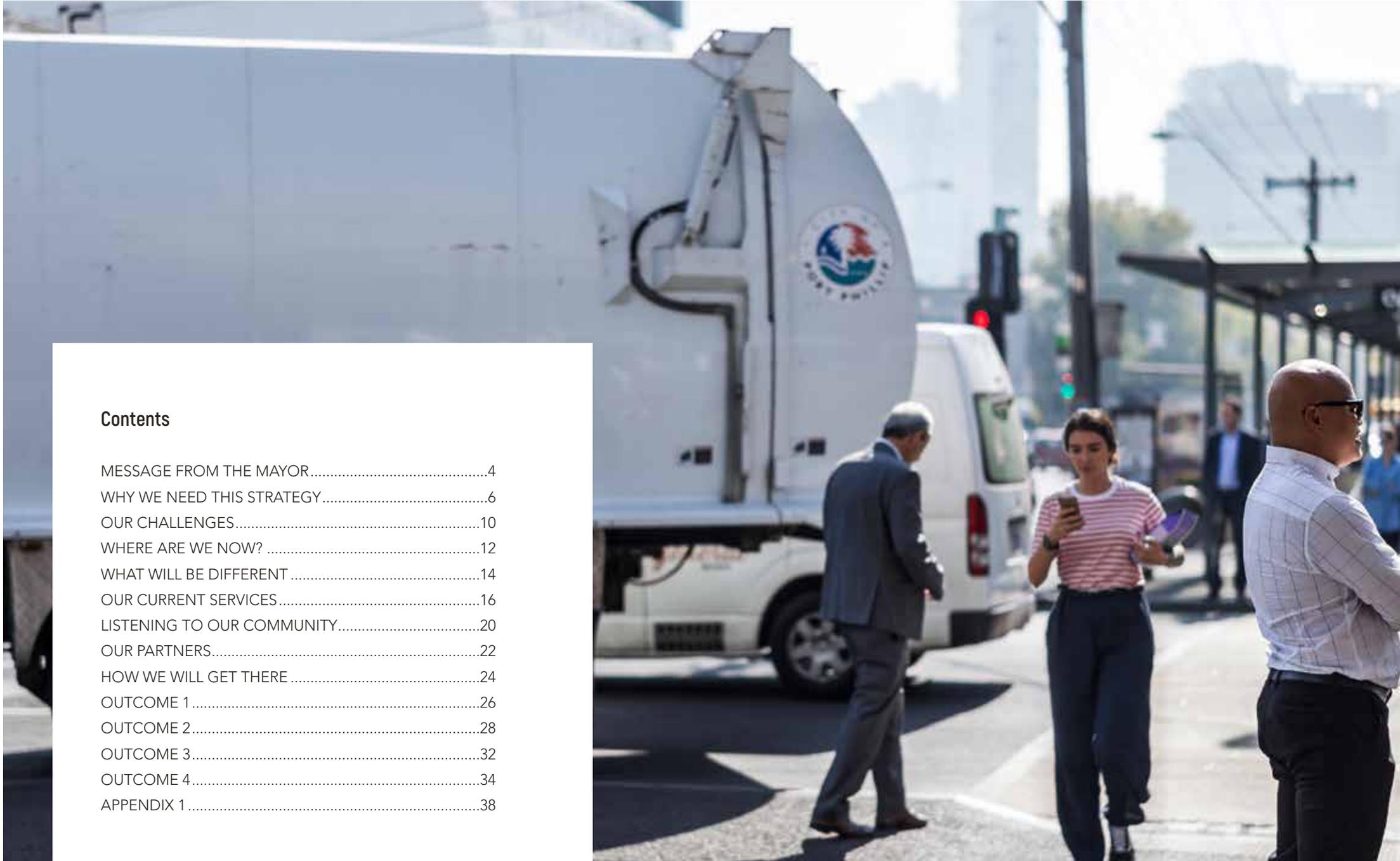
www.portphillip.vic.gov.au



Don't Waste It!

Waste Management Strategy 2018-28





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This Strategy is a call to action for our community to work together to manage waste better over the next four years, whilst we investigate new advanced waste management opportunities

Womin djeka

Council respectfully acknowledges the Yaluk-ut Weelam Clan of the Boon Wurrung.

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

We acknowledge and uphold their continuing relationship to this land.



MESSAGE FROM THE MAYOR

The Councillors and I are pleased to release our Don't Waste It! Waste Management Strategy 2018-28.

The Port Phillip community has told Council that it wants to be a leader in waste reduction and recycling, and it wants to see new solutions to how we manage waste. This Strategy sets out clear targets for waste and how we will achieve these. It is a call to action for our community to work together to manage waste better over the next four years, whilst we investigate new advanced waste management opportunities to achieve even better outcomes in the future.

- This Strategy will manage the waste challenges of our increasing population with more people living in apartments, ensuring we help people to recycle more and keep our City clean.
- With significant changes currently occurring in both the recycling and landfill management industries, this Strategy will ensure our waste services are maintained to their current high standard and we can keep costs down through service efficiencies and partnerships;

- The big changes outlined within this Strategy will help us as a City become a leader in waste management within metropolitan Melbourne, by achieving improved rates and standards of waste reduction and recycling.

We are excited to present this Strategy and look forward to working with you over the next 10 years to create a more sustainable Port Phillip.



Cr Bernadene Voss
Mayor
City of Port Phillip

This Strategy will manage the waste challenges of our increasing population with more people living in apartments, ensuring we help people to recycle more and keep our City clean.



As our residential, business and visitor populations continue to grow, we need to ensure we remain a City with clean streets, parks and foreshore areas for everyone to enjoy.





We have smart solutions for a sustainable future

**Strategic Direction 3
2017-2027 Council Plan**

WHY WE NEED THIS STRATEGY

This **Don't Waste It - Waste Management Strategy 2018-28** provides the blueprint for how Council and the community will work together to create a more sustainable future for Port Phillip, through the way we manage our waste. This Strategy supports the City of Port Phillip's **Act and Adapt - Sustainable Environment Strategy 2018-28** by creating a pathway for Council and the community to reduce our impact on the environment, relating to waste management.

The Council Plan 2017-27 makes a specific commitment to achieving a sustainable reduction in waste.

We will need to do this through:

- Reducing the amount of waste we create
- Reusing and recycling as much as possible
- Treating what is left over in the most sustainable way.

Council, residents, businesses and visitors all have a role to play, by working together we can manage our waste better now, whilst we create new ways of managing waste in the future.

Managing the now

This Strategy sets clear priorities and targets for the first four years - 2018 to 2022.

These priorities will be supported by a set of actions with committed funding. We also have defined measures so that we can keep track of how we are achieving our targets.

Creating the new

Identifying more ambitious potential targets for the longer term, 2022 to 2028, are also part of this Strategy.

We will investigate, plan and inform ourselves better on the right waste treatment solution for our City in order to create better ways of managing waste in the future.

The way we manage waste today will not serve us well into the future. This Strategy responds to both the challenges and opportunities presented by our rapidly growing City and the significant changes taking place in the waste industry.

We currently produce more waste, and recycle less than the average metropolitan Melbourne household and we need to turn this around. As more people live, work and visit the City, we will need to make changes so that we don't also see a rise in waste, litter and dumped rubbish on our streets. We also need to prevent our waste going to landfill which impacts significantly on the environment.

With industry wide changes the future cost of waste services for both landfill and recycling is set to increase. We can work to keep costs down by ensuring our services are efficient, and by looking to share facilities and services with our neighbours. The recycling industry is facing export restrictions meaning now more than ever we need to 'clean up' our waste, get it in the right bin and find new ways to process it locally.

You have told us how passionate and committed you are about waste and recycling, and want sustainable solutions for disposing of food and garden waste.

While we need to focus on the big infrastructure solutions for the long term, there are also changes we can all make now.

Moving towards a future in which zero waste is disposed of to landfill requires a circular pathway, from how things are made through to what we buy.

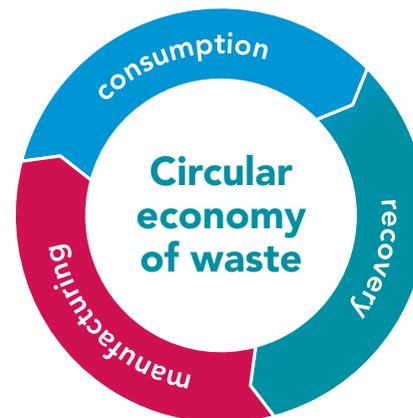
A circular economy for waste and resource recovery in Victoria involves the makers, users, sellers and the recycling industry to work together.

We need to help ensure that:

- all products and packaging can be recycled
- recycled materials are used back into new products
- when we recycle we ensure we don't contaminate our bins.

Our City is looking for opportunities such as advanced waste treatment as part of this circular economy to ensure that we can recover and reuse as much of our waste as possible, and get the most value out of our waste.

The Victorian Government is currently preparing a whole-of government circular economy policy and action plan. It has already committed to improve the demand for recycled products through government procurement. This Strategy has actions to ensure that our City does the same (refer actions 12 and 14).



Source: Recycling Industry Strategy Plan, The State Government of Victoria Department of Environment, Land, Water and Planning 2018.



We must work collaboratively as a community to achieve four priority outcomes and become:

A City that reduces waste

A City that maximises reuse and recycling

A City with clean streets, public spaces and foreshore areas

A City that uses new technology to process waste better and reduce environmental impacts

COUNCIL PLAN - OUR STRATEGIC DIRECTIONS

The Don't Waste It! Waste Management Strategy outlines new solutions to how we manage waste. This Strategy is a call to action for our community to work together to manage waste better over the next four years, whilst we investigate new advanced waste management opportunities to achieve even better outcomes in the future.



OUR CHALLENGES

The City of Port Phillip faces several long-term challenges that have been identified in the Council Plan 2017-27.

In particular, these challenges provide us with the opportunity to think differently about how we respond to the pressures from urban development and growth, and how we can use advances in technology to manage our waste in a more sustainable way and to protect the amenity of our City.

The challenges identified in the Council Plan each have an impact on this Strategy.



Climate change

Waste that gets sent to landfill is usually compacted and covered.

This helps break down food scraps, garden waste and other organic matter, but releases methane, a potent greenhouse gas, in the process. The implications for global warming and climate change are significant. Organic waste buried in landfill also breaks down at a very slow rate and remains a problem for future generations.

Home composting reduces this impact on climate change, and reduces environmental impact of transporting organic waste to landfill.



Population growth

Our City's resident population is projected to increase 23 per cent by 2027 and almost double by 2050.

We can also expect more people to be visiting our beaches, parks and shopping strips. More people will mean more waste unless we make real changes to the way we consume, deal with our waste in our households and business, and manage waste treatment as a Council.



Urbanisation

Port Phillip is Melbourne's most densely populated council area, with a rapid increase in the number of residents in apartments and units.

This presents a unique set of challenges that contribute to lower recycling rates and waste dumping, including:

- Traffic congestion and access constraints for collection services, and limited space for bins
- Apartment buildings that have not been designed to make it easy for residents to recycle
- A high percentage of renters and people that move often

New higher density developments, particularly in Fishermans Bend present the opportunity to design better ways to manage domestic recycling and waste.



Rapid evolution of technology

New technology, including advanced waste treatment is evolving rapidly, and is key to increasing recycling and reducing the impacts of waste on the environment. New government 'waste to energy' programs can help Council implement new ideas for waste.

Our existing depot and transfer station facilities need to be upgraded if we are to significantly improve the way we deliver waste services. Their location within the Fishermans Bend renewal area means these facilities are now close to residential developments. The 24-hour depot service centre, and associated noise creates the need to consider relocating these facilities.



Legislative and policy influences

Relying on landfill to dispose of most of our waste has become an unsustainable option. The Victorian Government does not support building new landfill facilities.

Its current policy is to support advanced waste treatments, including new technologies that convert waste to energy (refer Victorian Government's Waste to Energy policy (expected mid 2019).

There are currently four landfills operating in Melbourne, and half are set to close over the next couple of decades. Combined with increases in waste due to our population boom, the price of taking waste to landfills is set to dramatically increase.



Changing economic conditions

For many years the recycling industry has relied on the export of recycled materials to China for sorting and reuse, including most plastics and paper.

China has announced greater restrictions on the importation of waste and recycling, effectively reducing the amount of recycling we can export. The local recycling industry is under pressure and the cost of recycling services will likely increase in the future. For many councils, this pressure has resulted in a change from receiving money for recycled materials, to having to now pay for recycling services.

This provides an opportunity for us to improve our own waste and recycling industry, and for the City to support smarter local solutions.

WHERE ARE WE NOW?

We have one of the best hard rubbish dumped waste recycling rates in Victoria.

We reuse and recycle **70 per cent** of all hard waste collected, which compares well against the metropolitan Melbourne average of only **12 per cent**.

Waste collected that is reused and recycled

70%
City of
Port Phillip

12%
Metropolitan
Melbourne
average

We produce more waste than the average Melbourne household

Each year, the average household in Port Phillip produce **554 kg** of waste which ends up in landfill. This is **14 per cent** higher than the average metropolitan Melbourne household.

Waste sent to landfill per household

City of Melbourne	304 kg
Metropolitan Melbourne average	475 kg
City of Port Phillip	554 kg

We recycle less waste compared to other councils

Whilst our current recycling rates are lower than the Metropolitan Melbourne average, this is in large part due to the high number of apartments and suggests where we need to focus our recycling effort.

Recycling rates

City of Melbourne	27 %
Metropolitan Melbourne apartment average	23 %
Metropolitan Melbourne average	43 %
City of Port Phillip	33 %

Source: Local Government Victoria (LGV) mandatory Annual Performance Report 2016/17 <http://knowyourcouncil.vic.gov.au/compare-councils>

Source: EC Sustainable - Metropolitan Waste to landfill audit project 2014. www.mwrrg.vic.gov.au

We can do better with sorting our recycling

Food waste, plastics and paper account for **60 per cent** of all waste which ends up as landfill from Metropolitan Melbourne households. Many of these items could be reused or recycled. The average household throws away over \$2,200 worth of food every year which makes up a significant **35 per cent** of all waste.

Waste to landfill

Paper and cardboard	10 %
Plastics	15 %
Food waste	35 %
Other - including nappies textiles, glass and E-waste	45 %

We need to 'clean up' our recycling

Council's current kerbside recycling collection service has a contamination rate of almost **9 per cent** which is good, but we can do better (Australian average is **15 per cent**). Apartment buildings, however contaminate their recycling bins much more (**up to 40 per cent**), which is an opportunity to create real change. We all need to do better to help the recycling industry, and to ensure our recycling can be reused.

Kerbside recycling contamination rate

Houses	9 %
Council buildings *	9 %
Apartment buildings	40 %
Australian household average	15 %

Source: <http://www.environment.gov.au/protection/waste-resource-recovery/national-waste-reports/national-waste-report-2016>

* Buildings occupied by Council staff

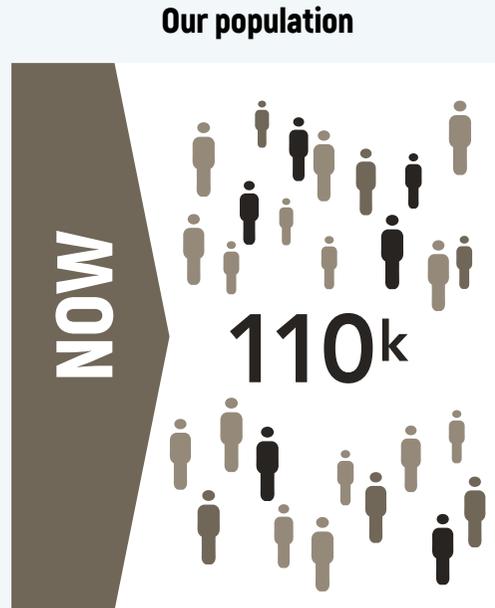
WHAT WILL BE DIFFERENT?

Where our waste goes

This diagram shows where our waste goes now, and where it could go in the future with the use of new technology to contribute to a more sustainable future.

It represents our current and target:

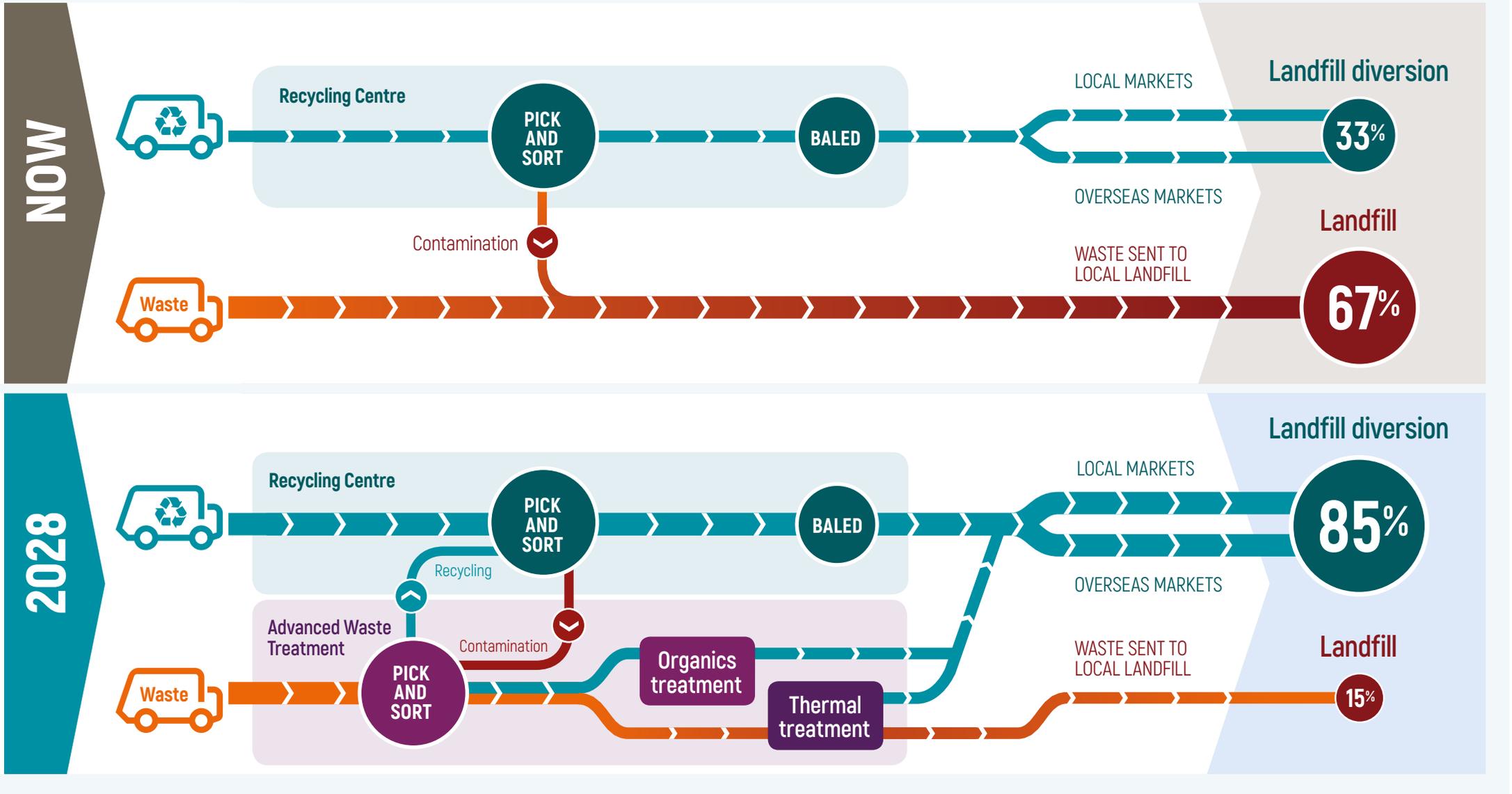
- recycling rates
- contamination rates
- waste generated per household



Where we live and how we manage our waste



Waste and recycling processes



OUR CURRENT SERVICES

Household kerbside services



The City of Port Phillip provides a weekly collection of waste and recycling from each household in the City. Collection is undertaken via a variety of diesel garbage trucks Monday to Friday. Council runs a two-bin collection system (garbage and recycling). There is no third green bin service.

Most of the waste collected from the kerbside bins goes to landfill. Currently none of our waste is processed using advanced technologies.

Business kerbside services



Council offers commercial properties the same service as households. They can only access the same size and number of bins as a residential property, and a weekly cardboard collection service for shopping strips. This is inadequate for many businesses, who use private companies to collect and manage their commercial waste and recycling, resulting in extra costs and more trucks on the roads.

Cleaning public spaces

Council undertakes a wide range of services to ensure our public space areas are kept to a high standard. As the number of residents and visitors using our public spaces grows each year, we need to ensure we maintain these standards.

Dumped waste

- A reactive service responds to customer requests to investigate and collect dumped rubbish.
- A pro-active service is also provided in hot-spot areas.

Street cleaning program

Street sweeping occurs using mechanical and manual processes, every four weeks in residential areas, and daily in commercial zones. These services run 24 hours a day, seven days a week.

Public bins

Public litter and recycling bins are located on shopping strips, in parks and on the foreshore. In general, this litter consists of food waste, packaging, animal waste and cigarette butts. All litter from public bins is sent to landfill.





Resource Recovery Centre

The City of Port Phillip Resource Recovery Centre is a drop-off centre and transfer station facility. It accepts waste and recyclables that are then taken to other processing facilities.

The Centre performs a crucial role as a place where residents and commercial contractors can deposit recyclable materials (cardboard, glass, steel), green waste and hard rubbish (mattresses, gas bottles, batteries, paint, whitegoods, light bulbs, oil) and e-waste.

This facility will not meet the City's needs of our growing community. A review to relocate this facility is currently underway to ensure this service is maintained into the future (see Action 21, page 39).

Hard and green waste collection

Council currently provides a hard and green waste collection service, that can be accessed via a booking system (four collections per year for houses, and six for apartments).

Hard waste is any larger general household waste that will not fit in a kerbside bin. It includes furniture, mattresses, whitegoods and e-waste. Green waste includes organic garden matter such as tree prunings, grass clippings weeds and vines.

Leading our neighbours

Hard waste recycling rate

70%

City of
Port Phillip

12%

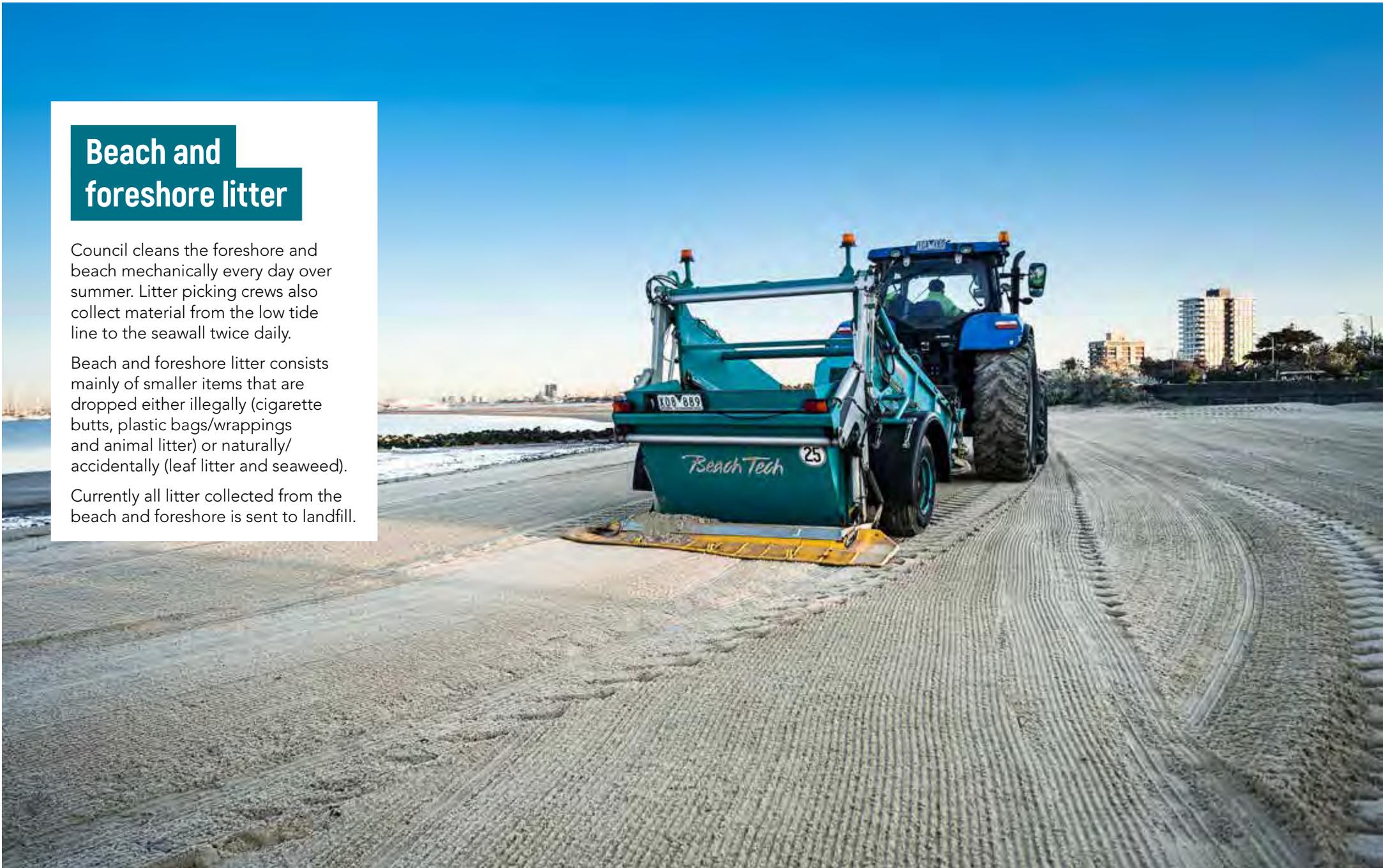
Metropolitan
Melbourne
average

Beach and foreshore litter

Council cleans the foreshore and beach mechanically every day over summer. Litter picking crews also collect material from the low tide line to the seawall twice daily.

Beach and foreshore litter consists mainly of smaller items that are dropped either illegally (cigarette butts, plastic bags/wrappings and animal litter) or naturally/accidentally (leaf litter and seaweed).

Currently all litter collected from the beach and foreshore is sent to landfill.





Our community is passionate about the environment and expects Council to lead the City's challenge to reduce waste.

LISTENING TO OUR COMMUNITY

In 2017, Council ran a comprehensive engagement program to invite the community to provide feedback to Council to inform the new Council Plan 2017-2027.

As part of that process, we listened to our residents and businesses, holding focus groups on the future of waste management.

Our community is passionate about the environment and expects Council to lead the City's challenge to reduce waste.

As part of developing this Strategy, Council have engaged further with the community through surveys and forums, to ensure that we are focused on your issues and that the targets we are setting meet your expectations.

We've heard that our community wants:

Better recycling outcomes

A focus on managing waste in and around apartments and units

Action to reduce the amount of dumped rubbish

A plan to manage the impacts of population growth on waste

More information and education from Council to help improve how we recycle

A way to stop food and garden waste going to landfill

We also heard that the community is willing to pay more for better services that reduce waste to landfill.

These concerns have shaped the development of this Strategy that will support us to achieve better waste management together.

We asked you

“To what extent would you support paying a bit more for other options to reduce the amount of waste going to landfill, including green and organic waste collections?”

61% 61% of respondents supported paying more for waste services.

PAYING MORE TO REDUCE WASTE TO LANDFILL	RESULT
Do not support paying more	34%
Support paying between \$100 and \$150 per annum	36%
Support paying between \$150 and \$200 per annum	12%
Happy to pay the full cost because it's important for our environment	13%
Not applicable, I am a visitor	6%



Council values the support of our partners in helping us deliver the important initiatives in this Strategy, as we recognise we cannot achieve them alone.

OUR PARTNERS

To achieve a sustainable reduction in waste, we need to work in partnership with others. Our residential and business communities, Victorian Government and agency partners, neighbouring councils and private industry will all play a critical role in our success.

The importance of partnerships presents both opportunities and challenges for delivering the actions in this Strategy. In some cases, we have direct control over actions especially those relating to Council services, whilst in others we act as an enabler but will rely on our community and visitors to do things differently. Some of the most significant changes, particularly investment in new infrastructure, will rely on other levels of government, or forming partnerships with other organisations, if we are to achieve our priority waste outcomes.

Council values the support of our partners in helping us deliver the important initiatives in this Strategy, as we recognise we cannot achieve them alone.

Council's partners include:

- Our community - residents and businesses
- Victorian Government and its agencies, particularly Sustainability Victoria and the Metropolitan Waste and Resource Recovery Group
- Inner region and neighbouring Councils
- Water authorities, including South East Water and Melbourne Water.

Council's role

Trusted service provider

Providing high quality waste services, infrastructure (e.g. litter bins) and education programs to the community, to achieve our priority outcomes for waste.

Trusted partner and broker

Advocating and building partnerships with State, Federal and other local governments, and the waste industry, to get better outcomes for our community.

Trusted steward

Trialling new ways of delivering services, managing buildings and public spaces, to inspire our community.

Monitoring and reporting

Checking and reporting our progress to ensure we are on track to achieve our goals.

Community's role

Our community has a major role to play in reducing, reusing and recycling waste.

Residents through what they buy, and choose to reuse and recycle.

Developers and body corporates through ensuring the design and management of new buildings facilitates maximum recycling, and there is clear access for waste collection services.

Businesses through how they package goods and dispose of waste, particularly food.

Visitors through minimising litter on our streets and foreshore.

Government partners

The Council exists within a larger government system. Through collaboration and partnerships, we can achieve more managing waste than we can alone. Sustainability Victoria (SV) and the Metropolitan Waste and Resource Recovery Group (MWRRG) are the two major government agencies involved in waste and will be key partners.

Sustainability Victoria is the government agency that supports Victorians through advice and support to tackle climate change, use our resources wisely, and be more sustainable in our everyday lives.

The **Metropolitan Waste and Resource Recovery Group** is the government agency that supports Melbourne's metropolitan councils to minimise waste and maximise resource recovery.

Get involved

Join us in creating smart solutions for a sustainable future.

Come along to a workshop, join a local sustainability focused community group, visit the EcoCentre (ecocentre.com) or Council's sustainability website

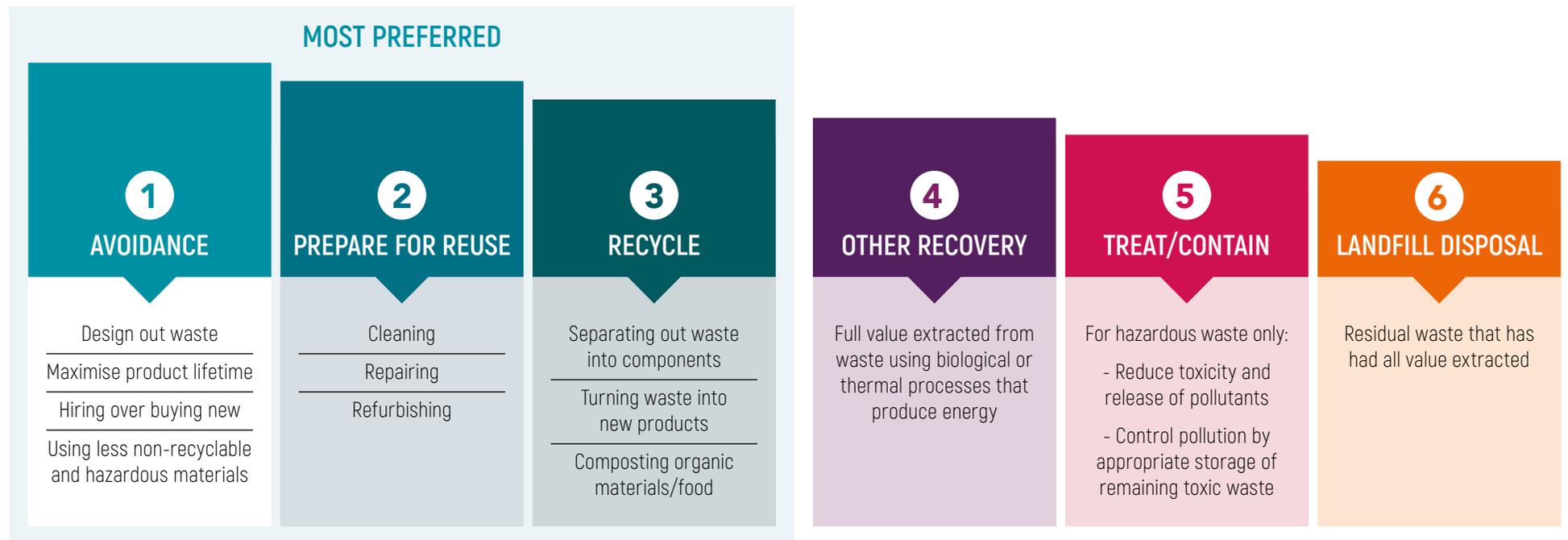
www.sustainableportphillip.com

HOW WE WILL GET THERE

Our focus on years five to ten of the Strategy will be on delivering a future, based on using the best available advanced waste treatment technology for our City.

Waste hierarchy

We will use the waste hierarchy to change the way we think about waste and to consider the use of technologies to manage waste more efficiently. It starts by avoiding waste in the first place, then looks to reuse and recycle before new technologies are then considered to treat waste and recover energy. The disposal of any residual waste product is the last option.



Managing the now

Years 1 to 4

Our focus on years one to four of the Strategy will be on managing the **NOW** better.

Achieving service improvements and efficiencies

Educating and helping our community to reduce waste and increase recycling.

Trialling community food recycling opportunities

Engaging with our community regarding waste services and how they could be funded.

Advocate to government to advance zero waste and circular economy initiatives (including redesign and rethinking of systems) at local, state and federal levels.

Investigating the potential use of innovative waste infrastructure that can transform the way we manage and reduce our waste:

- What is the most appropriate form of advanced waste treatment for Council to access?
- Should we develop new facilities, potentially in partnership with others, or use facilities owned by others?
- What is the best way to deliver services to you?

Creating the new

Years 5 to 10

Our focus on years five to ten of the Strategy will be on creating the **NEW**.

Delivering a future, based on using the best available Advanced Waste Treatment technology for our City.

Deciding on what technology suits our City will depend on what our goals are for our waste.

Some technologies can cost more but achieve very high landfill diversion rates (between 80 to 98 per cent with thermal processes). Others don't cost as much but can achieve landfill diversion rates (around 60 per cent for biologic processes).

> Refer case studies, pages 38 and 39.

Outcome 1

A City that reduces waste

Working together, we can achieve a significant reduction in waste over the next four years.

Our kerbside waste collection, that goes to landfill is currently 13 per cent higher than the metropolitan Melbourne Average. We plan to reverse this through encouraging avoidance of products with too much packaging, and reducing the amount of food that households throw away each week. A focused effort on reducing food waste presents a significant opportunity, as this currently makes up 40 per cent of our waste going to landfill.

Targets

BY 2022

20% reduction

- waste reduction per house/apartment
- waste per Council employee

BY 2028

50% diverted

- food waste diversion from landfill within house/apartment, Council and commercial buildings *

Priority actions

1. We will recognise and reward households and businesses that reduce their total waste.
2. We will work with businesses to rescue surplus food and create food rescue opportunities (working with organisations such as Second Bite to get food to those in need).
3. We will promote a reduction of single use plastics (for example plastic bags and coffee cups).
4. We will work with residents and businesses to encourage the purchase of products that can be reused and have minimal packaging.
5. We will advocate to government to ban use of single-use plastics, and all unnecessary plastic packaging.
6. We will advocate to government to ban use of non-recyclable items and packaging through the Product Stewardship Scheme and other policy opportunities.
7. We will advocate to government to advance zero waste and circular economy initiatives (including redesign and rethinking of systems) at local, state and federal levels.

* Participating commercial operations only.

Source: Sustainability Victoria Local Government Annual Report 2015/16 <http://www.sustainability.vic.gov.au/Government/Victorian-Waste-data-portal/Victorian-Local-Government-Annual-Waste-Services-report>



Case study

South Melbourne Market converts food waste to compost

Port Phillip Council's commitment to excellence in waste management was recognised in 2017 through winning two prestigious environmental awards for a waste reduction project at South Melbourne Market, which it owns and runs. The project demonstrated that it is possible to successfully divert organic waste from landfill on a large scale, and is a template for communities, consumers, traders and Council working together for the future.

The South Melbourne Market successfully diverts organic waste from landfill on a large scale, via two processes. The first uses a GAIA recycling machine which via a fermentation and dehydration process produces a nutrient rich fertiliser known as SoilFood™. This machine takes 8.4 tonnes a week of waste

products such as fish offal, coffee, leftovers from cafes, citrus, onion, breads and non-edible waste that can't be used by the food banks. This process produces over a tonne a week of fertiliser.

Over a year GAIA also harvests 300,000 litres of waste water which is stored in tanks and then used for wash-down and irrigation purposes. To date the market has diverted over 950 tonnes from landfill.

The market also has large-scale vermicomposting of green waste, resulting in a specially formulated, organic garden fertiliser called Market Magic. Keen gardeners can purchase both fertiliser products from the Market office or nursery and florist traders.

How you can play your part

As a community, we buy more than ever and the products that we buy often include unnecessary packaging.

Next time you are at the shops:

- Bring your own reusable bags
- Choose the fresh fruit and vegetables without any packaging.
- Take a shopping list with you, and plan your meals before you get your groceries (this not only saves food waste, but can save you money too!).

Outcome 2

A City that maximises reuse and recycling

Improving our current recycling rate by more than 25 per cent * will ensure we are all doing our bit. We can do this by investing more in education and tools to help our community do the right thing with their waste.

It can be difficult for people to know what can and can't be recycled. We also know from audits, and from what we have heard from our community, that people living in apartments find it harder to recycle correctly, compared with those in houses.

We will work closely with body corporates, landlords and residents of apartment buildings to fix this. We will also ensure new developments are designed better to support residents recycling efforts.

Recycling correctly is more important than ever, as the recycling industry is facing change and needs our help. We must make sure our recycling is as clean as possible - with the aim for 'zero' contamination. This is a big change for all of us.

Targets

Landfill diversion

BY 2022

Houses	Apartments	Council buildings	Public bins
43%	29%	58%	85%

BY 2028 #

Houses	Apartments	Council buildings	Public bins
85%	85%	85%	85%

Contamination

BY 2022

50%

Reduction in contamination levels in apartments, houses and Council building recycling bins.

* The current house and apartment recycling rates are 33 per cent and 23 per cent respectively. A 27 per cent increase from these levels is equivalent to our targets of 43 per cent and 29 per cent respectively. The current Council building recycling rate is 38 per cent. A 53 per cent increase from this level will be equivalent to our target of 58 per cent.

Treating waste with advanced technology results in at least 40 per cent more waste diverted from landfill.

Targets

Recyclables in waste bins

BY 2022

50%

Reduction in recyclable items in apartment, houses and Council building waste bins *.

Priority actions

8. We will educate and support residents, businesses and Council staff to have better recycling habits, recycling more and ensuring recycled waste is not contaminated.

9. We will work towards the following targets, and encourage the Victorian Government to set these for Fishermans Bend:
 - 80 per cent of waste diverted from landfill
 - 50 per cent reduction in food waste.

10. We will set guidelines for developers to make sure it's possible for people who live in apartments to recycle.

11. We will seek grant funding to trial insinkers within existing apartments.

12. We will make sure Council's waste collection contracts and services maximise recycling.

13. We will develop and implement trials for community composting and other communal food recycling opportunities for commercial premises.

14. We will make sure Council purchasing practices prioritise the use of recycled products.#

* The current levels of recyclables in waste bins in apartments, houses and Council buildings is approximately 25 per cent.

Baseline and target to be set in Year 1 of this Strategy

Case study

Helping residents in apartments to recycle right

A project run in the City of Yarra and City of Melbourne municipalities successfully increased recycling capacity, improved education and engagement with residents and trialled new solutions in both privately and publicly serviced apartment blocks.

Both municipalities improved recycling infrastructure and signage, educated residents through traditional means such as letter-box drops, posters and displays and trialled new approaches such as workshops and foyer stalls to engage residents.

City of Melbourne also introduced new recovery streams by assisting building managers to arrange a clothing/household goods donation bin and by trialling an e-waste collection in 10 buildings.

The project achieved the following results:

Privately collected waste and recycling



Council collected waste and recycling



Opportunities such as these will form part of the new education and engagement campaigns to increase recycling and reduce contamination in our household recycling bins.

Case study

Food and garden waste recycling

Each year in Victoria, households throw out 250,000 tonnes worth of food (enough wasted food to fill Melbourne's Eureka Tower). Recycling of food waste is a priority of the Victorian Government, as stated in the Victorian Organics Resource Recovery Strategy.

Inner city councils, including Port Phillip have an added complexity for waste management, with much denser living, and less space for storage and collection of waste. This means we need a tailored approach to better manage food waste, which currently makes up over 35 per cent of our waste to landfill.

The option to introduce a kerbside garden/food waste collection service was investigated as part of the Strategy, but was found to be extremely expensive due to high set up costs, and would only meet the needs of half of our community. The major challenge for Port Phillip is the lack of a good solution for recycling food waste from apartments.

It has been acknowledged by the State Government's Metropolitan Waste and Resource Recovery Group (MWRRG) that inner city councils, including the City of Port Phillip, will need a different approach.

Some councils which have an existing garden waste service have opted to include food as part of a combined food and garden organics (FOGO) collection service. However, most councils have not made this change given that the processing of FOGO is highly sensitive to contamination, and can result in all organic waste ending up in landfill.

The City of Port Phillip is investigating new Advanced Waste Treatment (AWT) options currently being planned for in Victoria, as a future solution for food recycling. These AWT processes have the potential to provide better overall environmental and cost outcomes for the community, compared to introducing a new third bin to our collection service.

The new Advanced Waste Treatment options can pre-sort recyclables and organics from the waste bin as part of a treatment process. This type of solution would prevent the need for any new collection service. The City of Port Phillip is working with the MWRRG to ensure a solution for the community that minimises additional trucks on the road, is cost effective and is accessible to all residents (including those living in apartments).

Outcome 3

A City with clean streets, parks and foreshore areas

Our proximity to central Melbourne, the 11 kilometres of foreshore and beautiful tree-lined streets, our vibrant shopping strips and the many attractive parks and open spaces make the City of Port Phillip a popular destination for residents, businesses and visitors.

We are second only to the City of Melbourne as the most visited municipality in the state.

As our residential, business and visitor populations continue to grow, we need to ensure we remain a City with clean streets, parks and foreshore areas for everyone to enjoy, through investing in our services and the prevention of litter and dumped rubbish.

Targets

BY 2022

90% satisfaction

Maintain community satisfaction levels for waste services.

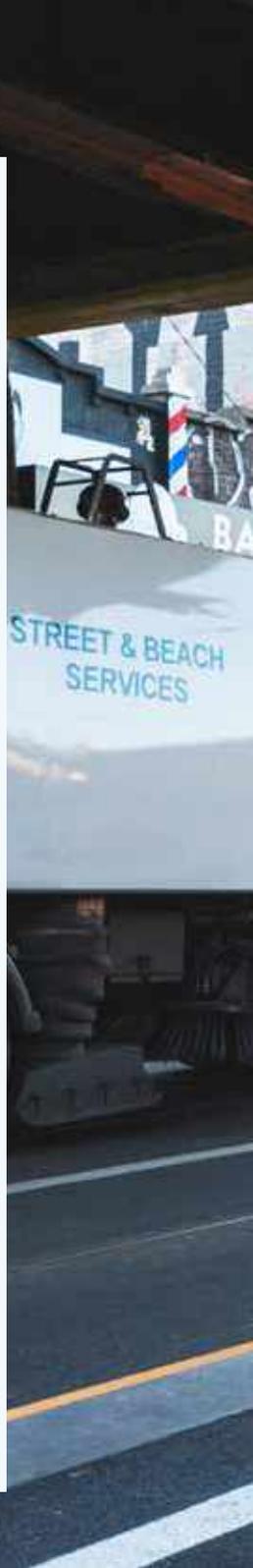
BY 2028

90% satisfaction

Maintain community satisfaction levels for waste services while managing growth.

Priority actions

15. We will collect dumped rubbish quickly, increase awareness of the services available to dispose of hard rubbish, and educate people about the costs and risks of litter and dumped rubbish.
16. We will review our street and beach cleaning services to ensure all additional investment is put to best use, and service standards meet community expectations. This includes how we collect and manage data relating to litter, and how this data can be shared and used to improve our services.
17. We will ensure public litter bins are located where they are most needed to prevent litter.
18. We will use solar powered bins that compact waste to reduce the number of bins needed in our parks and streets.
19. We will trial the use of charity bins within apartment buildings.



Case study

Minimising waste collection vehicles in built up areas

In areas with high rise buildings with a mixture of apartments and businesses, collection of waste can take place by a combination of Council and multiple private operators.

In response to this issue, New York and Los Angeles in the USA reviewed their current waste collections systems, and introduced new zoned collection systems for areas with commercial waste.

Commercial collection zones would mean that only one or two waste contractors would service an entire area of the city.

This relatively simple and cost-neutral change brought about a range of benefits, including: reduction in carbon emissions and improved air quality from fewer collection vehicles; reduced traffic congestion; more consistent service; and greater compliance with health and safety and environmental regulations.

Zoned collections allowed each area greater influence in achieving improved recycling performance.

A Council review of current services in the City of Port Phillip will enable us to assess the feasibility of altering our waste services in commercial zones, particularly in our growth zones that could have a major impact on waste management, the reduction in truck traffic, and more stable costs into the future (refer Actions 10 and 12 on page 39).

How you can play your part

A clean City can only happen with your help:

- If you are moving, make the most of our hard waste service. Your unwanted household goods can get recycled right!
- Don't turn a blind eye to dumped waste, help us keep our streets clean by contacting Council so we can respond quickly.
- Don't overfill your household bins, as this can cause litter on our streets.

Outcome 4

A City that uses new technology to process waste better and reduce environmental impacts

To make a big change to how we manage our waste, we will need to become a City that uses new technology to treat our waste and reduce environmental impacts.

After all re-usable and recyclable material has been separated, the remaining 'residual' waste must be managed. Landfill is the most common way, but it is also the least sustainable solution due to carbon emissions.

In the first four years of the Strategy we will focus on investigating alternative waste technologies, to ensure we make the best choice for a long-term waste solution for the City. We will also use technology, such as 'on-board' truck software, to gather new data to better understand how we can improve our services in the short term.

Targets

BY 2028

100%
waste treated

Waste treated to maximise its value prior to landfill.

- House/apartment waste
- Council buildings waste

Priority actions

20. We will collect more data (from community groups and digital sources including GPS) and use it to plan and deliver better Council services.

21. We will continue to make the most of new technology, including investing in plant and equipment.

22. We will investigate advanced waste treatment options, comparing the benefits and costs of different technologies available, to inform our future service decisions.

23. We will partner and explore the feasibility of a Sustainability Hub to better address our future waste and recycling needs, which may include:
 - supplying recycled water to public spaces
 - access to Advanced Waste Treatment
 - providing community access to better waste drop-off facilities
 - a new shared depot and service facility
 - community education, training spaces and sporting facilities.

24. We will advocate to government for uniform data collection and publication across the state and country to improve awareness of waste generation, avoidance and reuse/recycling.

25. We will advocate to government for better management of existing landfill sites, including by ensuring maximum possible methane capture, improving the environmental standards for operating landfills, and keeping organics out of landfill.

New technology solutions have been developed that allow the recovery of value from the waste in our kerbside waste bins without needing extra bins at your home.

What is advanced waste treatment?

We are aiming for an 85 per cent recycling rate for our waste by 2028. This is a bold target, and we can only achieve it in partnership with our community. Council will commit to improving services and introducing new technologies. We will need real, change from our residents and businesses to achieve these goals.

To achieve targets above 40-45 per cent, new advanced waste technologies will be needed. These technologies get more value out of our waste.

Waste minimisation and recycling will continue to be the priority for the City and we are looking for new ways that will maximise the recovery of waste and treat waste as a valuable resource.

The separation of waste and recycling at the kerbside is still the most effective means of recycling, however the more different types of bins to collect, the higher the collection costs. Because of the extra waste that will come with large population growth and the ever-increasing cost of landfilling, it makes environmental as well as economic sense to seek new solutions.

New technology solutions have been developed that allow the recovery of value from the waste in our kerbside waste bins without needing extra bins at your home.

These new technologies are called Advanced Waste Treatment facilities and can come in three different types:

- Biological processes
- Advanced sorting solutions
- Thermal treatment (waste to energy) solutions.

These three solutions are used widely in Europe and parts of Asia, and are often used in combination to meet the needs of the community. These technologies are all being considered by Council as the next big step in waste management. The table below compares these processes. Each process has a variety of options to choose from.

The minimisation of greenhouse gas emissions is a critical consideration in this decision-making process. Both thermal and biological waste processes still do have a level of greenhouse gas emissions as an output of processing waste, however these levels are significantly lower compared with current landfill.

Comparison:

Advanced waste treatment processes

Deciding on what technology suits our City, will depend on what our goals are for waste. Some technologies such as the thermal processes can cost more but achieve very high landfill diversion rates (between 80-98 per cent). Others including the biological treatments don't cost as much, but can only achieve landfill diversion rates around 60 per cent.

Our current process	Advanced thermal processes	Biological processes
Potential landfill diversion		
45%	98%	60%
Landfill	Gasification / Pyrolysis / Plasma	Mechanical biological treatment and/or anaerobic digestion
Significantly reduces green house gas emissions		
✗	✓	✓
Generates renewable/non-fossil fuel gas for end use energy supply		
✓	✓	✓
Improved waste diversion		
✗	✓	✓

Source: Fishermans Bend Waste and Resource Recovery Strategy 2017. <https://www.fishermansbend.vic.gov.au/documents>





World leading examples of advanced waste treatment

Case study

Thermal advanced waste treatment in the heart of Vienna

In the 1980s, the forward-thinking City of Vienna commissioned architect and environmentalist Friedensreich Hundertwasser, to work with engineers to develop an innovative thermal heating plant, Spittelau, in the middle of the city.

The development aimed to set new standards, and the architect promised the strictest compliance with measures of environmental safety at the new plant, which would not only transform waste into power, but be an urban space that connected with its community in a creative and sustainable way.

The facility thermally processes 265,000 tons of waste annually, and generates enough electricity and heat to manage its own needs and to service more than 60,000 nearby businesses and homes.

The district is now famous for its philosophy of 'waste, energy and art'. It is a popular tourist attraction for people interested in science and art, with its innovative approach to urban waste, and its unusual design and decorative façade. It's also popular with local communities, featuring a rooftop restaurant, a lobby gallery space, and an outside space that is home to year-round festivals and arts events.

Case study

Combined biological and thermal advanced waste treatment in Singapore

Singapore is building two giant facilities, to be built side by side that will take Singapore's treatment of waste water and solid waste to new levels of efficiency.

Each will supply resources to run the other and between them, the two plants in Tuas will be able to treat 40 per cent of Singapore's waste by 2027.

The Tuas Water Reclamation Plant (TWRP) and the Integrated Waste Management Facility (IWMF) will complement each other in such a way that they will be completely energy self-sufficient.

For example, energy generated at the waste facility through the thermal processing of household waste will be used to run the water treatment plant. In return, treated water from the water treatment plant will be piped to the waste facility for cooling purposes.

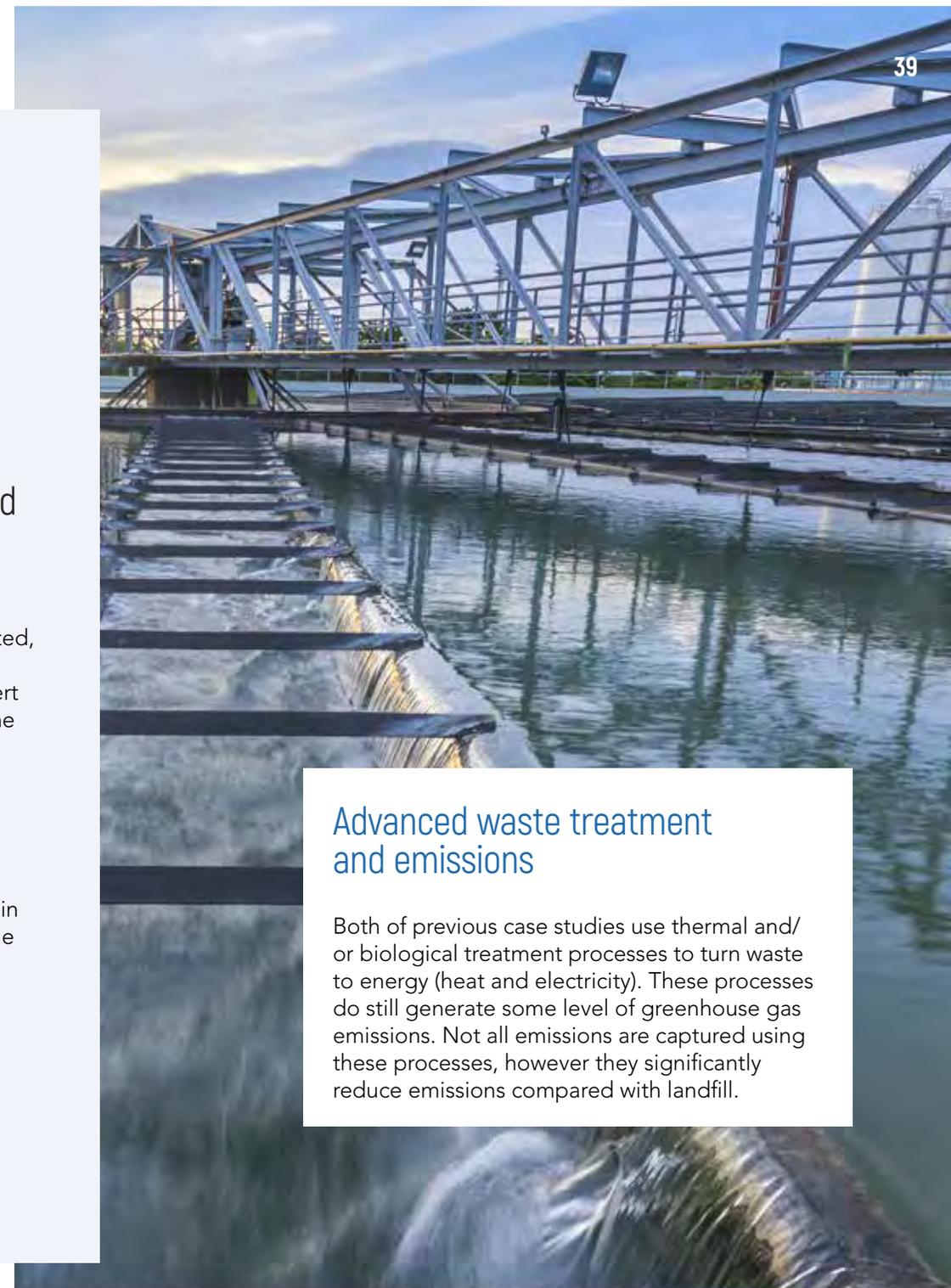
Food waste and sludge from the water treatment process will also be co-digested, through a process called anaerobic digestion where micro-organisms convert waste into biogas, which will increase the biogas yield (waste to energy).

Saving water energy and space

According to the National Environment Agency (NEA) of Singapore, the co-location of the water and waste treatment facilities is the first of its kind in the world, enabling Singapore to see the benefits of combining waste and water treatment, whilst minimising the land footprint.

Advanced waste treatment and emissions

Both of previous case studies use thermal and/or biological treatment processes to turn waste to energy (heat and electricity). These processes do still generate some level of greenhouse gas emissions. Not all emissions are captured using these processes, however they significantly reduce emissions compared with landfill.





The cost to provide current waste services is growing, and consistently exceeds inflation.

HOW COUNCILS IN VICTORIA PAY FOR WASTE SERVICES

Of the 79 councils within Victoria, currently 72 apply a separate waste service charge in some form in addition to their general rates. The City of Port Phillip is one of the seven councils which currently do not have this separate charge.

The reason councils implement a waste charge can vary, including:

- a transparent approach to charging for the service
- the ability to reward those who recycle right
- having a 'user pays' system where only those who have access to the service pay for the service
- managing the highly variable costs of collecting and disposing of waste, which is typically much higher than consumer price index (CPI) inflation.

Proportion of the 2018/19 budget spent on waste services

Waste Services

\$20.1m **16%** of total annual budget

Cost of waste

The cost to provide current waste services is growing, and consistently exceeds inflation. The reason for the increase in costs for waste services include:

- increased cost of landfill disposal
- increased cost of fuel to collect the waste from homes
- increased labour costs to undertake waste services
- changes within the recycling industry
- increases in how much waste we all create.

16%

Current portion of your rates bill that goes to waste management

The cost for City of Port Phillip's waste services is currently built into the general rates, which all landowners pay each year.

Rate capping

In recent years, councils without a waste charge have begun to rethink their approach to how they charge for waste services.

This has come after the introduction of 'Rate Capping' by the Victorian Government in 2016. The Victorian Government has applied a maximum increase councils can make to their rates annually, and subsequently changed the ability of Council to increase general rates as they needed. Instead rates are controlled and capped each year by the Essential Services Commission (ESC).

These rules around local government spending mean councils without a separate waste charge will struggle to provide any new services to the community, or to make large changes to the services they currently provide.

In the last three financial years general rates increases have been capped to inflation at 2.5 per cent, 2 per cent and 2.25 per cent respectively. Historically, Council's rate increases have increased between 4 to 5 per cent annually, much higher than inflation largely because of the higher increase in waste costs.

	2015/16	2016/17	2017/18	2018/19
General rates increases	4.75%	2.50%	2.0%	2.25%
Waste service increases	0.92%	7.32%	6.92%	8.92%

APPENDIX 1

Four year implementation action plan and financial overview with total four year budget of \$4,723,000.

Current action	YEAR				PARTNERS					
	1	2	3	4	VG	LG	RBC	LL	DEV	FED
OUTCOME 1 - A CITY THAT REDUCES WASTE										
1 We will recognise and reward households and businesses that reduce their total waste.	■	■	■	■			✓			
2 We will work with businesses to rescue surplus food and create food rescue opportunities (working with organisations such as Second Bite to get food to those in need).	■	■	■	■	✓		✓			✓
3 We will promote a reduction of single use plastics (for example plastic bags and coffee cups).	■	■	■	■		✓	✓	✓	✓	
4 We will work with residents and businesses to encourage the purchase of products that can be reused and have minimal packaging.	■	■	■	■		✓	✓	✓	✓	
5 We will advocate to government to ban use of single-use plastics, and all unnecessary plastic packaging.	■	■	■	■	✓					✓
6 We will advocate to government to ban use of non-recyclable items and packaging through the Product Stewardship Scheme and other policy opportunities.	■	■	■	■	✓					✓
7 We will advocate to government to advance zero waste and circular economy initiatives (including redesign and rethinking of systems) at local, state and federal levels.	■	■	■	■	✓					✓

Outcome 1
- A City that reduces waste

MEASUREABLES

- % reduction in waste
 - Per house
 - Per apartment
 - Per council employee
- % food waste in waste bin
 - Per house
 - Per apartment
 - Per council employee
- % of food related businesses participating in food rescue programs
- % single use plastics in waste bins
 - Per house
 - Per apartment
 - Per council employee
- Number of points of advocacy.

■ Development ■ Implementation/monitoring ■ Advocacy

VG: Victorian Government LG: Local Government RBC: Residents, businesses and community groups LL: Landlords DEV: Developers FED: Federal Government

Current action	YEAR				PARTNERS								
	1	2	3	4	VG	LG	RBC	LL	DEV	FED			
OUTCOME 2 - A CITY THAT MAXIMISES REUSE AND RECYCLING													
8	We will educate and support residents, businesses and Council staff to have better recycling habits, recycling more and ensuring recycled waste is not contaminated.									✓	✓	✓	✓
9	We will work towards the following targets, and encourage the Victorian Government to set these for Fishermans Bend: • 80 per cent of waste diverted from landfill • 50 per cent reduction in food waste.									✓	✓		
10	We will set guidelines for developers to make sure it's possible for people who live in apartments to recycle.									✓			✓
11	We will seek grant funding to trial insinkerators within existing apartments.									✓			✓
12	We will make sure Council's waste collection contracts and services maximise recycling.									✓	✓		✓
13	We will develop and implement trials for community composting and other communal food recycling opportunities for commercial premises.									✓		✓	✓
14	We will make sure Council purchasing practices prioritise the use of recycled products.									✓			✓

Outcome 2
- A City that maximises reuse and recycling

- MEASUREABLES**
- % landfill diversion
 - Houses
 - Apartments
 - Council buildings
 - Public litter bins
 - % contamination in recycling bins
 - Houses
 - Apartments
 - Council buildings
 - % recyclables in waste bins
 - Houses
 - Apartments
 - Council buildings
 - Number of points of advocacy
 - Successful grant applications.

■ Development ■ Implementation/monitoring ■ Advocacy

VG: Victorian Government LG: Local Government RBC: Residents, businesses and community groups LL: Landlords DEV: Developers FED: Federal Government

Current action	YEAR				PARTNERS					
	1	2	3	4	VG	LG	RBC	LL	DEV	FED
OUTCOME 3 - A CITY WITH CLEAN STREETS, PUBLIC SPACES AND FORESHORE AREAS										
15	We will collect dumped rubbish quickly, increase awareness of the services available to dispose of hard rubbish, and educate people about the costs and risks of litter and dumped rubbish.				✓	✓	✓	✓	✓	
16	We will review our street and beach cleaning services to ensure all additional investment is put to best use, and service standards meet community expectations. This includes how we collect and manage data relating to litter, and how this data can be shared and used to improve our services.				✓	✓	✓			
17	We will ensure public litter bins are located where they are most needed to prevent litter.						✓			
18	We will use solar powered bins that compact waste to reduce the number of bins needed in our parks and streets.				✓	✓				
19	We will trial the use of charity bins within apartment buildings.						✓	✓	✓	

Outcome 3
- A City with clean streets, public spaces and foreshore areas

- MEASUREABLES**
- Customer satisfaction level of waste services (as captured from annual surveys)
 - Number of solar bins installed
 - No of buildings with charity bins in place.

■ Development ■ Implementation/monitoring ■ Advocacy

VG: Victorian Government LG: Local Government RBC: Residents, businesses and community groups LL: Landlords DEV: Developers FED: Federal Government

Current action	YEAR				PARTNERS						
	1	2	3	4	VG	LG	RBC	LL	DEV	FED	
OUTCOME 4 - A CITY THAT USES NEW TECHNOLOGY TO PROCESS WASTE BETTER AND REDUCE ENVIRONMENTAL IMPACTS											
20	We will collect more data (from community groups and digital sources including GPS) and use it to plan and deliver better Council services.				■	■	■	■	✓	✓	✓
21	We will continue to make the most of new technology, including investing in plant and equipment.				■	■	■	■			
22	We will investigate advanced waste treatment options, comparing the benefits and costs of different technologies available, to inform our future service decisions.				■	■	■		✓	✓	
23	We will partner and explore the feasibility of a Sustainability Hub to better address our future waste and recycling needs, which may include: <ul style="list-style-type: none"> • supplying recycled water to public spaces • access to Advanced Waste Treatment • providing community access to better waste drop-off facilities • a new shared depot and service facility • community education, training spaces and sporting facilities. 				■	■	■		✓	✓	
24	We will advocate to government for uniform data collection and publication across the state and country to improve awareness of waste generation, avoidance and reuse/recycling.				■	■	■	■	✓		✓
25	We will advocate to government for better management of existing landfill sites, including by ensuring maximum possible methane capture, improving the environmental standards for operating landfills, and keeping organics out of landfill.				■	■	■	■	✓		✓

Outcome 4

- A City that uses new technology to process waste better and reduce environmental impacts

MEASUREABLES

- Information made available to public regarding advanced waste treatment options
- Number of new contacts in place utilising new technologies
- Number of points of advocacy.

■ Development ■ Implementation/monitoring ■ Advocacy

VG: Victorian Government LG: Local Government RBC: Residents, businesses and community groups LL: Landlords DEV: Developers FED: Federal Government



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FORESHORE MANAGEMENT PLAN 2012



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Foreshore Community Reference Committee Members

Name	Role	Organisation
Councillor Judith Klepner	Reference Committee Chair and Councillor	City of Port Phillip
Councillor Janet Bolitho	Councillor	City of Port Phillip
Nick Aagren	Community representative, Port Melbourne	N/A
Guy Boston	Community representative, Middle Park	N/A
Rose Capp	Community representative, Elwood	N/A
Luke Thomas	Community representative, Albert Park	N/A
Edena Critch	Ranger in Charge, North Port Phillip	Parks Victoria
Paula Butler	General Manager, Life Saving Club Development	Life Saving Victoria
Nicola Prior	Environmental Planner, Public Land Services	Department of Sustainability and Environment (DSE)
Supporting Council Officers:		
Fiona Blair	Manager of Parks and Open Space	City of Port Phillip
Sandra Wade	Manager of City Strategy	City of Port Phillip
Laraine Elliott	Business Support Officer	City of Port Phillip
David Hehir	Foreshore Coordinator	City of Port Phillip

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PURPOSE AND OBJECTIVES OF THE PORT PHILLIP FORESHORE MANAGEMENT PLAN

The purpose of the Port Phillip Foreshore Management Plan (FMP) is to provide guidance for the future use, development and management of the Port Phillip foreshore. The Foreshore Plan provides a long term strategic vision and direction for the foreshore by identifying coastal values that need protecting, maintaining and enhancing, whilst responding to current and future management issues. The Plan will also help to inform Council's future management and budgeting for the foreshore.

The Foreshore Management Plan is a public document adopted by Council and approved by the Victorian Minister for Environment and Climate Change.

The objectives of the Port Phillip Foreshore Management Plan are to:

- Provide a long term strategic vision and direction for the foreshore.
- Identify coastal values that require protection, management and enhancing.
- Provide a framework for future use and development along the foreshore.
- Guide future management, works programming and budgeting.
- Identify current and future management issues.
- Increase the community understanding and awareness of the range and complexity of coastal issues and details how Council will manage the foreshore.
- Provide a defined and prioritised implementation plan that outlines responsibilities, priorities and cost estimates for future management.

STUDY AREA AND CONTEXT

The foreshore is Port Phillip's most outstanding natural and cultural asset and plays a very important social and recreational role for the local and wider population. The Port Phillip Foreshore Management Plan covers the 11 kilometres of coastline of the City of Port Phillip between Sandridge and Elwood. This includes the coastal Crown land reserved under the *Crown Land (Reserves) Act 1978* that the City of Port Phillip is the delegated Committee of Management.

In addition, the study area refers to Crown land within Port Phillip that is managed by the Department of Sustainability and Environment (DSE) such as the St Kilda Sea Baths, piers and jetties managed by Parks Victoria and the freehold land owned by Port of Melbourne Corporation (PoMC) including Webb Dock Trail and Perc White Reserve.

Since the development of the previous 2004 Foreshore Management Plan a number of factors are having an impact on Port Phillip's foreshore. Some of these include:

Ageing infrastructure – many of Port Phillip's paths, lights, playgrounds and other assets are ageing at an accelerated rate. The maintenance and replacement costs are significantly higher along the foreshore compared to other parts of the city due to the salty seaside conditions and increasing usage.

Declining vegetation – our coastal vegetation, dunes and reserves are feeling the effects of drought, extreme weather conditions from climate change and the increasing population and usage pressures.

Demands for upgraded facilities – several of Council's Life Saving Club buildings require major capital investment to support the community volunteers.

Demands for additional facilities – population growth and increasing usage along the foreshore is resulting in rising demands for new facilities such as more toilets and beach showers.

A changing climate – the average sea level within Port Phillip Bay has already risen over 3cm during the 1990's with a rise of no less than 80cm predicted by 2100*. Storm surges and stormwater flows are also expected to increase the risk of flooding to several parts of our highly valued foreshore. Development approvals along the foreshore are increasingly being tested against sea level rise modelling and are required to demonstrate 'coastal dependency'.

24 hour culture over summer – the competing demands for improved residential amenity, passive recreation and more active recreational opportunities continue to grow. The expectation for improved swimming safety and long term education programs is also rising in Port Phillip.

CONSULTATION APPROACH AND PLAN DEVELOPMENT

The beaches, bay and foreshore environment is highly valued by the Port Phillip community. It was therefore important that Council consulted the community, so that their values and interests influence the future management of our foreshore. Initial community consultation occurred during October and November 2010. In order to ensure that a representative number of individuals, groups and opinions were captured, Council sought information from the community and business through a variety of mediums. This included stakeholder workshops, telephone surveys with residents, on-site survey along the length of the foreshore, online forum, public consultation event on November 17, 2010 and Foreshore Management Plan Community Reference Committee. Each type of consultation identified different opinions and competing needs associated with managing the foreshore.

VISION STATEMENT

The vision for Port Phillip foreshore has been developed through the community and stakeholder engagement process and the detailed background analysis undertaken. The vision aims to reflect the aspirations of the community, key stakeholders and Council. The vision for the Port Phillip foreshore is:

“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.”

* Source: CSIRO

Executive Summary (cont.)

PORT PHILLIP FORESHORE MANAGEMENT PLAN GUIDING PRINCIPLES

The following guiding principles update the previously adopted foreshore principles and are based on the current stakeholder and community expectations as well as the policy and legislative direction relating specifically to the Port Phillip foreshore.

These principles are not presented in any priority order. The guiding principles for the Port Phillip Foreshore Management Plan are:

Principle	Principle explanation
Principle 1: Public Access and Positive Community Benefit	Ensure that new and ongoing use and development make a positive contribution to the coast. To do this it should provide a positive community benefit based on public access and coastal dependence or supporting use.
Principle 2: Public Open Space, Recreational Activities and Events	The foreshore is public open space managed for a range of public use opportunities. The foreshore should be promoted as an important social and recreational destination with a variety of active and passive recreational uses that are coastal dependent and attract both residents and visitors.
Principle 3: Coastal Sustainability, Vegetation and Heritage Values	Protect and enhance the natural environmental and cultural values of the foreshore and ensure its sustainability.
Principle 4: Climate Change and Adaptation Strategies	Plan for the environmental, social and economic impacts associated with climate change to implement adaptation strategies to deal with beach erosion, flooding, storm surges and sea level rise. Consider the 'carbon cost' to help mitigate further climate change.
Principle 5: Diversity of Foreshore Environments and Character	Manage the foreshore having regard for a diversity of landscapes and areas with a unique sense of place, including natural, manmade and cultural aspects that contribute to the character of the local area and overall coastal character of the foreshore. The Port Phillip foreshore reserve should not be managed as a uniform, single environment.
Principle 6: Safe and Equitable Use	Provide a safe foreshore environment with a predominance of free and accessible use for all foreshore users.
Principle 7: Community Participation and Support	Provide opportunities for ongoing community participation and support community initiatives to progress a range of foreshore management issues.
Principle 8: Connectivity to Activity Centres and Public Transport	Promote safe and attractive pedestrian linkages, cycle and disabled access between the foreshore environment, urban activity centres and public transport of Port Phillip.
Principle 9: Buildings and Car Parking	Aspire towards foreshore buildings that are multi-purpose in design to encourage shared-use and fulfil a range of community uses and needs. Increases in building footprints or increases to the foreshore car park net footprint will not be allowed. There should be no loss of open space.
Principle 10: Economic Sustainability	Recognise the economic value and contribution of the foreshore and only encourage investment in foreshore activities that will provide long-term economic sustainability, balanced use of foreshore public land and net community benefit.

STRATEGIC DIRECTIONS

The key management issues that emerged from the Background Review and consultation during development of the Port Phillip Foreshore Management Plan were grouped into the following ten general themes:

1. Community participation and support	6. Infrastructure
2. Management	7. Diversity of activities
3. Vegetation and biodiversity	8. Place / character
4. Recreational	9. Coastal sustainability
5. Accessibility	10. Economic

Objectives and actions relating to each theme were developed in order to provide strategic direction. Full details of the all the objectives, actions, existing conditions, values and challenges are provided in Section 4.

The following tables summarise the themes and related 'high' value actions relevant to the entire foreshore area, followed by the high value actions relevant to just specific locations. Refer to Section 4.2 for full details of the 'value' criteria.

Theme 1: Community Participation and Support – High Value Actions

Community Participation and Support – High Value Actions

1. Support 'friends' and other 'Coastcare' type community groups to assist in the care of the foreshore environment.
2. Provide support to community groups through various Council financial initiatives and educational programs i.e. 'Small Poppy Grants Program'; environmental building retrofit program.

Theme 2: Management – High Value Actions

Management – High Value Actions

1. Provide an annual summer public education program on beach litter, recycling, heatwaves, expected behaviours, foreshore events and promotion of community group's activities.
2. Provide opportunities for a coordinated management and investment of the foreshore with neighbouring authorities such as Bayside City Council and Port of Melbourne Corporation, DSE, Parks Victoria and Melbourne Water.
3. Review the beach cleaning operations, frequency and quality to implement updated service specifications that respond to peak usage, increasing storm impacts and reduce seaweed stockpiling.
4. Proactively plan and coordinate the preparation and management of key foreshore sites attracting large crowds in busy periods.
5. Provide annual summer education programs with Beach Rangers.
6. Review the level of regulatory foreshore patrols to manage animals, parking, events and other local laws.
7. Continue to liaise with Victoria Police as the primary agency for delivering community safety to reduce anti-social behaviour including New Years Eve and extreme weather events.
8. Continue to liaise with Parks Victoria and Water Police to reduce infringements by PWC operators and increase the safety amenity of swimmers and other users of the foreshore.
9. Develop and implement an upgrade program for high demand public toilets.
10. Schedule independent assessments of the pedestrian and bike path condition against current national standards and usage trends.
11. Review and implement improved asset life management and renewal programs of foreshore infrastructure.

Theme 3: Vegetation and biodiversity – High Value Actions

Vegetation and biodiversity – High Value Actions

1. Develop and implement a Vegetation Management Plan to protect and enhance vegetation along the foreshore including dune areas.
2. Implement strategies that achieve high quality ecological values, shade and use of drought tolerant species including relevant actions within the:
 - Park Tree Planting Program
 - Greening Port Phillip Street Tree Strategy
 - Catani Gardens and Southern Foreshore Management Plan.
3. In line with local master plans, provide shade species along the foreshore including high use areas such as playgrounds, BBQ and seating areas.

Theme 4: Recreational – High Value Actions

Recreational – High Value Actions

1. Maintain existing areas of organised sports and individual recreational activity.
2. Review consistency of policies to manage competing demands of on-water and land activity areas i.e. kiteboarding areas and swimming/boating zones near activity centres.
3. Continue monitoring of dog owner compliance in approved dog leash/off leash beach areas.
4. Upgrade amenities to support increased demand for recreational activities i.e. seating, bicycle and pedestrian paths, bicycle racks, signage, mains power supply for community events etc.
5. Review and maintain sustainable levels of foreshore commercial recreation consistent with the the Principles and Council's Commercial Recreation Policy.
6. Maintain ongoing investment towards swim safety education programs and Life Saver training, including Cultural and Linguistically Diverse (CALD) communities.

Executive Summary (cont.)

Theme 5: Accessibility – High Value Actions

Accessibility – High Value Actions

1. Implement Council's Sustainable Transport Strategy, Walk and Cycle Plans to improve foreshore accessibility and connectivity from adjoining activity centres and public transport, including access across Beaconsfield Parade, Pier Road and Ormond Esplanade.
2. Improve access to the sand and water for people with disabilities or limited mobility.
3. Continue the installation of swim safety signage as recommended in 'Coastal Risk Assessment and Treatment Plan – City of Port Phillip 2010'.

Theme 6: Infrastructure – High Value Actions

Infrastructure – High Value Actions

1. Maintain foreshore buildings to be fit for purpose and meet or exceed relevant environmental standards. New buildings/ refurbishments should be high quality urban design in keeping with coastal environment, local character and multi-use and will not increase the net footprint or cause any loss of open space.
2. Upgrade and standardise the design, location and labelling of all foreshore general waste and recycling bin housings and wheelie bins.
3. Provide additional exercise stations and drinking/water bottle refill stations at appropriate locations.
4. Develop a renewal program for aging infrastructure.
5. Upgrades and provision of new infrastructure designed and located to adequately consider climate change risk, including coastal hazard vulnerability assessments.
6. Relocate stormwater drainage outlets from the sand and filter stormwater pollutants from entering the Bay.
7. Upgrade ageing stormwater drainage infrastructure and litter traps with consideration to climate change and increasing storm flows.

Theme 7: Diversity of Activities – High Value Actions

Diversity of Activities – High Value Actions

1. Maintain coastal dependent commercial activities that benefit the diversity of foreshore users in accordance with the guiding Principles.

Theme 8: Place / Character – High Value Actions

Place / Character – High Value Actions

1. Implement the specialist maintenance program to ensure ongoing maintenance and upgrade of foreshore monuments.
2. Maintain areas of cultural identity.

Theme 9: Coastal Sustainability – High Value Actions

Coastal Sustainability – High Value Actions

1. Plan for a sea level rise of not less than 0.8m by 2100 and allow for the combined effects of tides, storm surges, coastal processes and location conditions, such as topography and geology when assessing risk and impacts associated with climate change.
2. Consider the results of Council's Coastal Hazard Vulnerability Assessment (CHVA) to develop 'coastal action' and 'structure' plans to integrate drainage and manage climate impacts along the foreshore.
3. Implement Council's Climate Adaptation Strategy and Community Climate Plan to manage the impact of climate change along the foreshore.
4. Work with Melbourne Water to improve the water quality in Port Phillip Bay.
5. Increase the total area covered by litter traps and filtering of stormwater to improve water quality in line with Council's Water Plan.
6. Implement the Council's Environmental Building Improvement Program to improve the energy and water efficiency of Community Club buildings.
7. Increase the use of coastal vegetation planting to improve natural shade and increase green spaces along the foreshore.

Theme 10: Economic – High Value Actions

Economic – High Value Actions

1. Support and enhance sustainable commercial uses that achieve a balanced use of foreshore public land and net community benefit in accordance with Principles 9 and 10.

PORT PHILLIP FORESHORE AREAS

To assist with identifying and locating specific strategic objectives and actions throughout the Port Phillip foreshore, a geographic approach has been adopted whereby five foreshore areas have been identified. These are:

- | | |
|------------------------------------|-------------|
| 1. Sandridge | 4. St Kilda |
| 2. Port Melbourne | 5. Elwood |
| 3. South Melbourne and Middle Park | |

An area description with existing conditions, values and challenges plus high value actions for each of these five foreshore areas is provided in Section 5, while Figures 5-1 to 5-5 are included to enable a visual expression for the high value actions. The local area 'high' value actions are:

Sandridge – High Value Actions

High value actions for Sandridge:

1. Develop a long-term management agreement for PoMC land at Perc White Reserve and Webb Dock Trail.
2. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.

Port Melbourne – High Value Actions

High value actions for Port Melbourne:

1. As part of the Port Melbourne Urban Design Framework, progress traffic management solutions to reduce congestion at Station Pier and improve connectivity to the light rail reserve shared path.
2. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.
3. Advocate for the appropriate use and development of Princes Pier to balance recreational, visitor and residential needs.
4. Develop and implement an upgrade program for high demand public toilets.
5. Provide more shade in high use areas and along the foreshore.
6. Install new beach showers and drinking/water bottle refill stations at Port Melbourne.
7. Upgrade the Life Saving Club building.

South Melbourne and Middle Park – High Value Actions

High value actions for South Melbourne and Middle Park:

1. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.
2. Work with the Life Saving Club and LSV to provide a new building
3. Install new beach showers and drinking/water bottle refill stations.
4. Provide more shade in high use areas and along the foreshore.

St Kilda – High Value Actions

High value actions for St Kilda:

1. Install new beach showers and drinking/water bottle refill stations at West Beach, St Kilda and Marina Reserve.
2. Support appropriate plans for the redevelopment of St Kilda Pier, sailing boat harbour and construction of the separated penguin boardwalk to match stakeholder aspirations with clear public benefits.
3. Develop and implement an upgrade program for high demand public toilets.
4. Work with the Life Saving Club and LSV to provide new accommodation

Elwood – High Value Actions

High value actions for Elwood:

1. Develop vegetation management plan for the Elwood foreshore reserves.
2. Provide shade species along the foreshore in line with Elwood Masterplan.
3. Develop and implement an upgrade program for high demand public toilets.

I.1 BACKGROUND

The City of Port Phillip is a bay side municipality located on the northern shore of Port Phillip Bay. The foreshore is Port Phillip's most outstanding natural and cultural asset and plays a very important social and recreational role for the local and wider population. The foreshore contains some of Melbourne's most popular beaches and is well known for its historic and dynamic urban environment. The Port Phillip foreshore environment is highly modified with most beaches being artificially created and renourished to maintain a sanded beach experience for users.

The Port Phillip foreshore is well serviced by a number of varied and substantial retail, entertainment and leisure precincts due to its close proximity to Bay Street (Port Melbourne), Clarendon Street (South Melbourne), Fitzroy and Acland Streets (St Kilda), Carlisle Street (Balaclava) and Ormond Road (Elwood). The foreshore is reasonably well served by public transport with access for foreshore users by tram, light rail and bus.

Council is responsible for managing a significant amount of infrastructure and facilities located within the foreshore environment including buildings, waste and recycling bins, BBQ's, picnic tables, seats and benches, public toilets and showers, playgrounds, exercise stations, pathways, car parks, cycling facilities, drains, drinking fountains, access ways, lighting, parks and trees. Council also has primary responsibility for beach cleaning, protecting foreshore vegetation and cultural heritage values and managing the demand for recreational activities, festivals and events along the foreshore.

A previous Foreshore Management Plan (FMP) to guide decision making of the foreshore reserve was prepared in 2004. Many of the actions recommended in this 2004 Plan have been completed or are underway. Several factors since 2004 have warranted the development of a new foreshore plan. These include ageing infrastructure, declining vegetation, demands for upgraded facilities, demands for additional facilities, a changing climate and a 24 hour culture over summer. This project seeks to review and update the 2004 Plan to provide ongoing management direction for Port Phillip Council as the delegated Committee of Management for the foreshore.

I.2 PURPOSE AND OBJECTIVES OF THE PORT PHILLIP FORESHORE MANAGEMENT PLAN

The purpose of the Port Phillip Foreshore Management Plan is to provide guidance for the future use, development and management of the Port Phillip foreshore. The Plan provides a long term strategic vision and direction for the foreshore by identifying coastal values that need protecting, maintaining and enhancing, whilst responding to current and future management issues. The Plan will also help to inform Council's future management and budgeting for the foreshore.

The Foreshore Management Plan is a public document that will ultimately be adopted by Council and approved by the Victorian Minister for Environment and Climate Change. The plan establishes agreement between a Committee of Management, Department of Sustainability and Environment (DSE) and the community as to how the foreshore area will be managed.

The main objectives of this Port Phillip Foreshore Management Plan are to:

- Provide a long term strategic vision and direction for the foreshore.
- Identify coastal values that require protection, management and enhancing.
- Provide a framework for future use and development along the foreshore.
- Guide future management, works programming and budgeting.
- Identify current and future management issues.
- Increase the community understanding and awareness of the range and complexity of coastal issues and details how Council will manage the foreshore.
- Provide a defined and prioritised implementation plan that outlines responsibilities, priorities and cost estimates for future management.

The actions contained within the Foreshore Plan will be used to guide subsequent development of works programs for the area and provide support for future funding applications to Government agencies or other funding sources.

Once adopted by Council, the 2011 Port Phillip Foreshore Management Plan supersedes the 2004 version. The revised Plan takes into account changes in Government policy, an updated Victorian Coastal Strategy in 2008, emerging data regarding climate change issues and the changes to local issues including increasing population pressure and a 24 hour culture of foreshore usage.

The Port Phillip Foreshore Management Plan does not replace any existing Council plan, policy, master plan or Urban Design Framework (UDF). Rather the Foreshore Plan is a shared vision with principles, and associated actions including a priority plan that functions to complement other existing Council documents that provide detailed guidance within specific areas. Figure I-1 illustrates this.

Figure I-1 Foreshore Management Plan Implementation Process



1.3 STUDY AREA AND SIGNIFICANT FEATURES

The Port Phillip Foreshore Management Plan covers the 11 kilometres of coastline of the City of Port Phillip between Sandridge and Elwood. This includes the coastal Crown land reserved under the *Crown Land (Reserves) Act 1978* that the City of Port Phillip is the delegated Committee of Management.

In addition, the study area gives reference to Crown land within Port Phillip that is managed by DSE as lessor such as the St Kilda Sea Baths, piers, jetties and waterway managed by Parks Victoria and the freehold land owned by Port of Melbourne Corporation (PoMC) including Webb Dock Trail and Perc White Reserve. Although the St Kilda breakwater also falls outside Council's direct responsibility, the Foreshore Management Plan does give consideration to the Little Penguin colony and Council's shared responsibility as part of the St Kilda Breakwater Wildlife Management Co-operative Area (WMCA).

Sites of Aboriginal and post-settlement cultural heritage are valued and protected within the Port Phillip foreshore. The significant number of monuments, memorials and other public art along the foreshore are highly valued and well maintained. These features provide the resident and visitors with a unique sense of connectedness to the foreshore.

The beaches covered by this Plan include the Sandridge, Port Melbourne, South Melbourne, Middle Park, St Kilda and Elwood foreshore reserves. The foreshore is comprised of many landscapes and uses ranging from long sanded beaches to formal parks and built-up activity areas. The landscape and environment is highly modified, having evolved over time through land reclamation and beach renourishment, park development and built structures such as groynes and bluestone sea walls. The majority of the landscape represents a cultural landscape design to support intensive levels of inner-city activity.

The length of Port Phillip's foreshore is connected by the Bay Trail recreational path. The Bay Trail is extremely popular for bike riders, walkers, roller bladders and commuter cyclists and forms a key recreational path within the metropolitan trail network

The foreshore is well known and recognised for its distinctive and definable landscape character which varies from the Norfolk Island Pines on Elwood foreshore to the distinctive Canary Island Date Palms at St Kilda beach. South Melbourne and Middle Park have a relatively structured and exposed urban form complemented with sand dune formations. While Port Melbourne is identifiable by its extensive higher density residential redevelopment and the Sandridge area is considered to provide more natural coastal values.

Although the full foreshore extent is highly modified and urbanised, the Port Phillip foreshore does have some unique areas of original native vegetation including the regional ecologically significant Perc White Reserve and areas of dune systems. Other vegetated areas contain primary and secondary coastal vegetation communities which contribute to the coastal visual amenity and

provide habitat areas for native fauna and birds.

The Elster Creek catchment in Melbourne's inner south eastern suburbs is a tributary of Port Phillip Bay, stretching 15-20 kilometres from Bentleigh to Elwood. It is the most significant waterway within the City of Port Phillip entering the Bay. Beginning in Bentleigh, it flows underground to McKinnon and East Brighton. It continues above ground at Gardenvale and East Brighton to then enter the Bay north of Point Ormond. The most well known point of the Elster Creek is at what is commonly called the Elwood Canal. The Elster Creek catchment collects rainwater that falls in this area and, via the creek, carries this water down to Port Phillip Bay.

Although the Foreshore Plan does not specifically include water environments and offshore activities such as boating, the Plan takes into account the impacts of offshore activities such as jet skiing, recreational fishing and boating on the foreshore reserve.

The Foreshore Plan considers interface issues with the adjacent municipality of City of Bayside to the south of the study area at Head Street, Elwood and the Port of Melbourne Corporation to the north of the study area in Sandridge and with State Government agencies such as Melbourne Water relating to stormwater drains. Collaboration between agencies is essential to improve consistency between management practices and maintenance regimes for the benefit of foreshore users.

Figure 1-2 on the following page shows the study area subject to this Foreshore Management Plan.

1.3.1 Aboriginal Recognition

The Port Phillip coastline was particularly significant to Aboriginal people, and remains so. The route along the foreshore is considered to be both an historic clan border as well as an historic trail used by the Boon Wurrung on their annual travels from Port Phillip Bay to Mornington.

The City of Port Phillip acknowledges that Indigenous Australians were the first people of this land and have survived European settlement for more than two centuries

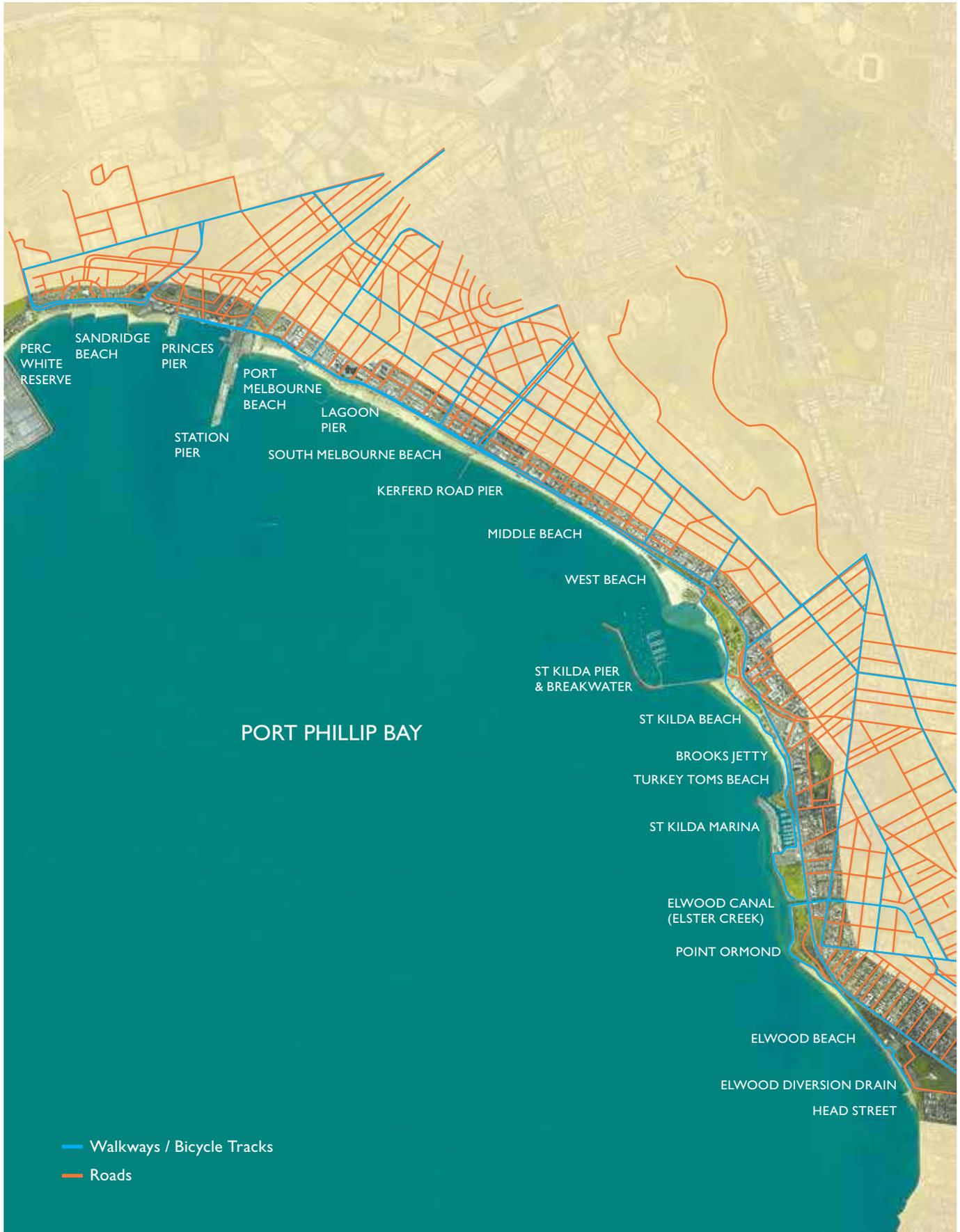
Aboriginal community representatives and leaders and the City of Port Phillip signed a memorandum of understanding (MoU) on September 11, 2002 at the St Kilda Town Hall. A key characteristic within the MOU, of relevance to the Port Phillip Foreshore Plan, is in regards to the management and protection of sites of Indigenous cultural significance, in which it states:

'Public land for which Council is the responsible authority, and that is an identified site of cultural significance, or that may be site of cultural significance, subject to native title interest, is required to be protected by Council according to relevant legislation.'

Within the Port Phillip foreshore there is one Aboriginal archaeological site recorded at Point Ormond.

I Context (cont.)

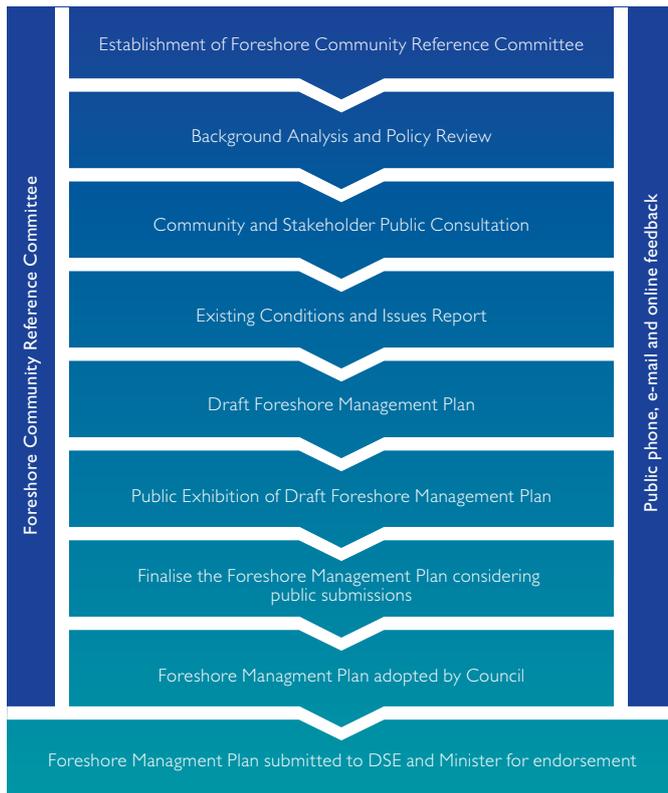
Figure I-2 Port Phillip Foreshore Management Plan Study Area Map



1.4 DEVELOPMENT OF THE PORT PHILLIP FORESHORE MANAGEMENT PLAN

As shown diagrammatically in Figure 1-3, the Port Phillip Foreshore Management Plan has been prepared in accordance with the requirements of the *Coastal Management Act 1995* and relevant State and Local Government policy and guidelines.

Figure 1-3 Approach to developing the Port Phillip Foreshore Management Plan



As key stakeholders of the foreshore, City of Port Phillip Council Officers, representatives from clubs, community organisations, friends volunteer groups, State government agencies and foreshore users provided early input into the development of the Foreshore Management Plan through the identification of key issues, values and opportunities. To capture opinions from Council Officers, agency and community organisations and the foreshore users, a variety of mediums were applied to ensure a representative number of individuals and groups were surveyed. Participation by the community in the various types of consultation included telephone and on-site surveys along the foreshore, 'Your Bay Your Say' community consultation, workshops, video interviews, emails and online discussion forums.

The Foreshore Management Plan Community Reference Committee was formed to draw on the experience of the community and assist Council in the development of the Plan. The Committee provided guidance to Council in the development of the foreshore principles and actions whilst also considering the feedback received via the various consultation activities.

The Background Review included research of other State and international related trends. This information provided an understanding of the best practice examples and case studies on key management trends relating to a range of aspects on the foreshore and facilities in other jurisdictions.

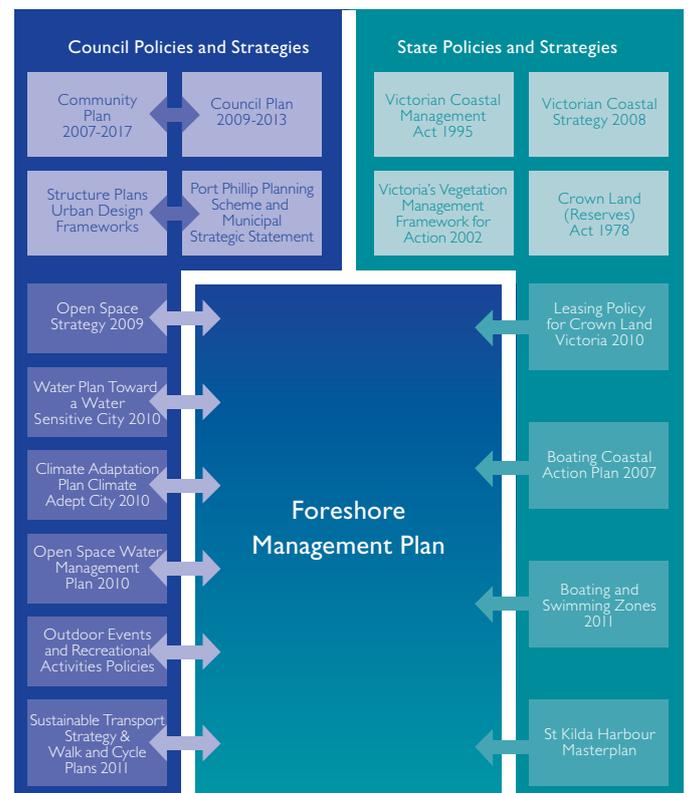
1.5 PLANNING FRAMEWORK

A range of legislative, policy and guideline instruments are used to manage, administer and develop the foreshore reserve managed by the City of Port Phillip. These documents cover a broad spectrum of issues. The function of the Port Phillip Foreshore Management Plan is to utilise these instruments in a way that provides an integrated and comprehensive management tool for Council and the broader community. This will also provide clear agreement on the future strategic direction of the foreshore reserve.

This section outlines the policy and planning framework in which the Plan has been prepared with reference to the significant Council and State strategies and policies. Comprehensive details of these and other strategies and policies are examined as part of the Foreshore Background Review.

Figure 1-4 shows the relationship of the Foreshore Management Plan to the major Council and State policies and strategies.

Figure 1-4 Foreshore Plan relationship to Council and State Policies and Strategies



I Context (cont.)

1.5.1 Coastal Management Act 1995

The *Coastal Management Act 1995* provides for the coordinated strategic planning and management of the Victorian coast. The Act establishes the Victorian Coastal Council (VCC) and three Regional Coastal Boards to coordinate planning and management of the coast. It also provides for the coordinated approach to approvals for use and development of coastal Crown land, including the preparation and implementation of Coastal Action Plans (CAP) (see Section 1.5.7) and Coastal Management Plans (CMP) or Foreshore Management Plan (FMP) in this instance.

As set out in Section 30 of the Act, the relevant Committee of Management of coastal Crown land reserved under the *Crown Land (Reserves) Act 1978* may determine whether to prepare a CMP and is empowered to prepare this Plan.

A CMP must set out the land management requirements for the area and include a business plan describing the proposed works.

A CMP for an area must be consistent with and give effect to:

- The Victorian Coastal Strategy;
- Any Coastal Action Plan applying to the area (Central Boating CAP in this instance); and
- Any relevant coastal recommendation.

A completed CMP must be referred to the Minister for approval. Importantly, land managers, public authorities and Committee of Management, must take all reasonable steps to give effect to an approved CMP applying to the Port Phillip foreshore reserve. Every three years the CMP must be reviewed and a new plan developed for the area.

The *Coastal Management Act 1995* is also the legislative instrument to provide consent for the use and development of coastal Crown land. This consenting process applies to all coastal Crown land, regardless of status in a planning scheme and ensures that DSE has the opportunity to represent the broader public interest in matters affecting the coast and seabed.

When considering an application, DSE must have regard to:

- The Victorian Coastal Strategy.
- Any Coastal Action Plan applying to the land.
- Any relevant coastal recommendation.
- The purpose of the reservation under the *Crown Land (Reserves) Act 1978*.

Figure 1-5 illustrates the connection and hierarchy of the Victorian coastal legislation and organisations to the state, regional and local level plans. Port Phillip Council as the ‘Committee of Management’ is responsible for the implementation of the local level Foreshore Management Plan and relevant aspects of the higher level *Victorian Coastal Strategy 2008*.

Figure 1-5 Hierarchy of coastal legislation, organisations and plans



1.5.2 Crown Land (Reserves) Act 1978 and Reservations within Port Phillip

The *Crown Land (Reserves) Act 1978* provides for the reservation of Crown land for various purposes and its management. The Act also provides an instrument for leasing and licensing of reserved Crown land, revocation of Crown reservations and sale of Crown land. The Minister for Environment and Climate Change appoints Committee of Management, under the Act, to manage reserves on behalf of all Victorians, outlines committee powers and establishes regulations for land reserved under this Act.

Table 1-1 outlines the Crown land reservations located within the foreshore reserve and the responsible authority for management of this land.

Table 1-1 Crown Land Reservations on Port Phillip Foreshore

Crown Reserve	Management
Elwood Park and Elwood Foreshore Reserve	City of Port Phillip
St Kilda Marina and surrounding foreshore	City of Port Phillip
Elwood Canal	Melbourne Water
Shakespeare Grove Recreation and Drainage Reserve	City of Port Phillip
St Kilda Foreshore Reserve/Catani Gardens	City of Port Phillip
St Kilda Sea Baths (Unreserved Crown land)	DSE
St Kilda Pier and Breakwater	Parks Victoria
South Melbourne Foreshore Reserve	City of Port Phillip
Port Melbourne, South Melbourne and Middle Parks Foreshore Reserve	City of Port Phillip
Public Purposes Reserve (near intersections of Bay Street, Port Melbourne and Johnston Street, South Melbourne)	City of Port Phillip
Port Melbourne Foreshore Reserve	City of Port Phillip

1.5.3 Leasing Policy for Crown Land in Victoria 2010

The Leasing Policy for Crown Land in Victoria 2010 is the State Government's recognition of the importance of having a robust and relevant policy for the leasing of Victoria's valuable Crown land to manage impacts from increasing pressures of population growth and environmental stress.

This policy applies to leasing under the *Crown Land (Reserves) Act 1978* and is relevant to land managers, tenants and prospective tenants. The policy applies to Crown land leasing by the Department of Sustainability and Environment (DSE), Parks Victoria, trustees and committees of management appointed under the Crown Land (Reserves) Act. It also applies to the granting of new leases and the renewal of leases.

The objective of the Crown land leasing policy is to provide a consistent framework for the leasing of Crown land by formalising 'Crown Land Leasing Principles' at a State-wide level. These principles 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.

The three Crown land leasing policy principles are:

- To provide benefits to the public through leasing.
- To ensure consistency and transparency in leasing.
- To manage leased Crown land in an ecologically sustainable manner.

1.5.4 Victorian Coastal Strategy 2008

The Victorian Coastal Strategy (VCS) 2008 provides a comprehensive integrated management framework for the coast of Victoria. It is established under the *Coastal Management Act 1995*. The Act directs the VCS to provide for long-term planning of the Victorian coast for the next 100 years and beyond.

The purpose of the 2008 strategy is to provide:

- A vision for the planning, management and use of coastal, estuarine and marine environments.
- The government's policy commitment for coastal, estuarine and marine environments.
- A framework for the development and implementation of other specific strategies and plans such as Coastal Action Plans, management plans and planning schemes.
- A guide for exercising discretion by decision-makers, where appropriate.

The VCS addresses four hierarchy of principles for coastal, estuarine and marine planning and management. The principles set the foundation of the strategy and provide a basis for a series of policies and actions to guide planning, management and decision making on coastal private and Crown land.

The hierarchy of principles are:

1. Provide for the protection of significant environmental and cultural values.
2. Undertake integrated planning and provide clear direction for the future.
3. Ensure the sustainable use of natural coastal resource.
4. Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

The following key actions from the VCS apply to the Port Phillip Foreshore Management Plan:

- The City of Port Phillip contains Coastal Acid Sulphate Soils (CASS). The VCS notes it is policy to avoid CASS and ensure any development proposed near or on CASS demonstrates that it will avoid any disturbance.
- Consider a precautionary principle approach to planning in the coastal environment when considering risks associated with climate change.
- Consider management responses and adaptation strategies to vulnerable areas as a result of climate change impacts in Port Phillip. These may include whether to protect, redesign, rebuild, elevate, relocate or retreat coastal Crown land buildings and infrastructure.
- Apply the criteria for use and development on coastal Crown land as outlined in the VCS.

1.5.5 Flora and Fauna Guarantee Act 1988

The purpose of the *Flora and Fauna Guarantee Act 1988* (Vic) is to establish a legal and administrative structure to promote the conservation of Victoria's native flora and fauna (including those relevant to the marine environment and coastal habitats). The Act provides procedures which can be used for the conservation, management or control of flora and fauna and the management of potentially threatening processes.

Use and management of the Port Phillip foreshore reserve should incorporate sound principles of flora and fauna management. The Foreshore Management Plan should recognise any potential threats to native flora and fauna and include management strategies to mitigate these threats.

1.5.6 Victoria's Native Vegetation Management: A Framework for Action 2002

Victoria's Native Vegetation Management: A Framework for Action 2002 is the State government's strategy to protect, enhance and revegetate Victoria's native vegetation. It addresses native vegetation from a whole of catchment perspective but with a focus on private land where the critical issues from past clearing and fragmentation of native vegetation exist. The Framework's main goal is to achieve a reversal, across the entire landscape, of the long-term decline in the extent and quality of native vegetation, leading to a net gain.

I Context (cont.)

Net gain is where overall gains in native vegetation are greater than overall losses and where individual losses are avoided where possible. This recognises that although it's better to retain existing native vegetation, it is possible to partially recover both amount and quality by active work and therefore improve the result as a whole. Net gain will be achieved as a result of landholder and government-assisted efforts to protect and improve native vegetation. In addition, permitted clearing must be offset in a way that adequately addresses the future impacts of such clearing.

The 'Framework' is one of the Victorian State Policies guiding decisions through the municipal planning schemes. The purpose of Clause 52.17 of the Port Phillip Planning Scheme is to protect and conserve native vegetation to reduce the impact of land and water degradation and provide habitat for plants and animals, whereby the following objectives apply:

- To avoid the removal of native vegetation.
- If the removal of native vegetation cannot be avoided, to minimise the removal of native vegetation through appropriate planning and design.
- To appropriately offset the loss of native vegetation.

1.5.7 Applicable Coastal Action Plans: Boating Coastal Action Plan 2007

The *Coastal Management Act 1995* refers to Coastal Action Plans (CAP) as part of a framework to provide strategic regional policy. A Coastal Management Plan (CMP) (or Foreshore Management Plan (FMP) in this instance) sits under the CAP to provide localised management and decision making guidance for a smaller geographic area.

The only applicable CAP that is of direct relevance to the preparation of the Port Phillip FMP is the Boating Coastal Action Plan (BCAP), prepared by the Central Coastal Board (2007). The Boating Coastal Action Plan (BCAP) 2007 is a strategic planning tool that provides a vision for the future use and improvement of the boating network. Together with a series of guiding principles and specific policies, the Boating CAP identifies immediate priorities for upgrading and managing existing facilities and a planning framework for new facilities. The primary outcome from implementation of the Boating CAP will be a network of boating facilities in 2030 that provides a level of service that reflects the needs of the community.

The Boating CAP and its policy direction have been considered during the development of the Port Phillip FMP.

The Boating CAP divides the central coastal region into ten boating area planning precincts within Port Phillip Bay, for which specific local objectives and policies are identified for implementation. The Boating CAP identifies the City of Port Phillip within the 'North Port Phillip' boating area planning precinct. These boating area planning precincts define policy for boating facilities at a local level. Each boating area planning precinct has specific boating functions, and a mix of local, district, regional and national functions/roles.

The North Port Phillip Boating Area policies relevant to the City of Port Phillip Foreshore Plan include:

Area /No.	North Port Phillip Boating Area Policies
A5.1	In this Boating Area, the strategic focus for investment to significantly upgrade facilities will be at St Kilda, Williamstown and the Yarra River facilities that compose the State Marine Precinct.
A5.4	Any new boating facilities south of the Yarra River to Ricketts Point will be provided within existing harbours, or near Princes Pier. The primary use of those harbours will be for boating activity.
A5.5	A coordinated liaison group of boat clubs, commercial operators and state government agencies will be established to plan for the provision of boating facilities and services expected in the State Marine Precinct (which comprises the Williamstown, Yarra River and Port of Melbourne areas).
A5.6	Any new or reconfigured boating facilities will be required to provide berths and moorings available to the public and visiting boaters during peak season demand.
A5.8	Any new boating facilities must not interfere with the operation of the commercial shipping channels or Port of Melbourne, particularly inside the State Marine precinct area. Any new proposal in this area must receive the endorsement of the Port of Melbourne Corporation.

A Boating Hierarchy was applied to all existing and proposed boating facilities in accordance with the criteria for upgrade of existing or provision of new facilities. The criteria included function and location, environmental impacts, social and cultural impacts, and economic and financial impacts.

There are six facilities identified in the Central Boating CAP within the 'North Port Phillip Boating Area', which are managed by Parks Victoria or the City of Port Phillip. The exception is Princes Pier which is managed by Major Projects Victoria and under reconstruction. It is also recognised that some of these facilities form part of the State Marine Precinct. The boating facilities and their current and future role are:

Name	Type	Current Role	Future Role
Princes Pier	Pier/Jetty	Closed	TBC
Port Melbourne Yacht Club	Yacht Club	Local	Local
Lagoon Pier	Pier/Jetty	Local	Local
Kerferd Road Pier	Pier/Jetty	Local	Local
St Kilda Harbour (includes St Kilda Pier, St Kilda Harbour and Royal Melbourne Yacht Squadron)	Yacht Club	Regional	Regional
St Kilda Marina	Multipurpose	Regional	Regional

The Boating Hierarchy for the region recommends no change from the current role to the future role of these boating facilities within the network in 2030. This indicates that the level of services and facilities provided at each of these boating facilities now is not expected to alter significantly over this period. This does not prohibit ongoing maintenance and facility renewal.

In 2008 a Concept Plan for the St Kilda Harbour Precinct was prepared by Parks Victoria. The Royal Melbourne Yacht Squadron has planning approval to replace the St Kilda boat harbour marina, construct a breakwater extension and wave attenuator.

1.5.8 Boating and Swimming Zones

Parks Victoria is progressively introducing new boating and swimming zones to improve safety across Port Phillip and Western Port. The purpose is to separate activities such as swimming from boating to create a safer and more enjoyable environment for boaters and swimmers.

The new zones are:

- **No Boating** – Swimming zone where boating is not permitted.
- **Boating Only** – Boating zone where swimming is not permitted.
- **5 knot zone** – where boating speed is limited 200 metres from shore.

Other specific zones such as Personal Water Craft (PWC) or sailboard zones are now incorporated into the 'Boating Only' category.

The new zone changes between Port Melbourne and St Kilda came into effect in September 2010. The changes include:

- Revised kite board operating area near West Beach.
- Swimming only zone in front of Port Melbourne and South Melbourne Life Saving Clubs.
- Swimming only zone between Wright and Armstrong Street in Middle Park.
- Boating only zone at St Kilda Marina and entrance.
- Swimming only zone between St Kilda Marina and St Kilda Pier.
- Improved visibility of aids to navigation and easy to understand signage.

Parks Victoria is expected to implement the remaining new zones in Port Phillip and Western Port progressively over the coming years.

1.5.9 National Coastal Climate Change Risk Assessment and the Victorian Future Coasts Program

The national coastal climate risk assessment or 'first pass' assessment drew together existing and new information to highlight the scale and range of issues Australia faces as a vulnerable coastal nation. The report identifies the key risks to Australia's coastal areas and outlines the role of adaptation.

The objectives of the first pass national assessment were to:

- Provide an assessment of the implications of climate change for nationally significant aspects of Australia's coast, with a particular focus on coastal settlements and ecosystems.
- Identify areas at high risk to climate change impacts.
- Identify barriers or impediments that hinder effective responses to minimise the impacts of climate change in the coastal zone.
- Help identify national priorities for adaptation to reduce climate change risk in the coastal zone

The Future Coasts Program is part of the Victorian Climate Change Adaptation Program. Future Coasts is led by the Department of Sustainability and Environment (DSE) in partnership with the Department of Planning and Community Development (DPCD) to provide a 'second pass' Victorian coastal climate assessment dataset.

The Future Coasts Program provides high resolution 3D representations of the land and sea floor using Light Detection and Ranging (LIDAR) optical remote sensing technology and Digital Elevation Models (DEM). The second pass assessment examines sea level rise, storm tide and land instability (erosion) along the entire Victorian coastline based on the State Government's policy of planning for sea level rise of no less than 0.8m by 2100. This work is currently being processed and quality assured for release as a Geographic Information System (GIS) dataset.

The Future Coasts Program is also developing Victorian coastal hazard guide. The guide will provide technical input to support local planners and land managers to undertake a consistent approach to planning for and managing the impacts of climate change on coastal hazards on the Victorian coast. This guide was due to be released in 2011.

Additionally, a project is underway in association with the Municipal Association of Victoria (MAV) to develop a Coastal Asset Database for Victoria. The Asset database will be designed for coastal land managers to view and interrogate a series of spatial data layers to assist them in their planning and decision making process. The project will work with key coastal stakeholders to identify and collate key asset datasets. The database aims to include information about buildings and infrastructure on public and private land, as well as ecological and heritage assets.

Together with the first and second pass data and mapping inputs, Port Phillip's climate change adaptation planning will produce a 'third pass' assessment. The localised Coastal Hazard Vulnerability Assessment (CHVA) will also use Port Phillip's recent flood modelling to determine the local impact of climate change. The third pass assessment will directly influence key local strategic policy and statutory tools, support monitoring and evaluation of change in coastal hazards over time and provide data for risk assessment and scenario planning. When completed, these resources will provide Port Phillip Council with the tools to better plan decision-making and manage the predicted coastal vulnerability including the impacts of climate change on the foreshore.

1.5.10 City of Port Phillip Community Plan 2007–2017

The City of Port Phillip Community Plan 2007-2017 is a planning and action framework intended to respond to community agreed priorities for a ten year period. The priorities came out of the 'Port Phillip Speaks Community Summit' held in April 2007 and attended by 750 people who actively discussed a range of complex topics and explored different opinions.

The Summit discussion focused on five key topics which included parking, community building, urban planning and development, entertainment and residential amenity and public open space. The Community Plan outlines the priorities to assist in protecting what the community identified as valuing the most.

Key priorities with relevance for the Port Phillip Foreshore Plan are to:

- Manage water use and re-use, planting and park usage for prolonged drought.
- Encourage environmentally sustainable design, while advocating for mandatory State government controls to reduce greenhouse emissions and water consumption.
- Make the physical environment support the community – "claim our streets", e.g. street parties, better lighting (to improve safety at night), spaces for young people, extend community bus, use public gardens, better public transport, better spaces for pedestrians.
- Improve event management to reduce environmental impacts and better manage the effect on the community.

1.5.11 City of Port Phillip Council Plan 2009-2013

The City of Port Phillip Council Plan 2009-2013 sets out Council's strategic directions and actions, and provides progress measurement indicators over a four year period. The Council Plan four key strategic directions are:

- Engaging and governing the city.
- Taking action on climate change.
- Strengthening our diverse and inclusive community.
- Enhancing liveability.

The objectives of the Foreshore Plan reflect the key strategies and directions in the City of Port Phillip Council Plan 2009-2013.

1.5.12 Port Phillip Planning Scheme including Municipal Strategic Statement

Planning schemes set out policies and provisions for the use, development and protection of land. Each local government area in Victoria and some special planning areas are covered by a planning scheme. Planning schemes are legal documents prepared by the local council or the Minister for Planning, and approved by the Minister. The administration and enforcement of the Port Phillip Planning Scheme is the duty of the City of Port Phillip.

The following clauses from the Port Phillip Planning Scheme have particular relevance for planning and land use management along the Port Phillip foreshore.

State Planning Policy Framework

Clause 13 Environmental Risks

Climate Change – Clause 13.01-1 Coastal inundation and erosion

Objective

'To plan for and manage the potential coastal impacts of climate change.'

Key strategies to achieve this objective are to plan for sea level rise of not less than 0.8 metres by 2100; apply the precautionary principle to planning and management decision-making, and to ensure that new development is located and designed to take account of the impacts of climate change on coastal hazard or avoid development in areas susceptible to inundation.

Clause 13.03-2 Erosion and landslip

Objective

'To protect areas prone to erosion, landslip or other land degradation processes.'

Key strategies to achieve this objective are to identify areas subject to erosion or instability in planning schemes and when considering the use and development of land; prevent inappropriate development in unstable areas or areas prone to erosion and promote vegetation retention, planting and rehabilitation in areas prone to erosion and land instability.

Local Planning Policy Framework

The Port Phillip Municipal Strategic Statement (MSS) sets out Council's strategic planning objectives, based on input from the community, and underpins the land-use and development provisions of the Port Phillip Planning Scheme.

The policies and objectives of the MSS and the Local Planning Policy Framework (LPPF) must be taken into account when preparing planning scheme amendments and considering planning permit applications.

The MSS highlights key issues for the Port Phillip foreshore:

- ‘There is a range of programmed activities in public open space areas in Port Phillip, including beach and foreshore events, supervised playground activities, horticultural activities and arts programs. The impacts of these events upon public access to open space needs to be monitored and managed.
- As the population increases, the public open space areas in Port Phillip will experience greater demand for use by residents and visitors alike. Existing public open space areas will need to be optimised, and new open space created where possible, to address this demand.
- The public realm is more inclusive, useable, safe and enjoyable if it is accessible to everyone. Changes to the physical environment which create access and equity are the key to inclusion of people with a disability in the community.
- The foreshore, from Webb Dock in Port Melbourne to Head Street in Elwood, is Port Phillip’s most outstanding natural and cultural asset and plays a very important social and recreational role for the local and wider population. Sensitive environmental management is essential in ensuring that the foreshore remains an attractive destination and continues to support a range of local flora and fauna.
- The foreshore and Albert Park Reserve are significant public open space assets and host a wide range of entertainment, sport and recreational activities. This influences the infrastructure needs of these areas and can impact on access to open space for local users.’

Municipal Strategic Statement Objectives

The MSS identifies objectives for the long term direction of land use and development. The following objectives relate specifically to public open space and foreshore and are of direct relevance to the Foreshore Management Plan:

- ‘To create a public open space network that caters for a diverse range of users and is accessible to all.
- To ensure the retention and optimum provision of high quality public open space.
- To protect and enhance the physical and cultural heritage values, and environmental attributes of public open space.
- To achieve a sustainable balance between preserving public open space, including the foreshore, and meeting the needs of users.
- To protect, manage and enhance the foreshore as an important natural, recreational and tourism asset.
- To maintain an active waterfront of relevant coastal dependant uses.
- To recognise the economic value and contribution of the foreshore to both the local and regional economy.’

1.5.13 Port of Melbourne Planning Scheme

At the far western boundary of the City of Port Phillip foreshore the Perc White Reserve and Webb Dock Trail is located. This freehold land is owned by Port of Melbourne Corporation and is within the Port of Melbourne Planning Scheme, however as outlined in Section 1.6 is under the caretakership of the City of Port Phillip.

Specific objectives within the Port of Melbourne Planning Scheme describe the future intent for the Perc White Reserve.

Municipal Strategic Statement Objectives and Strategies

Clause 21.04 Objectives, Strategies and Implementation

Clause 21.04-4 Visual Impact, Amenity and Buffers

‘Existing open space areas are to be retained as landscaped buffers between sensitive land uses and the Port, including the Williamstown Foreshore, Perc White Reserve, Westgate Park and other key coastal parklands. PoMC is committed to retaining these areas and where it is consistent with Port planning, providing new opportunities for open space along the foreshore and river.’

The key objective is:

‘To retain existing open space and park areas as landscaped buffers between sensitive land uses and the operational Port.’

Clause 21.04-5 Open space and recreation

‘Perc White Reserve is a nature reserve located to the north-east of the Webb Dock precinct. The PoMC supports the long term protection of the reserve for its environmental values and as a valuable landscape buffer (between residential areas and the Port).

Management of the foreshore areas will involve consultation with Parks Victoria and local councils.’

The key open space and recreation strategy for Perc White Reserve is to improve its role as open space and a buffer to the Port.

1.5.14 Land Use Zones and Overlays

The Port Phillip and Port of Melbourne Planning Schemes indicate a number of zones and overlays applicable to the land within the Port Phillip foreshore. The zones and overlays specify particular requirements that must be met for use and development of land. An important feature, reflected in the first purpose of each zone, is that they are to be administered to implement the State Planning Policy Framework (SPPF) and Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS) and Local policies. Generally, overlays apply to a single issue or related set of issues, such as heritage, environmental concern or flooding. Where more than one issue applies to land, multiple overlays can be used.

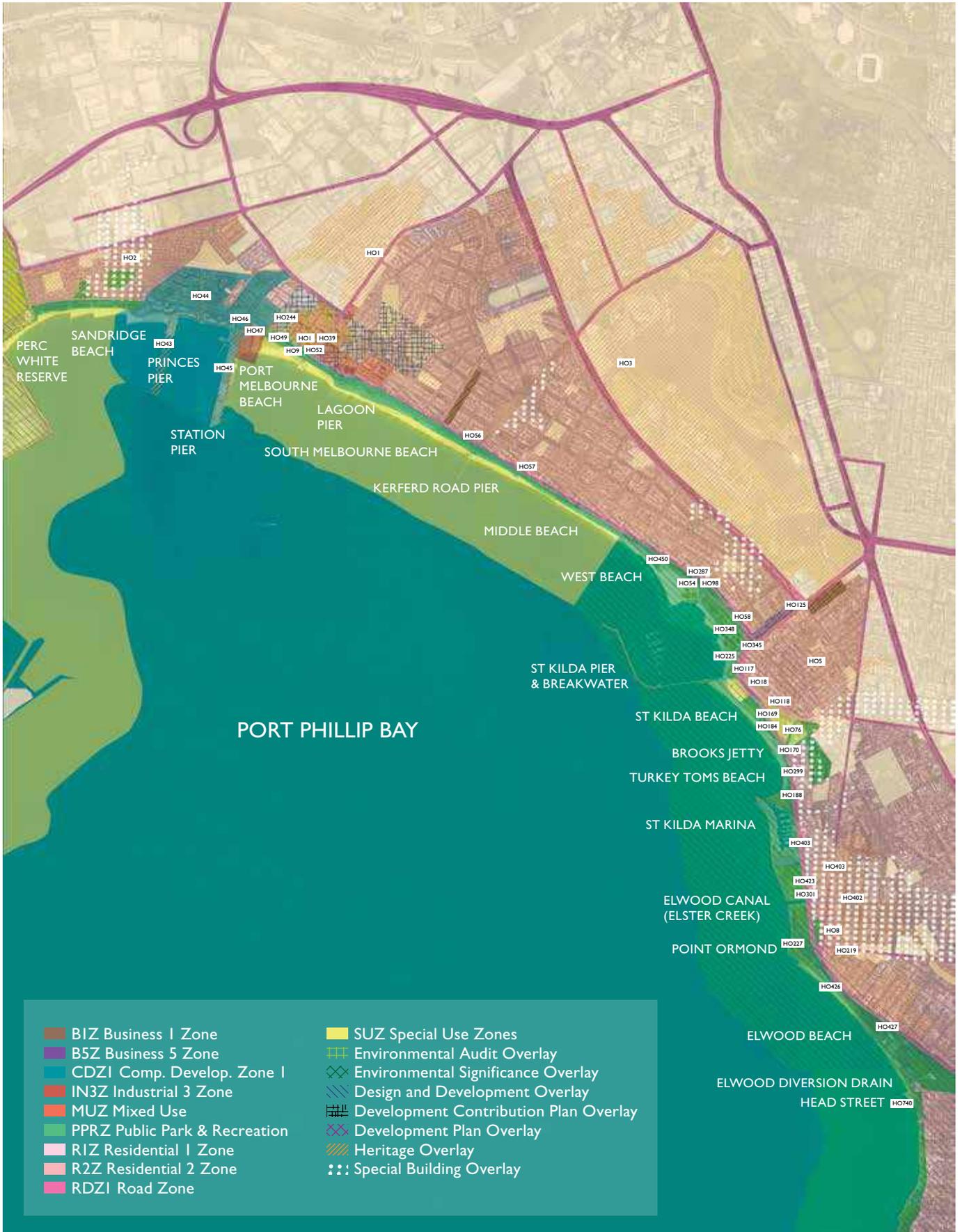
Table 1-2 lists the Port Phillip foreshore zones and overlays including the particular purpose or area that applies. Figure 1.6 illustrates the areas of the Planning Zones and Heritage Overlays.

I Context (cont.)

Table I-2 Port Phillip Foreshore Zones and Overlays

Port Phillip Planning Scheme
Zones
<p>Public Park and Recreation Zone (PPRZ)</p> <ul style="list-style-type: none"> To recognise areas for public recreation and open space. To protect and conserve areas of significance where appropriate. To provide for commercial uses where appropriate.
<p>Comprehensive Development Zone Schedule 1 (CDZI)</p> <ul style="list-style-type: none"> Beacon Cove Port Melbourne
<p>Road Zone Category 1 (RDZI)</p> <ul style="list-style-type: none"> To identify significant existing roads. To identify land which has been acquired for a significant proposed road.
<p>Industrial 3 Zone (IN3Z)</p> <ul style="list-style-type: none"> Tasmanian Ferry Terminal
<p>Mixed Use Zone (MUZ)</p> <ul style="list-style-type: none"> To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality. To encourage residential development that respects the neighbourhood character.
Overlays
<p>Design and Development Overlay Schedule I-1c (DDOI-1C)</p> <ul style="list-style-type: none"> Port Melbourne Mixed Use Growth Area
<p>Design and Development Overlay Schedule I0 (DDOI0)</p> <ul style="list-style-type: none"> Port Phillip Coastal Area
<p>Environmental Audit Overlay (EAO)</p> <ul style="list-style-type: none"> To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.
<p>Environmental Significance Overlay Schedule 3 (ESO3) – West Beach Natural History Reserve</p> <ul style="list-style-type: none"> To conserve and maintain the indigenous vegetation and habitat values. To continue revegetation works on the site using indigenous species of local provenance. To continue weed control and other horticultural maintenance works.
<p>Heritage Overlay (HO)</p> <ul style="list-style-type: none"> To conserve and enhance heritage places of natural or cultural significance. To conserve and enhance those elements which contribute to the significance of heritage places. To ensure that development does not adversely affect the significance of heritage places. To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place. <p><i>Areas covered by Heritage Overlay include:</i></p> <p>Princes Pier (HO43), Leading Lights (HO44), Station Pier (HO45), Centenary Bridge Pillar (HO47), Maskell and McNab Memorial (HO48), Band Rotunda opposite Stokes St (HO49), Public Toilets opposite Stokes St (HO50), Bi-centennial Memorial (HO51), WWI Memorial (HO362), Port Melbourne Yacht Club (HO52), Kerferd Road Pier (HO174), Cast Iron Lamp Standards, Beaconsfield Parade (HO53), Catani Gardens (HO348), Open Sea Bathing House (West Beach Pavilion) (HO54), St Kilda Seabaths (HO168), Catani Arch (HO169), Obelisks (HO170), The Stoke House (HO171), Dressing Pavilion, Jacka Boulevard (HO172), Beacon, Point Ormond (HO187), Royal Melbourne Yacht Squadron (HO225) and Parers Pavilion, St Kilda Pier (HO226).</p>
Port Phillip Planning Scheme
<p>Special Building Overlay (SBO)</p> <ul style="list-style-type: none"> To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity. To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).
Port of Melbourne Planning Scheme
Zones
<p>Special Use Zone Schedule 1 (SUZ1)</p> <ul style="list-style-type: none"> To provide for the ongoing operation and development of the Melbourne Port as a key area of the State for the interchange, storage and distribution of goods. To provide for uses which derive direct benefit from co-establishing with a port.
<p>Public Park and Recreation Zone (PPRZ)</p> <ul style="list-style-type: none"> To recognise areas for public recreation and open space. To protect and conserve areas of significance where appropriate. To provide for commercial uses where appropriate.
Overlays
<p>Design and Development Overlay Schedule 2 (DDO2)</p> <ul style="list-style-type: none"> Webb Dock Precinct
<p>Heritage Overlay (HO) – (purpose as for Port Phillip)</p> <p>Areas covered by Heritage Overlay include:</p> <ul style="list-style-type: none"> Kerferd Road Pier (HO01), Port Melbourne Yacht Club (HO09) and Beach Shelters (HO10)

Figure I-6 Map Showing Port Phillip and Port of Melbourne Planning Scheme Controls



1.5.15 Climate Adaptation Plan: Climate Adept City 2010

The 'Climate Adaptation Plan: Climate Adept City 2010' builds on the 2007 report 'Climate Change in the City of Port Phillip – An Initial Perspective'. The two reports concluded impacts will need to be managed to develop a city that is more resilient to a changing climate. The Adaptation Plan is expected to drive the future direction of foreshore planning in a significant way.

A climate adept city is one that is resilient to changing climate and extreme weather. The Port Phillip Climate Adaptation Plan outlines five key actions to climate proof the municipality. These actions are focused on flood management, beach protection, climate proof buildings, city climate and access and safety.

The key objectives to achieve Port Phillip's vision for a climate adept city include:

- Climate Resilient Buildings
 - Foster adaptive building design and development across the city.
 - Restrict coastal development that is assessed as vulnerable.
- Flood Management
 - Realise an effective drainage network for an increasingly flood prone city.
 - Ensure that this drainage network is integrated and properly blended with both coastal protection mechanisms and increasing inland freshwater reserves.
- Beach Protection
 - Properly blend with both the city's expanding drainage network and an integrated bay-wide coastline protection strategy.
 - Provide protection to inland water reserves and development.
 - Enhance new and climate smart opportunities for uses and functions of our coastline.
- City Climate
 - Realise new building, streetscape and public/green space design that influences local climate positively, increases thermal comfort and ventilation indoors, and reduces power use.
- Access and Safety
 - Maintain excellent health, access and safety standards and services while enhancing community capacity to respond during emergency and health risk/pest events, particularly through the Municipal Health Plan.

A Community Climate Action Plan will be developed to achieve the above objectives. Community participation and input will guide the development of this Plan to focus on practical local actions to build community resilience to a changing climate.

1.5.16 Open Space Strategy 2009

The 2009 Open Space Strategy is focused on Council continuing to offer open space that is diverse and can accommodate the future needs of a growing population in a sustainable way within an established urban environment. Extensive community and stakeholder consultation provided input to the development of the strategy.

As public expectation related to open space has increased, the demand for social sport opportunities have changed along with an additional range of sand and water based leisure pursuits. Development of the strategy was also driven by a number of demographic and social factors such as high population density, high visitation to the foreshore, high community value on public open space, and high use of key open spaces.

The objectives of the Open Space Strategy are:

- To devise a strategy for effective planning, monitoring and evaluation of open space across the city to ensure its appropriate provision and development.
- To set a program of priority actions for each neighbourhood.
- To respond to new or changed demands for open space provision and use.
- To provide clarity and reasonable certainty for developers and land owners in relation to the requirements and expectations of planning authorities for the provision of open space.

To achieve the above objectives the strategy utilises nine guiding principles to assist in the planning, development and management of open space within the City of Port Phillip. The nine principles are:

Principle 1: Optimum provision of open space	Principle 6: Streetscapes as public open space
Principle 2: Commercial events in public open space	Principle 7: Public open space managed by others
Principle 3: New residential development and public open space	Principle 8: Supply of public open space
Principle 4: Safe access to public open space	Principle 9: Sustainable open spaces
Principle 5: Access for all	

1.5.17 Water Plan – Toward a Water Sensitive City 2010

The City of Port Phillip sustainable water management principles seek to address the affects of drought conditions, stormwater impacts on local water quality, and the increasing demand for mains water from a growing population. Council's 'Water Plan – Toward a Water Sensitive City 2010' sets out targets and strategies to transition to a 'water sensitive city'. The implementation of sustainable water management practices aims to mitigate the effects of low water availability and climate change impacts.

The vision for a water sensitive city will be achieved through the implementation of five strategies for integrated water management:

- Make water sensitive urban design standard practice for Council.
- Implement water efficiency in parks, gardens and public facilities.
- Implement water sensitive urban design in roads, drainage and streetscape works.
- Implement stormwater harvesting for open space.
- Facilitate the application of water sensitive urban design by the community.

The Water Plan sets integrated water management targets for 2020 in the areas of mains water conservation, use of alternative water sources, and stormwater quality improvement. The recommended key targets of relevance to the Port Phillip foreshore open space are:

- **Mains water conservation** – Retain existing targets of a 70% reduction in Council mains water use, and 50% reduction per capita in community mains water use by 2020.

- **Alternative water sources** – 50% of open space irrigation, or approximately 80 Mega Litres (ML) with alternatives to mains water such as rainwater, stormwater and wastewater.
- **Stormwater quality improvement** – Remove the suspended solids and nutrients contaminating stormwater, to protect the waterways and the bay.

The Water Plan will assist to protect the ecological health of the Bay by minimising litter, sediment and nutrient discharge through stormwater along its beaches.

1.5.18 Open Space Water Management Plan 2010

The purpose of the Open Space Water Management Plan 2010 is to assist Council better manage existing water sources, find and use alternative water sources, and adapt the city's open spaces to a drier and hotter climate.

The key objectives for the Open Space Water Management Plan are to:

- Maintain and improve the health of trees.
- Maintain and improve the health and liveability of our parks and open spaces, now and into the future.
- Find and use alternative water sources, and increase water efficiency.
- Use innovative water sensitive urban design and other adaptation measures to adapt to a drier and hotter climate.

The Open Space Water Plan provides guidance on alternative water source options which may be suitable for parks and open space within the municipality including both rainwater and stormwater harvesting.

1.5.19 Sustainable Transport Strategy: A Connected and Liveable City

The Sustainable Transport Strategy is the City of Port Phillip's decision making framework to address growing traffic congestion and unsustainable parking pressures by improving sustainable transport choices within the municipality. It notes roads such as Beaconsfield Parade, which carries 35,000 cars per day, is unsustainable and affects the safety of people using or crossing these roads as well as the liveability of nearby residents.

The Transport strategy seeks to achieve a connected and liveable city while reducing greenhouse gas emissions. The strategy provides a hierarchy for the entire city and foreshore that prioritises walking, bike riding and public transport above private car use. It also provides guiding principles to progressing sustainable transport, rather than prescribing isolated actions or particular programs.

1.5.20 Feet First – Making Pedestrians the Priority, City of Port Phillip Walk Plan 2011-2020

Building from the City of Port Phillip first Walk Plan 2005-2010, Feet First is part of a wider effort to increase sustainable transport use across Port Phillip, with a focus on further improving walking infrastructure while continuing to motivate more people to walk more often and to more places. It recognises Port Phillip remains one of Melbourne's most popular destinations, with millions of people visiting its retail, leisure and entertainment precincts each year.

The Walk Plan has four key goals and sets out a series of strategies and actions to achieve them:

- **Goal 1** – Create a destinations-based walking network that connects destinations and neighbourhoods across Port Phillip.
- **Goal 2** – Provide a high quality local walking environment.
- **Goal 3** – Better integrate walking with the transport network.
- **Goal 4** – Build a culture of walking in Port Phillip.

The Walking Plan also identifies principles to providing high quality pedestrian routes.

1.5.21 Get on your bike and go! Make bike riding better in Port Phillip, City of Port Phillip Bike Plan 2011-2020

The Bike Plan seeks to assist in the planning of bike infrastructure so that bike riding is a convenient, safe, efficient and enjoyable way of travelling. The Bike Plan also seeks to provide education and promotion opportunities to increase bike ridership.

The Bike Plan has four key goals and sets out a series of strategies and actions to achieve them:

- **Goal 1** – Improve bike riding infrastructure in Port Phillip based on a network that connects and links local and regional destinations.
- **Goal 2** – Better integrate bike riding with public transport and walking networks.
- **Goal 3** – Change people's travel behaviour to take up bike riding.
- **Goal 4** – Build a bike riding culture in Port Phillip so it is seen as a legitimate use of the road with mutual respect between riders and drivers.

The Bike Plan also identifies principles to improving bike paths and connecting destinations.

1.5.22 Economic Development Strategy 2012-2016

The draft Economic Development Strategy 2011-2015 is a key strategic document that seeks to deliver Council's vision by presenting a coherent and actionable plan for the next five years. The purpose of the Economic Development Strategy is to identify practical strategies that enhance competitive advantage for businesses in the municipality, increase connections between the business, visitor and residential communities, and drive prosperity across the entire Port Phillip community.

The following key economic development objectives relate to the Foreshore Management Plan:

- Seek to achieve social, environmental and cultural sustainability objectives, not just economic growth at whatever cost.
- Provide a business environment in Port Phillip that is attractive to green businesses.
- Promote environmentally friendly business practices.
- Maximise tourism yield from existing assets and increase visitation dispersal throughout the municipality.
- Educate local tourism operators on the need to balance visitation against amenity and environmental impacts.

There is a multiplier effect when considering the foreshore and local economic precincts, such as Port Melbourne, South Melbourne, Albert Park, Middle Park, St Kilda and Fitzroy Street. Foreshore visitors also spend in these adjacent precincts, contributing to the growth of small businesses, jobs and the overall vibrancy and attractiveness of the area.

1.5.23 Local Master Plans and Urban Design Frameworks

Local Management and Master Plans

Elwood Foreshore and Recreation Reserve Management Plan 2005

The Elwood Management Plan provides recommendations to the management and upgrade of five key foreshore areas. It provides detailed recommendations for: Moran, Point Ormond and Robinson Reserves; Elwood Foreshore and Beach; Elwood Beach café, Club Houses and Car Parks; and Elwood car park. The major works implemented as part of this plan included: Elwood Sports Club redevelopment; stage 1 and 2 of the 3 stage Elwood Foreshore redevelopment and re-surfacing of the Point Ormond car park.

Perc White Reserve Landscape Management Plan and Master Plan 2010

The Perc White Reserve is located on freehold land owned by the Port of Melbourne Corporation (PoMC) and is maintained by the City of Port Phillip as a natural heritage area for passive recreation. The reserve has been identified as having both significant local and regional conservation status. The community volunteer group Friends of Port Melbourne's Foreshore is also actively involved in maintaining and upgrading the reserve.

The 2010 Master plan provides a holistic landscape design and direction for the reserve. The key elements to be implemented have been developed around the values and principles for the reserve which include protection of important native plants and animals, enhancement of the rare coastal ecosystem, access to and through the reserve and safety and accessibility for all.

Catani Gardens and Southern Foreshore Management Plan 2010

The Catani Gardens and Southern Foreshore Management Plan 2010 seeks to reinforce the importance of the precinct in terms of its contribution to the character of the City of Port Phillip and Melbourne whilst responding to regional tourism and recreational pressures. The Plan provides operational guidance on the maintenance and management of the reserve as well as the longer term direction.

Strategic objectives for the Catani Plan seek to:

- Guide use, maintenance and management of the precinct to create a balance between local community needs and the regional tourism role of the St Kilda Foreshore area.
- Manage and enhance the foreshore as an important tourism asset which appeals to local, national and international visitors.
- Enhance management practices to have a positive impact on the public realm.
- Enhance leisure opportunities and experiences through improved management practices.
- Maintain views and vistas.
- Balance commercial events on public land with needs of residents and visitors.
- Ensure open space and facilities are accessible for use by people of all ages and abilities.

St Kilda Marina Reserve Masterplan

The Marina Reserve master plan provides for an upgraded park with new pathways, open lawn area, increased native vegetation, active recreation and skateable infrastructure, amenities and reduced car park. Council adopted the master plan at its meeting of the 11 October 2010 following consideration of public submissions. The Minister for Environment and Climate Change provided consent for the reserve plan in June 2011 under the *Coastal Management Act 1995*. At the time of writing Council was developing detailed designs of the master plan for implementation.

Urban Design Frameworks

Urban design frameworks (UDF) are high level planning tools that guide the purpose and type of future developments within a specific area. Once endorsed by Council, an urban design framework becomes a strategic planning framework. It is aimed to ensure that future improvements and (or) development occur in accordance with the values of the place and the people who use it.

St Kilda Foreshore Urban Design Framework 2003

The St Kilda Foreshore UDF was developed in 2003. It aimed to give direction to the St Kilda's foreshore areas that needed repair or undergo change. The framework resulted in the implementation of several projects under the banner of 'St Kilda's edge'. Some of these past projects included: St Kilda foreshore promenade redevelopment; Luna Park intersection redevelopment; Fitzroy Street connections project; and Catani Gardens Management Plan.

One project from the UDF that didn't proceed after community opposition was the St Kilda Triangle. This was ended in 2009 after Council signed an exit agreement with the developer. From mid 2011, Council re-started a conversation with the community about this significant site with a view to securing its long term future. Based on this conversation with the community Council will develop a new vision and subsequently amend the policy and controls in the Port Phillip Planning Scheme to reflect this vision.

Port Melbourne UDF (under development)

The Port Melbourne UDF covers the land previously developed by Major Projects Victoria including: Beach Street, Waterfront Place, Station Pier, Princes Pier, foreshore promenade and beach area. Within the Station Pier area the UDF proposes to address issues such as bike and pedestrian access and links, traffic congestion, parking, restaurants, and future building developments with consideration to over shadowing and better managing congestion from the increasing cruise ships.

1.5.24 Outdoor Commercial Recreation Activities and Outdoor Events Policies 2011

Council's Outdoor Commercial Recreation Activities Policy (June 2011) provides a framework for Council's consideration of commercial recreational activity proposals on the foreshore and in parks, so that:

- Residents and visitors are encouraged to participate in a diverse range of sporting and recreational activities.
- Health and safety of users of the foreshore and parks is encouraged.
- Commercial activities do not detract from the recreational values of the foreshore and from parks.
- Impact on local amenity is managed appropriately.

Council define 'Commercial recreational activity' as being recreational and sporting activities conducted outdoors on beaches, foreshore areas, parks and other public places from temporary or permanent facilities, and for which a commercial fee is charged. Examples of commercial recreational activity include skydiving, kiteboarding instruction and hire, kayaking instruction and hire, and commercial fitness training.

The June 2011 Outdoor Events Policy provides a framework for the City of Port Phillip to assess and approve applications for outdoor events, including the foreshore open spaces.

Council define an 'event' as being an organised sporting, recreational, cultural, commercial or social gathering of people which is held on land managed by the Council. A 'major event' is an organised sporting, recreational, cultural, commercial or social gathering of people which involves an estimated participation or attendance of more than 1000 people, and a road closure requiring additional approvals from governing bodies i.e. Victoria Police or Vic Roads.

Commercial recreational activity and event applicants should demonstrate a number of measures in their application for permit or licence in order to gain approval to operate on the foreshore or in garden areas. These include:

- **Community Benefit demonstrated through** – improving the health and wellbeing of the community; delivering social and/or cultural outcomes; encouraging participation of the community including children, older adults, women and people with disabilities; sustainable tourism; an economic benefit, and partnerships with existing local clubs, businesses and community interests.
- **Control of Community Impact demonstrated through** – managing competing demands for use of the public domain, so a balance of opportunities are provided for the whole community; limited disruptions for local community accessing space; protection of the amenity of residents in event locations and impacts ameliorated for residents as far as practicable.

- **Control of Environmental Impact demonstrated through** – minimal and temporary impact on environment; minimal use of heritage gardens including St Vincent's Gardens, St Kilda Botanical Gardens, Catani Gardens and O'Donnell Gardens; the sustainable use of public space; protection of fauna and flora, and avoiding the overuse of any open space.
- **Ability to manage activities or produce an event demonstrated through** – the history of operators; risk management and safety practices, and other endorsements or certification where relevant.
- **Site suitability demonstrated through** – availability of suitable amenities as relevant, and where possible, choice of a relatively less activated site.

The current temporary licence and permits for the foreshore include: four kiteboarding operators, beach tennis, beach volleyball, skydiving and for the first time personal training and group fitness with groups of three up to a maximum of fifteen.

1.5.25 St Kilda Festival Development Strategy 2010-2013

Created following the 2009/2010 public review of the St Kilda Festival by the City of Port Phillip, the St Kilda Festival Development Strategy is a key tool in the future development of the event.

The strategy seeks to define the benefits of the Festival and the reasons why the City of Port Phillip is committed to the Festival and its future as a flagship event for the municipality.

The Festival Strategy outlines goals, strategies and performance indicators to measure the festival's success. Also included in the strategy is the program philosophy, information on sponsorship, financial plan, and an overview of Council governance and operations to manage the Festival.

During Festival week Council issue specific permits to festival participants, ranging from commercial (kiteboarding, beach volleyball, etc.) through to community use (musical groups, local fishing clubs, etc.). These applicants are selected and approved on published criteria.

The festival goals are:

- To provide an opportunity for people to access a wide variety of music for free in an outdoor setting.
- To provide an opportunity for new and emerging bands to access new and large scale audiences.
- To unite, connect and engage the community in an outdoor celebration of emerging Australian music.
- To provide active benefits to participants through professional development and skills training.
- To provide an event that has a diverse audience and diverse performers, including youth, indigenous and multicultural groups.
- To produce an event that celebrates the vitality and culture within St Kilda, and preserves the area's position as a fundamental breeding ground for live music in Australia.
- To maintain and continually improve safety and access, and reduce risk at the festival.
- To secure long term sustainability for the festival through collaborative partnerships and revenue.
- To balance protection of amenity and business opportunity with production of a large scale event.

1.6 FORESHORE MANAGEMENT ARRANGEMENTS

Several agencies have roles and responsibilities in the management of the Port Phillip foreshore. Whilst there is also an increasing shared responsibility for Council and the community in finding ways to improve the environment that fosters community building to make local spaces, safer, more accessible, attractive and user-friendly.

The agencies with the most significant roles in the management of the Port Phillip foreshore are:

1.6.1 Department of Sustainability and Environment

The Department of Sustainability and Environment (DSE) oversees management of Crown land on the coast. The Minister for Environment and Climate Change delegates management of coastal Crown land to various bodies under the *Crown Land (Reserves) Act 1978*. Local Committees of Management include Local Government, Parks Victoria or volunteer groups.

These Committees of Management then have the responsibility to manage, improve, maintain and control their reserve. In addition to unreserved Crown land on the seabed, DSE also have direct management responsibility for an area of unreserved Crown land where the St Kilda Sea Baths is located.

DSE is responsible for major repairs to the sea walls and renourishment of beaches around Port Phillip Bay. In 2001 the Department commissioned the 'Beaches at Risk' study to assess the condition of the 25 nourished beaches. In collaboration with Council, DSE undertook the re-nourishment of Middle Park in 2009. Elwood beach was also identified as a high priority with works undertaken during 2011.

1.6.2 City of Port Phillip

The City of Port Phillip (CoPP) has been delegated the Committee of Management responsibility through the *Crown Land (Reserves) Act 1978* of the Port Phillip Foreshore Reserve from Sandridge Beach in the north to the Elwood Diversion Drain at Head Street in the south.

The Perc White Reserve and Webb Dock Trail, are both freehold land owned by the Port of Melbourne Corporation (PoMC) and currently managed through a licence agreement by the City of Port Phillip.

Council is responsible for managing a significant amount of infrastructure and facilities located within the foreshore environment including buildings, waste and recycling bins, BBQ's, picnic tables, seats and benches, public toilets and showers, playgrounds, exercise stations, pathways, car parks, cycling facilities, drains, drinking fountains, access ways, lighting, parks and trees. Council also has primary responsibility for beach cleaning, protecting foreshore vegetation and cultural heritage values and managing the demand for recreational activities, festivals and events along the foreshore.

The City of Port Phillip supports a wide range of volunteer community groups, clubs and businesses that have an interest in the foreshore. Some of the activities to support community groups have included initiatives to achieve energy savings, reduce greenhouse gas emissions and improve sustainability. Council also provides assistance to each of the Life Saving Club's to support their vital volunteer services on the beaches throughout summer.

1.6.3 Parks Victoria

Parks Victoria (PV) is both a land manager as Committee of Management for several piers and jetties and local port manager of the Port Phillip Bay waterway under the Port Management Act. Within the Port Phillip foreshore area, Parks Victoria is responsible for managing the St Kilda Pier and Breakwater, Lagoon Pier, Brooks Jetty, and Kerferd Road Pier. As the local port manager, PV is also responsible for the safe and efficient operations of Port Phillip Bay as a waterway and is therefore responsible for implementing the new Recreational Boating and Swimming Zones, navigation aids and signage on the water.

Led by Parks Victoria, the St Kilda Breakwater Wildlife Management Co-operative Area (WMCA), was formed through an agreement to protect the flora and fauna including the Little Penguin colony of the without impeding its primary function to provide a safe harbour for vessels. The WMCA is represented by Parks Victoria, Royal Melbourne Yacht Squadron, Earthcare St Kilda Inc., Department of Sustainability and Environment and the City of Port Phillip. The St Kilda Breakwater WMCA meet bi-monthly to provide advice to Parks Victoria on the management requirements for habitat protection. In 2008 a Concept Plan for the St Kilda Harbour Precinct was prepared by Parks Victoria. This Plan proposes to update the pier and marina infrastructure including the installation of a boardwalk to separate the penguins from visitors to the breakwater.

1.6.4 Melbourne Water

Melbourne Water manages Melbourne's water supply catchments through the treatment and supply of drinking water as well as the removal and treatment of most of Melbourne's sewage. It also provides recycled water for non-drinking purposes and manages rivers, creeks and major drainage systems throughout the Port Phillip and Westernport region.

Within the Port Phillip foreshore reserve, Melbourne Water owns and manages the following major stormwater outlet drains to the Bay. These are located at the rock groyne in Sandridge, Princes Street Port Melbourne, Lagoon Pier, Kerferd Road Pier, Cowderoy Street in St Kilda West, Brooks Jetty, Elwood Canal and Head Street Main Diversion Drain.

1.6.5 Port of Melbourne Corporation

The Port of Melbourne Corporation (PoMC) is responsible for commercial shipping in the waters of Port Phillip, Melbourne and Geelong. Freehold land owned by the PoMC within the Port Phillip foreshore environment includes the Webb Dock Trail and Perc White Reserve.

Station Pier is Victoria's premier sea passenger terminal, mainland terminal for the Spirit of Tasmania and also accommodates visiting cruise ships and navy ships. Station Pier consists of a finger-pier structure with four operating berths (two on each side) and two terminal buildings. Station Pier and surrounding waterway is managed by the PoMC.

1.6.6 Central Coastal Board and Victorian Coastal Council

The Central Coastal Board (CCB) was established under the terms of the *Coastal Management Act 1995*. Its responsibilities cover the whole of Port Phillip and Western Port Bays. The CCB is a strategic coastal planning advisory body to the relevant State Minister and Victorian Coastal Council (VCC). The VCC is appointed under the *Coastal Management Act 1995* as the peak body for the strategic planning and management of the Victorian coast and to provide advice to the Minister for Environment and Climate Change. One of the core functions of the CCB as defined in the Act is to liaise with and encourage the cooperation of government departments, municipal councils, public authorities, industry, community groups and persons and bodies involved in the planning and management of the central coastal region.

1.6.7 Leases and Licences

A number of buildings are located on Crown land within the Port Phillip foreshore reserve which the City of Port Phillip issue leases or licences to vendors such as restaurants or community based clubs. Other licences are issued as a way of managing uses on the foreshore such as kiosks and commercial recreational operators.

Leasing foreshore buildings to tenants is a source of significant annual revenue for Council. The funds generated from these leases and licences are reinvested back into Council operations and contribute to the building maintenance and capital works investment required on the foreshore.

2 Community and Stakeholder Consultation

2.1 COMMUNITY PROFILE

One of the distinguishing features of the City of Port Phillip is its neighbourhood profiles. Port Phillip is home to seven distinct neighbourhoods that members of the community identify with, especially in terms of where they live. Four of these neighbourhoods, specifically Port Melbourne, Middle Park-Albert Park, St Kilda and Elwood/Ripponlea have portions of their boundaries located within the foreshore study area (refer to Figure 2-1).

Figure 2-1 City of Port Phillip – Neighbourhood Boundaries



(Source: City of Port Phillip 2010)

2.2 POPULATION FORECASTING

As outlined in Table 2-1, in 2006 the most populous age group in City of Port Phillip was 25-39 year olds, with 36,328 persons. In 2021 it is forecast the most populous age group will continue to be 25-39 year olds, with 37,288 persons. The number of people aged under 15 is forecast to increase by 1,577, representing a rise in the proportion of under 15 year olds to 9.7%. The number of people aged over 65 is expected to increase by 2,641 and estimated represent 11.3% of the population by 2021.

Table 2-1 City of Port Phillip – Forecast Age Structure 2006-2021

Forecast age structure, City of Port Phillip (persons)	2006		2021		Change 2006 to 2021
	Number	%	Number	%	
0-4 years	4,099	4.5	4,611	4.4	512
5-14 years	4,602	5.1	5,667	5.4	1,065
15-24 years	10,225	11.3	11,796	11.2	1,571
25-39 years	36,328	40.0	37,288	35.4	960
40-54 years	17,775	19.6	23,927	22.7	6,152
55-64 years	8,269	9.2	10,237	9.7	1,968
65-74 years	4,650	5.2	6,607	6.2	1,957
75 years and over	4,605	5.1	5,289	5.0	684
Total Persons	90,553	100.0	105,422	100.0	14,869

Source: forecast.id® 2006 (City of Port Phillip 2010)

Table 2-2 outlines population forecasting for the City of Port Phillip neighbourhoods which have portions of their boundaries located within the foreshore study area. Population forecasting to the year 2021, is expected to see a growth in population to 65,537, an increase of 5,655 persons from 2006. Forecast population increases within the individual neighbourhoods is revealed with the highest increase expected for St Kilda at 14.5% between 2006 and 2021, in contrast Middle Park-Albert Park is expected to increase by 1.8% between 2006 and 2021.

Table 2-2 City of Port Phillip – Forecasting 2006 to 2021 of neighbourhood foreshore suburb populations

Neighbourhood Population	Forecast Year		Change between 2001 and 2016	
	2006	2021	number	% change
Port Melbourne	14,169	15,773	1,604	11.3
Middle Park-Albert Park	11,468	11,669	201	1.8
St Kilda	19,941	22,823	2,882	14.5
Elwood/Ripponlea	14,304	15,272	968	6.8
Total City of Port Phillip (foreshore neighbourhoods)	59,882	65,537	5,655	34.4

Source: forecast.id© 2006 (cited in City of Port Phillip 2010)

All areas in the City of Port Phillip are expected to increase in population to 2021, with the largest gains expected in Port Melbourne and St Kilda. The population increases are based on household growth, which in turn relates to new residential opportunities. To accommodate these increases in population, large development sites have been identified in Port Melbourne, while Middle Park-Albert Park and Elwood/Ripponlea are expected to grow more moderately with most development coming from small sites and infill type developments.

The population forecasting tables summarise the data from residents in adjacent suburbs to the foreshore, as they were considered to be within a walkable catchment to the foreshore reserve. It is acknowledged that other users of the foreshore visit from a wider catchment area within the Port Phillip municipality and beyond.

The Foreshore Users Survey undertaken as part of the consultation for the development of this Plan provides an indication of the range of locations visitors travel from to utilise the Port Phillip foreshore including wider metropolitan Melbourne, inter-state and international (refer to summary of foreshore user surveys in Appendix D).

Based on over 200 face to face on site surveys, the overwhelming majority of participants were non-residents. Within the non-residents grouping 80% were from Victoria, 6% interstate and 14% international visitors. This representative sample provides an indication of the broad users who visit the foreshore beyond the neighbourhood population forecasts outlined above. By drawing a correlation based on the survey results, it is anticipated the Port Phillip foreshore will continue to be a destination for both residents and visitors. With increasing resident population and non-resident visits to the foreshore, flow-on effects can be anticipated that will influence the direction of future foreshore management.

2.3 COUNCIL INTERNAL FORESHORE STAKEHOLDERS

The foreshore relates to several different internal departments within the Council. Council established an internal Reference Committee to contribute to the development of the Foreshore Management Plan and recognise the contribution these departments have on the foreshore. The input of Council staff and contractors was considered essential to building ownership and responsibility to the wide range of foreshore actions identified.

Whilst a major part of the foreshore directly relates to the Foreshore and Parks and Open Space Department, input was sought from the other Council staff units that also influence the community's foreshore experience. Workshops and numerous individual meetings were held with the following Council units: Art and Festivals, Communications and Engagement, Economic Development, Asset Services, Events, Operations, Local Laws and Animal Management, Planning, Property Services, Sport and Recreation, Sustainability and Tourism. Council's contractors Citywide and StreetsAhead, who service Council's parks and beach cleaning requirements, also provided input to the Plans development.

2.4 FORESHORE COMMUNITY STAKEHOLDERS

Table 2-3 lists the agencies, community groups, clubs and businesses that are considered to be key community stakeholders in relation to the foreshore. These stakeholders participated in a range of consultation activities to contribute to the development of the Foreshore Management Plan.

2 Community and Stakeholder Consultation (cont.)

Table 2-3 List of Stakeholders

List of Stakeholders	
3184 Beach Patrol	Major Projects Victoria
3206 Beach Patrol	Marine Safety Victoria
3207 Beach Patrol	Melbourne Water
Albert Park Yachting and Angling Club	Parks Victoria
Bayside City Council (adjacent municipality)	Portabella Café (now called The Noshery)
Beacon Cove Neighbourhood Association	Port of Melbourne Corporation
Bicycle Victoria	Port Melbourne Life Saving Club
Caffe di Lido	Port Melbourne Yacht Club
Department of Sustainability and Environment	Republica Restaurant
Donovans Restaurant	Royal Melbourne Yacht Squadron
Earthcare St Kilda	St Kilda City Junior Football Club
Elwood Angling Club	St Kilda Earthcare
Elwood Beach House Café	St Kilda Life Saving Club
Elwood Cricket Club	St Kilda Marina
Elwood Croquet Club	St Kilda Seabaths
Elwood City Soccer Club	St Kilda Stand Up Paddling
Elwood Life Saving Club	Sails on the Bay Restaurant
Elwood Park Tennis Club	Sandridge Life Saving Club
Elwood Sailing Club	South Melbourne Life Saving Club
Elwood Sea Scouts	Stokehouse Restaurant
EPA Victoria	Royal Melbourne Yacht Squadron
Friends of Port Melbourne's Foreshore	Victoria Police
Kite Republic	West Beach Bathing Pavilion
Life Saving Victoria	West St Kilda Residents Association

2.5 FORESHORE COMMUNITY REFERENCE COMMITTEE

The Foreshore Management Plan Community Reference Committee was formed to draw on the experience of the community and assist Council in the development of the Plan. The Committee provided guidance to Council in the development of the foreshore principles and actions whilst also considering the feedback received via the various consultation activities.

2.6 COMMUNITY CONSULTATION ACTIVITIES

Consultation with the community occurred in October and November 2010. As key stakeholders of the foreshore, representatives from clubs, community organisations, friends groups and State government agencies, provided early input into the development of the Foreshore Management Plan through identification of key issues, values and opportunities.

A variety of methods were applied to ensure a representative number of individuals, groups and opinions were captured. Participation by the community in the various types of consultation included:

- 80 (approx.) participants at the 'Your Bay Your Say' public consultation.
- Direct emails.
- Online discussion forum.
- 380 telephone surveys.
- 202 on-site surveys along the foreshore.
- Video interviews from along the foreshore.
- 32 attendees at two separate workshops from agencies, community groups and businesses.

2.6.1 'Your Bay Your Say' Public Consultation – 17 November, 2010

The open-invitation public consultation 'Your Bay Your Say' event held on November 17, 2010 attracted approximately 80 participants. Appendix B of this report presents a summary of the raw data collected at the consultation event as well as highlighting some of the key themes that emerged during the preliminary analysis of the data.

The public consultation summary along with the original data collected on the evening event was reported to all the participants for their review and comment.

2.6.2 Foreshore User Surveys Findings

Surveys were completed with a variety of foreshore users as part of the consultation. Two types of survey approaches were used to collect the consultation data:

- 202 interviews conducted face-to-face along the length of the foreshore.
- 380 telephone interviews conducted with City of Port Phillip residents who use the foreshore.

The face-to-face surveys captured perspectives from any foreshore users including visitors and residents, while the telephone survey was designed to capture the views of residents who use the foreshore. The total number of surveys conducted is considered to be a statistically representative sample against the population and ages across the city. The total survey sample is accurate to $\pm 3-5\%$ level of confidence based on a random population sample.

The detailed survey findings addressed the following topics:

- Usage.
- The best and worst aspects of the foreshore.
- Importance.
- Overall satisfaction with Council management.
- Suggested areas for improvement.

Appendix D includes the summary of key issues raised from the Foreshore on-site and telephone surveys undertaken.

2.7 CONSULTATION EMERGING THEMES

Ten major themes were identified during the analysis of the consultation activities and background review. The themes identified below incorporate the issues raised during the background review, public consultation, on-site and telephone surveys, agency and community workshops, online and direct emails as well as the Reference Committee meetings.

During the background review and discussions by the Foreshore Reference Committee it was recognised there was an overall gap across the previous themes published as part of the public consultation (Appendix B). It was highlighted Council needed to enhance and continue its support for community participation on the foreshore. The foreshore stakeholders consistent feedback relating to this issue drew out the need to add a dedicated theme for 'community participation and support' in the development of the Foreshore Plan. The two previous themes of 'maintenance' and 'management' were combined due to the close relationship and connection of these topics.

The major themes identified in the development of the foreshore management plan are:

Community participation and support – Opportunities were sought to increase and better coordinate the support for non-profit foreshore community volunteer activities, such as the beach cleaning, sporting and environmental groups. It was noted areas of foreshore vegetation lacked the support from dedicated community groups to care for and assist in the protection and enhancement of

the significant coastal environment. Improved communication and public awareness actions were also consistently raised to increase community understanding of coastal processes, native vegetation and level of public investment on the foreshore.

Management – Expectations of both maintenance and management of the foreshore was identified as a major theme. This included issues relating to Council presence, integrated planning, litter collection and prevention, open space and beach maintenance.

Vegetation and biodiversity – Improvements were sought in the condition and coverage of vegetation along the foreshore with particular emphasis on increased shade and habitat values.

Recreation – There was range of expectations seeking a balance between active and passive recreational pursuits. Actions were also sought to reduce swim safety risks.

Accessibility – There were consistent expectations for Council to improve accessibility and connectivity to and along the foreshore. This included water access for mobility challenged as well as directional and information signage for pedestrians and bike riders. Improved traffic management around Pier Road and Station Pier was also identified.

Infrastructure – There were numerous expectations relating to improvements to infrastructure along the length of the foreshore. This included items such as drinking fountains, waste bins, bike rider and pedestrian paths, litter traps, stormwater drainage, lighting, buildings, toilets and playgrounds. Major upgrades to Life Saving Club buildings, toilets and stormwater infrastructure were seen to be of significant importance for the Port Phillip community.

Diversity of activities – There was support for a wide range of foreshore activities including permitted events. Expectations highlighted the need for maintaining the diversity of leisure, cultural and sporting activities and balancing the differing values of foreshore users.

Place/ Character – Comments related to the protection and enhancement of each foreshore areas unique values. Expectations in regard to cultural heritage, public art, public views, foreshore dependant developments compatibility with the surrounding landscape and improved amenity were of particular importance.

Coastal Sustainability – The community identified consistent issues seeking improved environmental sustainability of our bay, beaches and buildings including responses to predicted climate change impacts.

Economic – Economic development to achieve a balanced use of the foreshore public land for both residents and visitors was the final theme identified as part of the consultation.

Appendix C provides a 'wordle' of the ideas generated at both the stakeholder workshops and the November 17, 2010 public consultation. The 'wordle' pages help to illustrate the range of suggestions and most frequently repeated topics according to text size. This visual representation illustrates the tally of comments raised in via: brainstorming ideas for the foreshore, responses to what was the favourite part of the foreshore, what they would like to see on the foreshore, as well as the expectations in what people want to keep, chuck, change and add to the foreshore.

3 Vision and Principles for the Port Phillip Foreshore

3.1 INTRODUCTION

The development of the Foreshore Management Plan involved a number of steps which were founded on the community's input. The steps range from the 'vision' which is the overarching aspiration for the Port Phillip foreshore to the 'actions' that provide the specific measurable detail for implementation. Figure 3-1 describes the Plan's components.

Figure 3-1 Foreshore Management Plan components



3.2 VISION STATEMENT

The vision for Port Phillip foreshore has been developed through the community and stakeholder engagement process and the detailed background analysis undertaken. The vision aims to reflect the aspirations of the community, key stakeholders and Council. The vision for the Port Phillip foreshore is:

“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.”

3.3 PORT PHILLIP FORESHORE MANAGEMENT PLAN GUIDING PRINCIPLES

In comparison to the foreshore principles adopted in 2004 the new principles include an emphasis on:

- Climate change impacts and adaptation strategies.
- Ensuring an appropriate balance is struck between active and passive recreational pursuits.
- The need to improve public accessibility to the foreshore and proactively manage commercialisation.
- Consider the State government policy as articulated in the *Victorian Coastal Strategy 2008*.

The following guiding principles update the previously adopted foreshore principles and are based on the current stakeholder and community expectations as well as the policy and legislative direction relating specifically to the Port Phillip foreshore.

These principles are not presented in any priority order. The guiding principles for the Port Phillip Foreshore Management Plan are:

Principle	Principle Explanation
Principle 1: Public Access and Positive Community Benefit	Ensure that new and ongoing use and development make a positive contribution to the coast. To do this it should provide a positive community benefit based on public access and coastal dependence or supporting use.
Principle 2: Public Open Space, Recreational Activities and Events	The foreshore is public open space managed for a range of public use opportunities. The foreshore should be promoted as an important social and recreational destination with a variety of active and passive recreational uses that are coastal dependent and attract both residents and visitors.
Principle 3: Coastal Sustainability, Vegetation and Heritage Values	Protect and enhance the natural environmental and cultural values of the foreshore and ensure its sustainability.
Principle 4: Climate Change and Adaptation Strategies	Plan for the environmental, social and economic impacts associated with climate change to implement adaptation strategies to deal with beach erosion, flooding, storm surges and sea level rise. Consider the 'carbon cost' to help mitigate further climate change.
Principle 5: Diversity of Foreshore Environments and Character	Manage the foreshore having regard for a diversity of landscapes and areas with a unique sense of place, including natural, manmade and cultural aspects that contribute to the character of the local area and overall coastal character of the foreshore. The Port Phillip foreshore reserve should not be managed as a uniform, single environment.
Principle 6: Safe and Equitable Use	Provide a safe foreshore environment with a predominance of free and accessible use for all foreshore users.
Principle 7: Community Participation and Support	Provide opportunities for ongoing community participation and support community initiatives to progress a range of foreshore management issues.
Principle 8: Connectivity to Activity Centres and Public Transport	Promote safe and attractive pedestrian linkages, cycle and disabled access between the foreshore environment, urban activity centres and public transport of Port Phillip.
Principle 9: Buildings and Car Parking	Aspire towards foreshore buildings that are multi-purpose in design to encourage shared-use and fulfil a range of community uses and needs. Increases in building footprints or increases to the foreshore car park net footprint will not be allowed. There should be no loss of open space.
Principle 10: Economic Sustainability	Recognise the economic value and contribution of the foreshore and only encourage investment in foreshore activities that will provide long-term economic sustainability, balanced use of foreshore public land and net community benefit.

4 City of Port Phillip Foreshore Strategic Direction

4.1 INTRODUCTION TO STRATEGIC DIRECTION

This section details the 'strategic direction' which will guide the future management and use of the Port Phillip foreshore. The strategic direction details how the overarching vision and principles will be achieved.

The following ten major themes emerged from the background review and consultation during development of the Port Phillip Foreshore Management Plan:

1. Community participation and support	6. Infrastructure
2. Management	7. Diversity of activities
3. Vegetation and biodiversity	8. Place / character
4. Recreation	9. Coastal Sustainability
5. Accessibility	10. Economic.

The following pages document the existing conditions, values and associated challenges relating to each of the ten foreshore themes.

Objectives and actions were developed in order to provide strategic direction to progress each of the themes.

Each action is accompanied by details of the organisation responsible for implementation, value level, expenditure type and the relevant foreshore area it is applicable to. The value level identifies the importance of each action, based on a 'low', 'medium' and 'high' scale for implementation, as explained in the following section. The 'expenditure type' provides an indication of whether the funding required for each specific action is a strategic capital investment or will be an ongoing operating expense. The 'foreshore area' relates to an individual geographic area or the entire Port Phillip foreshore.

4.2 VALUE CRITERIA

The value criteria provide an indication of the level of implementation value for each issue relative to other foreshore issues. The rationale for the value level assigned to each foreshore action is detailed below:

Value Level	Criteria
High value actions (High)	Should be given the first and highest level of value for implementation. May carry a high and immediate associated risk with not implementing the action promptly. Implementation of the action is likely to be of high value and produce immediate and far reaching net benefit to the community.
Medium value actions (Medium)	Should be given the standard level of value for implementation. May carry an associated risk with not implementing the action; however the risk is likely to be minimal or can be easily mitigated. Implementation of the action is likely to be of average value and benefit to the community.
Low value actions (Low)	Should be given the least value for implementation. May carry an associated risk with not implementing the action; however the risk is likely to be low. Implementation of the action is likely to be of some value and benefit to the community, however can be deferred as its impact may be limited to a small audience of foreshore users.

4.3 THEME 1: COMMUNITY PARTICIPATION AND SUPPORT

4.3.1 Existing Conditions and Values

The contribution of local community groups to planning and management of the foreshore is one of the key reasons why the Port Phillip foreshore is interesting and diverse. The foreshore community groups tend to have specific interests ranging from protecting the environment through to protecting cultural and heritage values.

Since 1999 the City of Port Phillip has supported numerous initiatives that have assisted to improve the foreshore environment, lifestyle of the community and create a more viable future for Port Phillip. For example, in 2010/11 Council provided one-off funding to enable over 1,300 people participate in swim safety education programs as well as the training of six life saving patrollers. Whilst other initiatives have assisted to achieve energy savings, reduce greenhouse gas emissions and improve sustainability.

There is an increasing shared responsibility for Council and the community in finding ways to improve the environment that fosters community building to make local spaces, safer, more accessible, attractive and user-friendly. Beach cleaning groups have made a positive impact by involving the community and added value to Council's ongoing investment.

In 2011 the current Port Phillip foreshore community groups that function to enhance the foreshore values include:

- 3184 Beach Patrol
- 3206 Beach Patrol
- 3207 Beach Patrol
- Coast Monkeys
- Earthcare St Kilda
- Beacon Cove Neighbourhood Association
- Friends of Port Melbourne's Foreshore
- West St Kilda Residents Association.

4.3.2 Challenges

Key challenges for community participation and support include:

- The volunteer sporting and community groups contribute enormously to the diversity of activities available on the foreshore. Council provides support to the foreshore groups in several different ways including community grants and via the use and upgrade of the foreshore buildings. There is an opportunity to provide a more coordinated effort to support the various foreshore community group activities.
- Some areas of foreshore vegetation lack support from dedicated community groups to care for and assist in the protection and enhancement of the significant coastal environment.
- There are opportunities to increase the public's involvement and connection to the foreshore including the area's heritage and environmental significance.

4.3.3 Objectives and Actions – Community Participation and Support

Objective 1a – Community Participation and Support

Support and promote public awareness activities to increase understanding of coastal processes, importance of the foreshore native vegetation and Council investment to improve the environmental outcomes.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Support community participation in planting and weed clearing and beach cleaning projects along the foreshore i.e. Clean Up Australia Day and National Tree Day, marine and historical education programs for residents and visitors.	Parks and Open Space, Culture and Leisure Departments	Medium	Operating Expense	All
2.	Provide interpretative / educational signage of the natural environment to increase foreshore users understanding and ownership.	Parks and Open Space, Culture and Leisure Departments	Medium	Capital Expense	All

Objective 1b – Community Participation and Support

Support community volunteer groups in beach cleaning, environmental and sporting needs.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Support 'friends' and other 'Coastcare' type community groups to assist in the care of the foreshore environment.	Parks and Open Space Department	High	Operating Expense	All
2.	Provide support to community groups through various Council financial initiatives and educational programs i.e. 'Small Poppy Neighbourhood Grants Program'; environmental building retrofit program.	Culture and Leisure Department	High	Capital Expense	All
3.	Improve the physical environment to support community i.e. infrastructure, use of public gardens, better spaces for users along the foreshore, better support for children's nippers and youth through Life Saving Clubs.	Parks and Open Space, Culture and Leisure Departments	Medium	Capital Expense	All
4.	Investigate opportunities for community groups to work in partnerships with government agencies such as Parks Vic, DSE and PoMC, to enhance the diversity of activities along the foreshore.	Parks and Open Space, Culture and Leisure Departments	Low	Operating Expense	All

4.4 THEME 2: MANAGEMENT

4.4.1 Existing Conditions and Values

Council is responsible for maintaining all infrastructure and assets on the foreshore. This includes all buildings, pedestrian and cycle paths, bike hoops, roads and car parks, waste bins, playgrounds, exercise stations, BBQ's, seats and benches, lights, signage, shade structures and drinking fountains. The foreshore infrastructure and assets are maintained under a regular works maintenance and renewal program.

The beaches of Port Phillip provide a significant recreational resource and are used extensively by swimmers, walkers, sunbathers, dog walkers and for water based recreation. Council's beach management aims to ensure the beaches are cleaned to best

practice. Beach cleaning is considered by the community to be one of the most significant management functions of the Council in the management of the foreshore. Currently the St Kilda beach is cleaned mechanically every day during summer, while the other Port Phillip beaches are mechanically cleaned once a week. All beaches are cleaned manually each day.

The Department of Sustainability and Environment (DSE) is responsible for beach protection works, where the provision for funding is seen as benefiting the wider State public interest. Renourishment of the foreshore sandy beaches is undertaken in response to the impacts of natural coastal processes on this side of the Bay. Effective partnership arrangements between Council and DSE have enabled the successful implementation of the Middle Park and Elwood Beach renourishment projects in which the State invested a total of \$8 million to rebuild these two Port Phillip beaches.

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.4.2 Challenges

Key challenges for management include:

- Regulatory patrols have been a significant community expectation. This requires ongoing effort from Council as the community expects more of a foreshore presence to deal with animal management, parking and local law issues than is currently available. Over the 2009/10 summer period Council Beach Rangers were on the foreshore (depending on temperature) three days per week giving away rubbish bags, replacing bin stickers, surveying littering behaviours and educating the public. They also attend major events, handing out education material and providing advice on keeping the beach clean. Future initiatives could improve community awareness in terms of the types of activities and behaviour that are not acceptable on the foreshore.
- Demand for recreational usage of the foreshore has increased based on population growth pressures and a 24 hour, 7 day a week culture on the beach and foreshore reserves. Enhancements to Council's existing infrastructure and maintenance program needs to keep pace with this growing demand.
- Greater recognition is needed to understand the significant investment to provide the diversity of recreational activities with both infrastructure renewal and ongoing maintenance. There are opportunities for Council to better communicate these activities with the community. The community is often unaware of Council's foreshore maintenance and upgrade activities which may sometime create unrealistic or unwarranted perceptions about Council's level of foreshore investment.
- There are opportunities to implement improved asset life management and renewal programs which are better linked to budget planning. Structured opportunities for ongoing dialogue regarding foreshore matters of interest should be created for Council Officers.
- The beach cleaning regime with service providers requires further refinement so that seaweed is not stockpiled for extended periods on the beach and cleaning is more responsive to severe weather conditions. There are opportunities to provide a more qualitative rather than frequency based service whilst still matching the community expectations.

- There is currently limited stormwater pit and drain cleaning across the municipality with the exception of flood prone areas.
- The recent introduction of bans to cigarette smoking and glass on the foreshore are positive signs that will contribute to improving litter management.
- There has been a gradual increase in foreshore maintenance demand due to increased usage. The number of asset and infrastructure related requests have risen by 31% between April 2003 and March 2011. Litter, dumped waste and beach cleaning requests increased 10% during the same period. There was a strong correlation following heavy rainfall and intense storm events and requests for improved beach cleaning. A noticeable rise in maintenance requests from the local community during 2010/2011 has been a challenge to Council in maintaining the level of service expected by foreshore users.
- There are challenges with the existing maintenance program where the foreshore assets are subject to different user pressures than other Council facilities and activity areas (e.g. during warm weather usage significantly increases on the foreshore). Further enhancements to coordinate the maintenance program could be applied to showers, toilets, BBQ's, drinking water fountains, seating, lighting, signage and bins.
- Collection and disposal of waste and recycling along the foreshore is of significant concern to the community and stakeholders. There are opportunities to improve the way this is undertaken by Council including improvements to ensure the consistent labelling of bins and provision of additional recycling.
- There are opportunities to build on existing relationships with external agencies to improve foreshore management and on-ground investment. Collaborative efforts between agencies such as DSE, Parks Victoria, Victoria Police and Melbourne Water will be essential to achieving many of the foreshore actions.

Figure 4-1 illustrates much of the debris and varying water quality in the Bay and Port Phillip's Beaches is due to heavy rain and storm flows from the Yarra River. The constant southerly and south westerly winds push much the flows from the Yarra River and stormwater drains back onto Port Phillip's Beaches.

Figure 4-1 Impact of Yarra River flows on the Bay's water quality and level of debris on Port Phillip's Beaches.



(Source Ker, P, The Age newspaper, February 10, 2011)

4.4.3 Objectives and Actions – Management

Objective 2a – Management

Improve Council communications to provide better integrated planning and management of the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Provide an annual summer public education program on beach litter, recycling, heatwaves, expected behaviours, foreshore events and promotion of community group's activities.	Parks and Open Space, Operations and Sustainability Departments	High	Operating Expense	All
2.	Provide opportunities for a coordinated management and investment of the foreshore with neighbouring authorities such as Bayside City Council and Port of Melbourne Corporation, DSE, Parks Victoria and Melbourne Water.	Parks and Open Space Department	High	Operating Expense	All
3.	Provide regular information briefings/training sessions on coastal management issues and client expectations to develop proactive strategies within Council.	Parks and Open Space Department	Medium	Operating Expense	All
4.	Continue to monitor all Port Phillip beach profiles and advocate for appropriate strategies for beaches threatened by erosion and climate change.	Assets, Parks and Open Space, Sustainability Departments	Medium	Operating Expense	All

Objective 2b – Management

Improve the management of waste disposal, litter removal and cleaning of the foreshore to provide a clean and attractive environment to community expectations.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Review the beach and drainage cleaning operations, frequency and quality to implement updated service specifications that respond to peak usage, increasing storm impacts and reduce seaweed stockpiling.	Operations Department	High	Operating Expense	All
2.	Proactively plan and coordinate the preparation and management of key foreshore sites attracting large crowds in busy periods.	Operations Department	High	Operating Expense	All
3.	Investigate recycling of seaweed and removal of contaminant to reduce landfill costs and impacts.	Operations Department	Medium	Operating Expense	All

Objective 2c – Management

Provide continual education and provision of local law enforcement on the foreshore, including evenings and weekends during the summer peak.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Provide annual summer education programs with Beach Rangers.	Operations Department	High	Operating Expense	All
2.	Review the level of regulatory foreshore patrols to manage animals, parking, events and other local laws.	Local Laws, Animal Management and Parking Enforcement Departments	High	Operating Expense	All
3.	Continue to liaise with Victoria Police as the primary agency for delivering community safety to reduce anti-social behaviour including New Years Eve and extreme weather events.	Culture and Leisure Department	High	Operating Expense	All
4.	Continue to liaise with Parks Victoria and Water Police to reduce infringements by PWC operators and increase the safety amenity of swimmers and other users of the foreshore.	Local Laws, Animal Management and Parking Enforcement Departments	High	Operating Expense	All

Objective 2d – Management

Improve the capacity of the public toilets and other foreshore public infrastructure through an ongoing maintenance and upgrade program.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Develop and implement an upgrade program for high demand public toilets.	Property Department	High	Capital Expense	Port Melbourne, St Kilda, Elwood
2.	Schedule independent assessments of the pedestrian and bike path condition against current national standards and usage trends.	Parks and Open Space Department	High	Capital Expense	All

4.5 THEME 3: VEGETATION AND BIODIVERSITY

4.5.1 Existing Conditions and Values

The City of Port Phillip has a mix of landscape types including unique open space areas, coastal gardens, formal landscapes, native areas and dune systems that are well known to local residents and the broader Melbourne community.

Although the Port Phillip foreshore is highly modified, a considerable quantity of native vegetation exists within the Port Phillip foreshore including areas of regional ecological significant vegetation. Sensitive environmental management is essential in ensuring that the foreshore remains an attractive destination and continues to support a range of local flora and fauna.

The City of Port Phillip is located within the Gippsland Plain Bioregion. The primary Ecological Vegetation Class (EVC) found along the foreshore is Coastal Banksia Woodland/Coastal Dune Scrub Mosaic, which has a conservation status of 'vulnerable'. Key sites of natural heritage significance within the Port Phillip foreshore include:

- **Perc White Reserve** – has 'regional significance' for conservation, makes a substantial contribution to biodiversity in both the City of Port Phillip and the Gippsland Plain Bioregion. The Reserve is a unique example of a maturing revegetation project providing habitat for a range of fauna species. It also contains extensive areas of coastal dune Grassland, saltmarsh and woodland.
- **Princes and Pickles Street Foreshore, Port Melbourne** – has 'high local ecological significance' and makes a substantial contribution to biodiversity in the City of Port Phillip. It consists of coastal dune grassland.
- **West Beach and Fraser Street dunes** – has 'high local ecological significance' and makes a substantial contribution to biodiversity in the City of Port Phillip. It contains remnants of coastal dune grassland and naturalising areas of planted native vegetation, including saltmarsh.
- **Point Ormond Reserve** – has 'high local ecological significance' indicating that it is particularly important in the local context. It contains the closest example of remnant coastal dune scrub in proximity to Melbourne.
- **Tea Tree Reserve, Elwood Foreshore Reserve** – has 'local ecological significance' particularly as a foraging and shelter resource for fauna and habitat link in the local area. Much of the planted vegetation has regenerated naturally.

The foreshore vegetation and biodiversity has many social, environmental and economical benefits for the community, foreshore visitors and Council.

Council retain a Parks and Open Space team who are responsible for the management and maintenance of parks, gardens, reserves, sports fields, street trees and foreshore. The open space planners

provide the strategic direction for the open space network through the development of policy, procedures and master plan design. The three principal functions of parks and open space department are planning, capital works and maintenance.

The Council Parks and Open Space Department manages its areas of responsibility through formal contracts to address the specialised management required. Those that currently relate to the foreshore are:

- Parks and open space maintenance contract
- Tree maintenance contract
- Natural heritage areas maintenance contract
- Sports field maintenance contract.

The value of the Port Phillip foreshore is the retention of a diversity of landscapes. The community values this diversity that includes the: open sanded beaches, exotic Canary Island Date palms and Norfolk Island pines, formal parks, gardens, open lawn areas and representative native environmental areas.

4.5.2 Challenges

- Drought, increasing beach attendance and maturing vegetation have resulted in a decline in the foreshore reserves, reduced vegetation condition and changes to the areas habitat values.
- Weeds and pests animal species (such as rabbits and Indian Myna birds) are also contributing to a decline in the condition of foreshore reserves vegetation and biodiversity.
- There is currently no overall strategy and planting guide for the foreshore vegetation based on balancing the Ecological Vegetation Classes and other factors such as erosion protection for the dune system. Unlike other City of Port Phillip parks and Perc White Reserve, the dune and foreshore native vegetation areas do not have management plans.
- There is significant community demand for additional natural shade areas provided through appropriate tree species selection i.e. 'the right tree for the right place' and reduce the 'heat island effect' of the urban environment.
- Sand drift is smothering vegetation and drifting onto paths causing a subsequent pedestrian and bike rider hazards. This issue could be designed out in some areas through the use of sea walls or improved lawn management.
- The Canary Island Date Palms are impacted by a fungus Fusarium wilt with no known cure. Replacement palms cannot be of the same species. Council manage the fungus through early detection, strict equipment hygiene between pruning each palm and removal of all infected material with appropriate disposal. Jubaea Chilensis Palms are a different species, grow to a similar size and are fusarium resistant. Substantial capital investment would be required to enable the replacement of the affected Canary Island Date Palms.

4.5.3 Objectives and Actions – Vegetation and biodiversity

Objective 3a – Vegetation and biodiversity

Protect and enhance vegetation condition to provide an overall coordinated approach within the foreshore that achieves high quality ecological values and increased shade.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Develop and implement a Vegetation Management Plan to protect and enhance vegetation along the foreshore including dune areas.	Parks and Open Space Department.	High	Capital Expense	All
2.	Implement strategies that achieve high quality ecological values, shade and use of drought tolerant species including relevant actions within the: <ul style="list-style-type: none"> • Park Tree Planting Program • Greening Port Phillip Street Tree Strategy • Catani Gardens and Southern Foreshore Management Plan. 	Parks and Open Space Department	High	Capital Expense	All
3.	In line with local master plans, provide shade species along the foreshore including high use areas such as playgrounds, BBQ and seating areas.	Parks and Open Space Department	High	Capital Expense	All
4.	Upgrade median strip planting along the foreshore including Point Ormond Esplanade, Marine Parade and Beaconsfield Parade.	Parks and Open Space Department	Medium	Capital Expense	All

Objective 3b – Vegetation and biodiversity

Seek long term management and investment agreement for Perc White Reserve and better respond to community expectations.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Develop long-term management agreement for PoMC land at Perc White Reserve and Webb Dock Trail.	PoMC, Parks and Open Space Department	High	Operating Expense	Sandridge
2.	Implement Perc White Reserve Landscape Management Plan and Master Plan to improve access, safety and awareness of the Reserves significance (e.g. interpretative signage).	Parks and Open Space Department	Medium	Capital Expense	Sandridge

Objective 3c – Vegetation and biodiversity

Recognise and protect the Canary Island Palm Trees for the unique sense of place they provide within the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Continue to implement the management plan to preserve the Canary Island Palm Trees and control Fusarium wilt.	Parks and Open Space Department	Medium	Operating Expense	Port Melbourne, South Melbourne & Middle Park, St Kilda

Objective 3d – Vegetation and biodiversity

Retain the beach dunes by protecting and enhancing the existing vegetation system.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.	Parks and Open Space Department	High	Capital Expense	Sandridge, Port Melbourne, South Melbourne & Middle Park
2.	Implement strategies to reduce sand drift.	Parks and Open Space Department	Low	Capital Expense	All

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.6 THEME 4: RECREATION

4.6.1 Existing Conditions and Values

The Port Phillip foreshore is highly used and valued as a recreational asset for both the local community and visitors. Recreation along the foreshore takes many forms and can extend from being very active to passive.

The infrastructure along the foreshore caters well for recreational use. These include the provision of: buildings to house foreshore activities such as sailing, life saving and angling; pedestrian and bike path infrastructure; BBQ and playground facilities; and provision of sites for approved organised events like triathlons.

The foreshore currently has 7 playgrounds between Elwood and Sandridge Beach. All of these playgrounds are highly used throughout the year.

Active recreation enjoyed along the foreshore includes: swimming, walking, dog walking, bike riding, rollerblading, jogging, kiteboarding, sailing, boating, beach tennis, beach volleyball and events such as triathlons. While passive recreation includes sunbathing, promenading, picnicking, fishing and peaceful enjoyment of the expansive views and spaces.

Council's existing strategies present opportunities to improve recreational activities and infrastructure along the foreshore to cater for the different age and interest groups. These include the Port Phillip Kid's Plan i.e. coastal themed playgrounds and the Accessible Beaches on the Bay Project which identifies areas for improved disability access on the foreshore.

The Council permit system provides approval for commercial recreational operators to conduct business along the foreshore. This system helps to ensure an appropriate mix of active recreational activities along different areas of the foreshore such as beach volleyball, beach tennis, kiteboarding, skydiving, pedicabs and fitness training.

4.6.2 Challenges

- There is a growing demand for new and emerging recreational activities competing for space with existing foreshore users.
- There needs to be a balance between providing for organised, active recreational activities and more passive, informal recreational pursuits. In doing so, conflicts between foreshore users will be reduced and community expectations met.
- There is an increasing demand for private operators to use public Crown land on the foreshore reserve for recreational business purposes. Consideration is needed to evaluate the sustainable level of commercial recreational activities on the foreshore.

4.6.3 Objectives and Actions – Recreation

Objective 4a – Recreation

Provide and maintain the diversity of active and passive recreational uses of the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Maintain existing areas of organised sports and individual recreational activity.	Culture and Leisure Department	High	Operating Expense	All
2.	Review consistency of policies to manage competing demands of on-water and land activity areas i.e. kiteboarding areas and swimming/boating zones near activity centres.	Culture and Leisure Department, Parks Victoria and relevant stakeholders	High	Operating Expense	All
3.	Continue monitoring of dog owner compliance in approved dog leash/off leash beach areas.	Local Laws and Animal Management Departments	High	Operating Expense	All
4.	Upgrade amenities to support increased demand for recreational activities i.e. seating, bicycle and pedestrian paths, bike racks, signage, mains power supply for community events etc.	Operations, Parks and Open Space Departments	High	Capital Expense	All
5.	Install new beach showers and drinking/water bottle refill stations at Port Melbourne, West Beach, St Kilda and Marina Reserve.	Parks and Open Space Department	High	Capital Expense	Port Melbourne, St Kilda
6.	In line with the local Master Plan, upgrade the Moran Reserve exercise station with drinking/water bottle refill stations and consider the installation of a new exercise station near Point Ormond.	Parks and Open Space Department	Medium	Capital Expense	Elwood
7.	Implement strategies that will allow for a diversity in organised sports and increase individual recreational activity including relevant actions within the: <ul style="list-style-type: none"> • Open Space Strategy • City of Port Phillip Kid's Plan. 	Parks and Open Space, Culture and Leisure Departments	Low	Capital Expense	All
8.	Investigate the provision of shelters at Port Melbourne for 'boat watchers'.	Parks and Open Space Department	Low	Capital Expense	Port Melbourne

Objective 4b – Recreation

Manage foreshore commercial recreation operator permits to achieve a balanced use of the foreshore and reduce conflicts between users.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Review and maintain sustainable levels of foreshore commercial recreation consistent with the Commercial Recreation Policy.	Culture and Leisure Department	High	Operating Expense	All

Objective 4c – Recreation

Improve existing foreshore recreation buildings whilst ensuring multi-use for community groups.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Upgrade the Life Saving Club buildings to: <ul style="list-style-type: none"> Operate as community hub. Satisfy the level of community use. Encourage people to use safer parts of the beach. Increase the capacity of the public toilets. Reduce energy use by implementing improvements such as shade, solar panels, wind energy and water re-use. 	Culture and Leisure, Property Departments	High	Capital Expense	Port Melbourne, South Melbourne, St Kilda
2.	Investigate opportunities to improve the condition of other foreshore recreation buildings and encourage multi-use.	Culture and Leisure, Property Departments	Medium	Capital Expense	All

Objective 4d – Recreation

Reduce swim safety risks by providing appropriate levels of support to volunteer Life Saving Clubs and Life Saving Victoria.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Maintain ongoing investment towards swim safety education programs and Life Saver training, including Culturally and Linguistically Diverse (CALD) communities.	Culture and Leisure Department, Life Saving Victoria	High	Operating Expense	All

4.7 THEME 5: ACCESSIBILITY

4.7.1 Existing Conditions and Values

The Port Phillip foreshore is one of the more easily accessible foreshore areas in the whole of Port Phillip Bay in being narrow, flat and within close proximity to roads, parking and public transport. This contributes to the foreshore attracting a significant number of visitors.

The foreshore is well serviced by pedestrian, bicycle and shared use paths. The Bay Trail located along the length of Port Phillip foreshore forms a key recreational path within the metropolitan trail network. Public transport via tram and buses is accessible at various locations along the foreshore. As illustrated in figure 4-2 from the 2011 Walk Plan, the foreshore is also connected to several major activity centres.

Figure 4-2 Foreshore Area Destinations Connectivity



4 City of Port Phillip Foreshore Strategic Direction (cont.)

Signage along the foreshore is an important function providing direction, place names, information, interpretation, and regulation to the use of the foreshore. The current signage along the foreshore is limited and inconsistent. Whilst lights cover most parts of the foreshore to enable use at night, gaps remain which limit accessibility. There are also large variations in the style and condition of lights.

Disabled accessibility along the foreshore is provided in the form of disabled car parking, hard infrastructure pathways and accessible disabled public toilets. The provision for the disabled to access the water is currently limited.

Hot summer days are noted to result in the inadequate supply of car parking which is perceived to limit accessibility to the foreshore, particularly at St Kilda. The Station Pier precinct deals with congestion at departure times for the daily trans-Tasman sailings. Council's transport strategy seeks to address the growing traffic congestion and unsustainable parking pressure by improving sustainable transport choices within the municipality. The transport strategy and associated plans will work to prioritise walking, bike riding and public transport above private car use.

4.7.2 Challenges

- Unsustainable demand for car parking is expected to continue to rise without improvements to transport choices.
- There are significant opportunities to improve access and connectivity along the foreshore for pedestrians and bike riders. There are also opportunities to improve the connectivity of public transport and activity centres to the foreshore.
- The existing conditions and access on Pier Road, St Kilda creates conflict between vehicles, bike riders and pedestrians.
- Traffic congestion from caravans waiting to board the Trans-Tasman ferry limits access to the Station Pier precinct. There are also opportunities to improve pedestrian and bike rider connectivity to the light rail reserve shared path and pedestrian access throughout the Station Pier area.
- Signage to provide accessibility along and to the foreshore environment is currently inconsistent and unsatisfactory. There are opportunities to provide signage that integrates safety, locality and directional information for both pedestrians and bike riders. Improved signage needs to cover the length of the foreshore as well as connecting public transport and activity centres.
- The varying type and number of roadside temporary signs advertising upcoming triathlon, community or cruise ship events is impacting the visual amenity of the area. There are opportunities to reduce the number and variety of event signs and provide more consistent messaging.
- The varying size and number of foreshore building or commercial advertising is impacting the visual amenity and accessibility of the public to foreshore services. There are opportunities to evaluate the existing mixture of permanent signs against current planning standards to improve visual amenity and accessibility to the foreshore.
- Further consideration is required to develop a coordinated strategy to improve disabled access at key destinations or major points of interest along the foreshore. This includes installation of handrails and tactiles for vision impaired. There are currently no locations for the disabled access to the water across the sand.

4.7.3 Objectives and Actions – Accessibility

Objective 5a – Accessibility

Improve accessibility along the foreshore and create better connections to both activity centres and public transport.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	As part of the Port Melbourne Urban Design Framework progress traffic management solutions to reduce congestion at Station Pier and improve connectivity to the light rail reserve shared path.	City Strategy Department, PoMC	High	Capital Expense	Port Melbourne
2.	Implement Council's Sustainable Transport Strategy, Walk and Cycle Plans to improve foreshore accessibility and connectivity from adjoining activity centres and public transport, including access across Beaconsfield Parade, Pier Road and Ormond Esplanade.	Sustainability, Assets and Operations Departments	High	Capital Expense	All

Objective 5b – Accessibility

Improve the opportunities for people with disabilities to better access the foreshore and marine environment.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Improve access to the sand and water for people with disabilities or limited mobility.	Projects, Property and Operations Departments	High	Capital Expense	All
2.	Provide a suitable level of disabled car parking access along the foreshore.	Projects, Property and Operations Departments	Medium	Capital Expense	All
3.	Increase disabled access to key foreshore destinations.	Projects, Property and Operations Departments	Medium	Capital Expense	All

Objective 5c – Accessibility

Provide a coordinated foreshore signage strategy to achieve clear and safe access for all users.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Continue the installation of swim safety signage as recommended in 'Coastal Risk Assessment and Treatment Plan – City of Port Phillip 2010'.	Parks and Open Space Department	High	Capital Expense	All
2.	Implement the signage suite for the whole foreshore to provide directional, cultural and amenity information. Consider suitably located Council branded roadside and electronic signage for upcoming events, cruise ships and other information.	Parks and Open Space, Culture and Leisure Departments	Medium	Capital Expense	All
3.	Review existing building and commercial advertising along the foreshore to planning standards.	City Strategy Department	Medium	Operating Expense	All

4.8 THEME 6: INFRASTRUCTURE

4.8.1 Existing Conditions and Values

Piers/jetties

The piers and jetties on the Port Phillip foreshore serve as both functional assets and valued recreational structures. Although various State government agencies are responsible for this foreshore infrastructure, the City of Port Phillip's role is to ensure suitable access is maintained up to these structures, including disability access. The piers and jetties located on the Port Phillip foreshore include: Princes Pier, Station Pier, Lagoon Pier, Kerferd Road Pier, St Kilda Pier and Breakwater, Brooks Jetty and Elwood Diversion Drain (Head Street).

Parks Victoria prepared a concept plan for the St Kilda Pier and Breakwater, which proposes to update the pier and marina infrastructure. A separated boardwalk is also included in the plan to provide greater protection to the penguin colony. The reconstruction of Princes Pier is under the management of Major Projects Victoria with its future use to be confirmed.

Community based clubs and commercial buildings

The Port Phillip foreshore contains a number of Life Saving, Sailing and Angling Club buildings with associated infrastructure. These community based clubs include Sandridge Life Saving Club, Port Melbourne Yacht Club, Port Melbourne Life Saving Club, South Melbourne Life Saving Club, Albert Park Yachting & Angling Club, Royal Melbourne Yacht Squadron, St Kilda Lifesaving Club, Elwood Sea Scouts, Elwood Angling Club, Elwood Sailing Club and Elwood Life Saving Club. It is estimated these Clubs support nearly 6,000 members on Port Phillip's foreshore. With the exception of the Elwood Sea Scouts, Council is responsible for the maintenance or upgrade of these buildings.

The foreshore commercial buildings provide significant revenue to Council. Lessee's are responsible for internal maintenance and upgrades to the buildings whilst Council is responsible for these buildings exterior maintenance.

Car parking

During peak times the foreshore is a key area where the excessive demand above supply is highlighted by limited visitor car parking. Council is committed to addressing growing traffic congestion and unsustainable parking pressures by providing alternative transport choices to increase the uptake of walking, bike riding and public transport.

Public toilets/beach showers

Council manages numerous public toilets and beach showers along the foreshore. Many of these public amenities are part of existing Club buildings. Preventative maintenance is undertaken prior to and during summer peak usage.

Sea wall

The bluestone sea wall divides the sanded and non-sanded areas at various locations along the Port Phillip foreshore and is a highly valued heritage asset. The Foreshore Erosion Board (1936) found that from 1865 the lower esplanade at St Kilda had been repeatedly washed away by storms. A stone wall was then built, and improved and extended in 1889. Some coastal land was reclaimed in 1892, and a new sea wall added in 1899. East of Station Pier to St Kilda the sea walls were constructed from 1898 onwards to control coastline recession. A retaining wall was built to protect Elwood Park in 1908 and subsequently reinforced.

In 1934 a storm surge resulted in sand being swept across Beaconsfield Parade. A sea level rise of 1.23 metres above the normal calm weather high tide limits was recorded at the Williamstown tide gauge during this 1934 storm event. This large storm surge was the result of an intense barometric depression creating a raised sea level, associated storm with westerly gales backing south-west then south producing strong wave action and prolonged heavy rain leading to extensive Yarra River flooding. This high tide remains the highest on record.

The bluestone sea walls were constructed in an effort to buffer coastal processes with the sea wall between Port Melbourne and St Kilda heritage listed. DSE's Infrastructure and Risk Management Unit now manage major sea wall maintenance works whilst Council is responsible for minor repairs.

Stormwater drains

The Port Phillip foreshore is a highly urbanised environment with an ageing stormwater infrastructure. Designed to specifications of previous decades, the stormwater system in several locations is no longer effectively functioning to the increasing storm severity and heavier rainfall from a changing climate.

Currently stormwater drainage outlets within the Port Phillip foreshore include 34 Council outfalls and eight Melbourne Water drains including Elwood Canal. Elwood Canal forms part of the highly modified Elster Creek urban catchment.

Children's playgrounds & all abilities exercise stations

The Port Phillip foreshore provides 7 playgrounds and 2 exercise stations. At the time of writing a concept plan for the Plum Garland Playground was underway to upgrade the play space. The City of Port Phillip Playground Strategy 2007 provides a guide for the provision of playground facilities and infrastructure over a 5 year period. It proposes a number of recommendations for the upgrade of these facilities including the provision for shade to protect children from heat and sunburn.

4 City of Port Phillip Foreshore Strategic Direction (cont.)

Footpaths and cycle paths

The Bay Trail provides a scenic off-road recreational route along the Port Phillip Foreshore between Todd Road in Port Melbourne and Head Street, Elwood. The path is generally aligned parallel to the beach along The Boulevard, Beach Street, Beaconsfield Parade, Jacka Boulevard, Marine Parade and Ormond Esplanade. The bicycle path is separated from the pedestrian footpath along much of the route with 'shared zones' at various locations to accommodate the intersecting path users in a low speed environment.

Lighting

The foreshore lighting is located along pathways, car parks, and outside buildings and facilities where people congregate to allow evening use. The condition of these lights is reducing at a faster rate and significant cost compared to other areas of the municipality due to the seaside conditions. Whilst lights cover most parts of the foreshore, gaps remain which limit accessibility. There are also large variations in the style and condition of lights.

Other public amenities infrastructure

Other public infrastructure located within the Port Phillip Foreshore include BBQs, picnic tables, seating, shelters, drinking fountains, waste bins and bike hoops.

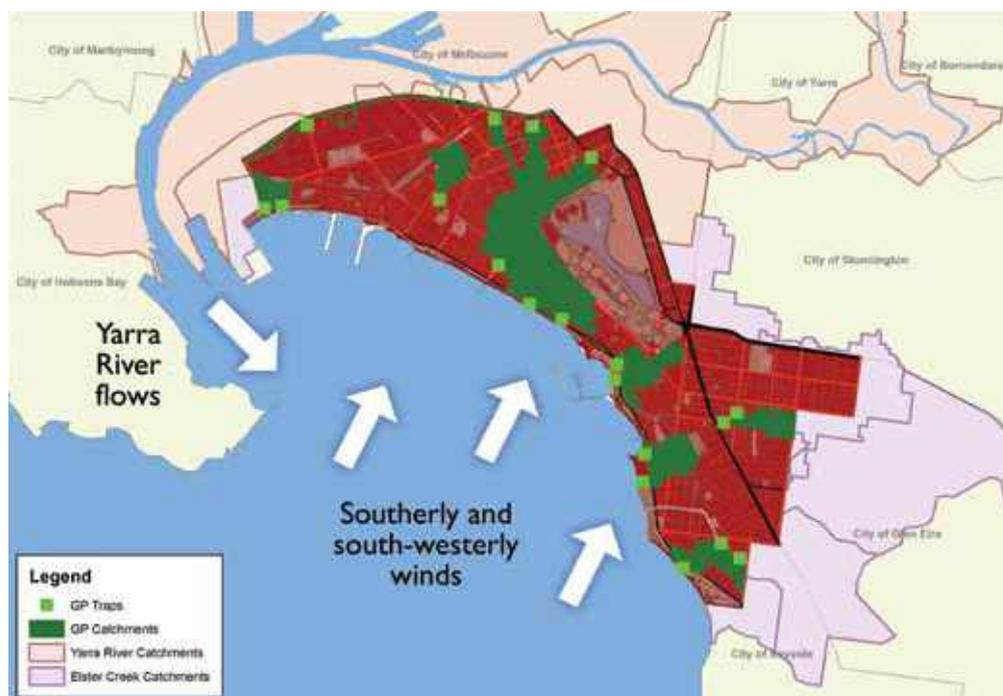
4.8.2 Challenges

- Existing sea walls and boulder ramparts are expected to be submerged with a rising sea level. The beaches can be renourished at higher sea levels and may provide a better long-term strategy to halt coastline recession compared to solid structures.
- There are opportunities to standardise the design and location of waste bins to reduce litter and better control exotic pest species such as Indian Myna birds.
- Due to the increasing foreshore usage and population pressures, there is a need to upgrade public toilet, shower, drinking fountain and exercise station infrastructure for all abilities. The provision of exercise stations is valuable in protecting other Council assets such as seats from damage associated with exercise routines.

- The condition of the foreshore infrastructure is reducing at a faster rate and significant cost compared to other areas of the municipality due to the salty seaside conditions.
- There are opportunities to improve the condition and type of foreshore lighting to better meet increasing usage demands whilst improving energy efficiency.
- Climate change risks and coastal hazard vulnerability assessments need to be considered in the installation and design life of new or upgraded infrastructure.
- Investment would be needed to upgrade Pier Road and the adjoining paths to compliment Parks Victoria's proposed St Kilda Pier and Harbour redevelopment.
- Brooks Jetty is a swim safety risk due to the submerged objects and shallow seabed.
- Odour and litter from stormwater drains owned by Melbourne Water and Council is an ongoing issue. There are high expectations for Melbourne Water and Council to remove exposed stormwater drain outlets from the beaches and filter pollutants from entering the Bay.
- Substantial infrastructure investment is required and must be designed to fully respond to the predicted storm flows and sea level rise in a changing climate.
- There are opportunities to upgrade the foreshore club buildings to better meet community needs and consider the climate change risks. Commercial buildings should be leased to better consider energy efficiency, waste management, best practice urban design and climate change risks.

Figure 4-3 illustrates in green the area with litter traps within the City of Port Phillip and the wider catchment areas flowing into the Bay. Substantial investment is required to replace and upgrade the City's ageing drainage infrastructure to the predicted storm flows and sea level rise. The litter traps catch gross pollutants during normal rainfall events. The filtering of sediment and pollutants from stormwater flows is also required to improve water quality on Port Phillip's Beaches.

Figure 4-3 Current areas with stormwater litter traps flowing onto Port Phillip's Beaches.



4.8.3 Objectives and Actions - Infrastructure

Objective 6a – Infrastructure

Ensure foreshore infrastructure is fit for purpose and maintained to a good condition.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Maintain foreshore buildings to be fit for purpose and meet or exceed relevant environmental standards. New buildings/refurbishments should be high quality urban design in keeping with coastal environment, climate risk, local character and multi-use and will not increase the net footprint or cause any loss of open space.	Property, Culture and Leisure, Sustainability Departments	High	Capital Expense	All
2.	Upgrade and standardise the design, location and labelling of all foreshore general waste and recycling bin housings and wheelie bins.	Operations, Parks and Open Space Departments	High	Capital Expense	All
3.	Provide additional exercise stations and drinking/water bottle refill stations at appropriate locations.	Parks and Open Space Department	High	Capital Expense	All
4.	Develop a renewal program for ageing infrastructure.	Assets, Operations, Parks and Open Space Departments	High	Operating Expense	All
5.	Upgrade existing public toilets to match demand including increased capacity and consideration to Crime Prevention Through Environmental Design (CPTED) principles.	Property Department	Medium	Capital Expense	All
6.	Install additional 'Tangler' bins in appropriate locations for anglers to reduce waste and tangled fishing lines in the marine environment.	Parks and Open Space Department	Low	Capital Expense	All

Objective 6b – Infrastructure

Manage the foreshore to provide a safe environment.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Upgrades and provision of new infrastructure designed and located to adequately consider climate change risk, including coastal hazard vulnerability assessments.	Sustainability, Property, Parks and Open Space Departments	High	Capital Expense	All
2.	Support Parks Victoria to improve water user safety on and around Brooks Jetty through its removal to reduce swimming incidents.	Parks Victoria, Parks and Open Space Department	Medium	Capital Expense	St Kilda
3.	Develop a lighting renewal and upgrade program that considers Council's new public lighting guidelines and priority locations.	Assets Department	Medium	Capital Expense	All

Objective 6c – Infrastructure

Provide for the ecological health of the foreshore and marine environments through management of stormwater and litter along the beaches.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Relocate stormwater drain outlets from the sand and filter stormwater pollutants from entering the Bay.	Melbourne Water, Assets Department	High	Operating Expense	All
2.	Upgrade ageing stormwater drainage infrastructure and litter traps with consideration to climate change and increasing storm flows.	Melbourne Water, Assets Department	High	Capital Expense	All

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.9 THEME 7: DIVERSITY OF ACTIVITIES

4.9.1 Existing Conditions and Values

The Port Phillip foreshore is a key area where people frequent for a number of pursuits. The foreshore open spaces play host to many different types of leisure, cultural or sporting activities.

Council has a history of hosting independently managed events along the foreshore for over 20 years. The types of events the Council supports include: triathlons, fun runs, marathons, outdoor concerts, arts performances, community festivals, St Kilda Festival, community sporting events, social functions, beach tennis, beach volleyball, product promotions/launches, sailing events, cycling and on-roads events.

The St Kilda Festival is financially produced and presented by the City of Port Phillip as the municipality's annual flagship event. At the heart of the festival its mission is to present Australian music, free of charge. During St Kilda Festival week, Council issue specific permits to Festival participants, ranging from commercial (e.g. kiteboarding, beach volleyball, etc.) through to community use (e.g. musical groups, local fishing club, etc.).

A good balance between organised, active recreational and more passive activities is currently provided on the Port Phillip foreshore. A diverse range of interest groups are represented with designated spaces and operating times for organised activities to reduce conflicts with other foreshore users.

Council policy governs the selection and approval of foreshore leased sites, their tenants and the use of Crown land open spaces. The current temporary licensing and permitting recreation sites include:

- kiteboarding
- beach tennis
- beach volleyball
- personal training
- skydiving
- group fitness (for the first time) with groups of three up to a maximum of fifteen.

4.9.2 Challenges

- There are increasing demands for more commercial activities such as mobile food vendors, product advertising and promotions and large commercial sporting activities. However residents are concerned with the over commercialisation of the foreshore and possible effect on the areas amenity and local character.
- There are currently seasonal peaks in organised recreational activities on the foreshore with opportunities to develop more individual activities such as the installation of public art for passive recreation all year round.
- With the exception of recently complete Middle Park Beach landscape upgrade, there is no acknowledgement of indigenous occupation and their relationship to Port Phillip's foreshore. There are opportunities to promote indigenous heritage and connection to the foreshore and Bay.
- Council needs to balance residential amenity and traffic impacts from external providers wanting to run major events. Over recent years, the Council has reduced the overall number to have fewer and higher quality events.

4.9.3 Objectives and Actions – Diversity of Activities

Objective 7a – Diversity of Activities

Maintain and improve recreational amenity balancing the foreshore users differing values.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Upgrade large lawn areas to have full coverage for passive recreation, festivals and events.	Parks and Open Space Department	Medium	Operating Expense	All
2.	Upgrade a variety of quiet contemplative spaces and consider cultural differences.	Parks and Open Space Department	Low	Operating Expense	All
3.	Support public art to encourage year-round passive recreation which suits the areas character and history. Includes the incorporation of art into landscape, building upgrades or new developments.	Culture and Leisure Department	Low	Capital Expense	All

Objective 7b – Diversity of Activities

Maintain and enhance coastal dependent commercial usage of the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Maintain coastal dependent commercial activities that benefit the diversity of foreshore users in accordance with the guiding Principles.	Culture and Leisure Department	High	Operating Expense	All

4.10 THEME 8: PLACE/CHARACTER

4.10.1 Existing Conditions and Values

The coastal character of the Port Phillip foreshore is a significant value and must be protected. Each of the five foreshore areas offers a different sense of place and character. For instance, Sandridge contains a wide foreshore and Perc White Reserve with large area of coastal native vegetation, whereas the St Kilda foreshore is urbanised, busy and vibrant with an air of excitement.

Council and foreshore users recognise that the Port Phillip foreshore has a unique sense of place and character. It is important to also acknowledge that each precinct along the foreshore has particular features and distinguishing characteristics that help define its unique sense of place. These should be enhanced and protected rather than homogenised.

The Sandridge foreshore is a family friendly beach and recognised for its natural coastal values. Retaining these values in the future is highly desirable.

Port Melbourne foreshore has generous space for cycling, walking and beach activities, although traffic congestion requires addressing around Station Pier to improve accessibility and connectivity. Bay Street is the main shopping strip in Port Melbourne connecting retail and commercial activities with the foreshore, however the approach to the waterfront lacks active ground floor usage. The Port Melbourne Urban Design Framework, currently being developed, proposes to address these issues by redesigning of the public realm, activating the public space and better connecting the activity centres to the foreshore.

The character of the South Melbourne and Middle Park foreshore exhibits itself through the sweeping expanses of beach and the long rows of Canary Island Date Palms. Grand heritage is displayed in the buildings lining the foreshore, the long bluestone sea wall and the Edwardian sun shelters on the beach. This part of Port Phillip foreshore is very popular with demand for improved public amenity expected in the future.

With its built heritage and ambient coastal setting, St Kilda local residents are passionate about their foreshore. This area is much loved and valued highly as one of Melbourne's favourite places to visit, both nationally and internationally, especially in summer. A concept plan for the St Kilda Pier and Breakwater has been developed which proposes to update the pier and marina infrastructure. Parks Victoria developed the concept plan in collaboration with community groups, Council and State agencies. A separated boardwalk is also included in the plan to provide greater protection to the penguin colony.

The Elwood foreshore is less urbanised with a more natural environment than the Port Melbourne to St Kilda foreshore areas. This uniqueness adds to its popularity and is highly valued as urban coastal parkland with strip of sanded beach. This area is continuing to see an increase in patronage. It is highly valued by the public for passive and active recreation as well as members and visitors from the Life Saving, Sailing and Angling Clubs, Sea Scouts, restaurants and major triathlon events.

Sites of Aboriginal and post-settlement cultural heritage are valued and protected within the Port Phillip foreshore. The significant number of monuments, memorials and other public art along the foreshore are highly valued and well maintained. These features provide residents and visitors with a unique sense of connectedness to the foreshore.

For many regular users, the foreshore is a place for "time out", relaxation, recreational activities, thinking or for some a place of spiritual connection. This contributes to the cultural identity of the foreshore as a place where the community can find retreat and re-energise.

The City of Port Phillip foreshore meets the open space needs of much of the community which is different to many other municipalities as it provides a central focal point for community uses and activities.

The values detailed above should be carried forward into the implementation of the Foreshore Management Plan.

4.10.2 Challenges

- There are opportunities to better define the characteristics of each foreshore area through urban design, place-making and landscaping improvements.
- The foreshore landscape and vegetation contribute significantly to its sense of place and character and within such an urbanised environment. There is a gap in the community's understanding of how the places and spaces along the foreshore are generally modified and artificial forms of the original foreshore natural environment.
- There are opportunities to promote Port Phillip's indigenous heritage, connection and value for the foreshore and Bay.
- The area adjoining Turkey Toms Beach, immediately south of Brooks Jetty, is considered to be a "missing link" between the St Kilda Promenade and Marina Reserve areas. There is an opportunity to upgrade the pathways, lighting, seating and shade, leading to improved safety and amenity.
- The upgrade of Pier Road would improve Pier entry, accessibility along the foreshore, tourism and amenity values adjoining the proposed St Kilda Harbour redevelopment.
- To be able to meet the community's expectations of the type of foreshore they desire (i.e. wide sandy beaches, shady vegetation), it must be more widely understood that these highly valued features come at a significant cost and ongoing investment in infrastructure is required.
- The future role and ownership of Princes Pier is yet to be confirmed. The pier is currently unsuitable for modern boats requiring lower level landings or pontoons for land access. The future role and use of Princes Pier is expected to influence residential and visitor amenity as well as Port Melbourne's local character.

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.10.3 Objectives and Actions – Place / Character

Objective 8a – Place / Character

Maintain the unique urban beach identity and further enhance the diversity of each individual beach within the Port Phillip foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Develop unique identity records for each of the 5 foreshore areas. Make this study accessible to relevant foreshore agencies and stakeholders to assist understanding and maintain the diversity for each area.	City Strategy, Culture and Leisure Departments	Low	Operating Expense	All
2.	Determine and implement enhancement strategies to improve the amenity of foreshore areas including Pier Road, St Kilda.	Parks and Open Space Department	Low	Capital Expense	St Kilda

Objective 8b – Place / Character

Preserve and promote the cultural heritage of the foreshore to ensure the ongoing protection of heritage sites.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Implement the specialist maintenance program to ensure ongoing maintenance and upgrade of foreshore monuments.	Culture and Leisure Department	High	Operating and Capital Expense	All
2.	Provide educational information describing Indigenous historical use and significance of foreshore and Bay environment with involvement of indigenous groups.	Culture and Leisure Department	Medium	Operating Expense	All

Objective 8c – Place / Character

Protect the foreshores existing public views, areas of open space and cultural identity to retain the highly valued public amenity.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Maintain areas of cultural identity.	Parks and Open Space Department	High	Operating Expense	All
2.	Maintain areas of open space (i.e. foreshore sanded areas and Elwood Reserve).	Parks and Open Space Department	Medium	Operating Expense	All
3.	Implement Council strategies to maintain key observation points along the foreshore including relevant actions within the: <ul style="list-style-type: none"> Perc White Reserve Landscape Management Plan and Master Plan Elwood Foreshore and Recreation Reserve Management Plan. 	Parks and Open Space Department	Medium	Operating Expense	All

Objective 8d – Place / Character

Develop a renewal program at suitable locations within the foreshore to provide for better public realm outcomes.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Support appropriate plans for the redevelopment of St Kilda Pier, sailing boat harbour and construction of the separated penguin boardwalk to match stakeholder aspirations with clear public benefits.	City Strategy Department, Parks Victoria	High	Operating Expense	St Kilda
2.	Advocate for the appropriate use and development of Princes Pier to balance recreational, visitor and residential needs.	City Strategy Department, Major Projects Victoria	High	Operating Expense	Port Melbourne
3.	Implement relevant actions within Council masterplans and Urban Design Frameworks to protect and enhance vegetation, improve lighting and path connections and provide interpretative signage.	Parks and Open Space Department	Medium	Capital Expense	All
4.	Continue the St Kilda boardwalk south of Brooks Jetty and provide increased shade.	Parks and Open Space Department	Medium	Capital Expense	St Kilda
5.	Identify options to alter Beaconsfield Parade for improved foreshore use and connectivity to activity centres.	Assets, Parks and Open Space, Sustainability Departments	Medium	Capital Expense	South Melbourne & Middle Park
6.	Support the upgrade of kiosks and surrounding paved area landscape at Point Ormond and St Kilda, while improving shade protection.	Parks and Open Space Department	Medium	Capital Expense	St Kilda, Elwood
7.	Support plans for the Triangle car park to match stakeholder aspirations, St Kilda Urban Design Framework and future planning controls.	City Strategy Department	Medium	Capital Expense	St Kilda

4.11 THEME 9: COASTAL SUSTAINABILITY

4.11.1 Existing Conditions and Values

Port Phillip foreshore experiences a high demand for car parking particularly over the summer period and during high profile events such as the St Kilda Festival. However, more sustainable modes of transport are well used within the foreshore. This is highlighted by the increasing and significant number of pedestrians and bike riders accessing the foreshore paths.

Energy usage along the foreshore is noted from the buildings and night lighting of pathways and car parks. Potable water is currently used for the public toilets, beach showers, drinking fountains and some foreshore parks and gardens. There are significant opportunities to retrofit buildings and harvest stormwater to reduce consumption and improve sustainability.

The water quality in Port Phillip Bay is dependent on levels of stormwater runoff and the considerable Yarra River flows. The EPA maintains a Beach Report Program over the summer period, providing current water quality information and forecasts for beach users. There are 16 Gross Pollutant Traps and 150 smaller litter traps across 20% of the Port Phillip Council area (4.2km² of 20.6km²). It is not known the area of the surrounding councils that have litter traps connecting to City of Port Phillip/Melbourne Water drains. Assuming these areas do not have litter traps, it is estimated only 11% of the Port Phillip Council's entire catchment contains litter traps.

Although uncertainties exist around the severity of climate change impacts, there is now sufficient information to enable Council to factor climate change risks into current planning and decision making. The Port Phillip Climate Adaptation Plan outlines five key areas of action to provide flood management, beach protection, climate proof buildings, city climate, access and safety.

4.11.2 Challenges

- According to CSIRO studies the average sea level within Port Phillip Bay has already risen over 3cm during the 1990's with a rise of no less than 80cm predicted by 2100.
- Information on the ability to protect foreshore assets and infrastructure from climate change impacts such as sea level rise and storm surge is emerging. Existing sea walls and boulder ramparts are expected to be submerged with a rising sea level. The beaches can be renourished at higher sea levels and may provide a better long-term strategy to halt coastline recession compared to solid structures. Any engineering works will require significant state or federal investment.
- 'Soft' engineering with the use of vegetation, beach renourishment and community participation will be essential to achieving a climate adept and resilient city.
- The water quality from stormwater and considerable Yarra River flows affect swimmers as well as the marine environment. Substantial Council and State investment is required to upgrade litter trap and stormwater infrastructure but must first be designed to fully respond to the predicted storm flows and sea level rise in a changing climate.
- Long-term measures are required to mitigate coastal erosion from climate impacts and natural processes on this side of the Bay.
- Opportunities exist to improve the pedestrian and cycle paths including end of trip facilities such as bike racks and water bottle refill stations.
- Significant opportunities exist to demonstrate renewable energy and water saving technologies as part of upgrades to Council's club buildings and commercial properties with broad sustainability and community benefits.

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.11.3 Objectives and Actions – Coastal Sustainability

Objective 9a - Coastal Sustainability

Protect the foreshore and coastal infrastructure against the effects of climate change in line with current and emerging science.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Plan for a sea level rise of not less than 0.8m by 2100 and allow for the combined effects of tides, storm surges, coastal processes and location conditions, such as topography and geology when assessing risk and impacts associated with climate change.	Assets and Sustainability Departments	High	Operating Expense	All
2.	Consider the results of Council's Coastal Hazard Vulnerability Assessment (CHVA) to develop 'coastal action' and 'structure' plans to integrate drainage and manage climate impacts along the foreshore.	Assets and Sustainability Departments	High	Capital Expense	All
3.	Implement Council's Climate Adaptation Strategy and Community Climate Plan to manage the impact of climate change along the foreshore.	Assets and Sustainability Departments	High	Capital Expense	All

Objective 9b – Coastal Sustainability

Improve the water quality along the Port Phillip foreshore and Bay to provide a healthier marine environment.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Work with Melbourne Water to improve the water quality in Port Phillip Bay.	Assets and Operations Departments, Melbourne Water	High	Operating Expense	All
2.	Increase the total area covered by litter traps and filtering of stormwater to improve water quality in line with Council's Water Plan.	Assets, Operations and Sustainability Departments, Melbourne Water	High	Capital Expense	All
3.	Implement strategies to inform the public of the potential health risks from exposure to the marine environment after significant rainfall events.	Assets and Operations Departments, EPA	Medium	Capital Expense	All

Objective 9c – Coastal Sustainability

Sustainably manage future growth pressures for recreational use and development along the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Implement strategies that will allow for the sustainable use of the foreshore including relevant actions within the: <ul style="list-style-type: none"> Open Space Strategy Open Space Water Management Plan Climate Adaptation Plan. 	Parks and Open Space, Sustainability Departments	Medium	Capital Expense	All
2.	Develop a strategic plan to manage future growth impacts on recreational use of the foreshore.	Culture and Leisure Department	Low	Operating Expense	All

Objective 9d – Coastal Sustainability

Incorporate ecological sustainable development (ESD) principles into all aspects of the foreshore.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Implement the Council's Environmental Building Improvement Program to improve the energy and water efficiency of Community Club buildings.	Property and Sustainability Departments	High	Capital Expense	All
2.	Increase the use of coastal vegetation planting to improve natural shade and increase green spaces along the foreshore.	Parks and Open Space Department	High	Capital Expense	All
3.	Encourage the upgrade of playgrounds with more environmentally sustainable materials and coastal themed infrastructure in line with Council's play space Strategy.	Parks and Open Space Department	Medium	Capital Expense	All
4.	Apply Water Sensitive Urban Design (WSUD) principles for landscaping in line with Council's Open Space Strategy, Open Space Water Management and Council Water Plans.	Parks and Open Space, Sustainability Departments	Medium	Capital Expense	All
5.	Implement flagship sustainability projects within the foreshore to demonstrate renewable energy and water saving technologies.	Property, Culture and Leisure, Sustainability Departments	Medium	Capital Expense	Port Melbourne, South Melbourne & Middle Park, St Kilda
6.	Provide advice to foreshore businesses to improve energy and water efficiency and climate resilience in line with Council's Greenhouse Action and Water Plans.	Property, City Strategy and Sustainability Departments	Medium	Operating Expense	All

4.12 THEME 10: ECONOMIC

4.12.1 Existing Conditions and Values

The City of Port Phillip has a unique, vibrant and diverse business and tourism industry. Situated adjacent to Melbourne's CBD the municipality enjoys privileged access to local, regional, national and international markets while its position abutting Port Phillip Bay allows it to take advantage of a range of natural and man-made tourism assets.

Port Phillip contains extensive tourism assets and is home to some of Victoria's leading attractions including Luna Park, St Kilda Foreshore, Station Pier and popular beaches along Port Phillip Bay. Port Phillip Council is part of the Inner Melbourne region (made up of the municipalities of Melbourne, Port Phillip, Stonnington and Yarra) which is the second largest tourism market in Australia. During 2008 the number of visitors to the Inner Melbourne Region totalled 11.25 million. In comparison, Sydney received 11.8 million visitors over the same period.

Tourism is a significant industry in Victoria and accounts for 7.1% of all jobs in the Port Phillip municipality. Visitors spend considerably more when visiting Inner Melbourne than other destinations in Victoria. On average, domestic daytrip visitors spend \$126 per day, domestic overnight visitors spend \$770 per visit and international visitors spend \$2,291 when visiting Inner Melbourne. In comparison, visitors to the Mornington Peninsula would spend per visit \$1,717 in total.

Daytrip visitors mainly come for holiday/leisure, while overnight domestic visitors predominantly come for holiday/leisure, or visiting friends and relatives. International visitors largely come for holiday/leisure, business and visiting friends and relatives. More than half of domestic and international visitors choose to stay in hotel and motel accommodation, while a third stayed with friends and relatives.

A breakdown of visitor origination follows:

- Daytrip visitors are predominantly from Victoria
- Almost one third of overnight visitors come from New South Wales
- Almost a further third are from Victoria.
- Key international markets are the United Kingdom, New Zealand, Continental Europe, China and the USA.

A recent survey found that the key visitor attractions for Port Phillip were its diversity, atmosphere, range of retail and tourist attractions and quality of service.

The Port Phillip foreshore contains a number of leased buildings. The tenancies serve the purpose of providing active recreational access to the beach environment, or enhancing people's coastal experience, by providing services such as cafes and restaurants.

4 City of Port Phillip Foreshore Strategic Direction (cont.)

4.12.2 Challenges

- Leasing foreshore buildings to tenants and licence agreements for activity on the foreshore is a source of significant annual revenue for Council. It is important to protect and maximise this revenue base from commercial operators at appropriate market rates. This allows funds to be re-invested into Council services and infrastructure provision and discourages the use of coastal Crown land as a cheaper alternative to private land.
- Economic development in City of Port Phillip should seek to achieve social, environmental and cultural sustainability objectives, not just unchecked economic growth. Visitation to Port Phillip needs to be carefully managed to balance economic benefits against amenity and environmental costs.
- Economic development should reduce car dependence and encourage sustainable transport modes whilst creating functional, vibrant recreational activity areas.
- Economic development should manage tourism i.e. consider amenity and environmental impacts when assessing the potential economic benefits of increased tourism. Prioritising increasing yield from existing tourism assets and infrastructure should happen above the creation of new tourism attractions and/or increased visitation.
- A 'Visitor Profile and Satisfaction' survey undertaken for the City of Port Phillip in July 2009 revealed key areas for improvement include improving signage to local attractions and popular tourist destinations such as St Kilda Foreshore/ Pier Area, history, beach activities and public transport options; increasing the availability of car parking facilities; improving value for money particularly in the St Kilda Foreshore/Pier area; improving personal safety and security, and providing more public amenities.
- There are increasing demands for more commercial activities such as mobile food vendors, product advertising and promotions and large commercial sporting activities. However residents are concerned with the over commercialisation of the foreshore and possible effect on the areas amenity and local character.
- A balance must be struck between the level of commercial activity on the foreshore to provide places/events of interest and contribute to foreshore funding with maintaining free and public access so as not to over commercialise the Crown land to be used for public purposes. The litmus test of broad and net community benefit must be applied when considering land use and development on the foreshore.
- State and Federal Government grant and funding arrangements and processes should be taken into account when assessing the viability of financial needs in the Foreshore Management Plan.
- There are significant community expectations for Council foreshore buildings to provide high quality urban designs outcomes to match their visual prominence along the highly valued foreshore. This includes improved public access and use, as well as incorporation of environmental design and retrofits to improve lessee waste management and energy efficiency.

4.12.3 Objectives and Actions – Economic

Objective 10a – Economic

Support and enhance sustainable commercial uses that achieve a balanced use of foreshore public land, net community benefit and economic value.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
1.	Evaluate balance of commercial activity and funding for Council to not over commercialise Crown land.	City Strategy Department	Medium	Operating Expense	All
2.	Evaluate event permit and commercial recreation activity fees for community foreshore sporting programs.	Culture and Leisure Department	Medium	Operating Expense	All
3.	Support ecologically focussed tourism along the foreshore for example walking tours.	City Strategy Department	Medium	Operating Expense	All
4.	Educate foreshore tourism operators on environmentally sustainable practices to balance visitation against amenity and environmental impacts.	City Strategy Department	Medium	Operating Expense	All

Objective 10b – Economic

Develop Council property management plans for Council owned buildings on the foreshore to meet community demand.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
I.	Implement Council's Property Strategy to ensure leases and licences meet community demand for public access and use, commercial services and environmental improvements.	Property Department	Medium	Operating Expense	All

Objective 10c – Economic

Continue to reinvest in foreshore infrastructure which supports recreational activity and provides revenue for the entire municipality.

No.	Actions	Implementation Responsibility	Value	Expenditure Type	Foreshore Area
I.	Support and enhance sustainable commercial uses that achieve a balanced use of foreshore public land and not community benefit in accordance with Principles 9 and 10.	Property, Parks and Open Space Department	High	Operating Expense	All

5 City of Port Phillip Foreshore Areas

5.1 ACTIVITY AND RECREATIONAL NODES

Underpinning the *Victorian Coastal Strategy 2008* (VCS) are four hierarchy of principles which sets the strategies foundation and guides planning and decision-making about land use and development on coastal private and Crown land, as well as estuarine and marine waters.

Decision-making for the Port Phillip foreshore should be consistent with the VCS hierarchy of principles. When the first three principles have been considered and addressed (see Section 1.5.4), Principle 4 direction is to:

‘Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.’

This principle aims to ensure that:

- Urban development on the coast is directed to appropriate areas within existing settlements and activity centres.
- Development on coastal Crown land is coastal-dependent or closely related to coastal-dependent uses and is directed to activity nodes and recreation nodes.
- Impacts associated with the current or proposed use of coastal land are identified, addressed and managed.

Principle 4 seeks to direct development away from sensitive coastal areas and significant landscapes and manage it within existing settlements and activity centres, and within activity and recreation nodes.

5.1.1 Activity Nodes

The purpose of ‘activity nodes’ are to provide a focus area for access to the coast, services, and social interaction within existing settlements and to link and integrate the public and private realms within this area. Activity nodes are located within existing coastal settlements and correlate with existing activity centres under Melbourne 2030 which:

- Contain both public and private land.
- Provide community recreation facilities and opportunities which enhance the coastal experience.
- Provide appropriate areas for commercial uses, including ports and fishing.
- Provide tourist accommodation and activities.
- Have an increased density of development and range of uses.
- Provide for public transport and traffic needs.
- Contain development which exhibits excellence in design and complements or integrates with the coastal landscape and setting.
- Contain development which is of a scale appropriate to the local context.
- Complement and benefit from adjacent private land use and development.

St Kilda and Bay Street in Port Melbourne are identified in Melbourne 2030 as a Major Activity Centres within the foreshore area. Since the VCS 2008 was adopted, Melbourne 2030 is being reviewed. The new Melbourne metropolitan planning strategy to be developed is expected to include a comprehensive community and stakeholder consultation process.

5.1.2 Recreation Nodes

‘Recreation nodes’ provide access to recreation and water-related activities where a genuine need is identified through a strategic assessment, at the same time limiting the scale and intensity of development to that which is appropriate to the area.

Recreation nodes are areas that:

- Are located on coastal Crown land, outside of activity nodes.
- Exhibit a high level of use and visitation for recreation and water-related activities.
- Offer foreshore and marine access, and may contain boat ramps.
- Contain recreational infrastructure such as piers, fishing platforms, walking tracks, picnic and camping grounds, and lifesaving clubs.
- Have identified strategic priorities for the provision of existing recreation facilities and provide opportunities for the redevelopment or expansion of facilities for the net community and public benefit.

Any development on coastal Crown land within an activity node, and within a recreation node should satisfy the Criteria for use and development on coastal Crown land contained within the VCS.

In accordance with the VCS, activity and recreational nodes have been considered throughout the recommendations for any use and development along the Port Phillip foreshore reserve.

5.1.3 Port Phillip Foreshore Areas

To assist with identifying and locating specific strategic objectives and actions throughout the Port Phillip foreshore, a geographic approach has been adopted whereby five foreshore areas have been identified. These are:

1. Sandridge	4. St Kilda
2. Port Melbourne	5. Elwood
3. South Melbourne and Middle Park	

An area description with existing conditions, values and challenges plus high value actions for each of these five foreshore areas is provided below, while Figures 5-1 to 5-5 are included to enable a visual expression for the high value actions.

5.2 SANDRIDGE

5.2.1 Area Description, Existing Conditions and Values

The Sandridge foreshore area is situated at the northern end of the Port Phillip foreshore and

Port Phillip Bay. The western boundary interfaces with the Webb Dock Trail while the eastern boundary partly includes Beacon Cove, a multi-storey residential development, and up to but not including the Princes Pier (refer to Figure 5-1).

Situated at the extreme western end of Sandridge foreshore is the start of the Webb Dock Trail and adjacent to this is the Perc White Nature Reserve. From within Perc White Reserve there are a range of exceptional environmental, industrial and urban views, offering an escape from the everyday urban scene. The Reserve contains one of the largest areas of established coastal vegetation in the City of Port Phillip, and is an area of regional ecological significance due to the presence of remnant dune vegetation in deep silica sand that pre-dates European settlement in Port Phillip Bay. It provides an important habitat for native wildlife, in particular the Superb Fairy-Wren and New Holland Honey Eater. Seven regionally significant species that are thought to be naturally occurring in the reserve are:

- *Altriplex cinerea* (Coast Saltbush)
- *Carex pumila* (Strand Sedge)
- *Distichlis distichophylla* (Australian Salt Grass)
- *Myoporum insulare* (Common Boobialla)
- *Spinifex sericeus* (Hairy Spinifex)
- *Sporobulus virginicus* (Salt Couch)
- *Zoysia macrantha* (Prickly Couch)

The Reserve forms an important natural buffer between the recreational uses of the Sandridge foreshore area and the industrial uses associated with the operations of Webb Dock. Both Perc White Nature Reserve and Webb Dock Trail are freehold land owned by the PoMC and currently managed by the City of Port Phillip through a licence agreement. In 2010 Council commissioned a Landscape Management Plan and Master Plan for Perc White Reserve. The master plan provided several recommendations to protect and enhance the significant vegetation, improve access and increase awareness of the Reserves significance.

Sandridge Beach is a family friendly beach area recognised for its natural coastal values and view of the city. It is heavily used during summer by families including culturally and linguistically diverse community members. The built environment within the Sandridge foreshore includes the Life Saving Victoria Headquarters, Sandridge Life Saving Club, public toilets and beach showers, free car parking facilities, the Bay Trail and three rock groynes for sand protection.

The Westport and First Point Reserves are unique in providing such a wide public space adjoining the beach. The grassed areas contain recently upgraded lighting, BBQ's, picnic facilities and playground, whilst the coastal native vegetation has been enhanced and requires ongoing protection.

New boating and swimming zones implemented in September 2010 have introduced a 'swimming only zone' between Life Saving Victoria and Sandridge Life Saving Club to improve safety for swimmers. A section of Sandridge Beach between the rock groyne opposite Barak Road and the rock groyne opposite Cumberland Road allows for dogs to be off leash all year round.

The Friends of Port Melbourne's Foreshore is an environmental care and lobby group for the area. Members are involved in the conservation and protection of the natural environment with a particular focus on the protection and enhancement of the Perc White Nature Reserve.

5.2.2 Challenges

The following challenges have been identified within the Sandridge Foreshore Area:

- Increased usage of Sandridge foreshore is expected with the increasing population in neighbouring Port Melbourne.
- Many visitors to Sandridge Beach are not aware of the swimming hazards that can be encountered there. Council should implement appropriate mitigation actions to alleviate the risks.
- PoMC plan to develop Webb Dock as an international container terminal by 2035, and it is expected it will have a capacity to handle a similar number of containers to Swanson Dock. Both short term planning and long term vision identify Perc White Reserve remaining as a buffer zone.
- The 2010 Master Plan provides a holistic landscape design and direction for the reserve. Council is seeking a long-term management agreement to upgrade the PoMC freehold land, buffer the port operations and protect the regionally significant vegetation.

5.2.3 Actions

High value actions for Sandridge:

1. Develop a long-term management agreement for PoMC land at Perc White Reserve and Webb Dock Trail.
2. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.

5 City of Port Phillip Foreshore Areas (cont.)

Figure 5-1 Sandridge Area Map



5.3 PORT MELBOURNE

5.3.1 Area Description, Existing Conditions and Values

The Port Melbourne foreshore area is bounded by Princes Pier to the North and Pickles Street to the south (refer to Figure 5-2). It includes the Waterfront Place restaurants and bars servicing local residents, pier users and visitors and connects to Bay Street.

Port Melbourne is noted to be rich with history and monuments due to its early settlement within Melbourne. Council has a monuments policy with budgeted funds to implement a specialist program to ensure the ongoing maintenance and upgrade of these important historical features.

Located within the Port Melbourne foreshore area is the Princes Pier currently under restoration, Station Pier with car parking and truck loading provision for the 'Spirit of Tasmania' and terminals for international cruise ships. Lagoon Pier is a smaller over-water structure that is popular with anglers. The built environment also includes the Port Melbourne Yacht Club and Port Melbourne Life Saving Club. The Port Melbourne foreshore toilets built in 1902 are heritage listed. Council also lease modern public toilet facilities behind the 109 tram stop on the opposite side of the foreshore reserve at Waterfront Place to cater for increased demand from visitors arriving at Station Pier.

The Bay Trail continues along the length of this area and is popular with walkers, bike riders and rollerbladers. Public transport services include the 109 tram line which commences alongside Waterfront Place. Beach tennis is played on the sanded area to the south of Station Pier and dogs are allowed off leash all year round between Dow Street and Lagoon Pier.

The last decade has seen extensive redevelopment of the land adjacent to the Port Melbourne foreshore including higher density residential living with better public transport connections. Station Pier's use as a national and international water gateway contributes to Port Melbourne becoming a more urbanised leisure and entertainment area with important links to the promenade. The Bay Street retail and commercial activity centres are within reach of this major activity area.

Wide sandy beaches and dunal areas are separated from the foreshore landscape by a bluestone sea wall, while Canary Island Date Palms with grass road verges line Beach Street at the southern end.

3207 Beach Patrol is comprised of volunteers who are proud of their local beaches and wish to make a difference. The group's beach cleaning efforts are making a positive impact to involve the community and added value to Council's ongoing investment.

5.3.2 Challenges

The following challenges have been identified within the Port Melbourne Foreshore Area:

- Management for the Pickles Street dunes is currently compromised due to uncontrolled dune access. These dunes would benefit from appropriately located fencing and implementation of a vegetation management plan to protect and enhance the highly valued public natural asset.
- Maintenance and renewal works are required for the Port Melbourne Life Saving Club building. Upgrade works will ensure the building is fit-for purpose, multi-use and improve its functionality for the community.
- Traffic congestion surrounding Station Pier during departure times affect the approach roads and the Waterfront Place car park. Conflicts between vehicles queuing, including caravans staying overnight on the roads, with pedestrians, bike riders and freight is causing disruption to the local area.
- Demand for public toilet facilities in Port Melbourne outweighs the existing supply. Visitors to the foreshore would benefit from directional signage to the rented public toilets behind the 109 tram terminal and increased capacity.
- A large geographic gap currently exists in the availability of foreshore drinking fountains and beach showers in the Port Melbourne area. Concepts are currently under development based on community feedback for new beach showers and a drinking fountain between Bay Street and Station Pier.
- The Princes Street stormwater outlet is often raised by local residents as having a visual amenity and odour impact on the Port Melbourne foreshore.
- There are opportunities to improve the connectivity and accessibility around Station Pier and between the foreshore and the Bay Street retail precinct.

5.3.3 Actions

High value actions for Port Melbourne:

1. As part of the Port Melbourne Urban Design Framework, progress traffic management solutions to reduce congestion at Station Pier and improve connectivity to the light rail reserve shared path.
2. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.
3. Advocate for the appropriate use and development of Princes Pier to balance recreational, visitor and residential needs.
4. Develop and implement an upgrade program for high demand public toilets.
5. Provide more shade in high use areas and along the foreshore.
6. Install new beach showers and drinking/water bottle refill stations at Port Melbourne.
7. Upgrade the Life Saving Club building.

5 City of Port Phillip Foreshore Areas (cont.)

Figure 5-2 Port Melbourne Area Map



HIGH VALUE ACTIONS – PORT MELBOURNE FORESHORE AREA

- 1 As part of the Port Melbourne Urban Design Framework, progress traffic management solutions to reduce congestion at Station Pier and improve connectivity to the light rail reserve shared path.
- 2 Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.
- 3 Advocate for appropriate use and development of Princes Pier to balance recreational, visitor and residential needs.
- 4 Develop and implement upgrade program for high demand public toilets.
- 5 Provide more shade in high use areas and along the foreshore.
- 6 Install new beach showers and drinking / water bottle refill stations.
- 7 Upgrade the Life Saving Club building.

— Port Melbourne Foreshore Area

5.4 SOUTH MELBOURNE AND MIDDLE PARK

5.4.1 Area Description, Existing Conditions and Values

Bounded by Beaconsfield Parade to the north-east, the South Melbourne and Middle Park foreshore area extends from Pickles Street in the north to Fraser Street in the south (refer to Figure 5-3).

The South Melbourne and Middle Park foreshore area is a long, straight stretch of foreshore highly used and highly regarded as a recreational area for sunbathing, swimming, beach volleyball, walking/jogging and cycling/blading. The majority of this foreshore area is regulated by new swimming only and boating zones that exclude boating, power skis and sailboards for the protection of swimmers. The Bay Trail traverses the length of the area and is extremely popular, while other recreation includes promenading and all year round dog off-leash area.

Synonymous with this area the distinctive Canary Island Date Palms continue along Beaconsfield Parade. With its wide centre median strip Beaconsfield Parade is a dominant boundary of the South Melbourne and Middle Park foreshore area. It functions as a key arterial to Melbourne's Central Business District (CBD) from the southern suburbs and carries significant volumes of traffic.

The built environment includes the South Melbourne Life Saving Club, Albert Park Yachting and Angling Club, a kiosk, two cafes, Kerferd Road toilets, beach showers, and the recently built Middle Park public toilets with adjacent landscaping. The new landscaping includes beach showers, rain garden, native groundcovers, removal of the metal railing, new seating and tables, plus a small exercise station. A concept plan to renew and upgrade the Plum Garland Memorial Playground is currently underway. Heritage listed sites include the bluestone sea wall, two Edwardian sun shelters, and the picturesque Kerferd Road Pier. The Pier is a significant coastal heritage structure popular with anglers and a key feature to this foreshore area.

Overlooking the foreshore is a number of medium-high rise residential towers, dating from the 1960s onwards. This neighbourhood is also well known for its Victoria-era terrace housing. The limited opportunities for redevelopment relative to other areas within Port Phillip have contributed to a static population from 1996 to 2001.

Middle Park beach sand has been artificially maintained since the 1970's. Prior to the manmade intervention, it was typically rocks with interspersed sand which was extremely mobile due to natural coastal processes. The 2009 renourishment of Middle Park beach was undertaken by DSE in partnership with Council. Depending on sand quality and availability, topping up the beach with sand from offshore sources will be undertaken approximately every two years to maintain the beach.

3206 Beach Patrol is a community organisation of approximately 100 members whose voluntary efforts help South Melbourne and Middle Park beaches cleaner and safer. 3206 Beach Patrol members commit one hour of voluntary cleaning per month within their selected zone. The groups also hold major cleanup events in during spring and summer.

The South Melbourne and Middle Park foreshore will continue to be recognised for its passive and active recreational activities, outstanding views of iconic sites across Melbourne and the wide, open and often exposed, sandy beach overlooking Port Phillip Bay. It will continue having regard for the local heritage values that link the foreshore to the surrounding residential properties and urban activity centres.

5.4.2 Challenges

The following challenges have been identified within the South Melbourne and Middle Park Foreshore Area:

- Sand drift build up and the formation of tracks on the high use grass areas along Middle Park is reducing some sections visual amenity.
- The South Melbourne foreshore requires more shade, landscaping upgrades, and proactive management for sand drift issues.
- South Melbourne Life Saving Club building has been found to require major redevelopment at significant cost with the scale of the redevelopment yet to be determined.
- Inadequate equipment storage and lack of drinking fountains affect beach volleyball activities.

5.4.3 Actions

High value actions for South Melbourne and Middle Park:

1. Install dunal fencing where appropriate to manage pedestrian access, drainage, beach cleaning and habitat values.
2. Work with the Life Saving Club and LSV to provide a new building.
3. Install new beach showers and drinking / water bottle refill stations.
4. Provide more shade in high use areas and along the foreshore.

5 City of Port Phillip Foreshore Areas (cont.)

Figure 5-3 South Melbourne and Middle Park Area Map



5.5 ST KILDA

5.5.1 Area Description, Existing Conditions and Values

The St Kilda foreshore area is bounded by West Beach in the north and St Kilda Marina to the south. The streets Beaconsfield Parade, Jacka Boulevard and Marine Parade are on the eastern boundary (refer to Figure 5-4).

Developed in the 19th century as Melbourne's seaside resort, St Kilda Beach is one of Melbourne's most popular attractions and is the most visited part of Port Phillip's foreshore. Over summer many events and festivals are hosted in St Kilda, including the weekly St Kilda Esplanade Art and Craft Market and the extremely popular annual St Kilda Festival. St Kilda Pier and Pavilion is a local landmark popular for promenading, while the pier breakwater harbours the boats and penguin colony.

Earthcare St Kilda has contributed to improving the environment of St Kilda since it was established in 1989. The efforts of community group members led to the formation of the St Kilda Breakwater Wildlife Management Conservation Area (WMCA). The WMCA is now led by Parks Victoria, was formed through an agreement to manage the St Kilda breakwater to protect the flora and fauna of the breakwater without impeding its primary function to provide a safe harbour for vessels. In 2000 the area was extended to include the entire breakwater to better protect the breakwater penguin colony.

Earthcare St Kilda work closely with specialists and the Council to improve the environment in the City of Port Phillip. Since 1989 the penguin colony has increased in size; this can be attributed to the both the reduction of harmful litter and improved breeding conditions. Earthcare are also committed to several ongoing revegetation projects with native plant species, and voluntary monitoring of the penguin colony and the Rakali (native water-rat) populations.

In the City of Port Phillip Rakali can be found in St Kilda Harbour, Elwood Canal, Albert Park Lake and Port Melbourne foreshore. The Rakali don't stray too far from water but have been observed on the top of the St Kilda Breakwater, St Kilda Pier and on Elwood Canal footpath.

Parks Victoria has prepared a concept plan for the St Kilda Pier and Breakwater that proposes to update the pier and marina infrastructure, with connection to an upgraded Pier Road. A separated boardwalk is also proposed to provide protection for the Little Penguins.

Areas of significant open space within the St Kilda foreshore include Catani Gardens with children's playground and picnic facilities, and Cummings Reserve which has public toilet facilities. The St Kilda promenade and boardwalk is a recent development combining architecture, landscaping and urban design to successfully enhance the space between the sanded areas and non-sanded areas of the foreshore. The Canary Island Date Palm street tree theme continues through the St Kilda foreshore area.

The West Beach dunes are a 1.2 hectares highly popular area of open space that contains ecologically significant native coastal vegetation. The area has been recently upgraded to see the installation of an environmentally friendly boardwalk, recycled plastic benches and planting of native groundcovers. The raised boardwalk design allows for sand and wildlife to move through the area.

Further, the built environment includes the Royal Melbourne Yacht Squadron, St Kilda Life Saving Club, St Kilda Sea Baths, Brooks Jetty and the St Kilda Marina offering extensive motor boat facilities including public launching ramp. A number of commercial operations include Katani, Donovan's and the Stokehouse restaurants which are located on Crown land along the St Kilda foreshore. Department of Sustainability and Environment (DSE) have direct management responsibility for an area of unreserved Crown land within the St Kilda foreshore area and this land is currently leased by the St Kilda Sea Baths.

Following consideration of public submissions, Council adopted a master plan for the St Kilda Marina Reserve at its 11 October 2010 meeting. The Minister for Environment and Climate Change provided consent for the master plan in June 2011 under the *Coastal Management Act 1995*. At the time of writing Council was developing detailed designs of the master plan for implementation. The master plan provides for an upgraded park with new pathways, open lawn area, increased native vegetation, active recreation park and skateable infrastructure, toilets and reduced car park.

Recreational activities include kiteboarding at West Beach, swimming and sunbathing with supporting public amenities of showers, seats and drinking fountains spread along the St Kilda foreshore. The Bay Trail path continues to connect the Port Phillip beaches. All year round dog off-leash areas are provided on the open sanded area within West Beach, the beach along Pier Road to the drainage channel at the northwest end of Pier Road as well as Turkey Toms Beach, south of Brooks Jetty.

The new Boating and swimming zones have now excluded boats from Turkey Toms Beach removing the conflicts between boats, jetskis and swimmers. Council have installed permanent gates at the entrance to the beach to control illegal access and encourage the use of the public boat ramp and trailer parking in the St Kilda Marina.

Bordering the foreshore area, the cosmopolitan suburb of St Kilda is a major local and international tourist destination, well known for its retail and entertainment districts. Well connected with Melbourne's CBD via road and public transport, the attractions of St Kilda include Luna Park, the Palais Theatre and other music venues, cafes and restaurants and the famous Acland Street cake shops. The diversity of activities within and surrounding the St Kilda foreshore area creates a sense of vibrancy and excitement that has continued to attract Melbournians and visitors for over a century.

Local residents are passionate about their foreshore, with its natural and built heritage and ambient coastal setting. This area is much loved and valued highly, both nationally and internationally, as one of Melbourne's favourite places to visit, especially in summer.

The West St Kilda Residents Association is a community of residents in West St Kilda, who seek the protection of residential amenity in their area, and contribute to the enhancement of the St Kilda foreshore values.

5 City of Port Phillip Foreshore Areas (cont.)

5.5.2 Challenges

The following challenges have been identified within the St Kilda Foreshore Area:

- The investment to develop the St Kilda promenade and boardwalk has removed the previous conflicts with intersecting path networks. This project has led to a significant increase in visitors to the foreshore and growth of a 24 hour culture during summer. Considerations should be given to extending the St Kilda Promenade boardwalk feature.
- The area adjoining Turkey Toms Beach is largely underprovided in terms of infrastructure when compared to other areas along the foreshore. Sand drift is smothering vegetation and there are currently no management plans for the protection and upgrade of vegetation in this area. Separation of pedestrians and bikes along this narrow section should be maintained.
- Brooks Jetty is considered to be a swim safety risk due to the submerged objects and shallow seabed.
- The St Kilda Life Saving Club building requires major redevelopment at significant cost with the scale of the redevelopment yet to be determined.
- Despite a scheduled preventative program, the current capacity of the existing St Kilda public toilets is not meeting local and visitor demand.
- The grass verges along the St Kilda foreshore are popular with picnickers. Priority should be given to provide for shade on these grassed areas.
- Surveys indicate a high level of community satisfaction with the West Beach upgrade. There are further opportunities for additional works include fencing, planting, sea wall path connection and disability access near the existing gate.
- The timing to implement the State government concept plans to upgrade the St Kilda Pier and Harbour are yet to be confirmed. The conceptual plan has highlighted the need for Council to upgrade the connecting space at the entrance to the Pier and the length of Pier Road to improve public access.
- Implementation of the Marina Reserve Master Plan will increase the diversity of recreational activity in St Kilda.
- A new master plan is required for the St Kilda motor boat Marina and surrounding car park area.

5.5.3 Actions

High value actions for St Kilda:

1. Install new beach showers and drinking/water bottle refill stations at West Beach, St Kilda and Marina Reserve.
2. Support appropriate plans for the redevelopment of St Kilda Pier, sailing boat harbour and construction of the separated penguin boardwalk to match stakeholder aspirations with clear public benefits.
3. Develop and implement an upgrade program for high demand public toilets.
4. Work with the Life Saving Club and LSV to provide new accommodation

Figure 5-4 St Kilda Area Map



5 City of Port Phillip Foreshore Areas (cont.)

5.6 ELWOOD

5.6.1 Area Description, Existing Conditions and Values

The Elwood foreshore area extends from Moran Reserve in the north to Head Street in the south and is bordered by Marine Parade and Ormond Esplanade to the east.

The Elwood foreshore area is less urbanised with a more natural environment than the Port Melbourne to St Kilda foreshore areas. This uniqueness adds to its popularity and is highly valued as urban coastal parkland with strip of sanded beach. Although significantly altered as a landscape, Elwood still retains remnant Coast Tea-tree specimens and re-established Coast Saltbush communities and other native coastal vegetation plantings, which are locally significant. Elwood foreshore contains the largest area of native coastal vegetation in the City of Port Phillip, and the nearest example of such coastal vegetation to central Melbourne. The Norfolk Island Pines along the Elwood foreshore lend a distinctive flavour whilst native species are more prominent around the Point Ormond area.

Significant features within the Elwood foreshore area include: locally ecologically significant native coastal vegetation; Elwood Canal (Elster Creek) with twin bridges; Moran Reserve; and the Point Ormond Reserve situated on a raised headland providing views across the Melbourne CBD skyline and beaches to the south.

The Elwood Sports Park supports a significant amount of the City's formal sporting activity, catering for touch football, cricket and tennis. Infrastructure supporting recreational activities within Elwood foreshore include several playgrounds, Moran Reserve exercise station, Point Ormond car park and public toilets, Elwood Park car park, and the Bay Trail continuing through Elwood. Seating, beach showers and drinking fountains are located throughout the area. Moran Reserve is popular for kite carting and permitted skydiving.

The built environment includes Elwood Life Saving Club, Elwood Beach Community Centre, plus other club buildings for sailing, angling and Sea Scouts. A changing pavilion and dining opportunities in Elwood kiosk, cafe and Sails on the Bay restaurant are also well recognised. The Head Street drain bordering the City of Port Phillip municipality with Bayside City Council is owned by the Melbourne Water and doubles as a pier which is popular with promenaders and wedding ceremonies.

The proportion of older residents in this area is quite low, offset by a high number of children aged under ten. Elwood is one of the more densely settled neighbourhoods within the City of Port Phillip. Elwood Beach is continuing to see an increase in patronage and highly valued for passive and active recreation with the public, members and visitors from the Life Saving, Sailing and Angling Clubs, Sea Scouts and restaurants as well as major triathlon events.

3184 Beach Patrol is a community organisation whose voluntary efforts aim to help Elwood Beach become cleaner and safer. Members of 3184 Beach Patrol pick up and dispose of all types of rubbish on the promenade and sand, from the stone wall to the edge of the water. The group adds value to Council's daily services by providing an extra set of hands to improve the Elwood foreshore environment.

The DSE Elwood beach renourishment has been implemented in partnership with Council. In addition to rebuilding of the beach with quarried sand, the works will include the reconstruction of the shared Sailing Club and pedestrian access ramp, widening of the pedestrian ramp near the Life Saving Club, replacement of Council's beach cleaning access ramp, and construction of a combined rock groyne and boat ramp in front of the Angling Club.

At the time of writing, stage 3 of the Elwood foreshore redevelopment was expected to start in 2012 upon the completion of detailed designs and public tender process. The project is currently expected to include relocation and native vegetation screening of the litter transfer station, renewing a portion of car park asphalt, diverting and filtering stormwater flows from the newly completed works to the north and bike path improvements treatment in front of Sails on the Bay restaurant.

Port Phillip Council is partnering with Bayside Council to undertake the Elsternwick stormwater harvesting project to supply sports ground irrigation water and water for the foreshore. This project is expected to reduce Council's potable water use for Elwood Park and watering trees across the city, whilst also reducing sediment and nitrogen flows into the Bay.

5.6.2 Challenges

The following challenges have been identified within the Elwood Foreshore Area:

- The native vegetation within the Elwood foreshore is highly valued, yet the impacts of drought, water restrictions and ageing vegetation have all contributed to a decline in this natural asset. Vegetation management plans should be prioritised for the protection and upgrade of the Elwood vegetation.
- A lack of shade area along the length of the Port Phillip foreshore is a recurring theme and it is one that is commonly identified by the local Elwood community.
- Despite a scheduled preventative program the current capacity of the existing Point Ormond and Elwood public toilets and showers is not meeting local and visitor demand.

5.6.3 Actions

High value actions for Elwood:

1. Develop vegetation management plan for the Elwood foreshore reserves.
2. Provide shade species along the foreshore in line with Elwood Masterplan.
3. Develop and implement an upgrade program for high demand public toilets.

Figure 5-5 Elwood Area Map



6 Foreshore Investment (Business Plan)

6.1 INTRODUCTION

In accordance with the requirements of the *Coastal Management Act 1995*, a three year Business Plan has been prepared as part of the Foreshore Management Plan.

The Business Plan details the revenue and expenditure of the foreshore and provides a budget estimate for the cost of implementing the high value actions.

This Business Plan will be used to guide Council's budgeting related to the capital works and operational management program to enable effective implementation of the Foreshore Management Plan. All proposed operating and capital works estimates are subject to Council's annual budgetary approval. Implementation will also be subject to collaborative efforts between Council

departments and external agencies such as DSE, Parks Victoria and Melbourne Water.

6.2 LEASES AND LICENCES

The foreshore club buildings service various community sporting needs. Council's commercial property leases provide an important revenue stream which is distributed across the entire municipality to the benefit of all residents and visitors. The existing Crown land leases and licences on the foreshore are outlined in Table 6-1 below.

There are significant community expectations for all the buildings to be fit for purpose and upgraded to consider the local character, energy efficiency and coastal climate risks.

Table 6-1 Current Crown Land Leases and Licences on the Foreshore

Name/Description	Agreement Type	Agreement Length	Expiry Date
Kiosk 9 (Beaconsfield Parade, Port Melbourne)	Licence	1 year	1 November 2013
Kiosk 8 (South Melbourne Life Saving Club)	Licence	1 year	10 November 2013
Kiosk 2 (cnr. of Pier Road)	Lease	5 years	28 February 2016
Kiosk 3	Lease	5 years	28 February 2016
Kiosk 5 (29A Ormond Esplanade, Elwood)	Lease	5 years	17 December 2015
Mobile Food Service (Elwood Foreshore Car Park)	Licence	3 years	30 November 2013
Mobile Food Service (Point Ormond Car Park)	Licence	3 years	30 November 2013
129 Beaconsfield Parade, South Melbourne	Lease	10 years	30 June 2015
Elwood Sailing Club	Lease	14 years	20 November 2017
Elwood Angling Club	Lease	14 years	18 September 2017
Elwood Sea Scouts	Lease	9 years	30 April 2020
Elwood Life Saving Club	Lease	14 years	1 August 2016
St Kilda Life Saving Club	Lease	14 years	1 August 2016
South Melbourne Life Saving Club	Lease	14 years	1 August 2016
Port Melbourne Life Saving Club	Lease	14 years	1 August 2016
Sandridge Life Saving Club	Lease	14 years	1 August 2016
Port Melbourne Yacht Club	Lease	21 years	31 December 2012
Albert Park Yachting and Angling Club	Lease	14 years	31 December 2012
Elwood Cricket Club	Licence	3 years	26 September 2012
Elwood Croquet Club	Lease	14 years	1 August 2016
Elwood City Soccer Club	Licence	3 years	19 May 2013
Elwood Park Tennis Club	Lease	14 years	1 August 2016
Touch Football Australia	Licence	3 years	31 March 2013
St Kilda City Junior Football Club	Licence	3 years	31 March 2013
Sails on the Bay Restaurant	Lease	21 years	30 September 2025
Stokehouse Restaurant	Lease	13 years	28 June 2033
Donovans Restaurant	Lease	17 years	28 February 2016
Elwood Beach House Café	Lease	14 years	28 February 2020
Clubrooms for the RMYS	Lease	21 years	9 February 2016
Sandbar Café	Lease	15 years	13 March 2020
Seabaths car park	Lease	45 years	20 February 2045
St Kilda Marina	Lease	50 years	30 April 2019
West Beach Bathing Pavilion	Lease	21 years	30 November 2024

6.3 ESTIMATED FORESHORE REVENUE AND EXPENDITURE

	Description	2011/12	2012/13	2013/14*	2014/15*
Income	Foreshore parking revenue	\$1,776,366	\$1,865,184	\$1,958,443	\$2,056,365
	Foreshore property leases	\$1,562,677	\$1,583,211	\$1,662,372	\$1,745,490
	Foreshore Commercial activity permits and licences	\$29,420	\$30,891	\$32,436	\$34,057
	DSE beach cleaning subsidy**	\$288,349	\$288,349	\$288,349	\$288,349
	Marina Reserve implementation State grant	-	\$273,000	-	-
	South Melbourne Life Saving Club redevelopment State grant	-	-	\$1,000,000	-
	Total Foreshore Income*	\$3,656,812	\$4,040,635	\$4,941,600	\$4,124,261
Operating Expenditure	Foreshore parking machine maintenance and enforcement	\$313,296	\$328,961	\$345,409	\$362,679
	Property management	\$100,000	\$105,000	\$110,250	\$115,763
	Foreshore Commercial activity permits and licences management	\$10,484	\$11,008	\$11,559	\$12,137
	Foreshore building maintenance	\$595,751	\$625,539	\$656,815	\$689,656
	Beach cleaning and management	\$950,000	\$997,500	\$1,047,375	\$1,099,744
	Foreshore public toilet cleaning	\$121,345	\$127,412	\$133,783	\$140,472
	Foreshore management	\$138,866	\$142,748	\$149,885	\$157,380
	Removal of beach litter and debris via street cleaning***	\$2,525,000	\$2,651,250	\$2,783,813	\$2,923,003
	Operating Expenditure Sub Total*	\$4,754,742	\$4,989,418	\$5,238,889	\$5,500,834
Capital Expenditure	Capital improvements to Beacon Cove promenade and carpark	-	\$300,000	-	-
	CoPP and Bayside Council Stormwater harvesting partnership	\$642,000	-	-	-
	DDA compliance retrofits***	\$200,000	\$300,000	\$300,000	\$300,000
	Drainage renewal program***	\$845,000	\$920,000	\$960,000	\$1,000,000
	Elwood Beach Community Centre	-	\$300,000	-	-
	Elwood Foreshore stage 3 implementation	\$1,000,000	-	-	-
	Environmental building retrofits***	\$500,000	\$500,000	\$515,000	\$530,000
	Foreshore bicycle path renewal	\$170,000	\$120,000	\$25,000	\$25,000
	Foreshore renewal	\$150,000	\$155,000	\$160,000	\$165,000
	Litter Bin replacement***	\$70,000	\$75,000	\$80,000	\$80,000
	Memorials and Monuments renewal***	\$50,000	\$50,000	\$50,000	\$50,000
	Public place recycling***	\$50,000	-	-	-
	Sustainable transport***	200,000	2,300,000	\$3,500,000	\$3,500,000
	St Kilda Beach ramp	-	\$210,000	-	-
	Sandridge Life Saving Club upgrade	-	-	-	\$70,000
	Port Melbourne Life Saving Club upgrade	-	\$120,000	-	-
	South Melbourne Life Saving Club redevelopment	\$269,000	\$500,000	\$1,500,000	-
	St Kilda Life Saving Club redevelopment**	-	-	\$500,000	\$500,000
Marina Reserve Masterplan Implementation	\$1,407,000	\$2,498,000	-	-	
	Capital Expenditure Sub Total*	\$5,553,000	\$8,348,000	\$7,590,000	\$6,220,000
	Total Foreshore Expenditure*	\$10,307,742	\$13,337,418	\$12,828,889	\$11,720,834

* Figures are estimated and subject to Council's annual budgetary approval. Due to the susceptibility of the foreshore to natural events such as severe storms, incomes and expenditure can change unexpectedly during any year.

** Dependant on future State Government funding contribution.

*** Expenditure linked to other parts of the municipality beyond the foreshore.

7 Monitoring of the Foreshore Management Plan

This section outlines Council's statutory obligation as the Committee of Management to review the Port Phillip Foreshore Management Plan and the importance of monitoring the Plans implementation.

The City of Port Phillip has a statutory obligation, under Section 35 of the *Coastal Management Act 1995* to review the Plan once every three years from the date it is published in the Government Gazette. It is therefore anticipated that the Port Phillip Foreshore Management Plan will be reviewed in 2014-2015. The foreshore plan actions will also require revision based on outcomes the Coastal Hazard Vulnerability Assessment (CHVA) to plan for a sea level rise of not less than 0.8 metres.

The review should include an assessment of the current Plan to ascertain its effectiveness and identify objectives and actions that need to be updated. It should also record the outcomes of the actions already implemented. It is important that the review process will consider any relevant changes in existing and new government policy, updates of the Victorian Coastal Strategy, specialist reports and public consultation that may have taken affect during this three year period.

Section 35(1)(a) of the *Coastal Management Act 1995* also enables City of Port Phillip as the Committee of Management relevant to the Port Phillip foreshore to review and amend the Foreshore Management Plan at any time.

Under Section 36 of the *Coastal Management Act 1995* it is required that the City of Port Phillip, as the municipal council, must take all reasonable steps to give effect to an approved management plan applying to the land. It is therefore recommended that ongoing monitoring and review of the Plans implementation is undertaken with consideration to emerging trends or additional data.

It is recommended that the Council's Foreshore Coordinator within Council's Parks and Open Space Department will play a leading role to initiate and provide ongoing stewardship for the monitoring and implementation of the Foreshore Management Plan. In addition, it is recommended that the collaborative efforts of Council's internal working group set up for the development of this Plan are maintained on finalisation of the Plan. This group should continue to meet to assess and track the progress of the Plan's objectives and actions against the assigned priorities. Where any hold points may be identified, these should be explored for further resolution.

The multi-agency approach with Reference Committee of stakeholders and regular communication with internal Council departments on the development of the Plan has increased the opportunities to successfully deliver the Plans actions. The success of several actions will depend on continued collaboration and supporting investment from agencies such as DSE, Parks Victoria and Melbourne Water.

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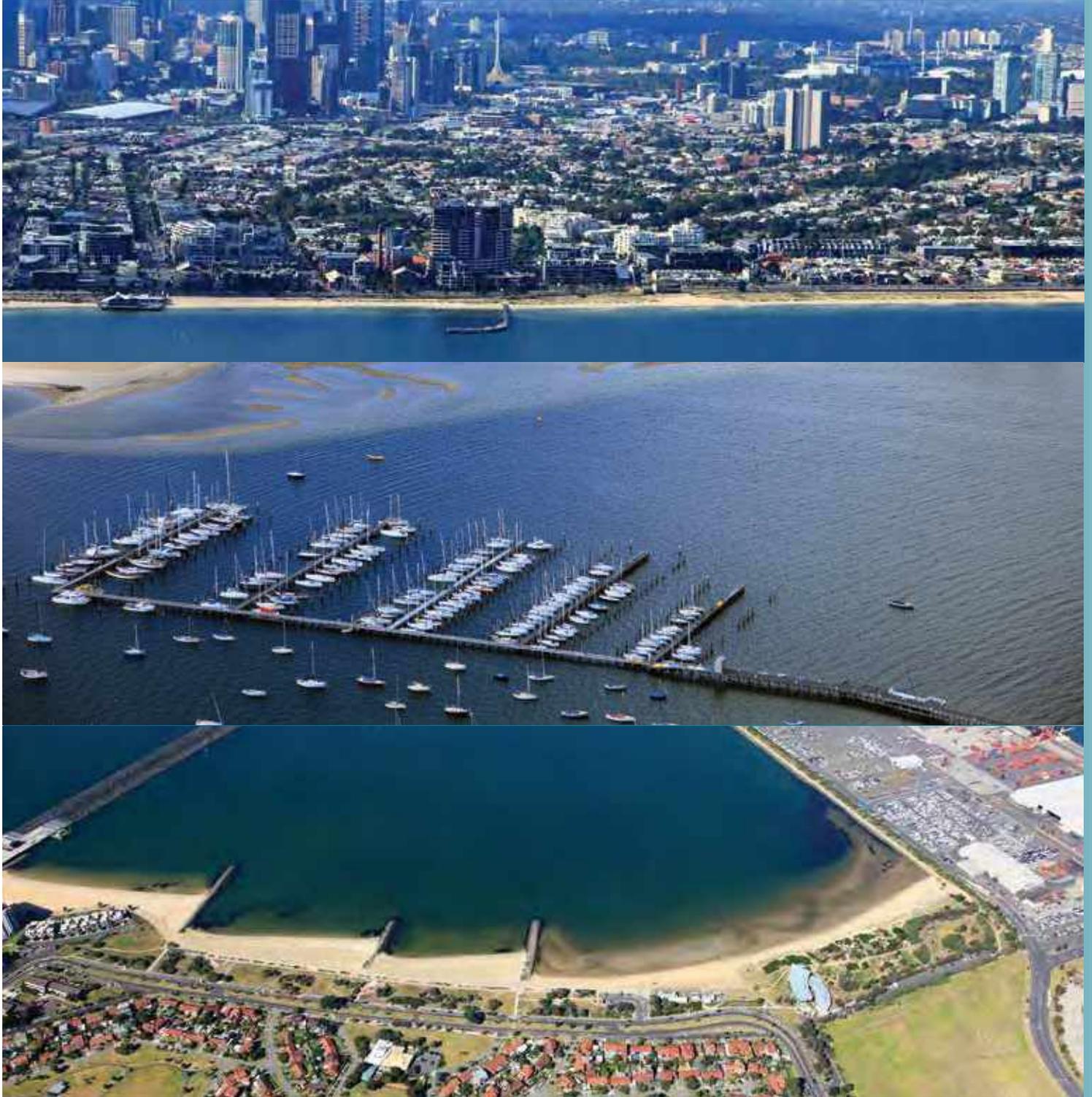
Appendix A Abbreviations and List of Terms

ABBREVIATIONS AND LIST OF TERMS

Abbreviation	Description
CALD	Culturally and Linguistically Diverse
BCAP	Boating Coastal Action Plan
CAP	Coastal Action Plan
CASS	Coastal Acid Sulphate Soils
CBD	Central Business District
CCB	Central Coastal Board
CDZI	Comprehensive Development Zone Schedule 1
CHMP	Cultural Heritage Management Plan
CHVA	Coastal Hazard Vulnerability Assessment
CMP	Coastal Management Plans
CoM	Committee of Management
CoPP	City of Port Phillip
CPTED	Crime Prevention Through Environmental Design
DEM	Digital Elevation Model
DDOI-IC	Design and Development Overlay Schedule 1-Ic
DDOI10	Design and Development Overlay Schedule 10
DDO2	Design and Development Overlay Schedule 2
DPCD	Department of Planning and Community Development
DSE	Department of Sustainability and Environment
EAO	Environmental Audit Overlay
ESD	Ecological Sustainable Design
ESO3	Environmental Significance Overlay Schedule 3
EVC	Ecological Vegetation Class
FMP	Foreshore Management Plan
GIS	Geographic Information System
HO	Heritage Overlay
IN3Z	Industrial 3 Zone
LIDAR	Light Detection and Ranging
LPPF	Local Planning Policy Framework
MAV	Municipal Association of Victoria
ML	Mega Litres
MoU	Memorandum of Understanding
MSS	Municipal Strategic Statement
MUZ	Mixed Use Zone

Abbreviation	Description
MW	Melbourne Water
N/A	Not Applicable
PoMC	Port of Melbourne Corporation
PPRZ	Public Park and Recreation Zone
PPWCMA	Port Phillip and Westernport Catchment Management Authority
PV	Parks Victoria
PWC	Personal Water Craft
RDZI	Road Zone Category 1
SBO	Special Building Overlay
SPPF	State Planning Policy Framework
SUZI	Special Use Zone Schedule 1
UDF	Urban Design Framework
VCC	Victorian Coastal Council
VCS	Victorian Coastal Strategy
VPP	Victoria Planning Provisions
WMCA	Wildlife Management Co-operative Area
WSUD	Water Sensitive Urban Design
Coastal Crown Land	<p>(a) any land reserved under the <i>Crown Land (Reserves) Act 1978</i> for the protection of the coastline; and</p> <p>(b) any Crown land within 200 metres of high water mark of:</p> <ul style="list-style-type: none"> (i) the coastal waters of Victoria; or (ii) any sea within the limits of Victoria; and <p>(c) the sea-bed of the coastal waters of Victoria; and</p> <p>(d) the sea-bed of any sea within the limits of Victoria; and</p> <p>(e) any Crown land which is declared by the Governor in Council under subsection (2) to be coastal Crown land – but does not include any land which the Governor in Council declares under subsection (2) not to be coastal Crown land for the purposes of this Act.</p>

Appendix B Consultation Summary



Foreshore Forum 2010 “Your Bay Your Say”



City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

1. Introduction

Port Phillip City Council is working to update its plan in how the foreshore is managed. The Foreshore Management Plan will guide how we protect, maintain, and manage our coastline and foreshore.

The new Foreshore Management Plan will cover the City of Port Phillip's 11km of coastline including the Sandridge, Port Melbourne, South Melbourne, Middle Park, St Kilda and Elwood foreshore reserves. The plan will also be developed to compliment Victorian Coastal Strategy 2008 and incorporate the requirements of the Coastal Management Act 1995 and Crown Land (Reserves) Act 1978.

The Foreshore Plan will provide a long term strategic vision and direction for the foreshore by identifying coastal values that need protecting, maintaining and enhancing, while responding to current and future management issues. Additionally, the plan will help to inform Council's future management and budgeting for the foreshore.

Since the development of previous 2004 Foreshore Management Plan several challenges are having an impact on the foreshore.

Some of the challenges on the foreshore include:

Aging infrastructure – many of Port Phillip's paths, lights, playgrounds and other assets are aging at an accelerated rate. The maintenance and replacement costs are significantly higher along the foreshore compared to other part of the city due to the salty seaside conditions and increasing usage.

Declining vegetation – our coastal vegetation, dunes and reserves are feeling the effects of drought, extreme weather conditions from climate change and the increasing population and usage pressures.

Demands for upgraded facilities – several of Council's Life Saving Club buildings require major capital investment to support the community volunteers.

Demands for additional facilities - population growth and increasing usage along the foreshore is resulting in rising demands for new facilities such as more toilets and beach showers.

A changing climate - the average sea level within Port Phillip Bay has already risen around 3cm with a further 80cm predicted by 2100. Storm surges and stormwater flows are also expected to increase the risk of flooding to several parts of our highly valued foreshore. Development approvals along the foreshore are

increasingly being tested against sea level rise modeling and are required to demonstrate 'coastal dependency'.

24 hour culture over summer – the competing demands for improved residential amenity, passive recreation and more active recreational opportunities continue to grow. With the impact of drownings at Port Phillip's beaches, the expectation for improved swimming safety and long term education programs are also rising.

2. Consultation approach

The beaches, bay and foreshore environment is highly valued by the Port Phillip community. It was therefore important that Council consulted the community, so their values and interests influence the future management of our foreshore. Initial community consultation occurred during October and November 2010.

In order to ensure that a representative number of individuals, groups and opinions were represented, council requested information from the community and business through a variety of mediums. To date this has included: stakeholder workshops; telephone survey with residents; on-site survey along the length of the foreshore; online forum; public consultation event on November 17 and Foreshore Management Plan Community Reference Committee. Each type of consultation identified different opinions and competing needs associated with managing the foreshore.

The consultation held to date has also been an opportunity for the public to 'have your say' at the start of the process and influence the development of the plan, prior to the preparation of the draft Foreshore Management Plan.

There were around 80 participants at the November 17 'your bay your say' public consultation. The purpose of this document is to present all of the information collected at the November 17 consultation back to the community members who participated as well as those who expressed interest in attending but were unable to make it on the night.

This document presents the raw data collected electronically and on butcher's paper, as well as highlighting some of the key themes that have emerged through the preliminary sorting and analysis of the data. This document is not meant to provide any detailed analysis of the data or any conclusions about what the community as a whole are saying they want. It is important to note that the 'your bay your say' public consultation is only one component of a comprehensive community consultation process that has been underway since October 2010.

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

The extensive consultation was designed to ensure that all members of the community have an opportunity to contribute their ideas and opinions and to help the development of new foreshore management plan.

The data presented in this document reflects the views of the community members who participated on November 17 and does not include the views or opinions of other community members who were not in attendance.

A detailed report on all of the community consultation undertaken will be published by Council in the coming months and will include the results from the stakeholder workshops, telephone interviews, on-site surveys, online forum as well as the November 17 public consultation.

Did you know?

The community provided a large amount of information about the foreshore to Council from:

- stakeholder workshops with foreshore clubs, businesses, community groups and State agencies;
- 380 complete responses from telephone surveys;
- 200 complete responses from on-site surveys along the foreshore;
- 80 participants at the November 17 'your bay your say' public consultation;
- Video interviews from along the foreshore;
- online discussion forum;
- 4 community representatives on the Foreshore Management Plan Community Reference Committee.

3. Emerging themes

Ideas and feedback provided by the November 17 participants were collected using keypads for electronic voting and texting as well as the written ideas and comments on butcher's paper at each of the tables. The information collected using the technology to vote was tallied on the night and the results are presented in this document. No further analysis of the electronic data was undertaken.

The information collected on butcher's paper was typed up after the event. Ten major themes were identified during the preliminary analysis of participant responses (Table 1). Each response was grouped according to the theme that it related to most strongly. The development of the themes and the grouping of the responses were undertaken using a qualitative approach.

Where responses were found to relate to several themes, the question was grouped according to the theme that was thought to

be most relevant. Some themes were broken down into sub categories where it was found that a particular issue within a theme was raised often. This report presents a summary of the raw data grouped according to major themes.

Table 1 Emerging themes

Theme	Description
Maintenance	Maintenance expectations along the foreshore including litter collection and prevention, open spaces and beach maintenance.
Vegetation and biodiversity	Expectations along the foreshore with existing and new vegetation as well as habitat improvements for native wildlife.
Recreational	Diverse range of expectations related to recreation such as safety signage, beach showers, seating, cycling and toilets.
Management	Expectations in the management of the foreshore including Council presence, life saving, integrated planning, partnerships with community groups and agencies as well as education and enforcement.
Accessibility	Expectations to improve accessibility and connectivity along the foreshore including water access for mobility challenged, directional signage for pedestrians and cyclists, traffic conflicts around Pier Rd and Stations Pier.
Infrastructure	Comments related to foreshore infrastructure such as drinking fountains, stormwater drains, litter traps, kiosks, lighting, buildings and jetties.
Diversity of activities	Support for a range of foreshore activities such as sporting events, beach clean-ups, planting days, tours and use of foreshore areas.
Place/Character	Comments related to protection and enhancement of different foreshore areas unique values such as public art, playgrounds and cultural heritage.
Sustainability	Comments regarding improving the environmental sustainability of our bay, beaches and buildings including impacts of climate change.
Economic	Economic development of the foreshore for visitors and residents

The full list of responses is contained in the appendices in Part B of the report.

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

Part B is divided into the following:

- Appendix 1 details all the written ideas in what participants would like to see on the foreshore.
- Appendix 2 details all the written comments to 'renovating' the way we manage our foreshore, with comments arranged according to the headings of keep, chuck, change and add.
- Appendix 3 details all the texted comments in what participants considered to be their favourite part of the foreshore and what they would like to see on the foreshore.
- Appendix 4 details the electronic voting results to all the other questions presented to participants on the night.

Where there are multiple responses that are the same in the appendices, this shows that there were multiple comments or ideas by participants that were the same. All efforts were made to enter the comments and suggestions by participants on the butcher's paper verbatim. There were a number of responses that were illegible or very hard to read and these have been interpreted by the scribe as best possible.

4. Public consultation responses

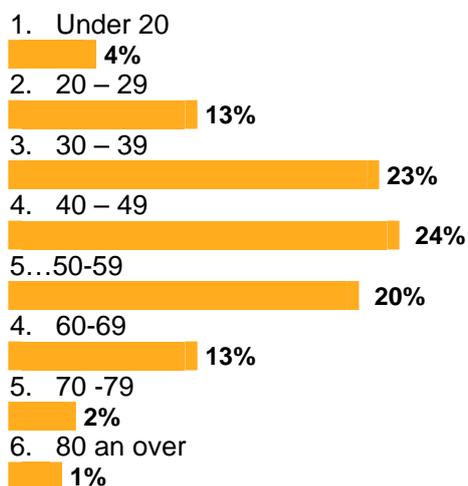
A summary of the information from the November 17 consultation is presented in this section and grouped according to the above themes that emerged during analysis. Examples of typical responses are also provided. The examples were selected based on the frequency of occurrence and if the response was thought to be representative or 'typical' of answers being given for a particular activity.

4.1 Introduction to the technology

Participants were asked three questions to introduce them to the keypads for the electronic voting and texting of ideas. The questions were: What is your age? What suburb do you live in? What is your favourite part of the foreshore?

There were 152 texted responses identifying participant's favourite part of the foreshore.

What is your age ?



What suburb do you live in ?



What is your favourite part of the foreshore?

Table 2 Examples of participants responses to their favourite part of the foreshore

beach
 bike paths
 boardwalk
 cafes
 Elwood
 Middle park
 piers
 Point Ormond

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

Port Melbourne Beach
sand
Sandridge Beach
South Melbourne Life Saving Club
St Kilda
St Kilda Pier
walking
water

4.2 Brainstorming ideas for the foreshore

Participants were asked to imagine what they would "like to see on the foreshore". Each table was given butcher's paper and marking pens to record the ideas that were generated. The responses summarised in this section are those that were handwritten on the butcher's paper.

There were 183 separate written responses and suggestions recorded from the Brainstorming session. These comments are listed in Part B, Appendix 1. There were also 133 texted responses which mostly mirrored the responses written on the butcher's paper.

Some of the common and individual comments are listed below in table 3

Table 3 Examples of participant's responses to what they "would like to see on the foreshore?"

ability to look out- telescope
beach ambassadors – like the red jacket volunteers in the City of Melbourne
beach showers (between Kerferd Rd and Port Melbourne)
better lighting
better quality cafes along the bay – good location so deserves good looking cafes and amenities
bodies working together to address jet-skis (more education, enforcement, coordination, signs)
continuation of boardwalk promenade to the marina
drainage in car park Elwood car park – south restaurant
give people something as they arrive, more visitor information!
greater policing of local by-laws and boat laws
high quality public assets- Community facilities: toilets, lockers, showers, life saving, - need minimum set of facilities at each beach
higher level and more maintenance
increase active community participation in vegetation restoration
information signs about water quality
keep lifesavers happy- support the life savers who are volunteering

maintaining sporting and recreation facilities – volleyball and kites
 more friendly
 more places to buy water/sunscreen along the beach
 more seating
 more shade
 off shore swimming opportunities - like Geelong so you can swim out to a marker
 public safety and security – informed public, respecting each others use of the area
 swimming access for the disabled and mobile disadvantaged
 water safety education for children
 waves would be good
 we need an education program – we all own it, locals and visitors and we all need to look after it

4.3 Renovating the way we manage the foreshore

Participants were asked to consider how they would like to see the foreshore 'renovated'. Using the butchers paper and via text, participants detailed what they wanted to keep along the foreshore, what they didn't like (to be chucked), what they would like to be changed and what they would like to be added to the foreshore.

There were 718 written responses provided by participants. Of these 270 or 38% represented what participant wanted to 'keep'. There were 133 (19%) 'chuck', 160 (22%) 'change' and 155 (21%) 'add' written comments. All of the responses to the Keep, Chuck, Change, Add session are listed in Appendix 2.

4.3.1 Renovation: Keep

Table 4 below provides examples of the responses in what participants wanted to 'keep' and group according the broad themes.

Table 4 Examples of 'keep' responses

Theme	Description
Maintenance	beach cleaning bins keep it really clean
Vegetation and biodiversity	beach dunes coastal vegetation grass keep it natural keep the penguins Norfolk island pines trees
Recreational	BBQ's Beach

Appendix B Consultation Summary (cont.)

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

	bike paths public toilets sand showers
Management	free public access security
Accessibility	access to piers and pedestrian strips spaces for disabled and elderly
Infrastructure	drinking taps life saving clubs lots of car parking
Diversity of activities	active use of beach/organised activities angling clubs beach volleyball dog beaches fitness equipment free activities kite surfing triathlons, sailing clubs pony rides
Place/Character	boardwalk at West Beach bluestone walls bridge over Elwood canal Catani Gardens, rotunda, new playground clubs historic statues and monuments open spaces and natural feel piers and jetty St. Kilda boardwalk views
Sustainability	
Economic	Café coffee shops and restaurants

4.3.2 Renovation: Chuck

Table 5 below provides examples of the responses in what participants wanted to 'chuck' and group according the broad themes.

Table 5 Examples of 'chuck' responses

Theme	Description
Maintenance	broken glass cigarette butts dog poo litter litter bins off the sand rubbish
Vegetation and biodiversity	Jellyfish non indigenous plants vandals of penguin area
Recreational	old style 'closed' toilets speeding cyclists
Management	alcohol on beach helicopter noise hoon cars poor behaviour dog and owners
Accessibility	
Infrastructure	concrete un-renovated change rooms uneven pavement storm water outlet at Station Pier 'on beach'
Diversity of activities	jet skis
Place/Character	
Sustainability	dirty water erosion pollution from drains take away cups
Economic	

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

4.3.3 Renovation: Change

Table 6 below provides examples of the responses in what participants wanted to 'change' and group according the broad themes.

Table 6 Examples of 'change' responses

Theme	Description
Maintenance	attitudes and practices to rubbish improve cleaning of sea weed and general beach cleaning
Vegetation and biodiversity	plantation areas to native plantations improve penguin habitat- separate pedestrians tree maintenance and replacement on the promenade – shade trees
Recreational	bike paths improve public toilet facilities Port Melbourne toilet – upgrade showers that work supporting family visitors toilet near Point Ormond
Management	increase policing people drinking too much/drugs strike a balance between passive/active, private/public the dog areas – review and enforce
Accessibility	access to beach for people with disabilities disabled toilet access encourage more public transport use public interface at Beacon Cove boardwalk
Infrastructure	change life saving club facilities- south Melbourne drainage from Cowderoy Street Elwood lifesaving club car parking floods improve facilities – life saving clubs quality of large assets i.e. Buildings (include public/private ownership) renovate Station Pier St Kilda life saving- upgrade St. Kilda pier – new plan ugliness of carpark behind Palais kiosk upgrade quality of outlet at Head Street
Diversity of activities	
Place/Character	more boardwalks like St. Kilda

	more shade around Elwood beach
Sustainability	better use of rainwater community education on beach sustainability – eco-centre, nippers how we handle storm water flow Lighting to solar more protection at Middle Park Beach
Economic	cafes along foreshore encourage traders to use plastic (or something more sustainable) over glass

4.3.4 Renovation: Add

Table 7 below provides examples of the responses in what participants wanted to 'add' and group according the broad themes.

Table 7 Examples of 'add' responses

Theme	Description
Maintenance	more bins recycling bins
Vegetation and biodiversity	more Acacia trees more grass and lots of trees shade
Recreational	beach signage awareness about water quality bench seats Elwood and Point Ormond add seating and BBQ areas entrance to beach – markers, a real visible point of entry historical /interpretative signage/sculptures e.g. solar system increase levels of information along the foreshore- directions/facilities increase open air showers more BBQ's more signage on bike paths Point Ormond needs WC near playground where lots of kids shelter with seats toilets
Management	education programs linked with regulation field rangers information booths, first aid Middle Park beach patrolling, life saving patrol through the week not just on weekends. Include Council backing and support law enforcement – by laws

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

Accessibility	bike lights at pedestrian crossing along all areas
Infrastructure	active community facilities more accessible facilities – i.e. change rooms more maintenance to facilities shade cloth on the beaches in the summer months water drinking fountains
Diversity of activities	arts – outdoor movies, concerts, music beach activities for the general public early evening activities for kids more activities such as sporting events
Place/Character	drawing a crowd down to the Port Melbourne end of the beach – make it a destination, whatever infrastructure to match St Kilda innovative art/interactive on foreshore to engage people more greenery/trees/native and recreational space between Middle Park and Port Melbourne St. Kilda harbour and pool
Sustainability	beach education beach showers with water tank – solar powered monitor wave action, temperature of ocean, weather station, water quality and sea level more sand, especially at St. Kilda more Water Sensitive Urban Design (WSUD) sand at Elwood beach solar powered lights water tanks on foreshore buildings wind turbines
Economic	cafes restaurants/cafes - quality and affordable

4.4 Guiding decision making

Participants were asked to vote individually using the electronic key pads on several questions and statements that were presented. These related to a range of issues and expectations raised by the community. The voting results provided an indication of participant's views on particular issues and appreciation of the challenges for Council in managing competing expectations.

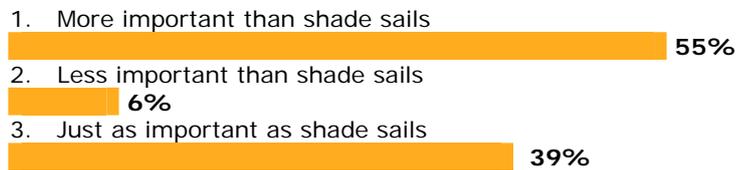
The voting results will be considered as part of the broader consultation process which to date has included: stakeholder workshops with foreshore clubs, businesses, community groups and State agencies; 380 telephone

surveys with residents; 200 on-site surveys along the foreshore; video interviews from along the foreshore; online discussion forum; and establishment of a foreshore management plan community reference committee. In the coming months, a report will be provided detailing the conclusions from each of these consultation efforts.

The questions and statements from the night along with the voting results are detailed below:

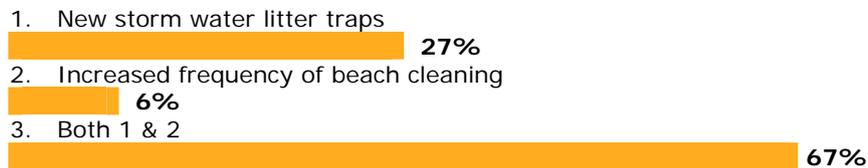
People have told us that shade on the foreshore is becoming increasingly important.

Do you think tree shade is :



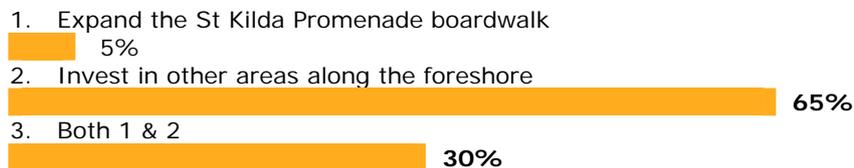
Litter flows into the bay via storm water drains and onto our beaches. Beach litter can be collected using storm water litter traps or beach cleaning.

Do you think council should spend more money on :



People have said they would like to see the St Kilda Promenade extended along the foreshore.

Do you think council should :



Appendix B Consultation Summary (cont.)

City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

People have requested improved infrastructure on the foreshore, many of them include public toilets, lighting, pedestrian and bike paths.

Rank in order of priority which of the following three options Council should spend money on:

1. Upgrade the foreshore public toilets
 33%
2. Install new lights in unlit sections of pedestrian and bike paths
 34%
3. Upgrade pedestrian and bike path
 33%

There are five Life Saving Clubs in Port Phillip. Both St Kilda and South Melbourne Life Saving Clubs need major upgrades but require significant investment.

Which of the following three options should council spend money on :

1. One major Life Saving Club facility development;
 13%
2. Two minor Life Saving Club facilities developments
 23%
3. All life saving clubs in equal amounts
 64%

There are competing demands for use of the foreshore including: sporting, community and relaxation.

Should council allow a greater number of organised recreational activities on the beaches which do not involve road closures?

1. Yes
 45%
2. No
 46%
3. Not Sure
 9%

Would it be reasonable for Council to increase rates to help maintain and improve the foreshore?

1. Yes
 46%
 2. No
 42%
 3. Not Sure
 12%
-

Should Council install more recycling bins along the foreshore?



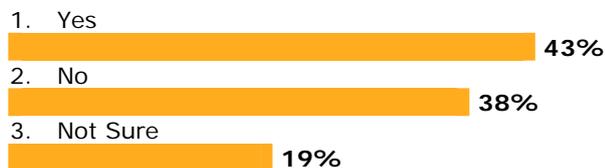
Should Council spend more money on protecting beaches and dune vegetation from sea-level rise caused by climate change?



Is it reasonable for Council to continue to include commercial activities (e.g. restaurants / cafes) in Council owned buildings to improve services and subsidise costs?



Should Council install more exercise stations along the foreshore for walkers and joggers?

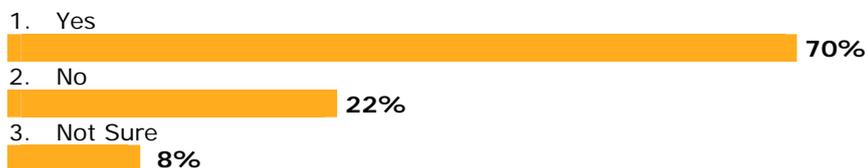


City of Port Phillip 'your bay your say' public consultation November 17, 2010 Part A Summary

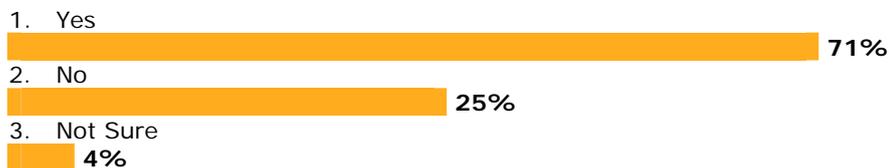
Should Council spend more money on sustainability measures such as solar panels, water tanks and small wind turbines on foreshore buildings?



Do you think more Council staff should be on patrol on the foreshore?



If there was an opportunity would you volunteer to be involved in tree planting or beach clean-up events?



4.5 Evaluation

Participants were asked to vote on their level of satisfaction with the consultation, if they learnt anything new and if they changed their mind about anything as a result of the evening's event.

Did you have fun?



Did you learn anything new?



Did you change your mind about anything tonight?



Appendix D Foreshore On-site and Telephone Survey Summary

FORESHORE ON-SITE AND TELEPHONE SURVEY SUMMARY

Along the foreshore 202 face to face on-site surveys were conducted. The telephone surveys involved 380 interviews with Port Phillip residents.

From the face to face surveys 88 were residents and 114 non-residents. Within the non-residents grouping 80% were from Victoria, 6% interstate and 14% international visitors.

Usage:

St Kilda was found to be the most frequented area of the foreshore.

Time spent at the foreshore:

- The majority of respondents visited the foreshore once a week.
- Younger respondents visited more often than older respondents.
- When at the foreshore the majority stayed from 1 to 2 hours, although 1 in 6 spent up to half a day.
- The length of time decreased with age.

Reasons for visiting the foreshore:

- The initial reason in visiting the foreshore was walking. After walking the most popular activities were:
 - enjoying scenery/get out in the open;
 - swimming in the sea;
 - eating out;
 - walking the dog;
 - cycling/bike riding;
 - jogging/running;
 - socialising/catch up with friends & family;
 - sunbathing;
 - playgrounds;
 - Drinking; and
 - BBQing /outdoor eating/picnics.

Best aspects of the foreshore:

- the beach (22%);
- easy to get to (15%);
- the view (14%);
- clean/well maintained (12%);
- bike paths/walking paths (11%);
- sense of space/ open space/ fresh air (10%);
- I like the nice atmosphere/ environment (5%);
- good facilities (5%).

Worst aspects, importance and areas for action:

- Respondents were asked further open questions to identify what they thought to be the worst thing about the foreshore.
- Based on a list of items respondents were also asked to rate 'important' or 'unimportant' items related to Council's areas of responsibility.
- Later in the interviews, respondents were asked to suggest what action Council needs to take to improve the foreshore.

Response rankings to the three questions are detailed in the table below:

Worst aspects of the foreshore (percentage of respondents, total 582)	Importance of items related to Council areas of responsibility (average rating out of 10)	Suggested areas for Council action (percentage of respondents, total 582)
Cleanliness (25%)	Regular cleaning of the beach (9.2)	Cleanliness (34%)
Parking/ traffic management (15%)	Litter traps to catch rubbish from stormwater (8.9)	Enforce other local laws/ more Council presence (14%)
Issues with walking paths/ bike paths (7%)	Publicly owned facilities that are well maintained (8.9)	Regular maintenance of existing facilities (12%)
More/ better facilities/ development (7%)	Recycling and garbage bins (8.7)	Parking/ traffic management (12%)
Problems with Dogs (6%)	Native vegetation to stabilise beaches and dunes (8.4)	More Facilities (11%)
Overcrowding (6%)	Well maintained bike and pedestrian paths (8.4)	Issues with cycle paths/ walking paths (8%)
Dislike the people it attracts (4%)	Managing the effects of climate change (8.1)	Better shaded areas (6%)
Stormwater affects water quality (4%)	Information signage for pedestrians and cyclists (7.4)	More trees (6%)
Seaweed/ jellyfish clean up (4%)	Shade – on the beachfront paths and in the gardens (7.0)	Problems with dogs (4%)
Dislike the way the area has been developed (3%)	Council maintaining a constant presence in order to enforce local laws (6.9)	More sporting/ public events (3%)

Overall importance of the foreshore:

- The majority of respondents rated the importance of the foreshore very highly at 9 out of 10 overall.
- The ratings of importance declined with usage. Those using the foreshore everyday awarded higher ratings (9.7) compared to those who use it less than weekly (8.4).

Overall satisfaction with Council management:

- Respondents were asked from their knowledge about how the foreshore is managed, how they would rate this on a scale out of 10.
- The overall rating was 7.3 on average with little variation by respondent characteristics.
- Ratings awarded by respondents over 60 years of age were slightly higher (7.6) than those by younger respondents.
- Respondents interviewed face to face awarded slightly higher ratings (7.6) than those interviews over the telephone (7.2).

DO YOU HAVE INFORMATION, REQUESTS, QUESTIONS AND FEEDBACK?

Contact Council's ASSIST Service Centre

Telephone: (03) 9209 6777

Fax: (03) 9536 2722

Email: assist@portphillip.vic.gov.au

www.portphillip.vic.gov.au

You can visit your local ASSIST at:

St Kilda Town Hall, corner Brighton Road and Carlisle Street, St Kilda

South Melbourne Town Hall, 222 Bank Street, South Melbourne

Port Melbourne Town Hall, 333 Bay Street, Port Melbourne

TALKING YOUR LANGUAGE

If you, or you know someone who would appreciate the information in this publication translated in another language, please telephone the Council's interpretation service:

Chinese: (03) 9679 9810

Greek: (03) 9679 9811

Polish: (03) 9679 9812

Russian: (03) 9679 9813

Other languages: (03) 9679 9814





Getting Our Community Active

Sport and Recreation Strategy 2015-2024

About this document

The City of Port Phillip's *Sport and Recreation Strategy 2015-2024* provides a framework which achieves our objective of developing a shared vision for Council and the community, to guide the provision of facilities and services to meet the needs of the Port Phillip community over the next ten years.

The documents prepared for this strategy are:

Volume 1. Sport and Recreation Strategy 2015-2024

This document outlines the key strategic directions that the organisation will work towards to guide the current and future provision of facilities and services to meet the needs of the Port Phillip community over the next ten years.

Volume 2. Getting Our Community Active – Sport and Recreation Strategy 2015-2024: Implementation Plan

This document details the Actions and Tasks and the associated Key Performance Indicators KPI's required to achieve Council's defined Goals and Outcomes.

Volume 3. Sport and Recreation Strategy 2015-2024: Background Report

This document presents the relevant literature that has been reviewed, an assessment of the potential demand for sport and recreation in Port Phillip, analysis of the current supply of sport and recreation opportunities in Port Phillip, and outlines the findings from consultation with sports clubs, peak bodies, schools and the community.

Acknowledgements

The City of Port Phillip is grateful for the contribution of the many sport and recreation club or community group representatives who completed surveys and/or provided feedback.

We also thank the residents of the City of Port Phillip who responded to surveys or provided other input into the study.

The City of Port Phillip is also grateful for the support and guidance provided by council officers, representatives of government agencies, educational institutions and non-government agencies who gave freely of their time to provide input into the strategy.

Disclaimer

This document has been developed by the City of Port Phillip's Sport and Recreation Service Unit.

Information contained in this document is based on available information at the time of writing. All figures and diagrams are indicative only and should be referred to as such.

This is a strategic document which deals with technical matters in a summary way only.

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WHY ARE WE WRITING A STRATEGY?

PURPOSE OF THE STRATEGY

To develop a shared vision for Council and the community to guide the provision of sport and recreation facilities and services to meet the needs of the Port Phillip community over the next ten years.

The strategy will:

1. Provide a vision for sport and recreation in Port Phillip
2. Define Council's role in facilitating sport and recreation opportunities to the Port Phillip community
3. Identify ways Council can engage and support our local community to participate in sport and recreation
4. Provide guidance to shape our local places and investment in Port Phillip's sport and recreation infrastructure
5. Respond in a coordinated manner to the changing sport and recreation participation trends

DELIVERING THE COUNCIL PLAN

The Sport and Recreation Strategy considers sport and recreation at a municipal level and has been designed to be a driver in the successful implementation of our Council Plan.

The Sport and Recreation Strategy will act as an enabler for Council to achieve its vision through successful implementation of the key actions and objectives within the strategy.

It will also seek to be a conduit for the organisation to achieve goals as set out in other Council strategy's and plans. As such, a whole of organisation approach has been taken in the development of the strategy.

OUR VISION

'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'

WHAT IS SPORT AND RECREATION?

COMMUNITY DEFINITION

When the Port Phillip community was asked ‘what does sport and recreation mean to you?’ there was a clear theme of the connection of sport and recreation to the social aspects of life, and a broader sense of health and wellbeing, with ‘**community**’, ‘**social**’, ‘**life**’, ‘**people**’, ‘**fun**’, ‘**health**’ and ‘**enjoy**’ key words regularly used.

Figure 1 – Community definition of sport and recreation key words



GOVERNMENT DEFINITION

The Australian Bureau of Statistics¹ (ABS) defines **sport** as ‘An activity involving physical exertion, skill and/or hand-eye coordination as the primary focus of the activity, with elements of competition where rules and patterns of behaviour governing the activity exist formally through organisations.’

Similarly, the ABS provides a definition of **physical recreation** as ‘An activity or experience that involves varying levels of physical exertion, prowess and/or skill, which may not be the main focus of the activity, and is voluntarily engaged in by an individual in leisure time for the purpose of mental and/or physical satisfaction.’

STRATEGY DEFINITION

For the purpose of this strategy ‘sport and recreation’ encompasses activities that involve physical activity to achieve health and well-being benefits.

WHY PLAN FOR SPORT AND RECREATION?

HEALTH BENEFITS

Physical activity is of clear benefit in seven of the nine Australian national health priorities and is ranked second only to tobacco control as the most important factor in promoting good health and preventing chronic disease in Australia² - yet less than a third of Australians are getting enough physical activity to benefit their health.

Physical inactivity has been estimated to cost Australia more than \$719 million a year, and account for; 6.6 per cent of the burden of disease and injury in Australia, 22 per cent of heart disease, 11 per cent of stroke, 14 per cent of diabetes, 10 per cent of breast cancer, and 16,178 premature deaths per year in Australia.

COUNCIL'S ROLE

As the level of government with the closest connection to their community, local government is increasingly acknowledged as having an important role to play in creating healthy and connected communities through:

- engaging and supporting local **people** through programs and promotion,
- shaping local **places** through effective planning and production, and
- implementing efficient management **processes** through local plans and policies

However, it must be acknowledged that all three levels of government play key roles in the provision of sport and recreation to the greater community, often working collaboratively to achieve great community outcomes.

The National Sport and Active Recreation Policy Framework³ provides a guide for the development and alignment of policies, strategies and programs for Governments, defining priority areas for cooperation and clarification around the role expected of each layer of Australian sport; Federal, State and Local government and National/State Sporting Organisations.

The table below identifies the agreed expectations of local government and some particular expectations that are often placed on local government that are supposed to be the role of other bodies.

Figure 2 – National Sport and Active Recreation Policy Framework expectations

Local government	State and federal government	State government and NSO/SSO's
<ul style="list-style-type: none"> • facilitating a strategic approach to the provision of sporting and active recreation infrastructure • establishing local management and access policies for facilities • supporting and coordinating local service providers • supporting and partnering with non-government organisations that enable participation • incorporating sport and recreation development opportunities in Council plans • investment in sport and active recreation infrastructure 	<ul style="list-style-type: none"> • funding and support for elite sport, including investment in major infrastructure and events • programs and direct funding to improve participation outcomes to targeted populations (e.g. disabled, Indigenous, rural/remote, CALD, women, etc.) • funding of infrastructure and planning grants 	<ul style="list-style-type: none"> • elite sport management • undertake sports development initiatives including club and volunteer training • state and regional facility development

¹ Defining Sport and Physical Activity, Australian Bureau of Statistics, 2008.

² VicHealth Action Agenda for Health Promotion, VicHealth, 2014.

³ National Sport and Active Recreation Policy Framework, Commonwealth of Australia 2011



WHAT HAVE WE LEARNT?

SPORT AND RECREATION IN PORT PHILLIP

Within the City of Port Phillip there is:

- an estimated 56,000 residents participating in sport and recreation daily, and a further 39,000 participating 2-3 times a week
- an estimated 20,000 sports club members
- more than 120 different sporting clubs
- over 100 different sports fields/courts/greens
- two adventure playgrounds
- two skate spaces and one BMX track
- 11 km of foreshore
- ten outdoor basketball/netball courts (seven full court, three half court)
- 12 beach volleyball nets
- three outdoor ping pong table
- three designated outdoor exercise equipment areas
- three outdoor petanque piste's
- 17 school sites that include over 50 different sport and recreation facilities
- 14 community facilities/buildings owned and operated by the City of Port Phillip
- 65 different events of a sport and recreation nature each year
- 11 licenced commercial recreation operators
- 30 registered personal trainers
- in excess of 80 aquatic, health and fitness facilities/providers
- over 50 programs, services and partnerships

These various opportunities to participate in sport and recreation are provided and managed by the City of Port Phillip, State Government and commercial providers collectively.

In addition to providing opportunities to participate in amateur level sport and recreation, Port Phillip is also home to a number of semi-professional and state/national level sport and recreation opportunities:

- Port Melbourne Cricket Ground is home to Port Melbourne Football Club who play in the Victorian Football League
- J.L. Murphy Reserve is home to Port Melbourne Soccer Club who play in the National Premier League Victoria
- Within Albert Park is the State Sport Centres Trust (SSCT) managed Lakeside Stadium (home of National Premier League Victoria side South Melbourne Football Club, Athletics Victoria and the Victorian Institute of Sport) the Melbourne Sports and Aquatic Centre (MSAC) is a host venue to a range of state and national events and the Sports House is home of a number of state and national level sport and recreation organisations.

CHALLENGES FACING COUNCIL

Consultation and background research has identified a number of challenges that the organisation faces in the delivery, development and provision of sport and recreation services to the Port Phillip community including:

- Major population growth is anticipated in the municipality with lack of Council owned land available to be developed for sport and recreation needs
- Current sporting facilities are at or near capacity for formal sports use
- Increasing costs of maintaining and renewing an ageing asset base
- Council's provision of sport and recreation services to the Port Phillip community is currently run at a significant financial loss due to large concessions and subsidies offered
- Increased expectations and competing interests for budget expenditure with limited increase in available revenue
- State Sporting Organisation requirements are often changing and are becoming increasingly unachievable / unsustainable for multi-purpose community facilities
- Port Phillip's status as an iconic location and tourist destination attracts large numbers of travellers, backpackers and visitors and as such there has been a rise in the commercialisation of sport and recreation activities and opportunities
- Changing trends in sport and recreation participation resulting in a rise in demand for informal opportunities
- Australia, among many other countries, faces an ageing population which will alter the types of sport and recreation activities undertaken
- Access and affordability are the key determinants of not participating in sport and recreation activities
- While the City of Port Phillip on a whole is a relatively affluent community, there are known areas and groups that experience significant disadvantage

COMMUNITY CONSULTATION

SPORT AND RECREATION CLUBS AND STATE SPORTING ORGANISATIONS

Participation

- There has been a general increase in membership numbers over the past five years, primarily as a result of an increased population
- Any decline in membership over the past five years is believed to be due to competing interests of participants
- The majority expect their membership numbers to increase over the next five years, predominately in the junior age groups
- Focusing on junior development and providing clear pathways between junior and senior participation, to already having waiting lists that can be capitalised on were reasons put forth to explain the expected increase in membership numbers
- Recreational/social forms of the sport were highlighted as the number one reason for SSO's expected growth in their sport

Facilities

- Over three quarters of SSO's believe the current number of clubs and opportunities in Port Phillip are not sufficient to meet the demands of their sport
- It was expressed that the current quality of facilities are not up to the required standard for current participation levels
- Clubs ranked the 'development of adequate facilities' as the most effective way of attracting and retaining members
- Clubs also ranked 'better playing facilities' as the most important factor in assisting future growth of their club

General

- Participation / membership growth (including volunteers) and obtaining improved playing and training facilities / infrastructure were their top priority
- Clubs and SSO's were both generally satisfied with the current provision of sport and recreation services, programs and their relationship with Council
- The majority of SSO's believe that Council's role is to primarily provide facilities for sport and recreation clubs, and secondly engage in club development initiatives to ensure the long term viability of clubs and volunteers

RESIDENTS AND COMMUNITY GROUPS

Participation

- Community respondents expressed a clear theme of the connection of sport and recreation to the social aspects of life and a broader sense of health and wellbeing
- The majority of respondents participate in sport and recreation every day, while even more participate at least 2-3 times per week
- Walking, cycling and swimming were the three most participated activities, followed by fitness, pilates/yoga, gym and jogging/running

Facilities

- A lack of nearby facilities and the affordability of activities were the two main reasons for non-participation in sport and recreation
- The majority of the community respondents participate in sport and recreation activities within Port Phillip utilising the beach/foreshore areas and walking/cycling trails for their sport and recreation activities
- The majority of the community respondents noted that they travel between 1-5km either by bike or car to participate in sport and recreation activities

General

- The majority of the community respondents said that they find out about sport and recreation opportunities primarily by word of mouth or the local paper
- Overall, the majority of the community respondents felt they were satisfied with the current level of provision of sport and recreation opportunities in Port Phillip

NATIONAL TRENDS IN SPORT AND RECREATION PARTICIPATION

Participation

- According to the ABS nearly two-thirds of the Australian adult⁴ and child⁵ population participate in sport and recreation
- Of the Australian adults who participate in sport and recreation, more than half participate at least twice weekly on average
- Walking for exercise is the most popular sport and recreation activity, with more than a quarter of Australians participating
- Females were almost twice as likely to walk for exercise than males
- The next most popular activity group was fitness or gym activities, followed by cycling, jogging/running, golf and swimming

Facilities

- There are a wide range of facilities available to people who participate in sport and physical recreation and not all are purpose built (such as ovals, tennis courts and gymnasiums) with parks, beaches and walking trails often used for exercise and physical activity
- Parks and reserves are the most frequently used facility, followed by indoor sports and fitness centres, and public playing fields and ovals

General

- People can choose to take part in sport and recreation through either organised or non-organised activities
- Organised activities can be arranged through recreation clubs, sporting or non-sporting associations, and gymnasiums or through a wide variety of other sporting and non-sporting arrangements
- Around a quarter of the population reported participating in organised forms of sport and recreation while almost double that took part in non-organised activity

DEMOGRAPHIC INFLUENCES ON SPORT AND RECREATION PARTICIPATION

Age, gender, income, ethnicity and education levels are all leading factors that affect an individual's participation level in sport and recreation activities. According to the ABS⁶, those who do not participate in sport and recreation were likely to have one or more of the following characteristics:

⁴ Participation in Sport and Recreation, Australian Bureau of Statistics, 2011-12

⁵ Children's Participation in Cultural and Leisure Activities, Australia, 2012

⁶ Sport and Related Recreational Physical Activity – The Social Correlates of Participation and Non-Participation by Adults, Mike Stratton, Lewis Conn, Charity Liaw and Lisa Connolly (Australian Bureau of Statistics), 2005; and Survey of Participation in Sport and Physical Recreation, Australian Bureau of Statistics, 2009-10.

Figure 1 – Demographic influence on sport and recreation and their relationship to Port Phillip

Characteristic	How does this affect the Port Phillip community? ⁷
Those with poor proficiency in English, or born in a non-main English-speaking country	Persons from non-English speaking backgrounds make up 18.1% of the Port Phillip population. Although this number is lower than the Melbourne average of 24.4%, it is still a significant section of the population that must be considered.
Those with below average self-assessed health status	57.1% of persons living within Port Phillip reported that their health was either excellent or very good as compared to the Victorian State average of 54.3%. This indicates that there is potentially 42.9% of the Port Phillip population that are at risk to non-participation in sport.
Females, most significantly those aged 25-44 years	Currently, 50.4% of the Port Phillip population are female. With over 20% in the 25-44 year old age group, a particularly at-risk group to non-participation in sport and recreation.
Those aged over 45 years of age, both male and female	Persons over the age of 45 are another key group susceptible to non-participation in sport and recreation activities. This segment constitutes 32.7% of the population – a figure that is expected to increase over the next ten years with an aging population, and hence plans must be put in place now to cater for future demand.
Those who may have limited access to transport	26.2% of the Port Phillip population use public transport, which is almost double the Melbourne. However, the rate of car ownership is significantly lower in Port Phillip with nearly double the amount of households in Greater Melbourne having access to two cars compared to Port Phillip. In addition, only 46.6% of Port Phillip households have one car, and 17.4% of households have no car. This is significant when planning for sport and recreation and its links with public transport.
Those with characteristics associated with lower socio-economic status	Although Port Phillip has quite an affluent community overall, 16% of households are classified as low income. Such large numbers of low income households reinforces the significance of the affordability and access to sport and recreation. In addition, the SEIFA index of disadvantage shows there are a number of smaller areas that score significantly low on the index (such as around social housing). This highlights the need to effectively plan for the specific needs of these areas.
Those not in the labour force	Over 95% of the Port Phillip adult community are in some form of employment, demonstrating that this characteristic may not effect sport and recreation participation in a significant way, however must still be considered when planning sport and recreation services.

⁷ Data sourced from Census of Population and Housing - Basic Community Profile: Port Phillip, Australian Bureau of Statistics, 2012; Port Phillip Wellbeing Report, Community Indicators Victoria, 2007; City of Port Phillip Community Profile, .id.com.au, 2014

CHANGING TRENDS IN SPORT AND RECREATION PARTICIPATION

Australians love sport. It always has been, and will continue to be, part of our cultural identity. From playing backyard cricket to the big stage of the MCG on AFL Grand Final Day, the majority of Australians⁸ play, watch and enjoy sport.

The Future of Australian Sport report⁹ states that sports played in Australia, as well as how and why we play them, are changing over time.

The report identifies six megatrends that may redefine the sport sector over the next 30 years.

A megatrend represents an important pattern of social, economic or environmental change.

Megatrends occur at the intersection of multiple trends and hold potential implications for policy and investment choices being made by community groups, industry and government.

Figure 2 – The Future of Australian Sport - Six Megatrends



⁸ Participation in Sport and Recreation, Australian Bureau of Statistics, 2011-12

⁹ The Future of Australian Sport, Commonwealth Scientific and Industrial Research Organisation (CSIRO) and the Australian sports Commission (ASC), 2013.

Figure 3 – The Future of Australian Sport megatrends¹⁰

Megatrends

A Perfect Fit

Individualised sport and fitness activities are on the rise. People are fitting sport into their increasingly busy and time-fragmented lifestyles to achieve personal health objectives. Participation rates in aerobics, running and walking, along with gym memberships, have all risen sharply over the past decade, while participation rates for many organised sports have held constant or declined. We are increasingly playing sport to get fit rather than getting fit to play sport.

From Extreme to Mainstream

There is a rise in lifestyle, adventure and alternative sports which are particularly popular with younger generations. These sports typically involve complex, advanced skills and have some element of inherent danger and/or thrill seeking. They are also characterised by a strong lifestyle element and participants often obtain cultural self-identity and self-expression through these sports.

More than Sport

The broader benefits of sport are being increasingly recognised by governments, companies and communities. Sport can help achieve mental and physical health, crime prevention, social development and international cooperation objectives. Sport for children and adults is an effective means of helping to reduce the rising rates of obesity and chronic illness. If managed appropriately, it can be an effective mechanism to help achieve social inclusion for marginalised groups and reduce crime rates.

Everybody's Game

Australia and many other countries face an ageing population. This will change the types of sports we play and how we play them. There are indications that Australians are embracing sport into their old age. To retain strong participation rates, sports of the future will need to cater for senior citizens. They will also need to cater for the changed cultural make-up of Australia.

Tracksuits to Business Suits

Market forces are likely to exert greater pressure on sport in the future. Loosely organised community sports associations are likely to be replaced by organisations with corporate structures and more formal governance systems in light of market pressures.

New Wealth, New Talent

Population and income growth throughout Asia will create tougher competition and new opportunities for Australia both on the sports field and in the sports business environment. Asian countries are investing heavily in sport capabilities and have rapidly improved elite level outcomes.

¹⁰ The Future of Australian Sport, Commonwealth Scientific and Industrial Research Organisation (CSIRO) and the Australian sports Commission (ASC), 2013.



WHAT ABOUT THE FUTURE?

OPPORTUNITIES TO CONTINUE TO DELIVER QUALITY SPORT AND RECREATION SERVICES

In an effort to respond to the challenges facing Council there are a number of opportunities that we must acknowledge and promote to ensure continued delivery of quality sport and recreation opportunities to the Port Phillip community now and into the future.

Such opportunities include:

- Design solutions that deliver greatest outcomes for the community, now and in the future
- Respond to the challenges of growth by developing novel, unique, innovative and flexible service delivery options that can adapt to a changing environment
- Identify non-rate revenue options to enable us to deliver community outcomes
- Achieve greater outcomes from similar investment
- Provide fit-for-purpose facilities
- Prioritise multi-use facilities to ensure the greatest benefit to the community
- Advocate for non-traditional sporting schedules (training and competition times)
- Develop clear guidelines for the equitable and financially sustainable allocation of facilities that provides the greatest community benefit
- Recognise the vital role that state government departments play in the provision of facilities that are vital to the sporting landscape in Port Phillip – including Lakeside Stadium, Melbourne Sports and Aquatic Centre, Albert Park Reserve and others

Additionally, the findings from the Future of Australian Sport report will play a significant role in shaping policy, investment and strategic planning, and has been a key driver in the development of this strategy.

Local government has an opportunity to adapt to the changing trends in sport and recreation participation and increase its provision of non-organised recreational assets (such as outdoor gym equipment), recreation-based services (such as health and wellbeing programs) and support to lifestyle and adventure sport pursuits (such as skate, bmx and water-based activities), to ensure the future needs of our local community is met now and in the future.

Figure 4 – The Future of Australian Sport megatrends and the opportunities they present for Port Phillip

Megatrend

A Perfect Fit

- Understanding that there may be limited open space available for formal sport and recreation due to municipal growth, these learning's provide a catalyst to consider provision of alternative recreation opportunities within the area
- Increase the provision of recreation based infrastructure to facilitate the changing trends in participation (such as outdoor fitness equipment, inter-generational playgrounds, multi-sport court areas)
- Improve the quality and functionality of existing sport and recreation infrastructure
- Make the most of Port Phillip's natural assets as opportunities for participation in sport and recreation (such as utilising the foreshore for land and water-based activities)
- Effectively manage the competing demands for the use of public open space

From Extreme to Mainstream

- Continue to provide infrastructure that supports lifestyle, adventure and alternative sports (such as skate and BMX facilities, rock climbing elements etc.)
- Continue to partner with private providers in the provision of these sports (such as through the management of licence and permitting requirements with kite boarding, stand-up-paddle boarding and kayaking in Port Phillip Bay)

More than Sport

- Establish clear policy direction for the management of sport and recreation in Port Phillip as a tool to achieve health and wellbeing outcomes
- Continue to establish partnerships with other organisations in the provision of sport and recreation opportunities to foster greater health and wellbeing outcomes for our community (such partnerships include MSAC, Parks Victoria, Life Saving Victoria, PCYC and many others in the provision of programs to the community)
- Use sport and recreation as a driver for place-making and activation across our community to achieve optimal social, physical, mental health outcomes and economic benefits for our community

Everybody's Game

- Actively seek to reduce barriers to sport and recreation participation
- Increase awareness of the diverse sport and recreation opportunities that are available in Port Phillip
- Continue to provide opportunities for all members of the community to participate in

sport and recreation through effective programming (CoPP Leisure and Lifestyle program), infrastructure upgrades (DDA compliance upgrades) and partnership approaches (MSAC Service Agreement)

- Encourage, educate and provide support for the coordination and development of participation strategies across all sport and recreation providers to benefit the wider community

Tracksuits to Business Suits

- There has been an increase in the commercialisation of sport and recreation opportunities in Port Phillip with a rise in the number of private businesses operating sport and recreation based activities (such as kiteboarding, kayaking, stand-up paddleboarding, fitness training and pay-as-you-play leagues and competitions). We have an opportunity to continue to support these activities as viable options for community participation
- As sports administration continues to become more and more professional and formalised, we have an opportunity to continue providing effective training and support to help clubs adapt to these changes

New Wealth, New Talent

- As our population continues to grow there will be an increase in all forms of sport and recreation
- Participation in traditional organised sport (such as soccer, cricket, netball etc.) will grow and increase the demand placed on existing facilities. These facilities need to be effectively planned, maintained and upgraded to ensure they are used at optimal levels
- Additionally, the number of people participating in informal recreation based activities and forms of sport will grow (likely at a quicker rate) and increase the demand for provision of alternative infrastructure and programming. We have an opportunity to evolve with the changing times and provide an increased service in this area

FOCUS AREAS

The strategy is built on three focus areas and 11 actions to enable us to achieve our vision of '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.'

The focus areas and actions are based on answering three simple questions:

1. Who is participating in sport and recreation?
2. Where are they participating?
3. How can we best support this?



FOCUS AREA I - PEOPLE

GOAL

Provide and facilitate a diverse range of sport and recreation programs and services to the Port Phillip community

ACTIONS

1.1 Provide training and support to build the capacity of sport and recreation clubs and community groups to enhance sport and recreation opportunities to the wider community

1.2 Increase awareness of the sport and recreation opportunities and services that are available in the City of Port Phillip

1.3 Strengthen existing relationships with external organisations to enhance the range of sport and recreation opportunities available to the Port Phillip community

1.4 Work to overcome existing barriers to participation in sport and recreation and identify opportunities to increase informal participation

KEY PERFORMANCE INDICATORS

1. 10% increase in participation in sport and recreation across a range of both formal and informal activities
2. 10% increase in the participation of people in the demographics identified as being at risk to non-participation
3. Achieve 80% satisfaction in overall community and sporting club satisfaction levels

INCREASE IN OVERALL COMMUNITY AND SPORTING CLUB SATISFACTION LEVELS KEY DELIVERABLES

- › Sport and recreation brand and an enhanced online presence
- › Sport and recreation in Port Phillip guide
- › Sport and recreation in Port Phillip map
- › Sport and recreation development plan
- › Annual sport and recreation training and development calendar
- › Annual sports club survey and report
- › Management of commercial recreation operators
- › Hosting of participation programs

OUTCOME

Our community is full of engaged and well-connected people that achieve their health and wellbeing goals through participation in our large and diverse sport and recreation network



FOCUS AREA 2 - PLACES

GOAL

Plan, provide and maintain quality sport and recreation spaces for the Port Phillip community

ACTIONS

- 2.1 Ensure that all sporting surfaces and associated facilities are fit for purpose while meeting environmentally sustainable objectives
- 2.2 Ensure sport and recreation infrastructure is developed and utilised as community assets that fosters the connection of people to each other
- 2.3 Explore innovative and unconventional uses of spaces and support non-traditional, unique or under-represented sport and recreation opportunities
- 2.4 Ensure that the Fisherman's Bend Urban Renewal Area is appropriately planned for the future community's sport and recreation needs

KEY PERFORMANCE INDICATORS

1. Increase in the use of recycled water at sporting facilities and reserves to meet Towards Zero targets
2. 100% of sport and recreation facilities are fit-for-purpose

KEY DELIVERABLES

- › Annual sport and recreation infrastructure review
- › Sporting infrastructure forward works plan
- › Annual sports club survey
- › Outdoor exercise equipment needs assessment
- › Sport and recreation facility needs assessment
- › Installation and upgrade of recreation infrastructure
- › Installation and upgrade of public space signage
- › Regional sport and recreation planning network for Fishermans Bend

OUTCOME

Our community is provided with a range of sport and recreation infrastructure that is of high quality and meets a diverse range of needs



FOCUS AREA 3 - PROCESSES

GOAL

Ensure good governance in the management of sport and recreation in Port Phillip

ACTIONS

- 3.1 Achieve a reputation of excellence in the management and provision of sport and recreation services to the Port Phillip community
- 3.2 Ensure that a policy and/or strategic document exists to guide all decision making in the management and provision of sport and recreation services to the Port Phillip community
- 3.3 Deliver cross-council initiatives that directly enhance sport and recreation opportunities in Port Phillip

KEY PERFORMANCE INDICATORS

1. Delivery of 100% of the actions and tasks in the Implementation Plan
2. 100% of sports clubs have active Business Plans lodged with Council

KEY DELIVERABLES

- › Suite of policies produced and adopted
- › Sport and Recreation Infrastructure Plan developed
- › Bookings management system implemented
- › Annual infrastructure audit
- › Maintenance schedules developed and implemented
- › Sports Club User Manual updated and published
- › Implementation of council-wide initiatives and plans/strategies

OUTCOME

Sport and recreation opportunities are to be provided to our community at an industry recognised level, with clear and efficient decision-making processes

IMPLEMENTING THE PLAN

KEY ACTIONS AND TASKS

To ensure that we can deliver the goals identified in each of the three focus areas, 11 key actions with a combined 56 specific tasks have been identified to be undertaken over the next ten years.

The required resources to complete each task are detailed to identify the Council department and/or external body that is responsible for the task, or that play a supporting role in its implementation, and any funding required for completion.

KEY PERFORMANCE INDICATORS

Six key performance indicators have been developed to provide broad monitoring of the overall outcomes to be achieved by the implementation of this strategy.

Figure 6 - Sport and Recreation Strategy 2015-24 Key Performance Indicators

Focus area	KPI	Target	Source(s)
People	Increase in participation in sport and recreation across a range of both formal and informal activities	>10%	Sport and recreation participation survey Sport and recreation customer service survey
	Increase in the participation of people in the demographics identified as being at risk to non-participation	>10%	Sport and recreation participation survey Sport and recreation customer service survey
	Overall customer satisfaction levels	>80%	Sport and recreation customer service survey
Places	Increase in the use of recycled water at sporting facilities and reserves to meet Towards Zero targets	155ML	Public Space water use database
	Sport and recreation facilities are fit-for-purpose	100%	Sport and recreation infrastructure review
Processes	Actions and tasks in the Implementation Plan are delivered	100%	Sport and recreation annual report
	Sports clubs have active Business Plans lodged with Council	100%	Sport and recreation annual report

FUNDING THE PLAN

Primarily, the actions and tasks identified to achieve this plan will require minimal additional financial expenditure. Much of the work is to be undertaken within Council's regular operations, with an emphasis on identifying efficiencies in the provision of sport and recreation services to the Port Phillip community.

Any actions that have identified funding outside of the current operational budget will be reliant on additional funding such as government grants, external sources and/or increased Council investment if required.

REVIEW PROCESS

Being a ten year strategy, a comprehensive review process will be required to ensure long-term validity of the strategy's content and guiding principles.

An annual review process will be undertaken to monitor the strategy's success in line with the action and implementation plan timeline and to ensure the organisation is on track with priorities of the current Council.

Minor structural reviews will be undertaken in 2017 and 2023 to ensure the strategy's key directions evolve and adapt with the changing sport and recreation landscape and Council's future corporate plans.

A major review of the Strategy will be undertaken in 2020 and will involve a comprehensive review of all research and statistics utilised in the production of this 2015 Strategy to ensure the document remains relevant and appropriate. At this review stage, it may be determined that the production of a new Sport and Recreation Strategy is required.



GREENING PORT PHILLIP

AN URBAN FOREST APPROACH
2010



This strategy was developed with technical input from TreeLogic and using the results of extensive community consultation undertaken in 2009. Consultation included two tree summits, telephone, online and in-person surveys and a community reference group. Consultation with council staff and councillors was also undertaken.

Council would like to acknowledge the input of all of the people who contributed to this strategy. In particular, council would like to acknowledge the efforts of the community reference group, who played a key role in guiding the development of the strategy.

The community reference group:

Councillor Rachel Powning, Deputy Mayor
Councillor Janet Bolitho

Danielle Ryan-Gledhill
Elspeth Ferguson
Gerry McLoughlin
John Stirling
Meni Christofakis
Phillip Stewart
Ron Parker
Rob Youl
Rob Murray
Tom Richards

Fiona Blair, Manager Parks and Open Spaces, City of Port Phillip
Joanne McNeill, Open Space Planner, City of Port Phillip
Mark Fusco, Senior Tree Management Officer, City of Port Phillip
Alison Breach, Tree Planning and Project Officer, City of Port Phillip



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Algerian Oaks, St Vincent's Garden, Albert Park



Boulevard of Plane Trees, Richardson St, Middle Park

Greening Port Phillip's vision

Trees and other vegetation in public and private spaces can be thought of as an urban forest that provides shelter, shade, beauty, cleans the air, regulates the temperature, reduces energy needs of nearby spaces, treats and cleans stormwater, reduces loads on stormwater drains, protects and increases the life of infrastructure and provides habitat. An urban forest is defined as the 'sum total of all trees and associated vegetation growing within an urban area'.

The vision for the future

"The City of Port Phillip will have a healthy and diverse urban forest that uses innovative greening solutions to enhance the community's daily experience, ensuring environmental, economic, cultural and social sustainability for future generations."

The City of Port Phillip is uniquely positioned to achieve this vision because:

- We are located in a landscape of natural beauty – Port Phillip Bay, right next to the heart of Melbourne, creating a unique and desirable place to live and work.
- Good planning in the past has left a legacy of beautiful and green historic parks, public and private gardens and many tree lined streets that contribute to a mature tree canopy cover and greening across most of our neighbourhoods.
- There is a high level of awareness and commitment within the community of the need to take action now to ensure the current liveability is enhanced into the future.

This vision will be achieved by council, residents, businesses and local communities taking action together to green the municipality for the future.

What is Port Phillip's urban forest?

The City of Port Phillip's urban forest is made up of:

- Front and backyard gardens
- Balcony gardens
- Rooftop gardens and green roofs
- Vertical gardens – vegetation growing up the walls of buildings and fences
- Street trees, shrubs and ground covers on nature strips, median strips and round-a-bouts
- Trees and gardens in public parks and reserves
- Trees and gardens in other open spaces – shopping strips, industrial properties, etc.

All of these green spaces form an urban forest that provides an essential balance to our highly urbanised environment and has a direct impact on residents daily lives and visitors, as well as on the liveability of the city in the long term.

The concept of an urban forest enables a united approach to the management of our green spaces by considering the role of public and private trees and vegetation in regional planning and development.

An urban forest is the sum total of all trees and associated vegetation growing within an urban area.

Greening objectives

Council will achieve its vision for greening Port Phillip by:

- 1 Enhancing liveability - Creating a sense of place, shaping the future of Port Phillip and caring for our natural environment (Council Plan Goal 4, Strategies 4.1 - 4.4).
- 2 Adapting and sustaining - Preparing the Port Phillip's community and council assets for a different climatic future (Council Plan Goal 2, Strategy 2.1).

Council will enhance liveability by:

- Ensuring planning policies and strategies including the Municipal Strategic Statement, Urban Design Frameworks and Structure Plans incorporate trees to achieve the desired neighbourhood character.
- Ensuring that greening activities in open spaces, including tree planting and alternative greening options, maintain and enhance the unique character and beauty of Port Phillip.
- Maintaining and enhancing streetscapes for improved amenity, liveability, character and sustainability through tree planting and implementing alternate greening options.
- Maintaining and enhancing trees in key boulevards and developing new boulevards.
- Having an integrated approach to tree planting to ensure that tree planting aligns with key capital works projects and initiatives.

Council will prepare community and council assets for a changed climate by:

- Managing and maintaining trees within the City of Port Phillip to ensure that they survive for future generations.
- Minimising the impact of the heat island effect by increasing the number of trees and overall canopy cover in the City of Port Phillip and by seeking other greening opportunities where trees cannot be planted.
- Ensuring equitable access to mature trees across our city by maintaining an optimum coverage and mix of tree type and age.
- Enhancing wildlife habitat, strengthening wildlife corridors and increasing biodiversity within the context of Port Phillip's highly urbanised environment.

Measuring our success

We will measure progress towards achieving the Greening Port Phillip vision using five key indicators.

Indicator	Desired outcome	Measure – reported every 5 years
Number of hot spots*	A reduction in the total number of hot spots contributing to the heat island effect	Total % reduction in hot spots and % increase in cooling and temperature control in treated hot spot areas
Tree canopy cover	An increase in the total area of tree canopy cover in the City of Port Phillip	Total tree canopy cover
Number of trees	An increase in the number of trees in streets and parks in the City of Port Phillip	Total number of trees in streets Total number of trees in parks
Alternative greening activity	New greening initiatives undertaken where trees are not an option	Number of alternative greening activities undertaken in streets that cannot be planted with trees
Community satisfaction with trees	The City of Port Phillip community are satisfied with the action being undertaken by council to maintain the urban forest	Levels of satisfaction with council action being taken

*Hot spots - sites that show up as hotter than surrounding areas using thermal imaging.

Strategic framework

The Greening Port Phillip Strategy provides the strategic framework and policy context for the development and management of trees in the City of Port Phillip.

Urban forestry is an integrated approach to the management of trees. It recognises that trees cannot be managed in isolation from other elements of the urban environment such as buildings, roads, footpaths and bike paths, utilities, open spaces and activity centres. Protecting heritage values and enhancing neighbourhood character also need to be taken into consideration when planting and maintaining trees in parks and open spaces.

The key components of the Greening Port Phillip Strategy's integrated approach to tree management are:

- A Tree Policy
- A Street Tree Planting Guide
- Tree Management Guidelines
- Strategic/Master Plans

Figure 1 (page 8) shows the components of the strategic framework.

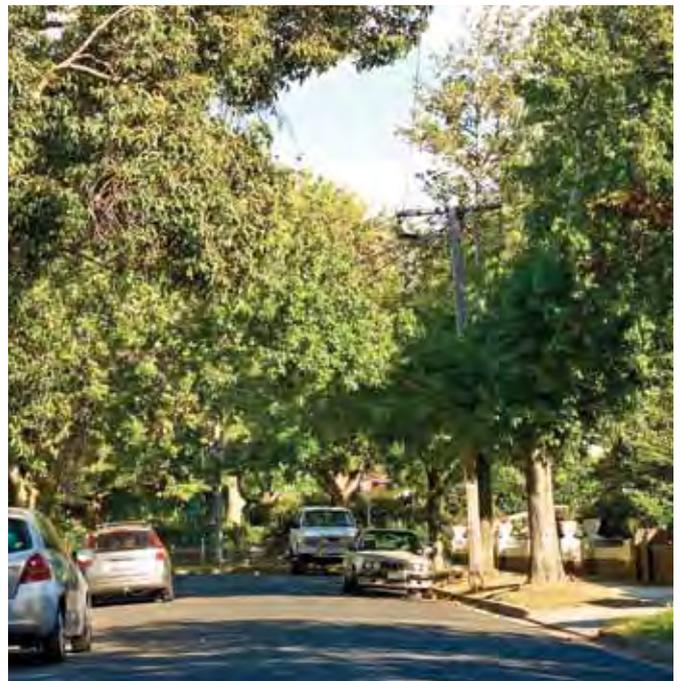
Tree Policy

The Tree Policy is the key mechanism by which council will take action towards achieving its Greening Port Phillip vision and objectives. The policy is divided into eight key policy areas (Page 24), which are:

- 1. Tree protection**
- 2. Tree planting and selection**
- 3. Tree removal and replacement**
- 4. Climate change adaptation**
- 5. Tree root management**
- 6. Tree asset management**
- 7. Trees and the urban character**
- 8. Community consultation and involvement.**

In each of these policy areas are a number of statements that describe council's position for particular aspects of a key policy area. Each policy statement has specific actions and timeframes listed against it that details what council will do to implement the policy and when.

The policies and actions (Page 24-34) are based on council's previous tree policy, which has been revised to reflect current challenges being faced by the city such as a changing climate, an aging tree population and increasing population. The new policies and actions are closely aligned with other key council strategies (listed on Page 7) that also address these challenges. The Policy also reflects the outcomes of extensive community consultation undertaken in 2009 as part of the development of the Greening Port Phillip Strategy.



Liquid Ambers, Monkstadt Avenue, Balaclava

Street Tree Planting Guide

The Street Tree Planting Guide is listed as a key action in the tree planting section of the tree policy. The Street Tree Planting Guide is a discrete document that will guide street tree planting in the City of Port Phillip for the next five years and inform the annual capital works budget. The plan will be revised every five years to reflect the changing status of street trees and to ensure that council achieves the objectives of the Greening Port Phillip Strategy.

Specifically, the plan aims to ensure that council:

- Maintains a balance of young, semi mature and mature trees across the municipality (to minimise risk of simultaneous mature tree loss across the city).
- Undertakes in-fill / replacement planting to replace street trees that have died or been removed.
- Increases the overall number and canopy cover of trees in the municipality.

The plan is based on an independent assessment of the status and condition of trees in each street within the municipality undertaken in 2009 by TreeLogic. This provides council with a systematic method for prioritising street tree replacement and upgrade works annually in the capital works budget.

Once a street has been scheduled for works in the annual budget, a community consultation process will be undertaken for each tree planting project to determine the tree species and associated infrastructure required for that street.

Streets that have been identified in the plan as having no opportunities for tree planting because they are too narrow, are not included in the Street Tree Planting Guide. The plan addresses opportunities for tree planting only. Opportunities for greening streets that cannot accommodate trees will be identified by council through other means and is listed as an action in the tree policy.

Tree Management Guidelines

The Tree Management Guidelines detail all the tree planting and management processes used by the City of Port Phillip. All activities undertaken involving tree planting and management, either by council staff or contractors on behalf of council, will be in accordance with the Tree Management Guidelines.

Strategic/Master Plans

Tree Management Plans include such plans as precinct master plans, streetscape design plans and park master plans. These detailed design plans ensure that tree planting is aligned with other aspects of urban planning and design, in the context of neighbourhood character and taking into consideration historic, iconic and other important elements in the urban landscape.



Perc White Reserve, Port Melbourne

Relationship to key council strategies and policies

There are a number of council strategies and policies that influence or inform the Greening Port Phillip Strategy. The key documents include:

- City of Port Phillip Community Plan 2007-2017
- City of Port Phillip Council Plan 2009-2013
- Municipal Strategic Statement
- Structure Plans and Urban Design Frameworks for key precincts
- Open Space Strategy
- Water Plan
- Open Space Water Management Plan
- Climate Adaptation Plan

These key council strategies and policies are described below. Figure 1 shows the relationship of the Greening Port Phillip Strategy to other key council policies and strategies.

City of Port Phillip Community Plan 2007-2017

The Community Plan provides a ten year vision for the future of the City of Port Phillip. The goals of social equity, economic viability, environmental responsibility and cultural vitality remain central to our desire to foster a sustainable community. The Community Plan identified ten top priorities, three of which guide the management of open space. These are:

- Manage water use and reuse, planting and park usage for prolonged drought.
- Encourage environmentally sustainable design, while advocating for mandatory state government controls to reduce greenhouse gas emissions and water consumption.
- Make the physical environment support community - "claim our streets" for example, street parties, better lighting to improve safety at night, recreational space for young people, extend community bus, better use of public gardens, better public transport links and better spaces for pedestrians.

The community places a high degree of importance on maintaining open space through times of drought and climate change.

City of Port Phillip Council Plan 2009-2013

The City of Port Phillip Council Plan 2009-2013 outlines directions, strategies and actions for Council over the next four years. The Council Plan was developed with four key strategic directions:

- Engaging and governing the City.
- Taking action on climate change.
- Strengthening our diverse and inclusive community.
- Enhancing liveability.

In the context of tree management, the City of Port Phillip places an emphasis on protecting and preserving the local environment with a focus on maintenance of existing trees and open space. The objectives of the Greening Port Phillip Strategy reflect key priorities and strategies in the council plan and other key strategic documents as listed below.

Municipal Strategic Statement

The Port Phillip Municipal Strategic Statement (MSS) sets out the council's strategic planning objectives and underpins the land-use and development provisions of the Port Phillip Planning Scheme. The MSS has been developed with input from the community. Together with local planning policies, the MSS is a part of the Local Planning Policy Framework (LPPF) in the Planning Scheme and is a statutory component of all planning schemes prepared in the new format.

The Municipal Strategic Statement defines key elements of the urban structure and character of Port Phillip (as shown in Figure 2) including such things as retail strips, residential neighbourhoods and formal/ tree-lined boulevards.

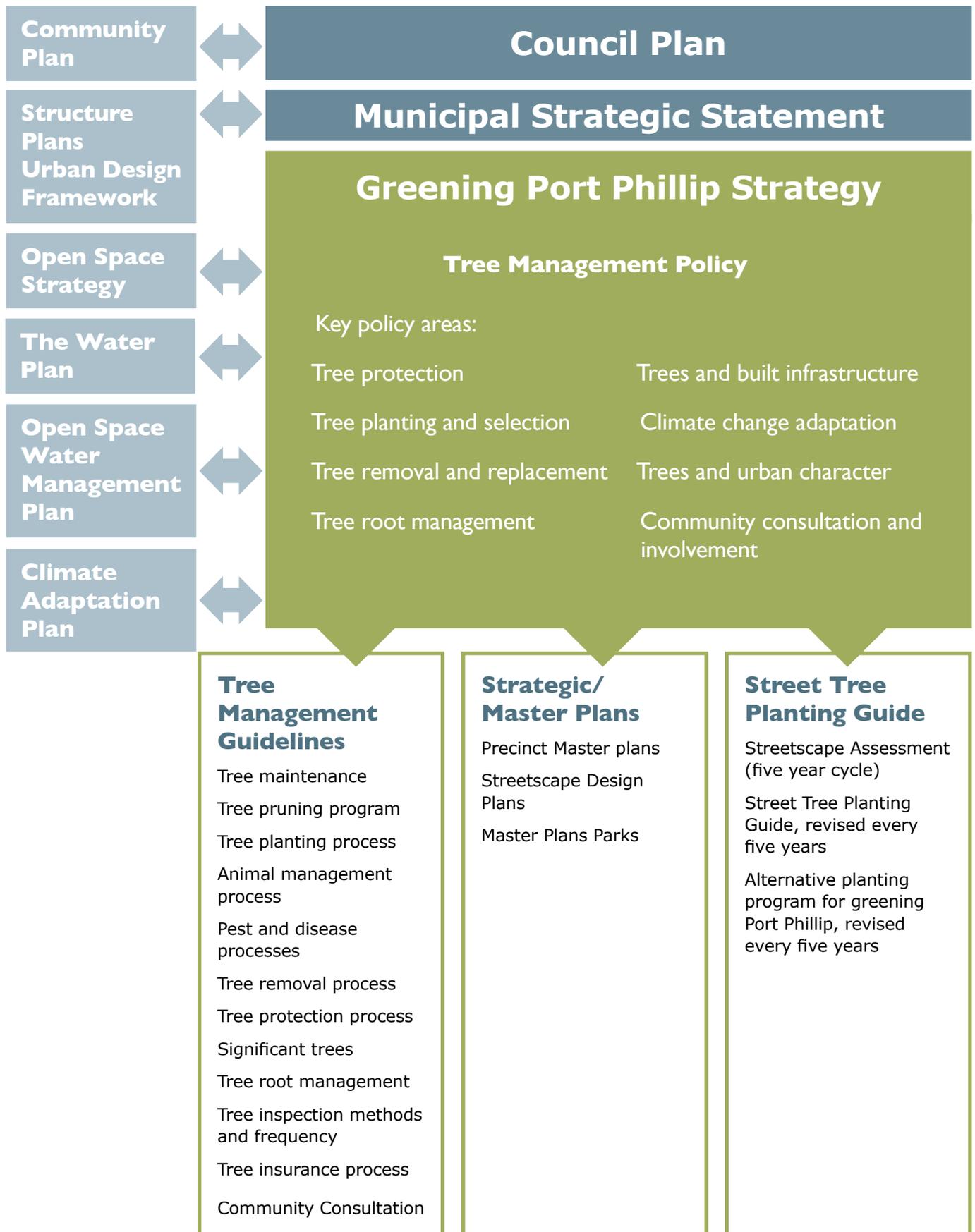


Figure 1. Relationship of Greening Port Phillip Strategy and Street Tree Planting Guide to other council policies and strategies

Structure Plans and Urban Design Frameworks for key precincts

These are detailed plans that provide the framework, vision and strategies for development of special precincts and activity centres. Structure Plans and Urban Design Frameworks, where they are in place, guide all development activities, including tree planting. Figure 2 describes the key elements of Port Phillip’s urban structure and how the Municipal Strategic Statement guides the more detailed structure plans and urban design frameworks, which in turn informs Greening Port Phillip.

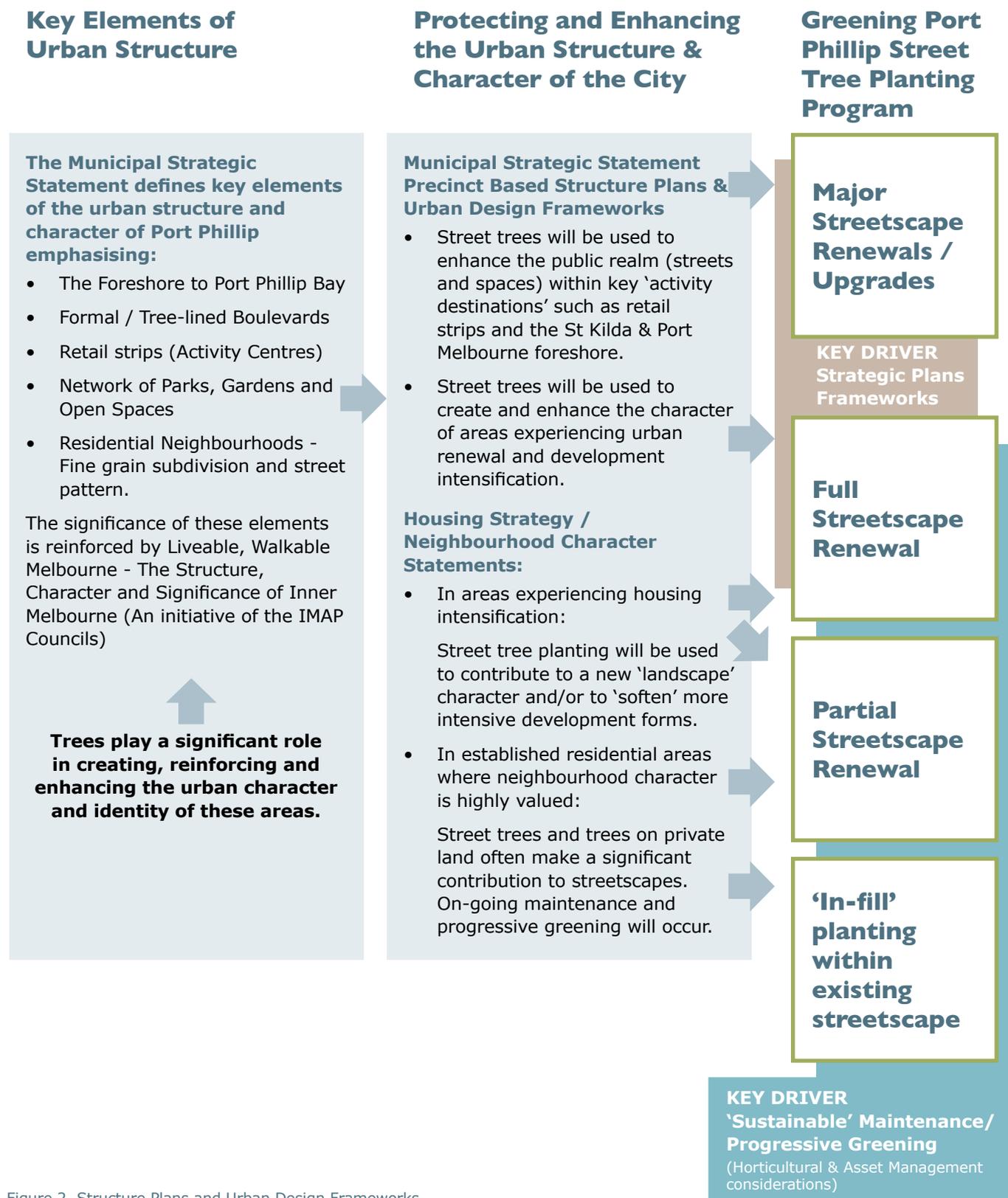


Figure 2. Structure Plans and Urban Design Frameworks

Open Space Strategy 2009

A city where public open spaces define the city's character and respond to its people's need for places to rest, recreate and be inspired (Open Space Strategy 2009).

The Open Space Strategy (updated 2009) was developed following a review of public open space within the municipality and provided recommendations for linking existing open spaces and opportunities for improvement within existing reserves and streetscapes. A number of principles have been identified and adopted by council to help plan, develop and manage our open space within the municipality.

The principles are:

Principle 1: Optimum provision of open space

Provision of optimum open space will be addressed by:

- Increasing the amount of useable open space in appropriate locations to offset increases in population and the decline in private open space
- The use of urban design strategies that produce functional and pleasing spaces irrespective of size
- Strong design elements in the creation and renewal of open space to inspire people and develop parks that will respond to community needs
- Creating connections between spaces to maximise use and functional public open space
- Community benefit to underpin the use of open spaces

Principle 2: Commercial events in public open space

Commercial events in parks need to demonstrate net community benefit. The impacts of commercial events upon public access to open space will be monitored and regulated.

Principle 3: New residential development and public open space

The boundaries of public and private open space in residential developments should be clearly delineated. Where residential developments border public open space, the values of the existing public open space must be enhanced or preserved not degraded.

Principle 4: Safe access to public open space

The objectives of the City of Port Phillip Lighting Strategy will be implemented in public open space to provide safe access to high profile spaces and public transport connections as a priority.

Principle 5: Access for all

Public open space will offer a diversity of functions and experiences, and be accessible to all.

Principle 6: Streetscapes as public open space

Streetscapes provide opportunities for public use particularly for communal meeting and exercise. Design and treatment of streetscapes should respond to these potential uses.

Principle 7: Public open space managed by others

The City of Port Phillip will continue to work with other public authorities as managers of public open space, to achieve high quality spaces for all residents.

Principle 8: Supply of public open space

Parkland is a highly valued community asset. The inner city has a very limited supply of public open space, which is increasingly under pressure from high use by residents and competing demands from other community uses.

Any loss of land currently used for open space will only be considered in the following situations:

- The available land offers poor amenity for public open space use
- Alternative sites of higher quality can be identified for acquisition
- Net community gain can be guaranteed by an alternative land use.

Principle 9: Sustainable open spaces

Sustained drought conditions have had an adverse impact on open space. To respond to this change in climate, environmentally sustainable design features will need to be considered in the management and renewal of open space.

Open Space Water Management Plan 2010

The Open Space Water Management Plan is based upon the following key principles:

- Sustainability - ensuring the survival of trees and parks for the long term while meeting environmental targets.
- Liveability – increasing the health, sustainability and liveability of open space that can cater for the community now and into the future as the population grows and demand increases.
- Alternative water sources - sourcing alternative water supplies for the longer term.
- Adaptation – continuing to adapt to a drier and hotter climate.

The key strategies to achieve the implementation of the Open Space Water Management Plan are:

- Ongoing water efficiency measures for parks, gardens and trees.
- Stormwater harvesting for open space.
- Application of water sensitive urban design.

The Water Plan 2010

The City of Port Phillip is committed to transitioning to a 'water sensitive city'. The Water Plan is the principle strategy supporting this objective. The Water Plan sets new targets for 2020 in the areas of mains water conservation, use of alternative water sources, and stormwater quality improvement.

The Water Plan will achieve its vision through the implementation of five strategies for integrated water management:

- Make water sensitive urban design standard practice for council.
- Implement water efficiency in parks, gardens and public facilities.
- Implement water sensitive urban design in roads, drainage and streetscape works.
- Implement stormwater harvesting for open space.
- Facilitate the application of water sensitive urban design by the community.

Climate Adaptation Plan

The Climate Adaptation Plan 2010 aims to develop a climate adept city that is resilient to changing climate and extreme weather. The Plan has key objectives for five main action areas – flooding management, beach protection, climate proof buildings, city climate and access and safety. Of these, the City Climate action area is, in part delivered through Greening Port Phillip, with the primary objective being to realise new building, streetscape and public/green space design that influences local climate positively and reduces our power use.



Native vegetation, Point Ormond, Elwood

Context

City of neighbourhoods

Located on the northern shore of Port Phillip Bay, south of Melbourne's city centre, the City of Port Phillip encompasses an area of approximately 21 square kilometres and is one of the oldest areas of European settlement in Melbourne. Port Phillip is known and treasured by many for its urban village feel with magnificent heritage buildings, strip shopping, tree-lined streetscapes and artistic expression.

Port Phillip is dominated by highly urbanised industrial, residential and commercial landscapes bounded by Port Phillip Bay on one side and by the Melbourne City Council, Stonnington City Council and Bayside City Council on the other boundaries.

Growth and development

Over the last 20 years in particular, the municipality has experienced significant population growth, with a current estimated population of 90,000, which is an increase of approximately 5,000 since 2006. The municipality is also experiencing a significant amount of residential development, particularly in areas close to the foreshore. In many of these developments, older housing stock is being replaced with high density apartment complexes, often leading to a loss of private gardens in the neighbourhood.

Diverse community

Port Phillip is a culturally and linguistically diverse municipality, home to people from a range of English and non-English speaking backgrounds from all over the world. The municipality also has an indigenous community from the Yalukit Willam and the Kulin Nation that have a strong relationship to this land. Port Phillip is also diverse in relation to standards of living and income. Whilst there are a number of quite wealthy households and some of the most expensive homes in Melbourne, approximately 20% of households are classified as low income.

History of development

For thousands of years the landscape now known as the City of Port Phillip consisted of coastal dunes, extensive swamps (today's Elwood, Albert Park, Port Melbourne, Kingsway), a timbered shale and sandstone ridge (today's St Kilda) that marked the boundary of the Yarra delta, inland sand plains covered in healthy woodland, red gum and tea-tree swamps along the Yarra and the low but prominent grassy basalt plateau of Emerald Hill.

From 1835 to approximately 1860, the land was cleared and drained. As the community prospered over the next century, boulevards were laid out, the course of the river was straightened, a coastal esplanade constructed, and



Fountain in O'Donnell Gardens, St Kilda

Albert Park was converted from common grazing land and swamp to an ornamental lake. Other formal parks were also created, including St Vincent Gardens and St Kilda's Botanical Gardens, with plantings of many exotic tree species as a reminder of Europe. In the 1970s there was a move away from the use of exotic species and thousands of Australian native trees were planted in the municipality. The current mix of street and park trees in Port Phillip reflects the various phases in tree planting over the years.

Open spaces

The City of Port Phillip contains a number of beautiful parks, iconic foreshore, beaches and tree lined boulevards that attract millions of visitors each year. It has an extensive network of public open space including some of the most popular foreshore areas in Melbourne, stretching over 11 km from Elwood in the south to Port Melbourne in the north-west. Well known historic and iconic parks include Catani Gardens, St. Vincent's Gardens, Gasworks Park and St. Kilda Botanical Gardens.

The opportunity for expanding the open space network in Port Phillip in the future to respond to the needs of an increasing population is severely limited by the city's highly urbanised nature. Optimising the use of all available open space within the city for active and passive recreation, cultural activities, climate change adaptation and greening opportunities is a key priority.

Trees

The City of Port Phillip manages approximately 55,000 trees, of which approximately 27,000 are within streets. Trees are a significant part of Port Phillip's landscape character, with a number of well known iconic native and exotic trees dotted throughout the city adding to the unique nature of neighbourhoods. Street landscapes play a significant role in the provision of green spaces within Port Phillip, as green space connectors between parks and by providing an attractive green environment for the community to meet, exercise and enjoy the outdoors.

Port Phillips streets are dominated by large, deciduous trees, such as Plane trees, indicative of the street tree plantings that occurred during the development of Port Phillip. Different tree species, their age, and planting styles create a variety of characteristics within the streets of Port Phillip. The majority of streets comprise of avenues of single species of large deciduous trees that are an attractive feature of the area. Australian native species also feature prominently. The municipality also has prominent plantings of palm trees, such as the Canary Island Date Palms along Beaconsfield Parade.

Boulevards

Boulevards are significant features of Port Phillip's urban landscape. A boulevard is generally defined as a wide streets divided with a median down the centre and often with an above-average quality of landscaping and scenery.

Maintaining trees in boulevards is important as they contribute to Port Phillip's distinct urban character and are major thoroughfares for walking, cycling and vehicular traffic, providing key linkages to activity centres and open spaces. It is critical to reinforce the key elements of the City's overall urban structure by protecting Port Phillips distinctive physical character and conserving the cultural heritage of the city including the cities parks and gardens.

The Municipal Strategic Statement (MSS) acknowledges the key role of boulevards in reinforcing Port Phillip's distinctive urban structure and physical character. These include: Brighton Road, Queens Road, St Kilda Road, Kerferd Road, Beach Street, Beaconsfield Parade, Jacka Boulevard, The Esplanade, Marine Parade, Ormond Esplanade, Bay Street and Fitzroy Street.

Many of these boulevards have also been listed in the Open Space Water Management Plan, 2010 (Pg 54-55) as a high priority due to the presence of significant mature trees, tree species, or for their significant contribution to the urban character of Port Phillip. As the city develops and trees grow, new boulevards will be developed and these will need to be maintained and protected.

Tree management responsibilities

Council is responsible for the planting and maintenance of all street and park trees on land managed by the City of Port Phillip. Council also has a role in the protection of significant trees on private property.

Residents are responsible for ensuring that pedestrian access to paths and traffic sight lines are not impeded by trees and vegetation on their property. Residents are also required to seek permission to remove significant trees from their property. Residents are encouraged to assist council in the management of the urban forest through planting trees that are appropriate to the site conditions on their property, by adopting a tree to water in their nature strip and by reporting acts of tree vandalism.

Benefits of trees

The value of trees in the urban environment is widely accepted. Trees are not only beautiful in themselves, collectively they add beauty to our urban landscapes, soften the harsh lines of buildings or complement architecture, screen unsightly views, provide privacy and a sense of security, while contributing to the landscape character and provide a sense of place (USDA, 2003). Trees perform important functions that help maintain the sustainability of our cities and contribute to the community's health and serenity. Trees clean the air by absorbing air pollutants and releasing oxygen, they can sequester carbon dioxide. They reduce storm water runoff and erosion; they ameliorate climate; they can save energy; they create wildlife habitat; they can strengthen community, including its economy (USDA, 2003). With all of the benefits that trees contribute, they are considered assets that merit the expenditure of resources such as labour, energy and water (Moore, 2009). Research is proving that trees provide greater benefits in terms of ecology and economy than the cost to plant and maintain over time (Moore, 2009).

The benefits of trees can be grouped into social, cultural, environmental and economic benefits.

Social benefits

Trees and other landscape plantings provide the community with a fundamental reminder of nature being an important component of people's lives. In an urban environment trees provide a critical link to the natural world from which we have evolved and helps restore the mind and spirit.

Other social and communal benefits:

- Hospital patients have been shown to recover from surgery more quickly when their hospital room offered a view of trees.
- Trees and green space improve human mental health. Office workers with views of natural elements experienced less job pressure and greater job satisfaction, which leads to greater productivity and lower absenteeism.
- Trees have a positive effect on people experiencing stress and anxiety and the presence of trees has a calming effect on children suffering from Attention Deficit Disorder (ADD) (Taylor, Kuo, Sullivan, 2003).
- Appropriate vegetation cover, without dense shrubs and screen planting, can lead to reduced crime rates (Kuo, 2003).
- Trees in open space encourages people out of their homes where they interact more with others, which creates stronger social relationships.
- Children are more likely to be found playing in green spaces and their play is also more creative (Kuo, 2003).
- People in greener settings feel safer and experience less anti-social behaviour, including vandalism and graffiti (Kuo, 2003).
- Trees can significantly increase the walkability of streets for commuters and residents by providing shade from the sun and protection from rain and wind. Trees can also increase the overall amenity of streets, making them more enjoyable to spend time in and to walk, cycle and drive through.

Cultural benefits

The urban forest is described in Tarran (2009) as much more than a canopy area and number of trees ...'it reflects the values, lifestyle preferences and aspirations of past and present residents, and it is the legacy that current generations leave for future generations.' The City of Port Phillip has a diversity of cultures within the community, which have all had an influence on the look and feel of Port Phillip. The outdoors plays a key role in many of these cultures, with outdoor dining and community gatherings a common occurrence within Port Phillip's streets and open spaces.

Port Phillip's heritage places are among the most significant in Melbourne, with an important pre-European settlement history, including sacred sites, places and objects. Port Phillip's cultural heritage is made up of both built form elements and the natural environment, which encompasses buildings, public places, parks and gardens, streetscapes, and heritage landmarks and icons. The interaction between the built and natural components of the city creates a 'sense of place'. The diversity of tree plantings within the parks, gardens, boulevards and streets of Port Phillip are a key element contributing to the sense of place people feel for individual neighbourhoods and the wider Port Phillip area.

Because of their potential for long life, trees are often planted as living memorials. They can remind us of loved ones or significant historical or cultural events. The Corroboree Tree in Albert Park is an example of a tree that has cultural significance for the pre-European communities of the area - the Yalukit Willam and the Kulin Nation and is a reminder of the major changes the area has undergone since European settlement. In more recent times, Catani Gardens reflects the cultural influences in the area at the turn of the century. The strong axis planting of palm trees in Catani Gardens is a legacy of Italian born designer Carlo Catani, a prominent landscape designer in the 1900s and an active member in the St Kilda Foreshore Committee.



Elwood foreshore

Environmental benefits

Trees alter the environment in which we live by moderating climate, improving air quality, conserving water, and providing habitat for wildlife (ISA, 2007). Trees modify local climate, primarily by lowering air temperature and increasing humidity.

Trees shade buildings and hard surfaces reducing re-radiated energy and the 'heat island' effect. This reduces reliance on air conditioning. Increasing green space in cities can reduce surface temperatures by up to 4°C (Fisher 2007). Trees are nature's air conditioners – one tree is equivalent to 5 room air conditioners running 20 hours/day. The larger the tree, the greater the cooling effect. Strategic planting of deciduous trees to the north and west of buildings can reduce reliance on heating and cooling systems reducing carbon emissions.

Trees improve air quality by removing a number of pollutants from the atmosphere; particulates from the combustion of fossil fuels, sulphur dioxide, nitrogen oxides, ozone and smog can all be reduced by the presence of trees. The amount of contaminants removed will vary between areas and amount of tree cover. Conversely, it should be noted that some trees emit volatile organic compounds that can contribute to the formation of ozone and carbon monoxide.

Wind speed and direction can be affected by trees. The more compact the foliage on a tree or group of trees, the greater the influence as a windbreak. Wind speeds can be reduced by up to 10 percent (Moore, 2009), which will become more important under climate change scenarios of increased and more violent storm events.

Trees can influence the flow of water in several ways. The downward fall of rain, and hail is initially absorbed or deflected by trees, reducing the force. This allows greater capture of rainfall into the soil reducing runoff and erosion. Water is also allowed to percolate through the natural mulch layer created beneath tree canopies.

Global warming and climate change is arguably the biggest threat facing the world's population. Trees remove carbon dioxide from the atmosphere and store (sequester) it as carbon in the plant material and in the surrounding soil. Global warming may be combated by removing CO₂ from the atmosphere and temporarily (for the tree's life) storing the carbon. However forests, and particularly urban forests, can only offset a relatively small proportion of total greenhouse gas emissions, so we must also reduce other emissions at the same time. Trees can have a more significant impact through the effects they can create when strategically planted near buildings leading to a reduction in energy use.

Trees, and in particular native vegetation, benefit biodiversity (diversity of ecosystems, species and genes within species). Diversity of trees and shrubs in the urban landscape create a more natural environment and tends to attract a greater number of birds and other wildlife than would otherwise occur. The natural cycles of plant growth, reproduction, and decomposition are present, both above and below ground (ISA, 2007).

Economic benefits

The economic benefits of trees can be both direct and indirect, however the variability of species, tree size, condition, and function makes determining their economic value difficult.

Direct economic benefits are usually associated with energy costs. Well-placed shade trees can reduce energy consumption in a home by as much as 30 percent.

The indirect economic benefits of trees are based on the cumulative effect of individual savings and reliance on external energy sources. These benefits are available to the community or region. Lowered electricity requirements result in fewer new facilities to meet peak demands, and reduced amounts of fossil fuel burned.

The Australian National University researchers have estimated the 2008 value of ecosystem services to be \$23.5 million for Canberra's 26 million square metres of street tree canopy (Killy et al 2008). This figure translates to \$6 million saved annually in energy and air conditioning costs, \$12 million in pollution reduction, and \$5.5 million in stormwater mitigation and reduced infrastructure costs. Researchers at the University of Adelaide estimated the gross benefits from a typical mature street tree in Adelaide was at least \$200 (Killicoat, Puzio and Stringer, 2002), and a study in New York estimated that trees provided approximately \$100.2 million or \$172 per tree (\$15 per capita) in net annual benefits to the community.

The shade provided by trees not only has an impact on air temperature and the energy consumption, it can also prolong the life of materials such as asphalt by up to three or four times (Moore, 2009). Whilst it is acknowledged that trees can also have a negative impact on infrastructure, such as tree roots cracking asphalt and concrete, the benefits of trees for increasing the life span of such things as road surfaces must also be acknowledged (Moore, 2009).

Studies have shown that trees in the metropolitan area contribute between 13 and 20 percent of the value of the property. Houses located in tree-lined avenues have higher property values than those without street trees. Well treed suburbs are more appealing to newcomers.

Research has established a number of benefits in terms of consumer experiences of business districts with trees (Wolf, 1998, Wolf, 1999 and Wolf, 2003). Consumers reported a willingness to pay more for parking in landscaped car parks and on average reported a willingness to pay an average of about 11% more for goods in a landscaped business district than a non-landscaped district, with this figure being as high as 50% for convenience goods.

Impacts of trees

Tree root damage

In highly urbanised environments such as Port Phillip, the management of trees is very much focussed on maximising the benefits of trees in streets and parks whilst minimising their impact on public and private infrastructure and the risk of injury to the public. Mature trees, whilst providing great shade in summer for residents, can also cause damage to infrastructure from tree roots. Tree root damage is a very large issue for Port Phillip due to its great coverage of mature trees throughout the city and the conflict between trees and infrastructure is an ongoing concern for council and the community.

Leaf litter and allergies

Trees can also cause conflict within the community through the dropping of leaves, flowers and fruit litter. Also, a number of people in the community have pollen allergies which can be exacerbated at particular times of the year by street trees in flower. Trees that are valued by parts of the community for their lovely flowers, the fruit they provide or the shade and shelter from their canopy, can also be the cause of distress for other parts of the community from the litter that is dropped on their nature strips or in their front yards or due to allergies being exacerbated. It is important to consider all aspects of a trees life cycle when selecting street tree species in order to minimise the impact of trees on the community whilst maximising the benefits.



Eucalypts Bank St South Melbourne

The current urban forest situation

A streetscape assessment was undertaken during 2009. The information collected on the street trees is used for the descriptions below. The assessment considered a number of factors regarding the condition and suitability of street trees as well as details regarding the growing conditions. The assessment did not extend to trees in parks. This will be work undertaken in the future. The streetscape assessment data informs the development of the strategies and actions listed in the Greening Port Phillip Strategy and will provide a base line for future measurement of progress towards achievement of the Greening Port Phillip objectives such as reducing the heat island effect and maintaining an optimum coverage and mix of tree types and age. The information has also informed the development of the five year Street Tree Planting Guide.

26,372 trees were identified in the streetscape assessment, comprising of approximately 175 different tree species and varieties.

Tree diversity

- 10 species were found to be the most common, representing approximately one third of all street trees. London Plane trees and Queensland Brush Box are the two most common street trees.
- Plane trees (*Platanus* spp.) are the most common (16% of all trees and 41% of the 10 most common tree species) and are particularly tolerant of urban conditions, which have seen it as one of the most commonly planted street trees in the world. The Queensland Brush Box also displays good urban tolerances and is the most commonly planted street tree in Melbourne (Frank, et al, 2006).

- *Platanus x acerifolia* (London Plane)
- *Lophostemon confertus* (Brush Box)
- *Pyrus calleryana* (Callery's Pear)
- *Fraxinus angustifolia* (Narrow-leaved Ash)
- *Lagunaria patersonia* (Norfolk Island Hibiscus)
- *Ulmus procera* (English Elm)
- *Callistermon viminalis* (Weeping Bott lebrush)
- *Melia azedarach* (White Cedar)
- *Phoenix canariensis* (Canary Island Date Palm)
- *Melaleuca linariifolia* (Snow-in-summer)

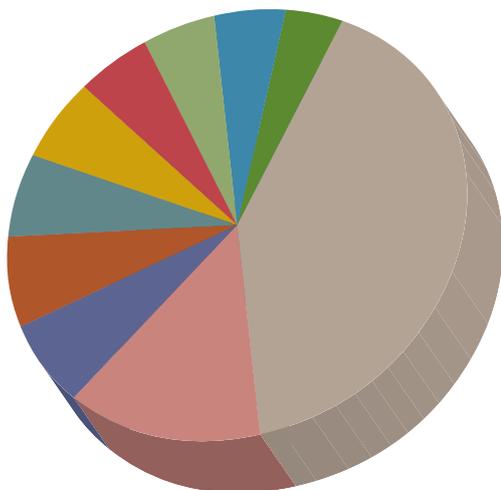


Figure 3. Most commonly occurring species.

Tree age and useful life expectancy

- 0-5 years
- 5-10 years
- 10-20 years
- 20-50 years
- 50-100 years

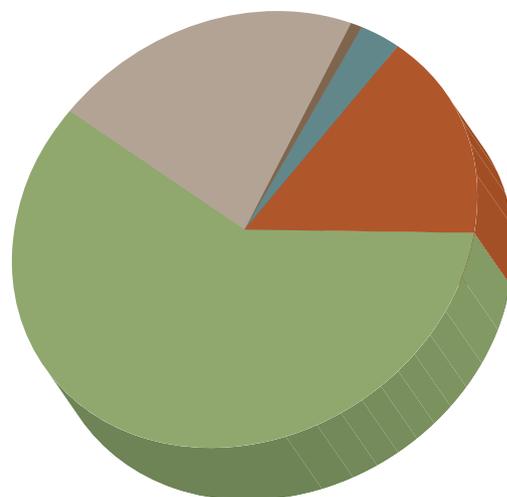


Figure 4. Summary of population useful life expectancy (ULE).

- Over half of the streets and street sections in the City of Port Phillip contain trees that are still actively growing and are yet to achieve their expected size. This is reflective of most of Melbourne's tree population.
- This is reinforced by the expected useful life of the trees (Refer to section titled Tree Management - Key Challenges, for an explanation of useful life expectancy). 59% of streets and street sections within the city contain trees that have a useful life expectancy of 20-50 years and 21% have a useful life expectancy of 50-100 years.
- 20% of streets and street sections have trees that have generally reached their expected size in the landscape and are not growing as vigorously as younger trees, but are still expected to remain healthy for many years (0-20yrs ULE). Many of these streets contain exotic varieties such as Plane, which can live for more than 150 years.
- Only four streets or 0.5% of all streets contain trees that are over-mature and entering a decline phase.

Tree amenity

- The 2009 Port Phillip streetscape assessment placed a tree amenity value onto each street and street section. Tree amenity considers the visually desirable features that trees provide and is a combination of tree condition and suitability to the site.
- 40% of treed streets were rated fair for tree amenity and 15% were rated as good or very good. These are generally streets that have full stocking of healthy, vigorous trees suited to the site, with low impact on adjacent infrastructure and long ULE. 10% of streets were found to have poor to very poor tree amenity value.
- A number of streets and street sections assessed contained no trees. Most of these streets are too narrow to allow for conventional tree planting. Streets that can accommodate trees were given a tree amenity value. Streets too narrow for tree planting were classed as vacant for tree amenity (17%). Other greening options need to be investigated for these streets.

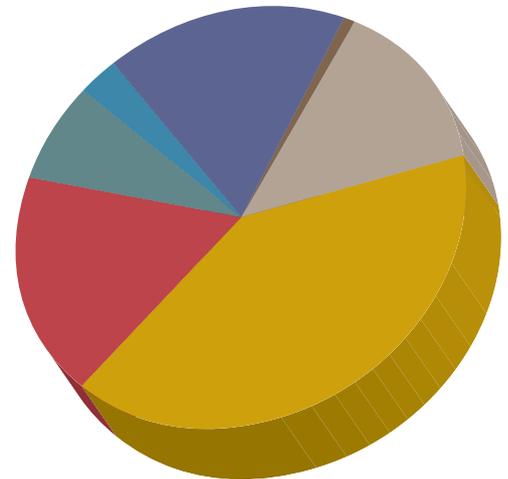


Figure 5. Summary of overall tree amenity.



An example of very good tree amenity - Plane Trees on Broadway, Elwood

Planting opportunities

- The streetscape assessment identified 3,069 vacant sites across the municipality. Vacant sites are defined as sites that are existing, viable tree sites that could be planted without, in most cases, significant infrastructure improvements.
- The assessment also noted the optimum number of planting sites for each street. A street tree in front of every property or one every 15 metres is a typical street tree carrying capacity used by many other councils. This is considered the optimum number of sites for the purpose of regional planning. Site assessment prior to tree planting would be undertaken to identify the appropriate planting capacity for a particular street.
- This figure indicates, when considered with the total number of street trees, 26,372 and the total number of vacant sites, 3,069, that some streets within the city have dense plantings or multiple trees per property and other streets have vacancies or multiple opportunities for tree planting.

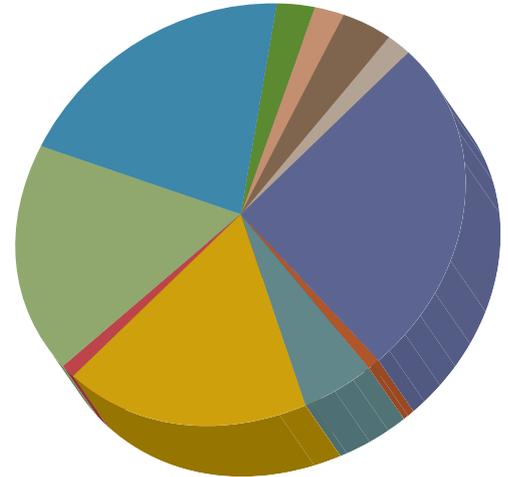


Figure 6. Vacant tree planting sites by suburb.



An example of very poor tree amenity - Thompson St, South Melbourne

Tree management - key challenges

Climate change

Climate change is expected to bring warmer, wetter winters, warmer drier summers and rates of fire and insect disturbance are expected to increase. In addition, these effects will interact with existing urban stresses such as air pollution, soil compaction and heat island effects. As our climate progressively changes, our young and stressed trees will take longer to grow and will require more care to stabilise to local conditions and reach maturity. Managing for tree health will become increasingly important, and selection for tree species and varieties that are drought, heat and insect resistant will become a necessity.

Water management

A key element in the success of tree growth is the amount of water the tree receives. Many urban landscapes are dependent on supplementary watering to maintain them in a healthy, vigorous condition. It has become evident in recent years that prolonged drought and associated water restrictions have made some landscapes and certain tree species vulnerable. Major changes have occurred both in the condition and health of urban landscapes and the approach to the management of these landscapes. Strategies to adapt trees to a reduced water environment include:

- Estimating water requirements of trees and landscapes
- Introduction of water sensitive urban design initiatives such as bioretention tree pits and rain gardens to harvest and treat stormwater
- Selection of drought tolerant species
- Providing appropriate space (rooting volume) for trees (right tree right location)

Managing an aging population of trees

The City of Port Phillip has approximately 20% of roads and road sections that contain mature to over-mature trees – trees that are reaching the end of their useful life span.

All avenues and stands of trees have a finite lifespan and at some point in time trees need to be removed and replaced. As trees age they require more and more management to maintain them in a safe and attractive condition. Consequently, a difficult decision has to be made about how to manage mature avenues, including how, when and over what period of time to replace old or declining trees.

Useful life expectancy (ULE) is not the biological life expectancy of a given tree species. ULE relates to how long a tree can be usefully retained within a given site with consideration to the trees condition, aesthetics, management inputs, and risk management.

Figure 7 illustrates the relationship between the time since planting a tree and the aesthetic and functional benefits returned compared to management costs. Once costs exceed benefits, perceived usefulness is reduced.

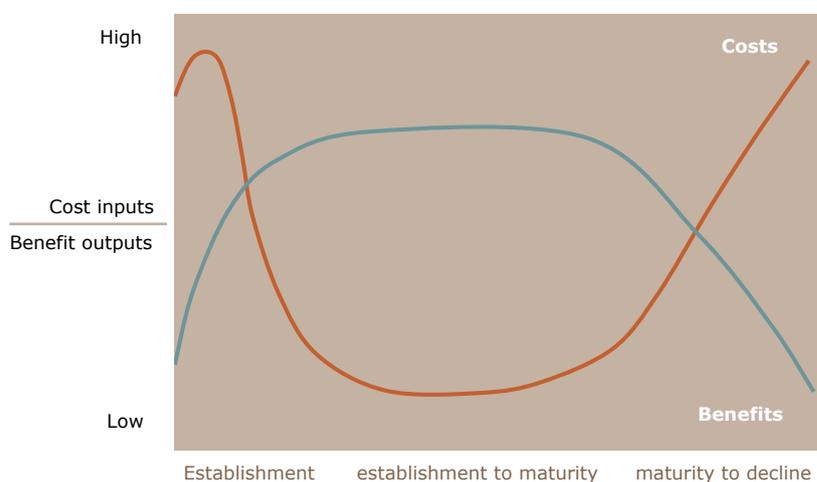


Figure 7. Relationship between time since planting and benefits costs.

A number of different methods and alternatives for replacing trees that are declining are available. These include:

- Replace each tree as it dies or becomes dangerous
- Remove and replant the entire stand or avenue of trees
- Use a phased removal strategy, removing and replacing trees over an extended period of time
- Plant a new row of trees, outside or in-between the line of the existing row of trees, and remove the latter when the new row of trees is established
- Remove and replant in smaller manageable sections, over regular time intervals.

Significant reductions of mature trees would not be generally considered as good practice or acceptable as this would have a negative impact on social, cultural, environmental and economic values. It is also not good practice to artificially keep trees in a position that they are clearly unsuitable for, as this can lead to infrastructure damage, reduced tree health or conflict in the community. Good management will strive to achieve the right tree for the site and seek to avoid practices that adversely affect tree health (Barrell, 1998).

Tree risk management

A key issue confronting the community is how to manage an extensive tree resource, both from an ecological / landscape perspective and from a public safety standpoint ensuring that reasonable care is taken to manage the risks associated with hazardous trees.

The City of Port Phillip manages vast numbers of trees over large areas and within many varied landscape contexts. In the majority of cases, the large numbers of trees prohibits an individual tree assessment approach. The time involved in the inspection procedure and the works generated from such inspections would be extensive and prohibitively expensive for the community.

A broader, systematic and proactive approach to tree assessment is required that prioritises works on hazardous trees based on the establishment of tree risk. A tree risk management program provides a systematic process for scheduling and inspecting trees, enables the prioritisation of works based on perceived risk, and allows judicious use of community resources.

The fundamentals of tree risk management involve:

- Regular assessment and documentation with prioritisation of works,
- Appropriate tree selection and allocation of suitable space, and
- Properly maintained trees.

The need for crisis management can be alleviated by having in place a tree risk management plan / process that aims to avoid, rectify or remove tree defects before they become hazardous.

Trees and urban infrastructure

The urban forest is subject to a variety of pressures, conflicts, changes to land-use and public requirements. These pressures lead to damaged trees, which may affect their function and viability in the landscape.

The conflict between tree roots and infrastructure is pervasive in urban areas. The increase in urban development linked to the need and desire to have trees in our landscapes will invariably lead to conflicts.

Understanding the various causes of infrastructure damage will allow the most appropriate actions to be developed to minimise the risk of damage occurring. A range of strategies need to be considered such as species selection and site assessment, root pruning and barrier placement to avoid or manage tree root conflicts with infrastructure.

Most of Port Phillip's streets have above ground power and communication cables. Council has legislative clearance requirements for trees around powerlines. Electricity Safety (Electric Line Clearance) Regulations 2005 (Energy Safe Victoria). This requires regular clearance pruning to attain required clearance distances.

As population increases and re-development occurs there is also pressure to increase the size and number of vehicle crossovers, which can add pressure to existing trees. Co-ordination with service providers and other council departments is required to ensure sustainable management of street trees.

Tree establishment in the urban environment

The urban forest is subject to a variety of pressures, local climate conditions, varying soil types, soil compaction, variances in soil moisture and vandalism, which may effect establishment and optimum growth of individual trees. Many trees on streets situated close to the foreshore in Port Phillip have to contend with salt spray and salty soils and these conditions preclude many tree species from thriving. Careful choice of tree species is required to ensure minimum tree loss over time. Detailed site assessment is required for all street tree and park planting to determine local site conditions and minimise the establishment issues.

Community consultation

Initial consultation with the community regarding the tree policy occurred in August and early November of 2009. In order to ensure that a representative number of individuals, groups and opinions were represented, council requested information from the community through a variety of mediums: a telephone, online and in person survey; two tree summits and a community reference group. Participation by the community in the various types of consultation is summarised below. There were:

- 380 telephone surveys
- 130 surveys completed on line or via Councillor Conversation Tents
- 186 participants at two tree summits (Port Melbourne and St Kilda)
- Young people and children consulted at the South Port Youth Festival using video media
- Establishment of a Tree Policy Community Reference Group

Each type of consultation identified different opinions and competing needs associated with trees. All of the information collected from the community was used to inform the development of the policy. The results from all of the community consultations have been compiled in a single document titled 'Trees in the City of Port Phillip – Community Consultation 2009' and is available on the council's website at www.portphillip.vic.gov.au



Elms, St Kilda Rd

The key themes to emerge from the community consultations include:

- Strong awareness in the community of the need for the right tree in the right place to avoid infrastructure damage, minimise water use and maximise shade. This seems to be a higher priority than planting a particular tree type such as natives.
- Most people feel council's trees on nature strips, parks and other open spaces are generally well maintained to very well maintained, with some area for improvement (particularly from the online and telephone surveys).
- Most people are aware of the reduced water availability for trees and open spaces and are worried about the impact of the drought on trees. There were comments about the need for council to take action to increase the amount of water available to trees through such things as storm water harvesting.
- The tree summits highlighted divided opinions in the community on several issues which relate to net community benefit versus individual benefit. For example the removal of mature trees causing damage to infrastructure and the issue of planting trees for shade that block views.
- The majority of people have indicated that they would be prepared to water trees and nature strips. The results from the telephone and online surveys indicate that there are already many community members watering trees and nature strips.
- There is a clear theme that the community wants to be engaged, involved and informed in relation to trees.

Copies of the draft Greening Port Phillip Strategy, which includes the tree policy, were made available to the community for review and comment over a three week period online and at the service centres and libraries. All comments were considered for inclusion in the final document.

Tree Policy

The following section states Council's policy position for each of the key policy areas. These are:

- 1. Tree protection**
- 2. Tree planting and selection**
- 3. Tree removal and replacement**
- 4. Climate change adaptation**
- 5. Tree root management**
- 6. Tree asset management**
- 7. Trees and the urban character**
- 8. Community consultation and involvement**

Time frames	Abbreviation
ANNUAL	ANN
ONGOING	ONG
MONTHLY	MTH
YEAR 1	YR1
YEAR 2	YR2
YEAR 3	YR3
YEAR 4	YR4
YEAR 5	YR5

Beside each policy statement is a list of actions with timeframes for implementation. The actions state current or proposed activities that council will undertake to implement the policy. These policy statements and actions will guide all council tree planting and management activities on public and private land.



Corroboree Tree, Albert Park

1. Tree protection

Trees on council owned and managed land shall be protected from construction works and other activities at all times with an objective to reduce the negative impacts of construction on council owned and managed trees. The conflicting requirements of trees and infrastructure maintenance or enhancements will be minimised where possible.

Policy Statement	Action	Time frame	
Protection of significant trees			
1.1	The City of Port Phillip values all trees within its boundaries and will seek to protect all trees in the public realm and significant trees in the private realm.	Review the City of Port Phillip definition of a significant tree and develop a significant tree register for the public realm.	YR 1
		Review and where appropriate update the existing local law to ensure the protection of trees in the private realm.	YR 1
		Enforce tree protection guidelines and include information on the tree protection guidelines in all planning, building and event permit applications.	ONG
Vandalised trees			
1.2	Following any vandalism to trees including illegal tree removal, wilful damage or tree poisoning the site will be assessed for a site specific response and the community notified of the illegal activity.	If a tree is vandalised the following actions will occur: <ul style="list-style-type: none"> Communication with the affected residents Report vandalism to police Erect signage subject to safety requirements Vandalised trees may be left in-situ Replacement planting will be considered on a site by site basis 	ONG
Protection of trees from development and events			
1.3	The City of Port Phillip will give existing trees priority when considering applications for new development.	Undertake tree protection activities as per the City of Port Phillip Tree Management Technical Guidelines.	ONG
		Enforce tree protection guidelines for development applications as per the City of Port Phillip Tree Management Technical Guidelines.	ONG
1.4	The City of Port Phillip will ensure that the location of event infrastructure and temporary structures will not damage trees.	Enforce tree protection guidelines for events and capital works projects as per the City of Port Phillip Tree Management Technical Guidelines.	ONG
		Review and modify where appropriate the current process for tree protection during planning applications for development or construction to ensure that trees are protected as a priority.	ONG
Protection of trees from overhead powerlines and Utilities			
1.5	The City of Port Phillip will seek to minimise the impact of pruning to the tree canopy within the legislative clearance requirements.	Undertake annual and 2.5 year pruning programs to meet legislative clearance requirements.	ONG
		All pruning will be undertaken to the Australian Standard AS4373-2007 Pruning of Amenity Trees.	ONG
1.6	The City of Port Phillip will work with authorities to minimise the impact of public infrastructure on tree health and amenity.	Encourage Energy Safe Victoria to provide alternatives such as aerial bundling to above ground powerlines when power line conductors are being upgraded.	ONG
		Work with the Power line Relocation Committee to identify opportunities for undergrounding or relocating powerlines to increase the opportunity for maximising tree canopy cover.	ONG

2. Tree planting and selection

The City of Port Phillip will proactively carry out tree planting in nature strips, parks and reserves and other council owned and managed land to meet the following objectives:

- To increase the number of trees within the city's streets and other council owned and managed land.
- To preserve and enhance the local character of the distinct areas within the city.
- To select tree species that are suitable to the site, provide biological diversity and have the potential to contribute to the landscape without onerous management implications.
- To set and maintain high tree planting and establishment standards.

Policy Statement	Action	Time frame
Tree planting		
2.1	The City of Port Phillip will seek to maximise opportunities for greening within the municipality through tree planting and alternative greening options.	Identify and plant trees at the optimum tree planting density and locations for each street and park – including using planting sites on nature strips, median strips and round-a-bouts. ONG
		Identify alternative greening options that could be applied within the City of Port Phillip. YR 1
		Implement alternative greening options for the City of Port Phillip. ONG
2.2	The City of Port Phillip recognises the environmental, social, economic and cultural benefits of trees to the community and will continue to seek new opportunities for tree planting.	Develop and implement a five year streetscape planting program. YR 1
		Conduct annual tree planting programs in streetscapes and parks. ANN
		Conduct an annual audit of the city to identify missing trees and undertake in-fill planting as required. ANN
	Incorporate water sensitive urban design principles in planting systems, including the use of bioretention systems, stormwater harvesting and passive irrigation systems. YR 1	
2.3	Where appropriate, opportunities will be sought for planting iconic or signature trees.	Identify suitable sites to plant signature trees to complement and enhance streetscapes and neighbourhood character. YR 2
		Plant signature trees as part of the tree planting program. ONG
2.4	Best practice tree planting techniques will be implemented to maximise successful tree establishment rates.	Continue to implement the two year maintenance program for the establishment of new trees, which includes weekly watering from October to March. ANN
		Document the watering schedule for new trees on the City of Port Phillip web site. YR 1
		Use structural soils where appropriate to promote good health and mitigate possible infrastructure conflicts. ONG
Tree selection		
2.5	Selection of tree species for planting will be based on their suitability to the site, biological tolerances, future climate change conditions and potential to contribute to the landscape without onerous management implications. 'The right tree in the right place'	Development of a tree species palette suitable for sites in Port Phillip that takes into consideration the need to adapt the species list to future climate change conditions. The list is to be updated annually published on the council web site. YR 1
Park trees		
2.6	Strategic tree planting in parks will be undertaken to maximise amenity, enhance neighbourhood character and social values.	Develop a priority tree planting program for parks. YR 2
		Maximise tree planting opportunities when undertaking park master planning or park upgrades. ONG
		When undertaking park tree planting, consider surrounding streets and parks in order to provide continuity in tree species. ONG
Nursery tree stock specification		
2.7	Quality nursery stock will be used for tree planting in accordance with best practice and standards.	All trees supplied to the City of Port Phillip will comply with 'Specifying trees-a guide to assessment of tree quality' Ross Clarke, 2003. ONG
		Where trees are stored at council depots prior to planting they will be appropriately managed. ONG

Policy Statement	Action	Time frame	
Development applications- tree selection			
2.8	Development applications will align with existing tree planting and streetscape plans and will use species that complement the landscape character of the precinct.	Enforce permit conditions to ensure developers implement the required landscape plans.	ONG
Habitat and biodiversity			
2.9	The City of Port Phillip recognises the role of the urban forest in supporting biodiversity by providing habitat for native flora and fauna.	Undertake a formal study of native habitat sites within the City of Port Phillip.	YR 3
		Maintain and strengthen wildlife corridors and increase habitat where appropriate.	YR 2
		Develop strategic partnerships with environmental organisations such as Earthcare and conservation volunteers.	ONG
		Undertake a study on how habitat in parks can be enhanced to encourage bird life.	ONG
Tree planting net community benefit			
2.10	The City of Port Phillip will prioritise tree planting over private views to achieve net community benefit.	All vacant tree sites will be planted.	ANN
		New opportunities for planting trees will be designed to maximise canopy coverage.	ONG

Note. There are key links between the actions in this section and the actions in The City of Port Phillip Climate Adaptation Plan and the Open Space Water Management Plan.



Flowering Gums, Brighton Road

3. Tree removal and replacement

The City of Port Phillip seeks to avoid tree removal wherever possible. There are circumstances, however, in which tree removal is an acceptable management option. Tree removal may occur for human health and safety, to protect infrastructure, to facilitate approved development and infrastructure improvements, to maintain a healthy urban forest or for ecological restoration.

	Policy Statement	Action	Time frame
Tree assessment process			
3.1	All tree management options will be investigated prior to the removal of a tree/s.	Tree removal will only be approved if there are no other viable options.	ONG
		Removal of dead trees will be undertaken as part of the regular tree maintenance program as per the City of Port Phillip Tree Management Technical Guidelines.	ONG
		When trees are removed for development the amenity valuation charged is used to plant trees in the area surrounding the development (Refer 6.6).	ONG
3.2	Trees will be removed in a timely manner where they no longer contribute to the streetscape due to poor health or condition.	Identify and strategically replace senescent trees that no longer contribute to the amenity of streetscapes and/or park.	ONG
3.3	The City of Port Phillip commits to a fair, equitable and transparent appeals and reinspection process.	Council will consult and inform the community about proposed tree removal in accordance with the City of Port Phillip Tree Management Technical Guidelines.	ONG
		The process for tree removal requests will be documented on the City of Port Phillip web site.	YR 1
		The appeals process will be undertaken in accordance with the City of Port Phillip Tree Management Technical Guidelines.	ONG
Tree Replacement			
3.4	Replacement of trees that have to be removed due to tree death, poor health or risk to people or infrastructure, will be undertaken as a priority.	Schedule replacement planting of trees removed due to tree death, poor health or risk to people and infrastructure as part of the tree removal process.	ONG
3.5	The City of Port Phillip will ensure that the best green outcome is obtained if a tree is removed for development.	Every effort will be made to replace and increase tree canopy cover lost when a tree is removed due to development. The number and type of replacement trees planted will be chosen to suit the site and maximise tree canopy cover.	ONG
Emergency situations			
3.6	Trees will be removed should they pose a risk to public safety.	Trees will be removed on the same work day as notification is received for immediately hazardous trees.	ONG

4. Climate change adaptation

The City of Port Phillip will use appropriate tree selection, water sensitive design features, mulch and other sustainable landscape practices in order to adapt to and reduce the impacts of climate change on the urban forest.

	Policy Statement	Action	Time frame
Managing trees for climate change			
4.1	The urban forest will be maintained to adapt to a dry climate.	Investigate and use tree species suited to a drier climate. Develop and implement tree management practices that enhance the trees ability to cope with climate change, including the use of storm resistant tree stock and implementation of water sensitive urban design principles.	ONG ONG
Water			
4.2	The City of Port Phillip will maximise opportunities to increase the amount of non potable water available to trees in the public realm.	Implement a capital program to deliver storm water harvesting projects as recommend in the Open Space Water Management Plan. Investigate and implement the use of water sensitive urban design features including bioretention systems, stormwater harvesting and passive irrigation systems in new plantings and retrofit into existing landscapes where appropriate.	YR 1 ONG
4.3	The City of Port Phillip will ensure that existing irrigation systems operate to a minimum of 75% efficiency.	Where water sensitive urban design features are used, communication to the community on water sensitive design features will be incorporated into the project. Undertake irrigation systems upgrades in parks to ensure that all tree irrigation systems are drip line systems. Audit all irrigation lines on a quarterly basis.	ONG ONG
Urban heat island			
4.4	Council will maximise opportunities to address the heat island effect.	Undertake a project to develop and plan the city's heat island effect areas including a tree canopy coverage current % rate and targeted % rate. Work with the Sustainable Environment and City Strategy teams to develop heat island design and management principles that can be implemented within Port Phillip. This includes increasing tree canopy and greening options within Port Phillip.	YR 2 ONG

Note. There are key links between the actions in this section and the actions in The City of Port Phillip Climate Adaptation Plan and the Open Space Water Management Plan.



Porous pavement on St Kilda Road allows water through and protects the roots of the Elm tree

5. Tree root management

The conflict between tree roots and infrastructure is pervasive in urban areas. The increase in urban consolidation linked to the need and desire to have trees in our landscapes will invariably lead to conflicts.

Understanding of the various causes of infrastructure damage will allow the most appropriate actions to be developed to minimise the risk of damage occurring. The conflicting requirements of trees and infrastructure will be minimised where possible.

Council will consider a range of strategies, such as species selection and site assessment, root pruning and barrier placement, to avoid or manage tree root conflicts with infrastructure.

Policy Statement	Action	Time frame
Conflict between tree roots and infrastructure		
5.1	<p>The City of Port Phillip will seek to minimise conflict between tree roots and built infrastructure, while maintaining the health and integrity of trees.</p> <p>Protection measures for infrastructure will be implemented according to the City of Port Phillip Tree Management Technical Guidelines.</p> <p>All construction works undertaken will be in accordance with the City of Port Phillip Tree Management Technical Guidelines to minimise impact on trees.</p> <p>Provide after-care maintenance to trees after root pruning in accordance with the City of Port Phillip Tree Management Technical Guidelines.</p> <p>Remove and replace inappropriate trees in accordance with the City of Port Phillip Tree Management Technical Guidelines.</p>	<p>ONG</p> <p>ONG</p> <p>ONG</p> <p>ONG</p>
Tree damage insurance claims		
5.2	<p>The City of Port Phillip will undertake an open and transparent investigation into insurance claims resulting from tree roots in conflict with private infrastructure.</p> <p>Insurance claims will be investigated in accordance with the City of Port Phillip Tree Management Technical Guidelines.</p> <p>Claims will be investigated within 15 working days.</p>	<p>ONG</p>



The roots of the mature Banksia breaking up the curb

6. Tree asset management

The City of Port Phillip will provide adequate resources to carry out tree maintenance in road reserves, parks and reserves and other council owned and managed land proactively to meet the following objectives:

- To protect, enhance and preserve existing trees to a high standard.
- Meet relevant legislative requirements, strategic policies and accepted tree care practices.
- Maintain accurate documentation on the management of council's tree assets.
- Maintain currency of knowledge and expertise within the tree management team and the application of the latest technology to ensure tree asset development and maintenance programs continue to meet best tree practices.
- Adopt the principles of Plant Health Care to address pest and disease management with a focus on problem prevention through appropriate tree selection, planting and tree maintenance.
- Maintain public safety through the use of generally accepted professional practices of tree evaluation and treatment in order to reduce risk associated with hazardous trees to an acceptable level.



Contractors line clearing Plane Trees

Policy Statement	Action	Time frame	
Tree maintenance			
6.1	Tree maintenance works will be undertaken as required to protect, enhance and preserve tree health and amenity.	Undertake a review of the tree maintenance specifications as part of the development of any new tender documentation for tree management.	YR 1
		Conduct a monthly audit of tree asset condition and contractor performance to ensure compliance with Australian Standards (AS-4373-2007 pruning of amenity trees).	MTH
		Conduct an annual review of the Street Tree Maintenance Contractor Performance.	ANN
		Develop fact sheets on the tree maintenance program and processes and make available on the City of Port Phillip web site.	YR 1
Tree asset data base			
6.2	The City of Port Phillip will maintain up to date and relevant information on trees in the public realm.	Review existing tree data base system and implement a computerised real time data management system.	YR 1
Risk management			
6.3	The City of Port Phillip will seek to maintain public safety through the use of accepted professional practices of tree evaluation and treatment.	Undertake systematic tree assessment and best practice tree management as specified in the City of Port Phillip Tree Management Technical Guidelines to mitigate tree risk for residents and visitors to the city.	ONG
		Maintain accurate documentation on the management of council's tree assets.	ONG
		Undertake proper tree selection, placement and planting of trees to reduce long-term risk.	ONG
		Maintain high standards of tree management consistent with current best practice and recognised standards.	ONG
Pests and disease management			
6.4	Pests and diseases are a component of the urban landscape and the council recognises that control measures will be required at times to maintain healthy and aesthetically pleasing landscapes.	Council will follow the monitoring and control program as specified in the City of Port Phillip Tree Management Technical Guidelines for: Elm leaf beetle & Palm Fusarium	ONG
		Staff will attend relevant training programs to ensure up to date knowledge of new pest management practices.	ONG
		Develop monitoring and control programs for newly identified pests and diseases.	ANN
Animal management			
6.5	The City of Port Phillip will strive at all times to achieve a balance between maintaining the health of trees and accommodating native animals in the urban forest	Use the 'Department of Sustainability and Environment Guidelines for Managing Damage Caused By Brush Tail Possums in Municipal Parks' for responding to possum related issues.	ONG
		Respond to animal management issues on a case by case basis to determine the most appropriate course of action.	ONG
Tree valuation method			
6.6	The City of Port Phillip recognises the value of trees as an asset and will ensure the value of the tree is maintained.	Implement the tree amenity valuation formula specified in the City of Port Phillip Tree Management Technical Guidelines that recognises tree condition, age cultural significance and suitability for individual trees.	ONG
		Develop, implement and enforce a bond process for protection of tree assets.	YR 2
Knowledge and skill development			
6.7	The City of Port Phillip is committed to using best practice methods to maintain and enhance the urban forest.	Continue to collaborate with other LGA's on the management of trees in an urban environment to stay abreast of current practice and to share learning's and information.	ONG
		Work collaboratively to develop a method for ascribing a monetary value to urban trees, including measuring the contribution of trees for cooling urban temperatures, reducing the need for air conditioning in buildings and protection of infrastructure.	YR 1
		Investigate opportunities to collaborate with universities to undertake research projects related to trees in the City of Port Phillip.	ONG

7. Trees and the urban character

Street trees make a major contribution to the urban character of the City of Port Phillip. The council will place a high priority on long-term planning to ensure that a mature, diverse tree population is maintained at all times that is in keeping with the character of each individual neighborhood

All avenues and stands of trees have a finite life span and at some point in time trees need to be removed and replaced. In order to sustain the landscape and meet public needs trees need to be planted and established, maintained and removed, based on an understanding of the dynamic nature of the resource.

	Policy Statement	Action	Time frame
Streetscape renewal			
7.1	The City of Port Phillip will develop and maintain streetscapes which reflect and reinforce the urban character of the Port Phillip.	<p>Develop and implement a five year street tree planting program.</p> <p>Streetscape plantings will complement planning policies and strategies including the Municipal Strategic Statement, Structure Plans and Urban Design Frameworks to reinforce or enhance the desired neighbourhood character.</p> <p>Where there is a dominant successful species or other notable trees, the same species will be planted. Alternative species will be supplied where needed to respond to special circumstances.</p>	<p>YR 1</p> <p>ONG</p> <p>ONG</p>
7.2	<p>Street trees play a crucial role in defining neighbourhood character.</p> <p>Where changes in land use and built form are concentrated the City of Port Phillip will carefully consider how the landscapes and street trees help define the urban character of the neighbourhood.</p>	<p>Streetscape plantings will complement planning policies and strategies including the Municipal Strategic Statement, Structure Plans and Urban Design Frameworks to implement or improve the desired neighbourhood character.</p> <p>Species selection and planting methods will be made to complement and respond to the changes in built form and/ or land use.</p> <p>Parks and Open Spaces will undertake an annual streetscape renewal planning process in collaboration with the City Strategy team to inform the council plan and budgeting process.</p>	<p>ONG</p> <p>ONG</p> <p>ANN</p>
7.3	In streets where it is not feasible to plant trees the City of Port Phillip will seek opportunities to green the street through other plantings.	Undertake an audit of the streets within the municipality that have been identified as not suitable for tree planting and develop an alternate planting program.	YR 1
Significant boulevards and major roads			
7.4	The City of Port Phillip will protect and reinforce key boulevards which are a defining element of the urban structure and character of the city.	<p>Trees on key boulevards and major roads will be prioritised for protection and enhancement, including: Brighton Road, Queens Road, St Kilda Road, Kerferd Rd, Beach Street, Beaconsfield Parade, Jacka Boulevard, The Esplanade, Marine Parade, Ormond Esplanade, Bay Street and Fitzroy Street.</p> <p>Work with neighbouring municipalities to achieve consistent maintenance and landscape treatments in bordering streets.</p> <p>Develop a planting guide for major boulevards with principles for development.</p>	<p>ONG</p> <p>ONG</p> <p>YR 1</p>

8. Community consultation and involvement

The community is passionate about trees and takes a strong interest in the management of trees. Issues can arise that cause considerable community debate and passion. The community will be notified and given the opportunity to comment prior to any works that impact on trees.

	Policy Statement	Action	Time frame
Community notification			
8.1	The community will be informed and consulted about relevant tree management activities.	Implement the communication /engagement protocols for tree management activities as stated in the City of Port Phillip Tree Management Technical Guidelines.	ONG
Resident requests			
8.2	All resident requests will be responded to in a timely manner.	Resident requests will be responded to in a timely manner, as defined in the City of Port Phillip Tree Management Technical Guidelines.	ONG
Community education/information			
8.3	Council will provide up to date and relevant information on council tree management programs and process.	Develop community information material such as:	YR 1
		Fact sheets	
		How to guides	
		Frequently asked questions	
		Explanations of rain gardens and other water sensitive urban design options	
	Roof gardens, balcony gardens and vertical wall information		
	Information on alternative greening projects		
	Develop a new Parks and Open spaces web page on the Port Phillip web site to provide current and relevant information.	YR 1	
	Document the tree management practices on the City of Port Phillip web site.	ONG	
	Continue to use existing media including Divercity to provide tree information to the community.	ONG	
Adopt a tree			
8.4	The City of Port Phillip will continue to promote the 'Adopt a Tree' program across the municipality.	Encourage and support residents to 'adopt a tree' to assist with the maintenance of trees.	ONG
Community planting days			
8.5	Council will support the community to actively participate in tree planting and management.	Develop and promote a calendar for community planting days.	YR 1
		Support community groups to promote their activities and recruit members through the development and distribution of a newsletter.	ONG



City of Port Phillip Tree Summit 2009

Glossary of terms

Biodiversity	The variety of all life forms on earth. The different plants, animals micro-organisms and the ecosystems of which they are part.
Community Plan	Provides a 10 year community vision for the future of the City of Port Phillip.
Council Plan	Outlines Council directions, strategies and actions for a four year period.
*Exotic	A plant introduced from another country or regions where it was not indigenous.
*Indigenous	A native plant usually with a broad distribution in a particular country.
Municipal Strategic Statement	Sets out the council's strategic planning objectives and underpins the land-use and development provisions of the Port Phillip Planning Scheme.
*Native	A plant found to occur as an endemic or indigenous species where it is growing or a plant known to have originated from a particular place.
*Remnant	A plant or plants of any taxa and their progeny as part of the floristics of the recognised endemic ecological community remaining in a given location after alteration of the site or fragmentation by activities on that land or on adjacent land.
*Street tree	A tree planted or located within the road reserve.
Structure Plans and Urban design frameworks	Detailed plans guide the development of special precincts and activity centres.
*Tree	A long lived woody perennial plant, greater than three metres in height with one or relatively few main stems or trunks.
*Urban forest	The entire population of tree and woody shrubs in an urban environment.
*Urban forestry	The management of the entire population of tree and woody shrubs in an urban environment recognising them as critical element of the urban infrastructure.
Water Sensitive Urban Design	(WSUD) is a term used to describe the integration of water cycle management into urban planning and design.

* Adapted from Draper and Richards, 2009, Dictionary for Managing Trees in Urban Environments, CSIRO Publishing, Australia.

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- Wolf, K, 1999 *Grow for the Gold,* [in] TreeLink 14, Washington State Department of Natural Resources
- Wolf, K, 2003 *Public Response to the Urban Forest in Inner-City Business Districts.* *Journal of Arboriculture* 29(3) pp 117 – 126



Appendix I

Associated council literature, documents policies and strategies

City of Port Phillip Council Plan 2009 - 2013

City of Port Phillip Tender No. 0753. Tree Maintenance Services. Sets quality standards and requirements for tree pruning, tree planting, tree root maintenance, tree removals and pest and disease management within the municipality.

Port Phillip City Council. Community Amenity Local Law No. 3. July 2005.

City of Port Phillip Street tree removal protocol 2000. Outline of process for street tree removal within the City.

City of Port Phillip. Water plan - Toward a water sensitive City 2010.

City of Port Phillip. Open space water management plan 2010.

City of Port Phillip Street Tree Planting Guide 2010 - 2015.

City of Port Phillip Tree Management Technical Guidelines 2010

Electricity Safety (Electric Line Clearance) Regulations 2005 (Energy Safe Victoria). Legislative clearance requirements for trees around powerlines.

AS 4373-2007 Australian Standard - Pruning of amenity trees. Provides the principles of tree pruning to encourage practices that reduce the risk of hazard development, branch failure, pathogen infection and premature tree death.

Uplifting the crown of all trees shall be to Vic Roads Code of Practice as specified for carriageways.

Street Light Clearances - pruned to AS 11 58.1:1986 (Code of Practice for Public Lighting).

Native Vegetation Framework – which establishes the strategic direction for the protection, enhancement and revegetation of native vegetation across the state.

Water Industry Act 1994, section 67, removal of trees, if a tree is believed to be obstructing works or damaging assets the water authority, or licensee, may, by notice in writing, request the removal of the tree.

Gas Industry Act 2001 Act No. 31/2001, section 148 Powers as to works etc, "...after giving 7 days' notice in writing to the occupier, enter on any land on either side of any pipes, equipment or other devices referred to in paragraph (b), and fell or remove any tree or part of a tree or any obstruction which in the opinion of the gas distribution company or gas transmission company it is necessary to fell or remove."

Rail Corporations Act 1996, section 60 Clearance of trees etc., if any tree or wood in the vicinity of a railway track operated or maintained by a person to whom this section (the rail authority) applies poses a risk to the safety of anyone on, or using, the railway track. The rail authority may, by written notice, require the owner or occupier of any land on which the tree or wood is situated to fell and remove the tree or wood.

If the owner or occupier of the land does not comply with the notice within the time specified in the notice, the rail authority (person), which caused the notice to be served, may –

- (a) enter the land at any reasonable time and carry out the work specified in the notice; and
- (b) recover the cost of carrying out the work from the owner or occupier as a debt.

Road Management Act 2004, under Schedule 3 Specific Powers of State Road Authorities, Clause 10 – Power to remove certain trees or vegetation.

Appendix 2

City of Port Phillip tree management technical guidelines summary

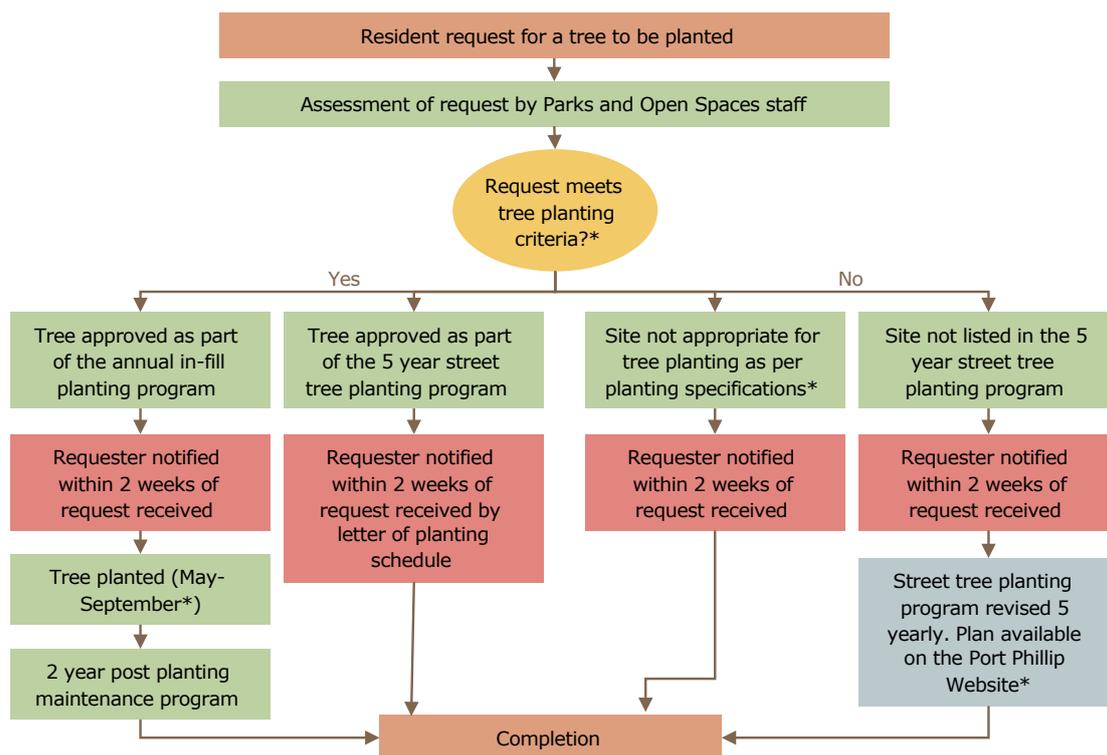
Tree planting

Council will implement a planned approach to tree planting within the municipality taking into consideration available funding, landscape requirements, environmental constraints, site and seasonal conditions, availability of stock and community expectations.

Tree planting will be undertaken based on:

- The program outlined in the City of Port Phillip Street Tree Planting Plan 2010 - 2015.
- Complimenting planning policies and strategies including the Municipal Strategic Statement, Structure Plans and Urban Design Frameworks to reinforce or enhance the desired neighbourhood character.
- Park improvement projects, Master Plan recommendations and the Park Tree Planting Program.
- Community requests.
- Co-ordination with infrastructure improvement works program, for example road redevelopment.
- In fill planting program. Replacement of removed trees and vacant sites in streets with defined landscape character.

Process for responding to resident requests for tree planting



*Notes

Tree planting criteria includes whether the site is part of one of the programs of work listed above, as well as such things as assessing site constraints. Tree planting criteria are detailed in the City of Port Phillip Tree Management Guidelines.

Trees need to be planted between May and September to ensure optimum survival rates.

Planting specifications are detailed in the City of Port Phillip Tree Management Guidelines.

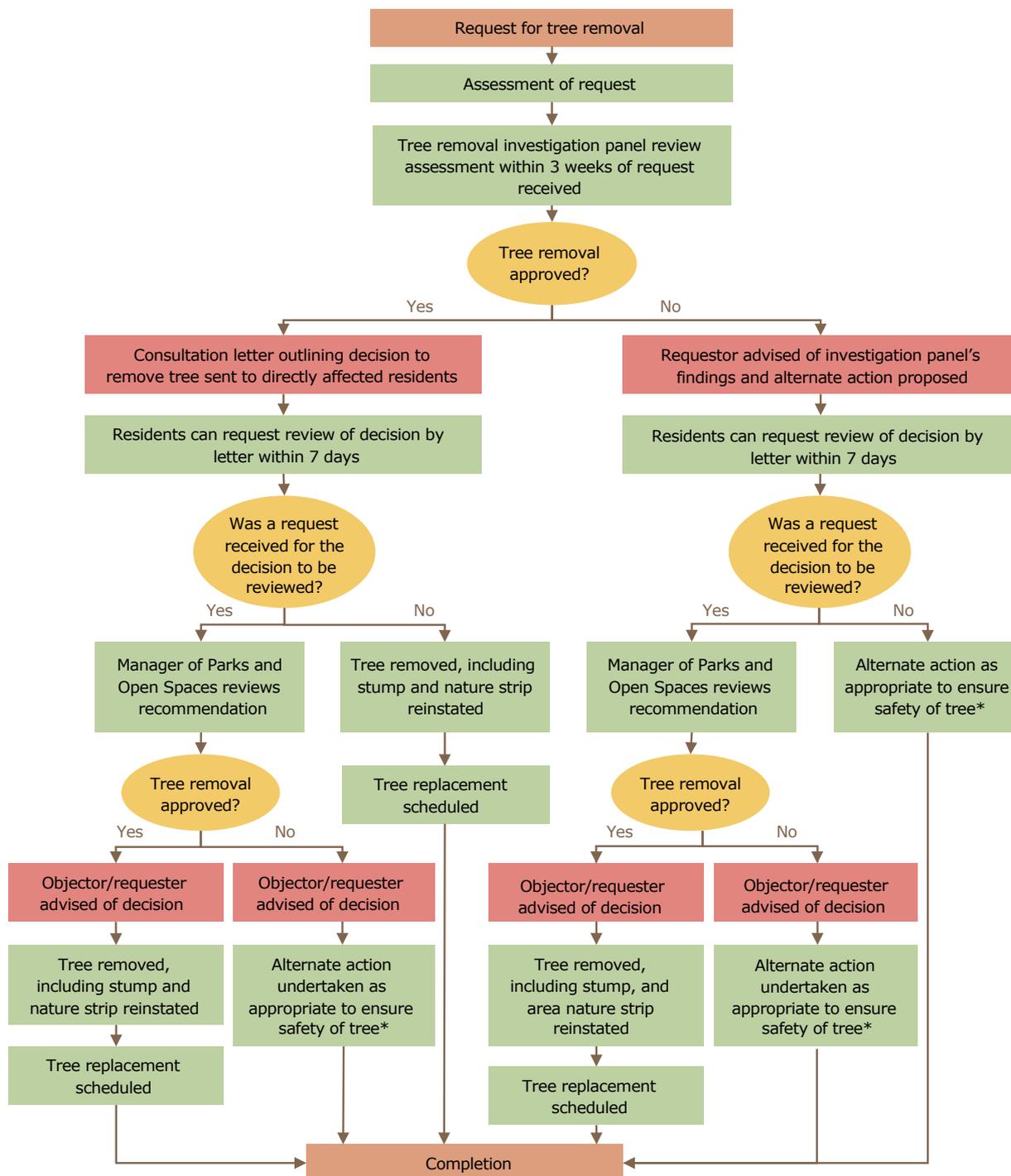
City of Port Phillip Street Tree Planting Plan is a plan that identifies streets prioritised for tree planting for a 5 year period. The plan is revised 5 yearly.

For more detail on community consultation for tree planting, refer to the Community Consultation – In-fill Planting Fact Sheet and the Community Consultation – Street Tree Upgrades Fact Sheet.

Tree removal

The City of Port Phillip will investigate all tree management options prior to the recommendation for tree removal wherever possible. There are circumstances where tree removal is required in nature strips, parks and reserves and other council managed land to protect human health and safety, infrastructure, facilitate approved development and infrastructure improvements, maintain a healthy urban forest, or for ecological restoration.

Process for responding to resident requests for tree removal



*Notes

Alternative action to ensure safety of a tree can include pruning, staking and structural reinforcement.

The tree removal assessment and process is detailed in the City of Port Phillip Tree Management Guidelines.

For more detail on community consultation and information process for tree removals, refer to the Community Consultation – Tree Removals Fact Sheet and the Informing the community – Emergency Tree Removals Fact Sheet.

Tree pruning

Maintenance work performed on trees aims to manage tree health and enhance the quality of the treed landscape across the city, as well as reducing the inherent risks associated with trees in an urban area, and complying with legislation.

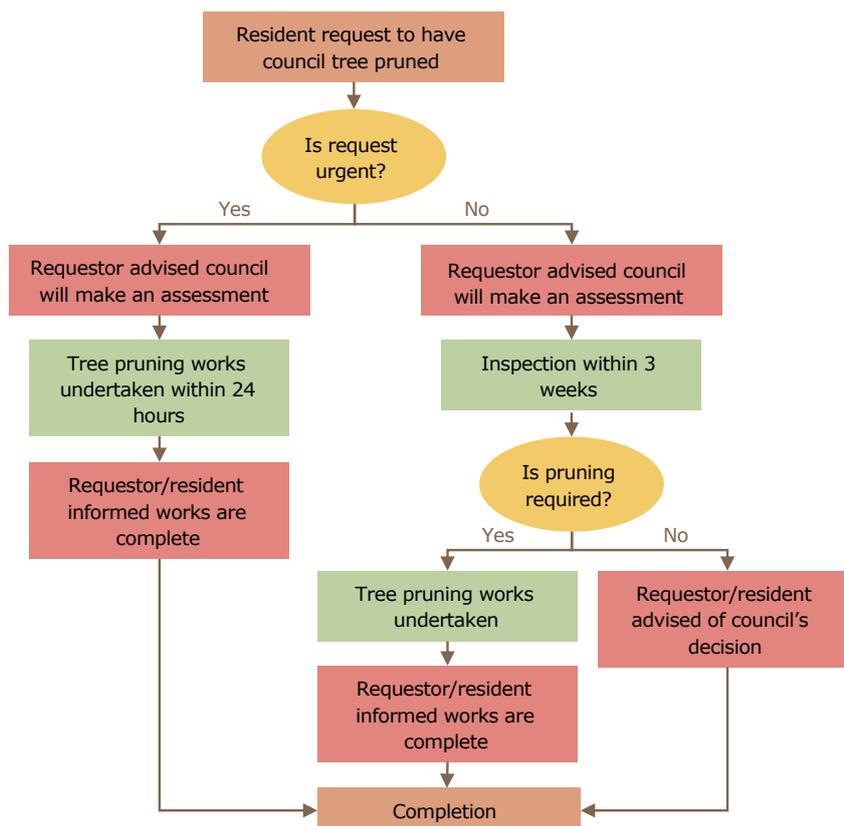
Maintenance work on publicly managed trees will occur to:

- Reduce the risk to public safety.
- Decrease potential damage to property.
- Provide clearances for pedestrians, vehicles and sight lines.
- Provide clearances around services and utility lines.
- Manage tree health.
- To shape young trees.
- Respond to tree or branch failure resulting from severe storms or other damaging activity

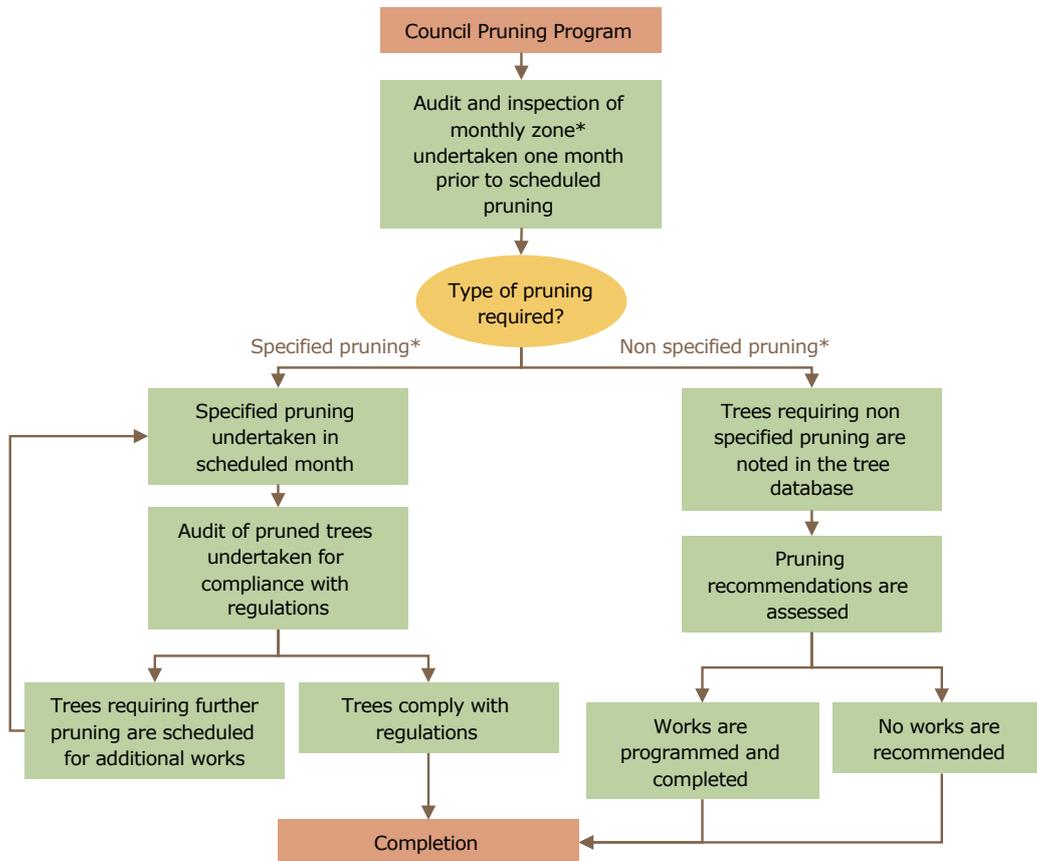
Pruning work will be done with regard for the species, age, form, size, condition and position of each tree, with the aim of maintaining the long term health of the tree. All pruning undertaken on trees within the City of Port Phillip will comply with AS 4373-2007 - Pruning of amenity trees.

The city has been divided into maintenance zones. The maintenance zones and the Street Tree Zone Pruning Schedule can be viewed on council's website. Trees in residential streets are pruned on a two and a half year cycle. Trees on major roads and streets that are part of a boulevard or avenue are pruned annually as are trees beneath high voltage powerlines.

Process for responding to resident requests for tree pruning



Process for scheduled tree pruning



*Notes

Monthly zones – refers to the maintenance zones which determine the pruning schedule. The maintenance zones and the Street Tree Zone Pruning Schedule can be viewed on council’s website.

Specified pruning – includes all legislative clearance works and pruning to Australian standard for amenity trees.

Non-specified pruning - the removal of branches over 200mm in diameter. Removal of branches is proposed by contractor and approved by tree management officer.

The tree pruning process is detailed in the City of Port Phillip Tree Management Guidelines.

For more detail on the process for informing the community about tree pruning, refer to the Informing the community –Tree Pruning Fact Sheet.

Tree root management

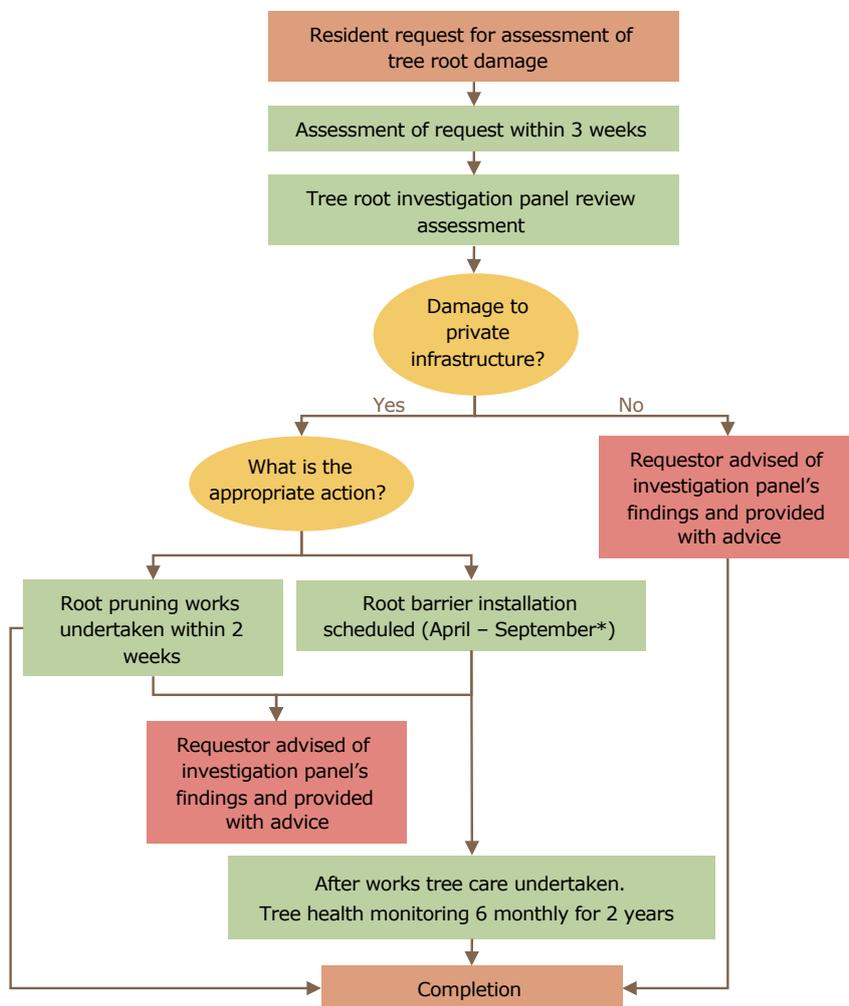
A standard approach to reducing the risk of root damage to infrastructure within the city is required. This involves a coordinated approach from various departments and professionals involved with the management of the city's assets.

A range of design, engineering and biological solutions need to be considered to either avoid or reduce the incidence of conflicts while maintaining landscapes that meet the expectations of the site users. Where there is an identified conflict between infrastructure and tree roots, the two most common management options used by the City of Port Phillip are root pruning and the use of root barriers.

The need for tree root management is generally due to:

- Resident concern regarding potential property damage.
- Potential trip hazards identified.
- Potential for council or utility infrastructure damage.
- Scheduled capital improvement works.

Process for responding to resident requests for tree root management



*Notes

Scheduling for root barrier installation is undertaken during April to September to ensure optimal tree health is maintained.

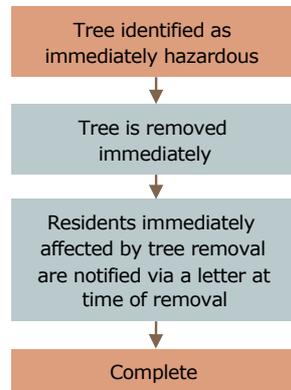
Tree root management processes are detailed in the City of Port Phillip Tree Management Guidelines.

For more detail on community consultation for tree root management, refer to the Community Consultation – Tree Root Pruning Fact Sheet.

Informing the community – emergency tree removals

Immediate tree removal is required when a tree is identified as being hazardous.

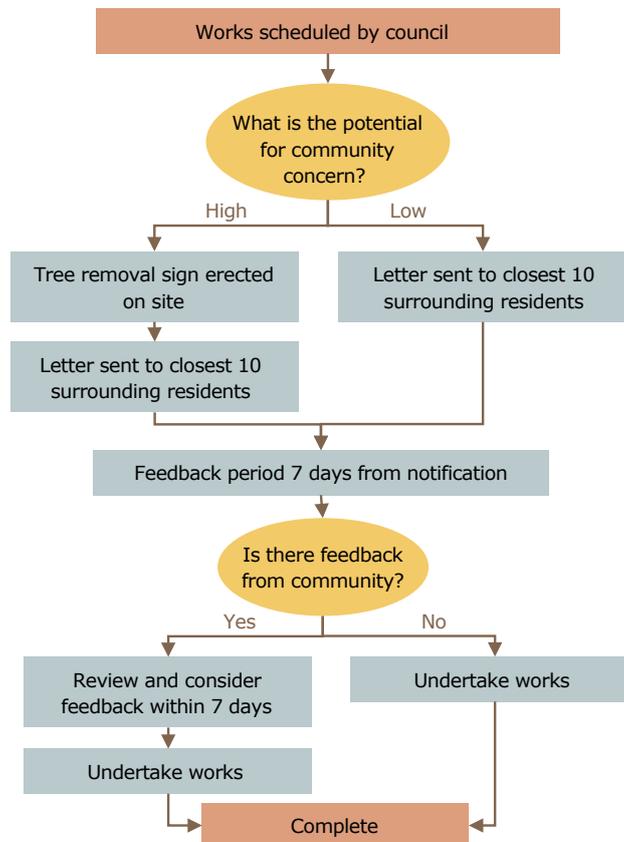
Community information process for emergency tree removal



Community consultation – tree removals

Requests for tree removal by the community are considered by council if the tree is found to be hazardous.

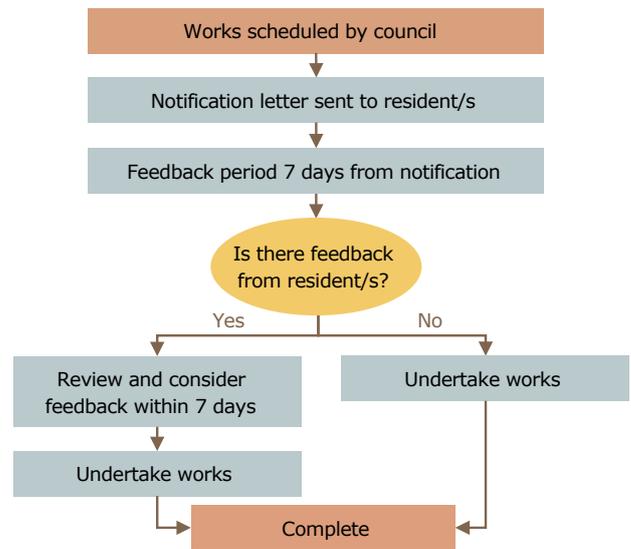
Community consultation process for responding to resident requests for tree removal



Community consultation – in-fill planting

Requests by the community for replacement of street trees that have died or been removed are assessed by the City of Port Phillip in the context of available funding, landscape requirements, environmental constraints, site and seasonal conditions, availability of stock and community expectations.

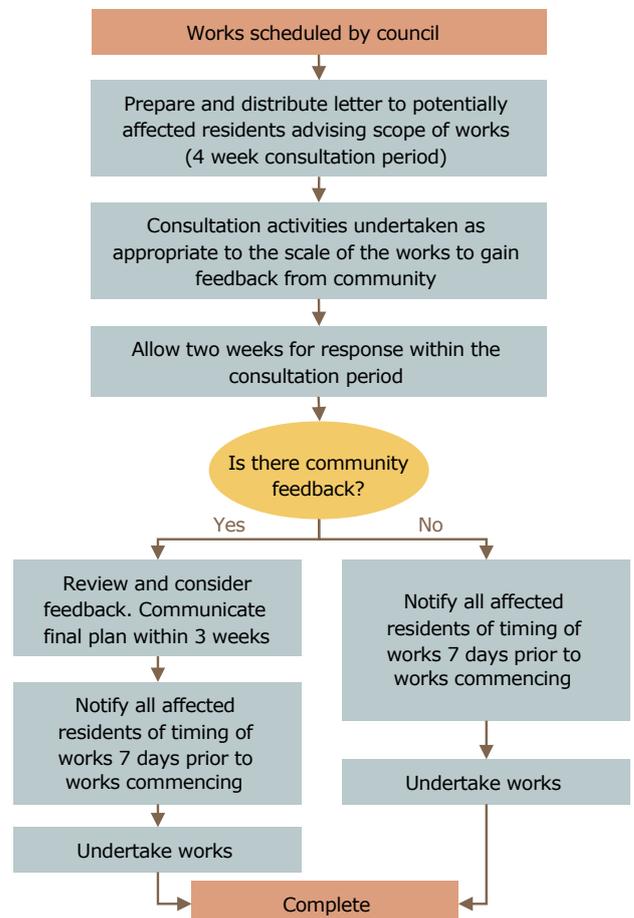
Community consultation process for in-fill planting



Community consultation – street tree upgrades

Street tree upgrades can involve partial or full renewal of trees and associated infrastructure within a street.

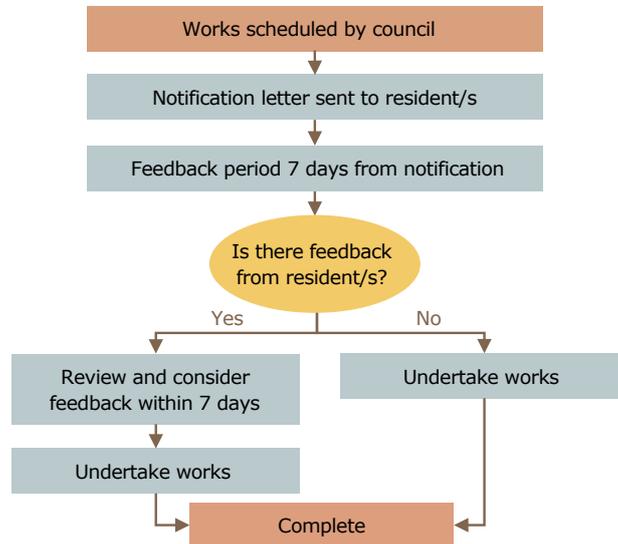
Community consultation process for street tree upgrades



Community consultation – tree root pruning

Generally tree root pruning requests by the community are considered by the City of Port Phillip for potential conflicts between infrastructure and tree roots and where potential trip hazards have been identified.

Community consultation process for tree root pruning



Informing the community – tree pruning

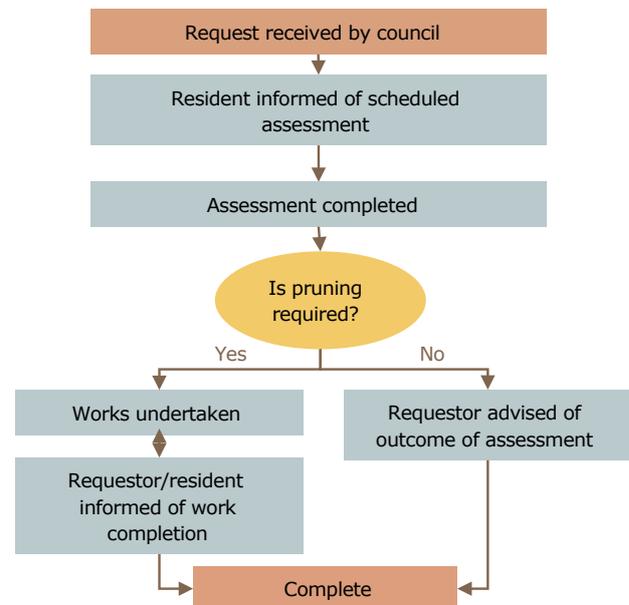
Maintenance work on publicly managed trees will occur to:

- Reduce the risk to public safety.
- Decrease potential damage to property.
- Provide clearances for pedestrians, vehicles and sight lines.
- Provide clearances around services and utility lines.
- Manage tree health.
- To formatively shape young trees.
- Respond to tree or branch failure resulting from severe storms or other damaging activity.

Community information process for scheduled tree pruning:

- Pruning zones and the tree pruning schedule are listed on the City of Port Phillip website.
- A yearly update of the tree pruning schedule is published in Divercity magazine.

Community information process for resident requests for tree pruning



Tree valuation

Protection of trees on private land

Under the Community Amenity Local Law No.3, a significant tree is defined as (a) a tree on private land with a trunk circumference greater than 1.5 metres when measured 1 metre from its base; or (b) a multi-stemmed tree on private land where the sum of the circumference of its exterior stems equals or is greater than 1.5 metres when measured 1 metre from its base.

If a resident wants to remove a significant tree or to cut, trim, prune or anything else that may result in the health of the significant tree being compromised, a permit from council must be obtained.

Applying for a significant tree permit

The applicant is required to:

- Provide a copy of an arborist's report at applicants cost if nominated by councils arborist
- Provide a relevant site plan/drawing;
- Provide a copy of written consent from the Body Corporate Manager or Committee of Management, if applicable;
- Read the Tree Protection Guidelines;
- Complete the Significant Tree Permit Application; and
- Pay the application fee

Assigning a monetary tree value

Calculation of the amenity value of a tree enables a monetary value to be assigned an individual tree. This monetary value is used to quantify the loss to the community if that tree were to be removed through development, or malicious damage. This cost, or loss of amenity, can then be passed on to the party responsible for the removal, or malicious damage of the tree.

Amenity value should be sought for a tree if the tree is significant (due to its size, prominence in the landscape, rarity, or other highly esteemed social value) and is to be removed for the following reasons:

- As a result of a development application for removal.
- Unauthorised tree removal.
- Tree is damaged structurally or aesthetically beyond that which the tree can no longer be retained.

When considering applications for removal of a significant tree, the amenity value of a tree may be counter-balanced by other factors, for example the best use or benefits of the land the tree occupies.

Method used to calculate monetary value of a public tree

The *City of Melbourne – Amenity Value Formula, Calculating A Tree's Amenity Value* will be used for the purposes of calculating the monetary value of a public tree. The method may also be used to develop and implement a bond process for any tree where threat to amenity is posed.

The Amenity Value Formula used by the City of Melbourne (Dr. Peter Yau 1990) was derived from the Maurer-Hoffman Formula. The basic monetary value of the formula was updated in 2006 to reflect more current monetary values.

Where the tree amenity value is charged by the City of Port Phillip to a developer, or other person removing a significant tree, a charge of tree and stump removal, tree replacement, planting, 24 months maintenance and, where applicable, paving over of tree plot costs will be included in the costs.

When young trees with a 5cm trunk diameter or less will be replaced by another tree, there will be no amenity value charge. The removal of trees with a trunk diameter greater than 5cm however, if replaced with another tree, will be calculated and charged, the average amenity value of a young replacement tree.

Tree amenity value formula:

Value (V) = Basic Value (\$) x Species (S) x Aesthetics (A) x Locality (L) x Condition (C)

Basic monetary value (\$) 2006

The basic monetary value of a tree is determined by matching the trunk diameter at breast height (DBH) with its corresponding value.

DBH cm	\$	DBH cm	\$	DBH cm	\$
6	263	45	14815	85	52860
10	732	50	18290	90	59261
15	1646	55	22132	95	66029
20	2926	60	26338	100	73162
25	4573	65	30911	105	80661
30	6585	70	35849	110	88526
35	8962	75	41154	115	96757
40	11706	80	46824	120	105353

Species factor (S)

A tree is assessed according to its known natural life span and its rate of growth in a particular environment. For example, a long-lived tree will be scored higher than a short-lived tree. Significant features to the tree will also modify how the tree is scored. Judgement regarding species factor must be made by a qualified Arboriculturist.

Species group	Characteristics	Score
1	trees of short life span (less than 50 years) fast growth rate example: Prunus, Acacia, Virgillia, Laburnum	0.5
2	trees of short life span (less than 50 years) slow growth rate example: Malus, Crataegus, Eugenia, Waterhousia, Pyrus	0.6
3	trees of medium life span (50 -150 years) fast growth rate example: Populus, Liquidamber, Eucalyptus, Angophora, Grevillea, Melaleuca, Michelia, Salix, Casaurina, Hakea, Celtis, Acmena	0.7
4	trees of medium life span (50 - 150 years) slow growth rate example: Brachychiton, Fraxinus, Gleditsia, Lagunaria, Jacaranda, Shinus, Phoenix, Melia, Robinia, Lophostemon, Lirodendron, Agonis, Metrosideros, Syzygium	0.8
5	trees of long life span (more than 150 years) fast growth rate example: Cupressus, Platanus, Ficus, Pinus	0.9
6	trees of long life span (more than 150 years) slow growth rate example: Ulmus, Quercus, Sequoia, Ginkgo, Araucaria	1.0
Modifiers	an ubiquitous species (grows like a weed) example: Salix, Fraxinus rotundifolia, Pittosporum undulatum dangerous (poor branch attachment) example: Ulmus fastigiata, Eucalyptus nicholii has undesirable characteristics (eg allergenic) example: Lagunaria patersonii	-0.1
	a rare species in the locality a special precious cultivated variety a 'significant tree' registered by the National Trust has special historical or other significance	+0.1

Trees named are only supplied as examples in Melbourne conditions.

Aesthetics (A)

The aesthetic value of a tree is determined by the impact on the landscape if the tree were removed. This category is closely tied to the locality factor (L).

contributes little to the landscape	0.5
one of a group of close plantings	0.6
wide plantings	0.7
irregular spacing between trees; regular spacing one side	0.8
street or pathway plantings, regular spacing both sides	0.9
solitary feature specimen tree	1.0
Aesthetics (A)	

Locality (L)

The locality factor is determined by the tree's geographical situation. Trees in a capital city main street or boulevard score highest because of the stressful growing environment in which the tree has to survive. As the location becomes more rural, the significance of the tree diminishes.

in undeveloped bushland or open forest	0.5
in country areas and country roads	1.0
in outer suburb areas and residential streets	1.5
in inner city suburbs	1.75
in city Park or Reserve	2.0
in city street, Garden or Mall	2.25
city centre main street, principal boulevard	2.5
Locality (L)	

Tree condition (C)

The tree condition value is determined by the corresponding total score of the assessment criteria.

Assessment criteria	Criteria condition	Score
Trunk	solid and sound	5
	sections of bark damaged/missing	3
	extensive decay, hollow trunk	1
Growth	>15cm twig elongation this season	3
	5-15cm twig elongation	2
	<5cm twig elongation	1
Structure	healthy, stable and sound	5
	some deadwood and dead limbs	3
	extensive dieback and deadwood	1
Pests and diseases	no pest/disease infestation	3
	minor symptoms of infestation	2
	advanced symptoms of infestation	1
Canopy development	full balance canopy	5
	full but unbalanced, lop-sided	3
	unbalanced and lacking full canopy	1
Life expectancy	>50 years	5
	10-50 years	3
	<10 years	1
Total score		

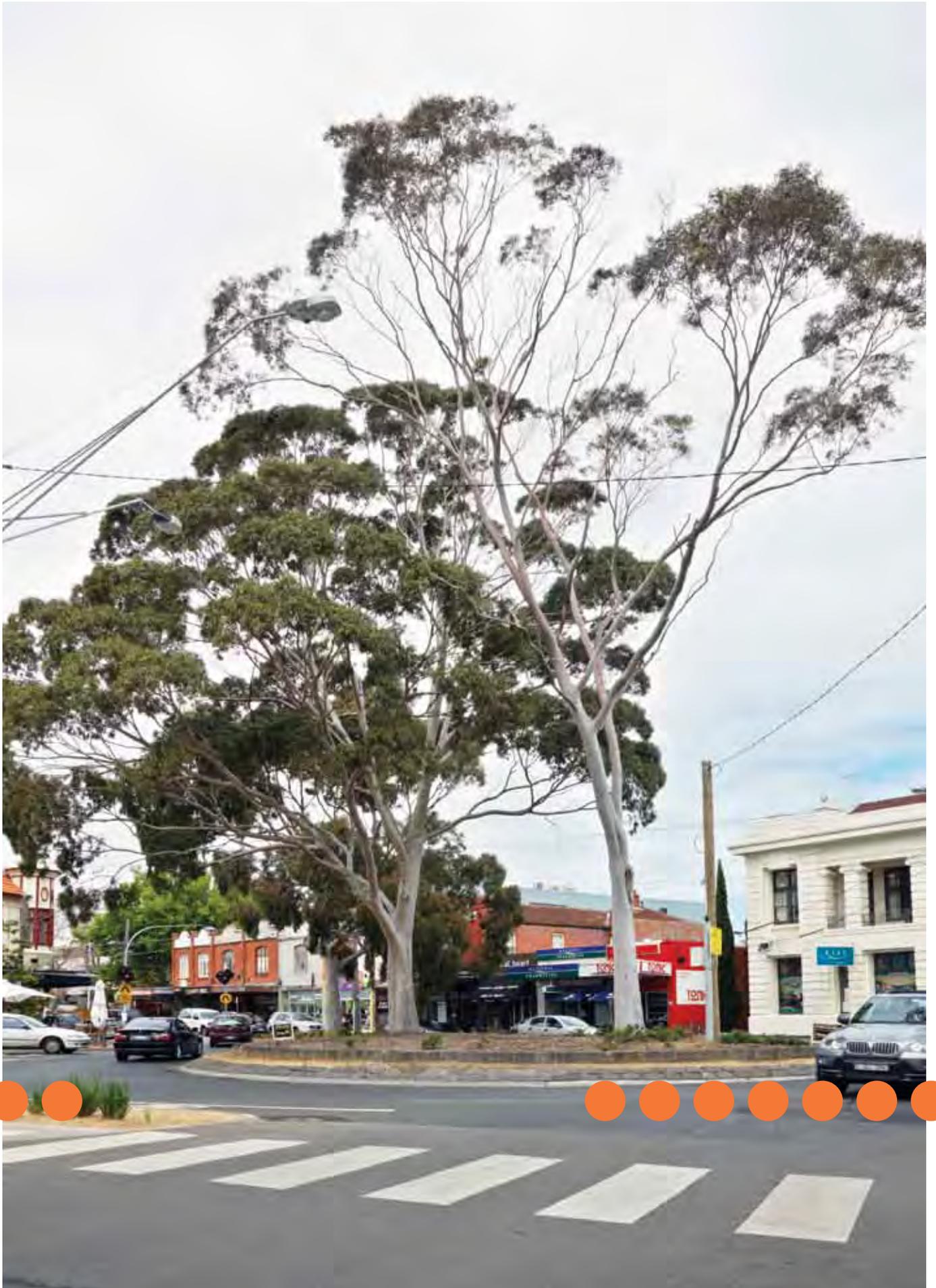
6-9	very poor	0.2
10-13	poor	0.4
14-18	fair	0.6
19-22	good	0.8
23-26	excellent	1.0

Tree Condition (C)

Amenity value	
Less costs for replacement tree (if applicable)	
Amenity Value	
Total cost	

*Note

The amenity value formula used by the City of Melbourne was derived from the formula (made by Dr. Peter Yau 1990) of the Maurer-Hoffman Formula. The basic monetary value of the tree was taken from the internationally accepted table of values devised by the American Council of Tree and Landscape Appraisers and the International Society of Arboriculture, which in the base year 1988 was \$US 27 per square inch trunk basal area. When converted to a value corresponding to centimetres in trunk diameter at breast height (DBH) the Basic Monetary Value table, updated in 2006 to reflect more current monetary values, should be relevant.



Lemon Scented Gums on round about at southern end of Broadway Elwood

(TRANSLATED TO CHINESE)

此信息由 Port Phillip 市政府提供，目的在於告知居民市政府的服務和責任。若想得到此信息的翻譯，請與市政府的口譯服務處聯繫。廣東話翻譯電話 9679 9811。

(TRANSLATED TO GREEK)

Αυτές οι πληροφορίες παρέχονται από το Δήμο Port Phillip για την ενημέρωση των κατοίκων σχετικά με τις δημοτικές υπηρεσίες και υποχρεώσεις. Για μετάφραση αυτών των πληροφοριών επικοινωνήστε με την υπηρεσία διερμηνέων του δήμου. Για μετάφραση στα ελληνικά τηλεφωνήστε στο 9679 9811 Κλήσεις στα ελληνικά 9679 9811

(TRANSLATED TO RUSSIAN)

Эта информация об услугах и обязанностях муниципалитета Port Phillip представлена для жителей муниципалитета. Чтобы получить перевод этой информации, звоните в муниципальную службу переводчиков. Для перевода на русский язык звоните по тел. 9679 9813 На русском языке – звоните по тел. 9679 9813

(TRANSLATED TO POLISH)

Niniejsza informacja pochodzi z Urzędu Gminy Port Phillip w celu powiadomienia mieszkańców o usługach i obowiązkach naszego Urzędu. Egzemplarz tej informacji w języku polskim otrzymać można kontaktując się ze służbą tłumaczeń Urzędu. Po tłumaczenie w języku polskim prosimy dzwonić pod numer 9679 9812
Polski telefon 9679 9812

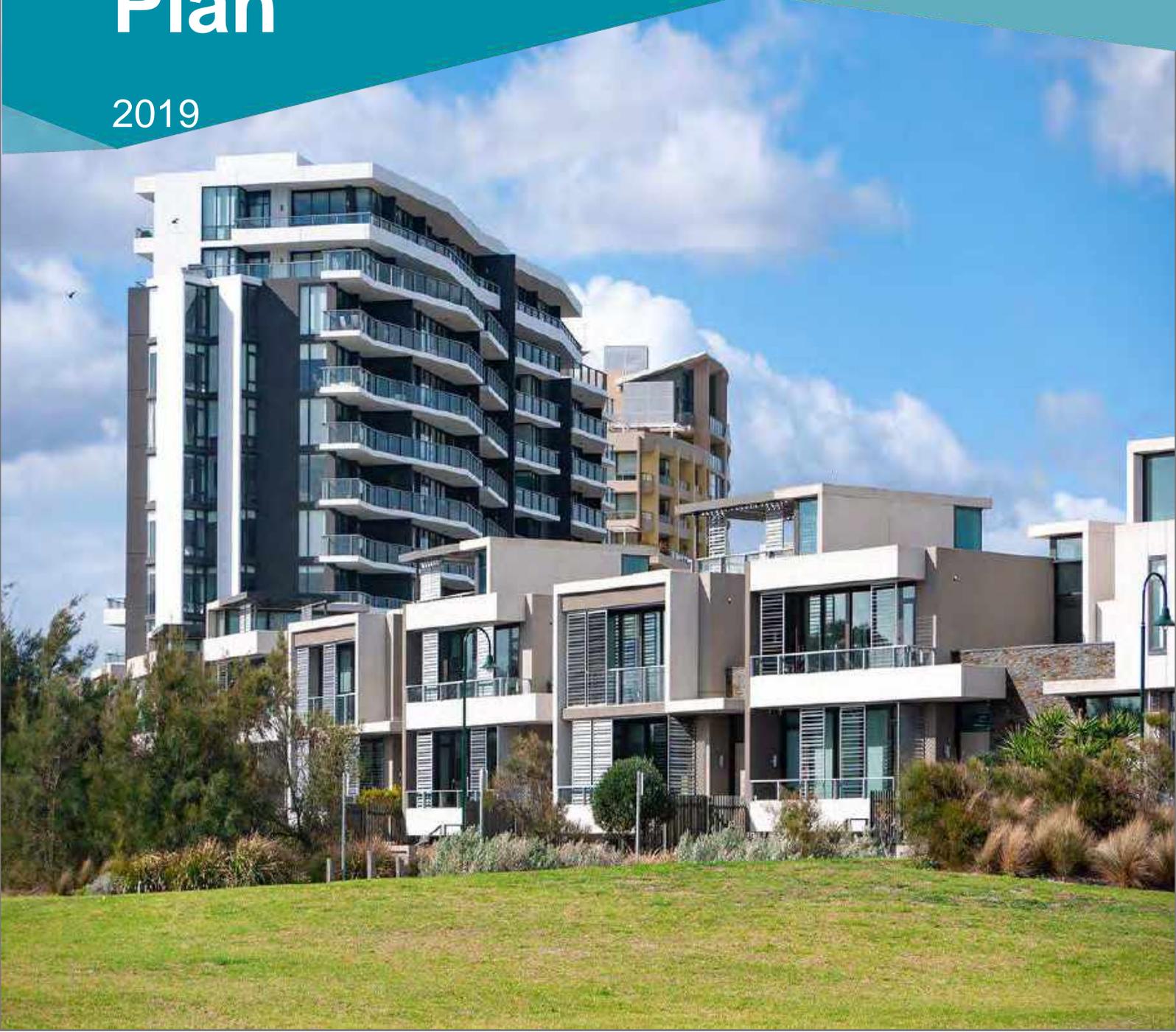
For more information please call ASSIST on 9209 6777
or email: ospace@portphillip.vic.gov.au
You can also visit our website:
www.portphillip.vic.gov.au/trees

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Guidelines for Preparing a Waste Management Plan

2019



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Background

City of Port Phillip's [Waste Management Strategy, Don't Waste It!, 2018-28](#) outlines actions and targets for how Council and community will work together to sustainably manage waste and resource recovery efforts now and into the future.

The City's population is set to increase by 23 per cent by 2027, with many new residents likely to be living in multi-unit developments (MUDs). Robust planning for waste and resource recovery in MUDs is therefore critical to help us meet our targets.

These guidelines have been designed to assist planning permit applicants to prepare compliant Waste Management Plans for residential and commercial MUD proposals in the City of Port Phillip (CoPP).

They consider the requirements of Clause 55.07-11 and Clause 58.06-3 of the Victorian Planning Policy Framework for waste and recycling facilities in apartment developments:

- To ensure dwellings are designed to encourage waste recycling.
- To ensure that waste and recycling facilities are accessible, adequate and attractive.
- To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

The guidelines also facilitate alignment with the waste category of the [Built Environment Sustainability Scorecard](#), enabling the applicant to claim points for development and operation.

Waste Management Plans are required to be submitted with planning permit applications for MUDs, and are reviewed on a case-by-case basis.

Owners Corporations looking to upgrade their waste and resource recovery services and infrastructure are encouraged to use these guidelines to inform their decision making.

For assistance in preparing a Waste Management Plan, contact ASSIST on (03) 9209 6777.

Preparing a Waste Management Plan

Waste Management Plans are required to accompany planning permit applications for:

- Applications for development in the Fishermans Bend Urban Renewal Area (FBURA).
- Residential developments of two or more dwellings on a lot up to four stories high.
- Multi-unit residential and mixed-use developments of five stories or more.

A Waste Management Plan must address all the following:

- land use information
- waste generation
- bin size, quantity, and colour
- waste systems
- additional waste services
- bin collection location
- bin collection service provider
- scaled waste management drawings
- signage and education plan.

To assist in the preparation of a Waste Management Plan, a CoPP Waste Management Plan template is available online at [City of Port Phillip Planning](#).

For mixed-use developments, or those within the FBURA, a suitable consultant should be engaged to complete the Waste Management Plan in compliance with these guidelines.

What to include

Land use information

In this section of the Waste Management Plan, the following information about the proposed development must be provided:

- land use zoning
- number of floors
- number of residential apartment dwellings by number of bedrooms (studio, one, two, three or more).

And, if applicable:

- number of commercial / retail outlets
- type of commercial / retail outlets
- size of each commercial / retail outlet (Gross Floor Area m²).

Waste generation

In this section of the Waste Management Plan, the following information about the proposed development must be provided:

- estimated amount of waste generation (litres per week per tenancy)
- estimated amount of commingled recycling generation (litres per week per tenancy).

Supporting information

City of Port Phillip's (CoPP) residential waste entitlement per individual dwelling is 120L per week of waste (240L shared bins in flats), and 120L per week of recycling (240L shared bins in flats).

The waste and recycling needs for apartments are typically lower. Table 1 provides estimates of waste and recycling needs for residential dwellings.

Table 1 Estimates of waste and recycling needs for residential dwellings.

Residential dwelling size	Waste	Recycling
Studio / one-bedroom apartment	80L per week	80L per week
Two-bedroom apartment	100L per week	100L per week
Three-bedroom apartment or greater / penthouse	120L per week	120L per week
Individual dwelling / townhouse	120L per week	120L per week

CoPP’s waste entitlement for commercially rateable properties is 120L per week of waste, and up to 960 litres per week of recycling. Additional waste or recycling services must be provided by a private contractor.

Applicants should consider incorporating a food and green waste collection service by a private contractor for new developments. This should be nominated within the Waste Management Plan.

Table 2 provides estimates of waste and recycling needs for food retailers, and Table 3 provides estimates of waste and recycling needs for non-food retailers.

Table 2 Estimated waste and recycling needs for food retailers.

Type	Waste	Recycling
Café	300L/100m ² floor area/day	200L/100m ² floor area/day
Takeaway	150L/100m ² floor area/day	150L/100m ² floor area/day
Places of assembly (inc. food)	50L/100m ² floor area/week	50L/100m ² floor area/week
Restaurant	660L/100m ² floor area/day	200L/100m ² floor area/day
Supermarket	660L/100m ² floor area/day	240L/100m ² floor area/day

Table 3 Estimated waste and recycling needs for non-food retailers.

Type	Waste	Recycling
Education centre	1.5L/student/day	0.5L/student/day
Office	10L/100m ² floor area/day	10L/100m ² floor area/day
Places of assembly (non-food)	50L/100m ² floor area/week	10L/100m ² floor area/week
Retail (non-food)	50L/100m ² floor area/week	50L/100m ² floor area/week
Serviced apartments	35L apartment/week	35L apartment/week

For other commercial premises, refer to Sustainability Victoria's [Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments](#).

Bin quantity, size and colour

In this section of the Waste Management Plan, the applicant will need to provide the following information about the proposed development:

- bins sizes
- number of bins required
- bin colours.

Supporting information

Standard bin sizes for CoPP are listed in Table 4, and standard bin colours are listed in Table 5.

Table 4 Standard bins sizes for City of Port Phillip.

Size	Height	Width	Depth
120L	1000mm	500mm	600mm
240L	1100mm	600mm	800mm
660L	1260mm	1260mm	1200mm
1100L	1400mm	1400mm	1200mm

Table 5 Standard bins colours for City of Port Phillip.

Bin	Colour	Size
Waste	Dark green lid, dark green base	120L or 240L
		660L or 1100L bins can be provided to MUDs with more than fifty apartments.
Recycling	Yellow lid, dark green base	120L or 240L

Waste systems

In this section of the Waste Management Plan, the following information about the proposed development must be provided:

- internal storage space within each dwelling to enable the separation of waste, recyclables and, where appropriate, food waste
- consideration of and inclusion of details of chutes and in-chute compaction equipment (see supporting information below)
- consideration and inclusion of details of carousels, compactors, balers, skips, bin lifters and tugs or towing devices, where required
- consideration and inclusion of details for on-site food waste recycling services
- consideration of whether a building manager or equivalent, will be required to assist in the management of waste and resource recovery
- consideration of sharing service contracts across multiple buildings for waste and recycling collections.

In developing this section of the Waste Management Plan, applicants must ensure that recycling services are as accessible as waste disposal services.

Innovative technologies and management of additional waste streams, such as food waste, is encouraged.

Preferred outcomes

Residential chute systems must meet the following requirements:

- MUDs above five storeys must use two separate chutes, with openings on each floor, to enable disposal of both waste and recycling (figure 1).
- Diverter chutes are not permitted for any development with more than five levels.
- Bin chute doors on each floor are to be colour coded: red for waste and yellow for recycling.
- Termination of chutes into bins / skips are required to have skirting, or equivalent system, to reduce materials leaving the bin on impact.
- Where chute systems are installed, CoPP requires bins to have reinforced bases for bin longevity.

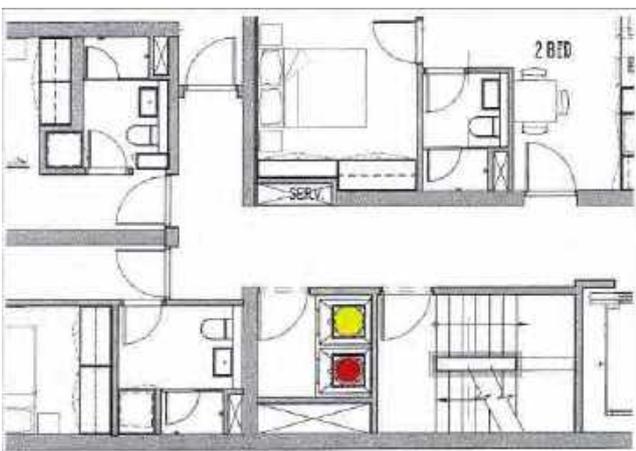


Figure 1 Example scaled waste management plan drawing of bin chute room with colour coded doors.

Supporting information

- A compaction baler will reduce the amount of times a collection vehicle visits the site. If the applicant chooses to include provision for a compaction baler, ensure changes to collection vehicles and collection points are listed as these can impact compatibility, storage space, and lift space.
- On-site food waste processing systems assist in managing food waste from apartments and cafés / restaurants. These services can be arranged with a private contractor or by installation of an onsite food waste processing system. There are several technologies on the market such as anaerobic / aerobic digestion and dehydration, which can be considered. Further information on these systems can be provided by CoPP on request.
- Developments which produce a lot of glass waste can benefit by using a glass crusher. These machines can reduce the volume of glass by up to 75 per cent, saving valuable space in developments. Most machines available are designed to minimise noise pollution. Small bins and specialised collection contractors are required.

Additional waste services

In this section of the Waste Management Plan the the following information about the proposed development must be provided:

- provision of an electronic waste (e-waste) recycling bin / skip
- provision of charity bins for goods to be donated.

Supporting information

On 1 July 2019, the Victorian Government banned all e-waste from going to landfill. As such, CoPP require all new MUDs to allocate space for e-waste recycling storage and management of a recycling collection program. Collection can be arranged with a private contractor.

CoPP recommends all MUDs above five stories provide space for a charity bin / skip for donatable materials, such as clothing, shoes, and accessories. Charity bins are available in various sizes, with three 240L bins or one 660L skip adequate for most developments.

Most charities offer a free service, including bin supply and collection, and will generally collect clothing, used furniture and homewares in good condition. Council does not provide this service.

Bin collection

In this section of the Waste Management Plan the following information about the proposed development must be provided:

- details of the collection contractor/s
- bin collection frequency / schedule
- description of security and access arrangements to the service area.

Preferred outcomes

It is CoPP's preference that CoPP is the waste and recycling collection service provider for the proposed MUD. Therefore, the applicant must contact CoPP's Waste Management Services team to discuss the viability of this option.

If, after this discussion, it is found that CoPP is unable to meet this requirement, the Waste Management Plan must nominate a private contractor/s.

The CoPP MUD waste and recycling collection services requires bins to be collected on-site from within a bin room or loading dock that is located at street level, within the property boundary, and which opens onto the street or laneway. The space required for this service must not block footpath / public space access.

Bins are to be ready for collection from the property before 6am on the collection day – it is an offence under CoPP's Local Laws for bins to be stored in public places – and returned within the property boundary by 1pm the day of collection.

The building manager or equivalent of a MUD is responsible for inducting contractors to site, and managing access requirements.

Bins that are stored in a basement car park are required to be placed on street level for collection. Mechanical assistance for transferring of bins to meet health and safety regulations is required.

Any additional waste or recycling services required, beyond what CoPP offer, need to be provided by a private contractors.

Please note that every rateable tenement is liable to pay municipal charges, irrespective of the level of collection service provided by CoPP.

Scaled waste management drawings

In this section of the Waste Management Plan the following information about the proposed development must be provided, including a set of scaled drawings that comply to all disability access requirements:

- a generic residential and commercial (if applicable) floor showing waste, recycling and food waste disposal points
- separate refuse rooms in MUDs where there are residential and commercial tenements
- bin room size/s (figure 2)
- chutes, carousels, compactor units, and / or bin lifters
- waste, recycling, and food waste bin numbers and sizes, colour coded per section 3 (figure 3)
- hard and green waste storage area (figure 3)
- e-waste skip / bin/s
- charity skip / bin/s (figure 3)
- evidence of a level floor space
- bin wash area
- pollution prevention, including on-site litter and odour management
- vermin prevention

- ventilation of bin storage area
- bin collection location – street or onsite
- bin room access points for individual and truck access
- movement diagrams of each material from disposal, storage, and collection points including any gradient / slope / lift
- sweep path diagrams illustrating sufficient access to collection points for all vehicles required to collect from the development (figure 4).

Provision of space for other waste and resource recovery services is highly recommended to accommodate future services. Note that the provision of other services will result in a decrease in the need for general waste bins.

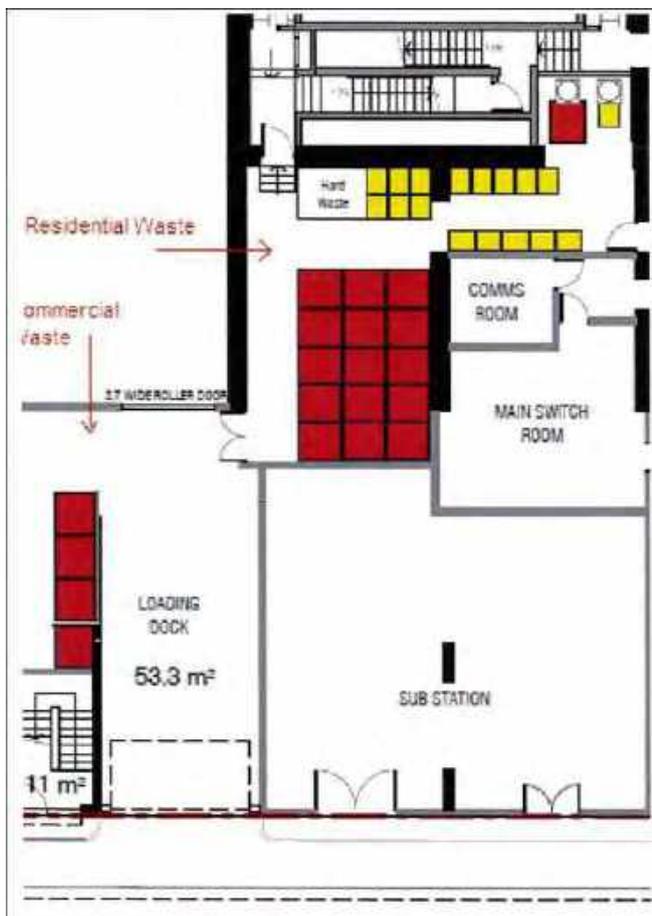


Figure 2 Example scaled waste management plan drawing of bin room showing separation of residential and commercial waste and recycling services.

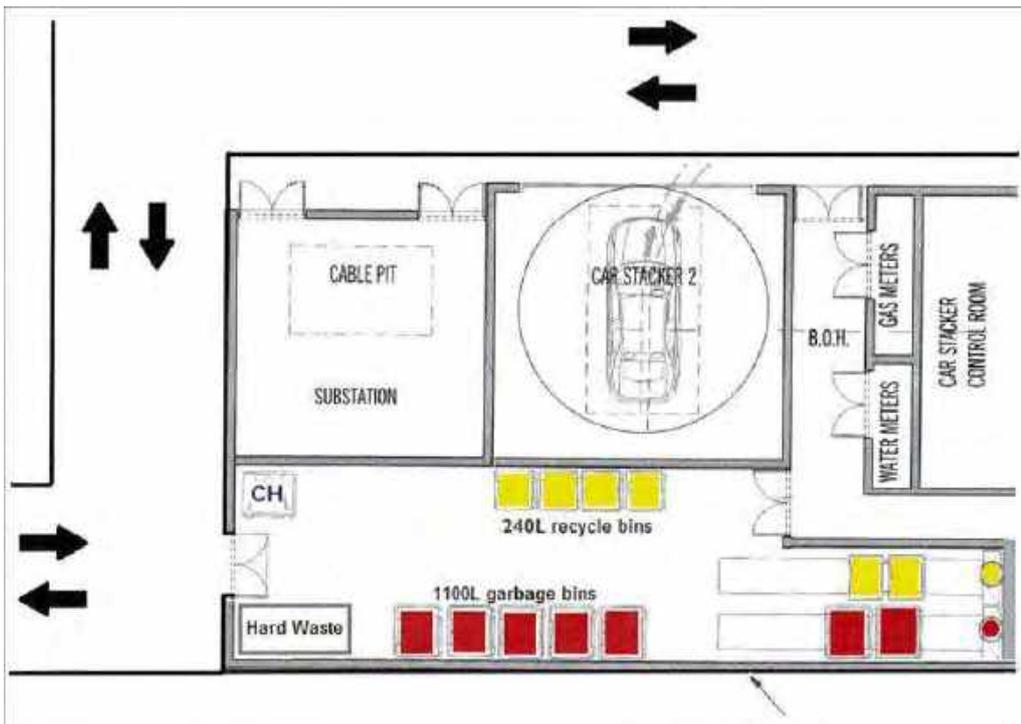


Figure 3 Example scaled waste management plan drawing of generic residential bin room.

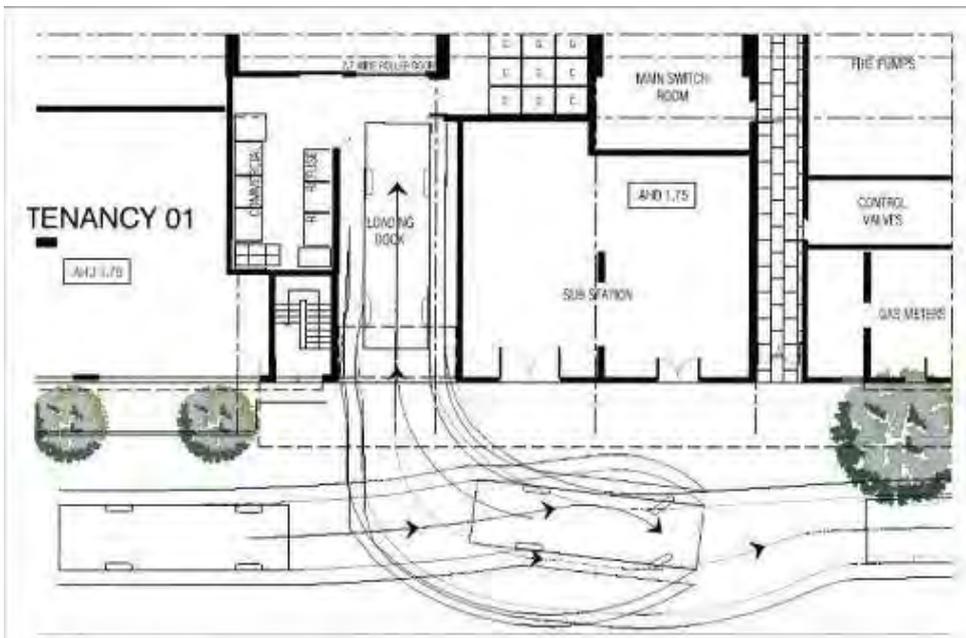


Figure 4 Example scaled waste management plan drawing showing sweep paths of waste trucks.

Supporting information

CoPP offers MUDs six hard and green waste collections each calendar year, and individual households up to four. Collections must be booked by calling ASSIST on (03) 9209 6777. All waste must be stored on-site / within the property boundary until the day of collection.

Sustainability Victoria’s [Better Practice Guide for Waste Management and Recycling in Multi-unit Developments](#) illustrates additional examples of bin room layouts, including colour coding, and diagrams illustrating the sweep path of collection vehicles. These are required to demonstrate the manoeuvrability of waste collection vehicles within the traffic management plan.

Space requirements for CoPP’s collection vehicles are set out in table 6.

Table 6 Space requirements for CoPP waste collection vehicles.

Truck	Minimum height	Minimum width	Minimum length	Maximum weight loading
HRV	4.0m	3.5m	10.4m	26t

Onsite loading dock collections must cater for the size of the collection vehicle, and allow for the sweep path of the vehicle for entry and exit. If private collection vehicles are proposed, the height and length of the vehicle must be specified within the Waste Management Plan and the traffic management plan.

Disability access must be considered in the development of the Waste Management Plan. This includes access to bin chutes, bin rooms, and all other waste and resource recovery services.

Further, bins presented to kerbside must not impede pedestrian access in any new development. A minimum of 1500mm is required for a wheelchair to be able to move on the path.

Nomination to store bins for collection on the kerbside will not be approved.

Signage and education plan

In this section of the Waste Management Plan, an education plan for the proposed development must be provided detailing how the following will be communicated to tenants:

- information about all available waste and resource recovery services
- information about how to access and use the waste and resource recovery services
- location of the bin room, waste and recycling chutes (if applicable), and how to use them
- information on CoPP’s Waste and Resource Recovery Centre.

Supporting information

Signage is required in bin rooms and on chutes to clearly denote each of the available services, and to encourage correct use of systems.

CoPP’s Waste Management Services team has free signage, and waste and recycling services guides, available upon request, to meet this requirement.

Further information

For further guidance on Waste Management Plans can be found in:

- Sustainability Victoria's [Better Practice Guide for Waste Management and Recycling in Multi-unit Developments](#).
- Department of Environment, Land, Water and Planning's [Better Apartments Design Standards](#) and [Apartment Design Guidelines for Victoria](#).
- [Plan Melbourne 2017-2050](#).
- Metropolitan Waste and Resource Recovery Group's [Multi-unit development toolkit](#).



Heritage Design Guidelines

Revised August 2022



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Introduction

Purpose

Heritage places in the City of Port Phillip are highly valued by Council and the community for providing a link to the past and for enriching the present environment.

The purpose of the Guidelines is to provide both Council and property owners or occupiers with clear guidance for decision making in relation to the conservation and the future management and development of heritage places.

The Guidelines follow the philosophy, principles and processes set out in the *Burra Charter, the Australia ICOMOS Charter for Places of Cultural Significance 2013* (Burra Charter).

The aim is not to prevent change, but to ensure that change does not diminish the cultural significance of heritage places over time.

Application

The Guidelines apply to all properties included within the Heritage Overlay in Port Phillip, except for places and areas included on the [Victorian Heritage Register](#). (Please contact Heritage Victoria if your place is included on the Victorian Heritage Register).

All the guidelines apply to Significant or Contributory heritage places, as shown on Council's Heritage Policy Maps.

Some guidelines, including Alterations and additions, New buildings, Car parking, Fencing, Signage, Sustainability and services and Subdivisions, also apply to Non-contributory properties.

How to use the Guidelines

The Guidelines set out preferred approaches and techniques that will support the achievement of the strategies and outcomes sought by the State and local heritage policy in Clause 15.03 of the Port Phillip Planning Scheme (the 'Heritage Policy') for development or subdivision of land subject to Clause 43.01 Heritage Overlay of the Port Phillip Planning Scheme (the 'Heritage Overlay').

The Guidelines are not exhaustive. Other approaches may be considered, if it can be demonstrated that the outcomes sought by the Heritage Policy and the Heritage Overlay will still be achieved.

In addition to these guidelines, specific guidelines also apply to the part of Port Melbourne included in the HO2 Garden City Estates Heritage Precinct:

- Dunstan Estate Heritage Guidelines
- Fishermans Bend Estate Guidelines
- Garden City Estate Guidelines

Some Significant heritage places also have specific guidelines, which are contained in the heritage citation for the place or may be in a separate document.

Process

To ensure a smooth process Port Phillip City Council strongly encourages property owners and developers to discuss any proposals with Council prior to preparing an application for any new development. The following steps are recommended:

1. Find out planning requirements

Speak to a town planner within the Statutory Planning team about planning permit requirements. They can also advise if there are other planning controls, guidelines or policies that you should consider. For example, Rescode.

The Statutory Planning Team can also advise whether your proposal may be eligible for assessment as either a [Vicsmart](#) or [Fast Track](#) application.

Depending on the proposal, general advice may be provided over the phone 9209 6424 or via email (planhelp@portphillip.vic.gov.au), or in person at the St Kilda Town Hall, 99a Carlisle Street, St Kilda (Monday to Friday, 8.30am – 5pm).

2. Prepare concepts

As an initial step, begin to develop some design concepts. When developing these concepts it is important to understand the significance of your property and its setting (also known as the 'context').

The following section *Design in Context* provides advice in relation to the preferred approach to developing a contextual design response that will complement heritage places by respecting and understanding historic significance and character.

This step is not required for [Vicsmart](#) or [Fast Track](#) applications.

3. Discuss concept early

Depending on the proposal, a pre-application meeting may be useful (For information, please see Council's pre-application advice guide).

In some cases, a meeting or site visit with the Heritage Adviser may be necessary. The need for this will be identified as part of the [pre-application advice](#).

4. Prepare an application

Once an approach has been agreed to, prepare your proposal and an application your detailed plans and submit an application. The application should demonstrate how the proposal has responded to the Heritage Policy, and the Heritage Overlay.

For further information about preparing an application, please see Council's website <https://www.portphillip.vic.gov.au/planning-and-building/get-a-planning-permit> or contact the Statutory Planning Team.

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Design in Context

Contextual Design

Good design in a historic context links the past to the present and projects into the future by demonstrating an understanding and responding to the context of a place¹.

Council encourages a contextual design approach that complements heritage places and their settings by assessing the opportunities and constraints that arise from understanding of historic values and character. The success of new work such as alterations or additions to heritage places or new buildings within heritage precincts will depend upon the sensitivity of the design response. New work should respect the context, strengthen the scale and character of the original, and should not overpower it².

Understanding significance

Contextual design in historic context starts from understanding 'what is significant about a place and why it is significant'. The Statement of Significance, currently in *the Port Phillip Heritage Review*, contains information about the significance of heritage places in Port Phillip. The amount of information depends on the level of significance:

- Significant heritage places often have an individual citation that explains why the place is significant.
- Contributory heritage places do not have an individual citation. They form part of heritage precincts, which each have a citation that explains the collective significance of these places.

When preparing an application:

- Consider the most recent Statement of Significance if there is more than one Statement of Significance for the heritage place.
- If there is a Statement of Significance at both the individual and precinct level for the heritage place then both should be considered.

Citations prepared prior to 1998 sometimes have limited information, or the place may have changed since the citation was originally prepared. For this reason, it may be necessary to obtain expert heritage advice to review the information contained in the citation.

Managing transitions

An important part of contextual design is managing transitions between old and new. Successful transition between different building styles and forms requires careful consideration of form, details, scale, proportions, siting and the distinctive 'rhythm' created by traditional fine-grain heritage streetscapes.

For additions, the design response should respect important relationships between the buildings, its neighbours and its setting. New buildings should complement the existing built form while leaving its own legacy for the future.

Contemporary design

Contemporary architecture and innovative design is an important part of the contextual approach because well-designed new work can have a positive role in the interpretation of the cultural significance of a place. The layering of different styles is a defining feature of Port Phillip's heritage. Reproducing heritage styles in new work, particularly in a way distorting historic evidence, is not contextual design.

It is a common misunderstanding that contemporary design means a set of stylistic choices completely

1 Office of the Victorian Government Architect, Good Design and Heritage, page 5
2 Australia ICOMOS, Practice Note, Burra Charter Article 22 – New Work

breaking from the past. What separates a contemporary design approach from that of the modern era is the significance of context when creating new work. Interpretation or interpretive design, for example, is a way of fostering the appreciation of a significant aspect associated with a place by thoughtfully applying present day aesthetics and technology. Simply being different is not interpretive design.

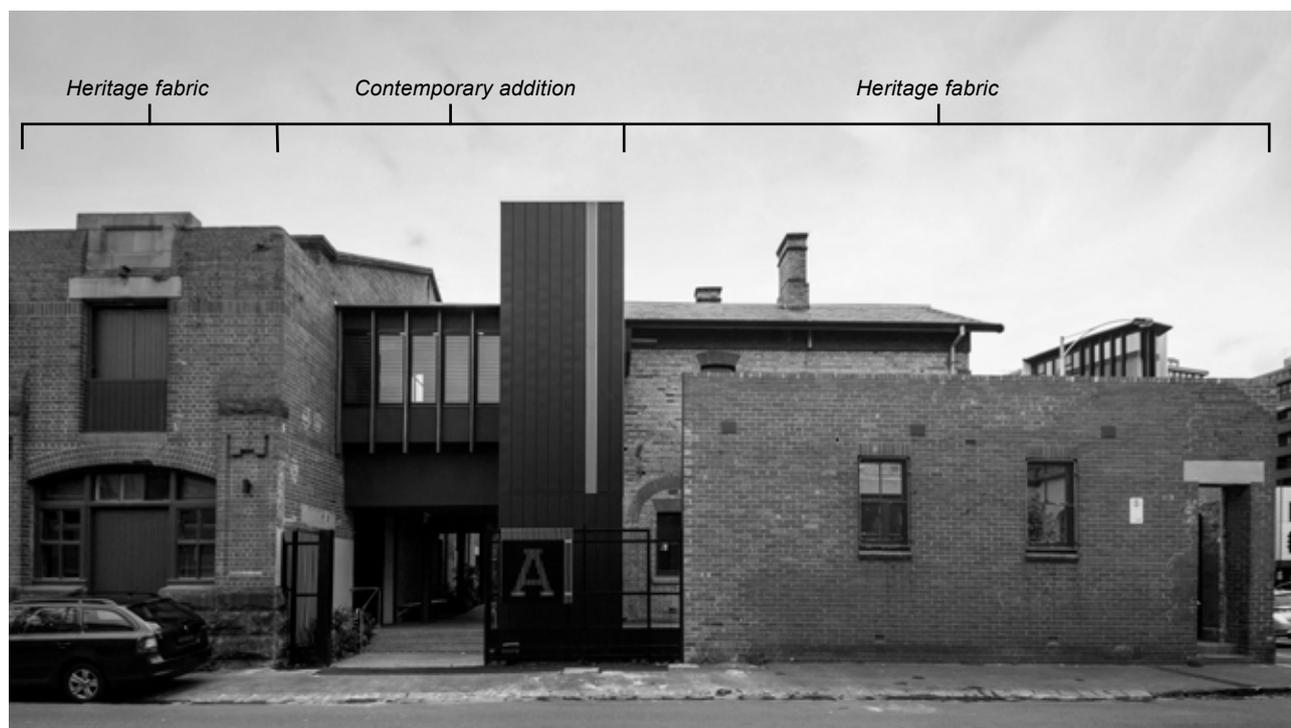


Photo 1: The adaptive re-use of the former Naval Drill Hall (left) and Port Melbourne Post Office (right) for the Albert Park College Environmental Arts Hub included this contemporary insertion linking the two buildings, as well as conservation works to the original buildings. Designed by Six Degrees architects, the complex was the recipient of a City of Port Phillip Design & Development Award in 2018.

Responding to context

To inform your design approach you should prepare a context analysis or a site analysis.

A context analysis considers not only your own site but the broader characteristics of the precinct and streets surrounding it. This is particularly important if your site is in a heritage precinct. However, it may not be required for non-visible alterations or additions at the rear of a dwelling or minor works such as painting. For Significant places that are not within a heritage precinct usually only a site analysis is required, unless the surrounding context is identified as contributing to the significance of the place.

There are three levels of context: precinct, street and your own site. The following explains the key considerations that should be included at each level of your analysis and how this would influence your design. The other contextural considerations applicable to any site, including non-heritage, may not be listed. As always, context differs from site to site. The process of context analysis will help you to identify the other factors that are important for the design outcome.

Precinct

The historic context of the heritage precinct plays a key role in determining the design parameters for additions or new buildings through the characteristics that are not obvious when looking closely around the site. At a precinct level, consider the following:

- **Views and skylines**

At what distance or view point the proposed development will be viewed and experienced? Will the proposed development intrude upon views to landmark buildings or landscape in the precinct? What are the characteristics of the historical skylines found within the precinct and how should the proposed development respond to these?

- **Urban grain**

What are the general size and pattern of the historical land subdivision (also called urban grain) found within the surrounding heritage precincts? Is it regular or irregular? Are there consistent lot sizes?



A comparison of the land subdivision pattern between a historic and modern area in South Melbourne.

The figure on the left is part of a heritage precinct which shows a regular fine grained pattern. The one on the right shows the modern urban blocks in the same map scale.

- **Consistency and diversity**

Is the heritage precinct characterised by a consistency of built form or diversity? What are the key features that contribute to the sense of consistency? Or, if diverse, are there any common features such as materials, fenestration patterns, roof forms or otherwise that are repeatedly found in the area?

Street

The primary focus of this level of context is the site and its immediate surroundings which includes the properties within the surrounding streetscapes. A site that can be seen or accessed from multiple streets or a public realm will be assessed from all publicly visible sides.

Consider the following:

- **Setback and orientation**

Do the buildings front the street directly or are they setback from the street? What are the setbacks from the front and side boundaries and are they consistent within the street?

- **Roof form**

Do they have a parapet, if so, is it low or high? Are roofs visible, if so, are they steep (high) or shallow (low) in pitch?

- **Massing, proportion and rhythm**

What is the general height and width of buildings on the street? Are the building proportions predominantly vertical or horizontal? Is there a regular or an irregular pattern created by elements such as windows and ornamentation? Do the buildings have simple or complex forms following specific rules of order?



A typical symmetrical Victorian two storey terrace row with distinctive vertical rhythm created by repetitive verandah bays and detailing.

- **Key features**

Does the street feature verandahs or awnings? Are the windows projected out or recessed?

- **Materials and ornamentation**

What are the prevailing materials and ornamentation used on external surfaces?

- **Fences and gardens**

In residential areas, what are the types of fences traditionally found within the area? What is the typical fence height on the street? How much can the front garden be seen from the street (also called visual permeability)? Are there significant trees and garden features?

- **Driveways and garages**

Are they historically found within the area?

- **Main entrances**

Where are the entrances to buildings located? Do they face toward the front or side, or are they situated on a corner?

For **commercial buildings**, such as shops, additional considerations could include shopfronts and entry: Do the buildings have original shopfronts? Are the buildings entered from the front or the side, a central entry or offset? Are they recessed or in line with the building facade?

- **Signage**

Where is signage located? What form of signage is used?

Site

The story of a building can be read through the manner of its construction and the changes that have been made. Knowing how the building was originally constructed and what changes have happened since (and why) can inform future works. A site analysis considers your property and provides a more detailed description of the key historic features. It can identify features that have been removed and could be restored.

Consider the following:

If your building is **Significant or Contributory**:

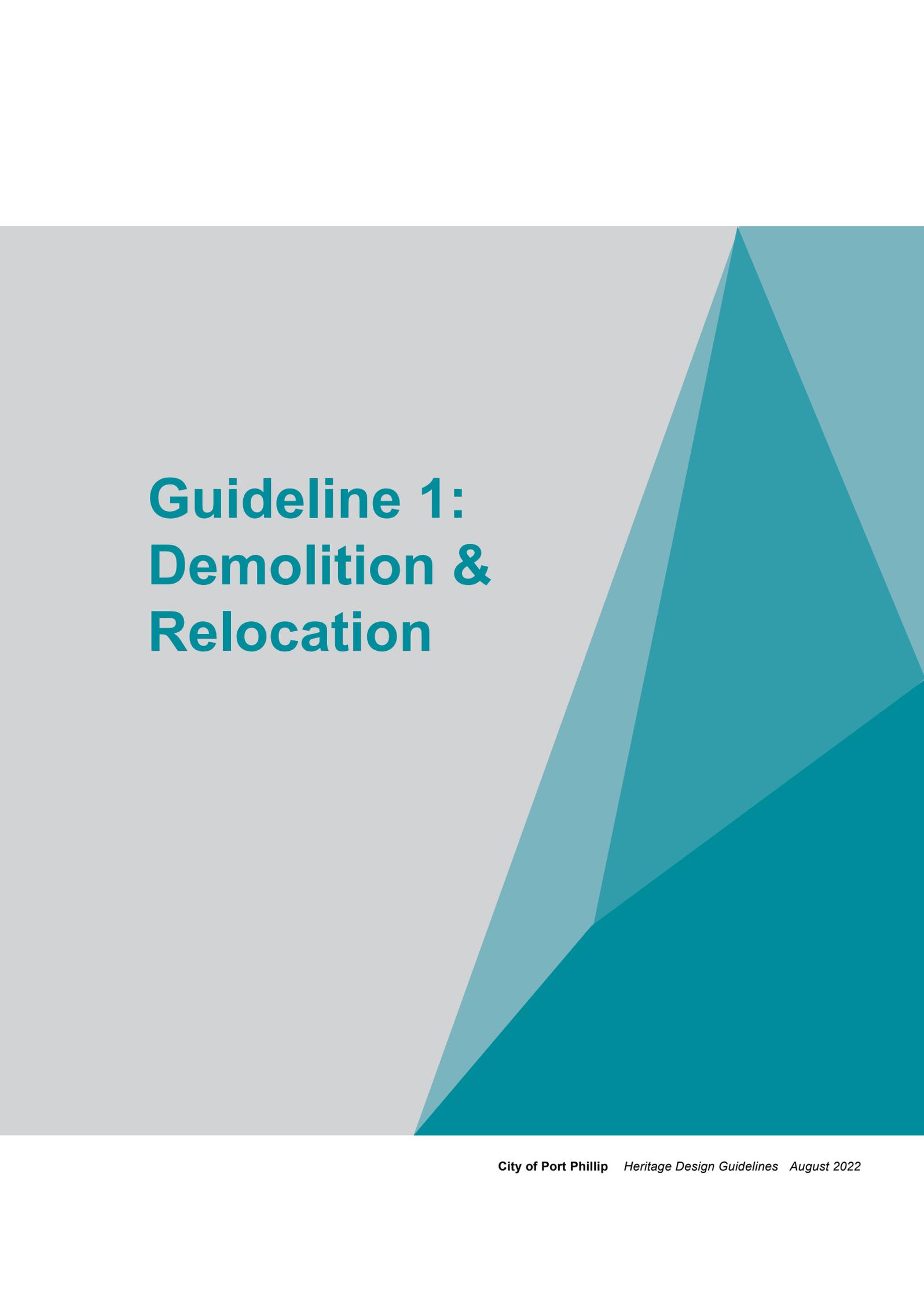
- What are the important features of your building and landscape and how could an addition respond to these? For example, the roof form, materials, colours and details.
- Have any original features been removed or changed? Is there an opportunity to restore or reconstruct these? For example, it is unlikely that your property has its original paint finish. A heritage consultant can establish what colour it was originally painted by taking paint scrapes and analysing them under a microscope. Sometimes the original paint finish is visible under joinery, or where more recent coats of paint have started to peel away. You can also check for markings which indicate that a wall has been removed (or added), or mouldings removed from walls or verandah posts.
- What is the best way to incorporate sustainability features to ensure they have minimal visual impacts. Could these be integrated into the design of a new addition rather than be added to the original house?

If your building is **Non-contributory**:

- What are the important features of buildings on adjoining or nearby sites and how could a new building or addition respond to these? For example, the scale, sitting (front and side setbacks), roof form, materials, colours and details.
- If you are undertaking alterations, are there any changes that could make your building sit more comfortably within the streetscape. For example, by changing wall or roof colours or materials, shape or proportions of visible windows or changes to front fencing?

For places that have **social significance**, additional considerations could include:

- Are there buildings and features that are highly valued by the community?
- Is the community attachment to the building or feature itself, or associated more with the use of the place?

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, geometric composition. The teal color is a rich, medium-dark shade.

Guideline 1: Demolition & Relocation

This section provides guidelines for the complete or part demolition, and for relocation of a heritage place.

Application

These guidelines apply to Significant and Contributory heritage places.

Guidelines basis

Good design will protect existing fabric and understand that heritage significance relates to the building as a three-dimensional form and also carefully considers the impact of demolition upon internal spatial quality and the relationship between the interior and the façade. For this reason, these guidelines strongly discourage full demolition or extensive demolition that leads to ‘facadism’ where, for example, only the external walls are retained (see Case Study 1).

Good design may include part demolition where, for example, the section to be demolished is of no significance or will remove an inappropriate later addition.

Within a heritage precinct, the loss of a single Contributory building may not seem important when considered in isolation. However, the incremental loss over time of buildings or other features that contribute to the significance of the precinct can lead to detrimental impacts upon the integrity and historic character.

The physical location of a place is part of its cultural significance and relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.

Demolition guidelines

For **Significant places**, the extent of demolition will be guided by the Statement of Significance and decided on a case-by-case basis. The aim should be to conserve all buildings and other features identified as contributing to the significance of the place.

For **Contributory places** within precincts, conservation of the building to the depth of at least the front two rooms is recommended. If the building is located on a corner or if there are other publicly visible features beyond the two-room depth then conservation of more of the building may be required. Contributory features such as trees, outbuildings and front fences should also be retained.



Photo 2. The removal of a c.1950s addition at the front of this house in Blessington Street, St Kilda revealed the original intact Victorian era façade. Outlines of the removed verandah and walls and some of the colour schemes, as well as the lower sections of the walls (now covered in vines) were left as evidence of this change.

Part demolition may be appropriate if, for example, it results in the removal of fabric that is not significant or detracts from the significance of the building (See Photo 2).

If full or extensive demolition is considered appropriate, the following additional information or actions may be required:

- A visual or documentary record of the building prior to demolition commencing.
- An interpretation strategy that may include on-site information or other methods.
- Conserving any objects or fabric associated with the building that may form part of on-site interpretation, or become part of the historic collection of Council or another organization.

Relocation guidelines

The relocation of a heritage place should be planned and supervised by an appropriately qualified person (or persons) to avoid damage and minimise potential heritage impacts. A relocation plan should be prepared that:

- Identifies a suitable new location.
- Identifies a suitable temporary storage location, if the feature cannot be relocated immediately.
- Identifies the method of disassembly and reassembly, if required
- Identifies the method to be used for photographic and documentary record of the building or feature on its current site prior to relocation.
- Identifies how the relocation procedure will be supervised and managed to avoid inadvertent damage to or loss of fabric.

A similar process may be followed if it is proposed to temporarily remove and reinstate a heritage place in the same location.

Council may require the payment of a bond or guarantee to ensure the relocation is carried out in accordance with the plan.

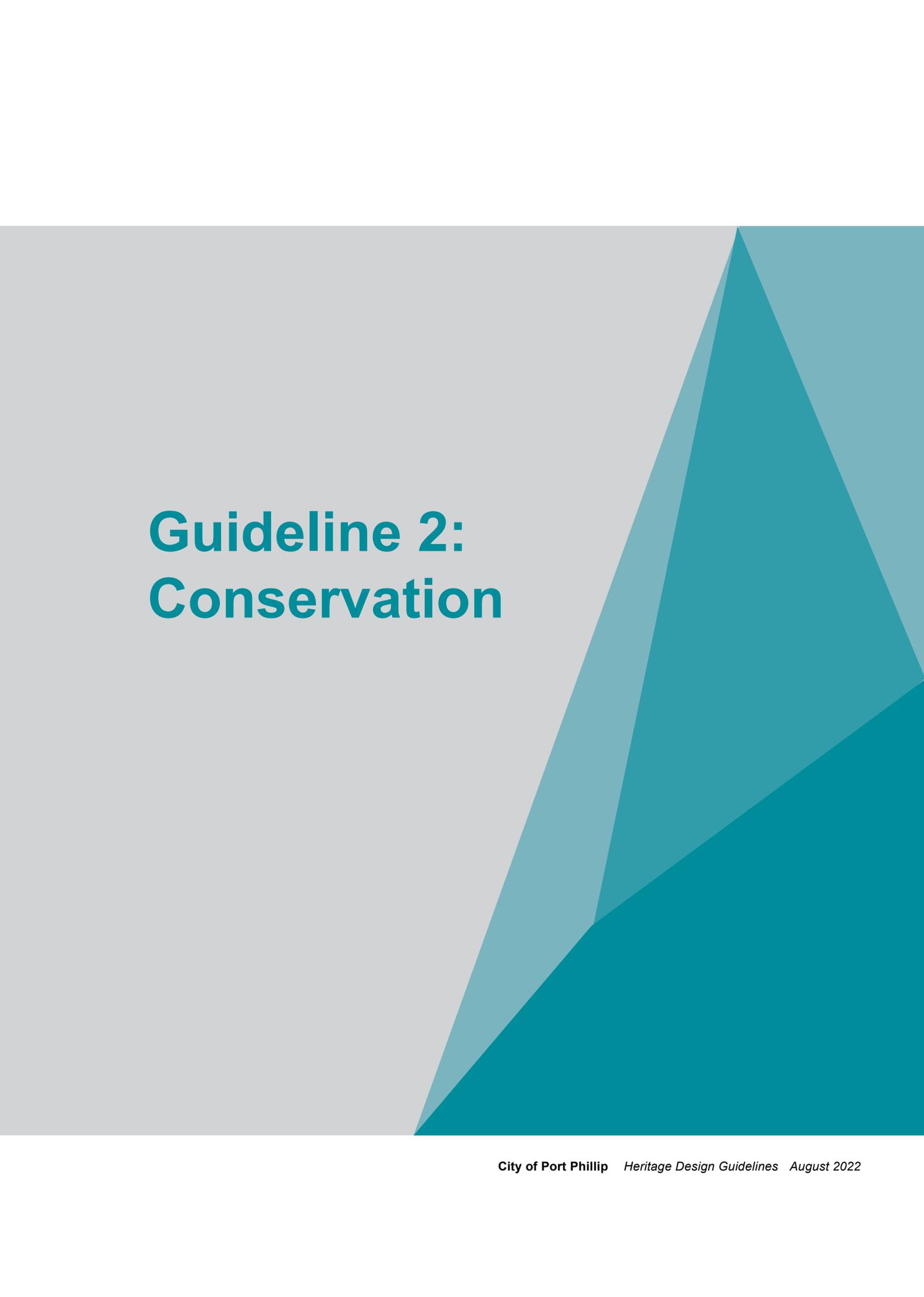


Photo 3: The Maskell and McNab Memorial was unveiled on 17 July 1890 in memory of two Port Melbourne residents who were killed in the infamous Windsor rail collision of 11 May 1887. Originally located near the Graham Street Railway Station, it has been relocated on three occasions. It now resides on the foreshore reserve in Beach Street near Princes Street.

Case Study 1 - Facadism



This building in Smith Street, Fitzroy shows the adverse visual impacts of 'facadism' upon the significance and integrity of a building. Not only has the historic building been reduced to the front wall only facing Smith Street and a small return section to the side street, but original details such as windows and doors have been removed. There is no visual relationship with the original parts of the building and additions. This case study highlights demonstrates the importance of maintaining buildings as three-dimensional objects by retaining original visible fabric beyond the front wall and ensuring that new additions respond to and reinforce aspects such as floor to floor height, depth of space, and building form and layout.

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, geometric composition. The teal color is a rich, medium-dark shade.

Guideline 2: Conservation

This section provides guidelines for the conservation of features, details, materials, and finishes that contribute to the significance of heritage places including:

- Maintenance and preservation.
- Minor repairs.
- Restoration by reinstating original fabric or by the removal of inappropriate additions.
- Reconstruction to a known earlier state using new or introduced material based on historic evidence.

Application

These guidelines apply

- For Significant places, to all features, details, materials, and finishes that contribute to the significance of the place.
- For Contributory places, to all contributory features, details, materials, and finishes that are visible from the public realm.

Guidelines basis

Designers of buildings during the late nineteenth and early twentieth centuries applied a range of decorative styles to buildings, which reflected the use and function of the building as well as the status of the owner. These styles were expressed by a range of external decorations and finishes such as render, mouldings, cast and wrought iron and timber decoration, tiles, glass, tuck-pointing and paint.

Heritage colour schemes were based on the identification of various parts and elements of the building's structure and decoration. They employed a limited range of external colours up to World War Two (1939) and although new colours became available in the Interwar years (1919 to 1939), tradition resulted in the early colours still being commonly used. Traditional schemes were quite colourful given their limited range, but relied mainly of tonal contrasts rather than changes of hue. Brickwork, stone and render were intended to be naturally finished and were not painted.

Many buildings in Port Phillip are notable for the intactness of many of these features (see Photo 4) and for the consistency of decorative approaches that have been used. Conservation of these features is therefore essential to maintaining the significance of the heritage places and precincts in Port Phillip.

Regular maintenance is important to conserve the appearance and significance of external finishes and decoration. However, it is important to understand that, in some cases, a special approach may be required to ensure that finishes or decorations are not inadvertently damaged.

When buildings have been altered, the restoration or reconstruction of contributory features can reveal the heritage values of the place and contribute to an improved understanding about its history and significance.



Photo 4. This block of flats in Wimbledon Avenue retains original finishes including the clinker brickwork, which contrasts with the natural (unpainted) render.

Repairs and maintenance guidelines

Repairs and maintenance should match the material, colour, texture, composition and pattern of the original. This is known as 'like for like' replacement. The emphasis should be on small scale repair and maintenance, rather than complete replacement wherever possible.

For example:

- For timber houses, weatherboards should be the same have the same profile and size (width of profile) as the original.
- Edwardian houses often have unglazed terracotta tiles with a 'Marseilles' profile, and should be replaced with tiles in the same material with an identical profile.

Seek advice from Council's Heritage Advisor about the best techniques to avoid damage when carrying out any conservation works. Avoid techniques such as sandblasting that could damage heritage features, details, materials or finishes.

For techniques such as paint removal or render repair, it may be necessary to carry out tests on a small non-conspicuous area first before proceeding.

Restoration and reconstruction guidelines

Restoration means returning the fabric of a heritage place to a known earlier state by removing non-original additions or restoring existing original features without the introduction of new material.

Reconstruction is a similar process to restoration, but differs as it includes the introduction of new materials.

Restoration or reconstruction of missing or altered features should be based on physical or documentary evidence:

- Physical evidence could include remnant fabric within the host building (for example, an original window frame concealed within a wall) or on an adjoining building if it forms part of a group of related buildings (for example, original cast iron frieze on an adjoining terrace house).
- Documentary evidence could include building plans, photographs, newspaper articles and the like. Oral history may also be considered.

If there is not enough evidence for an accurate reconstruction, then a simplified design appropriate for the style of the building should be used.

Avoid the incorrect use of traditional details or materials or adding a feature that never existed. For example, simple timber Victorian cottages usually did not have ornate cast iron verandahs, and some commercial buildings such as hotels and banks never had a verandah or awning (see Photo 5).



Photo 5. The reconstruction of historic verandahs in Clarendon Street did not include buildings such as this former bank that never had a verandah

Sometimes, later additions can contribute to the significance of a heritage place and should be conserved as a record of the historical layers.

Some examples include:

- Interwar shopfronts to Victorian or Edwardian shops (see Photo 6).
- Alterations and additions to mansions or houses that have been converted to flats.
- Alterations and additions to Victorian era hotels as part of upgrades to meet new liquor licensing laws in the early twentieth century.

An exception could be if there are heritage guidelines specifically for the place that recommend returning the place to its original state.



Photo 6. These shopfronts, added during the interwar period, contribute to the historic character of the Victorian era shops in Clarendon Street, South Melbourne.

Colours and finishes

Original colour schemes should be repainted using the same colours.

Where original colour schemes have been lost, authentic colour schemes may be recreated by:

- Undertaking physical analysis such as paint scrapes of key features to determine the original colours used.
- Developing a new scheme based on typical colour schemes for the architectural style and detailing.

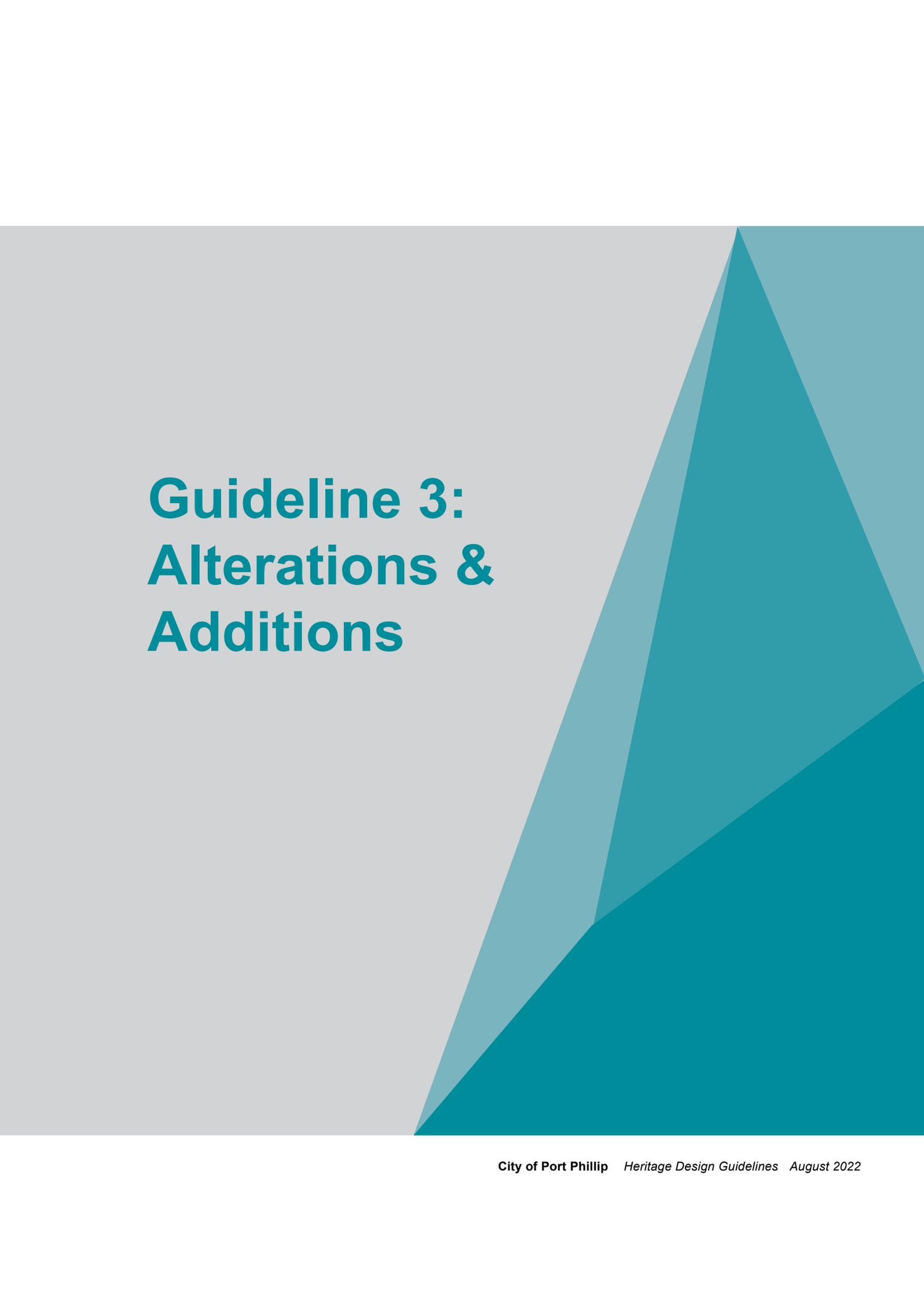
Unpainted surfaces should remain unpainted. This includes rendered finishes with original integrated colour.

Carefully remove paint from originally unpainted surfaces such as brickwork and render by an approved method that does not damage the fabric. Council's heritage advisor can provide further advice.

For more information see [Heritage Practice Note 3 Heritage Colour Schemes](#).

Associated objects and machinery

Wherever possible, original objects and features such as historic machinery should be retained in their original place. If this is not possible, then they may be relocated if this is the only means of conserving the object or feature. Interpretation may be required.

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, geometric composition. The teal color is a rich, medium-dark shade.

Guideline 3: Alterations & Additions

This section provides guidelines for alterations and additions to existing buildings.

Guidelines for new development (that is, an entirely new building) are discussed in the following section.

Application

These guidelines apply to all properties.

Guidelines basis

The heritage places and precincts in Port Phillip illustrate the historic development of the city from the mid-nineteenth century onwards. Some heritage precincts, such as those in Albert Park, Middle Park, Port Melbourne, South Melbourne and parts of Elwood have a more consistent heritage character (see Photo 7), while others, particularly those in St Kilda and parts of Elwood, have a more diverse character, which illustrates successive waves of development (see Photo 8 & 9).



Photo 7. An example of a consistent residential streetscape

This has created streetscapes that are significant for the high degree of intactness and consistency in terms of style, form, scale and sitting such as HO442 Albert Park Residential, as well as those that are highly diverse such as HO5 St Kilda Hill.

The same is true of individual heritage places with some developed in only one period, while the fabric of others show layers of historic development.

Alterations and additions to buildings should be guided by significance, and care must be taken to ensure that they do not have an adverse impact upon the historic character of heritage places and precincts. This includes additions to Non-contributory buildings within heritage precincts.



Photo 8. An example of a diverse streetscape consisting of *various* Contributory places of *different eras*



Photo 9. An example of diverse streetscape consisting of *Significant* and *Non-contributory* places.

General guidelines

Significant and Contributory places

For Significant places, avoid alterations or additions that would alter, conceal or remove contributory features whether or not they are visible from the public realm.

For Contributory places, avoid alterations or additions to the façade or other elevations that are visible from the public realm including a lane if the building is located on a corner. Specifically, avoid alterations or additions that would:

- Replace, alter or remove original features, materials or finishes (for example, replacement of timber windows with aluminium)
- Enclose original verandahs, balconies or porches.
- Create new openings or enlarge existing ones in visible walls.
- Result in new floor plates, walls, columns or structural supports cutting through visible openings.
- Retain only external walls.
- Introduce roof decks, balconies or dormer windows in visible locations.
- Interfere with a view to a building or feature that contributes to the significance of a heritage place.

For both Significant and Contributory places, new work should be distinguishable from old, while being sympathetic with the significant fabric. This can be achieved by:

- Making new material recessed or providing a clear visual break between old and new.
- Using a similar material, but with a different texture, or using a similar, but simplified design.
- Avoiding inappropriate contrasts between old and new fabric.
- Avoiding the use of faux historic detailing.

Non-contributory places

For Non-contributory properties, alterations that change the appearance of the building are permitted.

Height and front setback

The height of the addition and front setback is guided by the degree of concealment encouraged by the Heritage Policy.

In determining the degree of concealment required for new work, the Heritage Policy has regard to:

- The level of significance of the building (Significant, Contributory or Non-contributory) and,
- When the property is located within a heritage precinct, the consistency or diversity of the streetscape.

In determining whether a streetscape is consistent or diverse, consider only the buildings on the same side as the subject building and within the immediate surrounds.

Other considerations include:

- Whether the site is elevated above the street.
- Whether the roof of the proposed addition has a sympathetic contextual form (for example, a hipped form if the original house has a hipped roof or where this is a characteristic of the area).
- Whether oblique views are limited, for example, by higher buildings on adjoining or nearby sites

- Whether the roof form or height, parapet or any other feature of the existing building will assist in concealing the addition.
- Whether the addition will be seen within the context of taller buildings visible in the background.

Visible additions may be considered when the heritage place is situated on a site or within an area where higher density development is encouraged, or the additions are in accordance with specific development guidelines for the heritage place.

Areas where higher density development is encouraged include some that are within a Design and Development Overlay.

Examples of visible additions are the high-rise buildings constructed behind historic mansions in St Kilda and Queens Roads, and in the adaptive re-use of industrial buildings in South Melbourne and Port Melbourne.

Residential Additions

The following guidelines are designed specifically for single residential buildings (one dwelling on a lot). Additions to multi-unit buildings (flats or apartments) will be assessed on a case-by-case basis having regard to the significance of the building and the context.

For additions to single middle-block residential buildings:

- Full concealment for a Significant place or in a consistent streetscape (See Photo 7) as encouraged by the Heritage Policy may be achieved by containing the addition within a 10 degree sightline as shown in Figure 3.1 or by using 'across the street' sightlines as shown in Figures 3.2, 3.3 or 3.4.
- Partial concealment in a diverse streetscape within a heritage precinct (See Photo 8 & 9) as encouraged by the Heritage Policy may be achieved by containing the addition within a sightline of up to 18 degrees as shown in Figure 3.5. The significance of the heritage place and the streetscape context will determine the extent of the variation from 10 up to 18 degrees.
- For houses with complex roofs, additional considerations apply, as shown in Figure 3.9.

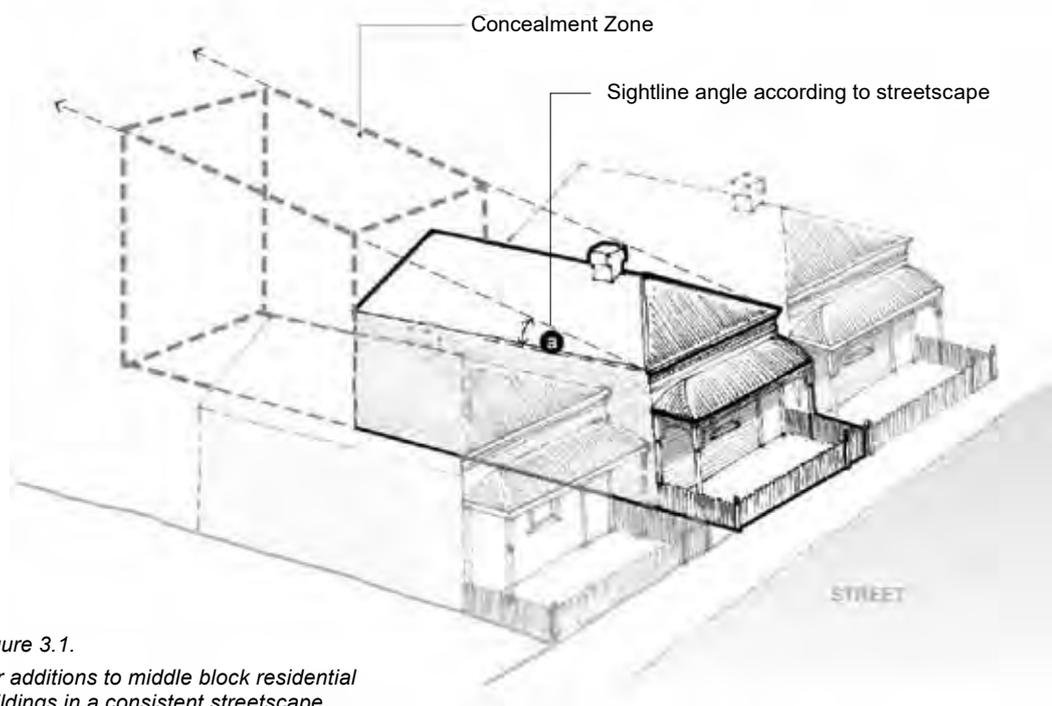


Figure 3.1.
For additions to middle block residential buildings in a consistent streetscape.

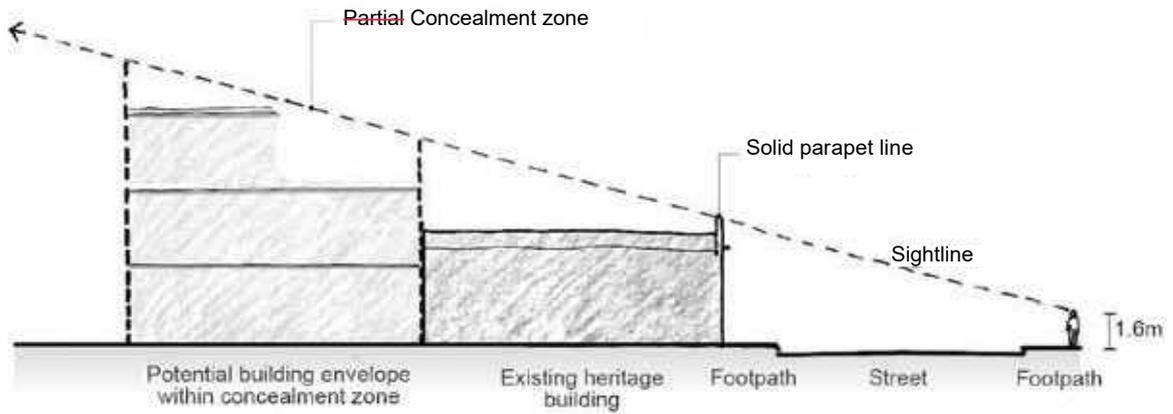


Figure 3.2.
Across the street sightline for single storey residential buildings with a front parapet.

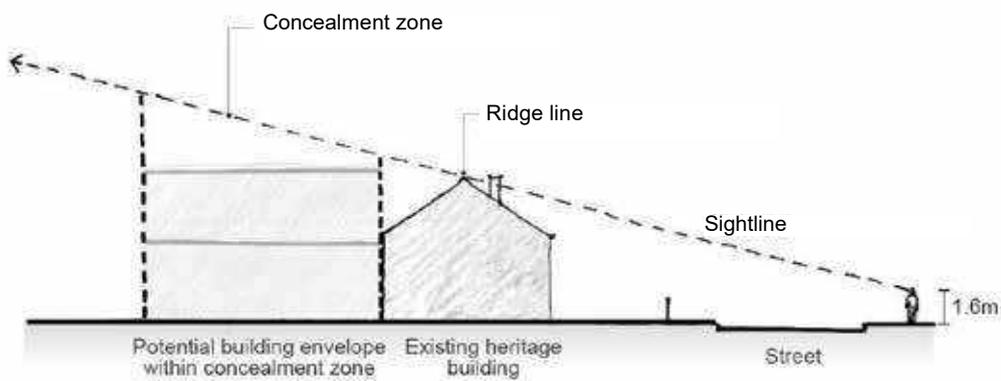


Figure 3.3.
Across the street sightline for houses with a ridgeline that is parallel to the street (known as a transverse ridge).

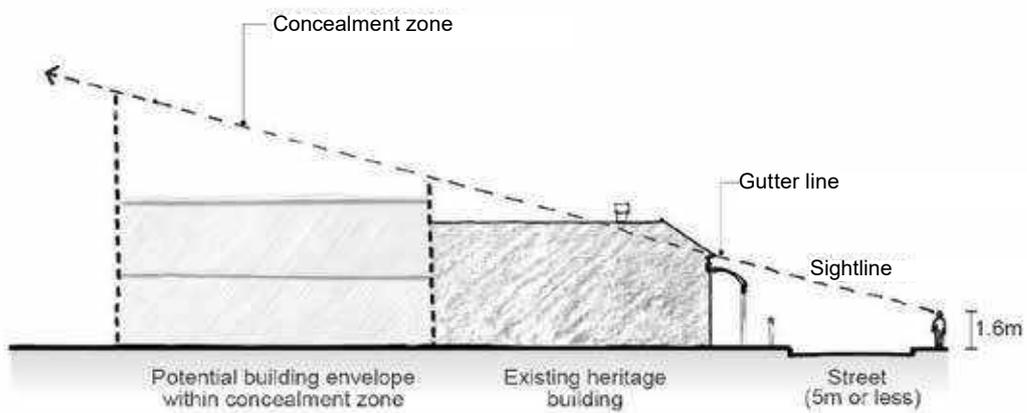


Figure 3.4.
Across the street sightline for residential buildings in narrow streets (5 metres or less in width)

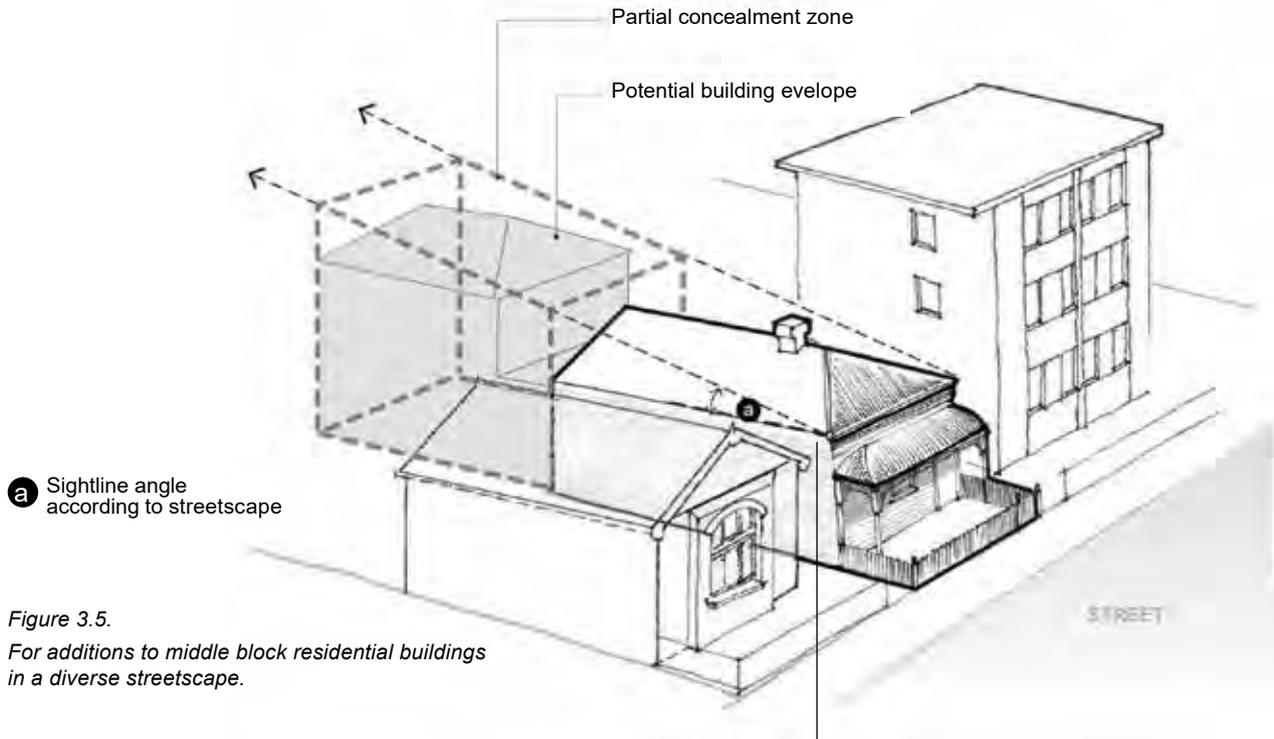


Figure 3.5.
For additions to middle block residential buildings
in a diverse streetscape.

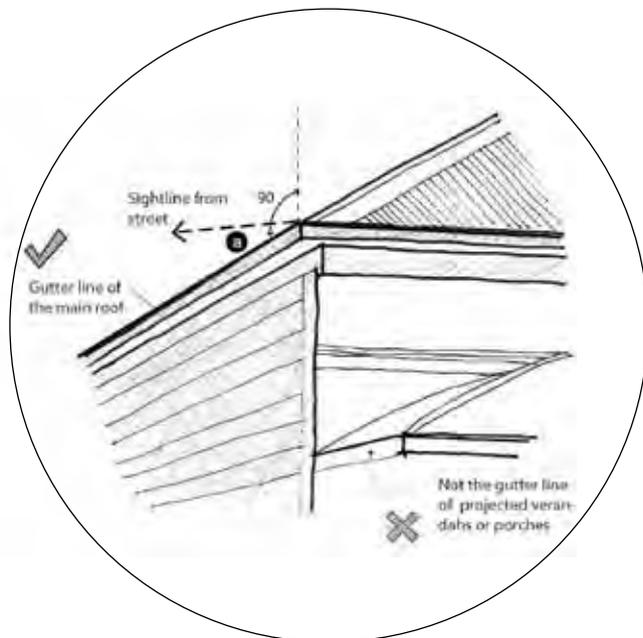


Figure 3.6.
Sightline is measured from the top of the gutter
line at the corner of the main roof, and not from
the projecting front bay, porches or verandahs.

For additions to corner buildings:

Additions on corner sites will be visible from the secondary street and will also be visible from the primary street regardless of the sightline that is applied, as shown in Figure 3.7a and Figure 3.7b. Therefore, because of this:

- The design of the addition must also consider and respond to the Contributory places in the secondary street.
- Figure 3.8 and Figure 3.9 illustrate specific design approaches to ensure the addition does not adversely impact upon the host dwelling.

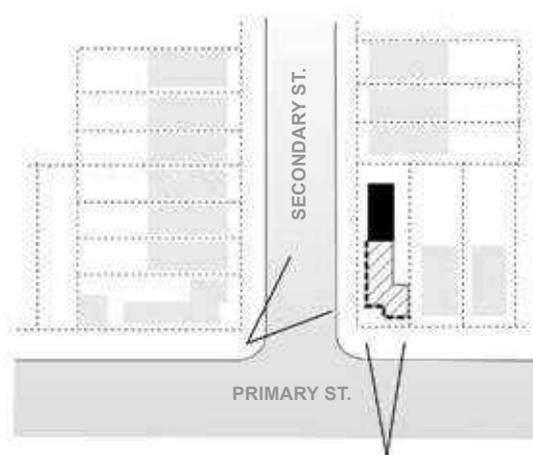


Figure 3.7a

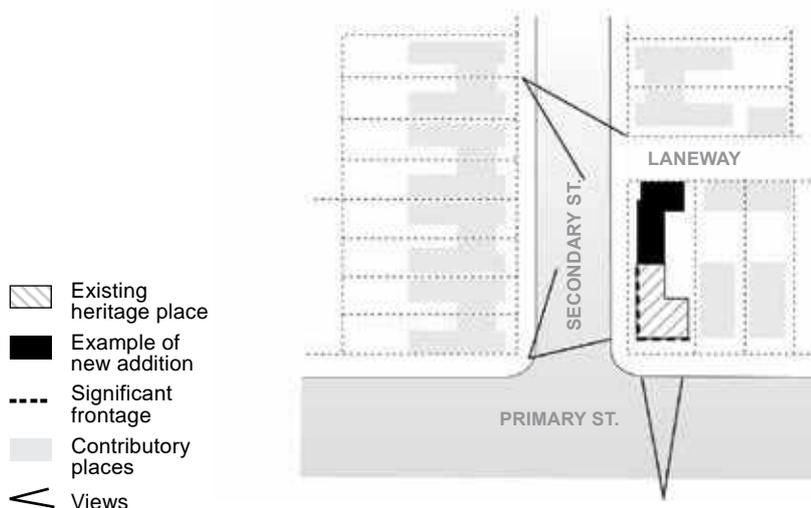


Figure 3.7b

- a** Sightline
- b** Ground floor street wall no higher than the eaves of the existing house
- c** Setback same or greater than Level 2
- d** Visual separation
- e** Length of addition no greater than Level 1
- f** Upper floor setback from ground floor

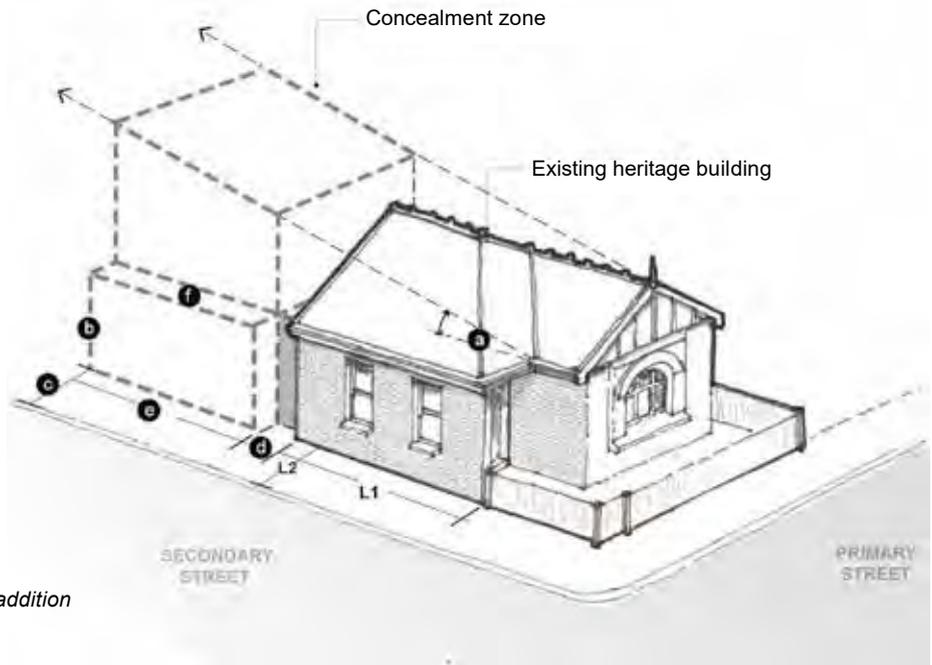
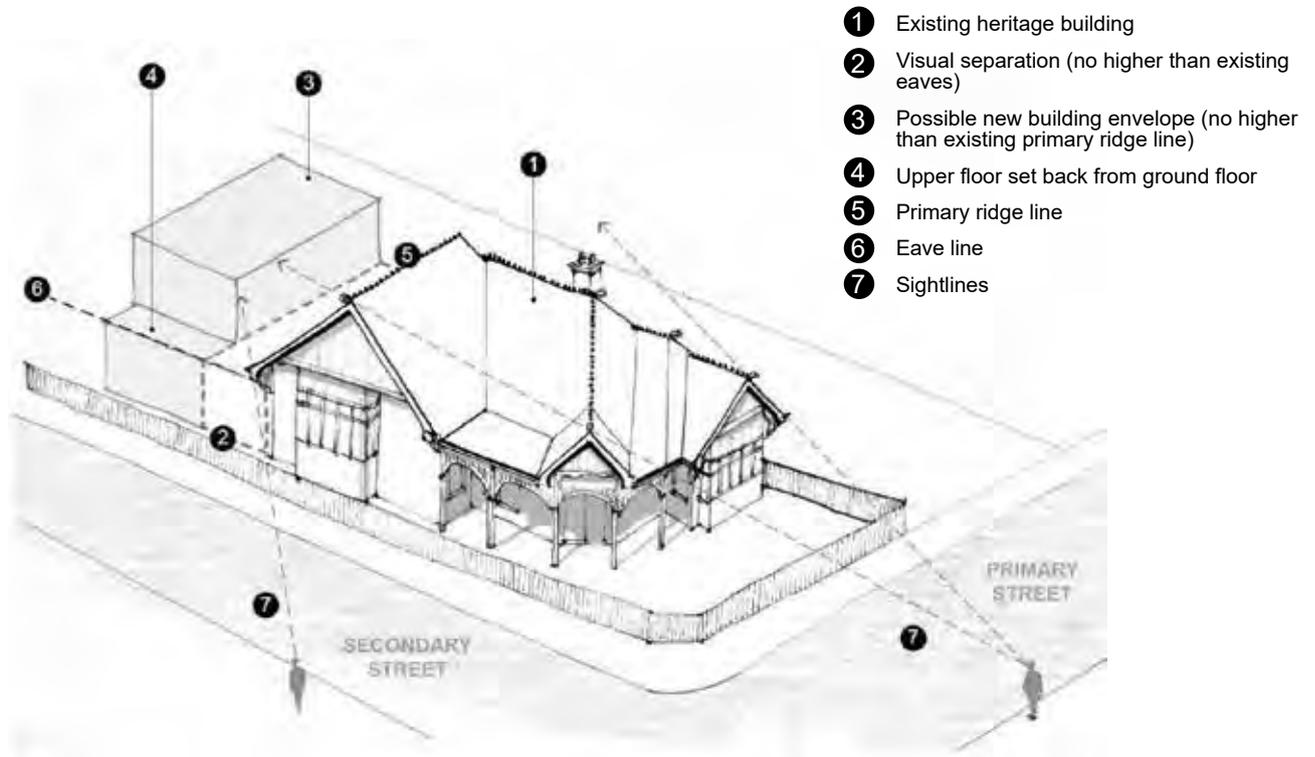


Figure 3.8.
Additional considerations for rear addition to a place on a corner site



- 1** Existing heritage building
- 2** Visual separation (no higher than existing eaves)
- 3** Possible new building envelope (no higher than existing primary ridge line)
- 4** Upper floor set back from ground floor
- 5** Primary ridge line
- 6** Eave line
- 7** Sightlines

Figure 3.9.
Additional considerations for houses with complex roof forms. This applies to properties on corner sites, as shown, as well as in mid-block locations.

Commercial additions

More specific guidance may be provided through alternate planning controls (such as a Design and Development Overlay). Where this is the case, the following guidelines will not apply.



Photo 9. An example of a consistent commercial streetscape in Clarendon Street, South Melbourne



Photo 10. An example of a diverse commercial streetscape in Bay Street, Port Melbourne

For commercial buildings:

- Full concealment of additions to a Significant place or any building in a consistent streetscape (see Photo 9) as encouraged by the Heritage Policy may be achieved as shown in Figure 3.10 or 3.11.

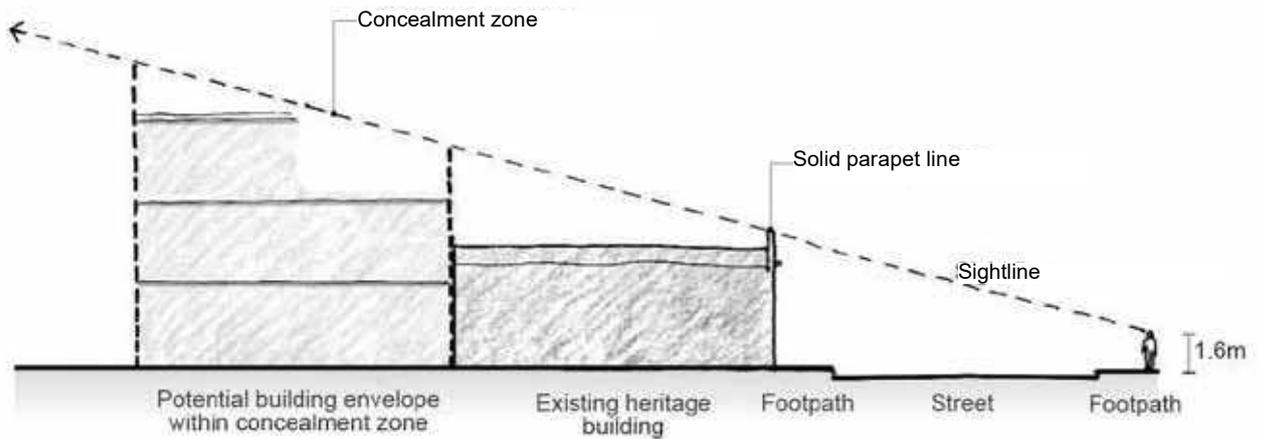


Figure 3.10. Sightline to achieve full concealment behind a Significant building or to any single-storey building in a consistent streetscape.

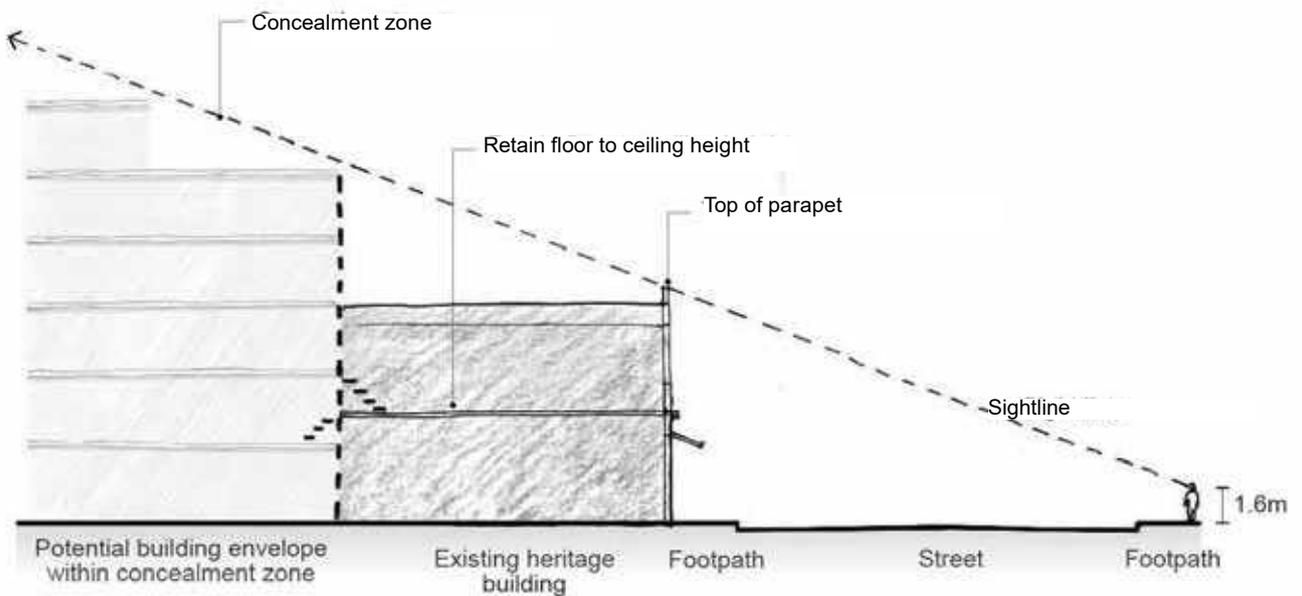


Figure 3.11. Sightline to achieve full concealment to a Significant building or any double-storey building within a consistent streetscape.

- Partial concealment of additions to a single storey Significant or Contributory heritage place in a diverse streetscape (see Photo 10) may be achieved as shown in Figure 3.12.
- Additions to single storey Non-contributory buildings in a diverse streetscape are shown in Figure 3.13.
- Additions to Non-contributory buildings of greater than one storey will be determined on a case by case basis having regard to the streetscape context.

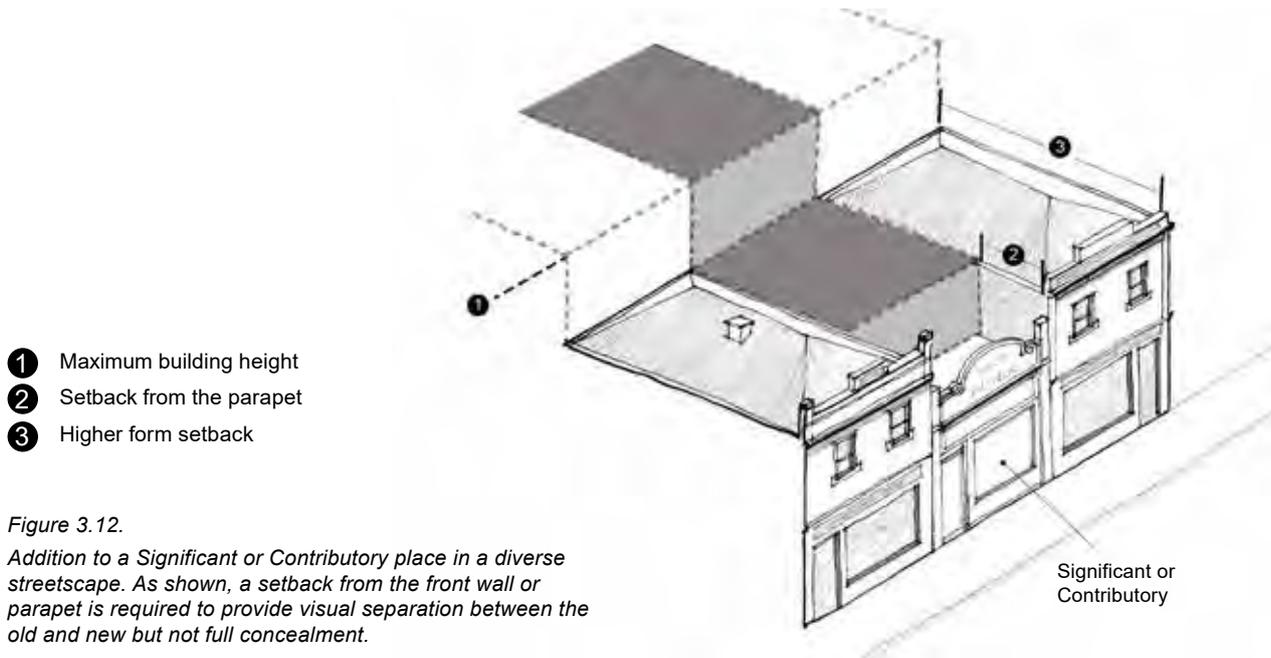


Figure 3.12.

Addition to a Significant or Contributory place in a diverse streetscape. As shown, a setback from the front wall or parapet is required to provide visual separation between the old and new but not full concealment.

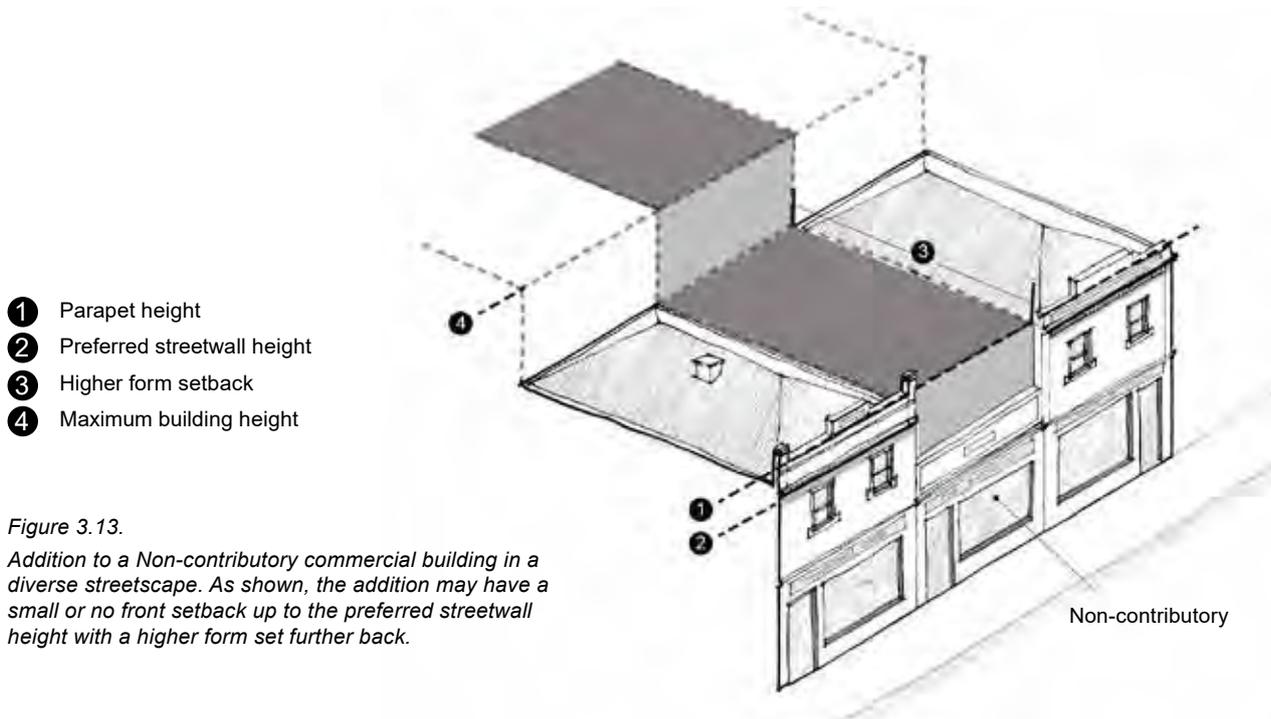


Figure 3.13.

Addition to a Non-contributory commercial building in a diverse streetscape. As shown, the addition may have a small or no front setback up to the preferred streetwall height with a higher form set further back.

Side setbacks

For residential buildings, additions higher than one storey should have the same as or greater side setbacks than those of the original building.

A single storey addition may have a lesser side setback than the original building if:

- It is sited behind the original building at ground floor, or
- If located at the side of the original building, it is no higher than the eaves height and is setback from the façade to minimise visibility from the street. ~~The additional considerations are as~~ shown in Figure 3.14.

For current or former industrial and commercial buildings, the side setbacks should be the same or greater than the original building, unless there are specific guidelines recommending a different approach.

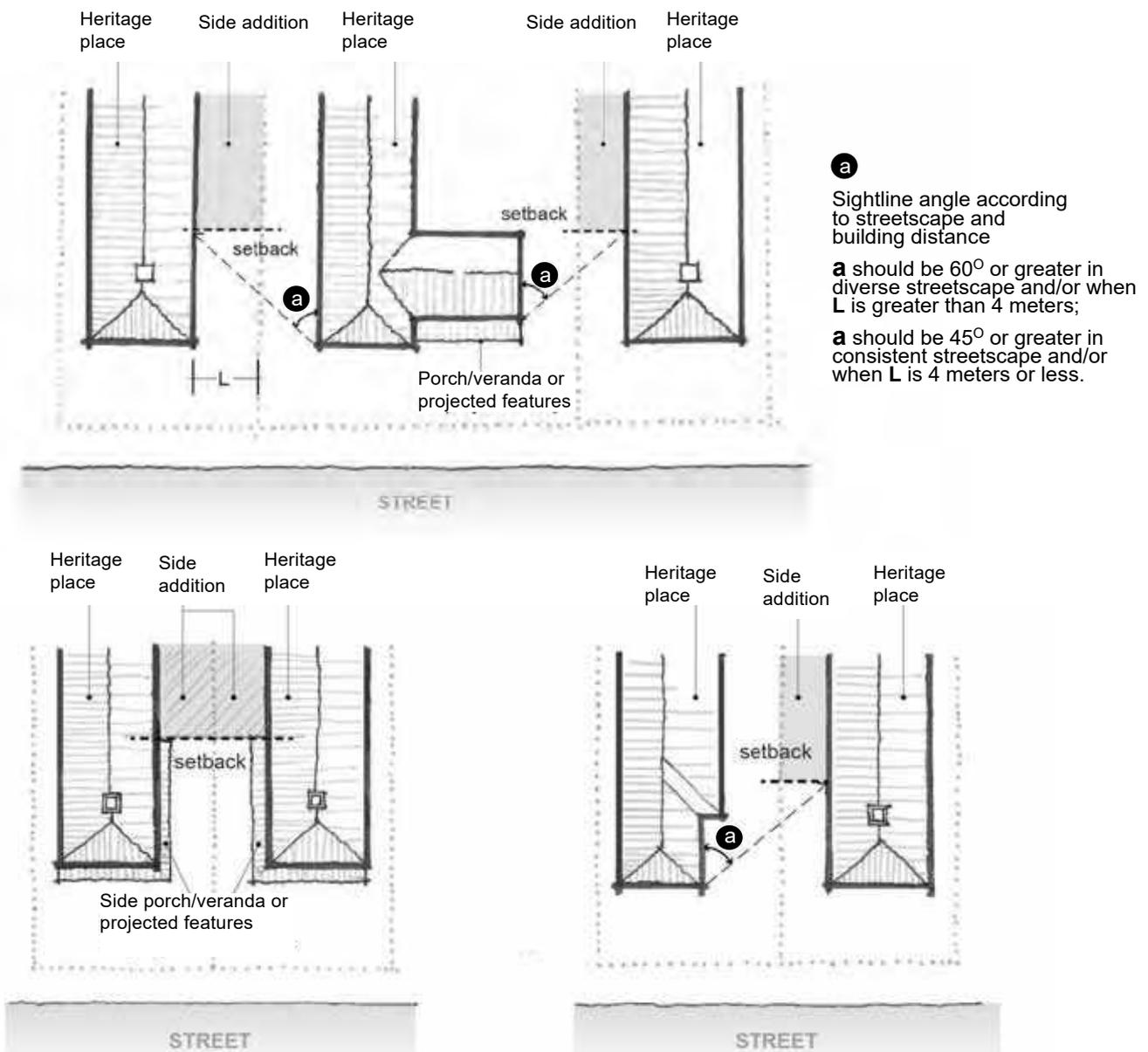


Figure 3.14

Additional considerations for single storey addition located at the side of the original building.

Form, materials and detailing

Residential additions

For residential buildings, where an addition will be visible from the public realm, a contextual design response is encouraged that:

- Has a roof with a form and material that is related to the heritage place (see Cover image).
- Uses colours, materials and finishes that complement the heritage place (see Photo 11).
- Integrates environmental sustainability features or buildings services.
- Avoids openings in walls facing the frontage of the property.



Photo 11. An extension featuring Hello wall by architect Fooi-Ling Khoo and graphic artist Rose Nolan. This design elevates a practical solution for privacy by creating "Hello" out of fine brickwork. It also showcases how contemporary design can contribute to the brick tradition of its 19th century heritage neighbours.

Where an addition is concealed using one of the techniques shown in Figures 3.2, 3.3, 3.4 or 3.5 there is more flexibility to create a different identity of its own (See Case Study 2).



Photo 12. Designed by Breathe Architecture, the Paramount Hotel in Surry Hills, New South Wales is a good example of using lightweight materials to provide a contrast with the solidity of the original masonry building. The colour and chevron patterning of the copper screen provide a contemporary reference to the original brickwork and also provide shade and natural ventilation (image: Sharyn Cairns)

Commercial and retail additions

For commercial and retail buildings, where an addition will be visible from the public realm, a contextual design response is encouraged that:

- Has articulation, fenestration and massing that respects the proportions and grain of the heritage place and streetscape. For additions to Victorian and Edwardian buildings or within streetscapes with this character vertical proportions are encouraged.
- Uses colours, materials and finishes that complement the heritage place. Specifically, the use of visually lightweight materials that provide a contrast with the solid masonry façades of heritage places is encouraged (see Photo 12).
- Is simply detailed to avoid competing with the often more elaborate detailing of the heritage building.
- Avoids the use of reflective materials or glazing.

Where an addition is concealed using one of the techniques shown in Figures 3.10 or 3.11 there is more flexibility in design.

Case Study 2 - Contemporary residential addition



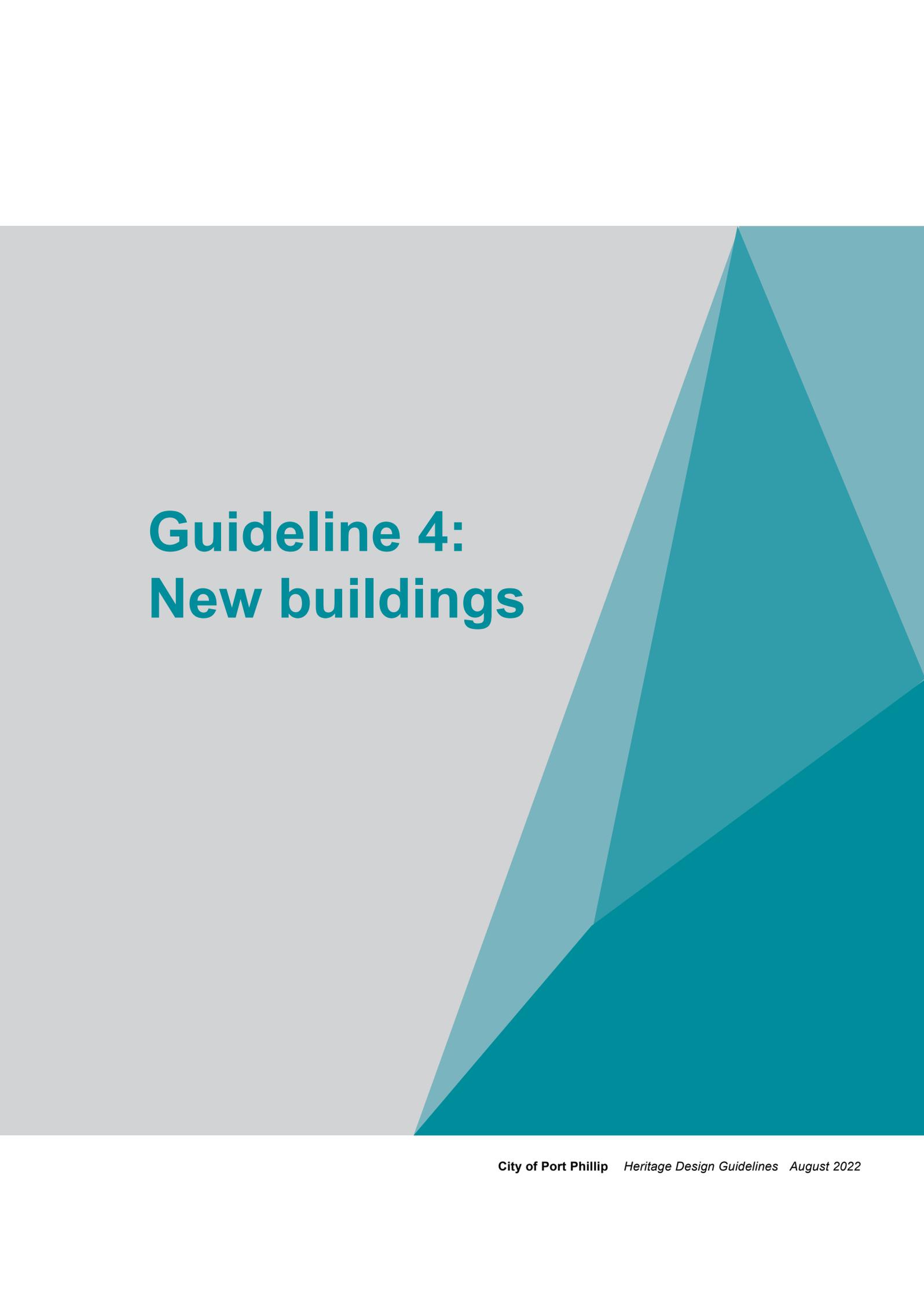
Photo 14. Front view of 105 Richardson Street, Albert Park.

The contemporary addition to this house is located within the 10 degree sightline and therefore is not visible when standing directly in front but is visible from the side laneway.



Photo 15. Corner view (right) and close up (left) of 105 Richardson Street.

Although the contemporary addition does not have a pitched roof form, the design, sitting and curved form ensures that it is a recessive element that reads as separate from the original dwelling and does not overwhelm it. Consistent with the guidelines for corner sites, the addition incorporates a recessed visual break between the original house and the addition, a ground floor wall set on the boundary and below the eaves height of the original wall, setbacks from the side boundary for the upper level, and uses contemporary colours and materials that complement the face brick and slate tiles of the original.

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, geometric composition. The text is positioned on the left side, overlapping the grey gradient.

Guideline 4: New buildings

This section provides guidelines for the construction of new buildings within heritage precincts or on a site containing a heritage place.

Application

These guidelines apply to all properties.

Guidelines basis

The heritage places and precincts in Port Phillip illustrate the historic development of the city from the mid-nineteenth century onwards. Some heritage precincts, such as those in Albert Park, Middle Park, Port Melbourne, South Melbourne and parts of Elwood have a more consistent heritage character, while others particularly those in St Kilda and parts of Elwood have a more diverse character, which illustrates successive waves of development.

This has created streetscapes that are significant for the high degree of intactness and consistency in terms of style, form, scale and sitting such as HO442 Albert Park Residential, as well as those that are have highly diverse streetscapes such as HO5 St Kilda Hill.

The same is true of individual heritage places with some comprised of buildings from only one period, while others show layers of historic development.

New buildings within an historical context should complement the significant heritage character and leave a valuable legacy for the future. They can successfully provide for modern demands ~~within an historic context~~ by respecting and interpreting heritage character without overwhelming it.

General guidelines

In consistent streetscapes, new buildings should closely reflect the following characteristics of Significant and Contributory places:

- Height, form and massing
- Setbacks
- Sitting and orientation
- Fenestration and openings
- Details, colours, materials and finishes
- Fence height and form

For commercial and retail buildings, the form, proportions and details of nearby original or early shopfronts and verandahs or awnings should also be considered.

If the streetscape is more diverse then there is more flexibility for an interpretive design that responds to characteristics such as overall massing, proportions, materiality and form.

Height, form and massing

Residential infill

As shown in Figure 4.1, in a **consistent streetscape** new buildings should:

- Not exceed the maximum height of buildings on adjoining lots but may incorporate a higher section at the rear, if it is recessive and does not dominate the heritage place.
- Use a contextual approach that respects the following characteristics, as appropriate:
 - > Building proportions
 - > Wall height/gutter line
 - > Roof form and height
 - > Verandah form and height
 - > Setbacks and siting

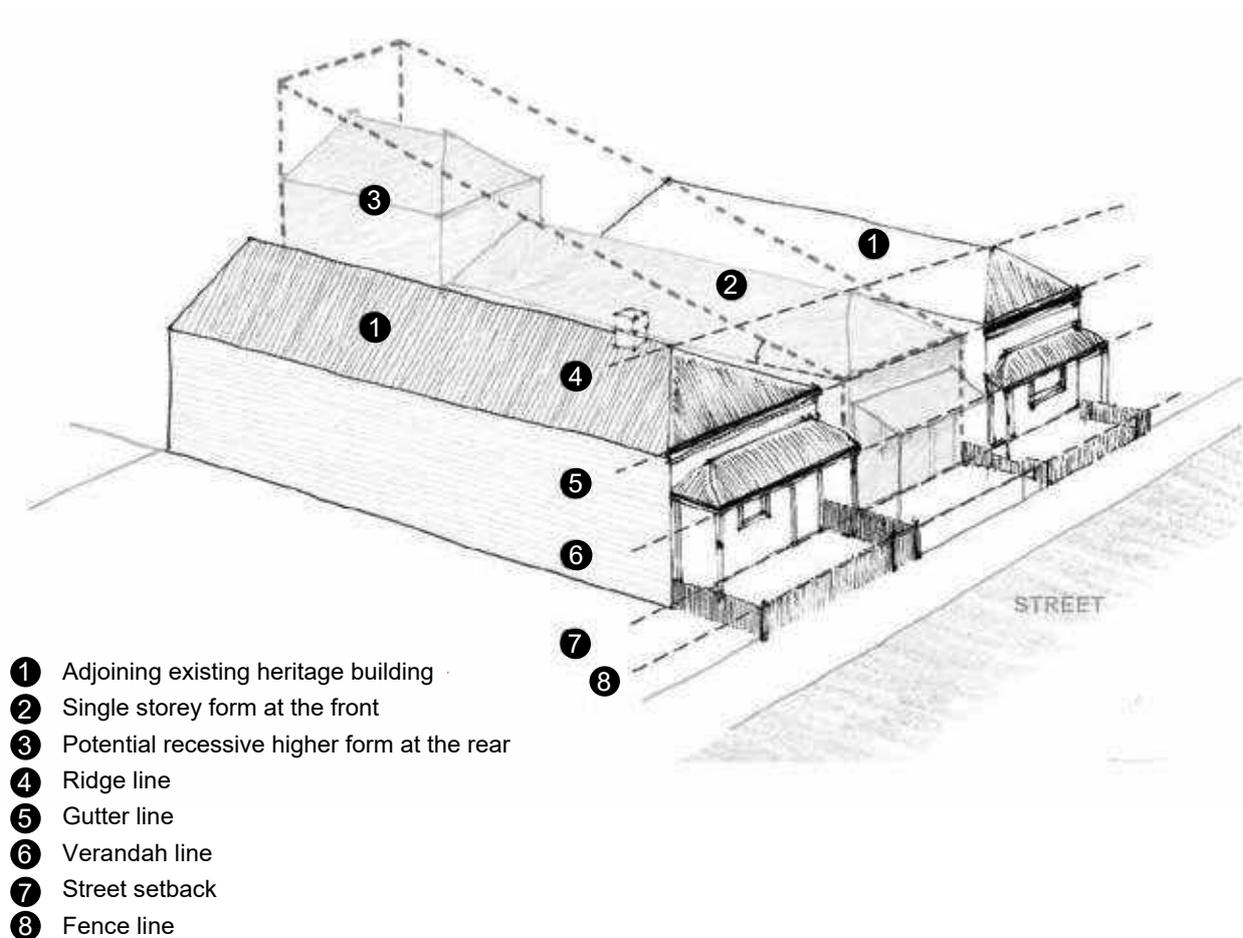


Figure 4.1.

Key considerations for residential infill development in a consistent streetscape.

In a **diverse streetscape** new buildings should use an interpretive approach. This approach will vary according to the degree of diversity in the streetscape. Two scenarios are shown here as examples:

- In Scenario 1 (Figure 4.2) the streetscape is consistent (single storey detached houses with hipped roofs) except for the one 'atypical' building. In this case, the new building could interpret the form, scale and materiality of the 'typical' buildings.
- In Scenario 2 (Figure 4.3) there is more diversity. In this case, there is scope for a freer interpretative design that may reference the contributory features of neighbouring places but does not closely follow them.
- In both scenarios, the new building should provide a sympathetic transition between the adjoining buildings (also refer to Page 12 *Consistency and diversity* in Responding to Context for further guidance).

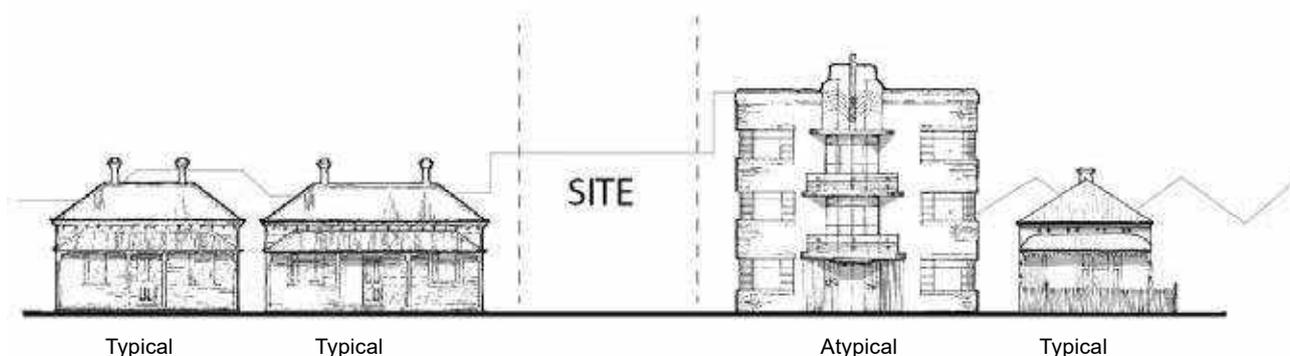


Figure 4.2.

Scenario 1: A site adjacent to an 'atypical' heritage building within an otherwise consistent streetscape

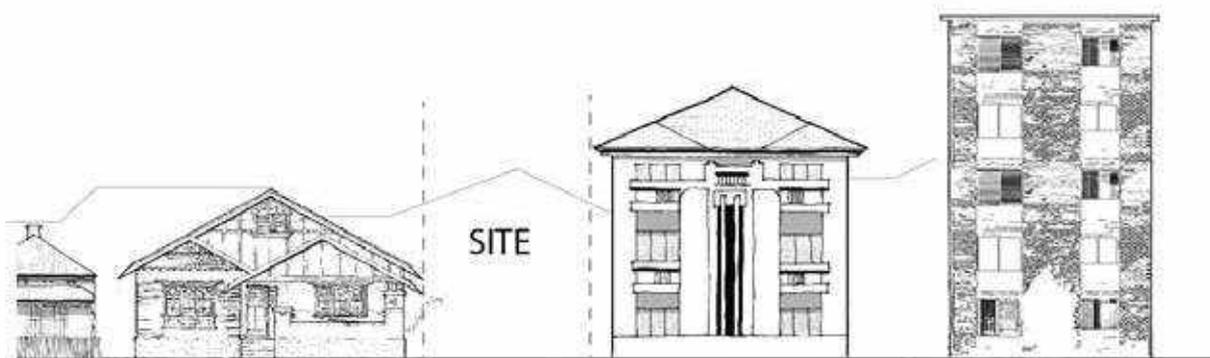


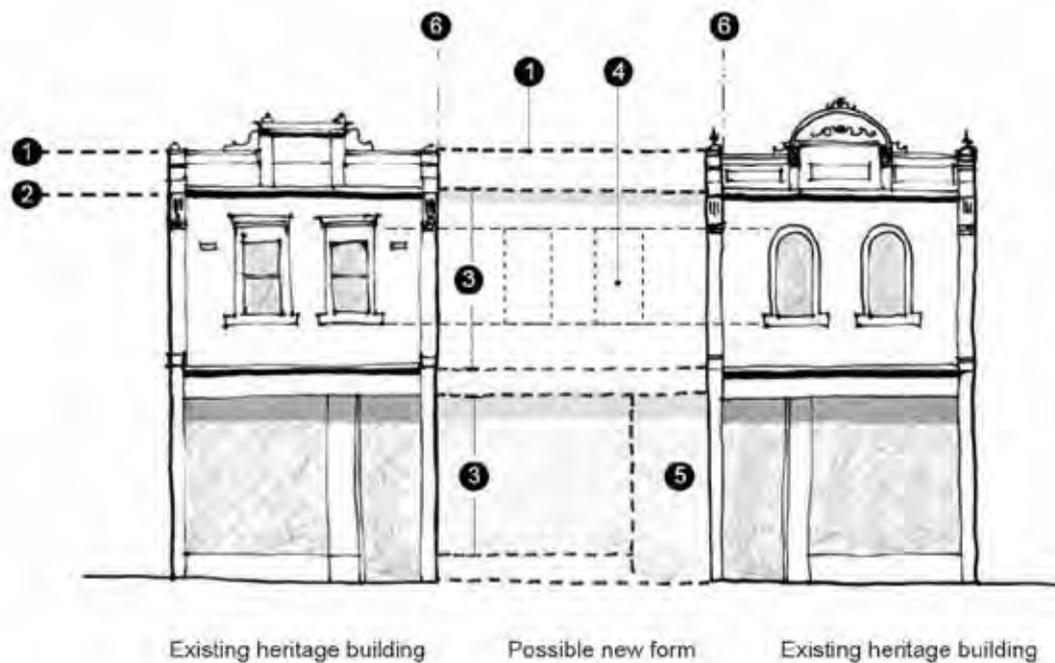
Figure 4.3.

Scenario 2: A site within a streetscape with a variety of building styles, forms, and scale

Commercial and retail infill

As shown in Figure 4.4, in a consistent streetscape new buildings should:

- Not exceed the maximum height of buildings on adjoining lots but may incorporate a higher section at the rear, if it is recessive and does not dominate the heritage place.
- Respect the following characteristics, as appropriate:
 - > Building proportions
 - > Street wall height and parapet height
 - > Roof concealed behind parapet
 - > Entry proportions and framing
 - > Setbacks and siting

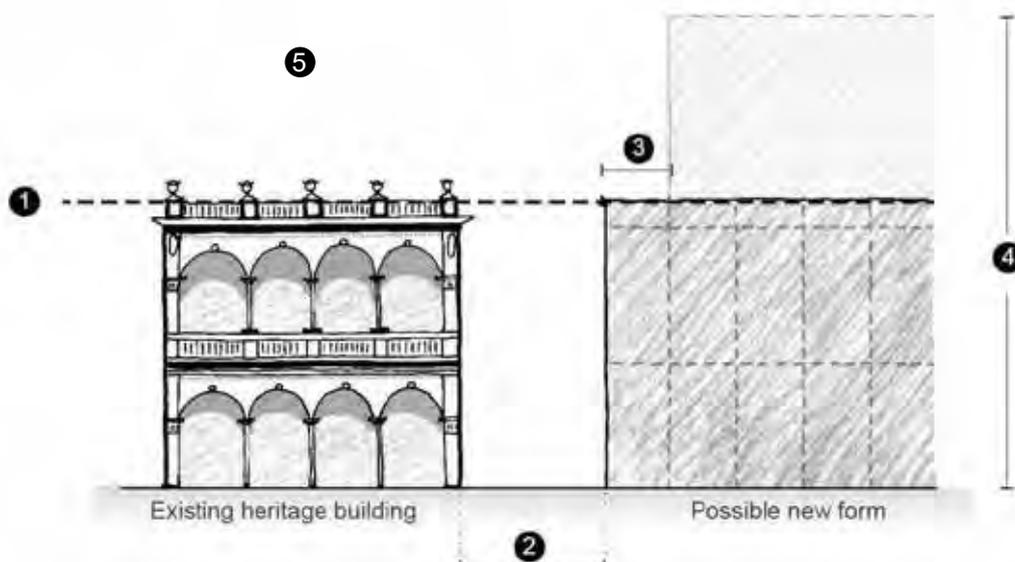


- ① Parapet height
- ② Street wall height
- ③ First and second floor proportions
- ④ Window size, spacing and proportions
- ⑤ Entry proportions and framing
- ⑥ No side setback

Figure 4.4.
Commercial infill in a consistent streetscape

Development on strategic development sites

New buildings on strategic development sites where higher density development is encouraged should respect the scale and setting of the heritage place. Key considerations are shown in Figure 4.5.



- ① Podium height to respond to parapet height
- ② Ensure adequate separation
- ③ Upper floor setback
- ④ Maximum building height
- ⑤ Not extend into the air space above

Figure 4.5.

Key considerations for new development on a site with an existing heritage building

Setbacks

In a consistent streetscape the front and side setbacks should match the setbacks of adjoining buildings.

Where there are heritage places on adjacent sites with differing front setbacks, an average setback may be used as shown in Figure 4.6 except for as shown in Figure 4.7 and 4.8.

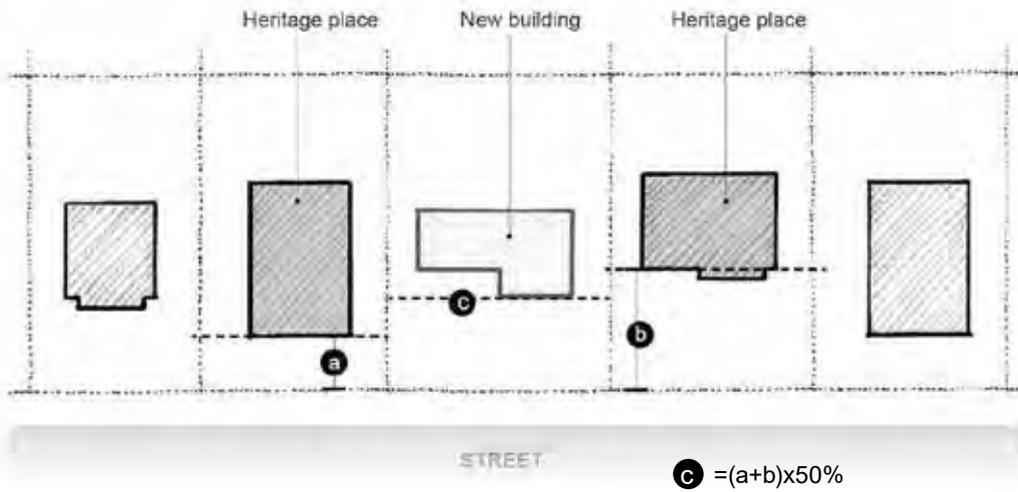


Figure 4.6 Average setback distance between heritage places.

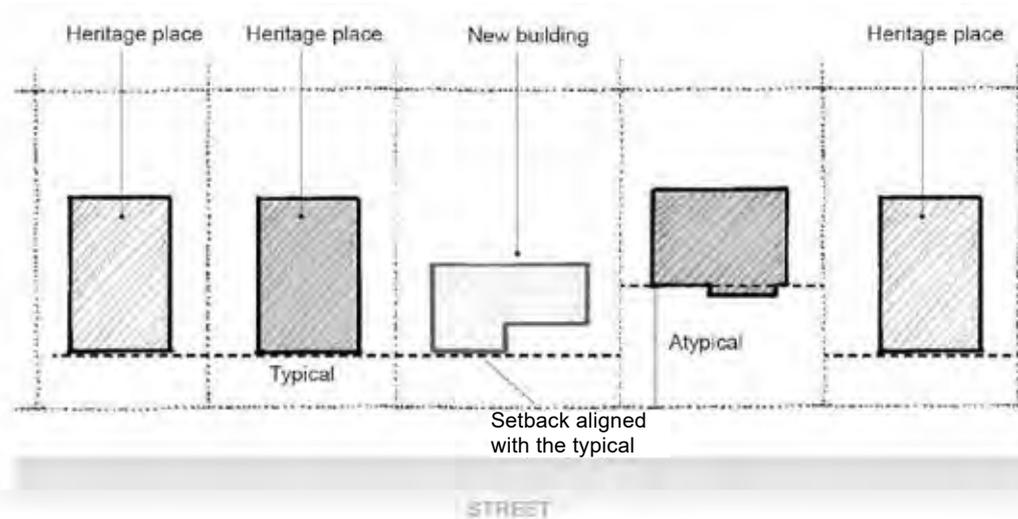


Figure 4.7 Use typical setback if the neighbouring place is different from the typical.

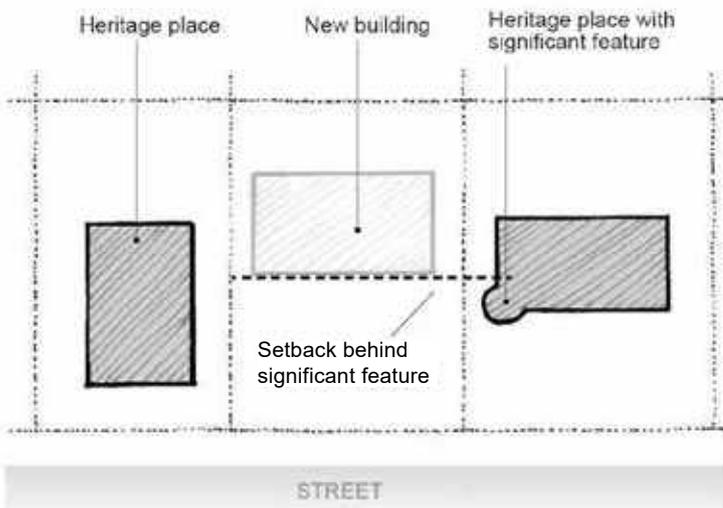


Figure 4.8 Increased setback to maintain view to significant heritage feature such as a corner window or tower.

In commercial areas new buildings should:

- Be constructed to the front boundary and to the side boundaries in line with adjoining buildings.
- Incorporate an angled splay on street corners where these are present on adjacent or opposite corners, as shown in Figure 4.9.

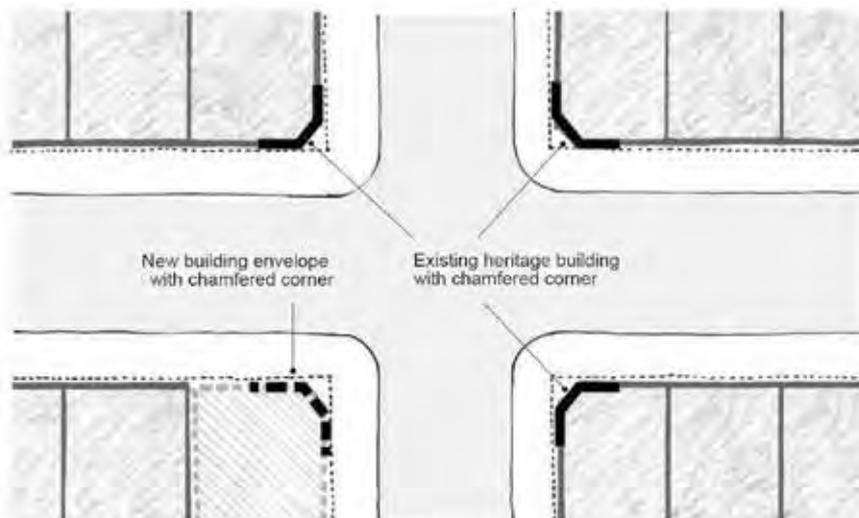


Figure 4.9.

Incorporation of corner splay to a commercial building where this is typical of the area.

Sitting and orientation

In a consistent streetscape, new buildings should have the same sitting and orientation as other buildings that contribute to the significance of the precinct.

For example, if houses are detached with consistent side and front setbacks then this should be adopted.

Fenestration and openings

New windows should respect and respond to the location, size and proportions of traditional windows on buildings that contribute to the significance of the heritage place.

The design should consider the relationship of solid space (walls, solid) to void space (windows, void). In particular:

- A new building should have about the same (i.e. neither more nor less) void space, such as glazing, than surrounding heritage places.
- Avoid large areas of glass, except for ground floor façades of retail or commercial buildings.

Details, colours, materials and finishes

External details, colours, materials and finishes should complement and not simply copy the finishes and detailing found on heritage places.

Avoid:

- Mock or imitation period detailing.
- Bright, reflective or mirrored materials or finishes, or
- Use of many and/or contrasting colours or finishes.

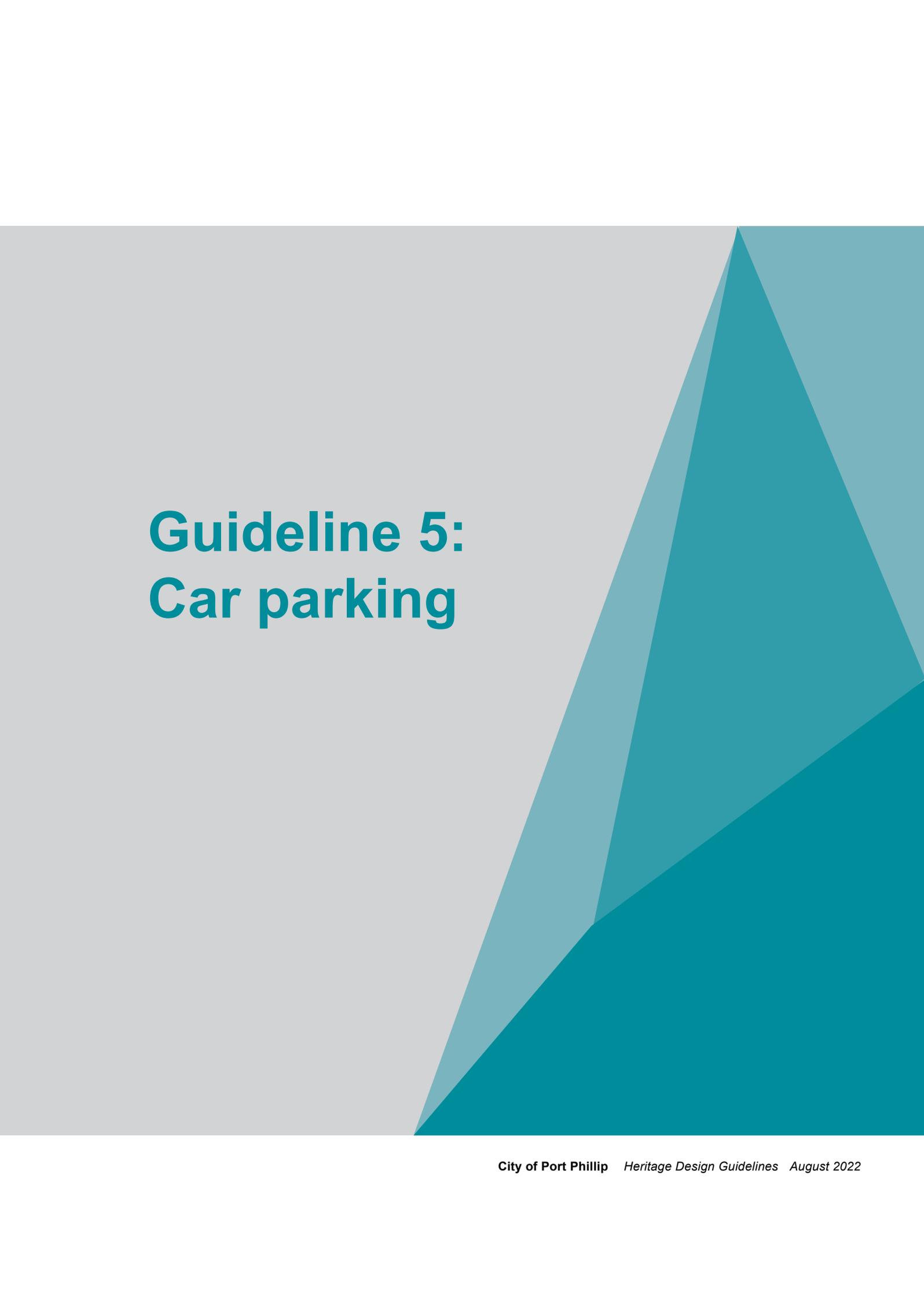
Case Study 3 – Contemporary residential infill

This building interprets the traditional Edwardian brick houses in a contemporary manner. As a new build in the middle of an established heritage setting, the design pays tribute to the brick and gable traditions in the neighbourhood. The success of this design is due to the fine craftsmanship of the stretching brickwork and sculpted façade with deep reveals to the window and entrance providing a contemporary reference to the traditional porches and verandahs of the surrounding houses.

From a distance, the front façade blends into streetscape but the contemporary twist in the brick bonding and facade sculpting immediately reveals itself when viewed close up. This is a good example that demonstrates how contemporary design does not have to look exactly like traditional architecture to be sympathetic to its character.



Photo 16. Ground Floor Facade of Bayside House, Adam Kane Architect

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, geometric composition. The overall aesthetic is clean and modern.

Guideline 5: Car parking

This section provides guidelines for the construction of crossovers, driveways and parking areas and structures including carports and garages.

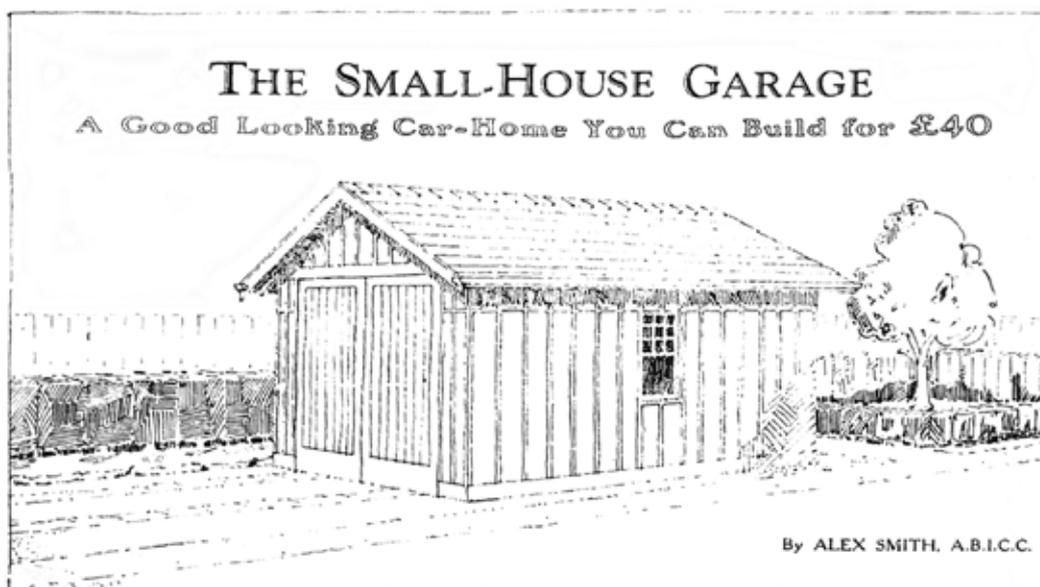
Application

These guidelines apply to all properties.

Guidelines basis

In the nineteenth century, stables to accommodate horses were usually only associated with mansions and larger villas. They were always located at the rear of the property and accessed via laneways.

Dedicated car parking areas on residential properties began to appear from the 1920s onwards and by the 1930s had become a common feature within streetscapes.



This design for a simple 'small-house garage' was featured in the September 1927 issue of Australian Home Beautiful. It was commissioned by the Editor in response to 'many requests' for a design that could be 'carried out by an amateur of moderate skill' and 'yet be different from the common galvanised iron or weatherboard shed'.

Because of this, features such as crossovers, driveways, parking areas and structures are not found in historic streetscapes dating from prior to the 1920s and introduction of these will result in adverse impacts by reducing the integrity of historic streetscapes and disrupting the traditional visual relationship between houses and the street.

Crossovers and driveways

Avoid widening existing crossovers, particularly when this would require altering a fence and removing tree planting that contributes to significance or setting of the heritage place.

An existing crossover may be relocated if:

- The width of the crossover is not increased.
- It does not require the alteration of a fence or impact upon a tree that contributes to the significance or setting of the heritage place.



Photo 17. ~~The~~ An original driveway and crossover, Los Angeles Court, Ripponlea

While the Heritage Policy discourages new crossovers and driveways at the frontage of properties, they may be considered in streets comprising predominantly interwar houses where crossovers are part of the historic character of the heritage place and the following conditions can be met:

- There is no more than one crossover per property.
- The installation of the crossover and driveway does not require the alteration or removal of a feature that contributes to the significance of the heritage place such as a fence or tree.
- Cars can be parked at the side of the house or within the rear yard, and not within the front setback area, as shown in Figure 5.1.

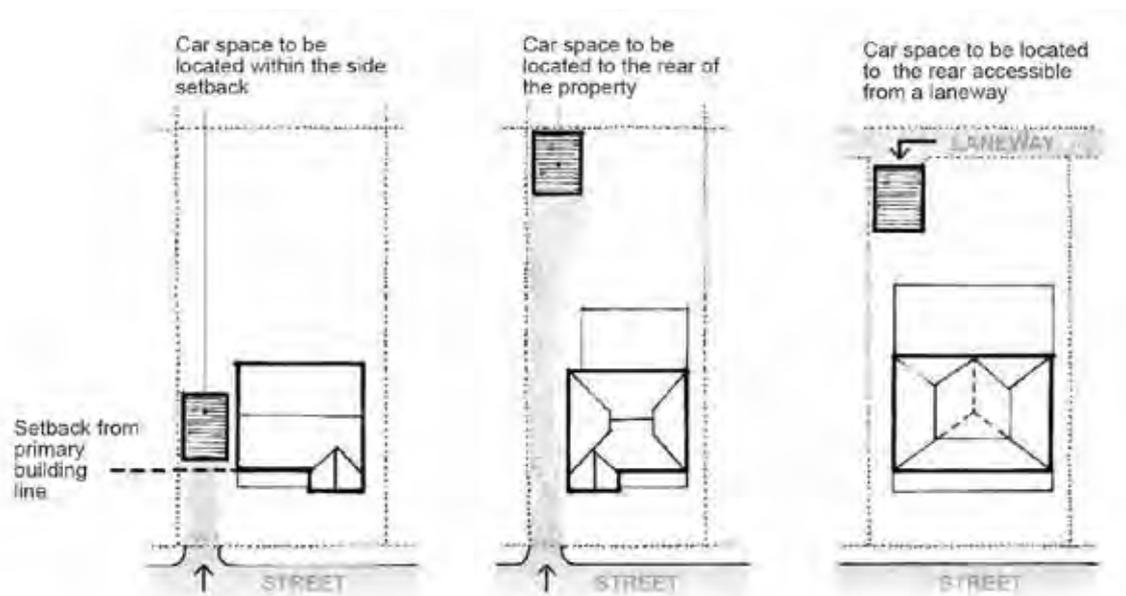


Figure 5.1
Potential locations for garages or carports.

Carports and garages

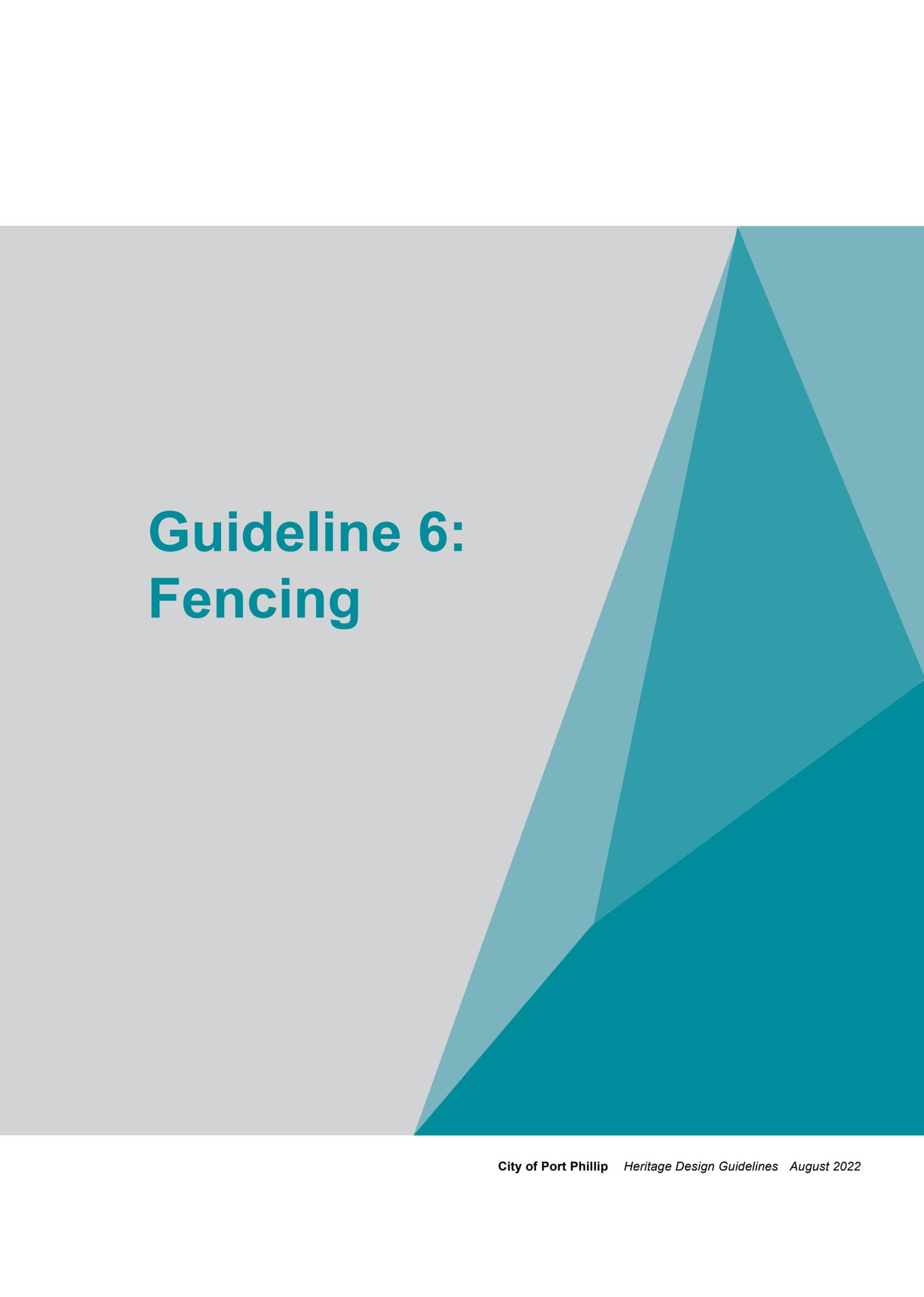
As shown on Figure 5.1 new carports or garages for Contributory or Non-contributory residential heritage places should be freestanding and may be constructed:

- Within rear yards, or
- Within side setback areas provided there is a minimum setback of 1 metre from the front wall of the dwelling.

Carports or garages should be simply designed and avoid copying the form or detailing of the house.

'Roller style' doors should be avoided and where possible the garage door should be integrated into the front wall of the garage.

Roller style garage doors may be permitted on rear laneways if the roller drum is enclosed and the adjoining lots facing the lane do not contain houses graded Significant or Contributory.

The background features a light grey gradient on the left side, transitioning into a series of overlapping teal-colored geometric shapes on the right. These shapes include a large triangle pointing upwards and another shape below it, creating a dynamic, modern aesthetic.

Guideline 6: Fencing

This section provides guidelines for the construction of fences.

Application

These guidelines apply to all properties.

Guidelines basis

Front fences and, to a lesser extent, side fences are an integral part of historic streetscapes as they form part of the visual relationship between the private dwelling and the public street. Fences were designed to complement and enhance the setting of houses and fence styles evolved and changed in line with architectural fashions over the years.

Historic fences where they survive are significant both for their contribution to the setting of heritage places and streetscape and should be preserved. New fences should be sympathetic with historic streetscape character.



Photo 18. 'La Mascotte' is a fine example of an interwar house with an original front fence featuring a splayed corner entry framed by an archway.

Poorly designed fences, particularly high solid fences, or fences in inappropriate styles can have a significant impact upon the setting of buildings and streetscapes.

General

The Heritage Policy encourages the conservation of original or early front fences and gates and for new fences to be appropriate to the style of the house.

These guidelines may be varied based on documentary or physical evidence.

Front fence styles

For Significant and Contributory places front fences should be appropriate to the style of the house. As a rule:

- Simple dwellings had simple fences. For example, an ornate cast iron fence is inappropriate for a Victorian timber cottage.
- Timber dwellings typically have timber framed fences with (depending on the style) vertical timber picket or sheet metal infill (for Victorian and Federation/Edwardian dwellings), or vertical timber picket or cyclone or woven wire (Federation/Edwardian and interwar dwellings).
- Masonry dwellings have either timber framed fences or masonry and/or metal styles.

If an original fence or part of one survives or there is an existing reproduction fence in an appropriate style, then that should be used as the model for the new fence.

If no original fences survive, then a fence style appropriate to the building should be chosen and applied consistently if the house forms part of a row or group of related houses (see Photo 19).



Photo 19. The owners of this terrace row in Middle Park cooperated to reinstate a traditional Victorian style front fence.

If the original fence no longer exists on the property, it will probably have been constructed of timber. The more permanent types tend to persist. Therefore, unless there is evidence to the contrary, a new timber fence will usually be most appropriate.

An alternative to a historically correct reproduction front fence is a simplified contemporary fence. For example, if situated in a predominantly Victorian or Edwardian precinct, the fence could be a simple plain timber picket or metal palisade, but stripped of any 'period' detailing. In an interwar precinct a low brick or rendered fence may be appropriate. This type of fence is also appropriate for a Non-contributory property.

Ideally fences to matching groups, terraces and attached pairs of common design should be identical. Where one or more of a group or pair has an original fence or, if not, an appropriate new fence, this fence will be taken as the pattern for all new fences in the group or pair. On terraces and pairs, the fence and side boundary posts should be shared and located centrally on the joint boundary.

Front fence heights and locations

The height of new fences should be appropriate for the style of building. As a guide:

- For Victorian and Federation dwellings of single storey, 1200mm to 1350mm.
- For Victorian dwellings where the verandah is on the street boundary, balustrade of 850 – 1000 mm from the verandah deck.
- For Victorian and Federation dwellings of two storeys, 1200mm to 1650mm maximum for posts.
- For Victorian or Federation mansions with extended frontages, higher fences (- 1800mm) may be appropriate.
- For Interwar dwellings, including apartment buildings, 600mm to 1000mm.
- For Mid 20th Century dwellings, zero to 900mm.

If an original fence or part of one survives or there is an existing reproduction fence in an appropriate style, then that should be used as the model for the new fence.

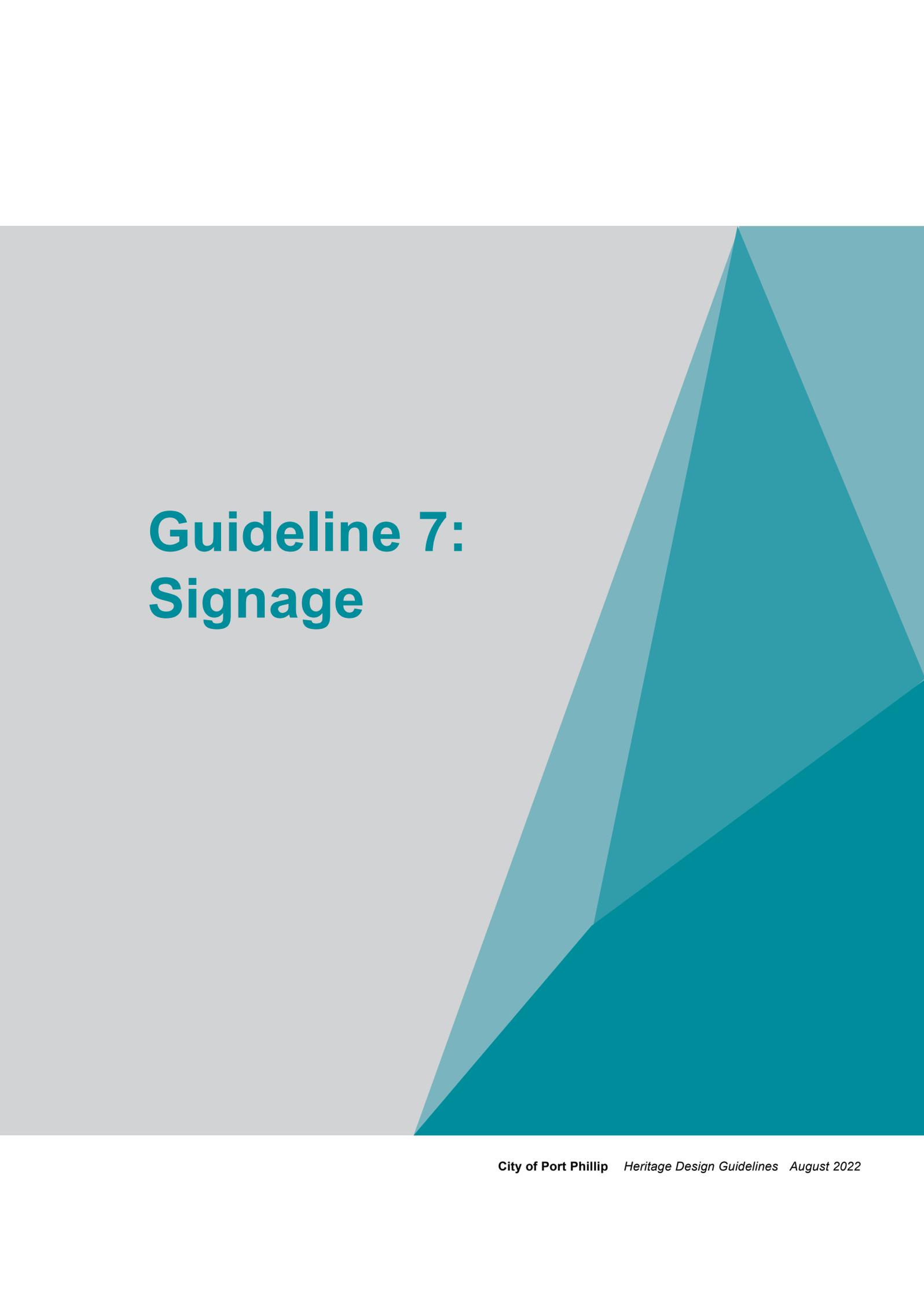
For Non-contributory properties choose a fence height that is appropriate for the predominant style of Significant or Contributory places within the streetscape.

Front fences should be located on the street boundaries.

More information

For more information, see the following **Heritage Practice Notes** on our website:

1. Fencing in Heritage Overlay areas
 - 1A. Victorian timber front fences
 - 1B. Victorian metal front fences
 - 1C. Federation & Edwardian front fences

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid, light grey color. The text 'Guideline 7: Signage' is positioned on the left, overlapping the grey area.

Guideline 7: Signage

This section provides guidelines for signage.

Application

These guidelines apply to all properties.

Guidelines basis

Examples of early or original signage are significant for the ability to illustrate the historic development of commercial and retail centres and provide also provide evidence of historically appropriate designs and location of signs.

It is important to strike a balance between the needs of businesses to have adequate exposure, and the need to ensure that new signage does not become a dominant element that detracts from the historic character of commercial and retail heritage precincts in Port Phillip.



Photo 20. The faded painted signs on this building in South Melbourne provide evidence of its historic use as a corner shop.

Original signage

Original signage should be conserved in accordance with the Conservation guidelines.

This may include the restoration or reconstruction of missing or incomplete historic signage based on physical or documentary evidence.

Many original or early signs were painted and have deteriorated over time. In some cases, the action may be to stabilize the sign and prevent further deterioration rather than undertake full restoration.

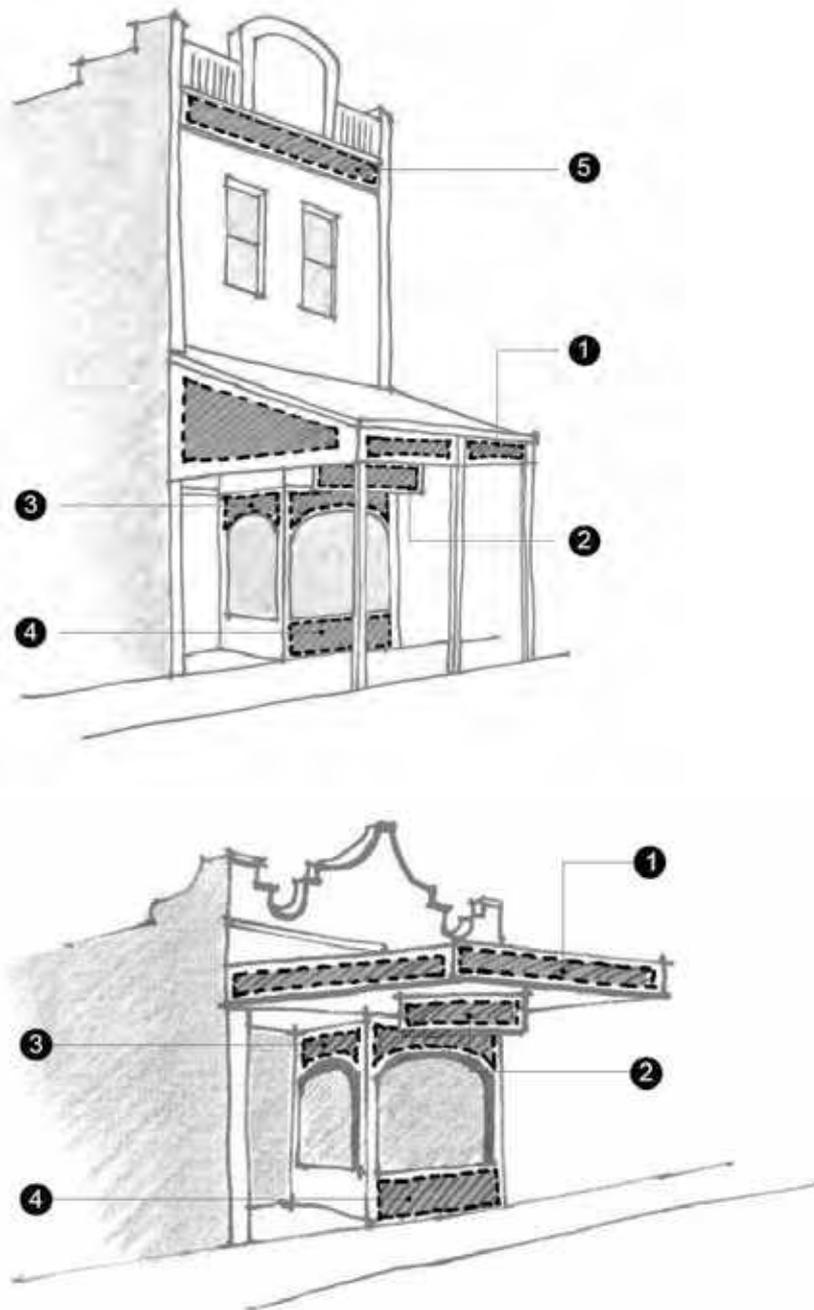
New signs

Figure 6.1 shows the preferred locations for signage on commercial or retail heritage buildings provided the following conditions are met:

- There should be no more than one above verandah sign per building.
- Above verandah signage should not be floodlit or internally illuminated.
- Floodlit below verandah signage may be permitted only when:
 - > The light source is located so that light is directed onto the sign as much as possible to minimise glare.
 - > Light spillage from the light source is controlled by the use of baffles, shields or reflectors.
- Internally illuminated below verandah signage may be permitted only when the sign is not animated and does not include flashing or running lights.
- Colours, lettering, style and layout of signage respect the character and style of the building.
- External lighting, electrical cables and conduits and any other equipment associated with the signage is concealed from view, unobtrusively located or otherwise treated to minimise visual impacts.

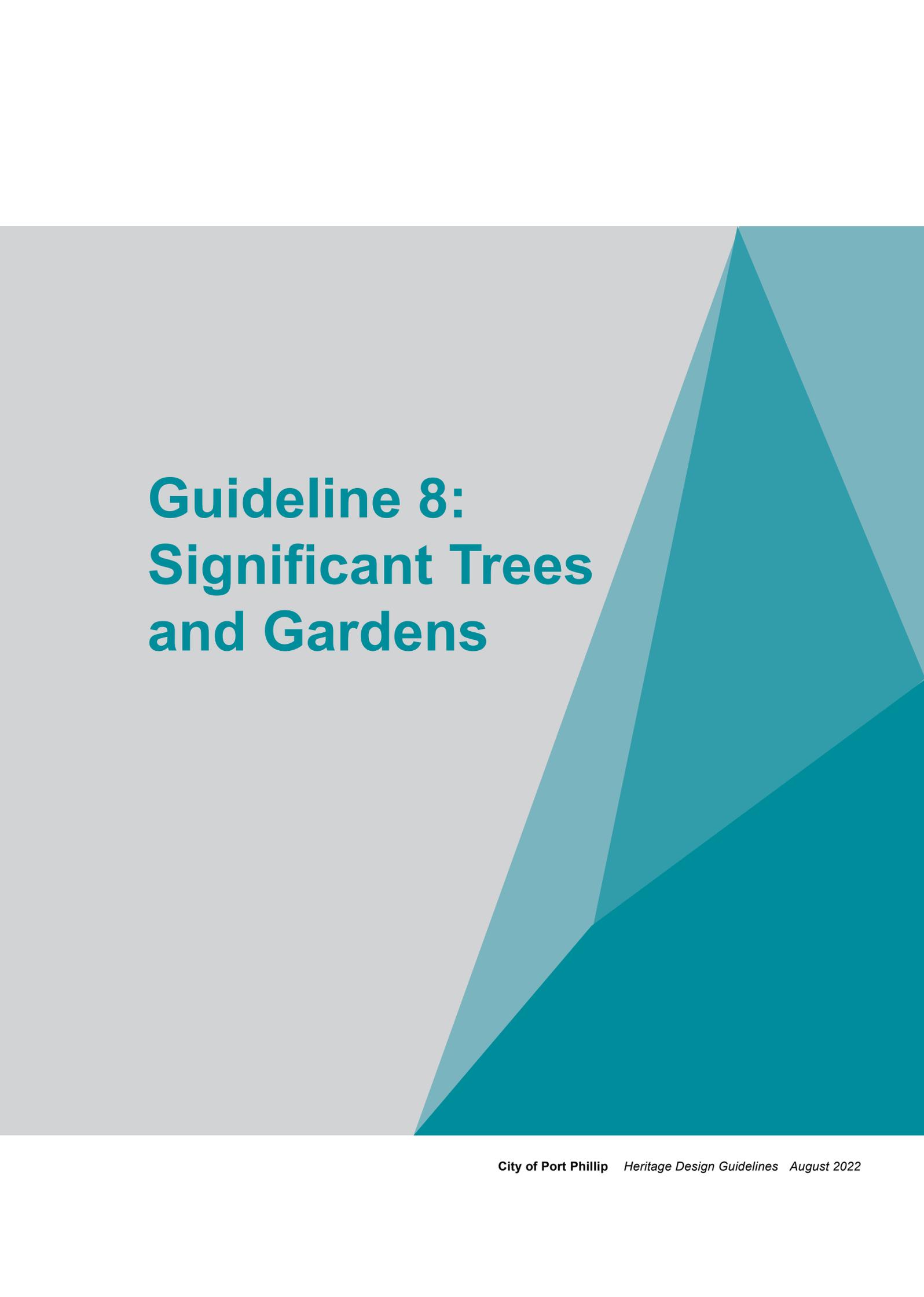
Avoid the following types of signs:

- Above verandah signs, except as shown in Figure 6.1.
- Signs that conceal or obscure architectural features and detailing, windows and door openings, or project above verandah or awning fascias.
- Animated, Electronic or Floodlit signs.
- Bunting sign.
- High-wall sign.
- Panel sign.
- Pole sign.
- Promotion or Major promotion signs.
- Reflective sign.
- Sky sign.
- Advertising signs attached to street furniture including seating, shelters, phone booths and the like.



- ① Fascia mounted: retaining space surrounding sign
- ② Below awning: attached to a lightweight frame
- ③ On windows: as a decorative frame feature
- ④ Below windows: flush to facade, as a decorative panel feature
- ⑤ Above verandah: below pediment and/or cornice, and retaining within panel area

Figure 6.1
Preferred sign locations on commercial or retail heritage buildings

The background features a light grey gradient on the left side, transitioning into a large, abstract teal shape on the right. This teal shape is composed of several overlapping triangles and polygons, creating a dynamic, layered effect. The overall design is clean and modern.

Guideline 8: Significant Trees and Gardens

This section provides guidelines for the management and conservation of significant trees and garden layouts on both private and public land.

Application

These guidelines apply to Significant and Contributory places where tree controls apply or that have remnants of early garden layouts.

Guidelines basis

Mature trees make an important contribution to the historic significance and aesthetic character and setting of heritage places. These include trees forming part of private gardens, as well as trees on public land lining streets and within parks and gardens.



Photo 21. The mature street trees lining Dandenong Road make an important contribution to the historical boulevard character.

As well as introduced trees, significant trees in Port Phillip also include remnant indigenous trees such as the Ngargee Tree in Albert Park (which has Aboriginal cultural significance) and eucalypts in Alma Park East.

The aim of these guidelines is to encourage the retention of these trees within their normally expected lifespan and to avoid development that could threaten their on-going viability. They also provide guidance for replacement when required.

While original garden plantings rarely survive on private properties, pathways and driveways, garden border tiles or edging, fencing, walls, ponds and other features sometimes survive as evidence of early garden layouts.

Working next to trees

Any new development in proximity to a significant tree (on the same or a nearby site) should be accompanied by an arborist's report that identifies:

- The recommended separation distance and any other measures to avoid detrimental impacts upon the health and viability of the tree.
- Any remedial pruning required.

Replacing trees

The Heritage Policy encourages 'Like for like' replacement, which means using a tree of the same species.

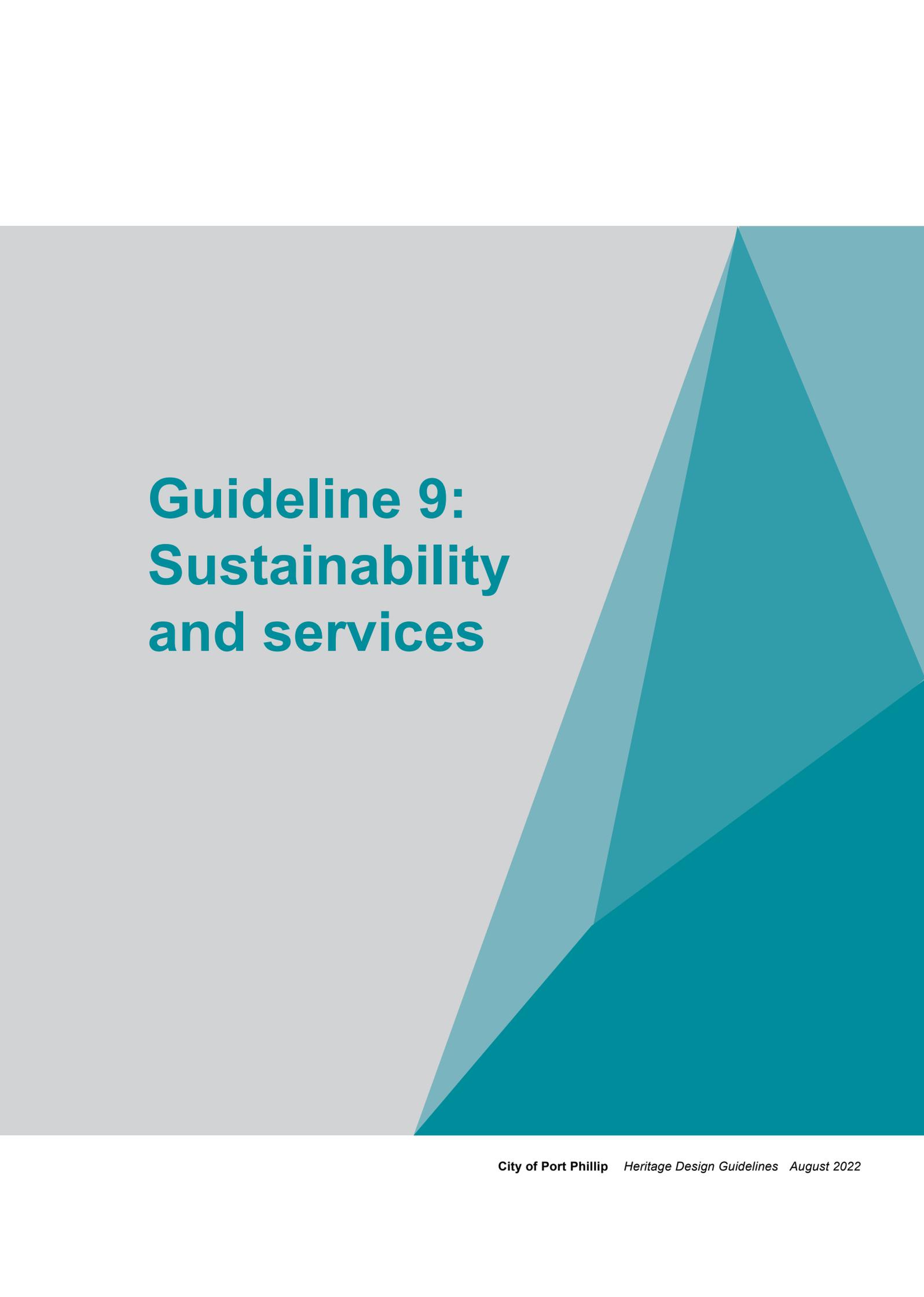
An alternative species of tree, or no replacement, may be considered when:

- Changes in the site conditions since the tree was first planted mean that the original species is no longer appropriate, or is no longer suitable (for example, due to size, form or proximity to buildings or services).
- The original species is inappropriate given the local climate (or climate change), soils, threat from pest or disease (for example, Elm leaf beetle), or for other reasons.
- The original species is identified as an environmental weed and cannot be appropriately managed when planted.
- Where trees form part of a row, avenue or hedge planting of consistent height, consider whether it would be appropriate to remove adjoining trees to ensure consistency as new trees mature.

Gardens

Conserve original features associated with original or early garden layouts such as pathways and driveways, garden border tiles or edging, fencing, walls and other features.

Encourage planting that is appropriate for the style and period of the house and garden.

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid, light grey color. The text is positioned on the left side, overlapping the grey area.

Guideline 9: Sustainability and services

This section provides guidelines for the installation of equipment associated with sustainability and building services such as solar panels, water tanks, heating and cooling systems and hot water services.

Application

These guidelines apply to all properties.

Guidelines basis

Council supports the installation of equipment that will improve the environmental sustainability of a building. These guidelines show how this can be achieved without adversely impacting upon heritage significance.

Heritage buildings are capable of adaptation to include new and upgraded sustainable services through a sensitive and considered approach in the choice of **technologies, siting and design** of the sustainable system.

Before adding equipments to a heritage place, consider a set of comprehensive methods that can improve energy performance. For example, most weatherboard houses constructed prior to 1990 are likely to have uninsulated walls, ceilings and floors. Insulating these areas can reduce energy consumption and subsequently the size and running cost of the equipments needing to be installed.

The following guidelines have a particular focus on the roof mounted systems such as solar panels and solar hot water because they have the most potential for adverse impacts due to visible location on buildings.



Photo 22. An example of frameless solar panels on a slate roofed building

Service equipment

Service equipment such as air conditioning, heating or hot water boilers and the like should be concealed from the public realm. They should not be located on, or in front of the front façade of a building or on the roof where they would be visible from a street, including a side street.

Ideally, such units should be situated at ground level and within the side or rear yard area.

See Figure 8.1, which shows potential locations to ensure concealment from the public realm. If this is done then a planning permit is not required (Please contact Council's Statutory Planning team to confirm).

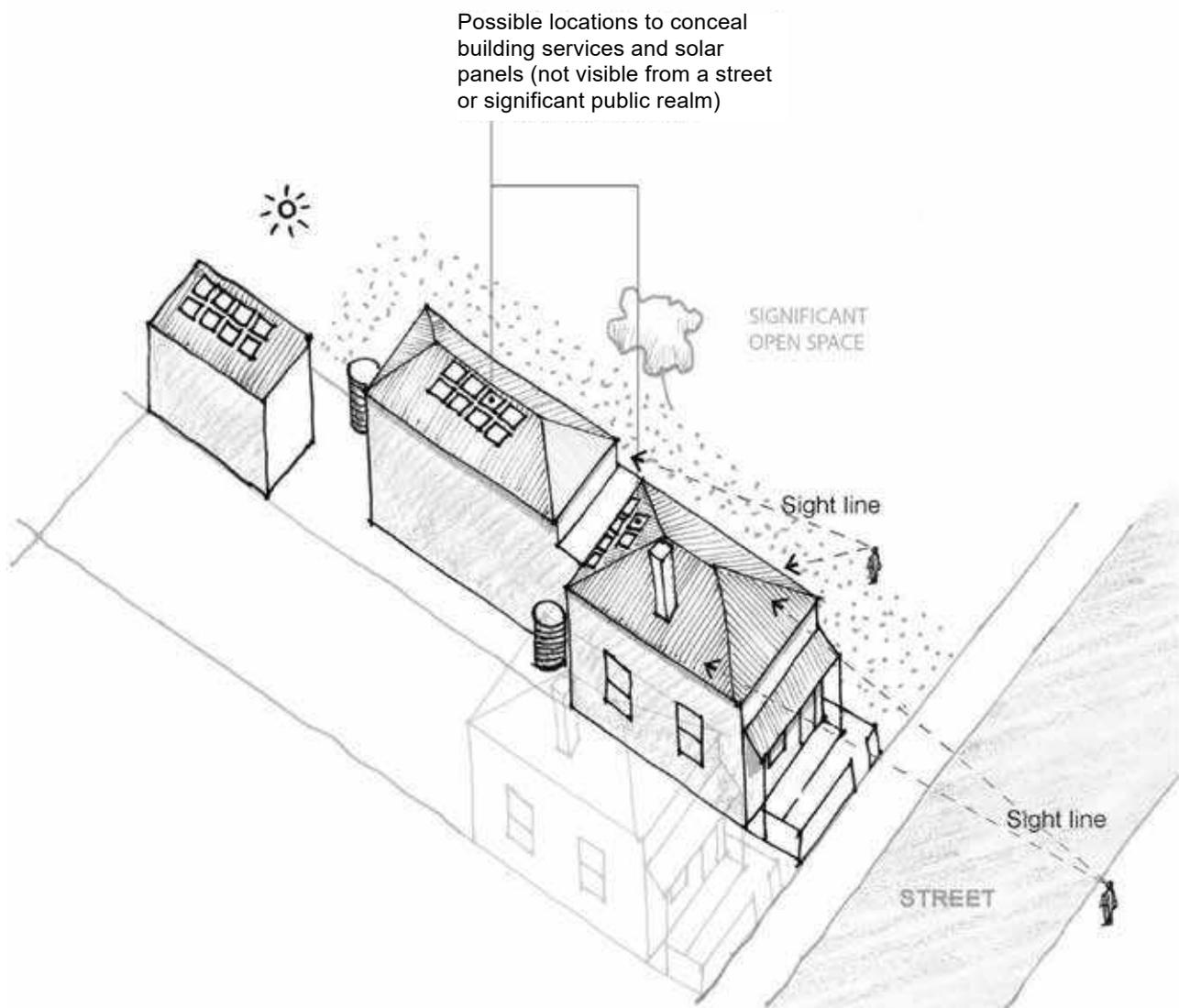


Figure 8.1
Suggested locations to conceal building services,
solar panels and water tanks

Environmental sustainability equipment

Ideally, environmental sustainability equipment such as solar panels and water tanks should be concealed wherever possible. If such equipment is not visible from the public realm (excluding a laneway) then a planning permit is not required. However, if this is not possible alternative visible locations will be considered on a case-by-case basis having regard to the context and the significance of the heritage place.

Figure 8.2 shows three alternative locations for roof-mounted solar systems:

- a. Preferred locations** include ground mounted within rear or side yards, on non-significant outbuildings or additions, or non-visible sections of roofs on original buildings. These locations will not require a planning permit if they are not visible from the public realm (Please contact Council's Planning Department to confirm).
- b. Secondary locations** should be used only when the preferred locations are not available or not practical (for example, due to orientation or overshadowing). They include side sections of roofs on original buildings, including on corner sites.
- c. Visible locations** should only be used when the preferred or secondary locations are not practical. However, visible locations may not be suitable for narrow buildings, Significant places, or any building within an intact or consistent streetscape.

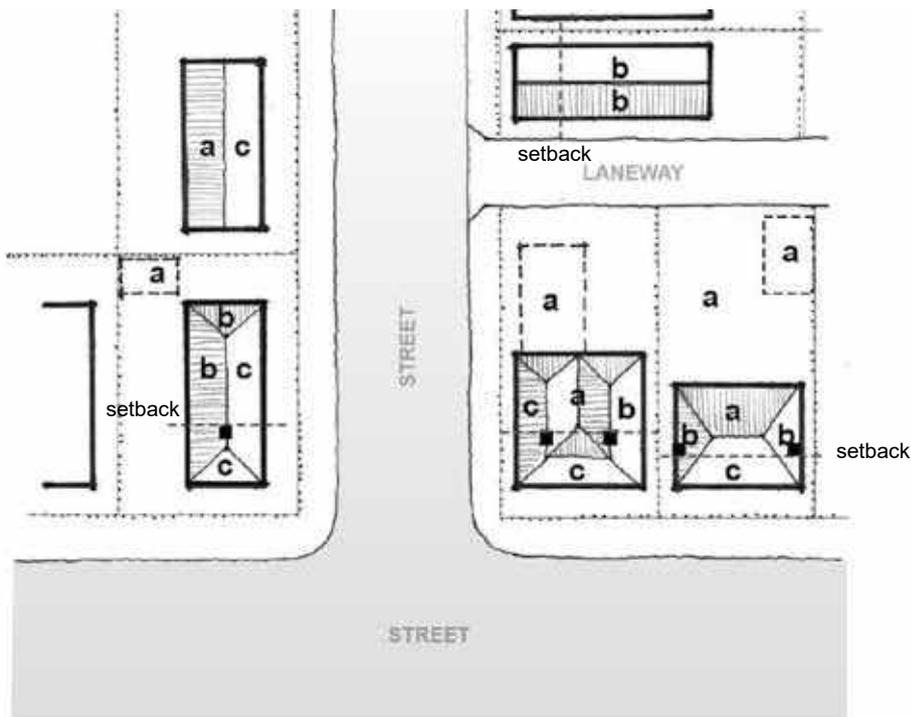


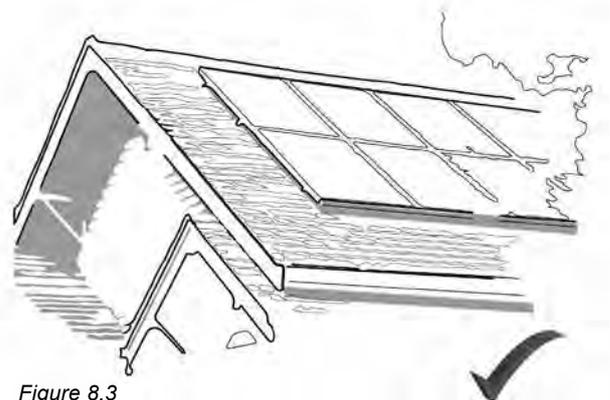
Figure 8.2

Alternative locations for roof-mounted solar systems:

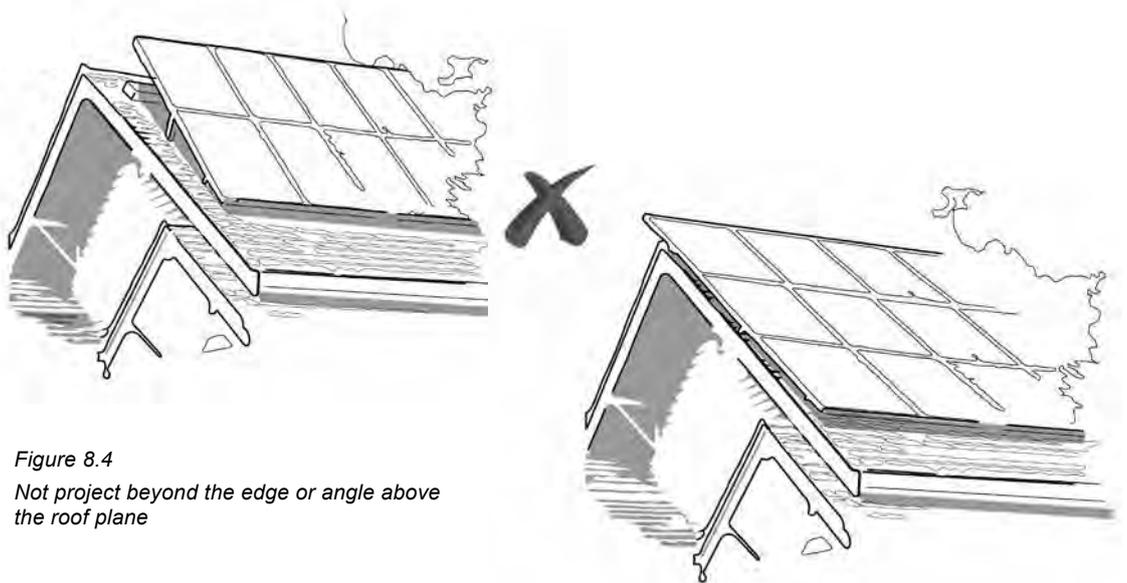
For other types of roofs or context not shown in Figure 8.2, the location will be decided on a case by case basis using the same principles. Visible locations may not be suitable for complex roof forms particularly when solar panels will be mounted on multiple small roof planes.

Where roof mounted solar systems are visible they should:

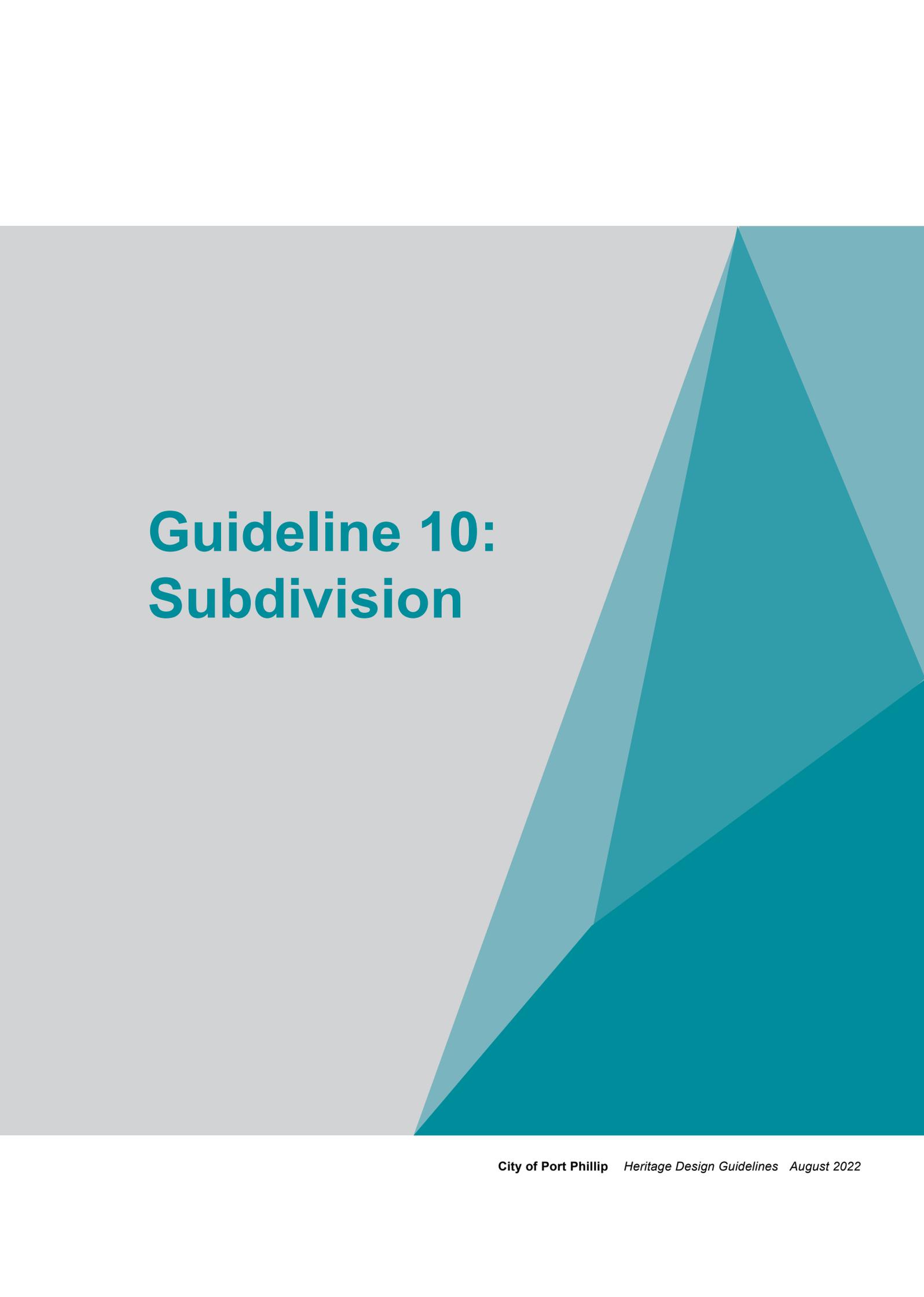
- Be mounted flush against the roof (see Figure 8.3).
- Not project beyond the edge of the roof plane (see Figure 8.4).
- Be setback from the edge of the roof (see Figure 8.3) to ensure that some of the original roof remains visible.
- Be laid in a regular pattern that responds to the form of the house (for example, central location on the roof of a house with a symmetrical façade).
- Be in a colour that blends with the roof.



*Figure 8.3
Be mounted flush against the roof and setback from the edge*



*Figure 8.4
Not project beyond the edge or angle above the roof plane*



Guideline 10: Subdivision

This section provides guidelines for the subdivision of land.

Application

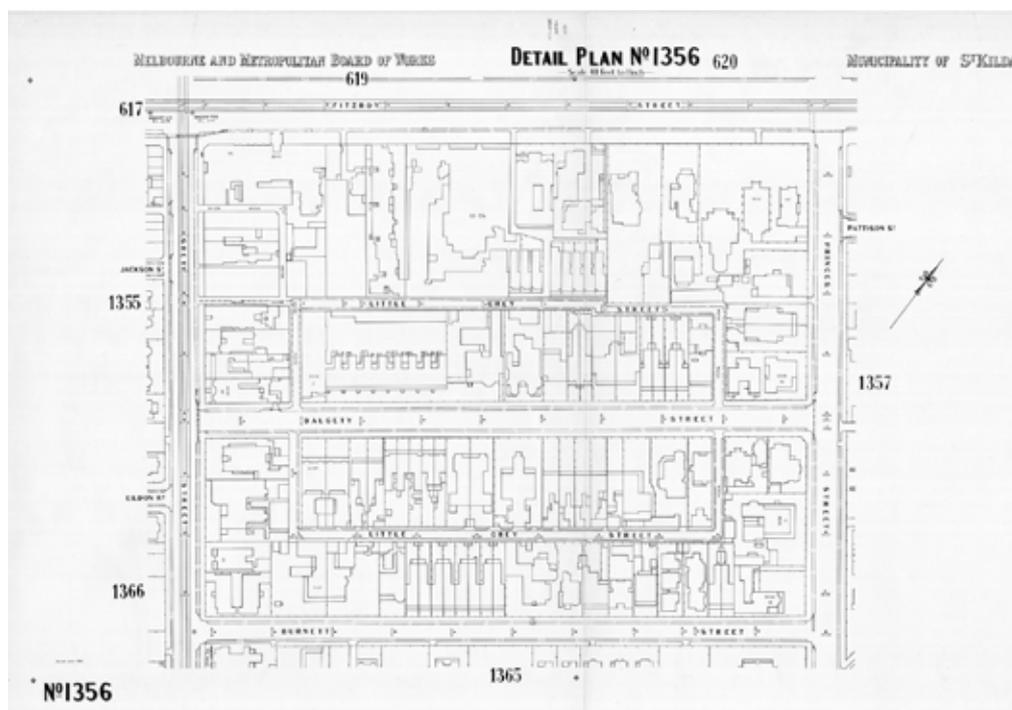
These guidelines apply to Significant and Contributory places within the heritage overlay.

These guidelines do not apply to the subdivision of existing buildings that do not create an additional lot, or the internal subdivision (e.g. strata titling) of existing buildings.

Guidelines basis

The subdivision pattern in much of Port Phillip is typical of late nineteenth century/early twentieth century areas and comprises regularly shaped rectangular lots with consistent dimensions, some with access to rear lanes.

This has created streetscapes that have a consistent 'urban grain', which is reflected in the form and sitting of buildings creating a distinctive streetscape rhythm and character. Many precincts have a regular 'fine-grain' character comprising small consistently shaped allotments situated within a traditional 'grid' street network, while others have more irregular layouts that reflect layers of subdivision and re-development.



This Melbourne & Metropolitan Board of Works plan, dated 1948, shows the subdivision pattern in St Kilda.

It is important to ensure that future subdivision does not disrupt this character and, in addition, does not create the opportunity for inappropriate forms of development. When one large plot or multiple plots are to be developed, Council will assess if the proposed development has been informed by the pattern of the urban grain.

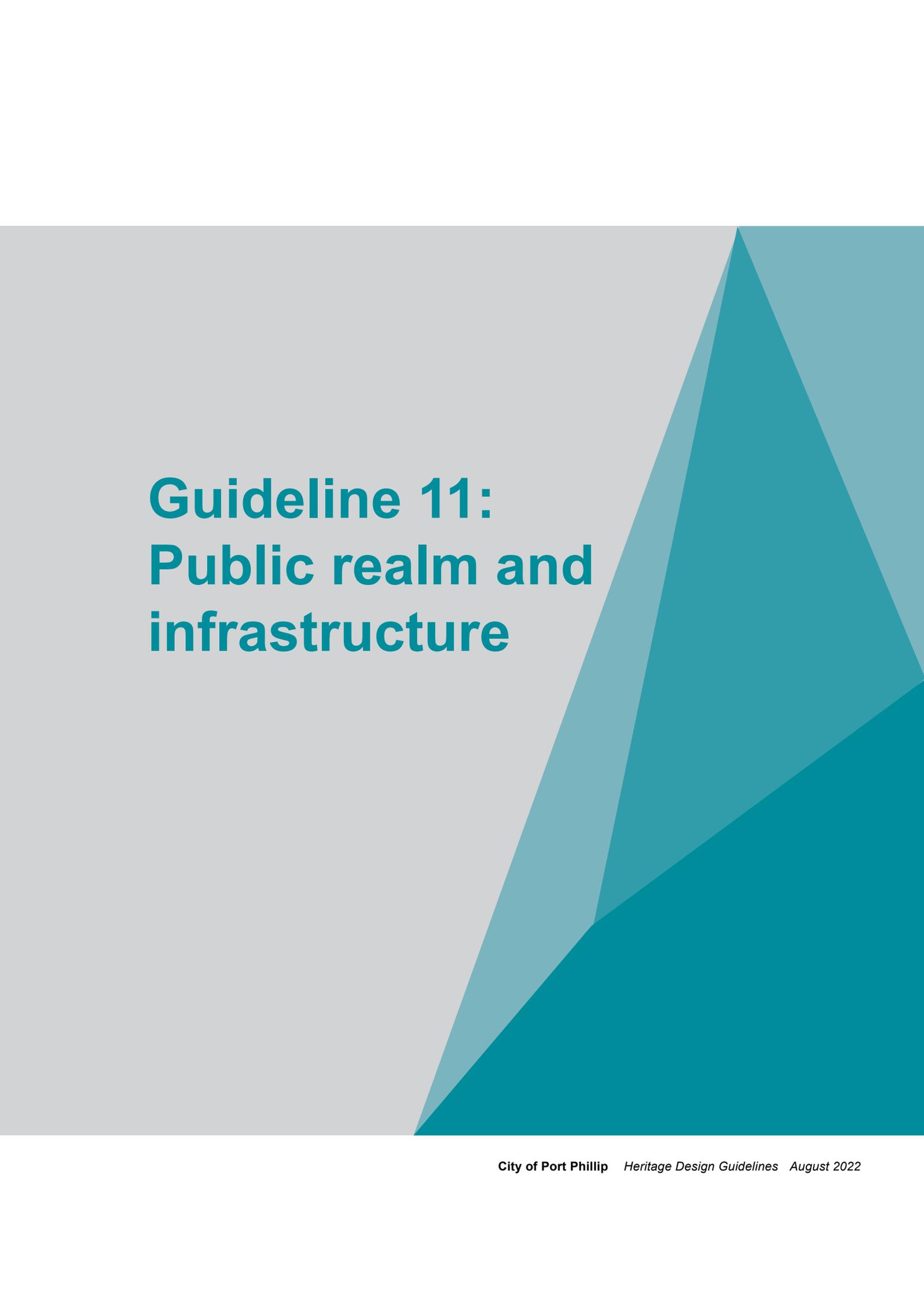
Subdivision guidelines

When large lots are subdivided, ensure lots sizes, proportions and depths are similar to those in the surrounding heritage precinct.

Avoid lots that are larger than or have shapes or proportions that are not found within the heritage precinct.

Avoid creating lots or lot boundaries that would:

- Cut through the middle of buildings, except as part of strata-titling.
- Result in contributory features associated with a heritage place being on separate allotments.
- Result in the loss of views to a heritage place.
- Allow new development between a heritage place and the street frontage.
- Require new buildings to have a lesser front setback than other buildings in the same street.
- Require the creation of a new street crossover to provide access.

The background features a light grey gradient on the left side, transitioning into a series of overlapping teal-colored geometric shapes on the right. These shapes include a large triangle pointing upwards and several overlapping trapezoidal and triangular forms, creating a dynamic, layered effect.

Guideline 11: Public realm and infrastructure

This section provides guidelines for the conservation and management of land within the public realm including footpaths, streets and laneways, and features such as memorials, monuments and historic infrastructure associated with utilities (water, gas, electricity, sewerage, drainage).

Application

These guidelines apply to all historic public realm features and infrastructure within the heritage overlay.

Guidelines basis

The public realm (that is, the spaces between private properties including roads, footpaths and laneways) makes an important contribution to the historic character of heritage precincts and the setting of heritage places.



Photo 22. This laneway in St Kilda has been sympathetically re-constructed to retain the traditional bluestone channel and asphalt surface.

Of key importance is the historic use of bluestone in road construction from the nineteenth until the mid-twentieth centuries for kerbs, channelling and gutters, and laneways. This was often complemented by the use asphalt for footpaths and roads. Historic infrastructure also includes cast iron drainage and sewerage covers and grates, remnant gas lamp poles, electricity substations, horse troughs, and post boxes.

In addition, the public realm contains many important memorials and monuments honouring events and individuals.

It is important that these features are retained, and that missing elements are re-instated where opportunities arise.

Some old infrastructure or street furniture, while being part of the street character, can gradually lose relevance or purpose and become vulnerable to neglect, decay and possibly demolition. Some examples of this are the old post boxes, substations and tram shelters. The best way to save them is to breath new life through the adaptive reuse when renovating the public realm or developing the new infrastructure.

Public realm and infrastructure guidelines

Avoid demolition or removal of contributory features of public realm including:

- Bluestone pitchers as kerb and channel and laneways and footpaths.
- Original or early street furniture, lighting and signage.
- Original or early cast iron drain covers and grates, 'manhole' covers and the like.
- Early post boxes
- Early electricity substations.
- Monuments and memorials.
- Horse troughs.

Ensure that new public realm infrastructure:

- Respects, but does not simply copy the original materials, finishes and details of the historic infrastructure.
- Ensures the original layout, sitting, setting or details of the historic infrastructure is retained or remains evident.



Photo 23. The installation of this new kerb outstand and associated pedestrian crossing in Bank Street, South Melbourne uses sympathetic materials and also ensures that the historic alignment and layout of the original kerb and channel remains evident.

Overly relying on the interpretive signage should be avoided.

Avoid the need for complete reconstruction of kerbs, channels and laneways by undertaking regular repair and maintenance.

Reconstruct historic bluestone kerb and channelling only when it is at the end of its useful life.

When full reconstruction is required, this should be carried out in a way that reflects as closely as possible the original appearance.

Reinstate original bluestone kerb and channel or historic street furniture where this is supported by historic evidence.

Avoid development that would:

- Obstruct views of a memorial or monument.
- Result in the removal of trees or other features that contribute to its setting.
- Require its removal or relocation
- Potentially impact upon its condition or structural integrity (for example, due to construction being carried out in close proximity).

Encourage adaptive re-use of decommissioned infrastructure, where appropriate.

If the historical infrastructure is not capable of adaptive re-use then ensure there is a clear management plan. For example, Council is now responsible for maintaining the historic pre-World War 2 post boxes within the municipality.

The background features a light grey gradient on the left side, transitioning into a series of overlapping teal-colored geometric shapes on the right. These shapes include a large triangle pointing upwards and another shape below it, creating a modern, abstract design.

Attachment 1: Definitions

Burra Charter definitions

Adaptation: modifying a place to suit the existing use or a proposed use.

Associations: the special connections that exist between people and a place.

Conservation: all the processes of looking after a place so as to retain its cultural significance.

Cultural significance: aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Fabric: all the physical material of the place including components, fixtures, contents and objects.

Interpretation: all the way of presenting the cultural significance of a place.

Maintenance: the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Place: site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Preservation: maintaining the fabric of a place in its existing state and retarding deterioration.

Reconstruction: returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Restoration: returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Setting: the area around a place, which may include the visual catchment.

Use: means the functions of a place, as well as the activities and practices that may occur at that place.

Significance definitions

Heritage place is a place that has identified heritage value and could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land.

Significant heritage places include buildings and surrounds that are individually important places of either State, regional or local heritage significance and are places that together within an identified area, are part of the significance of a Heritage Overlay. These places are included in a Heritage Overlay either as an area or as an individually listed heritage place and are coloured “red” on the City of Port Phillip Heritage Policy Map.

Contributory heritage places include buildings and surrounds that are representative heritage places of local significance which contribute to the significance of the Heritage Overlay area. They may have been considerably altered but have the potential to be conserved. They are included in a Heritage Overlay and are coloured “green” on the City of Port Phillip Heritage Policy Map.

Non-contributory properties are buildings that are neither significant nor contributory. They are included in a Heritage Overlay and have no colour on the City of Port Phillip Heritage Policy Map.

IN OUR
BACKYARD

Growing Affordable Housing
in Port Phillip 2015-2025





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Maintaining social diversity



FOREWORD FROM MAYOR, CR. BERNADENE VOSS

Council respectfully acknowledges the Yalukit Wilam 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.

Most of us take for granted that we have a safe, secure and affordable home. But for too many in our community, this is not the case. We all have a responsibility to make a contribution to reducing homelessness by ensuring there is more affordable housing.

Over the last 30 years Council has made a significant ongoing commitment to both understanding the affordable housing issue and developing solutions. \$55.6m in property and cash has been invested by Council and the Victorian and Commonwealth governments.

In 2005 with the establishment of the Port Phillip Housing Trust, our community has benefited from a productive and successful relationship with the Port Phillip Housing Association as Trustee, which has delivered 64 new community housing units (between 2005 and 2015).

Council recognises the importance of maintaining a socially diverse and inclusive community, and that appropriate housing is important to maintain the health and wellbeing of our residents (*Council's Housing Strategy 2007 - 17 and Municipal Public Health and Welbeing Plan 2013 - 17*).

In Our Backyard - Growing Affordable Housing in Port Phillip 2015-2025 is our plan to address housing affordability in the City of Port Phillip. It is a plan that reflects Council's longstanding leadership

in affordable housing and our commitment to maintaining a diverse, inclusive and equitable City, especially for those who are disadvantaged and marginalised.

In Our Backyard identifies Council's role and actions it will take to grow the supply and diversity of affordable housing in the City of Port Phillip to address priority local housing needs.

Going forward over the next 10 years to 2025, Council will continue to make a significant commitment, estimated at \$30 million, through a pipeline of suitable developable Council land (\$25 million value at 2016) together with cash contributions of \$500,000 per year.

Council will seek expressions of interest from Port Phillip Housing Association, South Port Community Housing Group and St Kilda Community Housing to develop these properties, to ensure that best value (social, economic and environmental) is achieved for the residents of the City of Port Phillip.

Exploring potential planning mechanisms in Port Phillip, including Fishermans Bend, is also an important strategy to facilitate delivery of affordable housing by the private sector.

Council recognises that both rental housing and home purchasing is generally unaffordable for Port Phillip's low to moderate income residents.

Affordable housing is vital to maintaining social inclusion, equity and tolerance. I look forward to seeing this plan implemented so housing is attainable for more of our residents, especially those who are socially disadvantaged and marginalised.

1. Introduction

Social inclusion, equity and respect for diversity are at the heart of the cultural fabric of the City of Port Phillip. The Council Plan 2013-17 calls for a 'healthy, creative and inclusive City', one that welcomes diversity, social justice and the 'delivery of affordable housing to meet community needs'. The City of Port Phillip has long recognised that affordable housing is fundamental to ensuring a vibrant and liveable city, and the health and wellbeing of its community.

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, having:

- developed Australia's largest community housing program between 1985 and 2006 that directly provided 311 units in 14 projects
- pioneered the development of community housing in air space over Council car parks and community facilities.

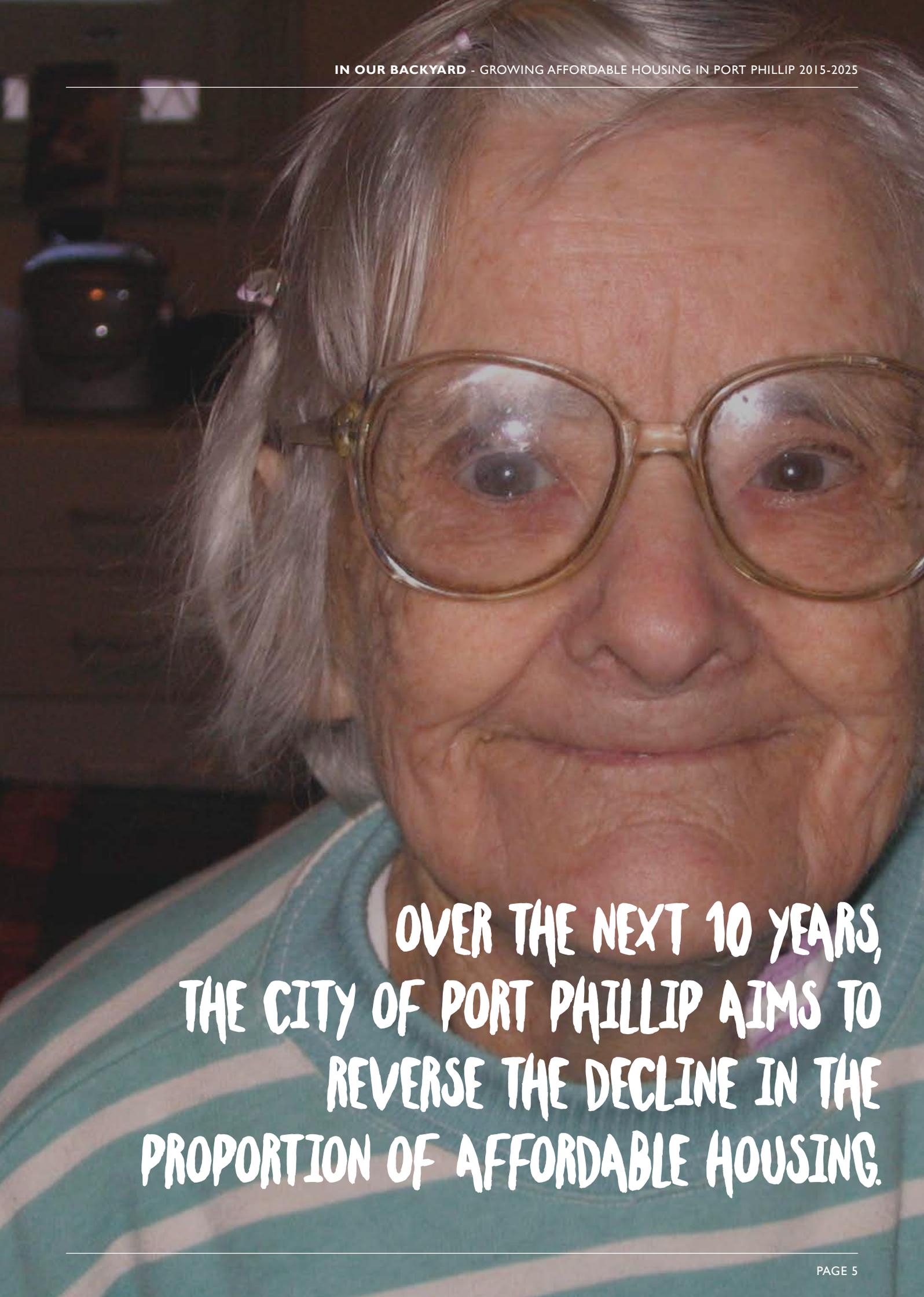
Since 1985, there has been a combined 645 community housing units delivered either by Council and the Port Phillip Housing Trust, or the Port Phillip Housing Association as its own company. This was possible because of partnerships with the Victorian and Commonwealth governments.

Over the last decade, new factors have arisen that have increased the demand for affordable housing. The proportion of affordable housing units in the City of Port Phillip is now declining, while conversely new affordable housing needs are appearing. If left unaddressed, this decline will detract from the City's reputation as a diverse, inclusive and equitable City.

The City of Port Phillip recognises it needs to respond proactively to ensure housing diversity remains available across the City. Affordable housing is an important component of this housing choice, and Council recognises the important role that partnerships with Port Phillip Housing Association (PPHA), St Kilda Community Housing (St KCH), South Port Community Housing Group (SPCHG) and the private sector will have in addressing the local affordable housing needs. This importance is similarly recognised by the Victorian Government, which sees community housing organisations as the primary vehicle for growing social housing across the state.

Over the next 10 years, the City of Port Phillip aims to reverse the decline in the proportion of affordable housing in the City, cater to emerging local housing needs, and ensure the provision of affordable housing becomes a component of private development. Through direct investment of \$30 million of Council property assets and supporting cash contributions, around 170 new community housing units will be delivered, representing an estimated development value of between \$36 million and \$41 million.

In Our Backyard outlines strategies and actions, as well as expected outcomes, to ensure affordable housing remains an important component of the City's housing offer over the next decade. The strategy includes specific Council commitments and also reflects a broader agenda to strengthen Council's partnerships with local community housing organisations, the Victorian and Commonwealth governments, and the private and community sectors, to effectively address together the significant affordable housing challenge.



OVER THE NEXT 10 YEARS,
THE CITY OF PORT PHILLIP AIMS TO
REVERSE THE DECLINE IN THE
PROPORTION OF AFFORDABLE HOUSING.

2. Affordable housing

IN THE CITY OF PORT PHILLIP

DEFINING AFFORDABLE HOUSING

Affordable housing refers to housing that meets the needs of low to moderate income households unable to access suitable housing in the private market without assistance. The currently accepted benchmark for affordability is 30 per cent or less of household income spent on accommodation costs, for households in the lowest 40 per cent of the income range.

Social housing provides rental housing in perpetuity to low household income groups. In the City of Port Phillip, affordable housing is made available through the following providers of social housing:

- **Public housing** - provided, owned and managed by the Victorian Government's Department of Health and Human Services (DHHS)
- **Community housing** - provided, owned and/or managed by community housing organisations. There are two main types of community housing organisations in Victoria:

1. Registered Housing Associations

- which are able to develop housing projects in their own right. They have a relatively high development capacity, as well as capacity to assume the development risk on housing projects. Registered Housing Associations often generally house a wider range of target groups. They charge rents at 25 per cent of income, and can charge rents up to 30 per cent of income (up to 75 per cent of market rent) for housing owned by Housing Associations.

PPHA is one of a number of registered Housing Associations in Victoria. It is the only one whose primary focus is within the City of Port Phillip. It currently manages 628 units across the City.

- 2. Registered Housing Providers** - which generally focus on management of social housing, with some having a development capacity for smaller housing projects. They tend to focus on housing specific target groups - generally lower income groups. They charge rents up to 25 per cent of gross household income, where they manage DHHS housing. They can also charge rents of up to 30 per cent of income for any housing they own.

SPCHG and St KCH are the two registered Housing Providers based in the City of Port Phillip. They manage 287 units and 337 units respectively.

There are a number of other registered and unregistered community housing organisations operating in the City of Port Phillip, but they are not based in the municipality.

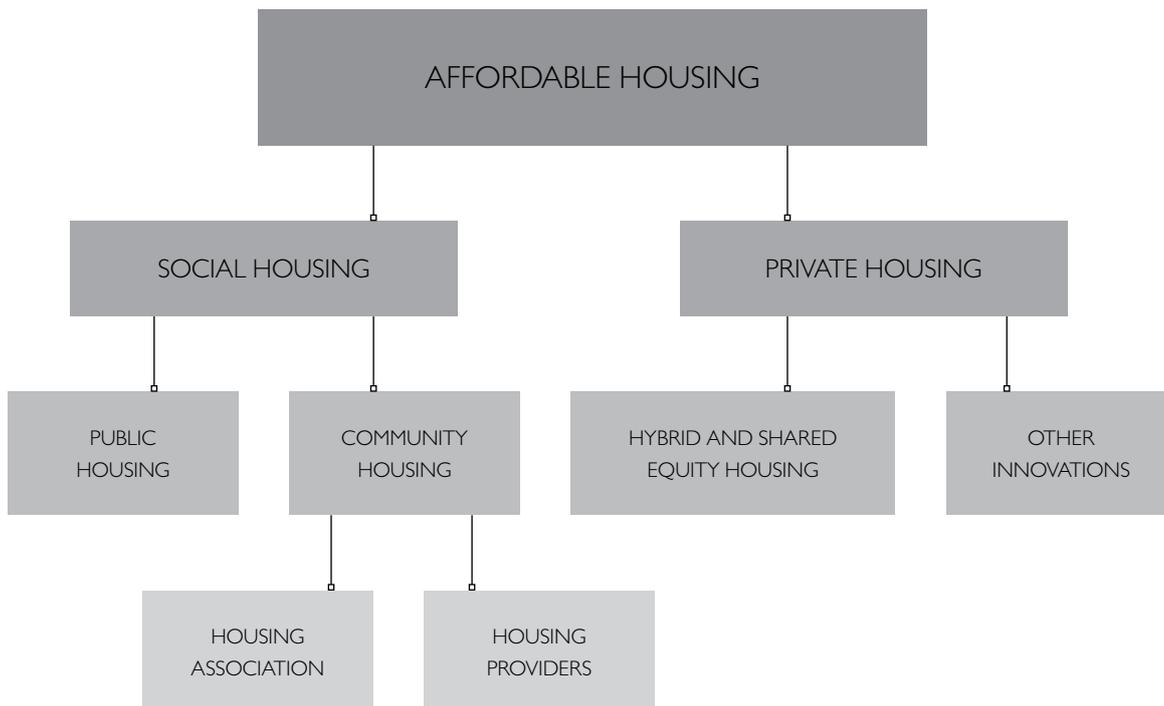


© St. Kilda Community Housing Ltd.

Affordable home ownership does not currently exist in Port Phillip, as the cost of renting and purchasing housing has increased significantly faster than increases in income levels. Over the last 10 years, most home ownership in urban areas has become increasingly unaffordable for low and moderate income households.

In addition to these definitions of affordable housing, an increasing number of philanthropic foundations, ethical investors and charities are also supporting affordable housing delivery. This is typically through providing funding to assist in the delivery of community housing units in partnership with community housing organisations, with ethical investors considering being developers of affordable housing.

Affordable Housing Types



HISTORICAL PERSPECTIVE - COUNCIL'S EVOLVING ROLE

The City of Port Phillip has a long and proud tradition of supporting community housing. Divided into three phases, the delivery of affordable housing has evolved over time in response to the City's changing context and needs.

Council's role in affordable housing is founded on the work of the former cities of Port Melbourne, South Melbourne and St Kilda. The former City of St Kilda played a significant direct role in the provision of community housing, and South Melbourne Council supported the establishment of South Port Community Housing Group Inc. in 1983 (formerly South Port Rooming House Group Inc.). In addition, St Kilda Council was supportive of the establishment of St KCH in 1984 (formerly St Kilda Rooming House Issues Group Inc.). Both organisations were established to manage rooming houses provided by the Victorian Government in the 1980s and 1990s.

PHASE 1 - DIRECT DEVELOPER

Council became a direct developer of community housing between 1985 and 2006. During this period the 'Port Phillip Housing Program' became the largest local government housing program in Australia, with \$41 million of Council, and Victorian and Commonwealth government funds used to develop 311 units across 14 projects. Council helped establish PPHA (formerly St Kilda Housing Association Inc.) in 1986 to manage completed Council projects, with PPHA also becoming a developer from 2000/2001.

PHASE 2 - ESTABLISHMENT OF THE PORT PHILLIP HOUSING TRUST AND PARTNERSHIP WITH PPHA

In 2005, Council created the Port Phillip Housing Trust (PPHT), with PPHA appointed as Trustee. At this time, Council ceased its role as a direct developer of community housing. Of the 311 units developed in Phase 1, Council vested 295 units, valued (in 2007) at \$49.2 million, to the PPHT. This ensured the units provide affordable housing in perpetuity, with priority allocation to low income residents with significant links to Port Phillip. One unit has been decommissioned, and the remaining 16 units are owned and managed by DHHS.

From 2005/06 to 2014/15, the City of Port Phillip provided \$4 million of Council funding, and the provision of one additional property to the PPHT. These contributions have successfully supported PPHA as Trustee to deliver a further 64 housing units. In addition, PPHA delivered a further 193 new housing units in Port Phillip by securing debt finance and successfully bidding for capital funding from Victorian and Commonwealth governments.

In total there are 358 community housing units managed in the PPHT. This includes 316 units that are either owned (in full or part) and managed, and 42 units that are managed only.

PHASE 3 - STRATEGIC PARTNERSHIPS - *IN OUR BACKYARD*

In Our Backyard details the strategic approach and role of Council over the next 10 years to grow the supply of affordable housing units in the City of Port Phillip. It builds upon the existing strong strategic partnerships with both the PPHA and the Victorian Government, and seeks to develop new partnerships with St KCH, SPCHG, the Commonwealth Government, and the private and philanthropic sectors.

Three phases of Council's role in affordable housing

PHASE 1 1985-2006 COUNCIL AS DEVELOPER

14 projects
311 new units
370 people housed

- Largest local government program in Australia
- Included air space developments and public/private partnerships
- Leveraged \$43.8m investment

PHASE 2 2005-2015 ESTABLISHMENT OF PPHT AND PARTNERSHIP WITH PPHA

3 projects (PPHT)
64 new units (PPHT)
193 new units (PPHA)
365 people housed

- 12 Council properties worth \$49.2m (2007) transferred to establish the PPHT
- One Council property worth \$2.5m (2009) developed
- Two additional projects developed under the Trust
- \$4m cash contributions
- Leveraged \$64.5m investment

PHASE 3 2015-2026 STRATEGIC PARTNERSHIPS: 'IN OUR BACKYARD'

170 new units (under one or more trusts or other mechanism)
750 new units (partnerships - with governments, private and philanthropic sectors, and new planning mechanisms)

- Council properties worth \$25m (2015) be transferred to a one or more trusts or other mechanism
- \$5m cash contributions
- Leverage of \$36 - \$41m investment (forecast)

Housing Trusts are a legal 'vessel' for owning and holding funds, contributions and property assets. These are referred to as Trust Funds.

Housing Trusts are often used by contributors or donors of Trust Funds, such as government, as they provide an effective means of perpetually protecting the interests of contributors or donors because they define the Purposes in which Trust Funds can be used, and the powers of Trustees.

LOCAL REGISTERED HOUSING ORGANISATIONS

The City of Port Phillip recognises the important role partnerships with local community housing organisations will have in continuing to deliver new housing in the City. Each of the three local organisations has a strong commitment to maintain and grow large community housing portfolios in Port Phillip.

The following registered community housing organisations currently operate within the City of Port Phillip:

1. **PPHA** - a registered Housing Association managing 628 units (including 358 units managed in the Port Phillip Housing Trust).
2. **SPCHG** - a registered Housing Provider managing 287 units.
3. **St KCH** - a registered Housing Provider managing 337 units.

In total, 1252 community housing units are currently provided by these registered community housing organisations, representing 2.2 per cent of all dwellings in the City (refer to Appendix 1).

There are six other registered community housing organisations owning and/or managing community housing:

- Community Housing Ltd. (67 units)
- Housing Choices Australia (30 units)
- Common Equity Housing Ltd. (1 unit)
- Launch Housing (19 units, plus 195 Transitional Housing Management units)
- Women's Housing Ltd. (2 units)
- Prahran Malvern Community Housing (3 units).

In addition, there are a number of small, unregistered community housing organisations or properties providing community housing in Port Phillip, such as Uniting Care Harrison Housing Services (40 units). Overall, these organisations provide a total of 162 community housing units.

BENEFITS OF COMMUNITY HOUSING

Community housing provides a number of social benefits that make it a sustainable and effective form of affordable housing. Community housing is:

- **well designed**
- **efficiently and innovatively developed**
- **integrated into local communities**
- **well managed and regulated**
- **well resourced with resident support services, where required.**

In total, 1,252 community housing units are currently provided by three registered community housing organisations, representing 2.2 per cent of all dwellings in the City.



1. PORT PHILLIP HOUSING ASSOCIATION LTD.

Kyme Place, Port Melbourne, a 27 unit community housing project developed in 2012 in air space over a replacement Council car park.

This is one of nine projects developed by PPHA in Port Phillip.

Architect: **MGS Architects**



2. SOUTH PORT COMMUNITY HOUSING GROUP INC.

Bank Street, South Melbourne, a 40 unit community housing project developed in 2012 on land with a long term lease from the Catholic Church.

This is one of two projects developed by SPCHG in Port Phillip.

Architect: **Design Inc.**



3. ST KILDA COMMUNITY HOUSING LTD.

Grey Street, St Kilda, a 19 unit community housing project refurbished and extended in 2012 on land owned by the DHHS.

This is one of three projects developed by St KCH in Port Phillip.

Architect: **De Jong Architects**



KEY ACHIEVEMENTS - PORT PHILLIP HOUSING PROGRAM (PHASE I)

Over a 21 year period between 1985 and 2006, the Port Phillip Housing Program became the largest local government housing program in Australia. Achievements include the following select projects:

1. EXCELSIOR HALL, PORT MELBOURNE

This project provided units for singles and persons with a disability in a recycled, historic hall building. Developed by the City of Port Phillip in 2005.

Architect: **Michael McKenna Pty. Ltd.**
Photographer: **Trevor Mein**

2. INKERMAN OASIS DEVELOPMENT, ST KILDA (STAGE I)

This project provided mixed private and community housing developed through a partnership with a private developer between 2005 and 2012.

Architect: **William Boag Pty Ltd Architects**

3. WOODSTOCK COMMUNITY HOUSING, BALACLAVA

Developed by Council in the air space over a replacement public car park in 2006 (same model later applied by PPHA for the Kyme Place project).

Architect: **MGS Architects**
Photographer: **John Gollings**

4. LIARDET COMMUNITY HOUSING, PORT MELBOURNE

Developed by Council in the air space over and adjoining the Liardet Community Centre as it was being upgraded in 2004.

Architect: **Tectura**



KEY ACHIEVEMENTS - PROJECT DELIVERY BY PPHA (PHASE 2)

From 2005/2006 to 2014/2015 PPHA, as Trustee of the PPHT, increased the size of the trust by 64 units in three projects:

- Ormond Road, Elwood
- Blessington Street, St Kilda
- Kyme Place, Port Melbourne (illustrated on page 11).

1. ORMOND ROAD, ELWOOD

Transferred to PPHT in 2007 and redeveloped by PPHA under the Trust in 2008.

Architect: **De Jong Architects**

2. BLESSINGTON STREET, ST KILDA

Developed by PPHA in 2011 under the PPHT. PPHA negotiated the land acquisitions for the development of 24 one bedroom and 2 two bedroom units. Council supported the project through enabling a land exchange between Council and a private developer.

This project was funded under the Nation Building Economic Stimulus Plan.

Architect: **David Watson Architects**

Photographer: **David Waring**

3. Our Vision

A DIVERSE, INCLUSIVE AND EQUITABLE CITY

A photograph of two men sitting and talking. The man on the left is wearing a light-colored button-down shirt and is looking down. The man on the right is wearing a dark beanie, a denim jacket, and has a beard; he is looking towards the first man. The background is a dimly lit room with curtains and a chair.

Council is committed to ensuring our City is a welcoming and safe place for all. Underpinning this direction of our Council Plan (2013-17), a key action is to *‘support the delivery of affordable housing to meet community housing needs’*.

The Council Plan also seeks to *‘advocate to and partner with others, to address factors impacting on health and wellbeing’*.

The City of Port Phillip Municipal Public Health and Wellbeing Plan 2013-17, has a vision for our City as:

‘an active, safe and inclusive community where all people are able to connect and access the places, activities and services required to support positive health and wellbeing’.

Housing and homelessness is one of nine priority areas in the Plan:

‘Council recognises that housing is a basic human right and is cognisant of the impact that housing stress and homelessness can have on a person’s life’.

The City’s Social Justice Charter also subscribes to a number of core values that reflect why the growth of affordable housing in Port Phillip remains a high priority for Council. These values are:

- **Access** - equality of access to information, facilities and services
- **Respect** - valuing diversity
- **Addressing the rising cost of living** - reducing disadvantage
- **Enjoying the City** - being connected.



A continued decline in the proportion of affordable housing may lead to:

- loss of community diversity
- greater housing stress, including the dislocation of existing residents to more affordable areas with poor access to public transport, shops and services
- less social equity, with the erosion of the richness of cultural experience, and the inability of affected residents to participate in their communities due to housing stress, homelessness or dislocation to other areas
- loss of local services, in particular support services that target our most vulnerable community members and are crucial to our local community housing sector.

‘Everyone is part of a minority in different ways and all minorities are part of community. That’s what makes community - many different perspectives’.

CITY OF PORT PHILLIP SOCIAL JUSTICE CHARTER

THE AFFORDABLE

4. Housing Challenge

HOUSING AFFORDABILITY AND LOCAL HOUSING NEED

THE LEVEL OF HOUSING AFFORDABILITY

The housing affordability problem (rental and home ownership) has deepened and broadened over the last 10 to 20 years in Port Phillip, from affecting the lower 50 - 60 per cent of the income range of residents in 1995 to affecting the lower 70 per cent of the income range in 2015.

Using the benchmark ratio of rent / mortgage costs to household income of 30 per cent, the housing affordability problem in Port Phillip is demonstrated by the following:

- less than one per cent of private rental housing is affordable to low income households
- rental housing is unaffordable to all households up to the lower 60 - 70 per cent of the income range
- home ownership is unaffordable for persons in lowest 70 per cent of the income range, being twice as expensive compared with Greater Melbourne, and median priced houses or units are generally only affordable to persons in the highest 10 per cent of the income range
- rental stress impacts on 6,261 households in Port Phillip (2013). If all those in housing stress were rehoused in community housing, this would cost an estimated \$1.9 billion
- the traditional form of private affordable housing almost totally disappearing over the last 10 to 20 years through the closure of private rooming houses and the subdivision of rental flats for home ownership or higher rental as investment flats.

PRIORITY LOCAL HOUSING NEEDS

The housing affordability problem has increased the level of housing stress for most low to moderate income households and increased demand for social housing.

Low income single persons, including older persons, have been the largest component of the community needing affordable housing over the last 30 years, comprising approximately 80 per cent of local demand for community housing. This demand will continue to dominate local housing need in the next 10 years as the average household size continues to decrease and the population profile continues to age.

Within the spectrum of target groups / household types assisted by community housing organisations, over the last 10 years specific groups have emerged as having particular housing needs. Based on local housing information, trends and external research, and anecdotal information, these groups comprise:

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

As an input to help assess how to target and achieve best value from Council's property assets and supporting cash contributions to grow the number of community housing units in Port Phillip, a cost benefit analysis was undertaken to measure the net community benefit of a number of partnership scenarios.

COST BENEFIT ANALYSIS

The cost benefit analysis found the option of broadening partnerships with local community housing organisations, through maintaining and strengthening the partnership with PPHA and entering into new partnerships with SPCHG and St KCH, created the greatest net community benefit in the following areas:

- the provision of new community housing
- avoided health, justice and welfare costs
- labour force engagement
- community diversity and strengthening.

The analysis found the value of Council's investment was enhanced by increasing the provision of community housing addressing the needs of singles at greater risk of homelessness.

In general, the analysis demonstrated that over the next 26 years, the City of Port Phillip would receive \$79.2 million worth of benefits for a cost of \$26.6 million. This would provide a benefit-to-cost ratio of 2.9:1. The analysis also illustrated that there will be a net community benefit through investment in partnerships with the three organisations.

COST BENEFIT ANALYSIS, MARCH 2014,
SGS ECONOMICS AND PLANNING



“Without housing, my rights to be treated fairly within society were taken from me.”

“When I became sick with cancer, being a single woman left me no means of support except a sickness benefit. I lost my job and couldn’t continue my studies, and my low income had to cover rent, food, electricity, transport and medication. Pretty soon the only accommodation I could afford was a rooming house and this presented a new list of problems that hindered my long term health... without one’s health, even a small issue like housing becomes one of the most important issues in your life. Without appropriate housing, my rights to proper health care were taken from me. Without housing, my rights to be treated fairly within society were taken from me.”

‘LISA’ WAS RELOCATED TO SOCIAL HOUSING IN PORT PHILLIP.





“We have lived in St Kilda for over 20 years - we are about to be thrown out on the street.”

“We have lived in St Kilda for over 20 years. I am 75 and my husband is 77; he relies on oxygen throughout the day, but especially at night. I have had five operations on my back. We are both on a lot of medication and have many outpatient visits to specialists at The Alfred. We have rented this home for 15 years, and now we have to leave because it is being sold, but we cannot find anything to rent, even within a ring of 10 kilometres from this area, and everything we have tried has then had an extra \$50 added to the weekly advertised rent by the time we have inspected or applied for it - we are about to be thrown out on the street.”

‘GEORGE AND MARY’, RELOCATED TO SOCIAL HOUSING IN ST KILDA.

THE AFFORDABLE HOUSING CONTEXT AND BARRIERS TO SOLUTIONS

Council's strategic approach and 'action plan' for growing affordable housing over the next decade responds to the changing housing context, barriers to delivery and opportunities discussed below. This ensures Council's efforts are focused and best placed to achieve its affordable housing goal.

THE ATTRACTION OF THE CITY OF PORT PHILLIP

Accommodation in the City of Port Phillip continues to be highly sought after, with residents enjoying the following benefits:

- availability of a wide variety of local and regional services
- proximity to shops, recreation and leisure opportunities and parks
- access to local and central city jobs
- well connected public transport
- high quality bicycle paths, footpaths, and streetscapes.

High accessibility assists in reducing living expenses, and consequently Port Phillip is ideally placed for locating affordable housing.

“It is hard to live anywhere on low income. It is better in St Kilda because there are lots of services.”

CITY OF PORT PHILLIP SOCIAL JUSTICE CHARTER

The universal attraction of Port Phillip has however, contributed to a significant increase in its housing prices - both for purchase and rental.

DECLINING AFFORDABILITY OF HOUSING

Over the last census period (2006 - 2011), Melbourne median house prices increased by 42 per cent while median household incomes increased by only 23 per cent. The attraction of the City of Port Phillip has amplified this trend, with the ratio of housing purchase costs to household income approximately twice the Melbourne metropolitan average.

‘As a growing number of high-income earners are attracted to the City of Port Phillip, the challenge for Council is to create a place where people from all walks of life can enjoy the city. Lack of personal wealth should not limit people’s ability to enjoy the opportunities that society offers.’

CITY OF PORT PHILLIP SOCIAL JUSTICE CHARTER

SHIFT IN TARGET MARKETS BY THE PRIVATE SECTOR

Historically, the private sector targeted multiple market segments, providing 'low cost' housing to moderate and occasionally low income groups. Increasingly, the private sector is targeting the wealthiest 30 per cent of the income range in their product mix; with moderate income earners (in the middle 50 to 70 per cent of the income range) becoming less able to afford local accommodation.

There are also few incentives for private developers to target moderate or low income market segments, or partner with other organisations to deliver affordable housing.

THE BROADENING HOUSING AFFORDABILITY PROBLEM

The housing affordability problem was previously contained to low income households, but now extends to also limit access to rental housing and home ownership by moderate income households. The consequence of this trend is that households seeking home ownership often stay for long periods or permanently in the private rental market. This increased demand for private rental housing contributes to an increase in private rent levels, increased housing stress, a greater demand for social housing, or longterm residents being forced to leave the municipality to find affordable housing, often relocating to areas with poor access to shops, public transport and social services.

This problem creates the need for new affordable housing products and delivery models to address a wider range of needs (refer to Appendix 2).

The opportunity exists for Council to direct its support for local community housing in a way that most effectively targets and addresses emerging local housing needs.

RISING COST OF LAND

Rapidly increasing land prices are core to the decline in housing affordability and present a primary barrier for the community housing sector, and government, to deliver growth in affordable housing. The high cost of land constrains the ability of our local community housing organisations to purchase sites on the open market, and reduces the viability and deliverability of new affordable housing projects.

Accordingly, there is an increasing reliance of community housing organisations on government support and subsidies to enable delivery of new housing.

SHIFT IN THE ROLE AND FOCUS OF THE VICTORIAN AND COMMONWEALTH GOVERNMENTS

Historically, the Victorian Government has directly funded public housing, however the emphasis has now shifted to using community housing organisations as the providers of new social housing. The recent lack of growth in public housing, and an absence of capital funding for new community housing projects, has resulted in the relative decline in the level of social housing as a component of all housing in Port Phillip. Similarly the withdrawal of National Rental Affordability Scheme (NRAS) subsidies by the Commonwealth Government has further constrained affordable rental housing supply.

Most recently however, there has been strong recognition and interest in the affordable housing challenge, by both the Victorian and Commonwealth governments. The current formulation of new social housing policy by the State presents an opportunity for Council to work collaboratively to identify solutions to the affordable housing challenge.

Council wants to ensure that it and local community housing organisations are well placed to leverage any available Victorian and Commonwealth government partnership funding or other housing initiatives.

NEED FOR A ROBUST LOCAL COMMUNITY HOUSING SECTOR

Council recognises the importance of supporting a robust local community housing sector and building the capacity of local housing organisations. This recognises the benefits, efficiencies and long term viability of community housing. The three existing local community housing organisations also respond to the diversity of housing needs across Port Phillip, ranging from families and persons at greatest risk of homelessness, to low income wage earners and 'key workers'. 'Key workers' is a term that broadly implies occupations necessary to the efficient functioning of a city and communities, particularly service industry workers such as emergency workers, nurses, teachers, hospitality workers and cleaners.

OPPORTUNITIES THROUGH PARTNERSHIPS

There is increasing interest from philanthropic and some private investors in affordable housing. This creates the potential for new funding streams and partnership arrangements that can make a significant contribution to the supply of new affordable housing.

The strategies identified in *In Our Backyard* primarily target changing housing needs and the barriers outlined (refer to pages 20 - 22) to enable affordable housing to be delivered by both community housing organisations and the private sector.

FISHERMANS BEND - A SNAPSHOT OF THE AFFORDABLE HOUSING CHALLENGE

Achieving a supply of affordable housing in Fishermans Bend is an imperative to create a diverse and inclusive new community.

Only 1.3 per cent of new housing in Fishermans Bend is projected to be affordable to all households over the next 40 years. Without government intervention and planning mechanisms, the private housing market will exclude:

- all very low and low income renters and purchasers, comprising small households with singles and couples and family households with children
- all moderate income renting and purchasing family households
- two thirds of small moderate income purchasing households
- one third of small moderate renting households
- low income wage earners / key workers, creating a labour supply problem for local businesses and industry through unstable access to a reliable workforce due to long commuting distances from areas with affordable housing.

FISHERMANS BEND URBAN RENEWAL AREA: OPTIONS FOR DELIVERY OF AFFORDABLE HOUSING, JUNE 2013, JUDITH STUBBS & ASSOCIATES

OUR AFFORDABLE

5. Housing Goals

The City of Port Phillip recognises the importance of ensuring affordable housing forms part of the housing mix available in the municipality. It also recognises that the core reasons for the affordable housing challenge are unlikely to change in the foreseeable future. The solution rests not with making all housing in the City more affordable, but with responding directly to the barriers that limit the delivery of affordable housing.

In Our Backyard is underpinned by the following goal:

‘Grow the supply and diversity of affordable housing in the City of Port Phillip to address priority local housing needs, including for the most disadvantaged and marginalised.’

This goal recognises the broadening housing affordability problem, which requires action across governments and the housing sector to deliver a wider range of housing products.

The City has developed a framework around this goal with a series of strategies, policy, and associated outcomes and benefits, which forms the basis of this affordable housing plan.

OUR FORECAST

Social housing levels, as a proportion of total dwellings in Port Phillip, have been declining over the last 20 years. In 1996, social housing comprised 8.0 per cent of the City's housing stock, with this declining to the current 7.2 per cent. In the last 10 years, the extent of this decline has been moderated through the investment in social housing by the Victorian and Commonwealth governments under the Nation Building - Economic Stimulus Plan, Social Housing Initiative program (2008-2010).

If no new social housing units are delivered in Port Phillip over the next decade, this crucial component of affordable housing as a proportion of the City's total housing stock will reduce further, from the current 7.2 per cent to a forecast 5.9 per cent by 2025. This is at a time when the broadening affordability challenge means new target groups will place additional demand on the existing supply of affordable housing.

Over the next 10 years, over 920 new social housing units will be required to maintain the City's current 7.2 per cent proportion. 170 new units will be provided through Council's commitment to leverage its existing underutilised property assets while the remaining strategies of *In Our Backyard* will need to deliver the residual 750 additional units.

In order to meet these additional needs, the private sector will need to contribute to the delivery of low cost and community housing. As highlighted in our Strategic Framework, the implementation of new planning mechanisms and development incentives will be crucial to this.

OUR KEY DELIVERABLES

This plan has been created to deliver the following outcomes:

1. Strengthened partnerships with PPHA and the Victorian Government.
2. Potential new partnerships with St KCH, SPCHG, the Commonwealth Government, private organisations, Community Land Trusts, philanthropic foundations, ethical investors, charities and other housing providers interested in delivering new affordable housing units in the City of Port Phillip.
3. 170 new community housing units by leveraging underutilised Council assets.
4. 750 community housing units in partnership with other organisations.
5. \$36 million to \$41 million of development investment, leveraged by a \$30 million Council contribution of property assets and cash over 10 years.
6. \$79 million in net community benefits over 26 years.
7. Planning mechanisms that ensure the private sector delivers affordable housing.
8. Expanded capacity and expertise of Council and local registered community housing organisations in innovating to deliver affordable housing into the future.

Section 6 details how the affordable housing plan will achieve these outcomes.

6. Our Affordable Housing Plan

THE STRATEGIC FRAMEWORK

The City of Port Phillip is directly targeting the barriers to delivering new housing as described in Section 4. Council has developed a Strategic Framework to guide our response, which consists of four pillars - each comprising a number of policies and associated actions.

Use Council property to deliver new community housing units

- Contribute Council property assets and cash to local community housing organisations through an expression of interest process (Policy 1)
- Deliver community housing on other Council property divested to the private sector (Policy 2)

Optimise benefits from existing affordable housing sites

- Work with the Victorian Government to identify and facilitate opportunities to improve and increase yield from existing public housing sites (Policy 3)
- Facilitate PPHA to identify existing PPHT assets that can be redeveloped to increase their housing yield (Policy 4)

Implement planning mechanisms

- Identify opportunities for affordable housing planning mechanisms and work with the Victorian Government on how this can be delivered, including at Fishermans Bend (Policy 5)
- Apply these planning mechanisms to deliver social and affordable housing through private sector development (Policy 5)

Continue to provide local government leadership

- Facilitate delivery of affordable housing projects by other organisations (Policy 6)
- Foster innovative models to achieve a broader spectrum of affordable housing (Policy 7)

OUR POLICY AND

Action Plan

STRATEGY I: USE COUNCIL PROPERTY TO DELIVER AFFORDABLE HOUSING

POLICY I

Provide a pipeline of Council property assets and supporting cash contributions for the purposes of delivering new community housing units in the City of Port Phillip.

ACTIONS

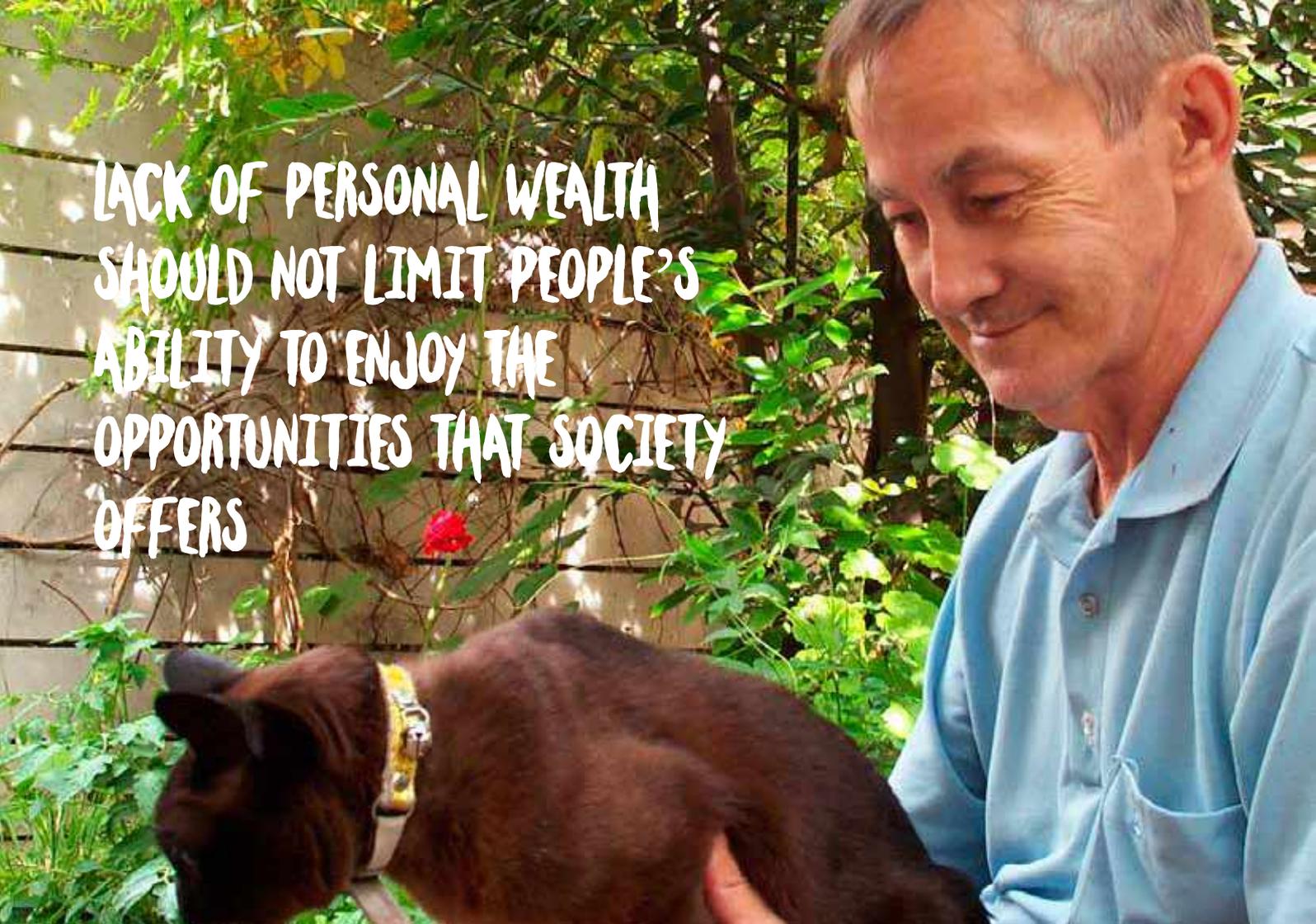
1.1 Allocate Council cash and property contributions over the next 10 year period (commencing 2015/16), valued at an estimated \$30 million:

- In association with Council's Asset Management Strategy and subject to appropriate due diligence and future Council resolutions, identify and endorse a pipeline of suitable developable Council land, either in the order of 5,000 m² of land area (\$25 million value at 2016) or with potential to deliver approximately 170 new community housing units.

The properties are to be underutilised or have the ability to accommodate air space development (as as over Council car parks or above community facilities). Any repurposing needs to be undertaken in accordance with Council's Asset Management Strategy, in accordance with the *Local Government Act 1989* and the *Local Government Best Practice Guidelines for the Sale, Exchange and Transfer of Land (2009)*, and be subject to due diligence and future Council resolutions.

This property pipeline is expected to deliver a total of 170 new community housing units, depending on site parameters and target housing type. All identified properties will be transferred to a housing trust or other legal mechanism to protect Council's interests in perpetuity and to ensure ongoing benefits to the Port Phillip community.

- **Package Council properties with supporting cash contributions of \$500,000 per year over the next 10 years (commencing 2015/16) totalling \$5 million, for the purpose of assisting local registered community housing organisations to leverage finance for the delivery of projects.** The distribution of cash contributions will include consideration of:
 - the number and range of units to be delivered
 - target housing needs (with additional subsidies provided for 'higher need' residents)
 - the relative benefits of a guaranteed cash flow versus a lump sum payment.



**LACK OF PERSONAL WEALTH
SHOULD NOT LIMIT PEOPLE'S
ABILITY TO ENJOY THE
OPPORTUNITIES THAT SOCIETY
OFFERS**

© South Port Community Housing Group Inc.

1.2 Develop an Expression of Interest (EOI) process for the allocation of 'packaged' Council property and supporting cash contributions commencing July 2016, that will include consideration of the following:

- giving preference to local registered community housing organisations (PPHA, St KCH and SPCHG), including the opportunity for partnerships either between these organisations or with other community housing or other organisations
- innovative solutions that best address priority local housing needs
- leveraging any available Victorian and/or Commonwealth Government partnership funding.

1.3 Use 'Housing Trusts' or other legal mechanism to protect Council's interests in perpetuity, ensuring that property and cash contributions deliver on going benefits to the Port Phillip community.

OUTCOMES AND BENEFITS

1. 170 new community housing units provided over the next 10 years, with all new units provided in perpetuity.
2. An estimated \$36 to \$41 million of development investment by local community housing organisations, delivered by leveraging Council's \$30 million contribution of property assets and cash over 10 years.
3. \$79 million in net community benefits generated over the next 26 years.
4. Maximum social benefits are achieved to the City of Port Phillip, consistent with the Local Government Best Practice Guidelines for the Sale, Exchange and Transfer of Land (2009), though the use of a competitive Expression of Interest process.



WHY AN EXPRESSION OF INTEREST PROCESS?

An Expression of Interest process is appropriate as:

- it will ensure that best value (social, economic and environmental) is achieved for the residents of the City of Port Phillip
- it is a competitive process, aligned with the expectation under the Local Government Best Practice Guidelines for the Sale, Exchange and Transfer of Land (2009). These Guidelines state that sales should be conducted through a public process to ensure probity, public accountability and transparency
- in addition to selling the land Council wishes to control the future use or development of the land - in this case in perpetuity for community housing
- it is a method whereby Council can assess and test its' assumptions with EOI respondents about the opportunity and benefits that can be realised from the land
- it will be established with a view to minimising the financial and resourcing implications to ensure participation is encouraged and enabled.

The expression of interest will encourage innovation in the sector, and will include weighted key performance indicators related to:

Social benefits

- development yield - number of new community housing units to be delivered
- ability to house target groups/housing types aligned with priority local housing needs.

Economic benefits

- project financial feasibility and viability, including need for and level of supporting cash contributions
- project development capability and capacity, with regard to size and complexity.

Environmental benefits

- response to Council's design and development parameters and planning controls, including environmental sustainable design (ESD) outcomes.

A development agreement will be used to ensure the EOI benefits flow through to the final project.



© Common Equity Housing Ltd. (CEHL)

POLICY 2

Pursue inclusion of community housing as a component of private development on divested Council land.

ACTIONS

- 2.1 **Progressively identify surplus or underutilised Council properties** suitable for housing or mixed use development, which could deliver a component of community housing as a social return to Council. This could include the opportunity for partnership funding with the Victorian and Commonwealth governments to pilot new models for delivering affordable housing.
- 2.2 **Develop an expression of interest process for the divestment of identified Council properties**, that requires prospective developers to include a proportion of community housing units. Community housing units will be either:
 - ‘gifted’ to a registered housing organisation
 - sold to a registered housing organisation at a discounted market value
 - developed in partnership between the developer and the registered housing organisation.

OUTCOMES AND BENEFITS

1. Optimal community benefit achieved, which balances financial returns with a social return to the City.
2. Community housing is delivered on suitable land divested by Council.
3. Ownership of new community housing units on former Council land is vested with registered local housing organisations, providing affordable housing in perpetuity.
4. Private sector procurement model for delivering affordable housing in mixed used developments is demonstrated.

STRATEGY 2: OPTIMISE BENEFITS FROM EXISTING AFFORDABLE HOUSING SITES

POLICY 3

Facilitate opportunities to increase affordable housing yield and diversity on existing social housing sites through transfer, redevelopment, or sale and reinvestment.

ACTIONS

- 3.1 **Work with the Victorian Government to identify and facilitate opportunities to pilot new delivery models and increase the yield, diversity and/or quality of housing in existing public housing estates,** where there is a clear social benefit through:
- the sale of underutilised properties with proceeds directed to the development of higher yielding properties elsewhere in the City of Port Phillip
 - redevelopment that establishes new social housing, with transfers to registered Housing Associations and Housing Providers
 - redevelopment that establishes mixed housing outcomes, including public housing, community housing, Community Land Trusts and private housing.
- 3.2 **Facilitate renewal of social housing assets owned by other community housing, not-for-profit organisations or ethical investors,** where this will realise an increase in supply and / or diversity.
- 3.3 **Advocate that the Victorian Government make social housing projects exempt from site density limits in the Neighbourhood Residential Zone,** whilst ensuring high quality site responsive design.

OUTCOMES AND BENEFITS

1. The number of social housing units provided through existing public housing is maintained or increased.
2. Public housing units are redeveloped and / or refurbished, ensuring they remain suitable for accommodation.
3. Ownership of some social housing units becomes vested with local community housing organisations, increasing their portfolios.
4. Additional affordable housing units are delivered on underutilised Victorian or Commonwealth Government land.



POLICY 4

Facilitate PPHA to leverage existing PPHT property assets to deliver an increased supply of community housing.

ACTION

4.1 **In partnership with PPHA, as Trustee of the PPHT, identify existing property assets under the Port Phillip Housing Trust that can be effectively and viably leveraged** to realise an increased affordable housing yield through appropriate redevelopment, including the opportunity to leverage any available Victorian and Commonwealth Government partnership funding.

OUTCOMES AND BENEFITS

1. PPHA increases the number of affordable housing units in the PPHT, using the existing trust property assets.
2. The quality of community housing units is improved, as new units replace older units, and supercede outdated housing models (including rooming houses).
3. Increased social returns through the replacement of less viable or underutilised housing assets.

STRATEGY 3: IMPLEMENT PLANNING MECHANISMS

POLICY 5

Apply planning mechanisms that encourage the private sector to deliver new affordable housing units.

ACTIONS

- 5.1 **Identify ‘best practice’ international and Australian planning mechanisms** that have been successful in delivering long term affordable housing.
- 5.2 **Partner with the Victorian Government to develop planning mechanisms that can deliver social housing and other perpetual affordable housing** as a component of private development based on the following principles:
- broad based - to ensure equity and viability, and maximise the extent of housing delivered
 - transparency - to create certainty and predictability in relation to the requirements of the development sector, including an appropriate lead time for implementation
 - maintaining affordability in perpetuity
 - feasibility - having limited material market impact on housing investment and affordability
 - targeting contributions to registered Housing Associations and Housing Providers
 - flexibility - option for the provision of units or ‘in-lieu’ financial contributions.
- 5.3 **Apply planning mechanisms to require, facilitate or provide incentives to increase the supply of social and affordable housing supply**, with the aim that 20 per cent of new dwellings within multiunit developments are ‘affordable’.
- 5.4 **Investigate the development of planning scheme provisions that incentivise the delivery of social and affordable housing** without compromising design quality or amenity (such as floor space ratios in association with development bonuses).
- 5.5 **Investigate the application of planning mechanisms in Fishermans Bend**, in collaboration with the Victorian Government and the Fishermans Bend Ministerial Advisory Committee. This aims to meet Council’s Fishermans Bend affordable housing target of 20 per cent affordable housing, with at least 30 per cent of this housing being community housing that is owned and managed by registered Housing Associations or Housing Providers.

OUTCOMES AND BENEFITS

1. The private sector delivers affordable housing to meet planning requirements that are applied across the City.
2. Potential for 20 per cent of all new dwellings within multiunit developments to be delivered as affordable housing, including a significant component of social housing.
3. Maintains social housing levels at 7.2 per cent of Port Phillip’s total housing stock.
4. Achieving community diversity within Fishermans Bend through delivery of 20 per cent affordable housing as part of its overall housing mix.
5. The portfolio of units vested in local community housing trusts is substantially increased, providing greater leverage for further development



AFFORDABLE HOUSING - FISHERMANS BEND

Over the next 35 years to 2050, Fishermans Bend is projected to deliver approximately 40,000 new dwellings, housing 80,000 new residents. Around 18,300 dwellings, housing 37,000 people are expected in the next 15 years to 2031.

Council's vision for Fishermans Bend is a place where there is adequate housing choice and affordability to meet the needs of a diverse community, including residents from all income cohorts, and those who are socially disadvantaged or marginalised.

Council has endorsed the following strategic outcomes and principles for affordable housing:

1. A diverse mix of housing types including townhouses and apartments that encourage families, independent living for seniors, accessible housing, and affordable and social housing opportunities
2. At least 20 per cent of housing is affordable, and no less than 30 per cent of these dwellings are provided as community housing owned and managed by registered Housing Associations or Providers.

By 2031 Fishermans Bend will require an additional 3,700 affordable housing dwellings, including 1,100 social housing dwellings. To achieve this, Council will:

- support affordable housing ratio targets within Fishermans Bend Strategic Framework Plan
- seek to introduce planning mechanisms that facilitate and incentivise the delivery of affordable housing in new development.

STRATEGY 4: CONTINUE TO PROVIDE LOCAL GOVERNMENT LEADERSHIP

POLICY 6

Facilitate the delivery of affordable housing projects by others.

ACTIONS

- 6.1 **Facilitate partnerships between the Victorian and Commonwealth governments, private organisations, Community Land Trusts, philanthropic foundations, ethical investors, charities and other housing providers**, to identify potential property developments that enable the delivery of new affordable housing units either as sole affordable housing developments or as part of mixed housing developments in the City of Port Phillip. Fishermans Bend presents a specific opportunity.
- 6.2 **Facilitate others to deliver affordable housing** in the City of Port Phillip, through Council providing assistance and guidance including:
 - property related information
 - housing needs analysis
 - project procurement and feasibility advice
 - information on project examples, development models and standards
 - property identification / purchase opportunities
 - sharing the findings of Council's applied research.

OUTCOMES AND BENEFITS

1. A wide range of organisations contribute to the delivery of affordable housing in the City of Port Phillip.
2. Beneficial partnerships are created between a wide range of organisations sharing an interest in delivering new affordable housing units.
3. Affordable housing is provided on surplus Victorian and Commonwealth Government land within the City of Port Phillip.

POLICY 7

Foster innovative models to achieve a broader spectrum and diversity of affordable housing.

ACTIONS

- 7.1 **Continue to research global best practices and innovations in achieving affordable housing**, and disseminate this knowledge throughout the affordable housing sector.
- 7.2 **Pursue innovative housing models that address local housing needs**, in particular, the broader range of target groups in the City. These can include:
- *Integrated older persons housing* - older persons housing that integrates a range of incomes with 'ageing in place' support services and the local community, used by the Humanitas Foundation - Apartments for Life in the Netherlands, and Extra Care Charitable Trust in the UK
 - *Common Ground* - supported singles housing for persons who are homeless (similar to the Elizabeth Street Common Ground in the City of Melbourne)
 - *Community Land Trusts* - perpetually affordable home ownership for moderate income households, commonly occurring in the USA, Canada and the UK, but yet to be established in Australia.
- 7.3 **Encourage the private sector and other organisations to pilot new models to provide affordable housing** in the City of Port Phillip.

OUTCOMES AND BENEFITS

1. A comprehensive body of research is developed, ensuring that the City of Port Phillip remains at the forefront of thought leadership on affordable housing.
2. The City of Port Phillip leads forums, seminars, newsletters and other similar measures to disseminate its knowledge across the industry.
3. Local community housing organisations, the private sector and charitable or other organisations apply innovative solutions to deliver new affordable housing units in the City.
4. The City of Port Phillip continues to be the leading local government expert for the delivery of affordable housing in Australia.

COMMUNITY LAND TRUSTS (CLTs)

CLTs, as a form of shared equity housing, are a common affordable home ownership option in the US, UK and parts of Canada, but are only now being investigated as a potential new housing tenure in Australia.

CLTs, which can comprise not-for-profit community housing organisations or groups of residents, own the underlying land and sell the dwelling only to home purchasers via ground leases, which remove the land value from the cost of home purchase. When purchasers wish to sell their dwellings, they are required to limit the sale price to a proportion of market price, thereby ensuring that the dwellings remain perpetually affordable to all successive purchasers.

Glossary

PPHA	Port Phillip Housing Association Ltd.
PPHT	Port Phillip Housing Trust
SPCHG	South Port Community Housing Group Inc.
St KCH	St Kilda Community Housing Ltd.
DHHS	Department of Health and Human Services, Victorian Government
NRAS	National Rental Affordability Scheme
CLT	Community Land Trust



Appendices

APPENDIX I

PROFILE OF PORT PHILLIP HOUSING TRUST AND REGISTERED LOCAL COMMUNITY HOUSING ORGANISATIONS

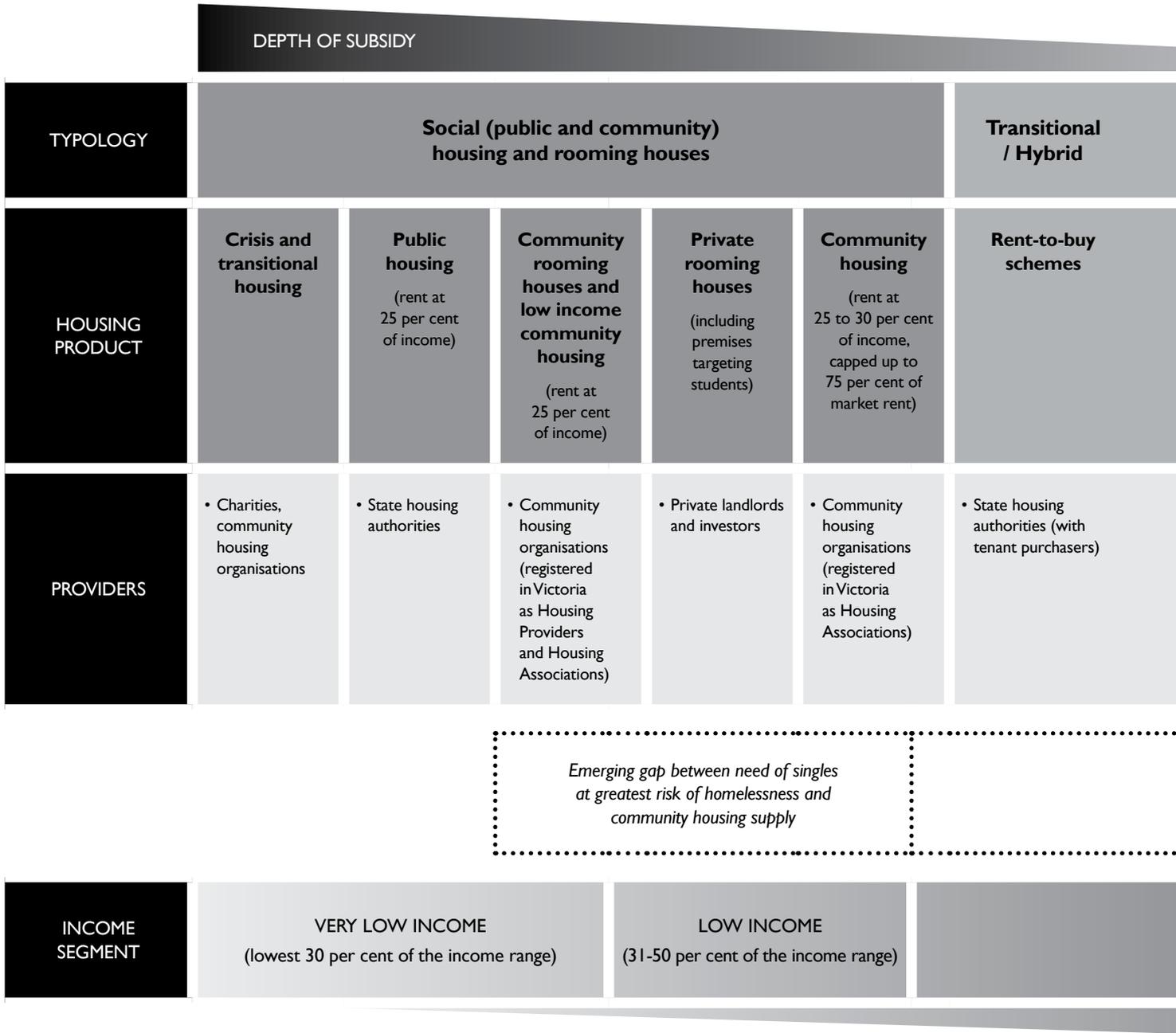
ORGANISATION	GEOGRAPHIC AREA (of business operation)	TARGET GROUPS HOUSED ¹	CURRENT PORTFOLIO SIZE IN PORT PHILLIP
Port Phillip Housing Trust (PPHA as Trustee) Established 2005	Across Port Phillip	<ul style="list-style-type: none"> • Older persons • Families • Couples • Low income singles (including those with a high risk of homelessness)² • Youth • Low income wage earners / key workers 	358 units
Port Phillip Housing Association Ltd. Established 1986	Across Port Phillip (as well as in three regions of Greater Melbourne)	<ul style="list-style-type: none"> • Older persons • Families • Couples • Low income singles (including those with a high risk of homelessness)² • Youth • Low income wage earners / key workers 	270 units
South Port Community Housing Group Inc. Established 1983	South Melbourne - Port Melbourne areas (plus managing rental housing cooperative units in St Kilda / Elwood)	<ul style="list-style-type: none"> • Singles and couples (in particular persons with a high risk of homelessness)² • Youth 	287 units
St Kilda Community Housing Ltd. Established 1984	St Kilda area (plus willingness to consider opportunities across Port Phillip and adjoining suburbs)	<ul style="list-style-type: none"> • Singles and couples (in particular persons with a high risk of homelessness)² • Low income wage earners / key workers 	337 units

¹ Including persons with a disability within these target groups

² Singles housing comprises rooming houses and self-contained singles units. For SPCHG and St KCH, these units also house a small proportion of couples.

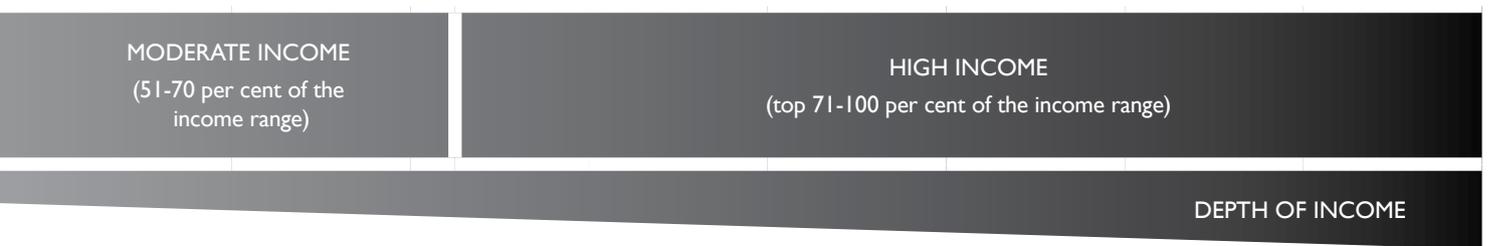
APPENDIX 2

SPECTRUM OF HOUSING PRODUCTS



Alternative / Shared equity		Subsidised private rental	Private rental	Home ownership			
Community Land Trusts <small>(yet to be established in Australia)</small>	Shared equity housing	NRAS subsidised housing and private affordable housing <small>(emerging)</small>	Private rental housing	Modular, timber frame and adaptable housing	Student housing, reduced size and shell apartments	Co-housing	Standard market housing products
<ul style="list-style-type: none"> Group of residents, community housing organisations or CLT organisations 	<ul style="list-style-type: none"> State housing authorities (with tenant purchasers) 	<ul style="list-style-type: none"> Private developers (can include community housing organisations) 	<ul style="list-style-type: none"> Investors 	<ul style="list-style-type: none"> Private developers, (community housing organisations) 	<ul style="list-style-type: none"> Private developers 	<ul style="list-style-type: none"> Groups of private purchasers 	<ul style="list-style-type: none"> Private developers and home owners

Opportunity for increased housing products to create a continuum between social housing and market rate private housing





For more information, please contact us via:

www.portphillip.vic.gov.au/contact_us.htm

Phone: 03 9209 6777
Facsimile: 03 9536 2722
SMS: 0432 005 405
email: assist@portphillip.vic.gov.au

You can also visit our website www.portphillip.vic.gov.au

Postal address: City of Port Phillip, Private Bag 3, PO St Kilda, VIC 3182



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Move, Connect, Live

Integrated Transport Strategy 2018-28



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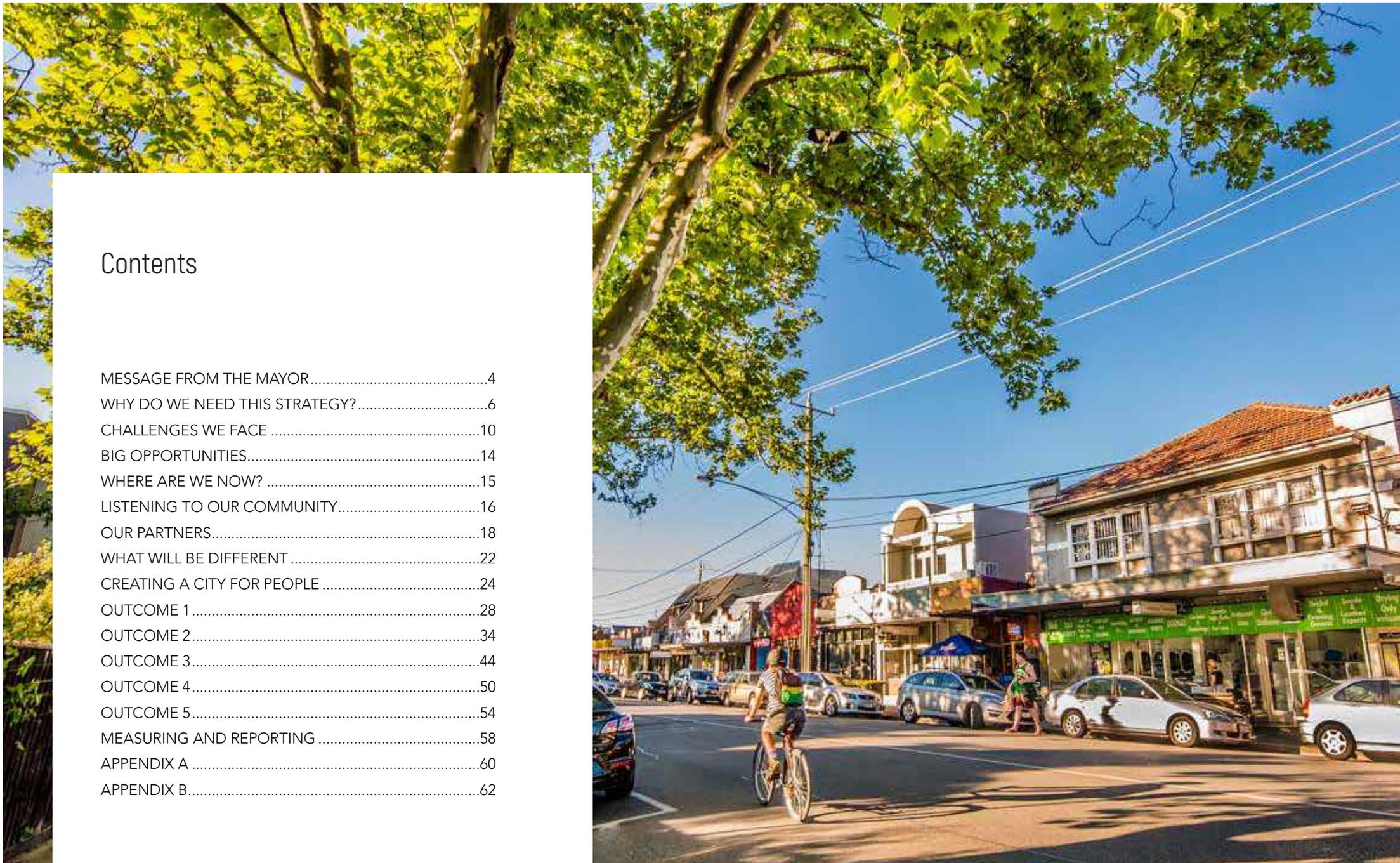
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We are planning and making decisions for our growing City today, to create a City for people and a legacy for future generations.

Womin djeka

Council respectfully acknowledges the Yaluk-ut Weelam Clan of the Boon Wurrung.

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

We acknowledge and uphold their continuing relationship to this land.



MESSAGE FROM THE MAYOR

On behalf of the Councillors, I am pleased to publicly release Council's Move, Connect Live: Integrated Transport Strategy 2018-28.

Council is committed to supporting a well-connected transportation future for our City, to make it easy for people to move around and connect with places in a way that suits them as our City grows. This is reflective of both strategic directions two and four of the Council Plan - "We are connected and it's easy to move around" and "We are growing and keeping our character".

This Strategy will deliver on this commitment over the next 10 years, including key priorities such as:

- a transport network, streets and places that cater for our growing community
- safe, connected and convenient active transport choices
- public transport choices that make it easy to move and connect
- community understanding that parking is a limited and shared resource, and opportunities to work with Council to ensure fairest access
- new transport options and technology to move around.

This Strategy is a long-term plan to ensuring that as a community we 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 our streets.

All members of our community need to move around using our transport network and we have a collective role to play in improving transport accessibility.

That is why we are:

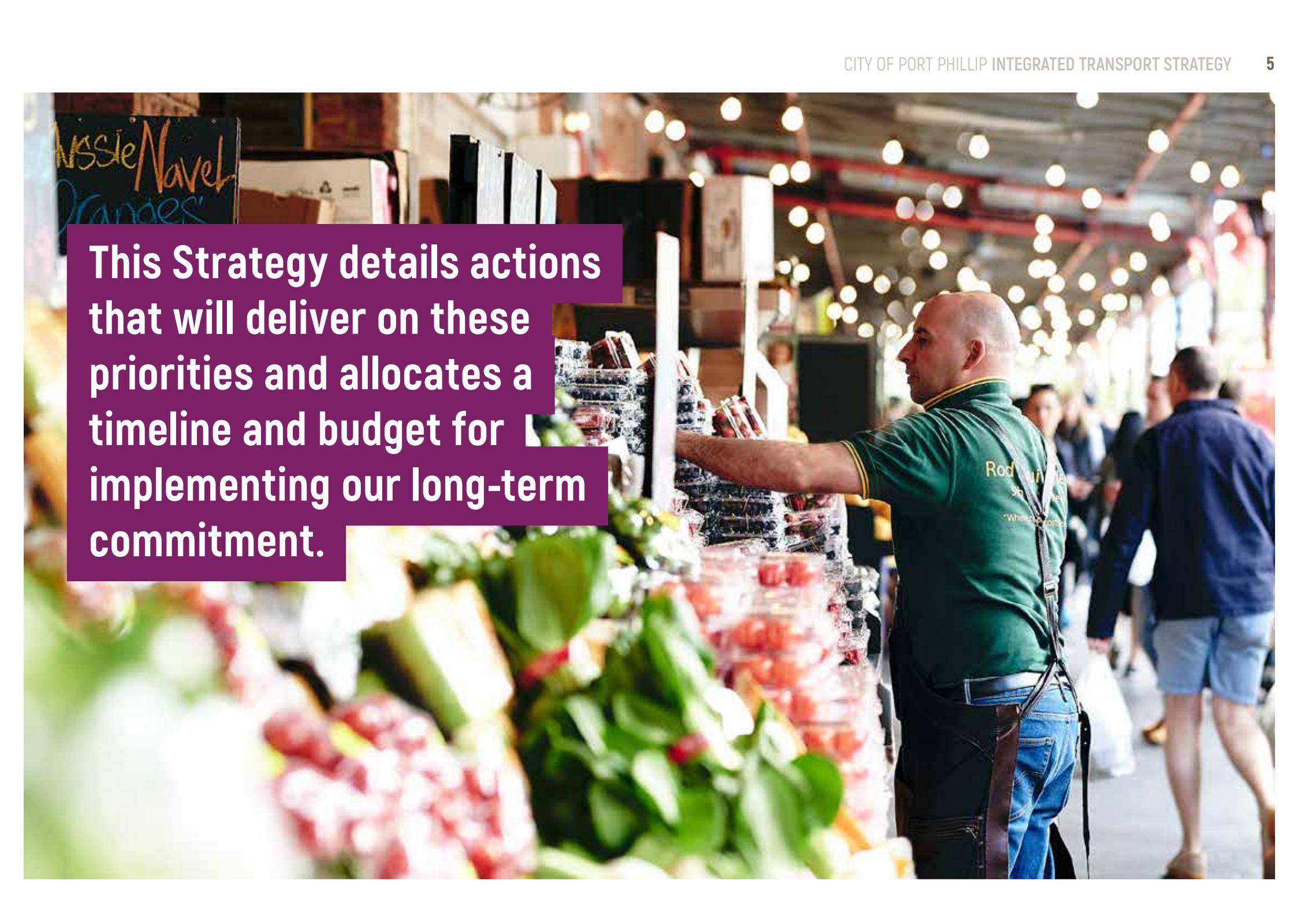
- creating 10-minute walkable neighbourhoods
- prioritising safety and access
- providing spaces for walking, socialising and play
- boosting bike riding
- partnering to deliver reliable, accessible and more frequent public transport
- improving parking management, and
- harnessing rapid advancements in new technology.



Cr Bernadene Voss
Mayor

Council is committed to supporting a well-connected transportation future for our City, to make it easy for people to move around and connect with places in a way that suits them as our City grows.



A photograph of a man in a green polo shirt and blue jeans working at a market stall. He is looking at a display of fresh produce, including strawberries and leafy greens. The stall is covered with a white cloth and has a sign that reads "Missie Navel Oranges". The background shows a busy market with other stalls and people. The lighting is warm and the atmosphere is lively.

This Strategy details actions that will deliver on these priorities and allocates a timeline and budget for implementing our long-term commitment.

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

Strategic Direction 2
Council Plan 2017-27

**We are growing
and keeping our
character**

Strategic Direction 4
Council Plan 2017-27

WHY DO WE NEED THIS STRATEGY?

The City of Port Phillip, with an estimated population of 113,512 in 2018, is a popular inner-city area of Melbourne, attracting more than 2.8 million visitors each year. It is the second most visited metropolitan location outside of Melbourne's central business district.

A foreshore that stretches over 11 kilometres, vibrant shopping strips, and vast public open spaces make our City highly desirable to residents, workers and visitors.

We are at a defining moment in Melbourne's history, with a forecast population growth not seen since the gold rush of the 1880s. Current population is projected to grow by 23 per cent to 136,000 people by 2027; this equates to approximately 50 new people a week, or seven new people a day. With its proximity to the Melbourne central business district, Port Phillip will also be affected by growth beyond its own boundaries. This will impact on the liveability for all of our community, residents and visitors.

Most notably, this change will be felt in our streets. Modelling has shown that if we continue to travel the same way we do today - 72 per cent of daily movements by private car - our limited street network will have to carry an additional 72,000 private car trips, as well as 21,000 additional trips by other modes (walking, bike riding or public transport) every day. This will dramatically increase traffic congestion, impacting upon the time we spend travelling within and throughout the City, and our travel experiences and enjoyment.

We want a city where residents, workers and visitors have lots of travel choices that support Melbourne's much celebrated liveability, promotes people's individual health and wellbeing, and contributes to the City's economy. This is a big challenge for us to take on and it requires us to work together. We are planning and making decisions for our growing City today, to create a city for people and to leave a legacy for future generations.

We will know we are successful when:

Our City's transport network, streets and places cater for our growing community

Our community is healthier because it has safe, connected and convenient active transport choices

Our community has convenient public transport choices that make it easy to move and connect

Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access

Our community benefits from new transport options and technology.

DID YOU KNOW

23%

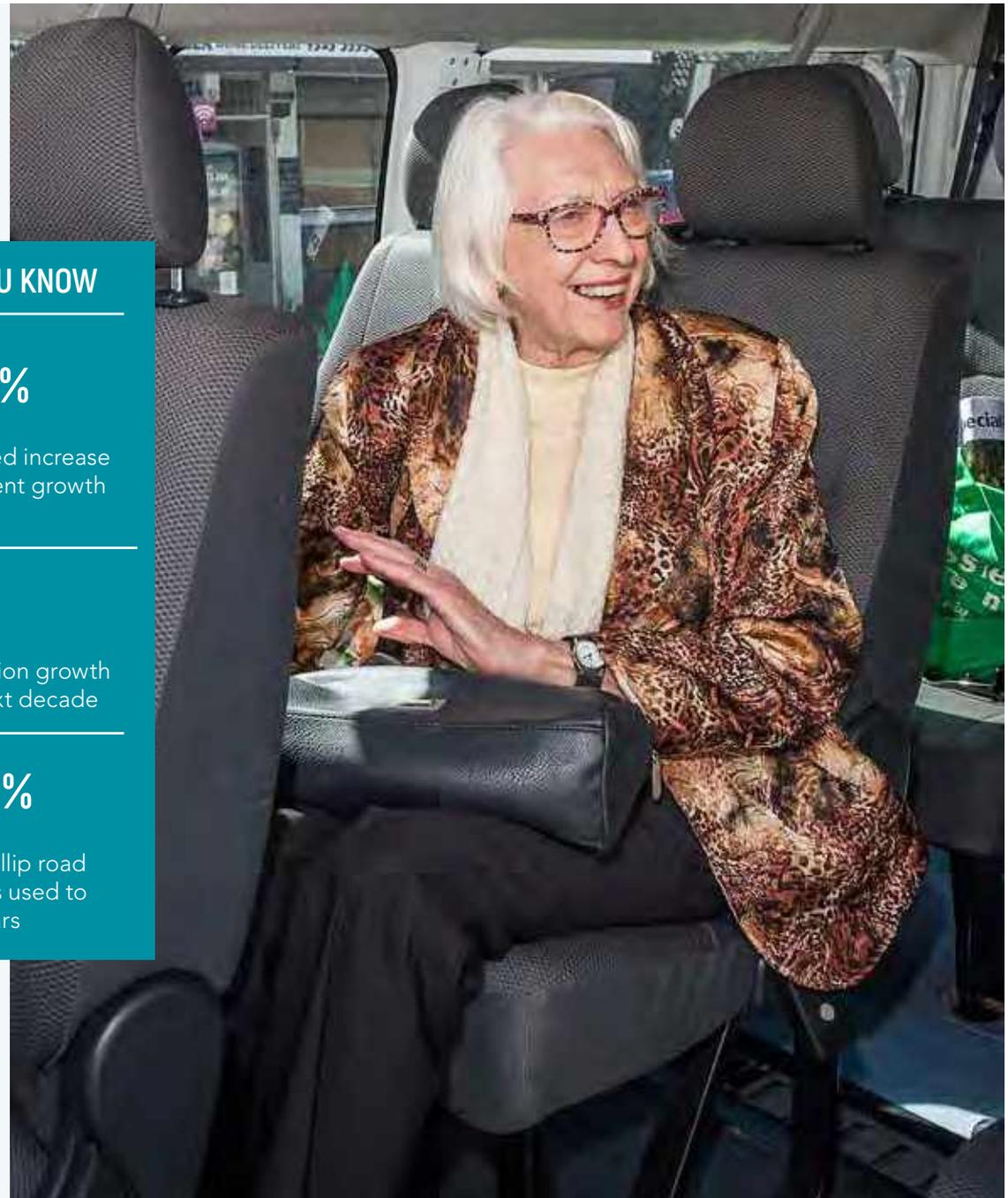
projected increase in resident growth by 2027

7%

population growth over next decade

20%

Port Phillip road space is used to store cars



To support the delivery of the Strategy, Council will produce two four-year plans (2019-2023 and 2023-2027) that detail the individual projects and methodologies required to achieve the actions.

The first year of delivery is outlined in the Council Budget 2018/19.

Key related strategies

Customer Experience Program

Information, Communication, Technology Strategic Plan

Placemaking Program

Greening Port Phillip Strategy

Asset Management Strategy

Public Space Strategy



New technology, real-time data and connectivity will help us plan our travel better and improve access to alternative modes of transport.



CHALLENGES WE FACE

The City of Port Phillip is currently Melbourne's most densely populated municipality. It has more than twice the population density of the metropolitan Melbourne average and is experiencing a rapid increase in the number of people living in apartments and units.

Port Phillip is unique in comparison to other inner Melbourne council as it includes both an international freight and recreational port in addition to other travel modes.

This Strategy will deliver a step change in the way we approach some of our most pressing challenges, such as longer peak travel periods, more unreliable and longer travel times throughout the day and week, and impacts on the safety and efficiency of modes such as public transport and bike riding, from increased vehicles.



Population growth

Covering an area of 21 square kilometres, the City of Port Phillip is one of the smallest municipalities in Victoria with the highest inner urban population density. It is also home to more than 19,000 businesses that employ over 87,000 people.

Our resident population is projected to grow by 23 per cent by 2027, placing considerable strain on our already well used spaces. Our current density equates to one person per 186 square metres.

The increased population is likely to be housed in apartments that have little access to private open space. This will require our streets and public spaces to cater more to individual connection to nature and social connection need

Our worker population will also rise dramatically, with over 40,000 workers based within the new Fishermans Bend area.



Reliance on cars

If current car ownership trends continue, over the next decade there will be a 24 per cent increase in the number of cars owned in the City of Port Phillip. Our current supply of on-street car parking spaces is barely enough to meet current demand.

Our road network is finite and we have a limited ability to increase on-street car parking capacity and vehicle movement - same space, more people, more congestion.

99 per cent of Port Phillip emissions are community generated, and travel choices are a big contributor to these emissions. Currently 14 per cent of our City's greenhouse gas emissions are due to private vehicle use, and a greater reliance on car travel will further increase this.



Sustainable transport

A growing City with a road network that is at capacity and cannot be increased, requires a rethink of how more sustainable modes of transport can be used.

Integrated transport infrastructure and services can support sustainable and healthy behaviours such as walking, bike riding and the use of public transport. Changing economic conditions mean that more of our community will travel outside the municipality for work, making sustainable travel choices more important than ever.



New technology

By embracing technology, we can gather data about transport user decisions, gaps and use. New technology, real-time data and connectivity will help us plan our travel better and improve access to alternative modes of transport.

Our City needs to be future ready. We need to work with our partners and the community to plan and deliver an integrated transport network that helps people move. Improving access to, and greater turnover of, available parking spaces will maximise the use of our limited spaces and public places. With better and more convenient travel choices, people won't have to use a car unless it is essential.

As the population grows in the next 10 years we need to change the way we move and connect to protect Port Phillip's liveability, beauty and places.

CHALLENGES WE FACE

The case for change

If no changes are made to how we move around our City in the next 10 years we will experience:

72k

more private car trips on our roads every day, including through travel, resulting in increased traffic congestion, as illustrated in Map 2027 (opposite).

12k

more drivers seeking places to park every day.

21k

more trips every day on already overcrowded public transport services, and unsafe and fragmented bike riding and walking routes.

50k

on-street car parks for approximately 60,000 local cars and many more additional cars visiting the City for work or leisure.

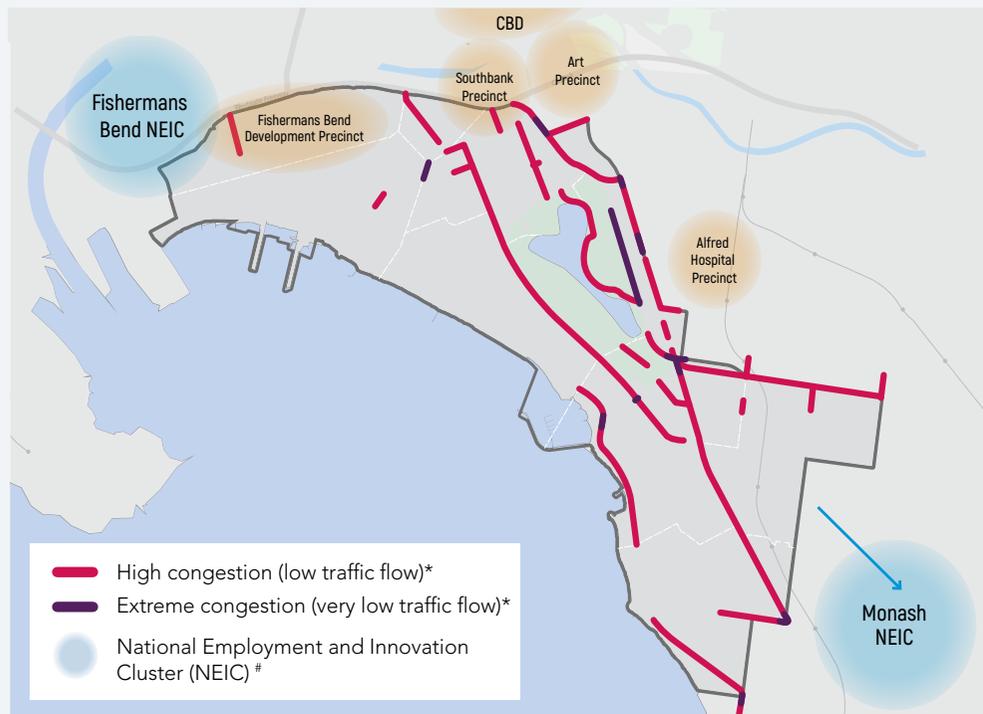
136k

additional people on our streets and in our public spaces.



Peak Traffic congestion (AM)

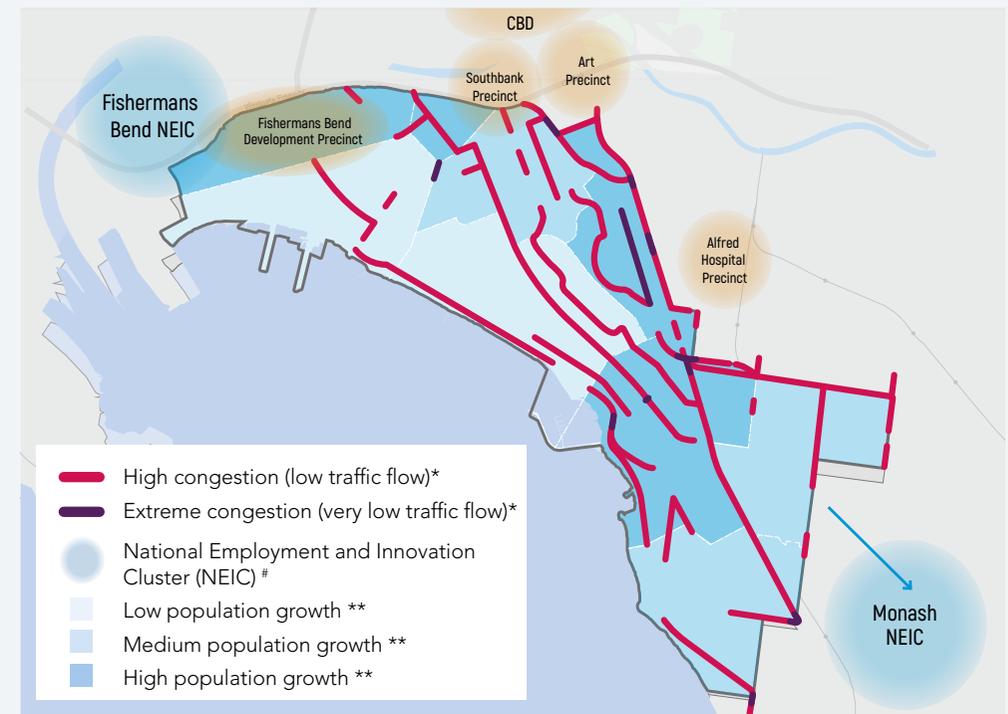
2016



Currently, there are several locations within the City where the traffic demand exceeds the capacity of the road corridor, resulting in congestion and severe delays. This usually occurs in the peak morning and afternoon commute times. Queens Road, Fitzroy Street intersections and Canterbury Road are such locations.

* Victorian Integrated Traffic Model (VITM)
 # Plan Melbourne 2017
 ** ABS Census data 2016

2027



Based on the current population projection and way people travel, a model of what future traffic congestion would look like in 2027 is illustrated above. The neighbourhoods of highest population growth have also been identified. If the levels of vehicle travel continue like today, there will be major increases in congestion along Beach Road, Jacka Boulevard, Grey Street, Queens Road, Salmon Street and Ormond Esplanade.

BIG OPPORTUNITIES

Greater Melbourne is experiencing the biggest investment in its public transport and road network in several decades. This is a once-in-a-generation city shaping program of works that will transform Melbourne, and creates an opportunity for Port Phillip to leverage off this investment to benefit our existing and future communities.

Doing things with partners

A focus on working with others to develop better public transport services across neighbouring council boundaries, and upgrades to our public spaces. We rely on the Victorian Government for delivery of key transport infrastructure such as public transport services and management of the arterial road network.

Doing things differently

Shifting our street design priority to the movement of people rather than the movement of vehicles; using technology and new transport options to increase transport choices; trialling street design changes with our community; and building research partnerships.

Investing in the right things

Focusing our effort and investment on those actions that will provide our community with realistic and safe travel choices.

Using what we have better

Changing our policies and services to meet changing customer expectations and needs, including improving the value, speed and ease of doing business with Council.

WHERE ARE WE NOW?

We have strong and productive relationships with the Victorian Government, state agencies and other local governments.

Much of Port Phillip is well serviced by public transport in the form of trains, trams and buses. However, as we continue to grow, we need to work with our partners to improve reliability, capacity and frequency of public transport to reduce our reliance on cars.

We have strong and productive relationships with the Victorian Government, state agencies and other local governments. We will leverage these relationships to maximise our collective impact.

The Victorian Government is planning and constructing significant transport projects in Port Phillip. Most notable is the Melbourne Metro project, which includes Anzac Station and surrounding major transport legacy works, improvements to a number of existing tram stops and a new tram line to Fishermans Bend.

Port Phillip is relatively flat and easy to navigate on foot and by bike, but currently only six per cent of daily trips are by bike. We have invested in improving safety and amenity for bike riders for many years, but we can make things even better in our City for bike riders and pedestrians.

Further assistance is required from the Victorian Government to grow and improve the transport network, including:

improved tram capacity and a schedule for constructing accessible tram stops

a comprehensive review of bus services and a plan to improve capacity, operating hours, links to other transport options and frequency

upgraded bicycle facilities on arterial roads and at key intersections

pedestrian improvements, particularly in busy areas of activity

construction of Melbourne Metro 2 train connection to Fishermans Bend.



During 2017 and 2018, we spoke to the community about parking, transport, movement and accessibility across Port Phillip.

LISTENING TO OUR COMMUNITY

Views were varied and we have tried to balance the needs and aspirations of our diverse community in developing this strategy. We listened to your feedback and used it to help identify your priorities and concerns.

What we heard

Transport and parking problems have been identified in the Council Plan 2017-18 as key issues of concern to you. This led us to seek more detailed information from you on the specific difficulties you are experiencing, and to compare that to what you value the most in your streets and neighbourhoods.

We conducted a staged community engagement process in 2017 to both establish and respond to the Integrated Transport Strategy Position Paper 'Setting the Direction', reaching approximately 1,200 people in various ways.

This input was used to develop the draft Move, Connect Live Strategy released in June 2018. An additional 520 community members - residents, workers and visitors - provided feedback on this draft and shaped the final strategy.

We heard that you are already making changes, even if it isn't always easy. Both the complexity and difficulty of these changes is appreciated by both you and us, including the challenge of balancing individual needs with the needs of the broader community.

Some of the responses we heard during consultation included:

- 1. Population growth is a benefit** to the community, but only if the negative impacts can be well managed.
- 2. There is strong support to improve bike lane infrastructure for safe bike riding experiences,** work together with the Victorian government to achieve improvements faster, and continue to focus on safety for pedestrians and bike riders as a priority.
- 3. Council is expected to be a leader** by using technology to benefit the community.
- 4. There is significant support for researching and developing** an evidence base for parking provision rates in new developments for both new residents and existing residents.
- 5. Car users are concerned** that prioritising other modes and streetscape improvements will lead to car congestion.
- 6. Parents of young children are more reliant on their vehicles.**
- 7. There is support for lower speeds on local streets.**
- 8. You accept that the future will require moving away from a car-centric lifestyle,** but this will be challenging.
- 9. Small businesses are concerned about parking changes** and how it will affect them.
- 10. There is scepticism of Council's level of influence around public transport.**
- 11. There are mixed views about whether to redevelop Council-owned off-street carparks.**
- 12. There is strong interest in being further involved** in the development of the new parking policies for parking controls and parking permits.
- 13. Residential parking is a concern,** with some people wanting free parking permits and others being impacted by neighbours not using their garage to store their vehicles.

"I only use bike tracks... I've tried the road but its not safe for older people."

"It needs to be easier to get from St Kilda to Port Melbourne."

"I can't park as it is. I am a ratepayer and I have to park five blocks from my house. What will it be like when (reduced car spaces) comes into play?"

OUR PARTNERS

The key to creating an integrated transport experience in Port Phillip is working in partnership with others. Our community, local and state government partners, transport providers, peak bodies, research organisations and private industry all have a critical role to play.

Our City is affected by Federal and State legislation and policies, the actions of neighbouring councils, the businesses and organisations that operate within our boundaries and everyone who lives, works and visits here.

This context presents both opportunities and challenges for delivering the actions in this Strategy. In some instances, we will have direct control over specific actions, especially those relating directly to Council operations. In other cases, we will partner with or advocate to other levels of government for change, and leverage opportunities that benefit our community.

Each of us has a role in creating a future where we can all move, connect and live.

The role of Council

The City of Port Phillip delivers infrastructure projects and manages how the City's streets and public spaces operate. Our role includes:

Trusted service provider

Providing high quality and safe roads, bike lanes and footpaths, using technology and parking controls to make parking fairer for everyone, and using planning mechanisms to create better public spaces. Council will commit approximately \$37 million over 10 years to deliver the actions contained in this Strategy (dependent on project co-funding from partners).

Trusted partner and broker

Further developing partnerships with Australian, Victorian, and local governments to advocate for and deliver better transport outcomes for our community.

Trusted advisor and agent

Making it easier for people to move around our City by creating a connected and integrated transport environment. We'll do this by giving our community the information it needs and creating incentives for our community to use public and active transport, within the limits of our control and influence.

Trusted steward

Being a sector leader in transport and parking management by improving transport choices for our community. This includes a commitment to consulting with our community about changes and making those changes in a careful, considered and timely way.

Monitoring and reporting

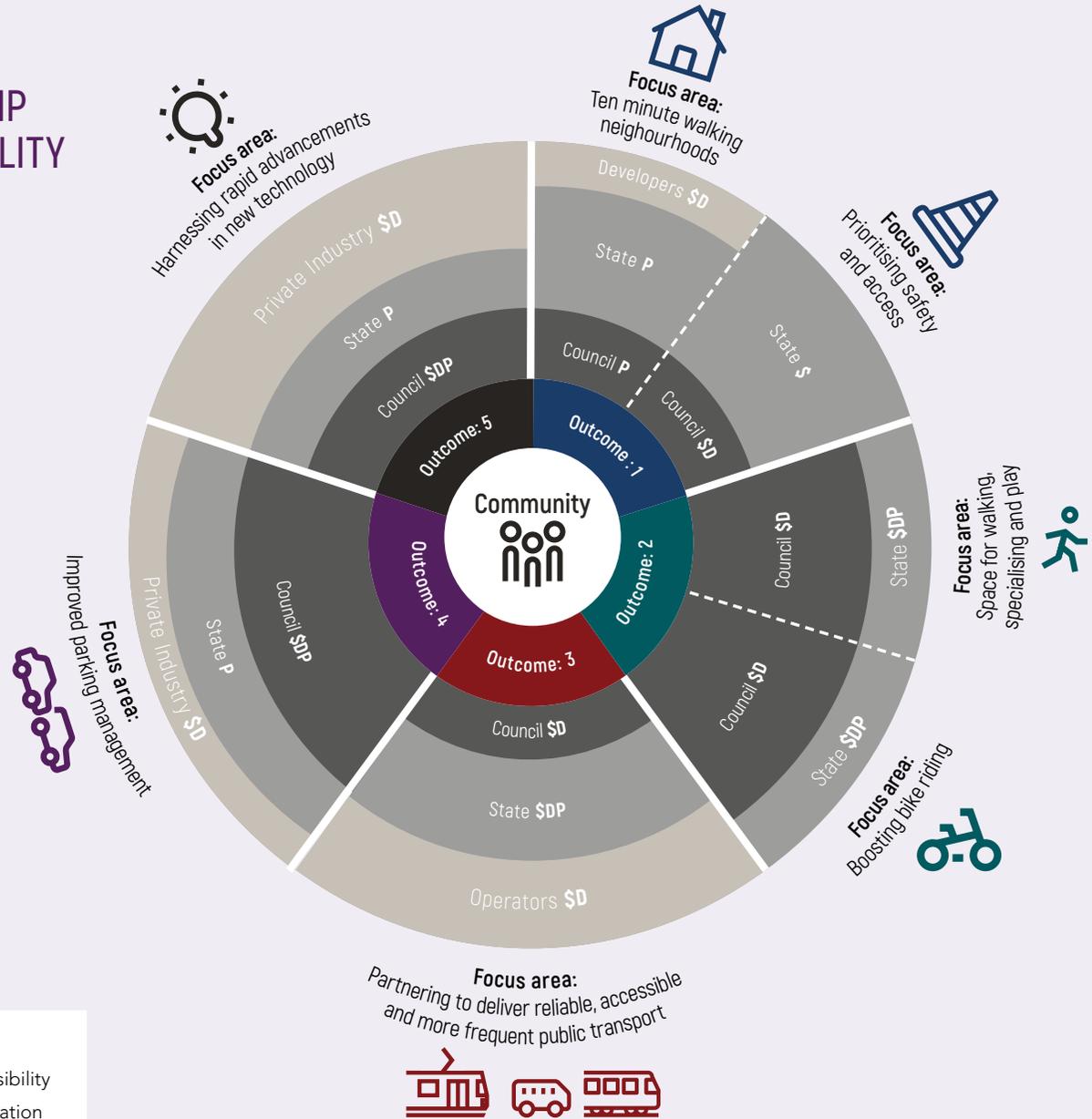
Monitoring and reporting against the key measures outlined in this Strategy, to share our progress and identify opportunities for further improvement.

Our government partners

In Victoria, there are various government agencies, authorities and franchisees that support the planning, operations and delivery of various parts of our road and public transport systems. The Table in **Appendix A: 'City of Port Phillip Transport Partners'** outlines the names and roles of each of these agencies, as well as supporting local councils and community groups.

The partnership responsibilities diagram opposite illustrates the level of control to deliver respective outcomes in Port Phillip by Council, government partners and industry.

PARTNERSHIP RESPONSIBILITY



The role of residents and workers

The choices we make every day have an impact on the travel experience in our municipality, and we all have a role to play in doing things differently.

Our City will continue to experience increased congestion, with population growth and travel disruption throughout the next 10 years as major public transport, urban developments and road improvement projects are constructed.

There are many things our community is already doing around making changes to their travel choices, which frees up our roads for people who need to travel by car.

Some additional changes that may be available for you to consider include working from home, shifting your working hours to travel outside peak travel times, or breaking up your journey by combining travel modes

such as public transport, bike riding and walking.

The average person makes three to four individual trips a day. If everyone in Port Phillip converted just one of those trips from a vehicle to a sustainable transport trip, we could significantly reduce road congestion.

The majority of workers in Port Phillip currently come from outside the municipality, and some from long distances. The investment in connections to public transport improvements and bike links will assist some in choosing to combine modes of transport to get to work and reduce road congestion.



Where do we work?



82%

Port Phillip workers commute from outside the municipality, travelling for longer and from further away than local residents.

Commuters come from as far north as Whittlesea, south from Mornington Peninsula, west from Greater Geelong (but predominantly Wyndham), and east from Yarra Ranges.



73%

local residents commute outside the municipality.

Largely to the CBD, south to Kingston and east to Greater Dandenong.

How did we travel to work?



45%

by car



16%

by tram



9%

by train



8%

by walking



5%

by bike



2%

by bus

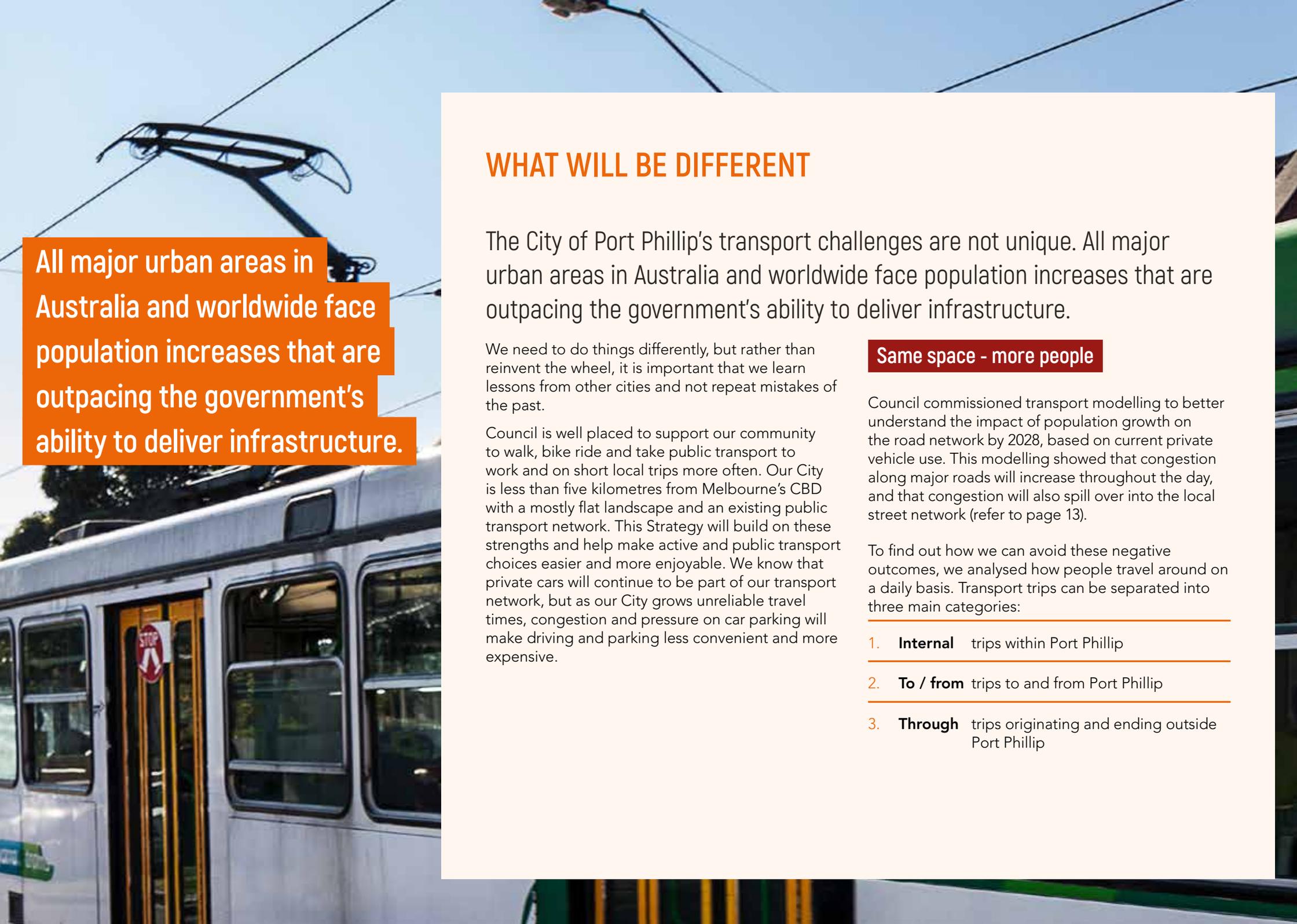


6%

worked from home

9%

other



All major urban areas in Australia and worldwide face population increases that are outpacing the government's ability to deliver infrastructure.

WHAT WILL BE DIFFERENT

The City of Port Phillip's transport challenges are not unique. All major urban areas in Australia and worldwide face population increases that are outpacing the government's ability to deliver infrastructure.

We need to do things differently, but rather than reinvent the wheel, it is important that we learn lessons from other cities and not repeat mistakes of the past.

Council is well placed to support our community to walk, bike ride and take public transport to work and on short local trips more often. Our City is less than five kilometres from Melbourne's CBD with a mostly flat landscape and an existing public transport network. This Strategy will build on these strengths and help make active and public transport choices easier and more enjoyable. We know that private cars will continue to be part of our transport network, but as our City grows unreliable travel times, congestion and pressure on car parking will make driving and parking less convenient and more expensive.

Same space - more people

Council commissioned transport modelling to better understand the impact of population growth on the road network by 2028, based on current private vehicle use. This modelling showed that congestion along major roads will increase throughout the day, and that congestion will also spill over into the local street network (refer to page 13).

To find out how we can avoid these negative outcomes, we analysed how people travel around on a daily basis. Transport trips can be separated into three main categories:

1. **Internal** trips within Port Phillip
2. **To / from** trips to and from Port Phillip
3. **Through** trips originating and ending outside Port Phillip

Council has the highest level of influence over the first two categories - Internal and To / From - as they involve local residents, workers and visitors, and use our local streets. The focus for Council is therefore on local trips (less than two kilometres) and inner Melbourne connections through neighbouring municipalities.

However, through-trips make up the highest percentage of daily trips on our road network. The increase in these will also have an impact on the surrounding local street network, particularly neighbourhoods closest to major roads.

The impact of the increasing number of trips on our existing street network requires a fundamental rethink of how we get around. The best way to accommodate more people on our streets is to prioritise the creation of safe travel alternatives to owning or driving a car, as cars take up the most amount of road space per person. This will help us achieve our 2028 target of maintaining the current levels of congestion, with approximately the same private vehicle trip numbers as 2016.

Travelling Internally and to/from Port Phillip (not through)

Council is proposing the following targets by 2028 for daily internal and to/from trips across the municipality.

To achieve these targets by 2028 and beyond, Council is proposing actions that redesign a number of our streets to provide enough capacity to carry an additional 55,000 walking trips, 27,000 bicycle trips, and 14,000 public transport trips.

Council will pursue initiatives aimed at improving travel choices for our community, that provide a convenient alternative to driving a car. Together, we want to give you the choice to change one car trip a day to an alternative transport option.

Move, Connect, Live will reshape our City to optimise the way we move around the City of Port Phillip.

Source: 2016 Victorian Integrated Survey of Travel and Activity (VISTA)

Trips per day targets by 2028



CREATING A CITY FOR PEOPLE

Our streets function as either a part of the transport network (movement) or as part of the neighbourhood for social, goods or services exchange (place).

We want 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.

If we do nothing - if we do not change the way we travel - everyone will be impacted by transport congestion, longer travel times and lost productivity. Port Phillip's liveability is critical to Melbourne's reputation as one of the world's most liveable cities.

One of the most essential parts of our City is its streets - they are the arteries and the key to shaping our daily experiences. We define a street as inclusive of both the footpath, nature strip and the road space. There is growing global recognition that streets contribute in many ways to economic, environmental and social life, beyond simply moving vehicles from one point to another, and this view supports an integrated transport design approach.

Our City is fundamentally a place for people. When designing streets, we need to shift our thinking away from prioritising car movement and storage of vehicles (parking), to the movement of people and how we can support a wider range of travel choices. It is about keeping Port Phillip as a fantastic place to live.

A shift in perspective

Streets are traditionally classified by their ability to move traffic and provide access for cars. By embracing a different approach based on the local context, the needs of different users, and positive social, economic and environmental outcomes, we are moving toward designing a City for people.

Internationally, this shift in integrated transport design is framed around a "movement and place" approach, using the local land use context to define priority of use.

Movement and place approach

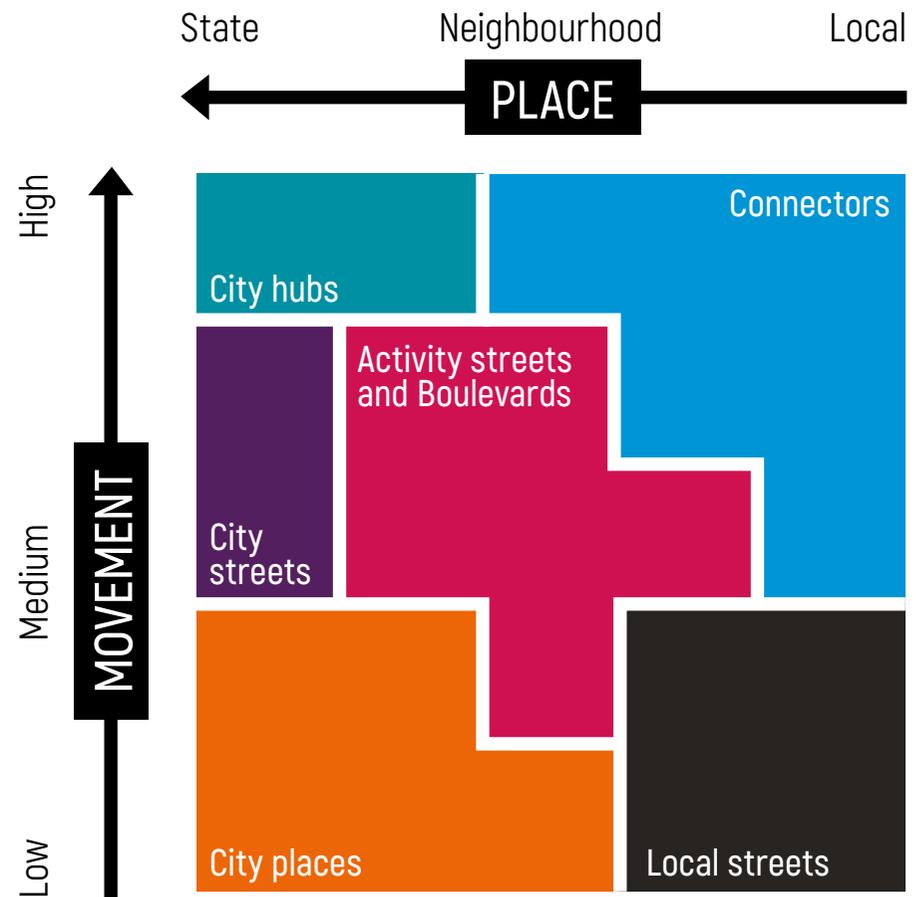
We have used a ‘movement and place’ approach to underpin the development of this Strategy. A movement and place approach will help Council classify our road network based on how each street can serve the local community best. Each street functions as either a part of the transport network (movement) or as part of the neighbourhood for social, goods or services exchange (place).

This could include providing better pedestrian facilities such as wider footpaths, seating or kerb extensions. This could require removal of some parking.

The key to this process is categorising streets for pedestrian use first, and recognising that local residential streets are different from main streets and major tourist attractions. The process will also help us find out how best to accommodate more than one transport type into one street.

The figure opposite is drawn from the new draft Movement and Place Framework of Victoria recently developed by VicRoads and Transport for Victoria, and outlines six general street types that capture the range of different movement and place combinations.

Council will adapt this approach to align with the specific conditions of Port Phillip as part of the delivery of this Strategy.





Typical street types in Port Phillip

City hubs

- St Kilda Junction
- Domain Precinct

City streets

- Barkly Street
- Inkerman Street
- Carlisle Street

City places

- Acland Street
- Armstrong Street
- Ormond Road

Connectors

- Beach Road
- Brighton Road
- Canterbury Road
- Queens Road

Activity streets and boulevards

- Clarendon Street
- Bay Street
- Fitzroy Street
- Kerferd Road - Albert Road (Shrine to Sea)

Local streets

- Residential streets across all neighbourhoods

Typical street elements

Movement



Walking

Clear space on footpaths for all to pass



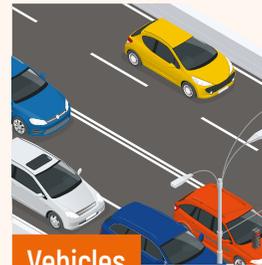
Bike riding

Protected lanes for bike riders separated from other modes including parked cars



Public transport

Dedicated lanes for buses and trams, including facilities



Vehicles

Dedicated space for motorised vehicles to move people and goods



Parking

Space for vehicle parking, stopping and unloading

Place



Outdoor dining

Permitted space for outdoor dining



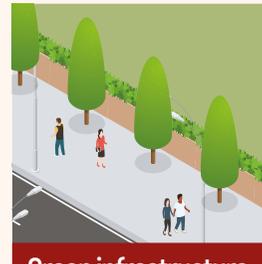
Public plaza

Hard paved public areas that can be used for events and activities



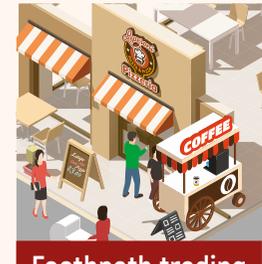
Street furniture

Physical objects in the street including light poles, bins, parking machines, seats and new technology



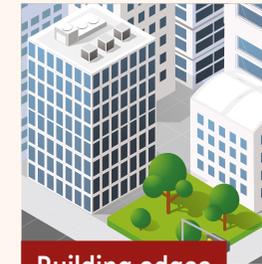
Green infrastructure

Trees, planting beds, nature strips, vertical planting and water sensitive urban design



Footpath trading

Permitted space for business signs, goods displays and food vendors



Building edges

Building frontages including facade treatment, windows, setbacks, signs and awnings for shelter

To achieve the highest level of connectivity for our community, we are aiming to create 10-minute walking neighbourhoods.

Outcome 1

Our City's transport network, streets and places cater for our growing community

Focus area

10-minute walking neighbourhoods

In areas of highest forecast demand across the City we aim to deliver access to key services within a 10-minute walk. Close local access to shops and community spaces creates a strong sense of place and connects homes to workplaces, schools and commercial centres

What this means for you

"I feel more connected to the community when I walk and use public transport" - **resident**

"The best way to enjoy the beautiful area we live in and take full advantage of it is to get amongst it wherever possible" - **resident**

Your future experience could be:

"I love walking to my local shops and checking out all the beautiful gardens along the way. Everything I need is so close, including the kids' school. It's so easy to cross the road, the streets are cool and shady in summer and the footpaths are wide enough for the kids to scoot ahead."



Why are we doing this?

Population growth and increased housing density across the City will vary significantly between Port Phillip's neighbourhoods, creating a non-uniform level of localised impact and challenges. There will be extreme change in the north and west, and less change in the south and centre.

To achieve the highest level of connectivity for our community, we are aiming to create 10-minute walking neighbourhoods through integration of land use with transport planning. This means locating the increased residential density and jobs growth close to existing (or soon to be completed) high quality pedestrian routes and frequent public transport services that connect to key destinations like schools, employment, shops and community facilities.

The key tool Council has to create walkable neighbourhoods is the Port Phillip Planning Scheme, and supporting zoning and urban design frameworks. This is particularly important in neighbourhoods forecast for rapid population growth such as Fishermans Bend, St Kilda Road precinct, St Kilda, Port Melbourne and South Melbourne. In addition, better transport links from South Melbourne and Melbourne's city centre are needed to ensure residents have seamless travel choices.

To support ageing in place, Port Phillip delivers a unique community travel service, the community bus, for vulnerable older people and those with disabilities. This highly valued and much needed service enables residents to access a reliable and disability enabled travel option to key community facilities and destinations, plus maintain regular social connections. A review of this service will be undertaken as part of the Aged Care Transition Service review in response to national reforms to aged care.

The Victorian Government's Metro Tunnel project will deliver huge benefits to public transport users across Melbourne, particularly for residents close to Anzac Station in the Domain precinct. To maximise the benefits from this major transformation, Council is developing a precinct plan for the area. The precinct plan will detail changes required to local streets and links through private land to accommodate the significant increase in pedestrian numbers generated by a major train station and tram interchange, combined with increasing densification of this residential and commercial precinct.

The Victorian Government is finalising the completion of the Fishermans Bend Framework (inclusive of the Fishermans Bend Integrated Transport Plan and Precinct Plan) in collaboration with the cities of Port Phillip and Melbourne. The key transport and access requirements of Fishermans Bend as it develops into a vibrant neighbourhood will be:

- early delivery of public transport
- high quality bike and pedestrian links
- managing the impact of traffic and parking in the area
- high quality streetscape works.



Serious injuries to pedestrians in the City have reduced by approximately 50 per cent since 2007.

Focus area:

Prioritising safety and access

Great streets are outcomes of great design. Design of our streets prioritises safety and comfort without compromising the movement of people and goods.

What this means for you

“Walking and public transport allowed me to get to know my daughter better because all we did was hold hands and chat. Didn’t have to focus on driving and parking” - **resident**

“We have become so disconnected, we don’t know any of our neighbours, we don’t speak to them now. What the council is proposing would help that.”
- **resident**

Your future experience could be:

“Now we get more frequent and longer pedestrian crossing times, I finally feel I am getting the same level of respect as a car driver on St Kilda Road. It used to take longer to cross the road than the entire rest of my trip!”

Why are we doing this?

When people feel safer on their local streets they increase their interaction on a personal level with their local environment. This often results in spending more time on the street. The increased sense of ownership for the local community provides wider social benefits for the City.

Council is committed to improving safety of all road users on the transport network with the aim to eliminate fatalities and reduce the risk and severity of injuries on our roads, allowing people of all ages and abilities to travel on our road network safely and with confidence. The number of road injuries has significantly reduced, with serious injuries to pedestrians in the City having reduced by approximately 50 per cent since 2007.

The predicted increased number of trips and growth in through-traffic from surrounding areas means that our local community will increasingly experience more cars travelling on their streets, as drivers travelling through the municipality look for shorter routes to bypass slow points on VicRoads' controlled arterial roads. Council seeks to manage this by implementing Local Area Traffic Management treatments on local streets and shopping strips as part of discouraging through-traffic onto them and maintaining safer vehicle speeds.

Increasing safety, or even the perception of safety, can increase the attractiveness of walking and bike riding as an alternative to driving a car. For many people, feeling unsafe on our road network is one of the biggest barriers to making this change.

A location of great community safety concern is the St Kilda Junction, which is a significant physical barrier to biker riders and pedestrians.

Partnering with the Victorian Government to develop a movement and place vision for this local area is critical to improving pedestrian and bike rider safety.

Council sets the design quality of our streets via a Design and Technical Standards Manual to ensure both consistent and context responsive physical design outcomes. This program will be led by a Movement and Place Precinct approach and includes specifications for increase in street widths, access for all abilities, application of footpath trading guidelines, street furniture placement, drainage and utility provision, opportunities for new technology and green infrastructure (such as shade trees or water sensitive urban design), wayfinding signage, public art and street activation opportunities.

Being next door to the Melbourne CBD and the Port of Melbourne means we can expect an increasing demand of freight travel volumes using multiple modes (trucks, rail). Council recognises the importance of managing the potential impact of an increasing number of through freight movement along our roads and through our growing communities. We will work closely with our partners to minimise the impact on amenity to the community, through securing time and route restrictions.

Freight requirements in areas of increasing residential density will also need an updated approach to ensure that resident needs are being catered for within their buildings as much as possible. This relates to some of the following:

- waste and recycling services
- service van parking
- loading - small goods delivery
- loading - removal vans and large goods delivery.

Outcome 1

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28
1.	Review and update the Port Phillip Planning Scheme and Municipal Strategic Statement to ensure effective integration of land use and transport planning				
2.	Develop a precinct masterplan for the Domain Precinct (Albert Road and surrounds)				
3.	Partner with the Victorian Government to ensure the Fishermans Bend Framework and precinct plans optimise wider transport connections for both current and future Port Phillip residents and workers				
4.	Partner with the Victorian Government to fund early delivery of connections to public transport, public space and streetscapes, footpaths and bike lanes in Fishermans Bend				
5.	Review the Community Bus service as part of the Aged Care Transition Service review (in response to national reforms in aged care)				
6.	Develop Movement and Place guidelines that include green infrastructure				
7.	Deliver blackspot safety improvements at high collision locations (subject to external funding)				
8.	Deliver Local Area Traffic Management (LATM) treatments to deter through traffic and maintain safe vehicle speeds on local streets				
9.	Ensure our streets and places are safe and inclusive, including accessible parking, pedestrian facilities, lighting and security.				
10.	Support the Victorian Government to develop a Movement and Place Strategy for St Kilda Junction and Council to deliver safety and amenity improvements				
11.	Partner with the Victorian Government and others to manage the impact of growing freight and goods delivery movements on our community				
12.	Support the Victorian Ports Corporation (Melbourne) and Victorian Government to manage congestion at Port Melbourne Waterfront precinct				

Measuring progress

OUTCOME	INDICATOR	2016/17 RESULT	2020/21 TARGET	2027/28 TARGET
Our City's transport network, streets and places cater for our growing community	Number of fatal or serious traffic collisions involving all road users	78*	<119**	<96
	Number of daily private passenger vehicle trips (measured by VISTA)	128k	128k	128k
	Community perceptions of Council's 'traffic management' as part of the Port Phillip Customer Satisfaction Survey	53%	55%	60%

* Reduction in crashes achieved is higher than the original target set
 ** Calculated as 20% reduction of 2007-11 average

2018 case study

Cycling without Age - Wintringham Aged Care

Common anxieties associated with ageing includes social isolation, the need for functional assistance, and the loss of independent mobility. Wintringham Specialist Aged Care is a Victoria-based not-for-profit welfare company specialising in the housing and care of older people who are experiencing homelessness or are vulnerable to homelessness. One of their residential accommodation locations is in Port Melbourne.

For nine years, Wintringham has been taking their Port Melbourne residents out and about in the neighbourhood on bicycle rickshaws.

Through the international program Cycling without Age, Wintringham has been able to partner with the software organisation, Zendesk, which offers its employees time off work to volunteer as riders. The Wintringham team know that by getting their clients active, outdoors and involved in conversations, their emotional wellbeing and cognitive function will improve.

Council was also able to partner with Wintringham and Zendesk as part of the community engagement activities for the development of this Strategy.

Benefits of the rickshaw rides include:

- a reduction in feelings of isolation and loneliness
- connection with community
- physical benefits associated with being outdoors, including vitamin D from sunshine and fresh air
- opportunity for mental stimulation leading to improved cognitive function
- emotional benefits.

Outcome 2

Our community is healthier because it has safe, connected and convenient walking and bike riding choices

Focus area

Space for walking, socialising and play

Safe streets and places for walking and play is aligned with designing a City for people, and presents opportunities to allow for a range of activities at different times of the day and week.

What this means for you

"I feel more connected to the community when I walk and use public transport" - **resident**

"The best way to enjoy the beautiful area we live in and take full advantage of it is to get amongst it wherever possible" - **resident**

Your future experience could be:

"Our neighbours got together to apply for one of the new 'Play Street' permits from Council, and now we can block off our street twice a month and we all get together to play cricket. The kids love it."

Walking is the most basic form of mobility and needs to connect well to other modes of transport.

Why are we doing this?

To achieve streets that support healthy lifestyle choices and provide an enjoyable journey we need to begin by decluttering existing footpaths, widening high pedestrian routes, shortening road crossing times at key locations, trialling new ideas and focusing on school travel safety.

Increased pedestrian trips contribute to outcomes in a number of Council's other strategies, including the Sustainable Environment Strategy, which has community greenhouse gas emissions reduction goals supported by promoting healthy travel options, the Creative and Prosperous City Strategy through its placemaking initiatives, and the upcoming Public Place Strategy.

Our City is growing in population, but the space we have is not. To meet the needs of a larger community new criteria will be required to identify and prioritise street sections that can be readily converted to public space, such as road space shared with pedestrians and cars, or closed to vehicle traffic completely. This will better service the growing number of residents living in apartments with limited access to nature and social spaces.

Walking is the most basic form of mobility and needs to connect well to other modes of transport. For example, we walk to the car or public transport, and walk our bicycles through high pedestrian traffic areas

and across intersections. We can achieve growth in the number of walking trips across our City by swapping short car trips with walking trips.

Most of our City's streets have footpaths. Our focus is therefore not on creating more whole routes but on the following five actions:

- increase footpath widths in high pedestrian traffic areas
- reduce barriers to crossing at key intersections
- improve pedestrian safety
- implement walking priority and safety improvements on routes to schools (alongside)
- delivery of Council's school travel program.

Implementing these actions will make it easier and safer for people to walk to and around activity centres, key public transport stops and other destinations in our City's neighbourhoods.

Healthy habits for life start early. Investing in active school travel programs is an essential part of encouraging our community to get out and walk more. Council has been delivering walk, scooter and bike to school programs successfully for many years, and now wants to focus on the additional benefits small scale infrastructure improvements can provide. Safety and priority upgrades along the

most popular routes to school will be addressed. This will be supported by Council continuing to deliver promotional and behaviour change initiatives in partnership with local schools, to grow the level of active travel by parents and children to and from school.

All this change can be disconcerting and daunting, and not necessarily permanent. To support this program of change, Council is proposing a suite of transitional and temporary changes to the design of our City's streets and laneways, reallocating available space on streets to reflect future demands by people across different times of the day, week and year. These initiatives include:

- trialling proposed street design changes
- trialling 'pedestrian clearways' on overcrowded pedestrian streets by using car parking lanes for pedestrians during peak hour
- temporary street closures for 'play streets'
- creating creatively-painted low speed shared zones and pedestrian priority crossings
- introducing traffic calming to improve safety and pedestrian amenity on local streets.

Pedestrian network improvement map

Map 1 (opposite) illustrates proposed pedestrian network improvements throughout the municipality. These include:

- improvements to intersections managed by both Council and VicRoads
- better located crossings
- proposed new crossings on VicRoads managed roads
- three primary schools that will launch the Healthy Tracks to School safety upgrade program to support active travel to school.

Map 1 (opposite) illustrates the approximate five and 10-minute walking distances to the three schools and a guide for walking distances for other schools. Walkers are able to travel further in a given time when streets have less road traffic and shorter wait times for safe crossing at intersections.

Best practice research - December 2017

Cities Alive: Designing for urban childhoods report - ARUP

In 2017 ARUP published a report *Designing for urban childhoods* to showcase new thinking from around the world. Their research reinforces that a child-friendly approach to urban planning is essential for the creation of inclusive cities that work better for everyone, but is often overlooked as an urban concept.

Traffic hinders children's independent mobility and affects their physical and mental development. The amount of time children spend playing outdoors, their ability to get around independently, and their level of contact with nature are strong indicators of how a city is performing, not just for children but for all generations of city dwellers.

The report suggests ways of tackling this including pedestrian priority and play streets:

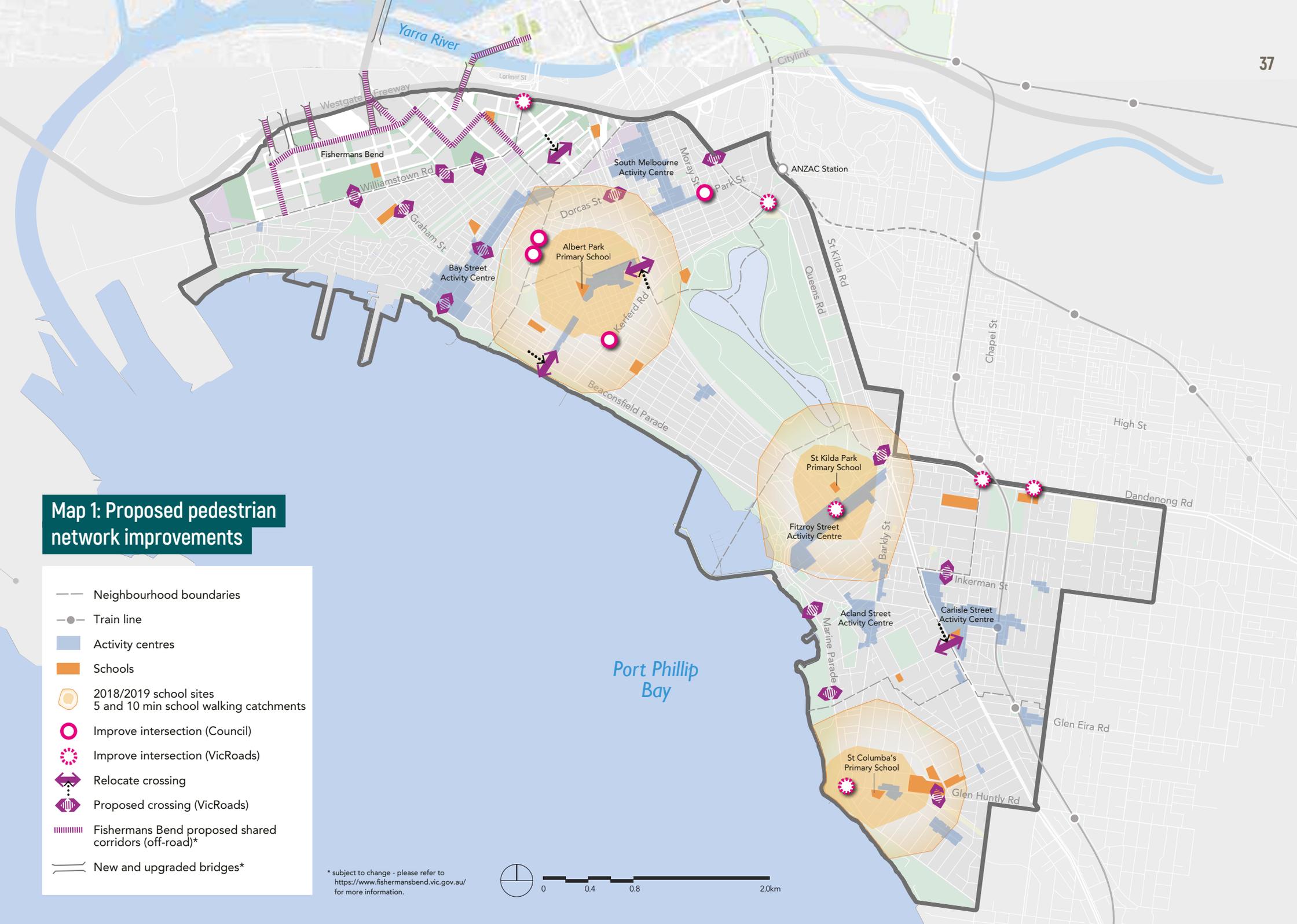
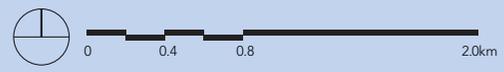
- **Green infrastructure** - safe urban water play in both flooded and dry conditions
- **intergenerational spaces** - for both old and young
- **pedestrian priority** - a safe environment for everyday street play and socialising
- **multi-use community spaces** - smart use of spaces around schools and other community facilities to enable out of hours use
- **Play streets** - temporarily closed to traffic to allow danger free outdoor play
- **Road treatment** - colourful crossings and shared spaces to improve pedestrian awareness
- **Playful encounters** - public art, bus stops and tram stops that invite creative interaction as part of the journey.



Map 1: Proposed pedestrian network improvements

-  Neighbourhood boundaries
-  Train line
-  Activity centres
-  Schools
-  2018/2019 school sites
5 and 10 min school walking catchments
-  Improve intersection (Council)
-  Improve intersection (VicRoads)
-  Relocate crossing
-  Proposed crossing (VicRoads)
-  Fishermans Bend proposed shared corridors (off-road)*
-  New and upgraded bridges*

* subject to change - please refer to <https://www.fishermansbend.vic.gov.au/> for more information.



We need to invest in a dedicated program of infrastructure improvements for bike riders of all abilities if we are to improve bike rider safety and make it an attractive choice for our community.

Focus area

Boosting bike riding

To encourage increased bike riding by prioritising the delivery of comfortable, safe and continuous protected bike lanes for local access, commuting and recreational trips throughout the City.

What this means for you

"I cycle everywhere (I don't own a car), and always encourage my friends to get on a bike!" - **resident**

"I call my bicycle my freedom machine because I can go anywhere any time and see smell and hear the world it's wonderful" - **resident**

"All our friends need for encouragement, is to see the joy on our two year olds face when he is in our bike trailer or on the tram." - **resident**

Your future experience could be:

"I always wanted to ride to work but it seemed a bit scary and unsafe. The new bike path has a concrete separation between the cars and bikes and now I ride twice a week. It's a great way to start the day".

"We just bought a unit in Montague so we could be close to the city and the beach. Even though I work in Oakleigh, it's easy to ride my bike to Anzac Station, park my bike and take the train".

Why are we doing this?

Bike riding is healthy, very space efficient, low cost and often the most convenient way to travel short to medium distances (two to 10 kilometres). Encouraging more people to ride more often in Port Phillip will achieve significant benefits to both general health and the environment.

Previously Council has combined delivery of improvements for bike riding together with walking.

We need to invest in a dedicated program of infrastructure improvements for bike riders of all abilities if we are to improve bike rider safety and make it an attractive choice for our community. We know the best outcomes are achieved when we deliver bike lanes that are safely separated from pedestrians parked and moving vehicles, and for these lanes to be a continuous route between major destinations.

Bike riding is one of the most efficient ways of moving people in Port Phillip because:

- it is very space efficient, meaning we can move more people through the same space, and when parked needs less space than a car
- the cost to build and operate bike riding facilities is very low compared to public transport and cars
- it provides a healthy and environmentally friendly way of getting around
- it is an easy and convenient means of transport for short to medium length trips.

Council will deliver a network of continuous, protected bike lanes linked with intersection upgrades.

One of the highest priority corridors is along Kerferd Road. Council will partner with ParksVictoria to deliver protected bike lanes as part of the Victorian Government's Shrine to Sea

project connecting Anzac Station and St Kilda Road to the Bay Trail. This project will also deliver benefits for pedestrians.

VicRoads is leading a corridor safety project on St Kilda Road in partnership with Council and other organisations and agencies, to deliver changes to the design and allocation of space. A key outcome is to reduce the number of injuries, as it is Port Phillip's busiest tram and bike route and experiences the highest car-dooring injury rate of bike riders in Victoria.

Council can help grow a bike riding culture by providing bicycle parking, end-of-trip facilities and targeted behaviour change programs.

Council will deliver and advocate for bike route connections to major transport interchanges and the provision of world class bike parking facilities. This includes both existing and future interchanges such as Ripponlea Station, Balacava Station, Anzac Station and two locations in Fishermans Bend.



Case study

Inclusive City Cycling - reducing the gender gap (UK, Sustans June 2018)

A city that is designed for cycling is successful when its bike riding population reflects the wider population of residents living in that city. A report focusing on women and bike riding in the United Kingdom, from a 2017 Bike Life survey, explored different factors relating to how bike riding can make cities more liveable.

A key factor stopping women from bike riding is not feeling safe (men consistently ranked existing facilities as safer than women). Women were most represented (79 per cent) in supporting the investment in protected bike lanes, even if this meant less space for road traffic, as a means of creating a safer environment. Nearly a third of women living in Bike Life cities do not currently bike ride but would like to begin.

City of Sydney - Cycling Strategy and Action Plan 2018-2030

The evidence of the past decade is that if you deliver safe cycling facilities, Sydneysiders will get on their bikes and ride. The numbers speak for themselves. Thousands of people now travel by bike in Sydney and surrounding areas. The efficient and safe movement of people and goods is essential for economic growth, and is a hallmark of a globally competitive city.

In the last decade - from 2007 to 17 - City of Sydney has achieved an overall 100 per cent increase in bike rider numbers. A key part of this success has been due to their commitment to protected bike lanes, resulting in a boom in bike rider numbers. These increases range from a 281 per cent increase in George Street, Redfern, to a 580 per cent increase in Kent Street.

Bike riding network improvement map

The following criteria was used to identify and prioritise the routes shown in **Map 2**:

- **Ease of delivery**
Selecting local streets gives Council greatest control over delivery, and avoiding key traffic and public transport routes to allow greatest flexibility, protection and other streetscape improvements in designing the corridors
- **Maximum connectivity**
Connecting the most popular destinations together

- **Growth area focus**
Linking to neighbourhoods and precincts with the highest growth in population or land use change and in neighbouring municipalities
- **Ease of uptake**
Likelihood of attracting the most number of people to bike riding, factoring in other travel options, trip numbers and key destinations

Council is proposing to complete 11 corridors within the next 10 years, and an additional two after 2028 (excluding corridors delivered by the Victorian Government).



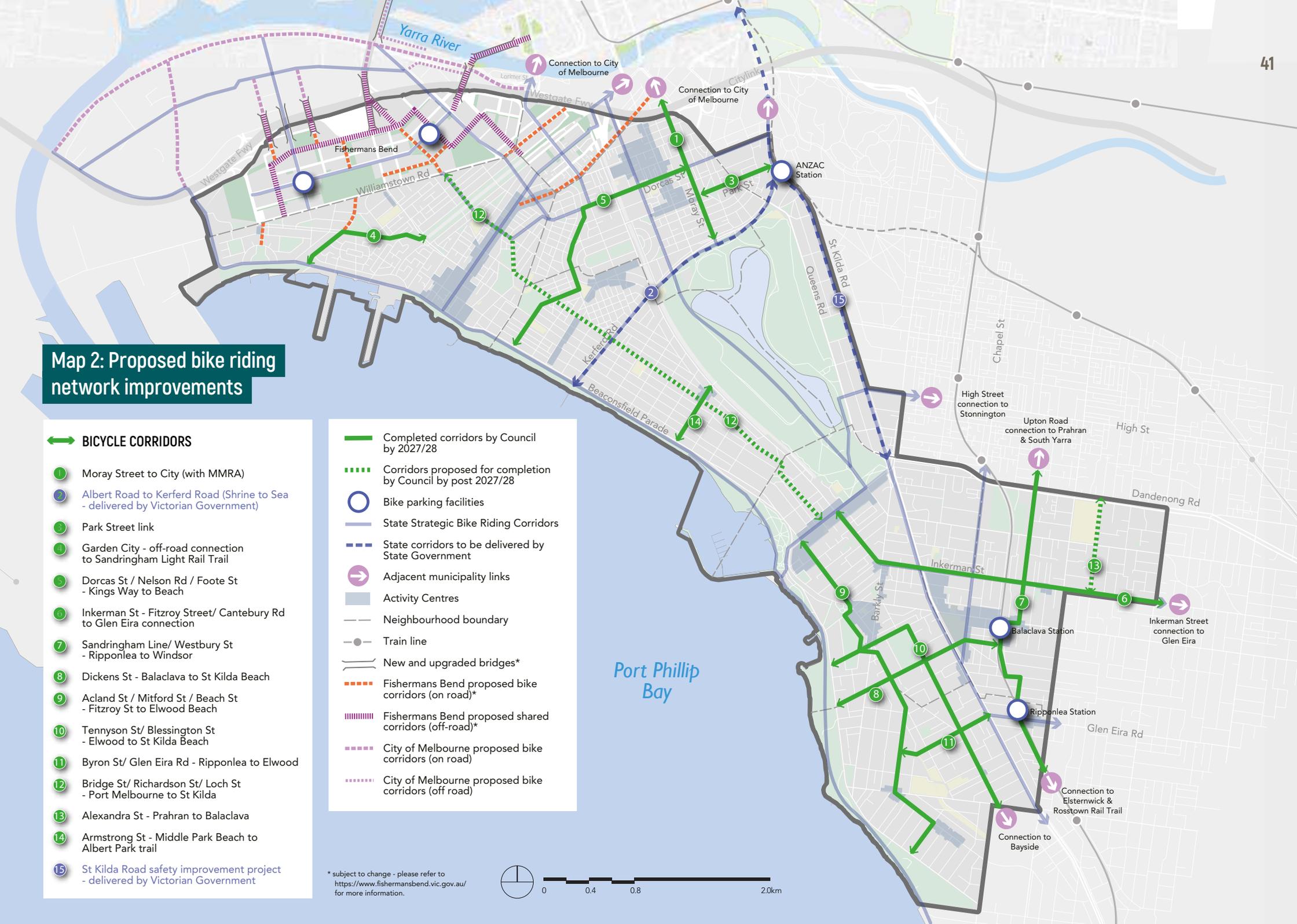
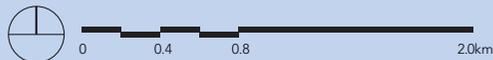
Map 2: Proposed bike riding network improvements

BICYCLE CORRIDORS

- ➡ ➊ Moray Street to City (with MMRA)
- ➡ ➋ Albert Road to Kerferd Road (Shrine to Sea - delivered by Victorian Government)
- ➡ ➌ Park Street link
- ➡ ➍ Garden City - off-road connection to Sandringham Light Rail Trail
- ➡ ➎ Dorcas St / Nelson Rd / Foote St - Kings Way to Beach
- ➡ ➏ Inkerman St - Fitzroy Street/ Canterbury Rd to Glen Eira connection
- ➡ ➐ Sandringham Line/ Westbury St - Ripponlea to Windsor
- ➡ ➑ Dickens St - Balaclava to St Kilda Beach
- ➡ ➒ Acland St / Mitford St / Beach St - Fitzroy St to Elwood Beach
- ➡ ➓ Tennyson St/ Blessington St - Elwood to St Kilda Beach
- ➡ ➑ Byron St/ Glen Eira Rd - Ripponlea to Elwood
- ➡ ➒ Bridge St/ Richardson St/ Loch St - Port Melbourne to St Kilda
- ➡ ➓ Alexandra St - Prahran to Balaclava
- ➡ ➑ Armstrong St - Middle Park Beach to Albert Park trail
- ➡ ➓ St Kilda Road safety improvement project - delivered by Victorian Government

- ➡ Completed corridors by Council by 2027/28
- ➡ Corridors proposed for completion by Council by post 2027/28
- Bike parking facilities
- ➡ State Strategic Bike Riding Corridors
- ➡ State corridors to be delivered by State Government
- ➡ Adjacent municipality links
- Activity Centres
- Neighbourhood boundary
- Train line
- New and upgraded bridges*
- ➡ Fishermans Bend proposed bike corridors (on road)*
- ➡ Fishermans Bend proposed shared corridors (off-road)*
- ➡ City of Melbourne proposed bike corridors (on road)
- ➡ City of Melbourne proposed bike corridors (off road)

* subject to change - please refer to <https://www.fishermansbend.vic.gov.au/> for more information.



Outcome 2

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28
13.	Complete the intersection upgrade of Wellington Street to improve traffic safety, and pedestrian and bike riding facilities				
14.	Develop criteria to assess change of road space from vehicle use to create space for social connection, trade, and walking and bike riding links.				
15.	Deliver pedestrian projects that create safe, high amenity walking routes and reduce barriers to crossing major roads				
16.	Work with school communities to support active travel to school as a popular, safe and easy travel option				
17.	Trial initiatives to increase priority and space for walking, bike riding and play				
18.	Deliver a network of dedicated and continuous protected bike corridors to create safer routes for all ages and abilities				
19.	Partner with Parks Victoria to plan and deliver the Shrine to Sea boulevard to deliver safety and streetscape improvements for walking and bike riding (subject to State funding)				
20.	Partner with VicRoads to deliver a better walking, bike riding and public transport environment along St Kilda Road				
21.	Partner with Victorian Government to design and deliver high quality bike parking facilities at train and tram hubs to integrate bike riding with public transport				
22.	Encourage and support the community to ride bikes				

Measuring progress

OUTCOME	INDICATOR	2016/17 RESULT	2020/21 TARGET	2027/28 TARGET
Our City's transport network, streets and places cater for our growing community	Number of daily walking trips (measured by VISTA)	153K	120K (+18% from base case)	207K (+36% from base case)
	Number of daily bike riding trips (measured by VISTA)	17K	30K (+75% from base case)	44K (+151% from base case)
	Speed of vehicles using Wellington Street	>44.8km/hr	≤40km/hr	≤40km/hr
	Number of schools participating in 'Walk to School' month	7/year	9/year	11/year
	Number of schools participating in 'Ride to School' day	13/year	15/year	18/year
	Number of 'Healthy Tracks to School' - infrastructure improvements for safer walking routes to schools completed	N/A	6	12
	Number of protected bike corridors delivered	N/A	4	11
	Increase in pedestrian and civic space in shopping strips and in activity centres	N/A	10%	20%

Council will identify areas of need and advocate with service providers and the Victorian Government for public transport improvements.

Outcome 3

Our community has convenient public transport choices that make it easier to move and connect

Focus area

Partnering to deliver reliable, accessible and more frequent public transport

Council will partner with the Victorian Government and public transport providers to ensure delivery of an attractive and highly competitive travel choice.

What this means for you

"People like me rely on the roads for our livelihoods. We need frequent public transport to be more reliable. That way, more people will use it and there's more space on the road for people who really need to drive."

- **Business owner**

"I would catch a bus if there was a quick bus route to the city. Buses are quite slow because while they have the priority lane they make more stops."

- **resident**

Your future experience could be:

"Since they separated traffic from trams, the trams are so much more reliable and frequent - which also means less crowded."

"Since Council and PTV have worked together, construction only happens once - a new footpath, a larger area for outdoor dining and an accessible tram stop."

Why are we doing this?

Port Phillip's inner-city location means it is generally well serviced by public transport services. There are key gaps, however, in both geographical coverage, service speeds and the frequency of services, especially bus and tram services. Improvements to these services will enable better quality travel and accessibility of the network, particularly for less mobile passengers.

Public transport that shares traffic lanes with an increasing number of people driving cars presents challenges to the reliability and speed of services. Prioritising public transport service to move more people faster and more reliably than private vehicle travel is the key aim.

Council will work together with our partners to redesign the network of bus and tram services. We aim to connect key destinations, to serve our growing resident and worker population ready for the benefits of Anzac Station, including connection times between different modes. This will include a review of existing bus routes, facilitation

of a 'turn up and go' service, closing current and potential future gaps in the public transport network and reallocation of car parking to provide a network of dedicated lanes for buses and trams separated from cars.

Public Transport Victoria and Yarra Trams are legally obligated to deliver trams stops that are accessible for people with mobility issues. Council's role is to ensure these works are designed to maximise the benefits to our community, by designing connecting civic spaces and creating more opportunity for events, social activities and footpath trading.

Council will continue to advocate to State and Federal governments, and respective agencies to secure early implementation of tram services into Fishermans Bend so that it truly is a 10-minute neighbourhood for people to live, work and visit.

Council will continue to advocate to State and Federal governments to start planning for Melbourne Metro Rail

Project 2 linking Newport to Clifton Hill, with two Metro train stations located within Fishermans Bend.

Areas of Port Phillip suffer from poor public transport services including frequency, services hours and connectivity, particularly around and between activity centres. Council will identify areas of need and advocate to service providers and the Victorian Government for public transport improvements.

DID YOU KNOW

When the Metro Tunnel is complete it will create 48 per cent more passenger capacity on the Sandringham Line and 60 per cent more capacity on the Sunbury Line (accessed by the new Anzac Station)

Trams along St Kilda Road carry more people per hour than the Westgate Bridge

A photograph of a busy city street. A red bus is stopped at a curb, with several people boarding or alighting. Pedestrians are walking on the sidewalk, some carrying bags and wearing winter clothing. The scene is captured from a low angle, emphasizing the flow of people and the urban environment. The bus has the letters 'ctc' visible on its side. A white line on the road is labeled 'WATCH FOR BICYCLES'. A tactile paving strip is visible on the sidewalk.

Prioritising public transport service to move more people faster and more reliably than private vehicle travel is the key aim.

MAP 3: Council's proposed public transport network 2028

LEGEND

-  Westgate Punt
-  Existing rail line/station
-  Metro Tunnel ANZAC Station
-  Options for proposed rail line/station
-  Existing tram line
-  Proposed tram line
-  Existing dedicated tram lane
-  Potential tram/bus priority lanes
-  Existing bus route
-  Proposed bus route
-  Potential relocated or discontinued bus route
-  Potential tram/bus priority signal or location
-  Activity Centres / commercial area
-  New bridges by State Government

DISCLAIMER FOR DISCUSSION PURPOSES AND SUBJECT TO CHANGE

- (a) This proposal is not endorsed by the Department of Transport
- (b) The proposals contained in this map are subject to state funding



Outcome 3

OUR PRIORITY ACTIONS	Short 18-19	Short 19-20	Medium 21-24	Long 25-28
23. Partner with Rail Projects Victoria to design and deliver place, walking, bike riding and public transport improvements around Anzac Station				
24. Partner with the Victorian Government and public transport providers to increase the reliability and frequency of both tram and bus services				
25. Partner with PTV and Yarra Trams to deliver a pipeline of integrated movement and place tram projects				
26. Advocate to State and Federal governments to deliver the Fishermans Bend tram by 2022				
27. Advocate to the Victorian Government to commence construction on Metro 2 immediately following completion of the current Metro Tunnel Project in 2025/26				
28. Identify and advocate for improvements to missing public transport links and areas of poor public transport connectivity				
29. Investigate the opportunity to pilot transport services to improve connections within Elwood and from Port Melbourne to St Kilda				

Measuring progress

OUTCOME	INDICATOR	2016/17 RESULT	2020/21 TARGET	2027/28 TARGET
Our community has convenient public transport choices that make it easy to move and connect	Number of public transport trips (measured by VISTA)	42K	49K (+17% from base case)	56K (+35% from base case)
	Streetscape improvements are delivered as part of tram stop upgrade projects in shopping and activity centres per year	NA	100%	100%
	Delivery of dedicated bus or tram only lanes on Council controlled streets (kilometres)	0.5km	3.5km	5.5km

Parking policy reform can support a high quality urban lifestyle, and respond to the trade-offs required to achieve this in an increasingly overcrowded road space.

Outcome 4

Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access

Focus area

Improved parking management

Council will deliver a program of changes to our parking management system to improve equity in car parking while also supporting the economic vitality of the City.

What this means for you

I'm a ratepayer and pay for two parking permits and still can't get a park in my street! - **resident**

My customers need to be able to drive to my shop and know they can get a park - **small business owner**

Your future experience could be:

"More people in my street are parking their cars in their off-street car parks instead of the street, that has really helped create more available spaces for our visitors."

"I have had some frustrating experiences trying to pay for parking in the past, but the new app allows me to pay easily (no more coins!), and alerts me when my time is nearly up so can extend without leaving the restaurant."

Why are we doing this?

Council currently manages approximately 53,000 on-street car parking spaces across the municipality, as well as around 4,000 spaces in council-managed off-street car parks. This is equivalent to the area of approximately 10 Catani Gardens.

These spaces are a mix of paid parking, time restricted or permit parking, and unrestricted parking. Road space comprises 17 per cent of the total land area of the municipality and of that 17 per cent, 20 per cent is dedicated to on-street car parking. Council also plays a role in the supply of private off-street parking through the implementation of the Port Phillip Planning Scheme, which influences the amount of parking that is provided in new developments. These car parks are primarily for private use by residents, workers or visitors; however, there are around 2,500 commercial paid parking spaces (mainly in St Kilda Road and South Melbourne).

Public car parking is a finite resource in Port Phillip. New parking spaces aren't economical to provide and would take up space that could be used for other modes or other uses such as public space.

Parking controls (time restrictions and paid parking) are a critical tool to support place vibrancy of our streets, to ensure the opportunity to use the street space is equitable and allow more people to use the same space more often. Council's aim for parking occupancy is to ensure that people have the option of finding parking near their destination.

How are we doing this?

Council uses policies to guide our parking management practices. We will review and combine key parking policies to ensure that they meet current and future requirements.

Parking policy reform can support a high quality urban lifestyle, and respond to the trade-offs required to achieve this in an increasingly overcrowded road space.

Council will revise and update the Parking Permit Policy application procedures, online information and enforcement procedures as a priority action. The scope of the proposed changes include:

- introduction of fixed parking precincts for individual permits, changed from street location based
- consolidation and simplification of the existing number of permit policies and types, including the introduction of single-use visitor parking permits
- review of the maximum number of permits allowed per household, taking off-street parking into account
- introduction of tiered pricing structure for permits
- investigation into a transition from paper to electronic permits for some uses to enable a better customer experience.

A new Parking Controls Policy will provide criteria for consistent application of both paid and timed parking controls within the municipality. This will help solve existing issues around inconsistent pricing models, lack of seasonal responsiveness, poor demand management and integration with land uses.

Implementation of the Parking Controls Policy will be undertaken in conjunction with the parking technology program on a progressive basis. Reviewing parking controls in areas of Port Phillip with highest population, congestion and worker growth will be prioritised to address concerns of both existing and new residents. Priority areas include those with high congestion and traffic management requirements such as South Melbourne, St Kilda Road North, Port Melbourne, Balaclava and St Kilda. Community engagement will help inform parking needs and how we can provide fairer access to parking within our City.

Council will also investigate the development of Parking Overlays. A Parking Overlay is a planning scheme tool that we may use to respond to local car parking issues, both on and off-street, and to manage car parking by precinct rather than on a site-by-site basis.

To prepare for developing Parking Overlays in the planning scheme, Council will gather data on current use of parking supply in existing residential developments.

Outcome 4

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28
30.	Develop and implement a new Parking Permit Policy				
31.	Develop and implement a new Parking Controls Policy (paid and time controlled parking)				
32.	Develop a new evidence base for parking provision rates for new developments				
33.	Consider the use of Parking Overlays in the Planning Scheme review process				
34.	Improve access to parking information to the community via the Council website				

Measuring progress

OUTCOME	INDICATOR	2016/17 RESULT	2020/21 TARGET	2027/28 TARGET
Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access	Community perception of Council 'Parking Management' as part of the Port Phillip Customer Satisfaction Survey	52%	≥55%	≥60%
	Number of precincts that have been reviewed for improvement to parking management	NA	6	15

Best practice research

Car ownership versus parking supply in residential apartments: A case study of Melbourne, Australia (2017)

Increasing residential densities and urban consolidation are viewed as critical to the development of more sustainable urban transport and land use systems.

Residential apartment buildings now account for a substantial proportion of new developments, particularly in inner city areas. Planning provisions specify the requirements for on-site car parking in those developments. Car ownership levels are now being impacted by a range of factors including better access to public transport, declining youth

licensing rates and availability of options to have access to a car without owning one.

International research has found that planning provisions that specify the amount of car parking required in apartment developments are resulting in excess parking availability. This comes at a cost to developers and reduces housing affordability.

Data from the Australian census was used to examine car ownership and

parking supply in residential apartments in Melbourne, Australia. Consistent with the findings of international studies, excess parking availability is apparent in Melbourne's apartment developments. The parking requirements for larger apartments containing three or more bedrooms had the highest level of excess parking. Changes in the way parking requirements are specified have the potential to reduce parking oversupply.

Outcome 5

Our community benefits from new transport options and technology to move around

Emerging technologies will play a major role in addressing both contemporary challenges and the transport requirements of future generations.

Focus area

Harnessing rapid advancements in new technology

The way we make our daily travel decisions is set to change dramatically over the next 20 years. Both existing and emerging technologies, particularly the increase of internet enabled, location sensitive mobile devices and the data they produce, will support more options around how and when to travel.

What this means for you

"[Shared cars] encourage people not to buy a car. I have a friend who did the calculations regarding how much it costs to run a car... and she found that it was much cheaper using the share cars."

- resident

Your future experience could be:

"Having a car share a few streets away from our house has allowed us to sell our car and save for a holiday. We only need the car for big shops and weekends away, so it gives us everything we need for less."

Why are we doing this?

Australia has entered a period of rapid transport innovation. Smartphone apps to summon rides, self-driving cars, solar power, GPS-connected public bike share schemes and more are changing the way we manage our mobility needs.

Emerging technologies will play a major role in addressing both contemporary challenges and the transport requirements of future generations. The potential role of technology is constantly evolving, and any new long-term strategy needs to be flexible enough to adapt to new innovations and approaches.

One of the first steps Council is making is the introduction of new parking technology to help provide a more efficient and transparent parking service to residents and visitors. Parking ticket machines will be updated to allow modern payment and automated top-up options. Sensor technology will allow for more efficient parking turnover and real-time parking data to point drivers to vacant parking spaces.

Port Phillip is a national leader in the introduction of a car-share policy and has successfully met early targets for car share bays. Council will continue to increase the number of car-share bays across the municipality and continue to collect ongoing data to monitor usage trends across the various operators to ensure greatest community benefit.

The recent introduction of dockless bike share to Melbourne triggered a Council response to ensure providers generate benefit to the community by pursuing better regulation with the Victorian Government and other inner-city councils.

Many changes that will be brought about by technological change will either be delivered by parties other than Council, or in a future beyond the 10-year scope of this strategy. Recent experience with dockless bike share operations prompts Council to be proactive in establishing early thinking around new policy positions for our long-term future.

This includes changes such as autonomous vehicles, congestion charges, and emerging transport technologies.

The future of travel choice will be driven by data and Council has the opportunity to work with public and private transport services providers to offer real-time information and assist innovation across the sector.

To ensure that Council is able to accurately track and report on progress for improvements in the number of people bike riding, walking and using our civic spaces, investment in additional data capture is required.

DID YOU KNOW

3%

of our residents are already registered car share members - that's over 3,000 people

Outcome 5

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28
35.	Introduce new technology to make it easier to find and pay for parking				
36.	Continue to deliver more convenient car share locations with providers and encourage car share provision in new developments				
37.	Review the car share policy 2016-2021				
38.	Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies				
39.	Invest in transport data capture to evaluate and monitor progress toward mode shift targets				
40.	Make data available to transport providers and third parties to improve service planning and make it easier to move and connect				
41.	Establish policy positions on autonomous vehicles, congestion levy expansion, road pricing and emerging new transport options				
42.	Support the use of electric vehicles through a variety of measures including the investigation of options to use the planning scheme to facilitate electric vehicle charging infrastructure in new developments				

Measuring progress

OUTCOME	INDICATOR	2016/17 RESULT	2020/21 TARGET	2027/28 TARGET
Our community benefits from new transport options and technology to move around	Residents who are satisfied with the use of pay-by-phone option to pay for parking	NA	>75%	> 90%
	Number of cars owned by Port Phillip residents	51,200	51,200	53,500
	Number of residents who are car share members	2,500	12,500	13,500
	Utilisation rate of share bikes (docked and dockless) - trips / day	1	2	3

Best practice research

Mobility as a Service (MaaS) in Australia

Mobility as a Service (MaaS) is a transport system approach that promotes and facilitates multi modal, centralised and flexible choices, combined with purchase options. MaaS models use a digital platform to bring all modes of travel into a single on-demand service, and is currently receiving great attention and research

interest. Different business models have emerged in which travellers can either pre-pay for their mobility services bundled into a MaaS plan, or pay-as-they-go using a smart app linked to the service.

A recent study by ITS Australia and iMOVE Co-operative Research Centre

(based in Port Melbourne), focused on an evidence base required to prepare for the major changes anticipated that cleverly builds on existing assets and delivers user-centric services that match the increasing expectations of customers.

MEASURING AND REPORTING

The **Move, Connect, Live Strategy 2018-28** is a 10-year strategy.

The Strategy will be reviewed after four years and updated if needed. We will be reporting our progress each year through Council's annual report (unless otherwise stated).

OUTCOME	INDICATOR	2016/17 RESULT	2021/22 TARGET	2027/28 TARGET
Outcome 1 Our City's transport network, streets and places cater for our growing community	Number of fatal and serious traffic collisions involving all road users ¹	78*	≤119**	≤96
	Number of daily private passenger vehicle trips ²	128k	128k	128k
	Community perceptions of Council's 'traffic management' as part of the Customer Satisfaction Survey	53%	≥55%	≥60%
Outcome 2 Our community is healthier because it has safe, connected and convenient walking and bike riding choices	Number of daily walking trips ²	153k	120k (+18% from base case)	207k (+36% from base case)
	Number of daily bike riding trips ²	17k	207k (+36% from base case)	44k (+151% from base case)
	Speed of vehicles using Wellington Street	>44.8km/hr	≤40km/hr	≤40km/hr
	Number of schools participating in 'Walk to School' month	7/year	9/year	11/year
	Number of schools participating in 'Ride to School' day	13/year	15/year	18/year
	Number of 'Healthy Tracks to School' - infrastructure improvements for safer walking routes to schools completed	NA	6	12
	Number of protected bike corridors delivered	NA	4	11
	Increase in pedestrian and civic space on shopping strips and in activity centres ³	NA	10%	20%

¹ Targets reflect increased population in Port Phillip and Metropolitan Melbourne and resulting increase in trips within, to/from and through our City

² Measured by VISTA annually, subject to funding

³ Measured as square metre increase

⁴ Car Share Policy target identifies a 5% increase by 2027/28 based on current car use, congestion from through traffic and improved travel choices.

⁵ Target of 10% of residential population identified in Car Share Policy

* Reduction in crashes achieved is higher than the original target set

** Calculated as 20% reduction of 2007-2011 average

OUTCOME	INDICATOR	2016/17 RESULT	2021/22 TARGET	2027/28 TARGET
Outcome 3 Our community has convenient public transport choices that make it easy to move and connect	Number of public transport trips ²	42k	49k (+17% from base case)	56k (+35% from base case)
	Streetscape improvements are delivered as part of tram stop upgrade projects in shopping and activity centres per year	NA	100%	100%
	Delivery of dedicated bus or tram only lanes on Council controlled streets (kilometres)	0.5	3.5	5.5
Outcome 4 Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access	Community perception of Council 'Parking Management' as part of the Customer Satisfaction Survey	52%	≥55%	≥60%
	Number of precincts that have been reviewed for improvement to parking management	NA	6	15
Outcome 5 Our community benefits from new transport options and technology to move around	Residents who are satisfied with the use of pay-by-phone option to pay for parking	NA	>75%	>90%
	Number of cars owned by Port Phillip residents ⁴	51,200	51,200	53,500
	Number of residents who are car share members ⁵	2,500	12,500	13,500
	Use of share bikes (docked and dockless) - trips / day / bike	1	2	3

APPENDIX A: CITY OF PORT PHILLIP TRANSPORT PARTNERS

ORGANISATION / AGENCY	TRANSPORT ROLE
Victorian Government	
Transport for Victoria (TfV)	Responsible for the planning and coordination of all transport systems in Victoria. It acts as an umbrella agency for Public Transport Victoria, Active Transport Victoria (ATV), VPC and VicRoads.
Public Transport Victoria (PTV)	Statutory authority responsible for providing, coordinating and promoting public transport services in Victoria. Manages the contracts for Yarra Trams, Metro and bus operators.
VicRoads	Road and traffic authority responsible for planning, development and management of the arterial road network and delivering road safety initiatives. Approval authority for Council road upgrade projects.
Rail Projects Victoria (RPV)	Formerly Melbourne Metro Rail Authority (MMRA), responsible for the delivery of Metro Tunnel including a new station at Domain.
Port of Melbourne Corporation (PMC)	The Port of Melbourne is Australasia's largest maritime hub for containerised, automotive and general cargo. It is a key economic asset for businesses and people across Victoria and south-eastern Australia.
Victorian Ports Corporation (VPC)	Manages Station Pier services for trade and tourism including the Spirit of Tasmania, shipping to Tasmania, and cruise passenger berth.
Transport Accident Commission (TAC)	Road injury insurance agency that provides funding to improve safety at areas of high injuries.
Transport operators	
Yarra Trams (YT)	Operates Melbourne tram network and delivers tram upgrade construction projects.
Bus operators	A number of independent bus operators run the Victorian Metropolitan bus network
Metro Trains	Operates Melbourne metropolitan train network.

ORGANISATION / AGENCY	TRANSPORT ROLE
Local government	
Adjacent local councils	City of Melbourne, Stonnington City Council, City of Glen Eira, Bayside City Council
Inner Melbourne Action Plan (IMAP)	The Inner Melbourne Action Plan (IMAP) brings key government stakeholders together to develop and deliver regionally based actions.
Inner South Metropolitan Mayors Forum (ISMMF)	Bayside, Boroondara, Glen Eira, Kingston, Port Phillip, Stonnington and Yarra councils state advocacy group focused on shared transport priorities including reducing the cost of delays due to ineffective transport.
Melbourne Transport Forum (MTF)	A local government interest group that works towards effective, efficient and equitable transport in metropolitan Melbourne by providing a forum for debate, research and policy development.
Peak body	
Bicycle Network (BN)	Promotes community health through prevention and control of disease by “more people bike riding more often”
Public Transport Users Association (PTUA)	Lobby group representing passenger interests on public transport throughout Victoria
Victoria Walks	A walking health promotion charity, managed by an independent voluntary board
Local community	
Bicycle User Group (BUG)	Represents the views and needs of local bike riders including lobbying for better cycling conditions in and around Port Phillip.

APPENDIX B: 10 YEAR IMPLEMENTATION PLAN

Outcome 1

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28	
1.	Review and update the Port Phillip Planning Scheme and Municipal Strategic Statement to ensure effective integration of land use and transport planning					
2.	Develop a precinct masterplan for the Domain Precinct (Albert Road and surrounds)					
3.	Partner with the Victorian Government to ensure the Fishermans Bend Framework and precinct plans optimise wider transport connections for both current and future Port Phillip residents and workers					
4.	Partner with the Victorian Government to fund early delivery of connections to public transport, public space and streetscapes, footpaths and bike lanes in Fishermans Bend					
5.	Review the Community Bus Services as part of the Aged Care Transition Service review (in response to national reforms in aged care)					
6.	Develop Movement and Place Guidelines that include green infrastructure					
7.	Deliver blackspot safety improvements at high collision locations (subject to external funding)					
8.	Deliver Local Area Traffic Management (LATM) treatments to deter through traffic and maintain safe vehicle speeds on local streets					
9.	Ensure our streets and places are safe and inclusive by applying "access for all" standards for vulnerable user groups (upgrading parking for people with disabilities, pedestrian facilities, lighting, security etc)					
10.	Support the Victorian Government to develop Movement and Place Strategy for St Kilda Junction and Council to deliver safety and amenity improvements					
11.	Partner with the Victorian Government and others to manage the impact of growing freight and goods delivery movements on our community					
12.	Support the Victorian Ports Corporation (Melbourne) and Victorian Government to manage congestion at Port Melbourne Waterfront precinct					
Outcome 1		10 Year Budget			\$4,634,000	

Outcome 2

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28	
13.	Complete the intersection upgrade of Wellington Street to improve traffic safety, and pedestrian and bike riding facilities					
14.	Develop criteria to assess change of road space from vehicle-use to create space for social connection, trade and walking and bike riding links.					
15.	Deliver pedestrian projects that create safe, high amenity walking routes and reduce barriers to crossing major roads					
16.	Work with school communities to support active travel to school as a popular, safe and easy travel option					
17.	Trial initiatives to increase priority and space for walking, bike riding and play					
18.	Deliver a network of dedicated and continuous protected bike corridors to create safer routes for all ages and abilities					
19.	Partner with Parks Victoria to plan and deliver the Shrine to Sea boulevard to deliver safety and streetscape improvements for walking and bike riding (subject to State funding)					
20.	Partner with VicRoads to deliver a better walking, bike riding and public transport environment along St Kilda Road					
21.	Partner with Victorian Government to design and deliver high quality bike parking facilities at train and tram hubs to integrate bike riding with public transport					
22.	Encourage and support the community to ride bikes					
Outcome 2		10 Year Budget		\$18,235,000		

Outcome 3

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28	
23.	Partner with Rail Projects Victoria to design and deliver place, walking, bike riding and public transport improvements around Anzac Station					
24.	Partner with the Victorian Government and public transport providers to increase the reliability and frequency of both tram and bus services					
25.	Partner with PTV and Yarra Trams to deliver a pipeline of integrated movement and place tram projects					
26.	Advocate to State and Federal governments to deliver the Fishermans Bend tram by 2022					
27.	Advocate to the Victorian Government to commence construction on Metro 2 immediately following completion of the current Metro Tunnel Project in 2025/26					
28.	Identify and advocate for improvements to missing public transport links and areas of poor public transport connectivity					
29.	Investigate the opportunity to pilot transport services to improve connections within Elwood and from Port Melbourne to St Kilda					
Outcome 3		10 Year Budget			\$8,148,000	

Outcome 4

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28	
30.	Develop and implement a new Parking Permit Policy					
31.	Develop and implement a new Parking Controls Policy (paid and time controlled parking)					
32.	Develop a new evidence base for parking provision rates for new developments					
33.	Consider the use of Parking Overlays in the Planning Scheme review process					
34.	Improve access to parking information to the community via the Council website					
Outcome 4		10 Year Budget			\$950,000	

Outcome 5

OUR PRIORITY ACTIONS		Short 18-19	Short 19/20	Medium 21-24	Long 25-28	
35.	Introduce new technology to make it easier to find and pay for parking					
36.	Continue to deliver more convenient car share locations with providers and encourage car share provision in new developments					
37.	Review the car share policy 2016-2021					
38.	Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies					
39.	Invest in transport data capture to evaluate and monitor progress toward mode shift targets					
40.	Make data available to transport providers and third parties to improve service planning and make it easier to move and connect					
41.	Establish policy positions on autonomous vehicles, congestion levy expansion, road pricing and emerging new transport options					
42.	Support the use of electric vehicles, including installation of public charging stations and planning controls requiring charging infrastructure in new developments					
Outcome 5		10 Year Budget			\$4,959,000	





For more information, please contact us via:

www.portphillip.vic.gov.au/contact_us.htm

Phone: 03 9209 6777

Facsimile: 03 9536 2722

SMS: 0432 005 405

You can also visit our website:

www.portphillip.vic.gov.au

Postal address:

City of Port Phillip, Private Bag 3, PO St Kilda, VIC 3182



A phone solution for people who are deaf or have a hearing or speech impairment

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This document is an extract from the Port Phillip Design Manual (2000) for the purposes of Exhibition



Fishermans Bend Estate Guidelines

Revised Feb 2021



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Source: Nearmap (Aerial photo taken April 2019).

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Purpose

The Housing Commission of Victoria (HCV) Fishermans Bend Estate is a significant heritage place. It is essential that the City of Port Phillip and its residents maintain and enhance its unique character. It is also important that the needs of individual property owners are recognised. These guidelines aim to balance these objectives. They describe the features that make the Fishermans Bend Estate significant and offer suggestions to help owners maintain its significance, whilst allowing for renovations and development to occur.

The guidelines were initially prepared in 1997 and updated in 2010 and 2020. This version has been prepared to ensure alignment with updated heritage policy at Clause 15.03-1L of the Port Phillip Planning Scheme and the City of Port Phillip Heritage Design Guidelines (Background Document listed at clause 72.08 of the scheme).

Application

The guidelines apply to the HCV Fishermans Bend Estate, which is in two parts (refer to Figure 1). The main part containing 376 dwellings comprises all the land bounded by The Boulevard to the south, Todd Road to the west, Howe Parade and Williamstown Road to the north and Barak Avenue to the east. The other part is 444-478 Williamstown Road, which contains 36 flats in nine two-storey blocks, known as the 'Quartets'.

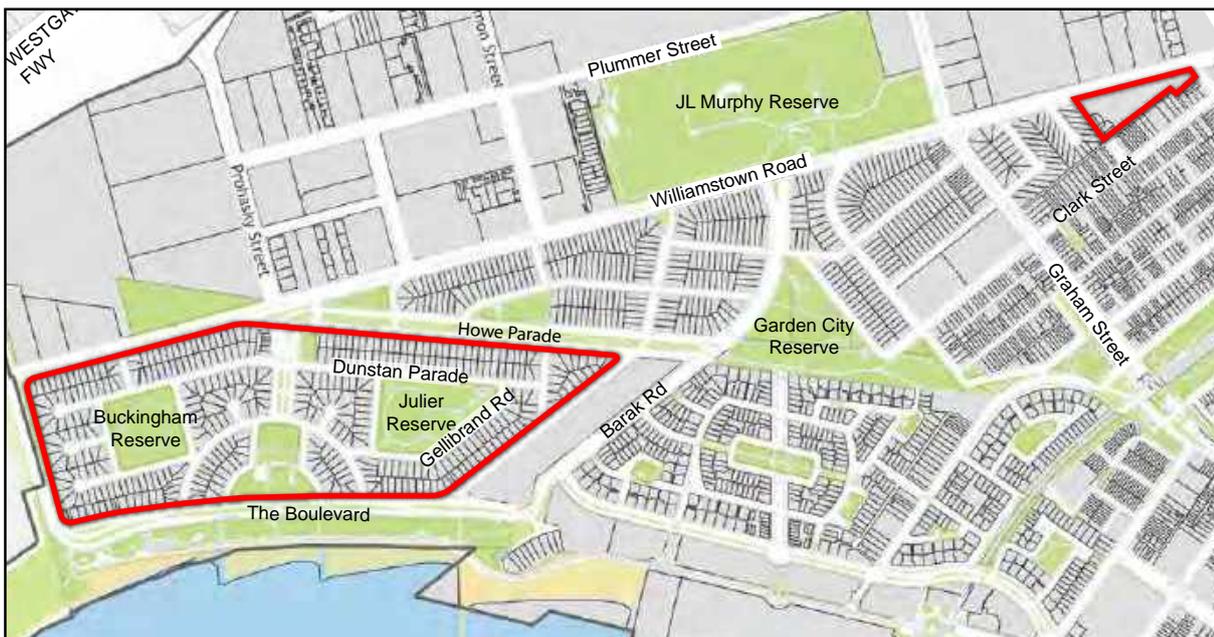


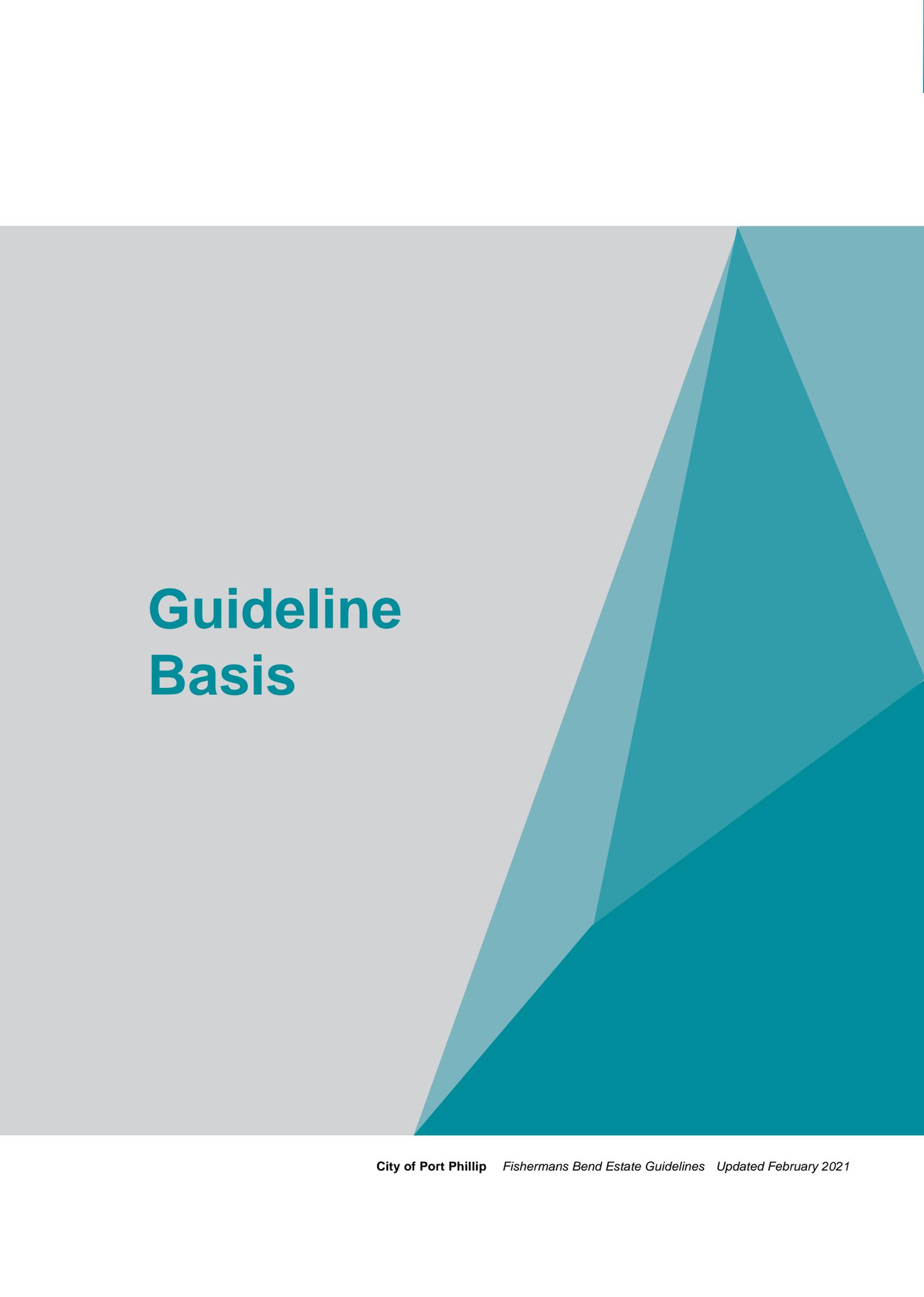
Figure 1: The boundaries of the Fishermans Bend Estate (at left) and the 'Quartets' (top right) shown in red

How to use the Guidelines

The guidelines explain what Council will take into consideration when assessing a planning permit application for development or subdivision of land in accordance with Clause 43.01 Heritage Overlay of the Port Phillip Planning Scheme.

The guidelines should be considered in conjunction with State and local heritage policy at Clause 15.03 of the Port Phillip Planning Scheme, and the City of Port Phillip Heritage Design Guidelines.

In the event of any inconsistency between the guidelines and the City of Port Phillip Heritage Design Guidelines, these guidelines should be used for applications within the Fishermans Bend Estate.



Guideline Basis

History

The HCV Fishermans Bend Estate was built between 1939 and 1942, by the newly formed Housing Commission of Victoria (HCV) as the first in the series of estates constructed by the HCV which played a critical role in addressing housing shortages after World War II.

Fishermans Bend Estate followed the only two substantial initiatives in the field of assisted and public housing to that time, both also in Port Melbourne. The first was the State Bank Estate (known as Garden City Estate), started in 1926 and the second, the small Dunstan Estate at the corner of Williamstown Road and Graham Street, built by the Public Works Department for then Premier Albert Dunstan's Government in 1936. Thus the area south of Williamstown Road contains the physical expression of the genesis of assisted and public housing in the State of Victoria. Consequently, the area has historic and social significance to the municipality.

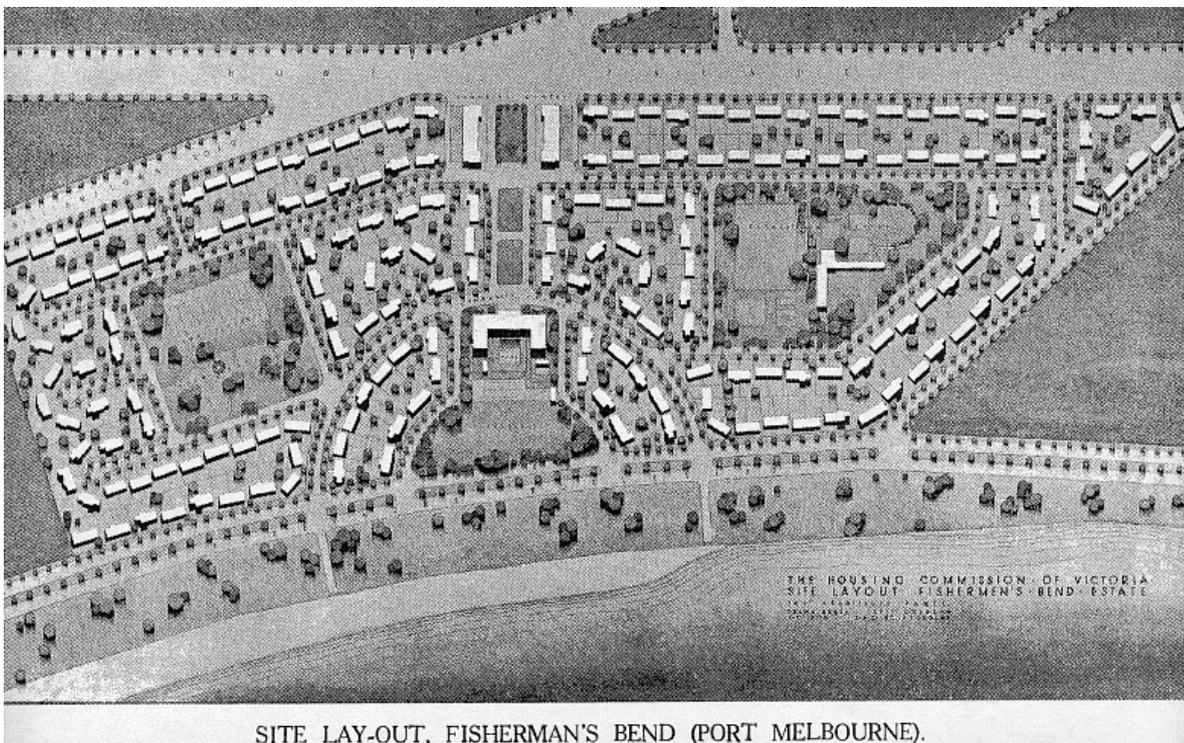


Figure 2. The original layout plan of Fishermans Bend Estate (Source: Second Report of the Housing Commission of Victoria, 1940.).

Note the central spine with the shopping centre at the north and the proposed community centre at the south, the organised layout of the reserves and the proposed regular street tree planting.

The HCV Fishermans Bend Estate represents the State's answer to the interwar and postwar housing crises and demonstrates the power of the social reformers, most particularly the indefatigable Oswald Barnett, to influence government policy.

Its physical expression, incorporating Garden City concepts from England and the latest American ideas in estate layout, is considered to be the finest example of a housing estate ever built by the HCV and provided a model for estates that followed. It was designed to incorporate all of the facilities a neighbourhood community could require - shops, community centre, recreation space and a kindergarten. Its original intent, with fully integrated shopping, sporting and recreational facilities and street tree planting was never fully realised; however, the overall structure and housing types remains in accordance with the original plan.

It is also important as the cradle of the HCV's concrete house project, employing the techniques of TW Fowler, which formed the basis of the massive housing program to follow after the war. The first experimental concrete dwellings (at 324-326 Howe Parade) still remain and are included on the Victorian Heritage Register (see Figure 4). These experimental concrete dwellings were the prototype for the concrete dwellings built in the estate and the HCV estates that followed (see Figure 5).



Figure 4 The first experimental dwellings using the TW Fowler system of concrete prefabrication, 324-326 Howe Parade, Fishermans Bend Estate.



Figure 5. One of the most intact early concrete dwellings, 350 Howe Parade, Fishermans Bend Estate.

Note the splayed roof verge and gutter, the small concrete entry canopy carried on slender steel posts, the timber sliding sashes with horizontal glazing bars and the pipe and wire mesh fence.

Significance of Fishermans Bend Estate

The HCV Fishermans Bend Estate is of local heritage significance and is included within the heritage overlay of the Port Phillip Planning Scheme as part of HO2 The Garden City Housing Estates heritage precinct. The HO2 precinct comprises the three garden city estates, including Fishermans Bend Estate (apart from the first experimental concrete dwellings at 324-326 Howe Parade which are on the Victorian Heritage Register and have an individual heritage overlay, HO158), the Garden City (Bank House) Estate and the Dunstan Estate.

The main basis of the Fishermans Bend Estates' significance are as follows

- It is the first experiment in public housing for rental by a State Government instrumentality in Australia, the Housing Commission of Victoria (HCV), and formed the baseline of their massive housing program to follow. It was the first step in the dominant pattern of social engineering employed by the HCV until the 1970's.
- It is the first and only estate by a government instrumentality derived from a design competition.
- It contains the first experimental concrete dwellings and the first group of concrete dwellings built in Victoria, using the TW Fowler system of prefabrication, that was to form the basis of much of the HCV's later program and which led to the mass production facilities at Holmesglen and ultimately to the HCV high rise construction program.
- It employs a combination of the most up to date ideas in planning and urban design from England and America, such as its geometry, curved streets, the use of residential courts and creation of neighbourhoods.
- Its proposed social and physical integration of community facilities is to a degree not seen again in estate planning in Australia.
- It is the finest example of a HCV estate in both architectural and urban design terms.
- In spite of some change, it is substantially intact and still clearly expresses its original intent.

Fishermans Bend Estates owes its special character to the vision of its social and physical planners, expressed in the clarity and ordered variety of its design, with strategically placed two storey elements in the single storey context, its unique layout and infrastructure, with open space defining its two precincts. The consistent use of attached dwellings built form and materials enhance its individuality.

It is a unique demonstration of the concepts of planners of the time, not so comprehensively expressed anywhere else in Australia.

Contributory features

The layout, original buildings (including the dwellings), the communal open spaces and the shopping centre contribute to the special character of the place as a whole; for it is the whole place that is important. The individual elements each help establish and reinforce the consistency of the overall character in their variations of repeating forms, materials and construction details.

The contributory features are:

1. The scale of the buildings. The area was designed as a lower “working class” estate and thus its origins are expressed in its housing stock of small dwellings on small sites, devised in accordance with the social philosophies and economic constraints of the time. This is the core of its cultural significance and is fundamental to any consideration of the fabric of the place.
2. The overall street layout and the specifics of its design, including the curvilinear streets, which produced ordered variety in the orientations of the dwellings.
3. The symmetrical placement of facilities in the central spine between the foreshore and Williamstown Road.
4. The open space areas, which balance the composition, define two distinct precincts, and which allow the long views that add to and reveal the special character of the area.
5. The designs of the individual dwellings as pairs and their consistent repetition of elements and massing, which add to the strong identity of the area.



Figure 6. Design perspective of the pair of six-bed houses

6. The consistent use of similar materials, relieved by sections with concrete, rather than brick dwellings, and the subtle variations in the bricks used, ranging from over-burnt (clinker) to pink.
7. The siting of the two storey dwellings at strategic locations, generally on street corners, but also breaking up long sweeps of single storey buildings.
8. The varied setbacks of the pairs, which relieve the potential monotony of their similar designs and the diagonal siting of corner dwellings.
9. The consistent detailing of the individual pairs including their roofs, roof drainage, gable ends, walls, windows and doors, chimneys and porches.
10. The consistent design of front fences of low height, particularly the early galvanised pipe and chain wire mesh examples with high paling fences used only behind the fronts of the dwellings.
11. The alterations to the porches and windows which have been made by the HCV since the original construction of the estate.
12. The stepped frontage of shops to Central Avenue.
13. The form and function of the Community Centre on Central Avenue.



Figure 7. Typical strategic corner location of a two storey pair of dwellings.



Figure 8. A streetscape showing the contrasting two storey pair, the varied setbacks and the consistently low pipe and wire mesh fences.



Figure 9. The two storey pairs of dwellings at the corners of Dunstan Parade and Centre Avenue frame the vista of the street. The vista was originally intended to be closed by the community centre.

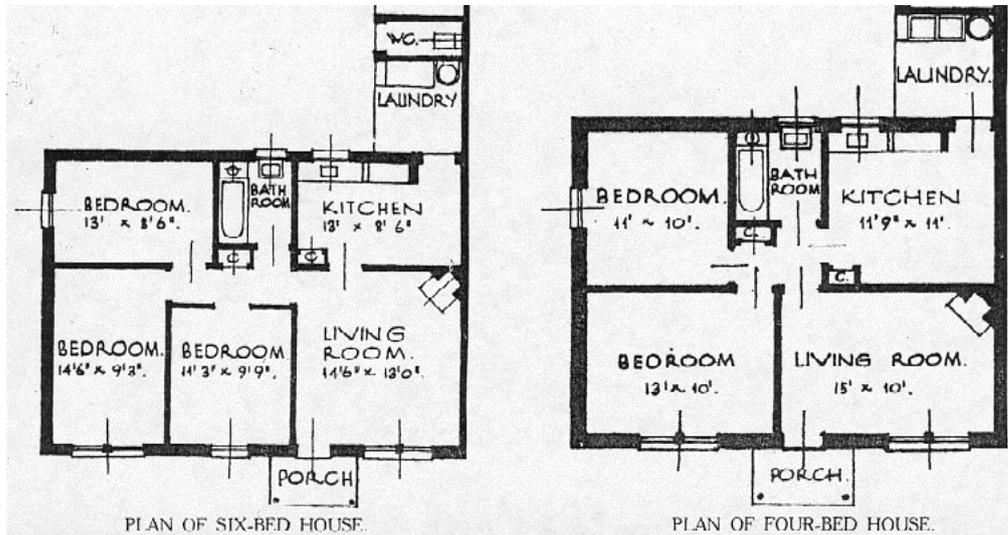


Figure 10. Typical plans of the medium size dwellings. Source: Second Report of the HCV, 1940.

The ‘Quartets’

The “Quartets” (see Figure 11), nine two storey blocks, each of four small flats, at 444-478 Williamstown Road, are designed with similar guidelines in mind. Although repetitive in form, their staggered layout responds to the triangular site and creates a forecourt area, giving a strong sense of identity. These features make Fishermans Bend Estate a unique environment far removed from the popular idea of a characterless HCV estate.

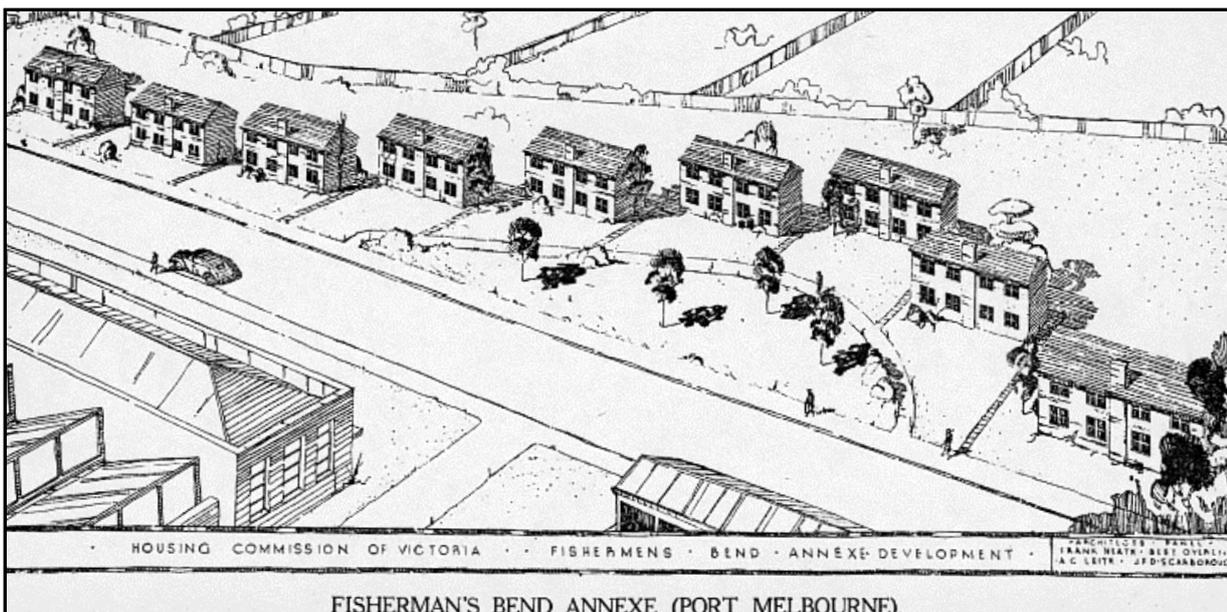
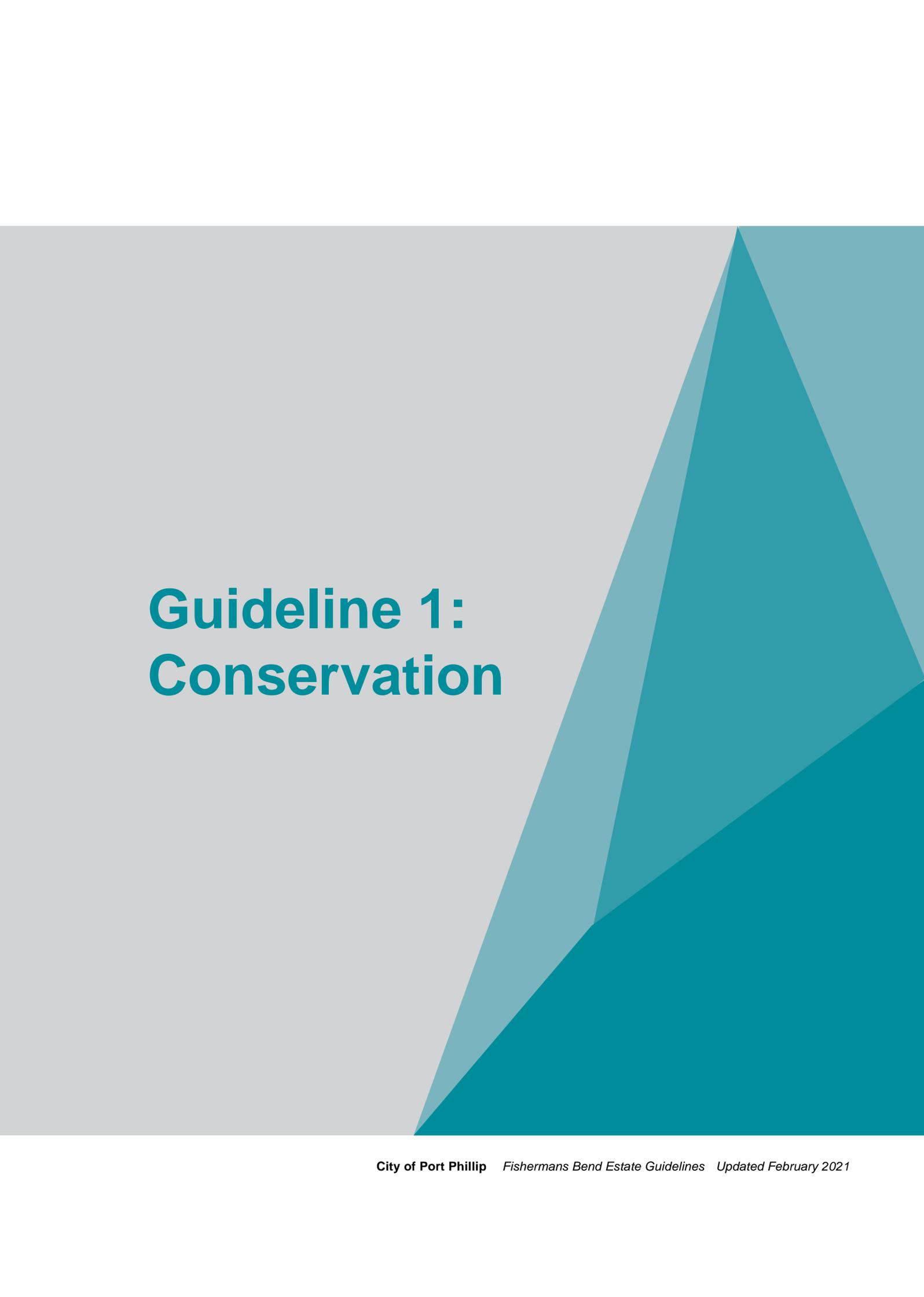


Figure 11. The “Quartets” on the two acre site at 444-478 Williamstown Road.

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid light grey color. The text 'Guideline 1: Conservation' is centered in the grey area.

Guideline 1: Conservation

Guideline basis

The original construction details and the materials play an important role in establishing the historic character of the estate.

In order to minimise maintenance, the only painted surfaces in the original dwellings were exposed timber and metal. All other surfaces were natural, including the precast concrete walls. All of the concrete walls have now been painted, presumably initially by the HCV, but most brickwork remains natural. Types of brick used vary from over-burnt (clinker) to pink and cream.

The decoration of the visible external fabric of a dwelling should be consistent with the original palette of materials and finishes used in Fishermans Bend Estate.

General guidelines

- The restoration of original features of dwellings is encouraged.

Roofs guidelines

- The original glazed terracotta tiles on houses should be retained
- The original hipped (concrete dwellings) or gabled (brick dwellings) roofs should be retained

Chimneys

- Retain chimneys where they are visible from the public realm

Gutters, verges and downpipes

- The roof gutters of the concrete dwellings are of a special splayed type. Their downpipes exit from the backs of the gutters with the horizontal arm concealed above the eaves lining. Retention and accurate replacement is encouraged, however, they are no longer commercially available and would need to be fabricated by a sheet metal shop.
- The gutters on gable roofed dwellings appear to have originally been bull-nosed with exposed cranked circular downpipes. This is the pattern that should preferably be used in replacements.
- The eaves of the concrete dwellings are boxed with a splayed fascia, while the eaves of the gabled brick dwellings are raked and projecting with a vertical gutter board. This distinction should be maintained in new works.

Walls and gable ends guidelines

- The gable ends of the single storey dwellings are in continuous brick, while those of the two storey dwellings are sheathed in vertical sawn boards.
- The gable ends of the later porches are sheathed in fibro-cement with a pattern of exposed battens.

Porches guidelines

- Retain original flat-roofed porches or later hipped or gabled porches erected by the HCV.
- Porches similar to those on original dwellings could be reinstated.



Figure 25. The original details of a concrete dwelling. Note the splayed eaves verge and splayed gutter, the eaves boxing, the partially concealed downpipe and the sliding timber windows with horizontal glazing bars set directly in the projecting concrete architrave in which the tracks are located.



Figure 26. Later rendered brick porches on concrete dwellings.

Windows and doors guidelines

- Original windows and doors should be retained and, where possible, the reinstatement of windows and doors in the original form is encouraged.
- If original or later sliding windows are visible from the street and are to be replaced, they should be in a simple form with a pair of sashes reflecting the pattern of the original, either sliding or side hung casement, and with two horizontal glazing bars.
- Timber double hung windows, mostly paired, in many of the brick dwellings, should be retained if possible and/or replaced in similar form, if visible from the street.
- Front doors were simple framed vertical board doors without sidelights or highlights. This pattern should preferably be maintained.



Figure 11. The dwelling to the left of the pair has an HCV porch and aluminium windows. That to the right has its original timber double hung windows and porch (now built in).

Painting guidelines

- Unpainted brickwork should not be painted.
- Neighbours in pairs are encouraged to agree on the same or similar colour schemes for painted surfaces.
- Concrete surfaces should preferably be repainted in pale grey or stone colours, using a matt or slightly textured acrylic paint.
- As a general guide, colours should be kept simple, using only two colours - a dark colour for metal trim including roof gutters and a light colour for timber trim, including windows.
- The gable end vertical boards of the two storey dwellings were probably originally creosote stained. A similar finish should be maintained. Suggestions include modern timber finishes such as fence-coat or deep brown matt acrylic paint.

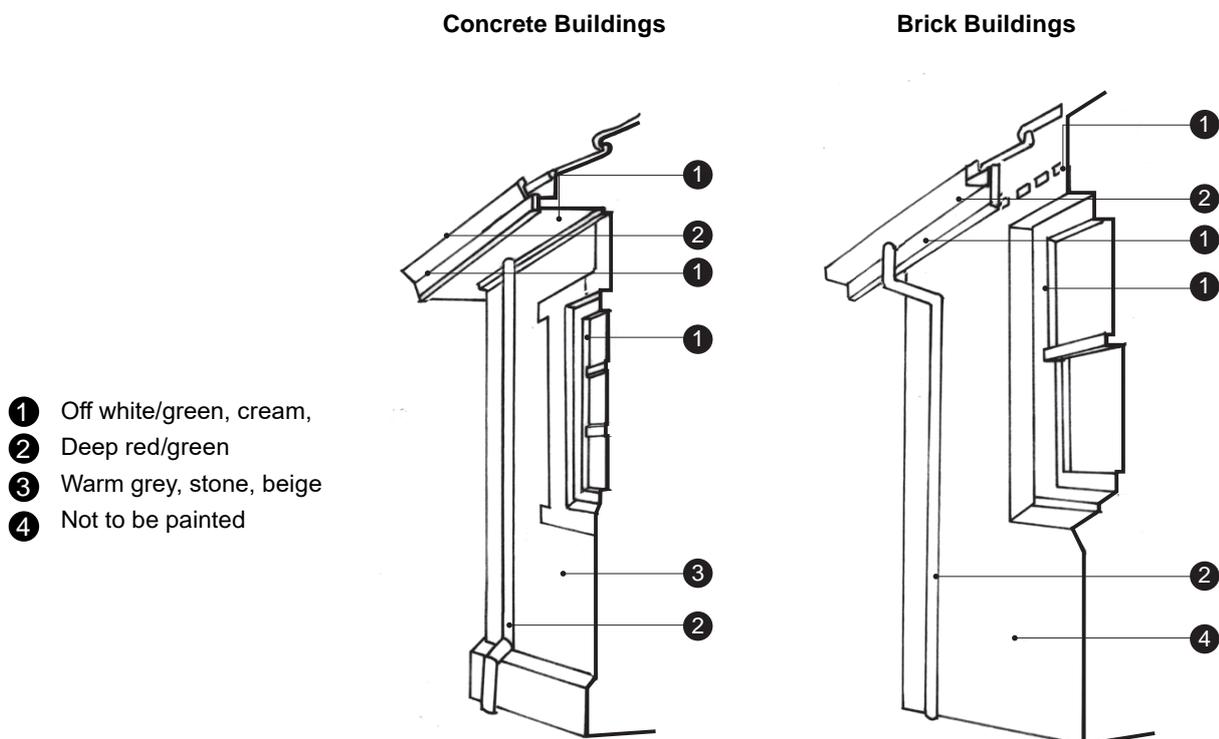
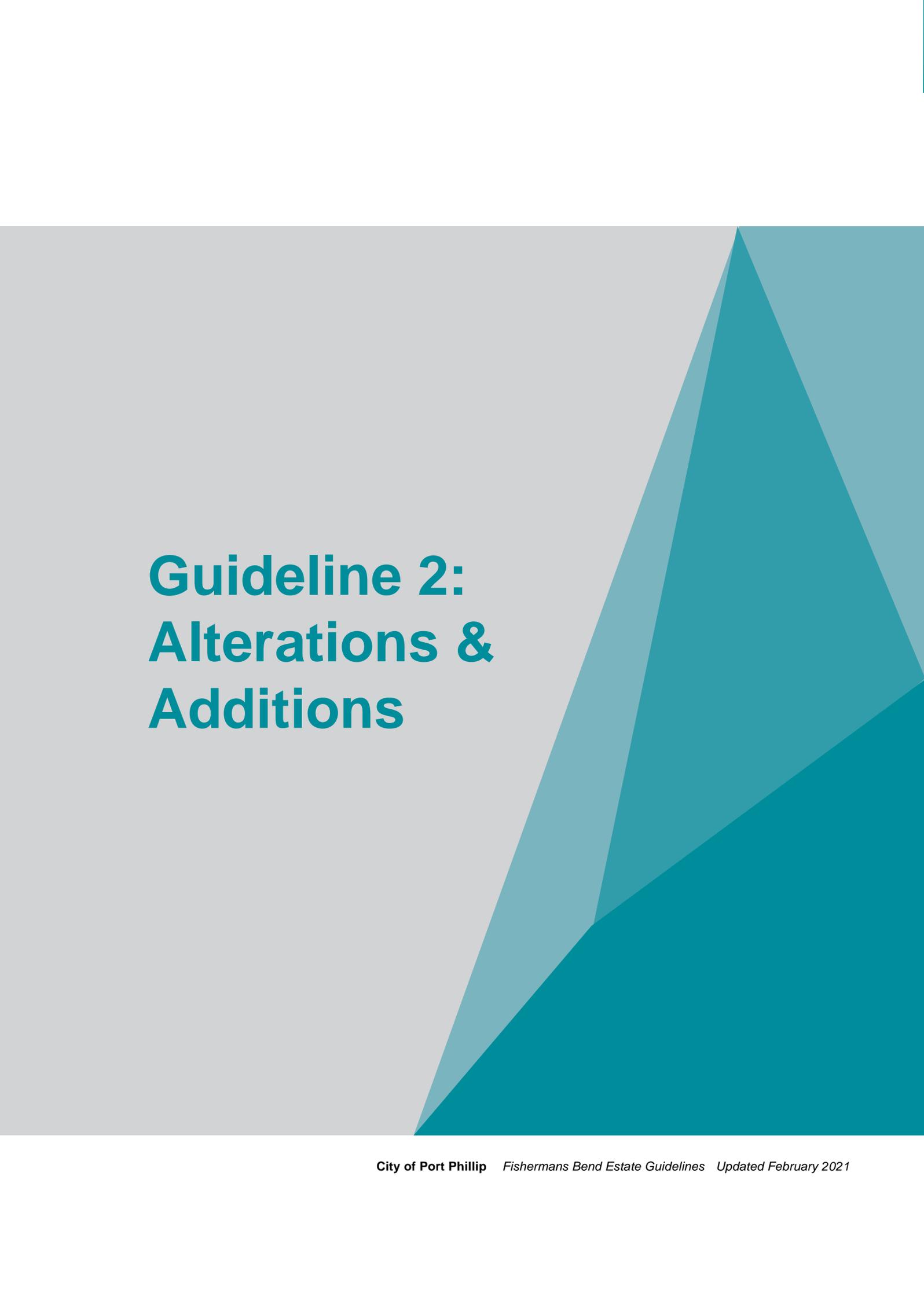


Figure 27. Examples of external decoration surfaces

The background features a large, abstract geometric design. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid light grey color.

Guideline 2: Alterations & Additions

Guideline basis

The focus of these guidelines is upon alterations and additions that would be visible from the public domain. For the purposes of these guidelines, the public domain is defined as any place within the public areas of Fishermans Bend Estate or the areas around its boundary. The principal views of Fishermans Bend Estate are not generally confined to street widths (as in a typical Port Phillip streetscape setting), but are long views further away, for example, those across the reserves.

The original mix of one and two storey dwellings is considered a key aspect of the significance of the Fishermans Bend Estate. The number and variety of single storey dwellings are also of significance, as is the technology of single storey concrete dwellings. It is desirable that these aspects of significance are protected.

It is of note that Fishermans Bend Estate is as much as four times as dense in composition as typical inter war estates, in that dwellings are roughly only half as wide and allotments only half as deep as in other inter war subdivisions.

In this context, and having regard to the desire of many owners to improve the amenity of the dwellings, it is recognised by Council that second storey additions to single storey dwellings may be appropriate if they are carefully designed in accordance with these guidelines.

General guidelines

Visible alterations and additions to a dwelling should maintain the character of the area and be harmonious with the existing dominant character of the area.

Building form, materials and details

- Visible additions should generally employ similar design forms, materials and details of the original dwellings, but recognisable as a new element.
- For visible additions to concrete dwellings, the suggest wall material is rendered brick or cement sheet, either plain or with an applied sand finished surface.
- The introduction of visually intrusive new elements (for example exposed air conditioners) is discouraged.
- Use materials sympathetic to the existing dwelling.

Scale and siting

- Additions in front of existing dwelling are discouraged.
- Single storey additions to single storey dwellings are encouraged ahead of two storey additions.
- Two storey additions to single storey dwellings should be designed in a manner which allows the character of the original single storey dwelling to remain dominant and legible.
- Two storey additions should be located at the rear of the existing dwelling and not higher than any original two storey dwelling in the Fishermans Bend Estate area.
- Encourage, if possible, where there is a pair of matching dwellings, that both dwellings be extended at the same time and in the same form, to retain visual rhythm and symmetry, particularly when a two storey addition is proposed.

Windows and doors

- Window openings of additions, if visible from the street, should be of similar proportions to those of the existing dwelling.
- New or enlarged window openings in the existing dwelling should be avoided.
- The conversion of original windows to bay windows or doors is discouraged, where visible from the street.

Air conditioners and equipments

- Roof mounted services and equipments should be located where it cannot be seen from the principal street frontage(s).
- Air conditioner and associated equipment should not be visible from the principal street frontages including side streets when on corner sites.

Blinds and awnings

- Fixed awnings or other permanent attachments for sun control should be suitable to the architectural style of the dwelling and designed to be as unobtrusive as possible.

Single storey additions guidelines

Single storey additions to a dwelling should:

- Preferably be at the rear of the dwelling and should not be visible from the street (Refer to Figure 15a).
- If at the sides of a dwelling, be set back at least 1.5 metres from the front wall of the dwelling and the roof should be of noticeably lesser height than that of the dwelling (Refer to Figure 14&15b). In the case of the existing dwelling being two storeys, a single-storey addition at the side also should be noticeably lower than the main roof of the adjacent single storey dwelling.
- Where visible from the public domain (for example, corner sites), have roof form, pitch and materials that is similar to the existing dwelling. Other options, such as a separate roof concealed by a parapet, may also be considered.



Figure 14. A simple gable side addition, possible where there can be a boundary setback.

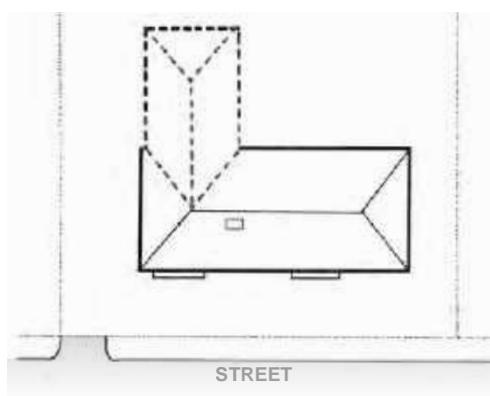


Figure 15a. Preferred location of addition behind existing dwelling

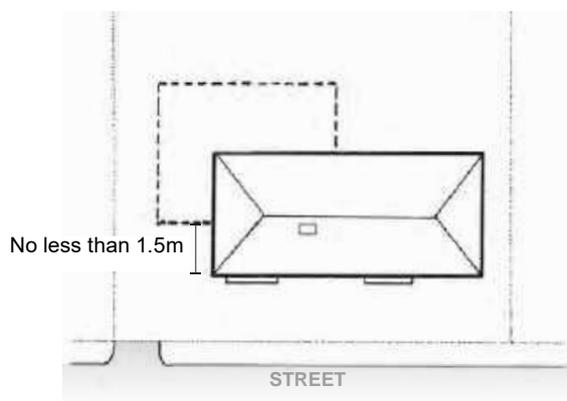


Figure 15b. Alternative location of addition at side of existing dwelling

Two storey additions to two storey dwellings guidelines

As shown in Figures 16 and 17, two storey additions to two storey dwellings should:

- Have walls that do not exceed the height of those of the existing dwelling.
- Have a roof of lesser noticeably and lesser height than the existing dwelling.
- Where visible from the public domain (for example, corner sites), the roof form, pitch and materials of an addition should be similar to the existing dwelling.

- 1 Existing building
- 2 Original chimney
- 3 Primary ridge line
- 4 Possible new building envelope (lower than existing)
- 5 Eaves

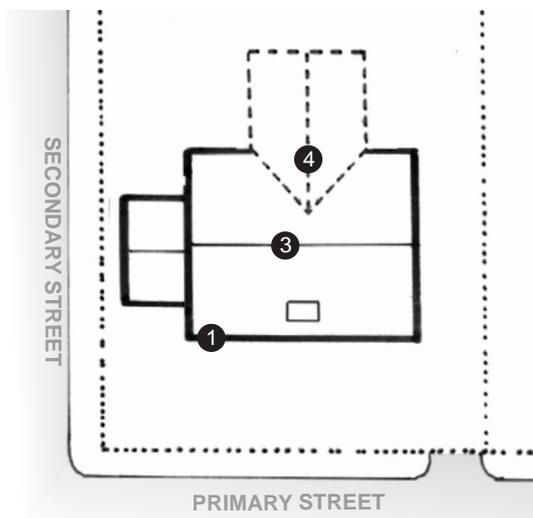


Figure 16. Plan showing two storey rear addition

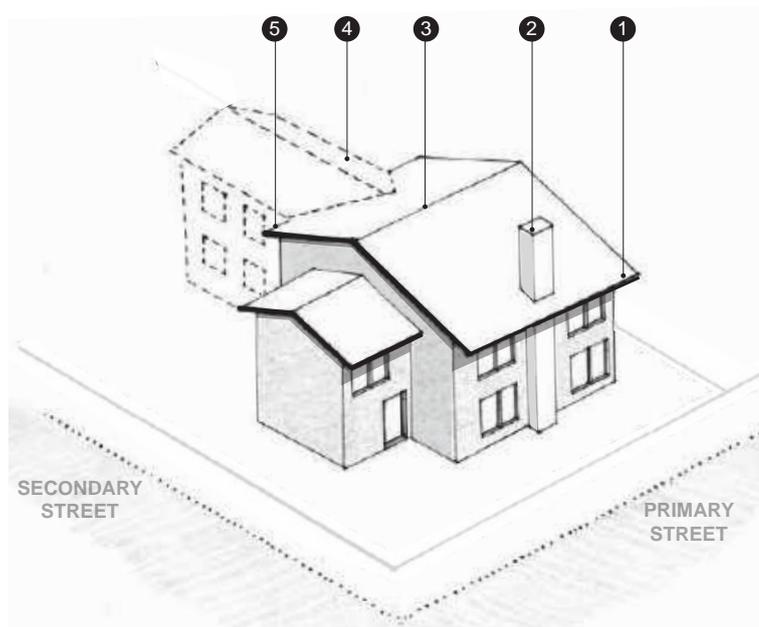


Figure 17. A rear gable addition. This could incorporate a hip roof, if height reduction at the rear was necessary.

Two storey additions to single storey dwellings guidelines

- Small second storey additions, visible from the street, may be supported. The front roof plane shared by the pair should be retained, ie the addition should be sited behind the existing roof ridge line.
- Sheer, two storey high walls on street elevations, or in front of a vertical line taken from the original ridge point on the side wall, are discouraged.
- The height of the visible roof of an addition should be less than the height of the existing roof.
- The sense of the original single storey end gable on any side wall should be retained, for example retain existing eaves or eaves line.

Some suggested two storey additions to middle block single storey dwellings are shown in Figure 18 & 19. These suggestions may not be suitable for corner site buildings.

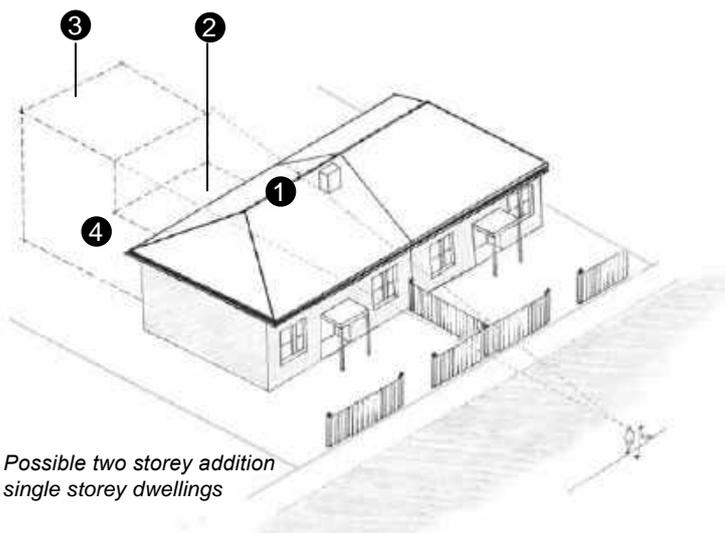


Figure 18. Possible two storey addition to hip roof single storey dwellings

- 1 Existing ridgeline
- 2 Recess the building form to retain the original roof
- 3 Contain building envelope within the sightline from street
- 4 Recess the building form to retain hip roof profile

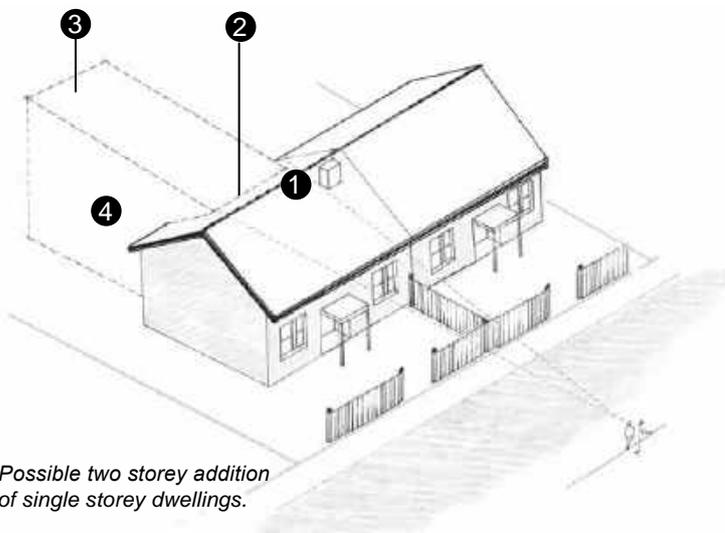
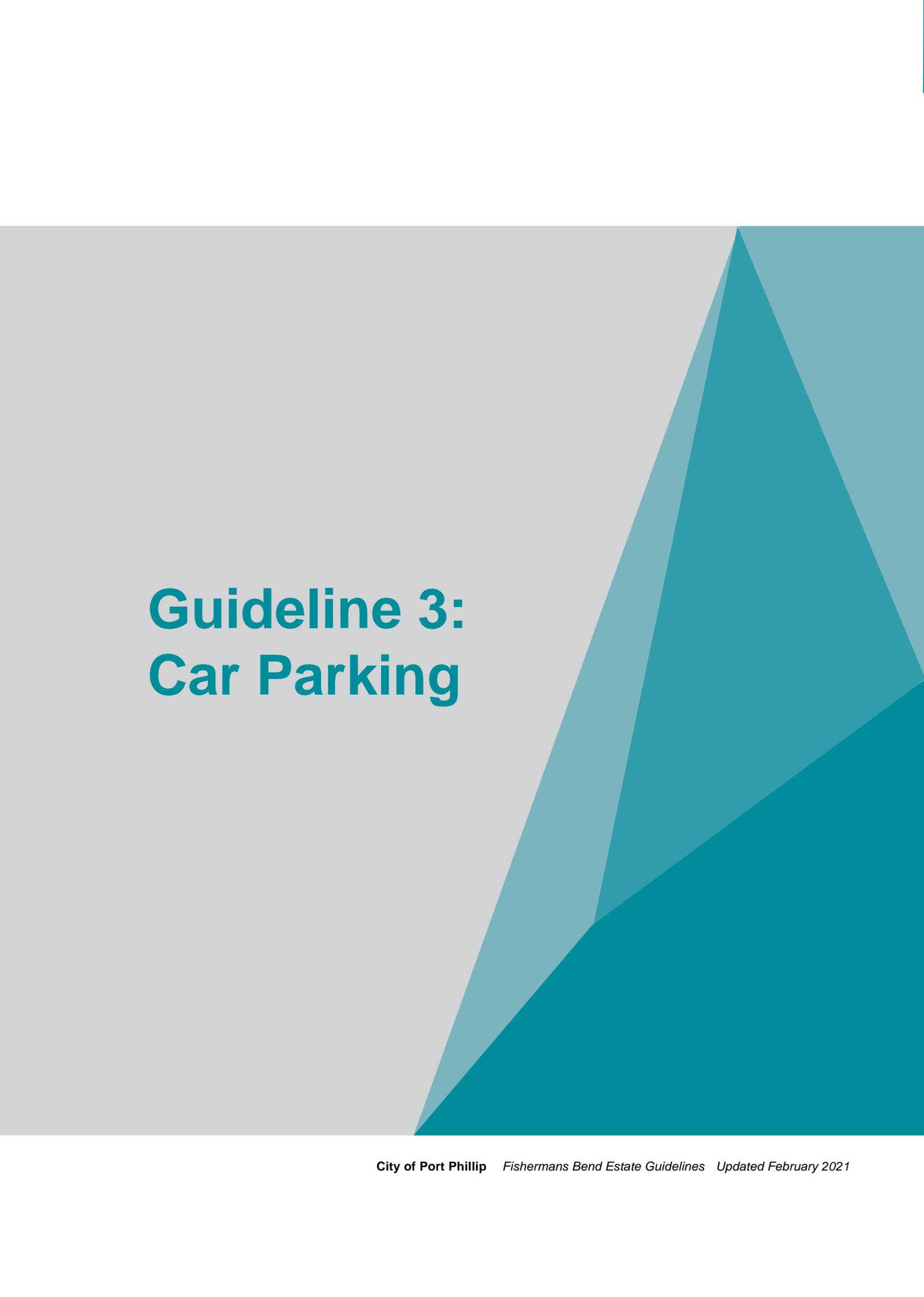


Figure 19. Possible two storey addition to gable roof single storey dwellings.

- 1 Existing ridgeline
- 2 Joining building envelope sitting behind and below the original ridge line
- 3 Contain building envelope within the sightline from street
- 4 Recess the building form to retain gable roof profile

The background features a large, abstract geometric design. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid light grey color.

Guideline 3: Car Parking

Guideline basis

The layout of Fishermans Bend Estate was not designed to accommodate a car on every allotment and garages and carports were generally not provided by the HCV. The later construction of carports and parking areas within front setback areas has impacted upon the garden city character of the area.

Guidelines

- The space in front of a dwelling should be retained as lawn or garden and not used as a space to park vehicles.
- Garages or carports should be sited behind the adjacent front wall of the existing dwelling.
- Carports should be set back 500mm from the front wall of the existing dwelling and should be constructed of the visually lightest framing possible, either in timber or steel.
- Garages, because of their opaque form, should be set back from the front wall of the existing dwelling at least 500mm as shown in Figure 20. Roller shutter doors should be avoided as they add extra height.

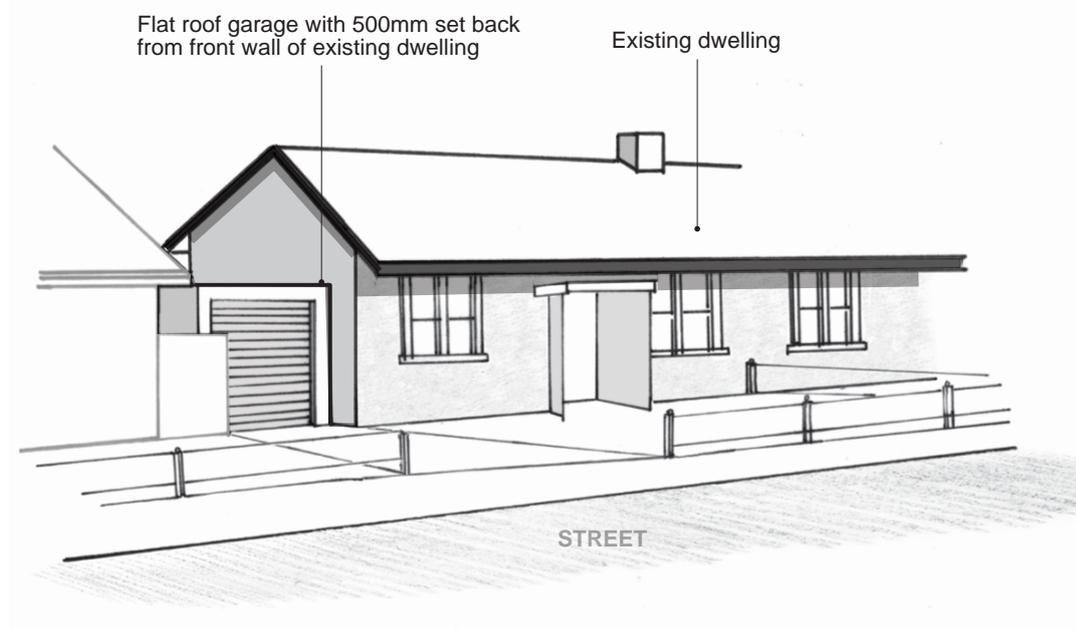
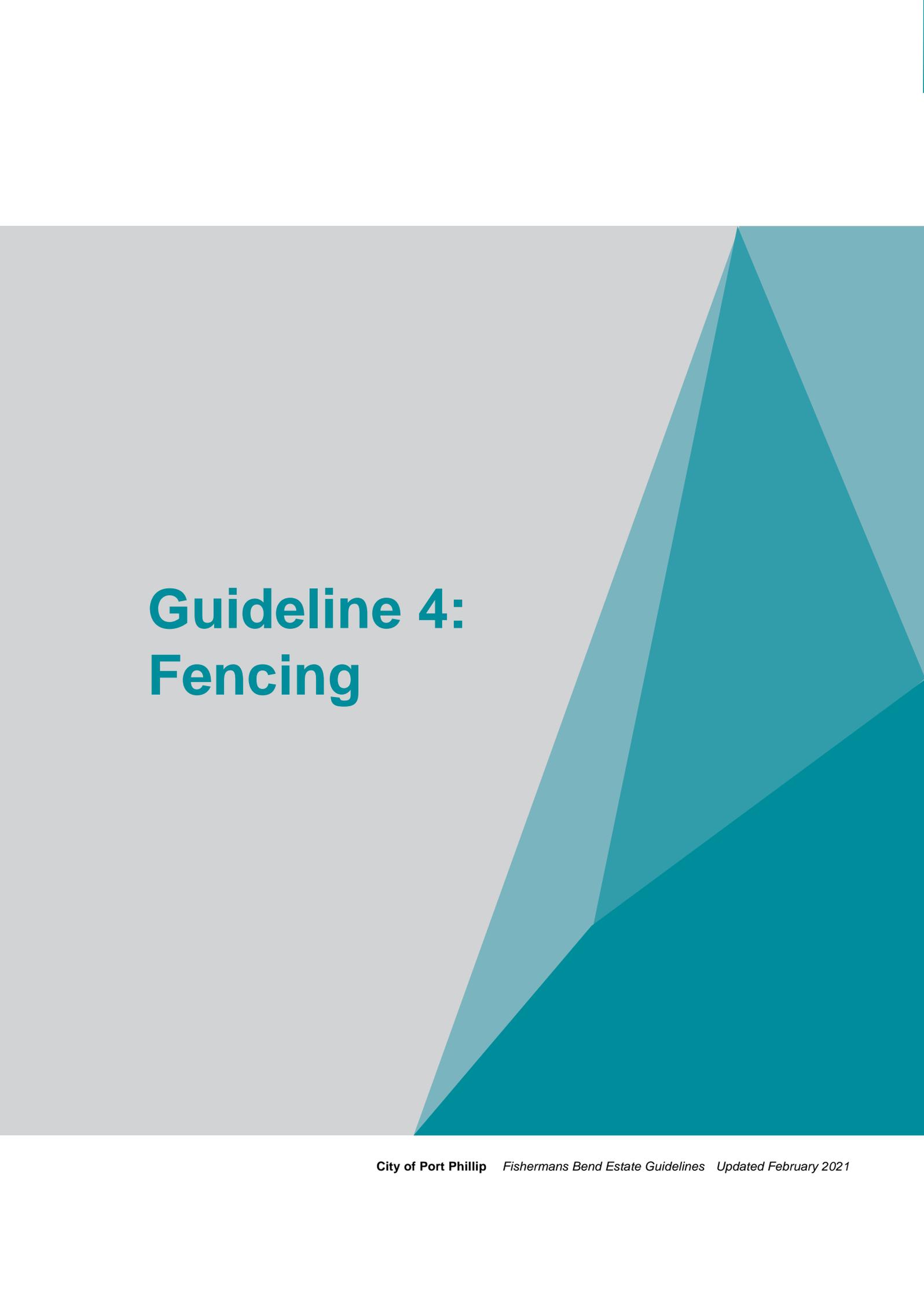


Figure 20. Preferred garage location and design

The background features a large, abstract geometric design. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid light grey color.

Guideline 4: Fencing

Guideline basis

The Fishermans Bend Estate area originally had common fence types for all properties. Those at the front of the dwellings were the low galvanised pipe and chain wire mesh fences (see Figures 21 & 22) that are still quite common.

Most replacement fences are relatively low and are of various combinations of materials, with brick and wrought iron predominant.

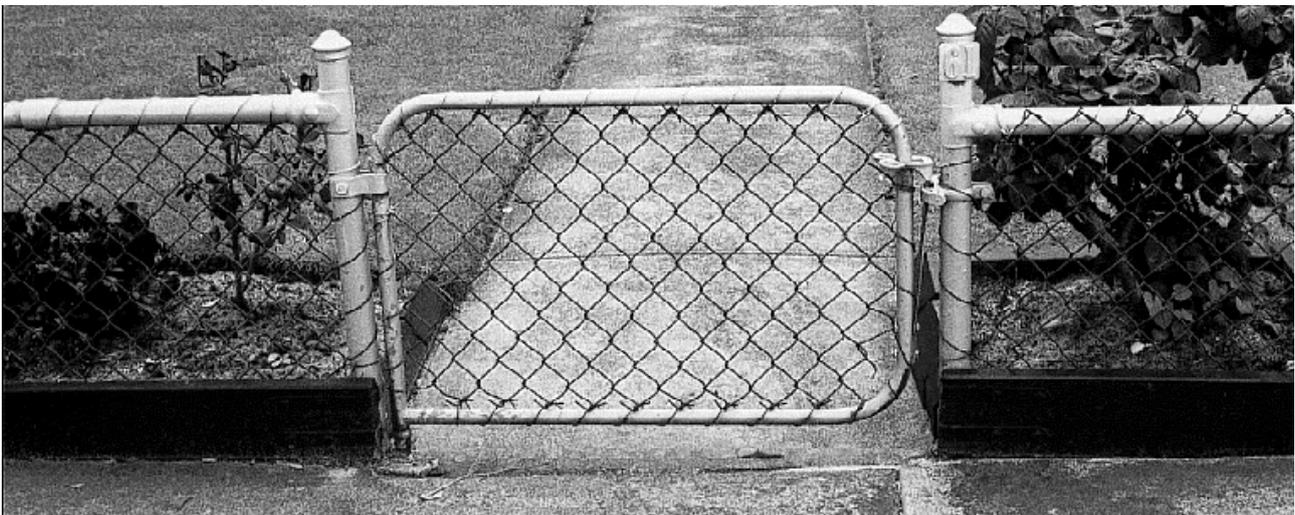


Figure 21. Portion of an original front fence. All fences were constructed like this, although some were higher (for example Howe Parade where the first experimental dwellings were built).



Figure 22. The existing variety of fences, some original, is mostly low.

General guidelines

- Retention of original fences is encouraged.
- Front fences should remain low to maintain the character of the area.

- ① Low front fence (no higher than 1m)
- ② Front fence to match architectural style
- ③ Side fence (no higher than 2m)
- ④ Avoid high, solid front fence

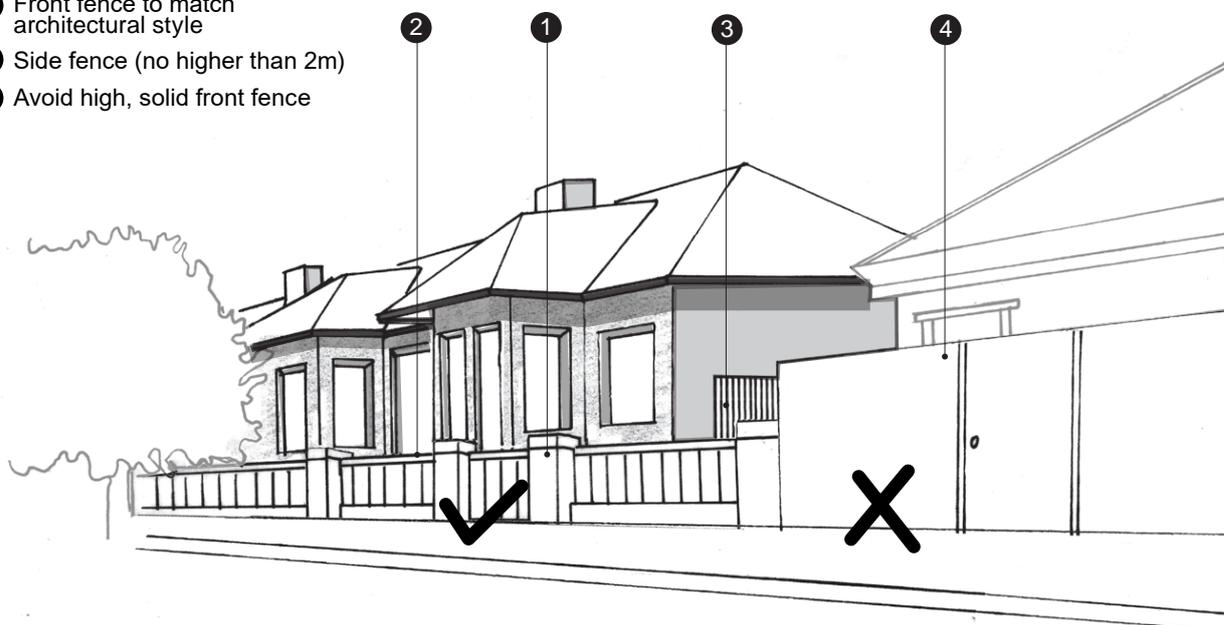


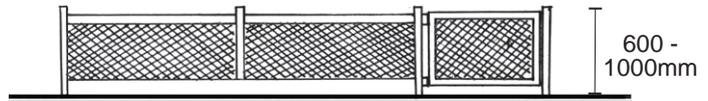
Figure 23. Appropriate and inappropriate front fences

New fence guidelines

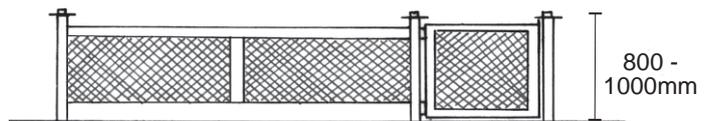
- Fences at the front of properties, back to the line of the adjacent front wall, or the front wall of the adjacent property if it is closer to the street, should generally be no higher than 1 metre to the top of the fence panels. Posts could be higher.
- Fences should be of a style that is reasonably appropriate to the period of the estate, ie. Inter-war and immediate post war styles. Some appropriate fence examples are shown in Figure 24.
- Apart from posts or masonry piers, fences should have a straight top.
- For side and rear fences behind the front wall of the dwelling, and from the side boundary to the building, should not exceed 2 metres in height and preferably be of palings.
- The materials of fences should match the materials of the dwelling.

Fencing

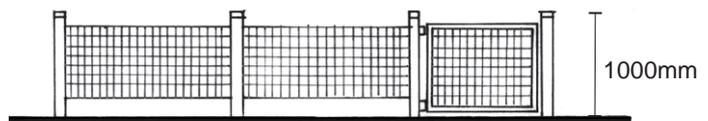
1. The low pipe and chain wire mesh fence used originally on the estate. From 600mm - 1000mm high.



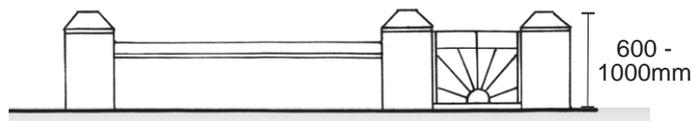
2. Chain wire mesh fixed to a wooden frame. From 800m - 1000mm high.



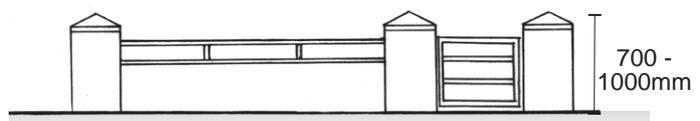
3. Modern weld-mesh fixed to either a galvanised steel or timber frame. 1000mm high.



4. A simple brick fence with a chamfered capping brick and wrought iron gate. 600mm - 1000mm high.



5. A brick fence with a steel pipe rail. 700mm - 1000mm high.



6. A brick fence with a wrought iron top section. Proportion of plinth to height of iron can vary. 700mm - 1000mm high.

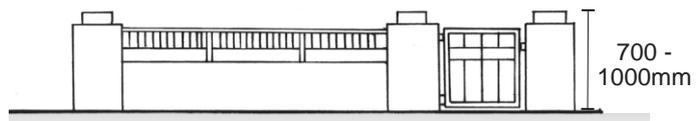
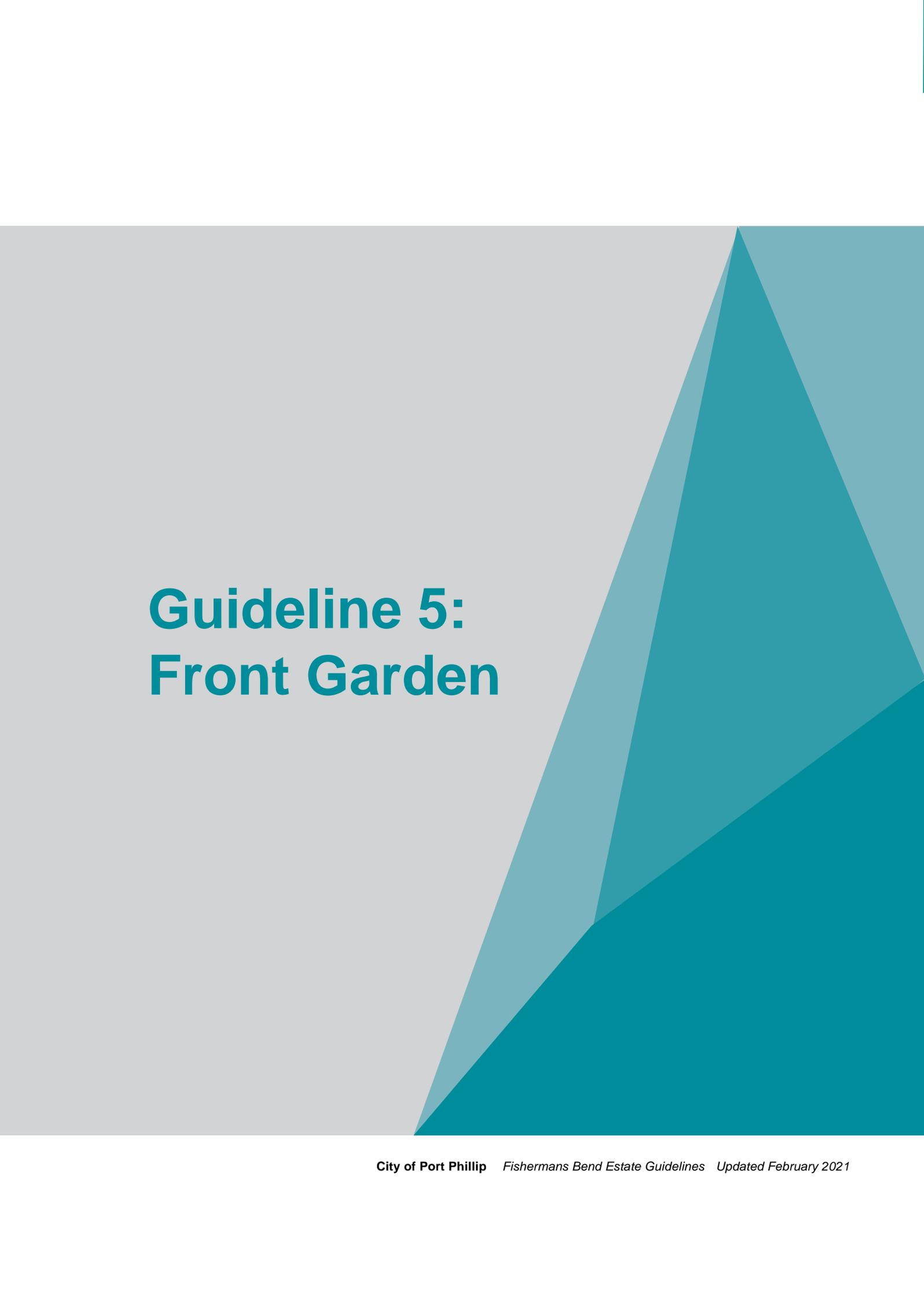


Figure 24. Suggested fence types

The background features a large, abstract geometric design. On the right side, there is a large teal triangle pointing upwards, which overlaps a lighter teal triangle. The left side of the page is a solid light grey. The text is positioned on the grey area.

Guideline 5: Front Garden

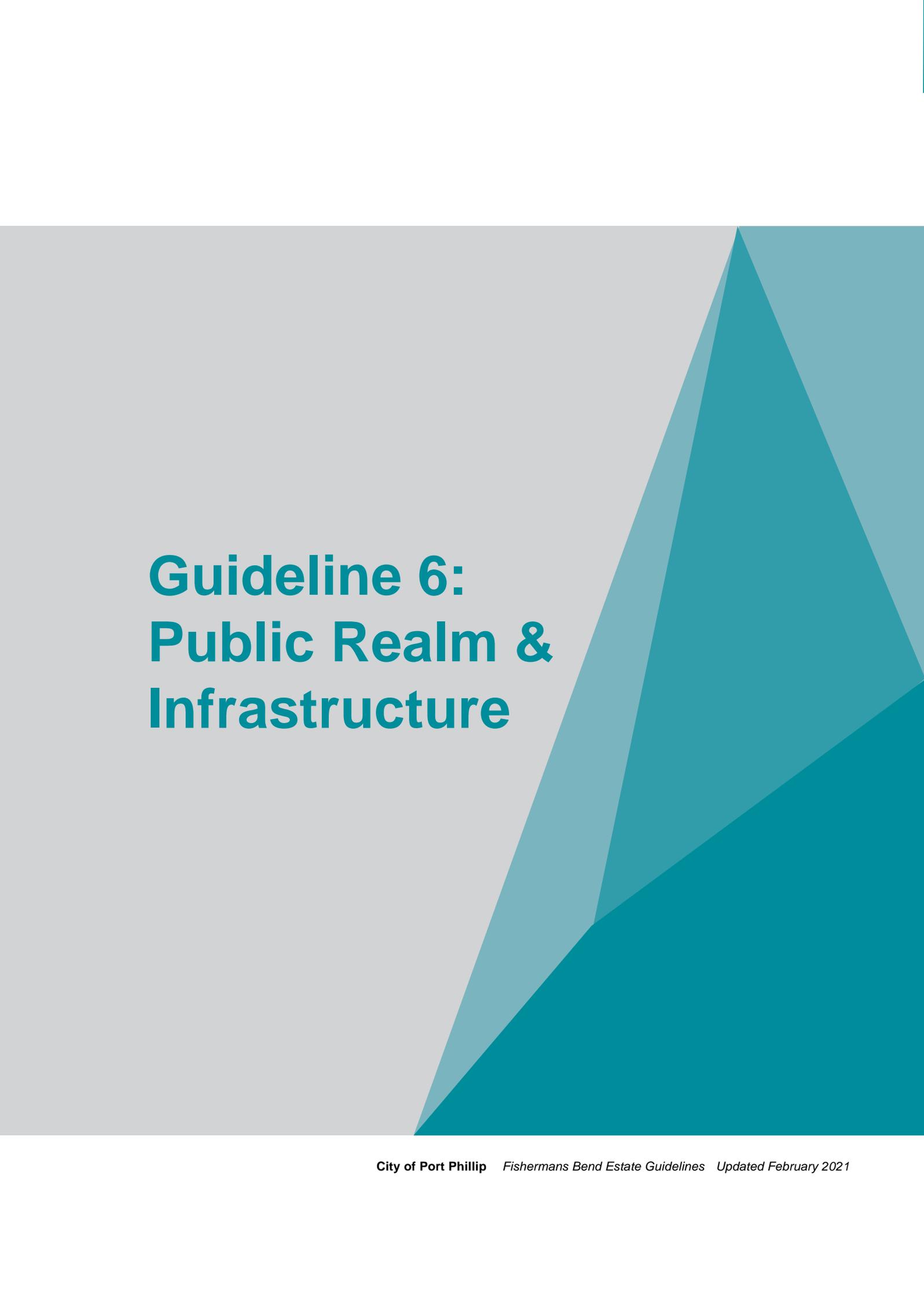
Guideline basis

The open front gardens are an important feature of the Fishermans Bend Estate that contribute to its 'garden suburb' character. Typical characteristics include:

- Simple and formal layout;
- Lawns contained in border planting;
- Central features and specimen trees;
- Minimal hard paved areas;
- No structures (such as pergolas); and
- Low, transparent front fences.

Guidelines

- Select drought tolerant trees and planting, and to utilise water sensitive urban design measures where possible.
- Avoid replacement of lawn and garden beds with hard paved areas, particularly for car parking.
- Refer to Guideline 4 for fencing.

The background features a large, abstract geometric shape on the right side, composed of several overlapping triangles in various shades of teal and grey. The text is positioned on the left side of the page, set against a light grey background.

Guideline 6: Public Realm & Infrastructure

Application

This applies to roads and road surfaces, kerbs and channels, footpaths, crossovers, nature strips and public open spaces.

Guideline basis

Council, as the responsible authority for the infrastructure of Fishermans Bend Estate, plays its part in the conservation and enhancement of the areas' overall character.

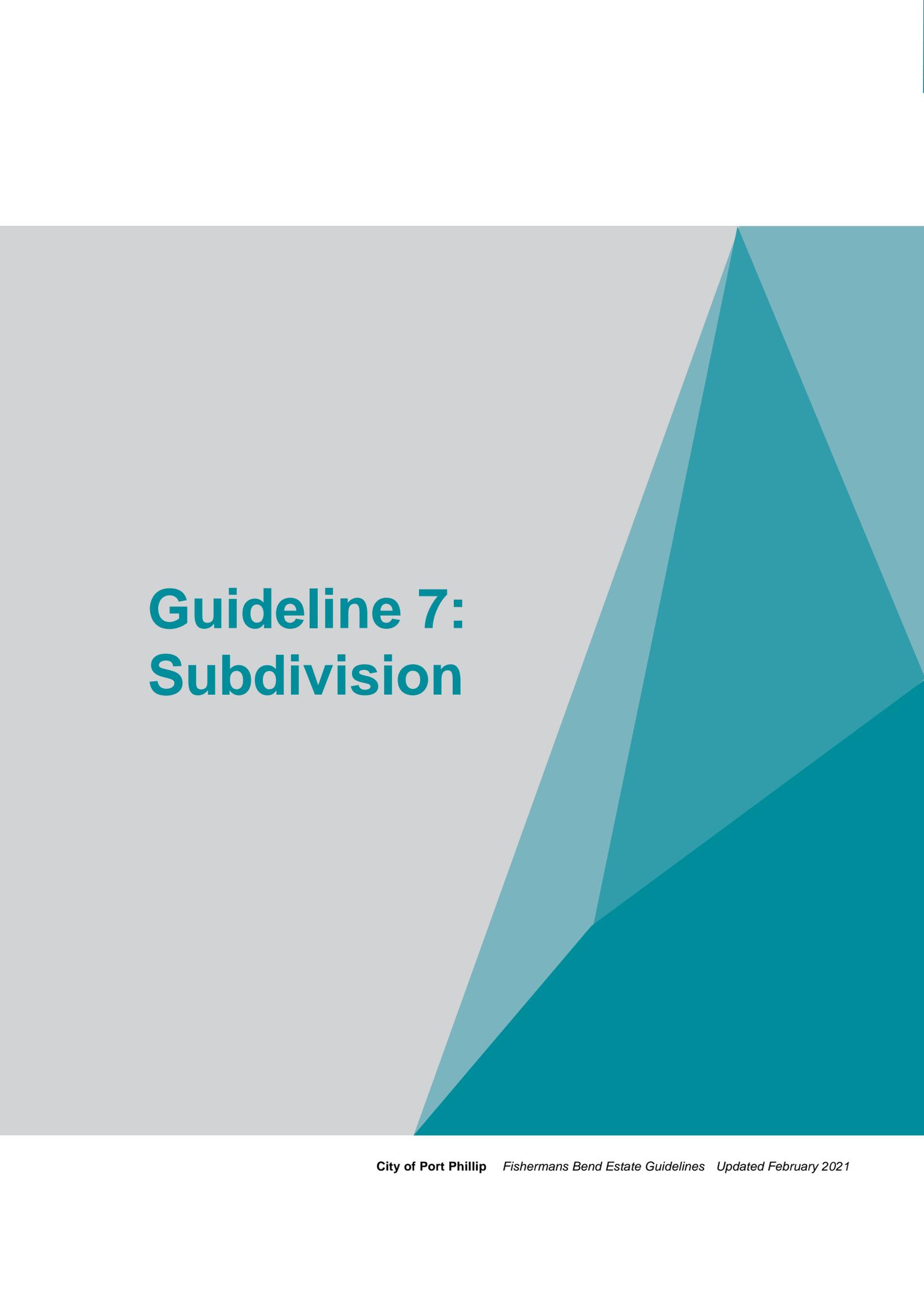
Works within the public areas of Fishermans Bend Estate, including to roads and the public reserves, should be consistent with the forms and materials of the original works, with the minimum modification required to the original layout in order to meet current requirements and standards.

Guidelines

- Any new works that are not part of the original design (such as kerb extensions and parking bays) and repairs should match the form and materials of the original parts.
- Speed humps, if necessary, should be of asphalt.
- Roundabouts, if necessary, should be of minimal size and not significantly alter the original kerb lines.
- Tree planting informed by the original layout should be introduced. Consideration could be given to using species that might have been planted at the time of construction of the estate and that are suitable to the local environment.
- Development of the three major open spaces, Buckingham Reserve, Julier Reserve and the reserve on the Boulevard, should be undertaken to satisfy current and future resident needs and using the original plan as a basis.
- Any new landscaping should achieve environmental outcomes, including water conservation, the inclusion of water sensitive urban design and the provision of fauna habitat.



Figure 13. The existing playground area of Buckingham Reserve (2010).



Guideline 7: Subdivision

Guideline basis

The consistent rhythm of pairs of attached dwellings, subdivision pattern and site layouts is critical to the character of Fishermans Bend Estate and should be retained.

Subdivision or consolidation of individual sites into larger lots will threaten the significant rhythm of the subdivision pattern and site layouts.

Guidelines

- Subdivision and consolidation of land is discouraged.

This document is an extract from the
Port Phillip Design Manual (2000) for
the purposes of Exhibition



Garden City Estate Guidelines

Revised Feb 2021



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Cover image: Nearmap (Aerial photo taken April 2019).

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Purpose

The Garden City Estate is a significant heritage place. It is essential that the City of Port Phillip and its residents maintain and enhance its unique character. It is also important that the needs of individual property owners are recognised. These guidelines are designed to strike a balance between these objectives. They describe the features that make the Garden City Estate significant and offer practical suggestions to help property owners maintain its significance, whilst allowing for renovations and development to occur.

The guidelines were initially prepared in 1997 and updated in 2010 and 2020. This version has been prepared to ensure alignment with updated heritage policy at Clause 15.03-1L of the Port Phillip Planning Scheme and the City of Port Phillip Heritage Design Guidelines (Background Document listed at clause 72.08 of the scheme).

Application

The guidelines apply to all land included in the Garden City Estate (also known as Bank House Estate). The area is bounded by the lane west of Graham Street, Williamstown Road, Howe Parade, Poolman Street and Walter Street at Port Melbourne (see Figure 1).



Figure 1. The Garden City Estate boundary shown in red

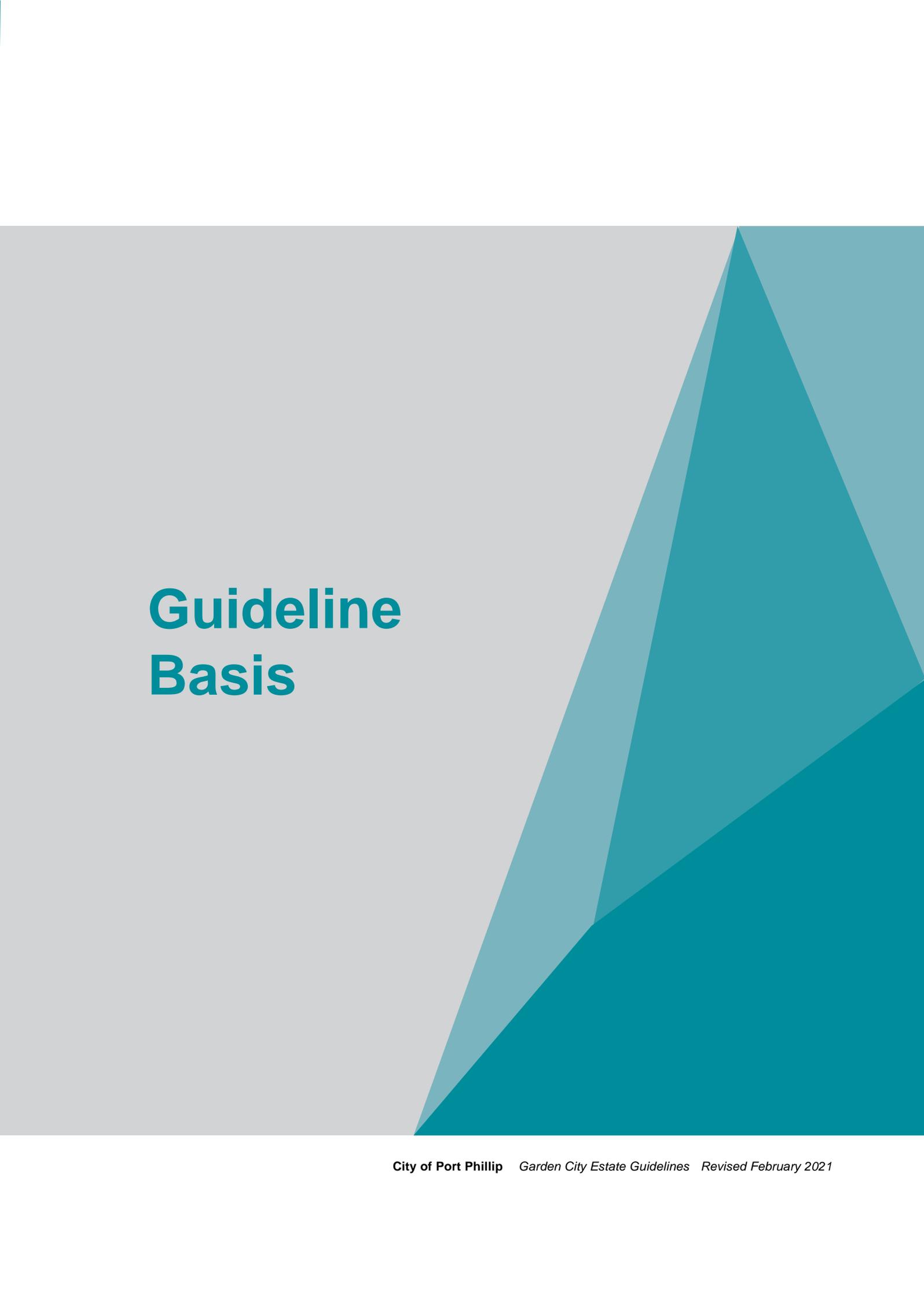
The area contains 322 dwellings, which were constructed for the State Savings Bank of Victoria between 1926 and 1948. The dwellings are built in pairs to six standard designs. The Garden City Estate also includes several recreational reserves.

How to use the Guidelines

The guidelines explain what Council will take into consideration when assessing a planning permit application for development or subdivision of land in accordance with Clause 43.01 Heritage Overlay of the Port Phillip Planning Scheme.

The guidelines should be considered in conjunction with State and local heritage policy at Clause 15.03 of the Port Phillip Planning Scheme, and the City of Port Phillip Heritage Design Guidelines.

In the event of any inconsistency between the guidelines and the City of Port Phillip Heritage Design Guidelines, these guidelines should be used for applications within the Garden City Estate.



Guideline Basis

The significance of Garden City Estate

The Garden City Estate is of local heritage significance and is included within the heritage overlay of the Port Phillip Planning Scheme as part of HO2 The Garden City Housing Estates heritage precinct. The HO2 precinct comprises the three garden city estates, including Fishermans Bend Estate, the Garden City (Bank House) Estate and the Dunstan Estate.

The Garden City Estate was a unique experiment in mass housing, quite unlike anything else in Australia. Initiated by the State government through the State Savings Bank, it was Victoria's first attempt to provide low-cost housing on a single estate. Garden City Estate was influential on later State public housing policies as implemented through the Housing Commission of Victoria and the construction of many other public housing estates around the State.

The Garden City Estate was originally recognised as an area of special heritage significance in the Port Melbourne Conservation Study (1979) commissioned by the former Port Melbourne City Council and the Australian Heritage Commission. Garden City Estate was also classified by the National Trust of Australia (Victoria) in 1987. In 1995 Port Phillip City Council reaffirmed the significance of the Estate through the Port Melbourne Conservation Study Review (1995) and in 2000 recognised the estate as Significant on the Heritage Policy Map within the Port Phillip Planning Scheme.

Both the conservation study review and the National Trust classification report conclude that Garden City Estate is an area of State (and probably national) significance due to its:

- Contribution to the development of public housing policies and practices in Australia;
- Integrity and uniqueness as a residential environment;
- Relationship to the Garden City movement in Britain;
- Experimental building technology, residential planning and streetscape design.

Garden City Estate owes its special character to the unusual combination of social, administrative, planning and architectural factors that influenced its development over more than two decades. The consistent application of a single development philosophy over such a long period is unusual in itself. The layout of the sites and the design and orientation of the dwellings express the vision policy-makers had of working-class housing during the inter-war years. They also tell us much about the tastes and lifestyles of the time.

Standard house designs

The estate was designed according to the Garden City town planning philosophy popular in England earlier this century. The housing style within the estate and the general layout of the estate were extremely innovative for their time and were very different from the typical housing developments of the 1920s and 1930s. Figure 2 below provides a pictorial description of the six standard housing designs found within Garden City.



Type 1 Standard housing design



Type 2 Standard housing design



Type 3 Standard housing design



Type 4 Standard housing design



Type 5 Standard housing design



Type 6 Standard housing design

Figure 2. The six standard house designs

Important features

The most important feature of Garden City (Bank House Estate) is the uniform character of the streetscape.

In Garden City, the main streetscape elements are the dwellings, which are all two storey, attached houses on sites with a similar front and side setback. The consistent and prominent use of features like unglazed terracotta roof tiles, stucco walls (both rough-cast and smooth), woven wire fences and multi-paned windows contribute to the area's distinctive streetscape character.

The use of concrete for paving roads, footpaths and garden paths is another unifying aspect of the streetscape, as is the regular planting of only a few selected species of vegetation.

Most residential areas combine many different (and sometimes incompatible) approaches to design. In the case of Garden City, faithful adherence to a single design theme has produced an unusually harmonious and integrated urban environment – this is the key to the area's architectural and aesthetic significance. Figure 3 shows the important key features of the Garden City streetscape.

- ① Houses as semi-detached pairs with clear separation
- ② Consistent window, eave and porch details
- ③ Consistent stucco finishes
- ④ Wide eaves
- ⑤ Hipped, tiled roofs with chimneys
- ⑥ Regular tree planting at property boundaries
- ⑦ Grass nature strips
- ⑧ Concrete roads, kerbs, channels and crossovers
- ⑨ Transparent fences and gates

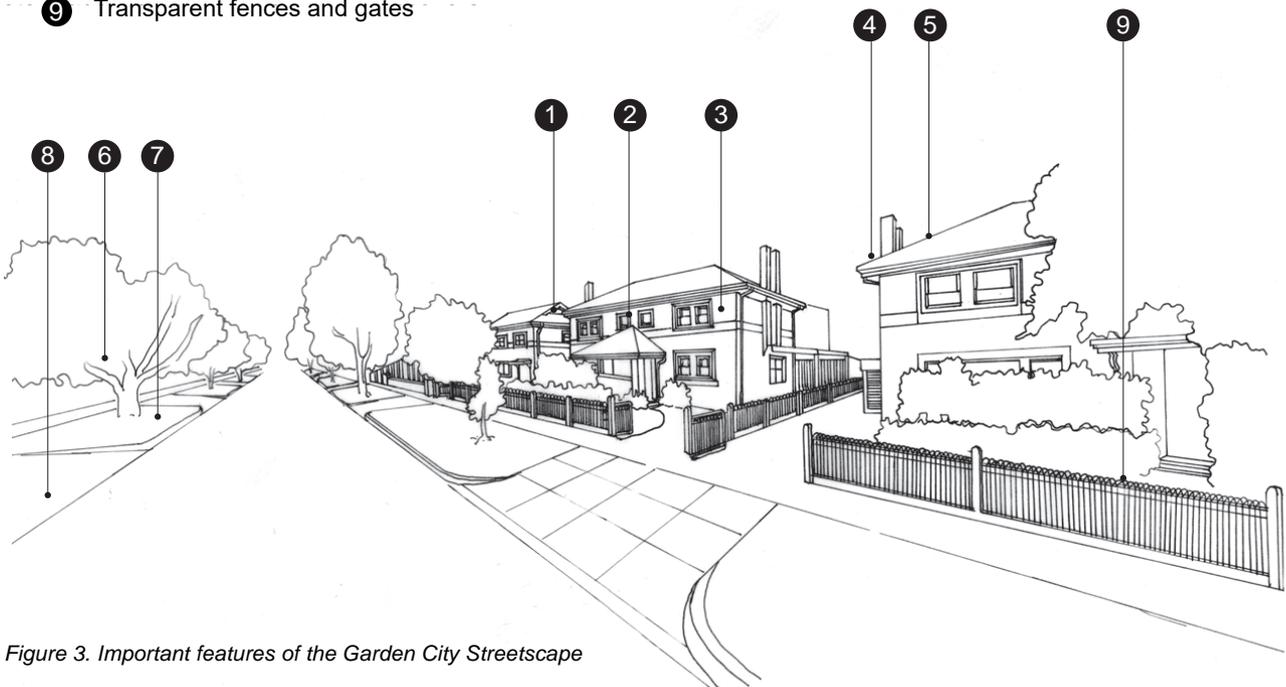
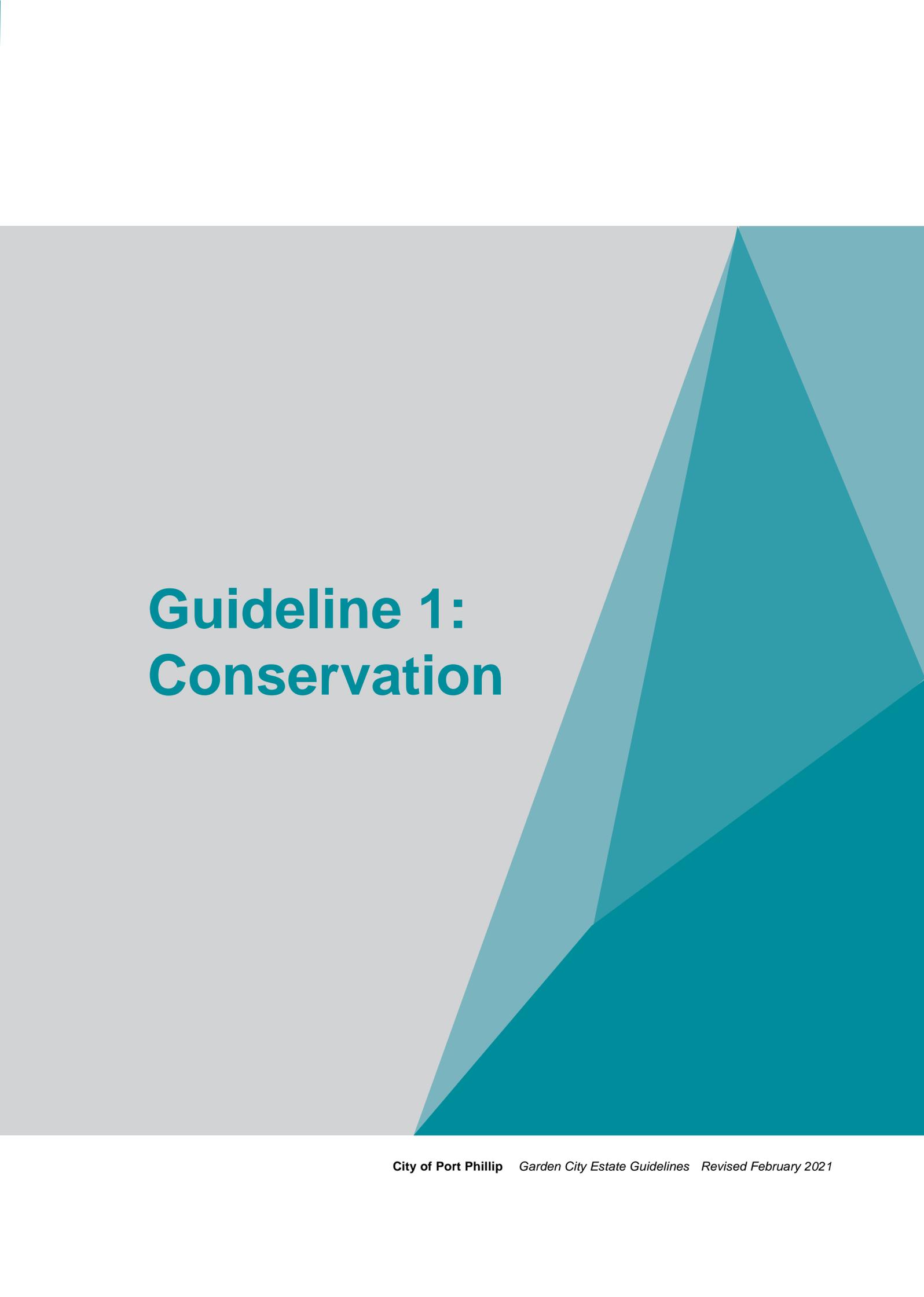


Figure 3. Important features of the Garden City Streetscape

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid, light grey color. The text is positioned on the left side, overlapping the grey area.

Guideline 1: Conservation

Roof guidelines

The original roof form and materials should be retained and, if necessary, restored all the way along the front and side of the house.

Chimneys

- Original chimneys should be retained.

Downpipes

- Downpipes at the front of the house should be kept or returned to their original location where practical.
- Consideration will be given to removal or concealment of downpipes.

External walls and surfaces guidelines

- External walls which are visible from the street should be kept in their original form, with the original materials and finishes.
- Rendered surfaces should be restored by cleaning with an appropriate solution or by applying a cement-and-sand wash of the same colour and texture. The work should be undertaken by a qualified tradesperson.
- Repairs to rendered surfaces should match the colour, texture and composition of the original render.
- Rendered surfaces which have not been painted can be left unpainted or painted in colour matching the original render or cement.
- Rendered surface which have been painted should be restored where possible. Paint should be removed by an approved method (not sandblasting) and
- the surface should be treated with a cement-and-sand wash in the original colour (at least three different render colours were used on the estate).

Windows and doors guidelines

- Original windows and doors should be retained. If replacement is required, the new one should match the form and materials of the original.
- Double glazing of windows is permitted if it does not change the external appearance of the window.

Repairing cracked lintels

The lintels above many windows in Garden City are badly cracked. The cracking is usually caused by moisture seeping through the external skin of the building and corroding the steel reinforcing rods inside the lintel. It is worse on windows that face the weather (south and west). Windows on north and east facing walls and upper-storey windows protected by eaves are less likely to be affected.

- The best way to tackle severe cracking is to replace the lintel with a new one manufactured using dense concrete (at least 50Mpa). There should be at least 40mm of cover over the new lintel's steel reinforcing rods.
- Less seriously damaged lintels can be repaired using one of several patching systems. These involve removing the external concrete to expose the corroded reinforcing rods, treating the rods, concreting over them again, and restoring the external finish. This may seem like a cheaper option, but it is important to remember that patches typically last only about five years – replacing the lintel may be more economical in the long term.
- For more information about replacing lintels, it is recommended that you talk to a builder experienced in this field.

External decoration guidelines

- Window and door frames, fences, downpipes and gutters should be painted in the original colours, or a colour scheme typical of the area or the period. The original colours can usually be determined by scraping back to the wood one layer at a time. Figure 4 shows a range of possible colour schemes, although other schemes will be considered.
- Neighbours are encouraged to agree on one colour scheme for both houses in each pair.
- If the original natural stucco walls are already painted, either remove paint and apply cement wash, or repaint in Natural Grey.

- ① Gutter
- ② Fascia and scotia
- ③ Under eaves
- ④ Frame boxing
- ⑤ Sash
- ⑥ Sill
- ⑦ Bracket
- ⑧ Frame
- ⑨ Under canopy
- ⑩ Door and frame
- ⑪ Fence
- ⑫ Natural stucco walls (unpainted)

- a Dark trim**
 - Mid brunswick green
 - Leaf brown
 - Deep brunswick green
 - Deep indian red

- b Mid- range colour**
 - Biscuit
 - Deep buff

- c Light trim**
 - Off white
 - Cream
 - Manila

- d Natural grey**
 - Natural grey
 - Warm grey pale stone
 - Mid to light ochre

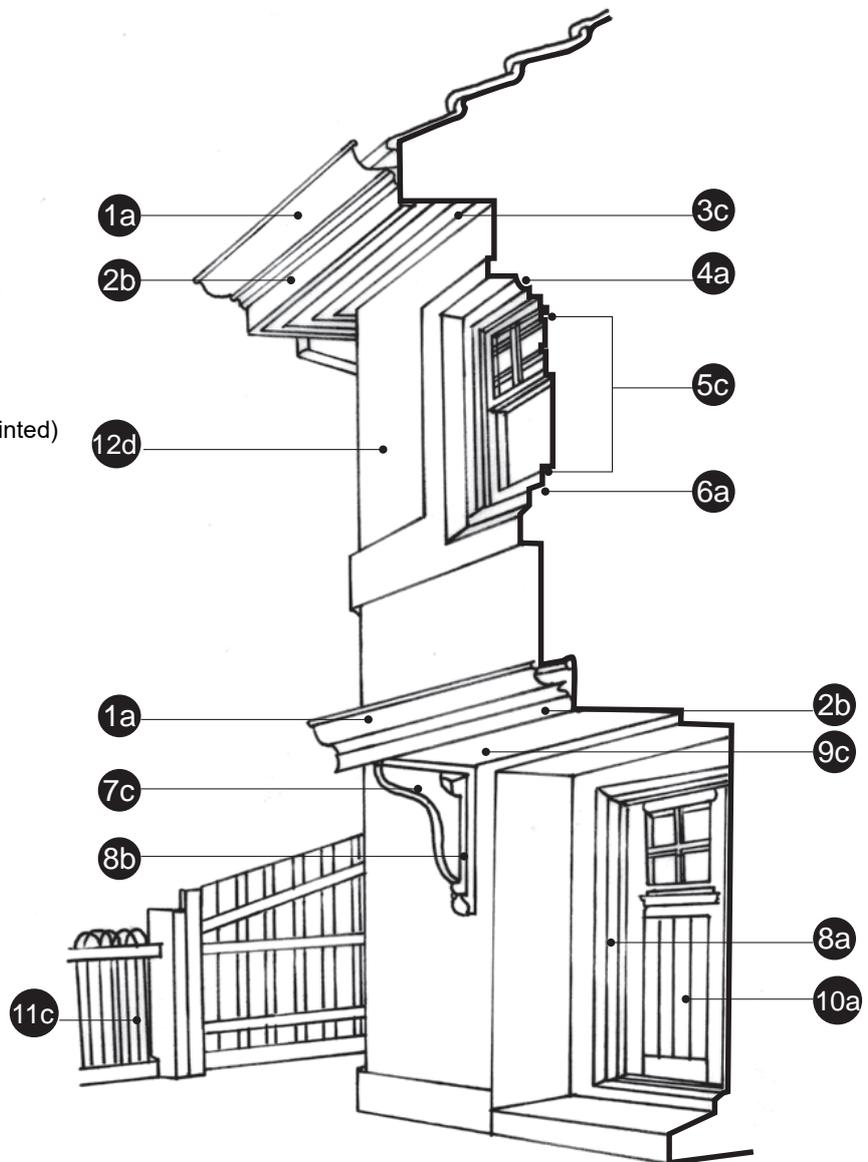
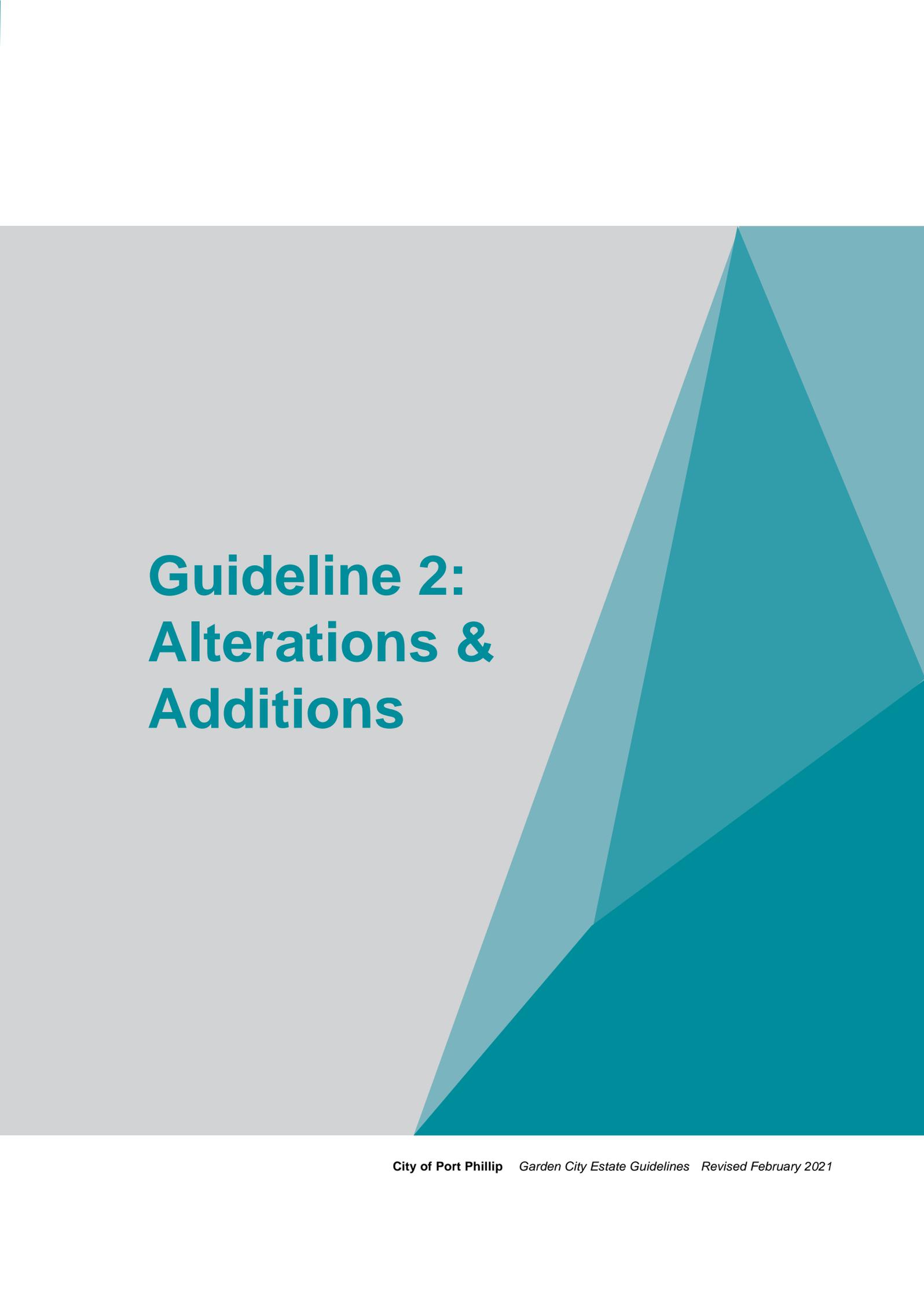


Figure 4. Facade articulations

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid, light grey color. The text is positioned on the left side, overlapping the grey area.

Guideline 2: Alterations & Additions

Guidelines for single storey additions

Single storey additions are permitted at the rear of the house.

Single-storey additions (refer to Figures 5 and 6) may be permitted at the side of the house if:

- They respect and complement the house's original form, materials and character;
- They are more than 600mm setback from the front of the house, or more if there are original windows in the side wall;
- The extended boundary wall is rendered consistent with the finish of the original house on corner sites.

Single storey additions will generally not be permitted in other areas.

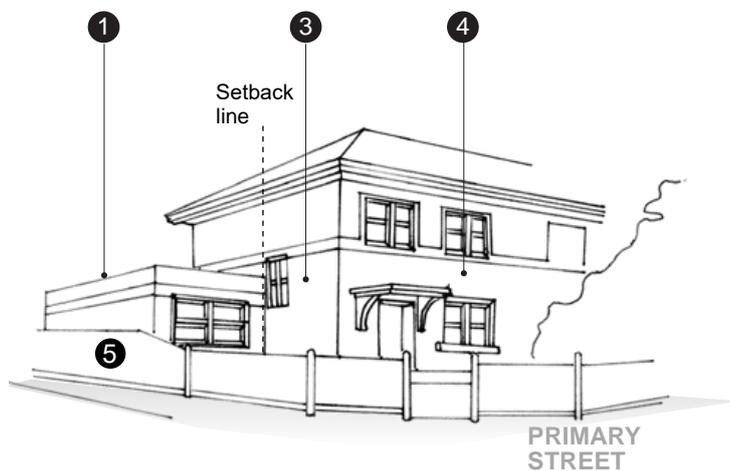


Figure 5. Single storey side addition in flat roof

- 1 Example consistent with original houses's material and details
- 2 Example matching house's hipped roof form
- 3 Setback from front of house
- 4 Front of house is the main wall and not any projecting bay or porch
- 5 Boundary wall of a corner block is rendered consistent with the finish of the original house

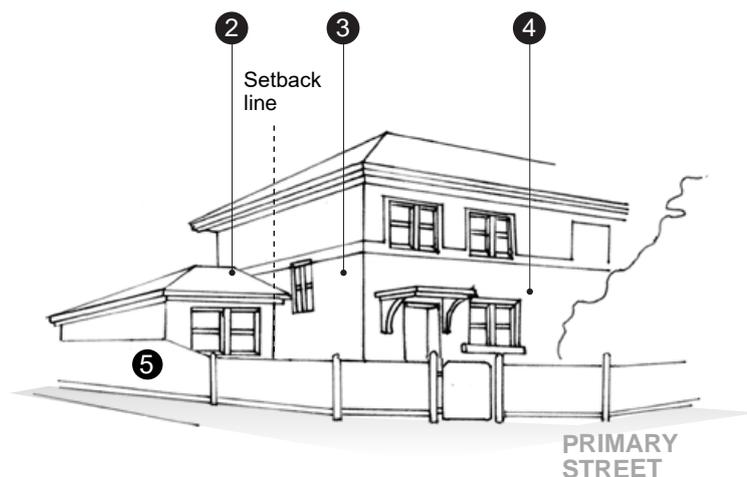


Figure 6. Single storey side addition in hipped roof

Guidelines for two storey additions

Two-storey additions are permitted at the back of the house if:

- The roof of the addition is no higher than the roof of the original dwelling;
- The walls of the addition are no higher than the walls of the original dwelling;
- The addition respects and complements the house's original form, materials and character (with a cement render or similar textured finish, and a flat or pitched roof with terracotta tiles); and

Two-storey additions will generally not be permitted in other areas, including the front of the house and the side of the house.



- ❶ Two-storey extensions are not allowed at the side of the house. Carports and garages should be set back no less than 600mm from front front house
- ❷ Keep two-storey extensions out of sight behind existing houses

Figure 7. Two storey additions to a building in Garden City.

Guidelines for alterations

Windows and doors

- New or enlarged window and door openings will not be permitted at the front of the house.
- Double glazing of windows is encouraged.
- Double glazing of windows is permitted if it does not change the external appearance of the window
- Refer to *Guideline 1 Conservation* for painting windows and doors.

Air conditioners

- Building services such as air conditioners should not be visible from the street.

Porches and entries

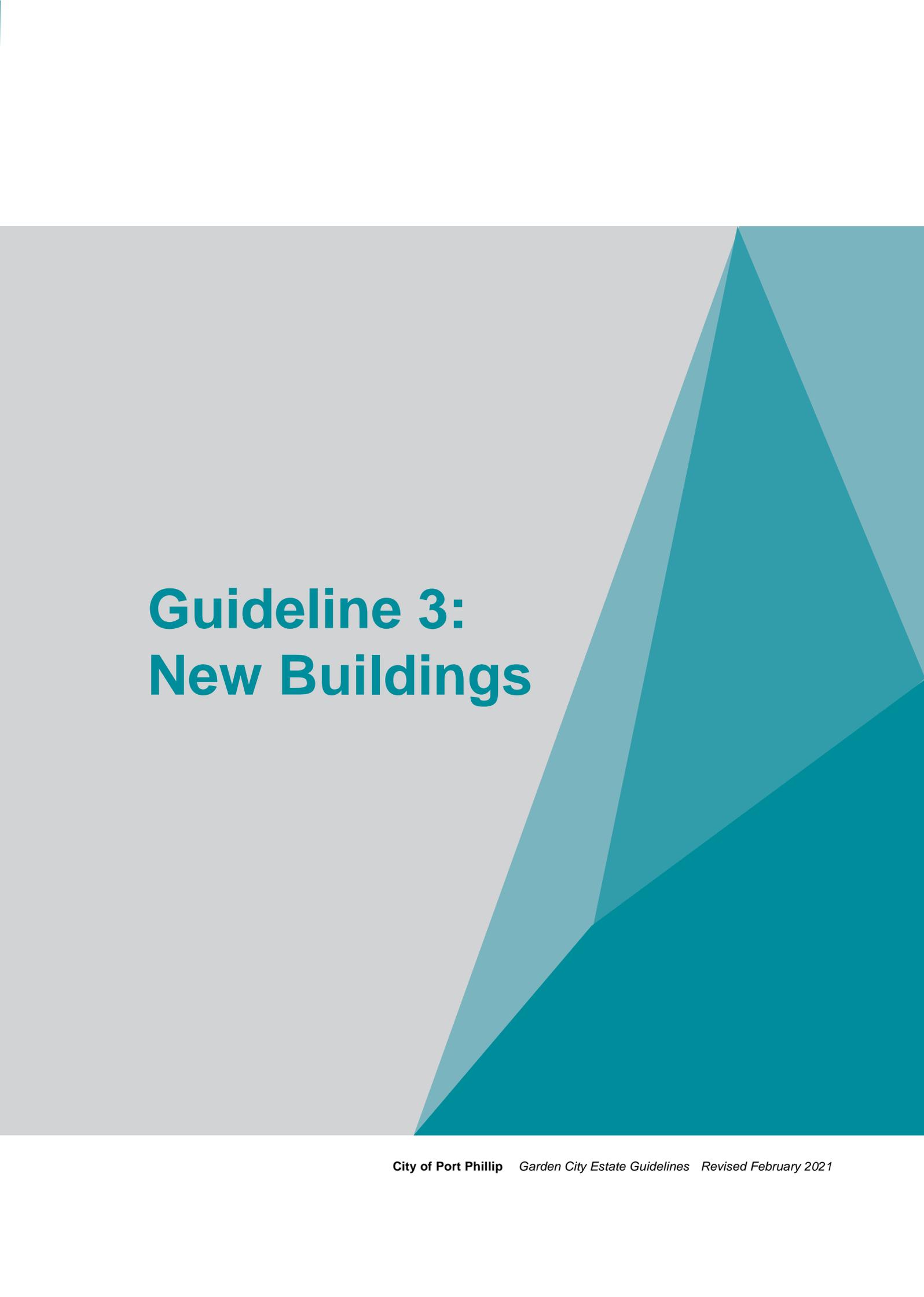
- Porches and entries may be enclosed with transparent screens that are at least 75 percent transparent or with plain glazing with the minimum of framing and glazing bars.
- New porches should not be located at the front of a house, or where it is visible from the street.

Blinds and awnings

- Sunblinds and awnings (temporary and permanent) should complement the character of the house.

Shutters

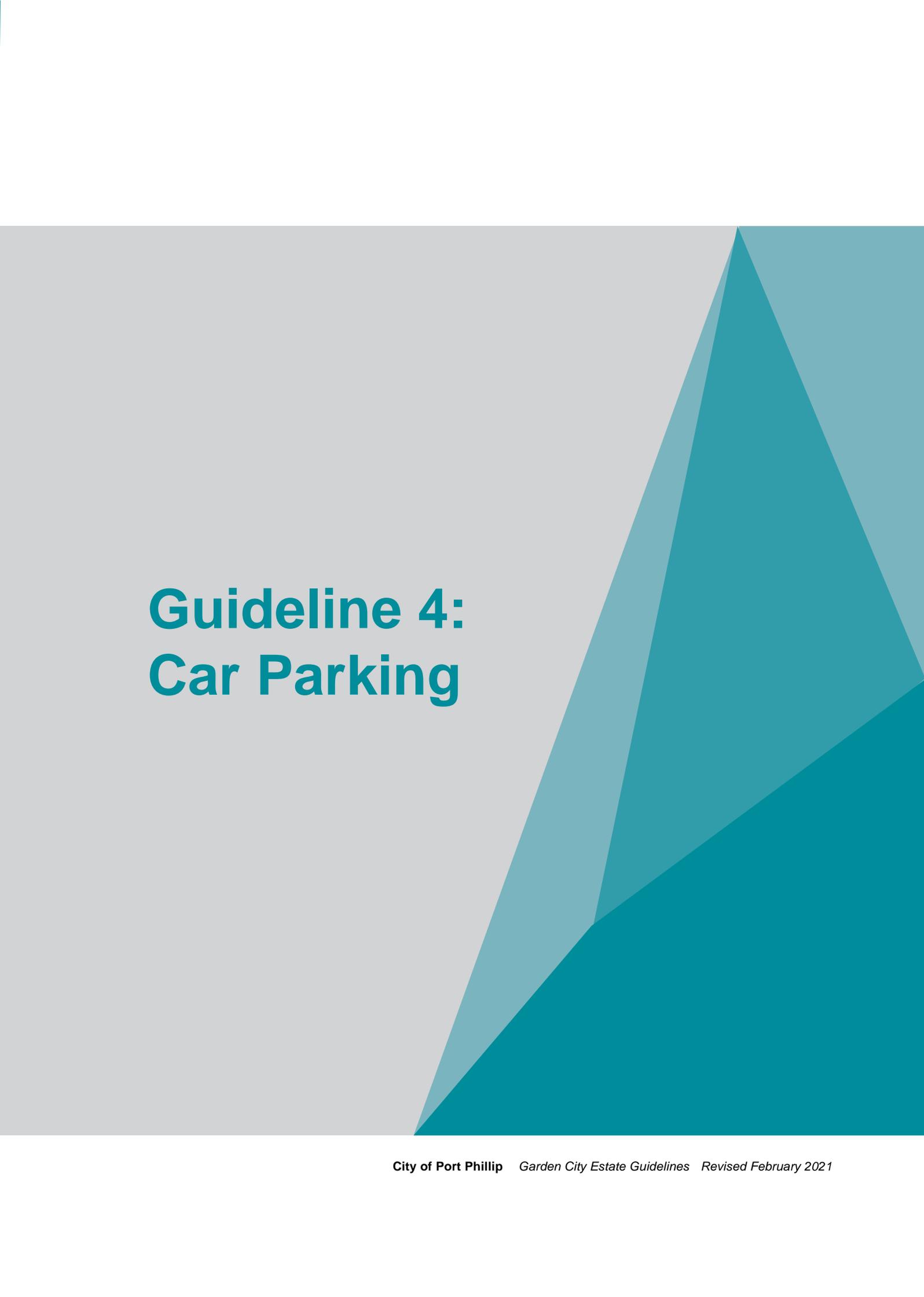
- Security screens may be installed, if they are
 - At the back of the house
 - At the side of the house and are more than halfway back from the front of the house
 - Inside the windows at the front of the house
- External screens and timber shutters over front windows are discouraged.

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal, ranging from a light, almost white-blue to a deep, dark teal. These triangles point towards the top right corner. The left side of the page is a solid, light grey color. The text is positioned on the left, overlapping the grey area.

Guideline 3: New Buildings

Guidelines

- Multi-unit development (more than one residential dwelling per lot) will not be permitted as this is contrary to the significance of the estate.
- Single-storey granny flats located at the rear of the property may be permitted.
- Any proposed granny flat must be sympathetic and consistent with these guidelines.

The background features a large, abstract geometric composition. On the right side, there are several overlapping triangles in various shades of teal and blue, pointing towards the top right. The left side of the page is a solid light grey color. The text 'Guideline 4: Car Parking' is positioned on the left side, overlapping the grey area.

Guideline 4: Car Parking

Guidelines

- New garages and carports should be built at the side of the house and set back not less than 600mm from the front of the house, or more if there are original windows in the side wall.
- Garages should have cement render or similar textured finish walls, and a flat or hipped roof with terracotta tiles.
- Carports should be freestanding with a flat roof as shown in Figure 8. The space in front of a dwelling should be retained as lawn or garden and not used as a space to park vehicles.
- New garages and carports should be positioned to retain the original staggered line of houses along the street. (Refer to Figure 9)

- ① Gutter
- ② Scotia moulding
- ③ Timber fascia
- ④ Timber horizontal beam
- ⑤ Tray deck roofing
- a Nominal 2.55 meters
- b Nominal 2.865 meters and to align with porch height of house
- c Square timber posts or circular metal columns 250mm diameter
- d Maximum dimension 2.5 meters

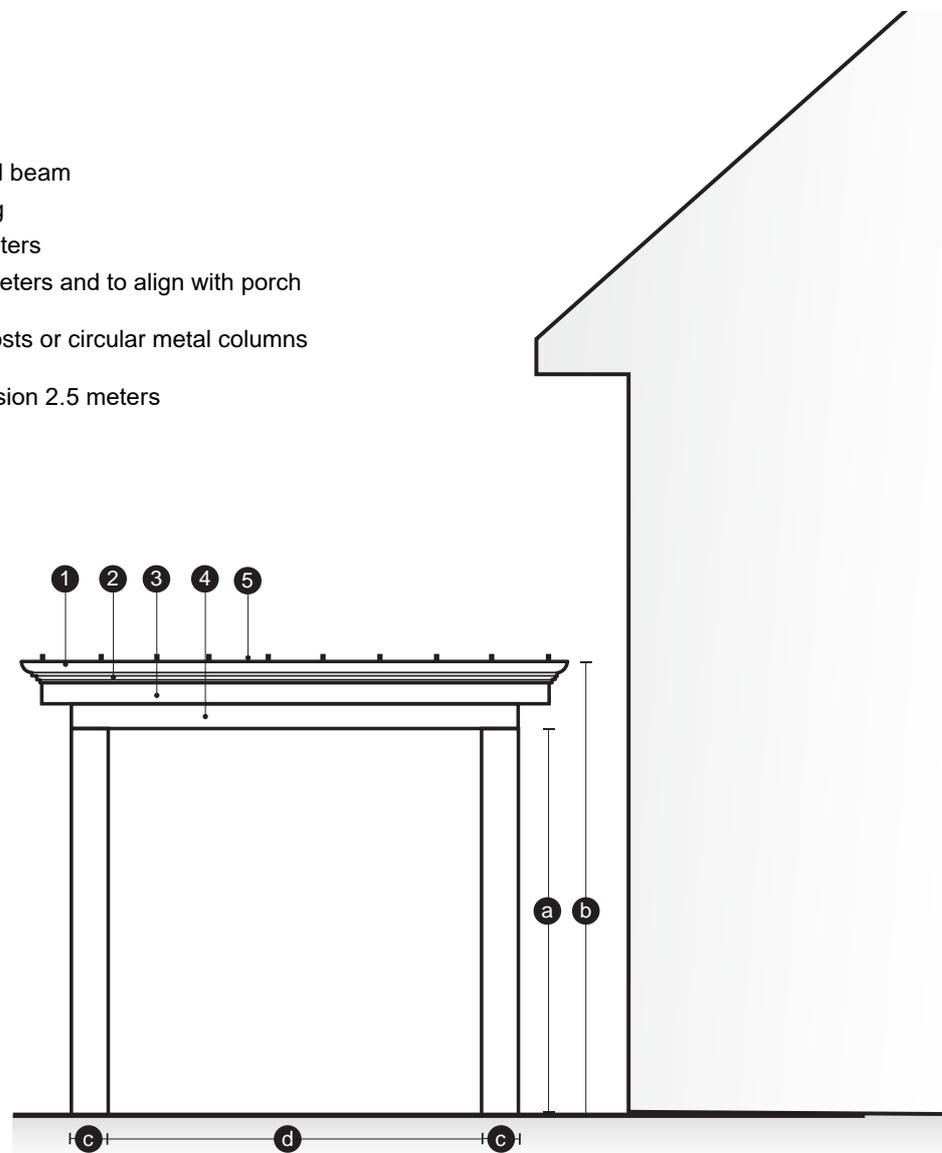


Figure 8. Acceptable garage and carport types - Carport with flat roof

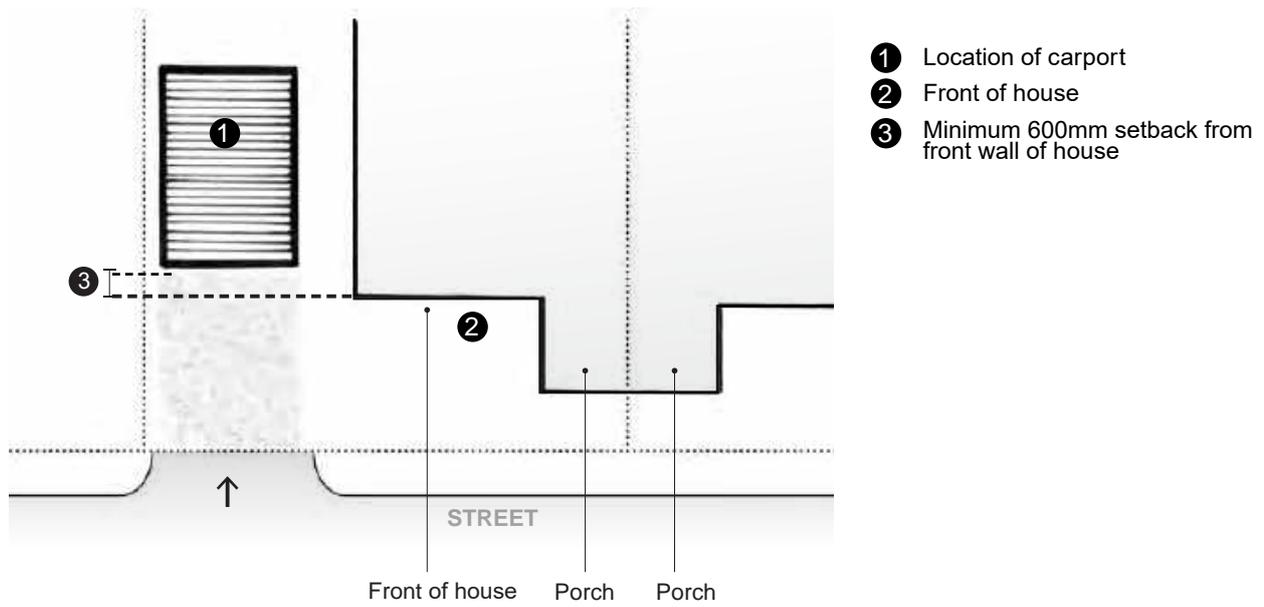


Figure 9. Acceptable garage and carport types - Site Plan

A large teal geometric graphic on the right side of the page, consisting of several overlapping triangles and polygons in various shades of teal, creating a modern, abstract design.

Guideline 5: Fencing

Guidelines

Front fences and side fences from the front boundary to front of the house (see Figure 10) should be:

- Woven wire as shown in Figure 11 or timber picket as shown in Figure 12.
- No more than 1 meter high if woven wire, and 900mm if timber picket.
- Minimum 75% transparent with exception of picket fences.

As shown in Figure 13, back fences and side fences from the front of the house to the back boundary should be

- No more than 2 metres high.
- Made from timber palings or other suitable materials as agreed between the neighbours.

Residents seeking more visual privacy are encouraged to use a combination of acceptable fencing and screen plantings such as hedges or bushes.

Refer to Guideline 9 for painting fences.

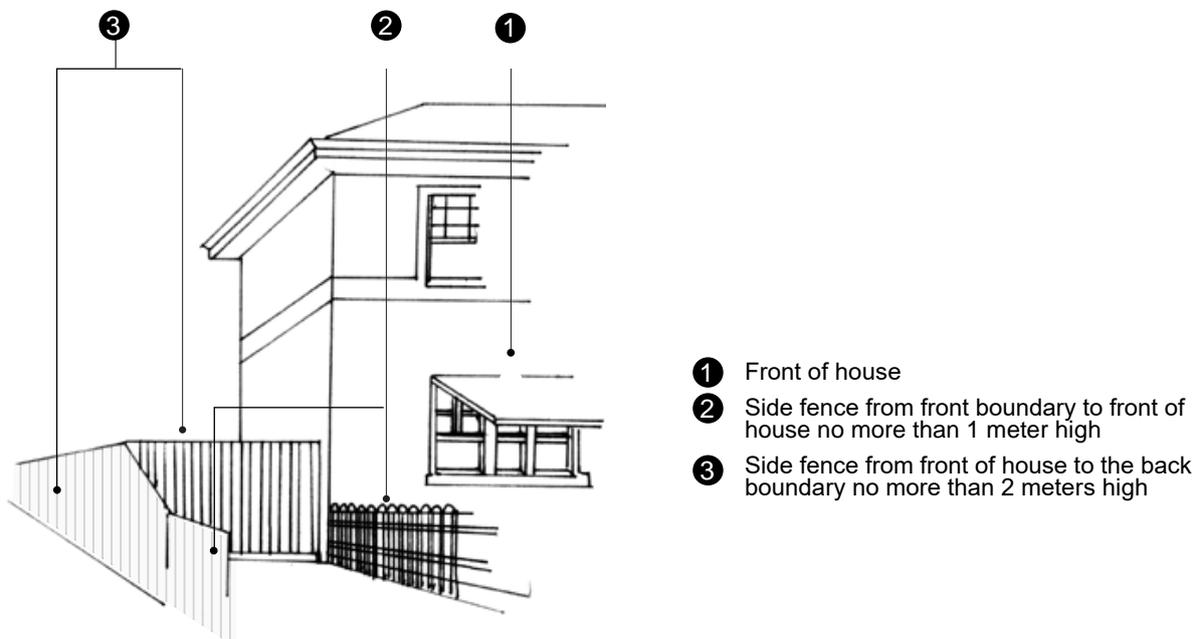


Figure 10. Front and side fence

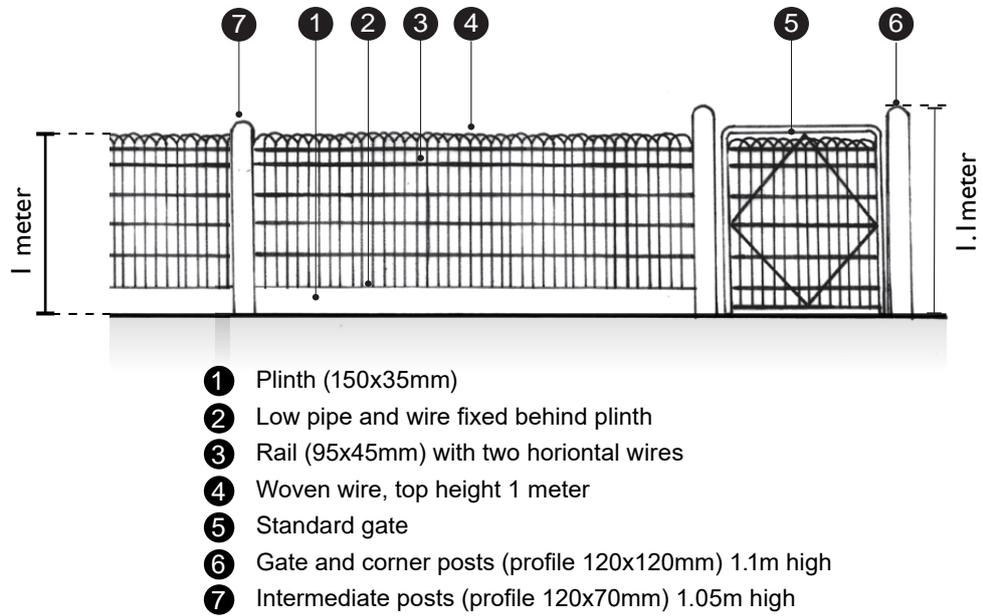


Figure 11: Woven wire fence

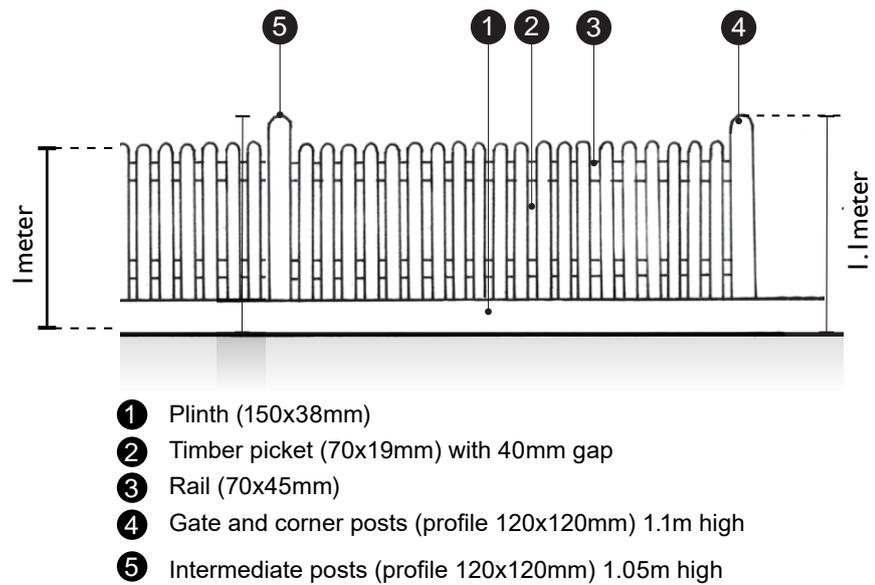
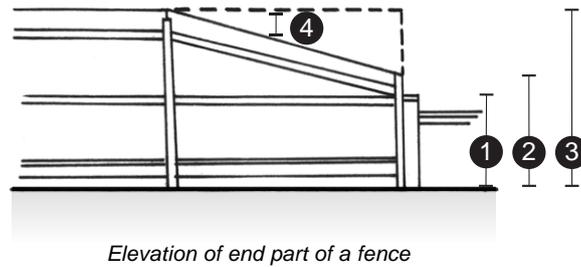


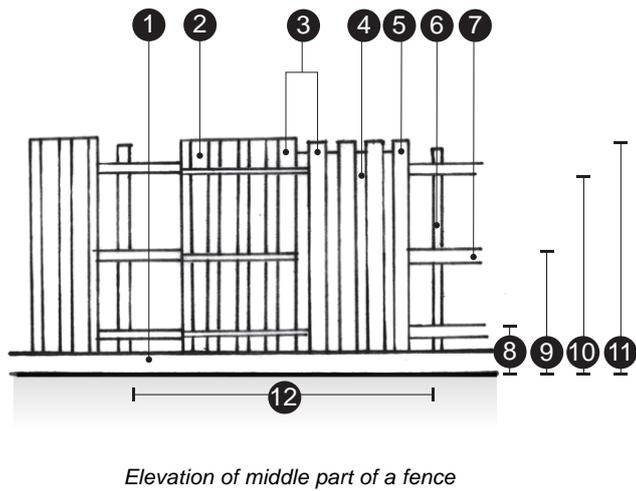
Figure 12: Picket timber fence

Fencing

- ① Gate post 950mm
- ② End post 1.35 m
- ③ Top of the fence 1.95 m
- ④ Optional splay



- ① Plinth (150 x 25mm)
- ② Straight
- ③ Alternative tops
- ④ Castellated
- ⑤ Sawn Palings
- ⑥ Posts (125 x 75mm)
- ⑦ HW rails (100 x 50mm)
- ⑧ Bottom rail 320mm
- ⑨ Middle rail 1.04m
- ⑩ Top rail 1.75m
- ⑪ Top of the fence 1.95m
- ⑫ Post spacing (2.4 - 2.7m)



- ① Sawn Palings
- ② HW rails (100 x 50mm)
- ③ Posts (125 x 75mm)
- ④ Plinth (150 x 25mm)

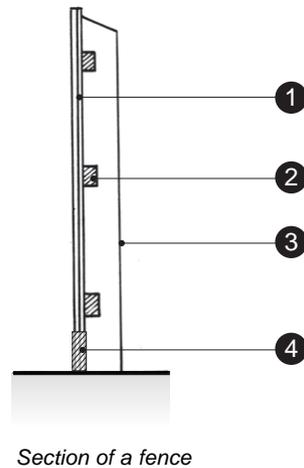
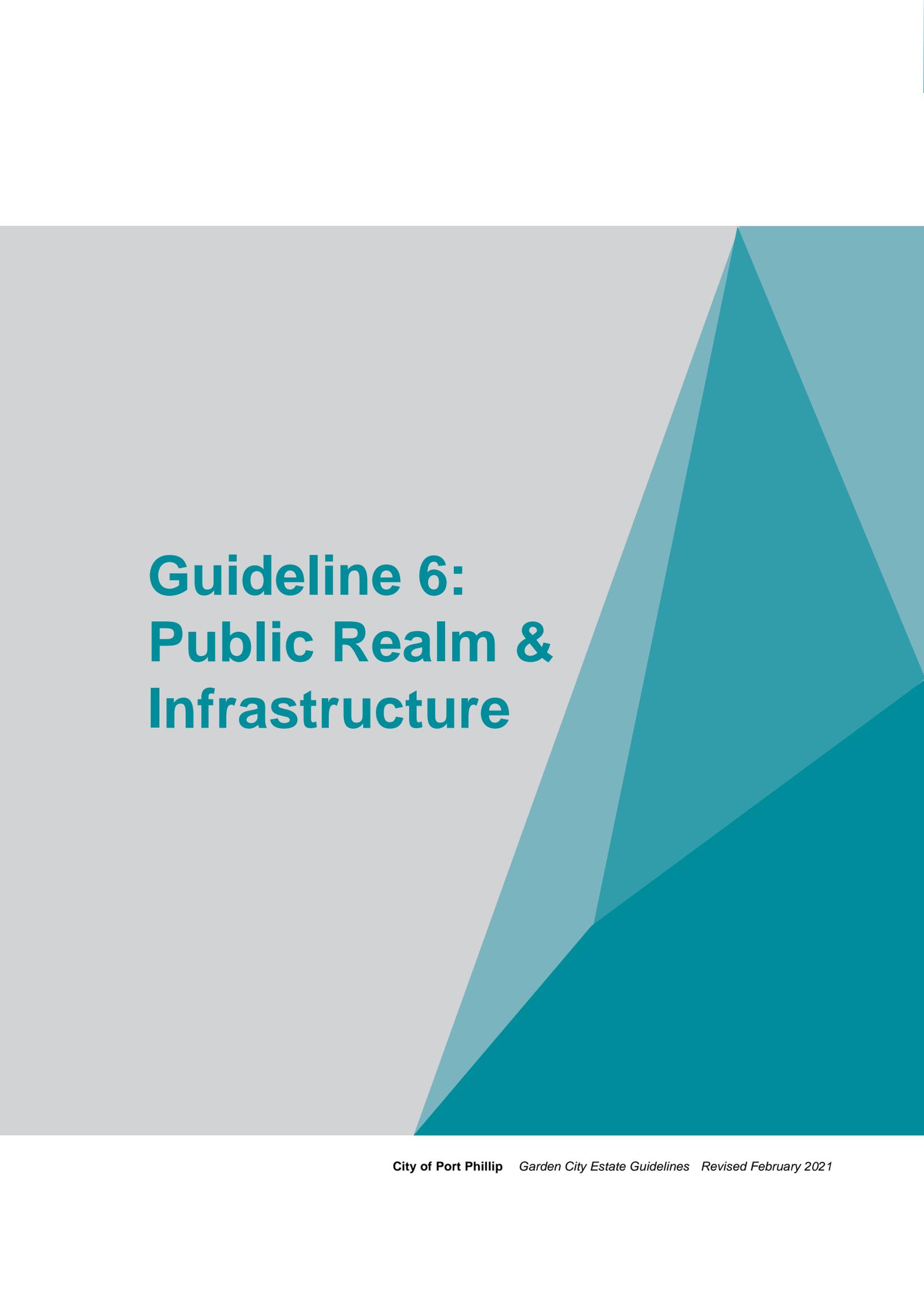


Figure 13: Side and rear fence

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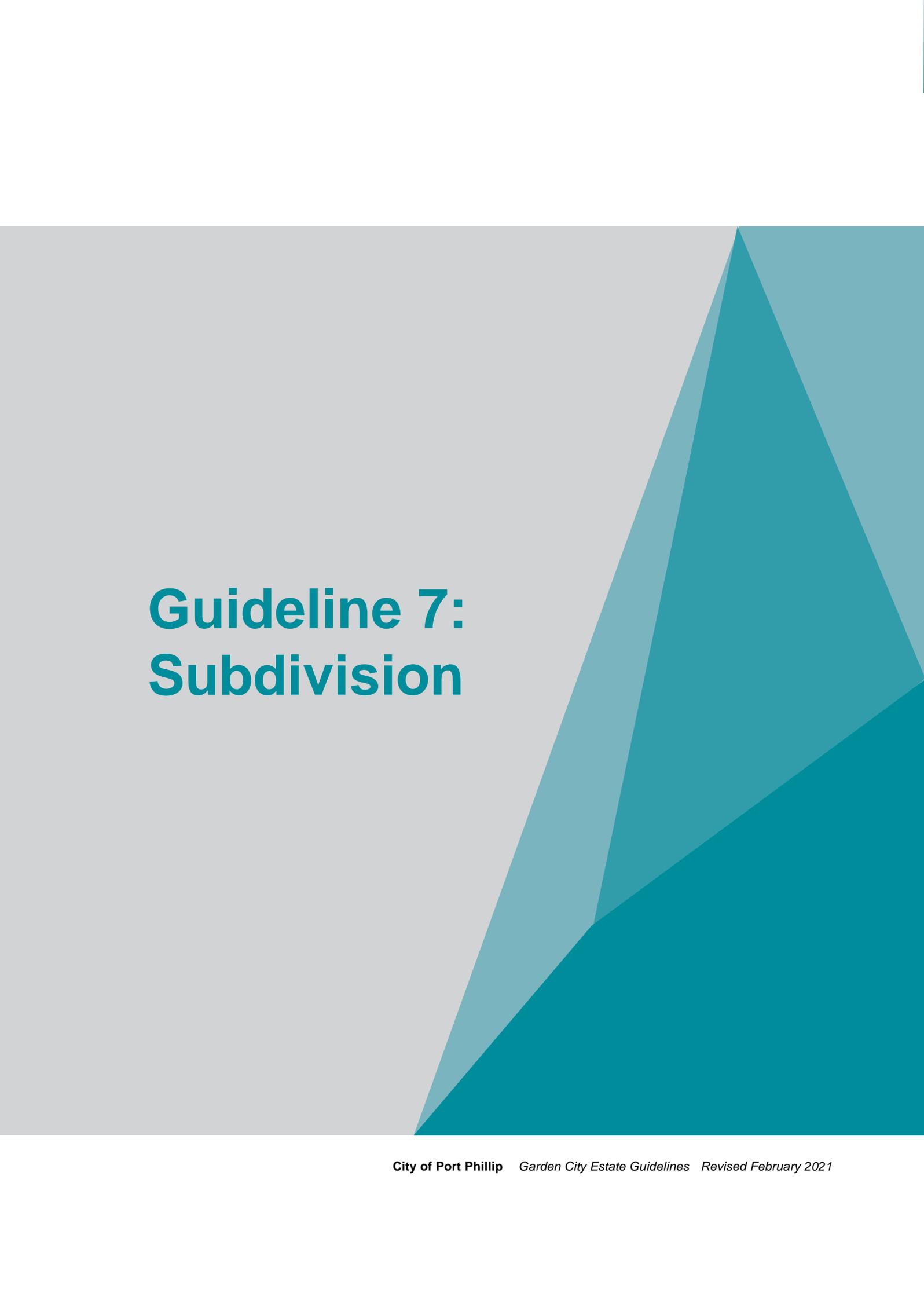
Guideline 6: Public Realm & Infrastructure

These guidelines apply to all works within the public realm in Garden City including:

- Roads and road surfaces;
- Kerbs and channels, footpaths and crossovers;
- Nature strips and parks.

Guidelines

- Works within the public realm should be designed to be consistent with the form and materials of the original works and kept within the original design and street layout, but to modern-day standards;
- Any new works which are not part of the original design (such as kerb extensions) should be consistent with the form and materials of comparable existing works within the estate;
- Speed humps should be constructed from asphalt;
- Roundabouts should not alter any original kerb lines;
- The original uniformity of street trees should be retained.



Guideline 7: Subdivision

Guidelines

- Subdivision of original lots is discouraged.



Places for People: Public Space Strategy

2022-32

Volume 1

portphillip.vic.gov.au

Council's vision

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.

What is public space and why is it important?

Public space contributes to the liveability of our City and defines our unique sense of identity and place. It is open and accessible to people. It is essential to our physical and mental wellbeing. It is where we meet our friends, exercise, play sport and relax. It is generally publicly owned and includes footpaths, urban plazas, parks, sports fields and beaches.

In this strategy, public space is described in the following ways:



Public open space

Referred to in this strategy as open space – parks, gardens, reserves, the foreshore and urban spaces.



Streetscapes

These are the key streets that link our public spaces and shopping strips.



Publicly accessible space on private land

Spaces that are linked to major commercial and residential buildings that are privately owned but accessible to the public.



Shopping strips (activity centres)

These are the destination public spaces which people visit to socialise and relax.



Contributory public space

Public space such as waterways, civic plazas, forecourts and Victorian Government owned and managed land (such as schools).

What are we hoping to achieve through this Strategy?

The outcomes we are seeking to achieve for our City through this strategy include:



Diverse, attractive and inclusive

Our public spaces are designed with all people and their needs in mind. Everyone, no matter their age, gender, ability or background, should feel welcome. Our public spaces are able to host a variety of uses including active, informal and passive recreation for everyone to enjoy.



Better access

Our public space network is more extensive and better connected as we find ways to improve access to parks, gardens, reserves and high quality public space through enhanced green links, building on the movement and place network identified in Move, Connect Live Integrated Transport Strategy 2018-2028.



Vibrant and adaptable

Our public spaces maximise opportunities to improve community wellbeing and enhance the identity, sense of place and amenity in our City. Our public spaces can be easily repurposed for physical distancing as well as facilitating increased active transport and stimulating social and economic recovery.



Blue-green

Our public spaces are greener incorporating water sensitive design and management. A diversity of healthy tree species and vegetation in our streets and public spaces have a positive influence on the health and wellbeing of our community and support a range of biodiversity. Incorporating water in public spaces makes them greener and cooler, helps to mitigate flooding and ensure water is not wasted.



Active

Our public spaces encourage our community to be active and healthy.



Cultural

Our spaces connect people to place and provide the opportunity to celebrate our culture, diversity and creativity.



Sustainable

Our public spaces are well maintained and climate resilient so that they can be enjoyed for generations to come.

How do we prioritise our efforts to achieve these outcomes?

We prioritise our efforts to achieve the above City-wide outcomes using four key criteria. These have been applied to projects contained within the Strategy and will be used into the future to assess new ideas, potential projects and requests for public space.



Equity

Access to public space is important to the health and wellbeing of our community. Wherever possible, we prioritise equitable provision in our investment in public spaces across our municipality now and into the future.



Quantity

We are a dense and growing inner city municipality. Wherever possible, we prioritise improving the quality of existing open space and creating new open space (noting that there are limited opportunities to create new open space).



Multiple use

Public space is limited and sometimes contested. We prioritise investment in public spaces that lend themselves to a variety of uses including active, informal and passive recreation for everyone to enjoy and share.



Innovation

We see investment in public space as benefiting current and future generations. That's why we prioritise opportunities to invest in testing and trialling innovative and temporary solutions to deliver short-term outcomes and ensure the benefits of long-term investment are maximised.

In assessing how we prioritise achieving our desired outcomes, first we determine how well a new idea, potential project or request for public space is strategically aligned with this Strategy.

We then look at our available funding (including the likelihood of funding from other sources such as State and Federal Government), consider the cost and, where possible, the associated benefits of projects.

This process is outlined in the Diagram 1 - Strategic alignment, funding and deliverability assessments.

1

Strategic alignment assessment

- Equity
- Quantity
- Multiple use
- Innovation

2

Funding assessment

- Partnership opportunities
- Council budget position
- Cost / cost benefit analysis of projects / portfolio

3

Deliverability assessment

- Portfolio capacity and capability

Diagram 1 - Strategic alignment, funding and deliverability assessments.

The Strategy informs Council's ongoing planning and investment in public spaces and will transform our existing spaces through an integrated action plan for each of our neighbourhoods.



What type of actions are proposed?

The prioritisation process described above and subsequent actions in Volume 3 of the Strategy will drive the future provision and management of public space in our City.

An Action Plan has been prepared for our neighbourhoods to guide investment in our public spaces. Each neighbourhood has specific actions tailored to deliver on the needs of the community, which may evolve over time as we undertake more detailed consultation on a project by project basis with our community. The types of neighbourhood actions include:

- new public open spaces, including exploring land acquisition opportunities
- expansion of existing open spaces
- upgrades to existing open spaces
- play space upgrades
- new pedestrian crossings
- landscape masterplans
- foreshore upgrades
- dog off-leash areas
- temporary projects
- street tree planting
- advocacy and partnerships
- structure plans

Strategies, guidelines and timeframe

The Victorian Government is currently implementing the Fishermans Bend Framework and preparing Precinct Implementation Plans for the neighbourhoods of Montague and Sandridge / Wirraway in Fishermans Bend. This will inform the future public space network; therefore no specific actions for Fishermans Bend are included in the Action Plan.

Our timeframes

The Action Plan has three stages for delivery:



What's happening in your neighbourhood?

Our City is made up of nine neighbourhoods (two in Fishermans Bend), each with their own distinctive character and community. While the City-wide spaces (the foreshore and Albert Park Reserve) contribute significantly to the overall network, the public spaces in each of the City's neighbourhoods are greatly valued by our community. Take a look at the key moves in each neighbourhood below.



1

Port Melbourne

- Improve the quality and diversity of three existing open spaces to increase appeal and level of use (Buckingham Reserve, Graham Street Underpass and Station Pier Linear Park).
- Prepare a framework plan to guide the future use and design of Waterfront Place.
- Prepare a landscape masterplan for the Port Melbourne Light Rail Linear Parks, including investigating the opportunity for a dog off-leash area.
- Improve pedestrian amenity in key local streets through increased greening.
- Advocate for improved pedestrian crossings across Williamstown Road to Fishermans Bend.

2

Fishermans Bend: Montague and Sandridge/Wirraway

- Council will advocate to, and partner with, the Victorian Government for:
- improving the quality and diversity of existing open spaces (Elder Smith Reserve, JL Murphy Reserve, North Port Oval and Kirrip Park)
 - early delivery of key open spaces within Fishermans Bend to respond to population growth
 - improved connectivity between public space in Fishermans Bend, South Melbourne and Port Melbourne
 - delivering high quality public spaces with a range of uses and functions to meet the needs of the future community.

3

Albert Park / Middle Park

- Improve the quality of two existing open spaces (Gasworks Arts Park and Moubray Street Community Park).
- Improve pedestrian amenity in key local streets through increased greening and seating.

4

South Melbourne

- Investigate the opportunity for two new open spaces (one in the South Melbourne Activity Centre and one in the South Melbourne Employment Area).
- Improve the quality and diversity of four existing open spaces (Ludwig Stamer Reserve, Sol Green Reserve, Eastern Reserve North and St Vincent Gardens).
- Increase the size of two existing open spaces (Sol Green Reserve and Eastern Reserve North) through reallocation of road space.
- Upgrade the Skinners Adventure Playground.
- Improve pedestrian amenity in local streets through increased greening.
- Advocate to Parks Victoria for a seamless connection between Albert Road Reserve and Albert Park Reserve as part of the Shrine to Sea project.

5

St Kilda Road

- Create a new public plaza in the Domain Precinct through reallocation of road space (Cobden Street Pocket Park).
- Increase the size of Bowen Crescent Reserve through reallocation of road space.
- Improve pedestrian amenity in local streets through increased greening.
- Advocate to Parks Victoria for public access to Albert Reserve and improved pedestrian connections and access into Albert Park Reserve.
- Investigate agreements with local schools to enable public access to their open spaces.

6

St Kilda / St Kilda West

- Create a new plaza outside the Palais Theatre through reallocation of road space.
- Improve the quality and diversity of six existing open spaces, including those along the foreshore (Acland Street Plaza, Pier Road, St Kilda Pier Landside, Rotary Park, South Beach Reserve and St Kilda Botanical Gardens).
- Upgrade the St Kilda Adventure Playground.
- Improve foreshore paths and cross-over safety between Donovans and Marina Reserve
- Improve pedestrian amenity in key local streets through increased greening.
- Engage in advocacy and partnership projects for the foreshore including St Kilda Pier and St Kilda Marina.

7

Elwood / Ripponlea

- Trial the expansion of Glen Eira Avenue Reserve in Ripponlea through reallocation of road space.
- Improve the quality and diversity of four existing open spaces along the foreshore to increase appeal and level of use (Clarke Reserve, Elwood Park and Elwood Foreshore, Glen Eira Avenue Reserve and Point Ormond Reserve).
- Support a dog off-leash area at MO Moran Reserve.
- Improve pedestrian amenity in key local streets through increased greening and seating, including along the shopping strip on Ormond Road.
- Investigate providing ongoing access to the Rippon Lea Estate through a long-term agreement with the National Trust of Australia.

8

Balacalava / St Kilda East

- Trial four temporary new spaces (two in Balacalava and two in St Kilda East).
- Undertake temporary beautification to a portion of the Green Line from Balacalava Station.
- Create two new small local open spaces (one in St Kilda East and one in Balacalava).
- Investigate the acquisition of land for additional new open space in St Kilda East.
- Increase the size of two existing open spaces (Pakington Street Reserve and Woodstock Street Reserve).
- Improve the quality of two existing open spaces (Alma Park East and Hewison Reserve).
- Improve pedestrian amenity in key local streets through increased greening and improve the existing pedestrian crossing to Alma Park.
- Investigate a partnership opportunity with the National Trust and Glen Eira City Council for access for the City of Port Phillip community to Glenfern Estate.
- Advocate to and partner with the Southern Metropolitan Cemeteries Trust to make the St Kilda Cemetery a more accessible, user-friendly public space.



Public Space Strategy 2022-32

Volume 1

For more information, please contact us via:
portphillip.vic.gov.au/contact-us

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普通話	9679 9858	Русский	9679 9813
Polski	9679 9812	Other	9679 9814



Places for People: Public Space Strategy 2022-32

Volume 2

portphillip.vic.gov.au



Community vision

Proudly Port Phillip

A liveable and vibrant City that enhances the wellbeing of our community

Strategic Directions



Inclusive Port Phillip

Port Phillip is a place for all members of our community, where people feel safe and supported, respected and comfortable being themselves and expressing their identities.



Liveable Port Phillip

Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth is well managed, and it is easy to connect and travel within.



Sustainable Port Phillip

Port Phillip has a sustainable future, where our community benefits from living in a bayside city that is cleaner, greener, cooler and more beautiful. The importance of action in this area is emphasised by Council declaring a Climate Emergency in 2019.



Vibrant Port Phillip

Port Phillip has a flourishing economy, where our community and local business thrives, and we maintain and enhance our reputation as Melbourne's cultural and creative heart. The importance of action in this area is emphasised by Council declaring an Economic Emergency.



Well-Governed Port Phillip

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

Places for People: Public Space Strategy 2022-32

Volume 2

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Acknowledgement

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

Mayor's message

Cr Marcus Pearl
Mayor, City of Port Phillip

On behalf of the Councillors, I am pleased to publicly release Council's Places for People Public Space Strategy 2022-32.

Council is committed to supporting the ongoing delivery of high quality, multi-purpose and community-driven public space in our City. This strategy is underpinned by the **Liveable** Strategic Direction of our **2021-2031 Council Plan**. Liveable means Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth are well managed, and it is safer and easy to connect and travel within.

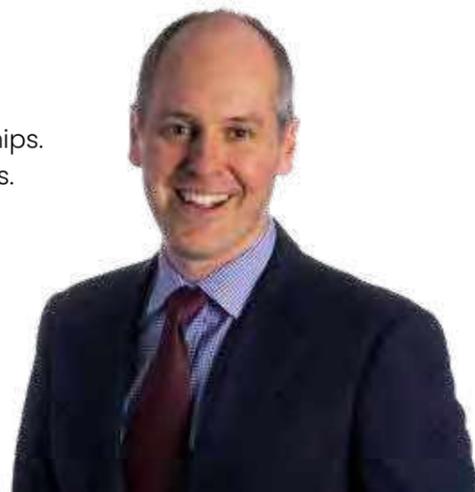
This strategy has been prepared in close collaboration with our community to deliver on the Council Plan commitment over the next 10-years by including City-wide outcomes including:

- diverse, attractive and inclusive spaces
- blue-green spaces
- active spaces
- better access to public spaces
- sustainable spaces
- vibrant and adaptable spaces
- cultural spaces.

This long-term plan outlines the challenges, outcomes, prioritisation approach and actions required to realise the full potential of Port Phillip's already enviable public space network. It will transform our existing spaces through an integrated 10-year Action Plan that will guide the operation, delivery, upgrade and design of public spaces for each neighbourhood across the City. This includes the following types of neighbourhood actions:

- New public open spaces.
- Expansion of existing open spaces.
- Upgrades to existing open spaces.
- Play space upgrades.
- New pedestrian crossings.
- Landscape masterplans.
- Foreshore upgrades.
- Dog off-leash areas.
- Temporary projects.
- Street tree planting.
- Advocacy and partnerships.
- Strategies and guidelines.

Marcus Pearl
Mayor
City of Port Phillip



Council is committed to supporting the ongoing delivery of high quality, multi-purpose and community driven public space in our City.



About public space

Public Space Strategy vision statement

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 into the future.

What is public space and why is it important?

Public space contributes to the liveability of our City and defines our unique sense of identity and place. It is open and accessible to people. It is essential to our physical and mental wellbeing. It is where we meet our friends, exercise, play sport and relax. It is generally publicly owned and includes footpaths, urban plazas, parks, sports fields and beaches.

Well designed public spaces have social, economic and environmental benefits. Research has identified that there are measurable improvements to people's physical and mental health if they live and work near green public space, and that public space is an essential part of creating sustainable urban communities, particularly as urban density increases (WHO, 2016; Victorian Government, 2012; Deakin University, 2010). It is vital that we ensure equitable access to high quality public spaces in our City.

As our City continues to grow and change, Council has observed an increased demand for the use of public open space for physical exercise, access to playgrounds and facilities, changes to community sport as well as a much greater community value placed on the mental health benefits derived from public space.

In this strategy, public space is described in the following ways:



Public open space

Referred to in this strategy as open space – parks, gardens, reserves, the foreshore and urban spaces.



Contributory public space

Public space such as waterways, civic plazas, forecourts and Victorian Government owned and managed land (such as schools).



Shopping strips (activity centres)

These are the destination public spaces which people visit to socialise and relax.



Publicly accessible space on private land

Spaces that are linked to major commercial and residential buildings that are privately owned but accessible to the public.



Streetscapes

These are the key streets that link our public spaces and shopping strips.

Our public space network

Port Phillip has an excellent public space network, with approximately 353 hectares of open space distributed over 169 individual places (comprising 17 per cent of our city), as well as some noteworthy public spaces that adjoin our municipality such as Fawkner Park, Kings Domain/ Melbourne Royal Botanic Gardens, Ripponlea Gardens and Elsternwick Park.

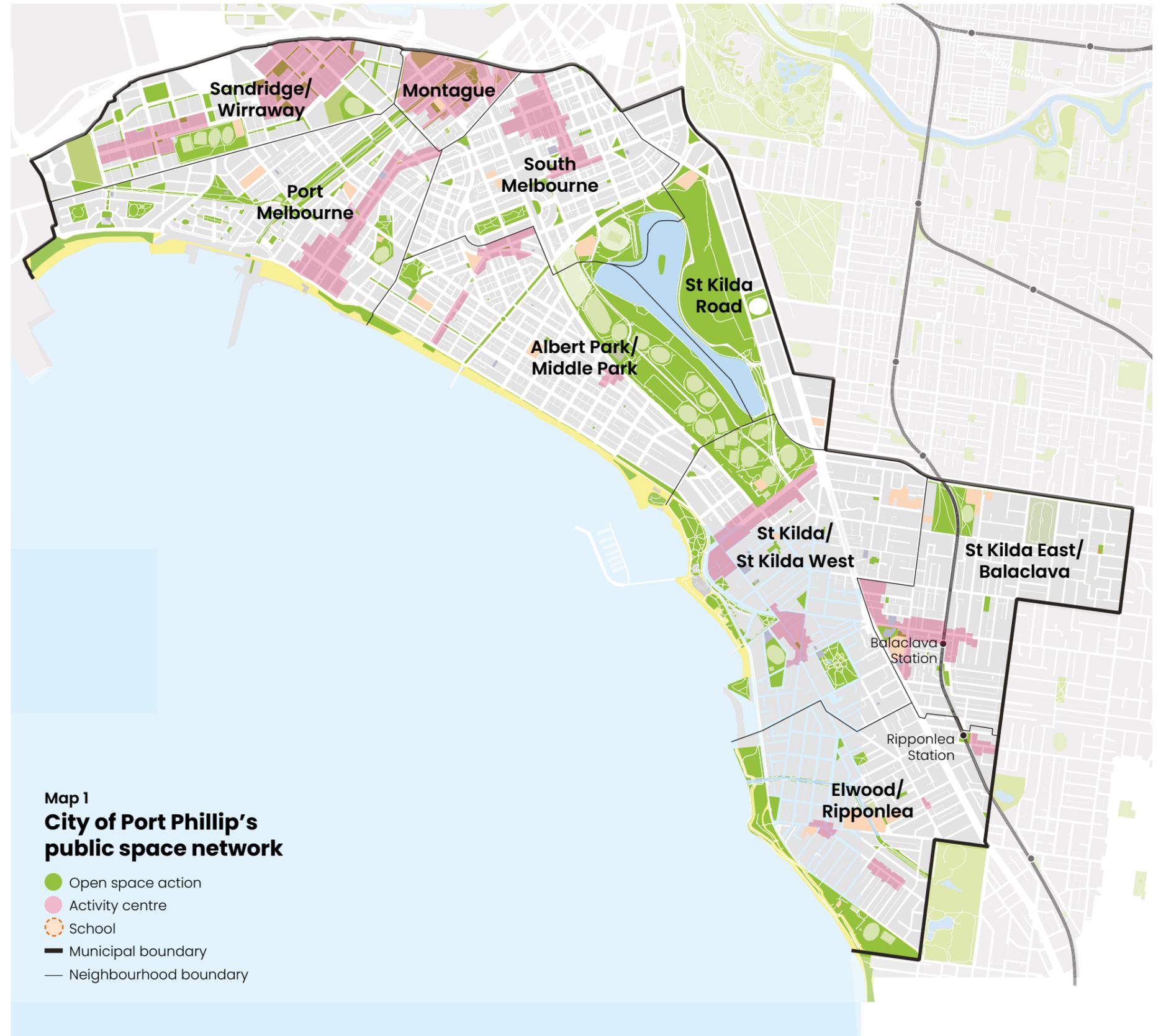
The amount of public space varies in each neighbourhood across our city, ranging from 5 per cent of the neighbourhood in Balaclava / St Kilda East to 31 per cent in Albert Park / Middle Park.

The foreshore and Albert Park Reserve are by far our largest open spaces, contributing significantly to the public space network and attracting people from across greater Melbourne and beyond.

We also have a number of medium-sized open spaces (including Alma Park, St Kilda Botanical Gardens, St Vincent Gardens and JL Murphy Reserve). These are complemented by a range of smaller open spaces in each neighbourhood within a short, easy and safe walking distance of the local community without having to cross major roads or other physical barriers such as railways or waterways.

In addition to open space, each of our neighbourhoods have a range of public spaces in our 'shopping strips', key streets that link public spaces, and the foreshore, as well as contributory public spaces (such as church grounds). St Kilda Road neighbourhood has many publicly accessible private spaces. **Map 1** shows our public space network.

Our spaces are generally well-spread across the City, with all our neighbourhoods having access to public space.



Public Space Strategy

What is the Public Space Strategy and why do we need it?

The Places for People: Public Space Strategy 2022 – 2032 is the vision and blueprint for an enhanced public space network in our City. The strategy informs Council’s ongoing planning and investment in public spaces and will transform our existing spaces through an integrated action plan for each of our neighbourhoods.

The strategy is underpinned by the Liveable Strategic Direction of the Council Plan 2021 – 2031 and supports the delivery of Council’s vision and other core Council strategies, guided by external legislation and plans. Refer to **Figure 1** on page 11.



The Strategy informs Council’s ongoing planning and investment in public spaces and will transform our existing spaces through an integrated action plan for each of our neighbourhoods.

Figure 1

Strategic context

Level 1 documents

United Nations Sustainable Development Goals

Aims to build a better world for people and our planet by 2030 by managing issues including water, energy, climate, oceans, urbanisation, transport, science and technology.

Level 2 documents

Environment Protection Amendment Act 2018

Provides a framework to control and manage contaminated land in public space.

Open Space Strategy for Metropolitan Melbourne 2021

Guides all levels of government in the planning, management and delivery of the metropolitan Melbourne public space network over the next 30 years.

Albert Park Master Plan

Establishes a shared community vision and long term framework to ensure Albert Park Reserve continues to offer a diverse range of high quality visitor experiences within an urban parkland setting.

United Nations Sustainable Development Goals

Aims to build a better world for people and our planet by 2030 by managing issues including water, energy, climate, oceans, urbanisation, transport, science and technology.

Level 3 documents

Council Plan 2021 – 31

Liveable Port Phillip – Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth are well managed, and it is safer and easy to connect and travel within.

Primary strategic direction link to the Public Space Strategy

- **Inclusive Port Phillip** – Port Phillip is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.
- **Sustainable Port Phillip** – Port Phillip has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient. The importance of action in this area is emphasised by Council declaring a Climate Emergency in 2019.
- **Vibrant Port Phillip** – Port Phillip has a flourishing economy, where our community and local business thrive and we maintain and enhance our reputation as one of Melbourne’s cultural and creative hubs. The importance of action in this area is emphasised by Council declaring an Economic Emergency in 2020.

Port Phillip Planning Scheme

Sets the vision and objectives for public space in the City of Port Phillip through a Local Planning Policy framework.

Level 4 documents

Public Space Strategy

Move, Connect, Live – Integrated Transport Strategy 2018 – 28

Sets the key priorities to ensure a well-connected transportation future for our City, with a transport network, streets and places that cater for our growing, health and safe community.

Act and Adapt – Sustainable Environment Strategy 2018 – 28

Establishes Council’s commitment to environmental sustainability for the organisation and the wider community, ensuring we are continuing to increase greening, biodiversity and using water efficiently in our public spaces.

Don’t Waste It – Waste Management Strategy 2018–28

Provides the blueprint for how Council and the community will work together to create a more sustainable future for our City, ensuring our streets, public spaces and foreshore areas are kept to a high standard.

Art and Soul – Creative and Prosperous City Strategy 2018 – 22

Describes the actions Council will take to deliver a creative and prosperous future for our community, ensuring our public places are dynamic and distinctive, activated through art and cultural events.

Level 5 documents

Accessibility Action Plan 2022 – 2024 (draft)

Formalises Council’s commitment to improving the equitable participation and inclusion for people with disability within our community.

Foreshore Management Plan 2012

Establishes the long term strategic vision and direction for the Port Phillip foreshore, providing a framework for future use of the foreshore considering the range and complexity of coastal issues.

Greening Port Phillip, An Urban Forest Approach 2010

Provides the strategic framework and policy context for the management of trees in the City of Port Phillip, ensuring that greening in our public spaces enhances the amenity, liveability, character, sustainability and biodiversity of our City.

Getting our Community Active: Sport and Recreation Strategy 2015 – 2024

Establishes a shared Council and community vision to guide the planning, provision and maintenance of high quality sport and recreation infrastructure across our City.

Playspace Strategy 2011

Sets the vision, policy context and framework to ensure Council continues to provide an equitable distribution of existing and new play spaces for children, young people, carers and the local community to play, socialise and relax together.

Council's role in public space

Trusted service provider

We provide high-quality, community-driven public spaces that form a network of active, vibrant places contributing to the overall wellbeing of our City.

Trusted partner

We work with a range of partners to deliver and maintain our network of public space.

Trusted advisor

We monitor and report against key measures outlined in this strategy to share our progress and identify areas for further improvement.

Trusted steward

We recognise the intrinsic connection of the Traditional Owners to Country and acknowledge their contribution in the management of land, water and resources. We will continue to work closely with Traditional Owners in the management of our open spaces.

We will be a sector leader in managing and delivering well-used and high quality public space. We acknowledge that Council is a temporary and environmental steward of the land for future generations.

Our partners

Initiatives outlined in this strategy require significant collaboration between Council and stakeholders including our community, the Victorian Government, neighbouring councils, public and community sector organisations, and the private sector including developers.

State and Local Government

Advocate for, and develop partnerships with, the Victorian Government and neighbouring councils to maximise the benefits of our public spaces and those in adjacent municipalities, including the potential joint delivery of new public spaces where appropriate.

Land owners and developers

Work with private landowners and developers to deliver new open space where appropriate as development occurs and ensure development outcomes enhance adjacent public spaces.

Our residents and workers

Work with our community (including residents, workers and visitors) to use our public spaces and nature strips, through establishing community gardens, encouraging nature strip planting (in line with policy), running community events and encouraging community stewardship of spaces.



As a trusted steward, we recognise the intrinsic connection of the Traditional Owners to Country and acknowledge their contribution in the management of land, water and resources. We will continue to work closely with Traditional Owners in the management of our open spaces.

The challenges we face

Our City is becoming even more densely populated. Our environment is changing, and technology is shaping our lives in ways that were once unimaginable. This has an impact on our public spaces: how we provide them, how often they get used, who uses them and how often we need to service them. It makes public space even more important to the wellbeing of our community. This strategy is our response to those challenges to ensure we maintain our enviable network of public space and, over time addressing inequities.

We are growing and changing

We are already one of Victoria's most densely populated municipalities and our population will grow to an expected 128,000 people by 2031. As the City's density increases, the role and demand for public space is changing. Nearly half of this growth comes from Fishermans Bend, which will transform the area from an industrial / employment precinct to a residential and mixed-use precinct with approximately 80,000 new residents and 80,000 new jobs by 2050 (DELWP, 2019). Other key areas of growth in Port Phillip are St Kilda Road, St Kilda and South Melbourne.

As more people live in apartments, parks are replacing backyards and urban spaces are becoming the 'living rooms' where people meet and interact. These spaces are an intrinsic part of the City's identity and character and they play a major role in creating a sense of connection for people.

Each of our neighbourhoods has different characteristics. In Albert Park / Middle Park, for example, the population is ageing and many people live in larger houses with backyards. Other neighbourhoods have a larger population of young families with children, and in others, single person households are more common.

Some neighbourhoods have more public space than others, some have historic 'gaps' where there is not currently public space within a short, easy and safe walking distance that is without having to cross major roads or other physical barriers such as railways or waterways). This is particularly true to Balaclava / St Kilda East and South Melbourne. The quality of many of our public spaces is high; however, some spaces are of a lower quality due to things like size, diversity of use and facilities.

Port Phillip's population growth

146,300

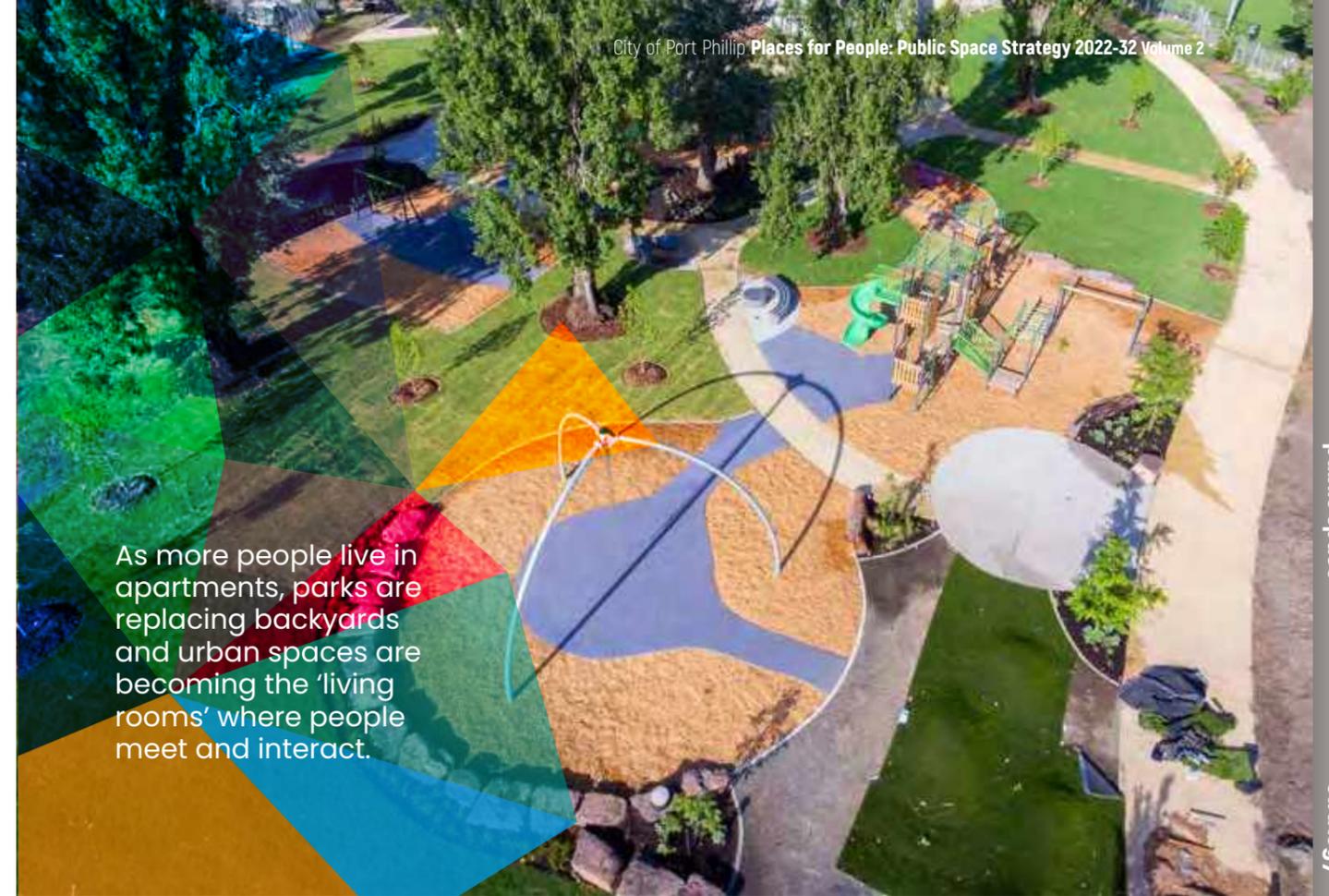
residents by 2031

23%

population growth from 2020

80,000

new residents and new jobs will be in Fishermans Bend by 2050



As more people live in apartments, parks are replacing backyards and urban spaces are becoming the 'living rooms' where people meet and interact.

With the combined challenge of limited land availability and population growth in our City, the demand for public space becomes even more competitive. For our public space network and Council's delivery of services this means:

- new open spaces (including sporting fields) cannot be provided at the rate of population growth (other than within Fishermans Bend)
- more people will be using our open spaces and there will be limited provision of new open spaces. As a result of this, our existing spaces will need to work harder and be maintained more frequently (this includes nature strips and community gardens)
- as usage and amount of open space increases, cost of maintenance will also increase
- our public spaces need to be accessible for all people and all abilities
- as apartment living increases, our community will be more reliant on open space for leisure and recreation
- as more people live alone, they will rely on open spaces for social connectedness
- forecast growth in Port Phillip and greater Melbourne will place more pressure on our open spaces.



Responding to disruptors

The Coronavirus (COVID-19) pandemic highlighted how easily our cities can be disrupted by unplanned events. It created new and different demands for our public spaces, including a significant increase in the number of people using our spaces at different times of the day and the types of activities being done in our spaces. This has seen increased community interest in upgrading or changing our spaces.

Challenges for our public space network that have arisen as a result of disruptors include:

- managing physical distancing in public spaces while catering for increased use
- managing the transition from temporary to permanent parklets (small public spaces located alongside a footpath or in on-street car parking spaces) and creating a consistent approach to creating new temporary or permanent parklets
- balancing the demand for commercial use of public space in responding to boost economic recovery
- demand for play spaces closer to home
- modifying our streets to increase the safety and comfort of pedestrians and bike riders
- modifying public spaces to ensure those who are vulnerable feel safe
- implementing low cost, temporary initiatives to activate public spaces. This will need to be considered in consultation with the community and key stakeholders."

Adapting to a changing climate

Our City has declared a climate emergency to recognise the challenges that we are currently facing. As the impacts of climate change increase, we will need to change how we design and manage our public spaces and it will become increasingly important to design public spaces that can adapt to a changing climate as outlined in Council's Act and Adapt Sustainable Environment Strategy 2018-2028.

Challenges for our public space network include:

- lower than average rainfall, changing rainfall patterns and inconsistent water supply. This requires changes to the way we manage water and irrigate our open spaces
- rising average temperatures and more days of extreme heat will cause heat-related health stress (for humans, animals and trees). It will become more important for our public spaces to help cool our City and be places of refuge
- more frequent extreme weather events (such as heatwaves, storms and floods), combined with increased urbanisation may impact how our public spaces are used and managed
- sea level rise and storm surges make the foreshore vulnerable and in the long-term (beyond the life of this strategy) may result in areas of the coast being inundated or eroded unless proactive measures are taken
- the changing climate will impact biodiversity, which will require different planting choices and management practices
- rising groundwater levels will make it more difficult and costly to manage contamination of our open spaces and heighten the risk of soil salinity issues
- the cost of remediation of contaminated land is expensive and will continue to increase.

Responding to a different transport future

More people and more cars mean that our streets are becoming more congested. Ride sharing, autonomous and electric vehicles may increase this congestion. Road space makes up approximately 17 per cent of Council controlled land in our City and approximately 20 percent of this road space is used only for car parking.

In line with Council's **Move, Connect, Live Integrated Transport Strategy 2018-2028**, we need to consider new ways to mitigate this and rethink the design and use of our streets to be more focused towards people.

Challenges for our public space network include:

- streets may need to be repurposed (temporarily or permanently) to create new public space such as parklets, playstreets, and bike and walking routes (this may include the removal of car parking in areas where our community considers there is higher value in using parking spaces in alternate ways)
- footpaths may need to be widened for the comfort of increased number of pedestrians or to allow social distancing along key walking routes and shopping streets
- some of our streets are not accessible to people of all abilities and often provide little shade or places to rest.

Rapidly evolving technology

The rapid evolution of technology parallels the increasing demand from our community for innovative ways to use and manage our public space. The digital shift is reshaping how we deliver services and engage our community in decision making.

Challenges for our public space network include:

- changes to technology and the digital environment accelerating faster than we are delivering innovation in our spaces
- lack of technology in our public spaces
- balancing access to new technologies and managing the impact on public spaces (such as shared e-bikes, scooters and electric vehicle chargers)
- being responsive and adaptive to make use of new technologies and solutions.

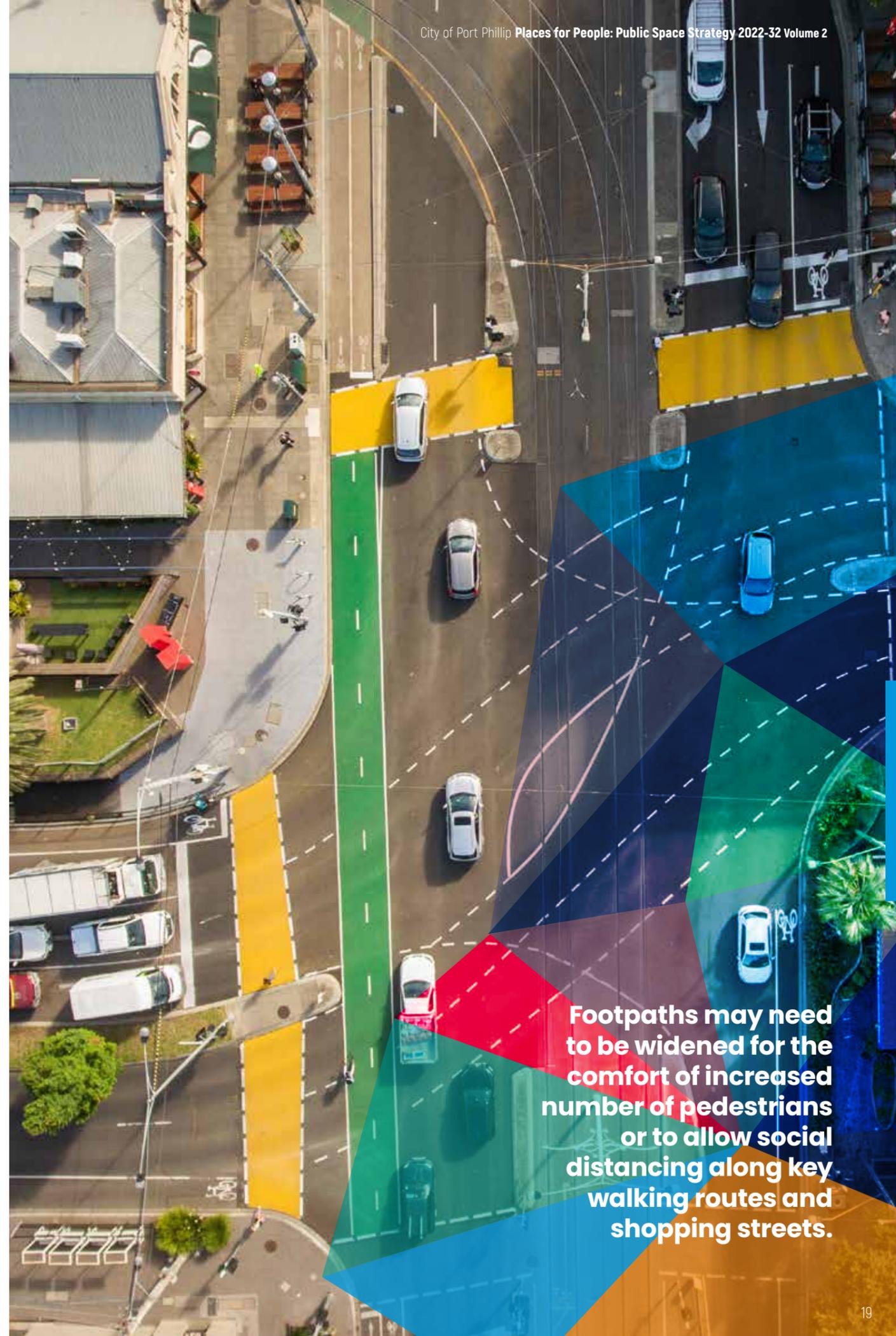
Port Phillip's current transport challenges

17%

of Council controlled land is road space

20%

of the road space used only for car parking



Footpaths may need to be widened for the comfort of increased number of pedestrians or to allow social distancing along key walking routes and shopping streets.

Council's role in public space

Changing economic conditions

The rise of online shopping, the sharing economy and more flexible work models are driving an evolution of our places and the experiences people have in our City. The cost increase land prices, construction, rate capping and remediating contaminated land also needs to be taken into consideration when planning new or upgrading existing public spaces.

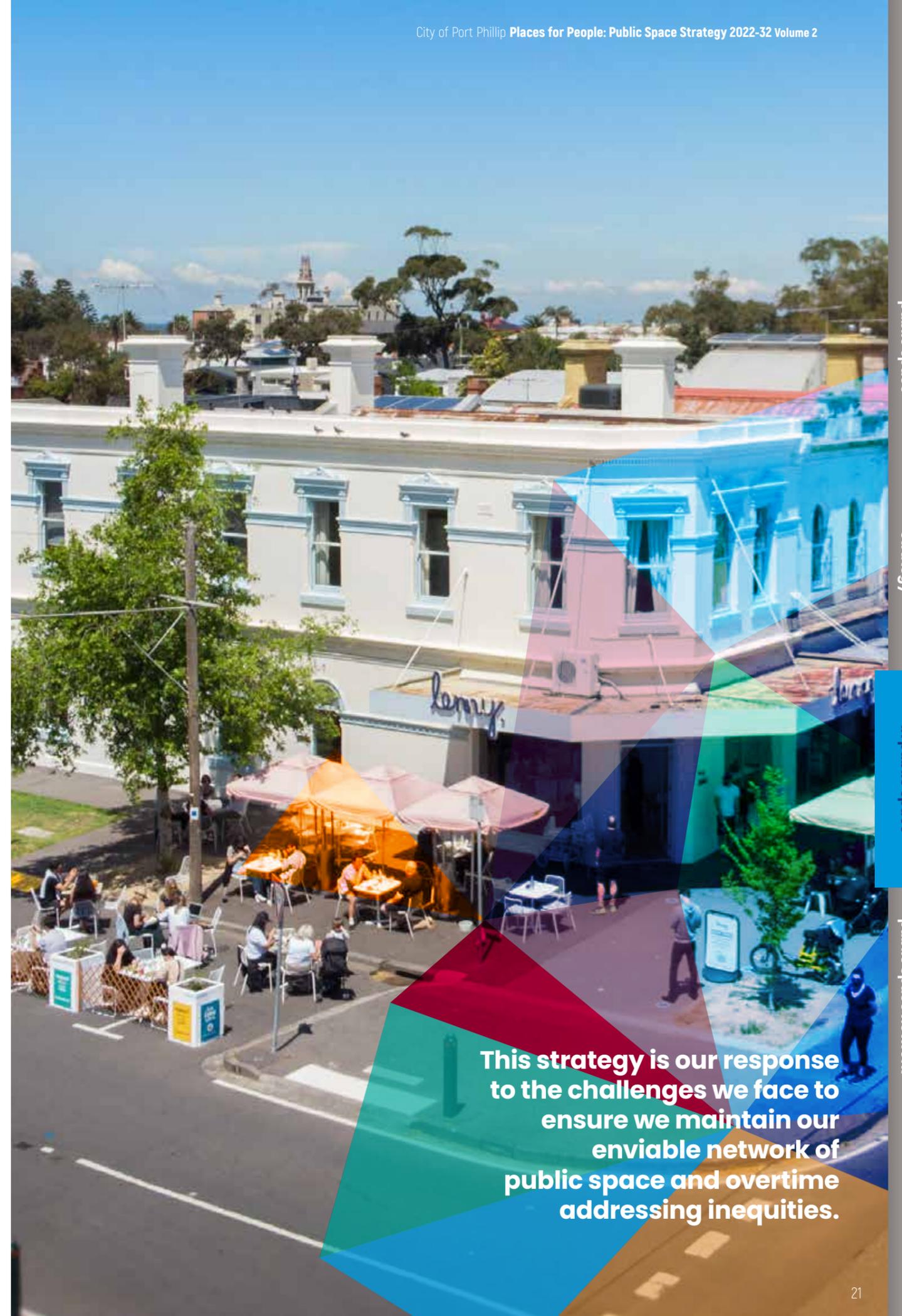
Challenges for our public space network include:

- limited availability of land for new public space in our already built-up City. As a result, there is often competition between the creation of new open spaces and using them for other community services
- ensuring public spaces support the economic activity in our shopping streets to help them thrive
- the maintenance and operation of our public spaces is more difficult and expensive due to increased use of spaces at all hours
- limited financial flexibility to invest in public spaces due to rate capping, rising land costs, competing priorities and the financial effects of COVID-19
- levels of site contamination in our public space mean that it is expensive to remediate land
- increasing costs of utilities, including electricity for lighting and water for irrigation and other facilities.



Economic changes in Port Phillip

The rise of online shopping, the sharing economy and more flexible work models are driving an evolution of our places and the experiences people have in our City.



This strategy is our response to the challenges we face to ensure we maintain our enviable network of public space and overtime addressing inequities.

About public space

Public Space Strategy

Council's role in public space

Transforming our public space network

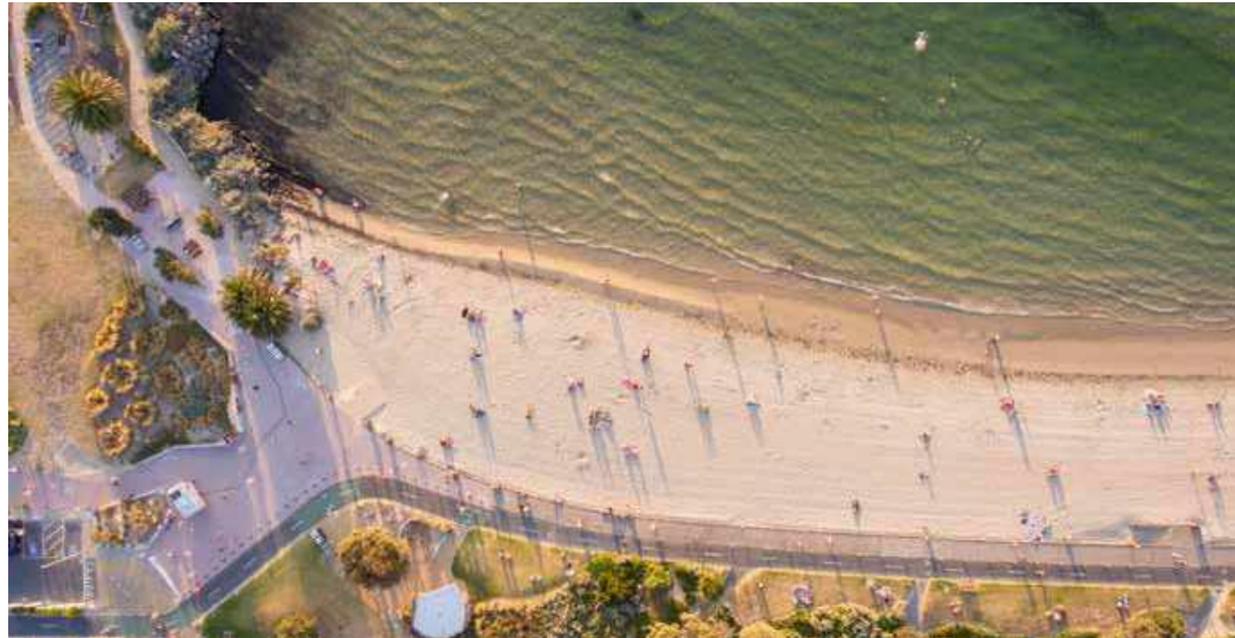
Transforming our public space network

The foreshore and Albert Park Reserve are the largest public spaces in our City, and cross multiple neighbourhoods. We must make sure the key moves for these spaces are considered with our whole city in mind. We also have a number of key projects (both funded and unfunded) that will transform our public space network.

City-wide spaces and transformations

The foreshore

The foreshore is the most popular public space in our City and one of Victoria's major tourist attractions.



Key moves

- Work with the Victorian Government and other coastal land managers around Port Phillip Bay to implement a best practice approach to adapting to the impacts of climate change on the foreshore.
- Improve accessibility and the amenity of connections to the foreshore by advocating for improved pedestrian crossings and improving green links between the foreshore and key public spaces (such as Albert Park Reserve and key retail streets).
- Upgrade public spaces on the foreshore (such as South Beach Reserve, Pier Road, Elwood Park and Point Ormond Reserve).
- 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.
- Update Council's Foreshore Management Plan and develop a Coastal Adaptation Plan to align with this strategy and relevant coastal management legislation.
- Protect and enhance biodiversity along the foreshore and improve connections to key areas.
- Ensure access to the water and foreshore projects are planned and designed to cope with climate change, including projected sea level rise.

What are the specific actions?

See Albert Park / Middle Park, Elwood / Ripponlea, St Kilda / St Kilda West and Port Melbourne neighbourhoods in Volume 3 for specific actions.

Albert Park Reserve

Albert Park Reserve is the largest public space in our City. While it is managed by Parks Victoria, it performs a crucial role in meeting the active and passive recreation needs of our residents.



Key moves

- Advocate to, and partner with, Parks Victoria to implement the Albert Park Reserve Master Plan to improve canopy cover, paths, unstructured recreation and social facilities within the Reserve.
- Advocate for improved and more legible local community access (pedestrian and bike) into and throughout the Reserve.
- Improve green links between the Reserve and the foreshore.
- Continue to advocate for better access into the Reserve from the St Kilda Road neighbourhood.
- Mitigate the impact of the Australian Grand Prix. During the event access to the Reserve is closed to the local community. This is a key tourist event with reduced use for approximately three months of the year.

What are the specific actions?

See Albert Park / Middle Park, St Kilda / St Kilda West, South Melbourne and St Kilda neighbourhoods in Volume 3.

Future transformative projects

Across our City, a series of projects will add to and transform public space in the municipality over the coming years. Some of these are Council projects and some are in partnership with the Victorian Government or private developers.

Transformative Council projects

- **Palais Theatre and Luna Park Precinct Revitalisation** – a new plaza will integrate hostile vehicle mitigation with the public realm and create an accessible, generous and pedestrian-friendly public space outside Palais Theatre and Luna Park.
- **Elwood Foreshore** – a masterplanned approach to Elwood Foreshore is being developed that will consider the needs of both the local community and visitors. It will guide changes to the foreshore buildings, car parking, pedestrian and bike riding connections, public realm and sport and recreation facilities.
- **Cobden Street Pocket Park** – a new gathering place for pedestrians will be provided through a shared zone on Kings Place and Millers Lane as well as the new plaza created through partial road closure of Cobden Street.
- **Activity centres** – as we continue to prepare structure plans for activity centres, we will define where new public spaces could go.
- **New public open space in St Kilda East** – future acquisition of land for new public open space in St Kilda East to address a historic gap in the public space network.

Partnership projects

- **Shrine to Sea** – support the Victorian Government in developing and implementing a master plan for, and the delivery of, the Shrine to Sea corridor (planned for completion in 2023).
- **Fishermans Bend** – support the Victorian Government to deliver a new public space network for Montague and Wirraway / Sandridge by implementing the Fishermans Bend Framework and associated Precinct Implementation Plans.
- **Anzac Station** – support the Victorian Government to deliver a new and improved public realm as part of the delivery of the Anzac Station.
- **St Kilda Pier** – support Parks Victoria to redevelop the iconic St Kilda Pier which, once completed, will provide improved recreational space for more people to enjoy.
- **St Kilda Marina** – work with the private lease holder / developer to unlock the full potential of the site as a working marina and key destination. The quality and quantity of accessible public space within the Marina will be increased for locals, Melburnians and national and international visitors to enjoy.

Temporary projects

- Trial new temporary public open spaces in Balaclava and St Kilda East
- Temporary partial road closures in Balaclava, St Kilda East and St Kilda
- Beautification of a small portion of the Green Line in Balaclava.
- Refer to **Map 2** for a map showing our transformative projects.



Well-designed public spaces have social, economic and environmental benefits. Research has identified that public space is an essential part of creating sustainable urban communities.

Projects requiring further investigation

- **St Kilda Triangle** – the St Kilda Triangle site has a rich and varied history and has the potential to be transformed into an exemplary public space for our community to enjoy. Council will continue to work with the community to guide the future planning and development of this site.
- **Purchase of the VicTrack car park adjacent to South Melbourne Market** – to be further reviewed as part of the South Melbourne NEXT project (requires agreement from VicTrack).
- **Pedestrian crossing at Nightingale Street** – install kerb extensions and a pedestrian zebra crossing across Nightingale Street (part of Balaclava Walk and Green Line).
- **Green Line between Carlisle Street and Grosvenor Street intersection to embankment on southern side** – advocate to, and partner with, VicTrack to plant indigenous trees and grasses along the rail embankment and build a low retaining wall along Railway Place (would need VicTrack approval).
- **Raglan Street section of Green Line** – widen the nature strip on the eastern side of Raglan St by removing some, or all, car parking and build a formal walking path from Alma Road to Inkerman Street, including planting trees and vegetation.
- **York Street (adjacent to South Melbourne Market)** – a more generous and flexible public realm extension that supports additional outdoor trading, casual seating and placemaking opportunities (part of South Melbourne Next Project).
- **Cecil Street (adjacent to South Melbourne Market)** – expansion of the existing public realm in alignment with recent Cecil Street closure trial. Retain cycle way, southbound traffic movements and eastern side parking / loading (part of South Melbourne Next Project).
- **Coventry Street (adjacent to South Melbourne Market)** – a more generous and flexible public realm extension that supports additional outdoor trading, public space, public seating and placemaking opportunities (part of South Melbourne Next Project).



Map 2
Transformative and partnership projects

- Public open space
- Activity centre
- School
- Municipal boundary
- Neighbourhood boundary

Actions

Transformative Council projects

- 1 Palais Theatre and Luna Park Precinct Revitalisation
- 2 Anzac Station
- 3 Cobden Street Pocket Park
- 4 New public open space in St Kilda East
- 5 Elwood Foreshore

Partnership projects

- 6 Shrine to Sea
- 7 St Kilda Pier
- 8 St Kilda Triangle
- 9 St Kilda Marina
- 10 Fishermans Bend

City-wide outcomes

The challenges set out earlier in this document have a key influence on the future of our City and the public spaces within it. Responding to these challenges requires innovative approaches to the future provision and management of open space.

The key moves listed under the outcomes below are a mixture of Council's business as usual and investment portfolio statements. The key investment portfolio projects will be prioritised annually through Council's budget build process.

The business as usual moves will be implemented with each operational and capital project that Council undertakes relating to public space.



Diverse, attractive and inclusive

Our public spaces are designed with all people and their needs in mind. Everyone, no matter their age, gender, ability or background, should feel welcome in our public spaces. Our spaces are able to host a variety of uses including active, informal and passive recreation for everyone to enjoy.

Key moves

- Design and manage spaces for more than one use to increase appeal and level of use (e.g. sporting facilities, dog off-leash areas, events, casual and unplanned activities and play etc).
- Investigate opportunities for new dog off-leash areas in all open spaces, including beaches. Review permitted times in existing areas."
- Partner with the community and developers to ensure that spaces such as building forecourts, church grounds and privately-owned public spaces are shared and well-used
- Involve the community in the design of public spaces.
- Develop a Universal Design guideline to assist Council decision-making on the design and management of public spaces
- Support and manage community festivals, major events and commercial activity in public space through the implementation of the **Event Strategy 2018-22, the Outdoor Events Guidelines** and **Commercial Recreation Policy**.
- Co-locate public spaces and community facilities to encourage shared use
- Prepare an overarching framework to support Council in managing the shared use of public open space. This includes, but is not limited to, formal and informal sport and recreation, commercial uses, festivals, events and activations, dogs, community gardens and public space infrastructure.
- Partner with the Victorian Government to repurpose and reimagine underused areas for public use (e.g. VicTrack for railway reserves, Department of Health and Human Services for public housing, Department of Transport for rail, tram and road underpasses).
- Ensure our spaces are clean and well maintained
- Prepare guidelines to assist Council decision making on supporting the use of laneways for gardening by the community
- Ensure people feel safer in our public spaces
- Prepare a guideline to support the use of public open space for schools, while maintaining access and equity for all public space users.
- Ensure that the design, management and maintenance of our public spaces is informed by Crime Prevention through Environmental Design principles and evidence regarding gender and safety in public spaces
- Prepare guidelines to assist making public spaces safer and more inclusive of people of all genders and sexualities
- Ensure appropriate amenities are available in public spaces and key streets, including shaded seating, appropriate lighting and improved wayfinding.

The Strategy's outcomes

Blue-green

Our public spaces are greener and incorporating water sensitive design and management. A diversity of healthy tree species and vegetation in our streets and public spaces have a positive influence on the health and wellbeing of our community and support a flourishing biodiversity. Incorporating water in public spaces makes our spaces greener and cooler, helps to mitigate flooding and ensure water is not wasted.

Key moves

- Integrate Water Sensitive City principles in the design and management of public spaces. This includes flood mitigation, improving water quality and celebrating water in the landscape.
- Protect existing areas of biodiversity and create new habitats by planting more indigenous and native vegetation, reviewing land management practices, and linking key biodiversity corridors. This work will be done with the involvement of the Traditional Owners of the land of Port Phillip.
- Update Council's Nature Strip Guidelines to be consistent with this strategy and support the use of nature strips for enhanced biodiversity and greening.
- Protect mature trees in our spaces, recognising the role they play in providing shade, amenity value and biodiversity through creating habitat for wildlife.
- Plant long-lived broad spreading canopy trees in public spaces and along key pedestrian and bike links. This will increase canopy cover and shade, assist with carbon capture and improve local character and amenity.
- Plant tree and vegetation species suitable for a changing climate and the improved diversity of the urban forest, ensuring that they thrive for future generations.
- Investigate locations where roads can be repurposed to increase greening.
- Plant long-lived broad spreading canopy trees, garden beds and natural turf areas. This will encourage passive cooling in public spaces and reduce hard impermeable surfaces.
- Develop a new irrigation strategy to guide decision-making on optimising potable water use for irrigation in parks, gardens, reserves and for trees. Plan and deliver projects that increase use of non-potable water.
- Update Greening Port Phillip – An Urban Forest Approach, and the **Greening Port Phillip Street Tree Planting Program 2017-22** to include additional actions identified in this strategy and other core Council strategies.
- partner with developers to support greening, permeability, biodiversity and stormwater detention in public and private spaces in line with **Act and Adapt Sustainable Environment Strategy 2018-28**.

A diversity of healthy tree species and vegetation in our streets and public spaces have a positive influence on the health and wellbeing of our community and support a flourishing biodiversity.



Active

Our public spaces encourage our community to be active and healthy.

Key moves

- Improve function and usability of existing sports grounds. This can be achieved through extending hours of use. Functional improvement can be achieved a consideration of different surface types and enhanced lighting as well as new and improved programming, licensing and agreements.
- Provide for informal sport and recreation as an alternative to organised sport to encourage physical exercise in open space.
- Advocate to Parks Victoria for better use of the sports facilities in Albert Park Reserve.
- Advocate to the Department of Education and Training for community use of school facilities (e.g. ovals and outdoor multipurpose courts) outside of school hours.
- Renew the **Getting our Community Active: Sport and Recreation Strategy 2015-2024** to be consistent with the actions in this strategy where appropriate.
- Update the **Play Space Strategy 2011** to prioritise play spaces for upgrade and renewal.

Better access

Our public space network is more extensive and better connected as we find ways to improve access to parks, gardens, reserves and high quality public space through enhanced green links. This builds, on the movement and place network identified in **Move, Connect Live Integrated Transport Strategy 2018-2028**.

Key moves

- Repurpose road space, where appropriate, to create more useable public spaces, particularly in areas where there are gaps in the public space network.
- Ensure our community is within a short, easy and safe walking distance to public spaces. That is, without having to cross major roads or other physical barriers such as railways or waterways.
- Ensure that public spaces in the City are accessible for people with a disability, in line with Council's Access and Inclusion Plan.
- Develop guidelines to create new public spaces through the acquisition of land and discontinuance of roads and car parking where appropriate.
- Use design tools to trial road closures and the removal of car parking for playstreets and parklets. Design tools could include paint, temporary additions, removal of obstructions, wayfinding and improved interfaces with surroundings.
- Improve connections to public space for everyone through upgrading bike riding networks, walking connections and well-defined defined green links.
- Enhance accessibility and the use of public space through innovative technology such as online booking facilities.
- Repurpose existing restricted public space, where appropriate, to consider a wider range of public uses.

The Strategy's outcomes



Our public spaces contribute to improving community wellbeing and enhancing the identity, sense of place and amenity in our City.

Vibrant and adaptable

Our public spaces contribute to improving community wellbeing and enhancing the identity, sense of place and amenity in our City. Our public spaces can be easily repurposed for physical distancing as well as facilitating increased active transport and stimulating social and economic recovery.

Key moves

- Strengthen the community heart of our neighbourhoods by expanding or improving public space in activity centres as part of a structure planning processes.
- Support the use of our public spaces at all hours rather than just peak times.
- Widen footpaths at the South Melbourne Market, and repurpose road space for pedestrians and market stalls.
- Transform on-street car parking spaces to create parklets for our community to enjoy (e.g. temporary play spaces, greening and outdoor trading).
- Improve coordination and streamline the permitting approvals process.
- Work in partnership with local businesses, our community and other levels of government to ensure our public spaces promote these initiatives.
- Evaluate the success of temporary public space installations and use them as opportunities to accelerate change and create more permanent public space.

Cultural

Our spaces connect people to place and provide the opportunity to celebrate our culture, diversity and creativity.

Key moves:

- involve the Traditional Owners of the land of Port Phillip in the design and management of public spaces
- recognise the heritage significance of public spaces and implement conservation management plans where they exist
- celebrate our creativity and diversity by embedding heritage, art and cultural identity into our spaces
- develop guidelines for locating public art and memorials in public space.

Sustainable

Our public spaces are well maintained and climate resilient so that they can be enjoyed for generations to come.

Key moves:

- Design public spaces to be long-lasting and constructed with high quality materials.
- Design and development of public spaces to consider whole-of-life costs and environmental impacts.
- ensure access to nature and sunlight in all open spaces
- Use plants and other sustainable methods to remediate contaminated soil.
- plan and design our open spaces to be resilient to our changing climate
- Certain public spaces are used by specific individuals and groups more frequently than they are used by rest of the community. We are looking at developing guidelines to ensure those individuals and groups contribute to costs of repair and maintenance of those spaces."

The Strategy's outcomes

Achieving the outcomes

We prioritise our efforts to achieve the above City-wide outcomes using four key criteria. These have been applied to projects contained within this strategy and will be used into the future to assess new ideas, potential projects and requests for public space.

Equity

Access to public space is important to the health and wellbeing of our community. Wherever possible, we prioritise equitable provision in our investment in public spaces across our municipality now and into the future.

Quantity

We are a dense and growing inner city municipality. Wherever possible, we prioritise improving the quality of existing open space and creating new open space (noting that there are limited opportunities to create new open space).

Multiple use

Public space is limited and sometimes contested. We prioritise investment in public spaces that lend themselves to a variety of uses including active, informal and passive recreation for everyone to enjoy and share.

Innovation

We see investment in public space as benefiting current and future generations. That's why we prioritise opportunities to invest in testing and trialling innovative and temporary solutions to deliver short-term outcomes and ensure the benefits of long-term investment are maximised.

In assessing how we prioritise achieving our desired outcomes, first we determine how well a new idea, potential project or request for public space is strategically aligned with this Strategy.

We then look at our available funding (including the likelihood of funding from other sources such as State and Federal Government), consider the cost and, where possible, the associated benefits of projects.

We assess our capabilities and capacity to deliver the project which helps us to determine our key actions."

Strategic alignment, funding and deliverability assessment process

1 Strategic alignment assessment

- Equity
- Quantity
- Multiple use
- Innovation

2 Funding assessment

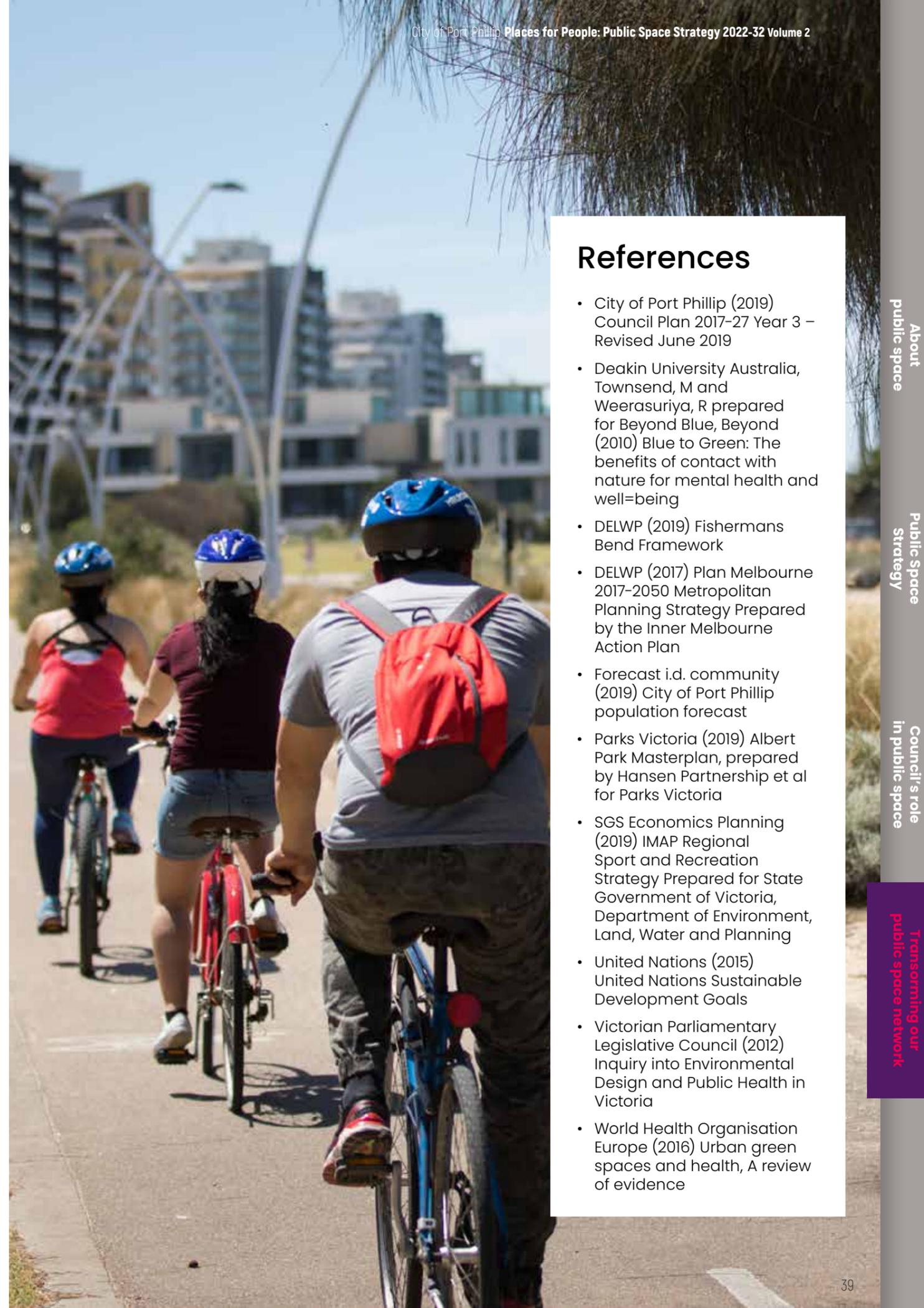
- Partnership opportunities
- Council budget position
- Cost / cost benefit analysis of projects / portfolio

3 Deliverability assessment

- Portfolio capacity and capability

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- Deakin University Australia, Townsend, M and Weerasuriya, R prepared for Beyond Blue, Beyond (2010) Blue to Green: The benefits of contact with nature for mental health and well-being
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- Victorian Parliamentary Legislative Council (2012) Inquiry into Environmental Design and Public Health in Victoria
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Public Space Strategy 2022-32

Volume 2

For more information, please contact us via:
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Polski	9679 9812	Other	9679 9814



Places for People: Public Space Strategy 2022–32

Volume 3

portphillip.vic.gov.au



Community vision

Proudly Port Phillip

A liveable and vibrant City that enhances the wellbeing of our community

Strategic Directions



Inclusive Port Phillip

Port Phillip is a place for all members of our community, where people feel safe and supported, respected and comfortable being themselves and expressing their identities.



Liveable Port Phillip

Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth is well managed, and it is easy to connect and travel within.



Sustainable Port Phillip

Port Phillip has a sustainable future, where our community benefits from living in a bayside city that is cleaner, greener, cooler and more beautiful. The importance of action in this area is emphasised by Council declaring a Climate Emergency in 2019.



Vibrant Port Phillip

Port Phillip has a flourishing economy, where our community and local business thrives, and we maintain and enhance our reputation as Melbourne's cultural and creative heart. The importance of action in this area is emphasised by Council declaring an Economic Emergency.



Well-Governed Port Phillip

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

Places for People: Public Space Strategy 2022-32

Volume 3

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About public space

Action plan

Measuring and reporting

Neighbourhood priority actions

Acknowledgement

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

Our neighbourhoods

Our City is made up of nine neighbourhoods, each with their own distinctive character and community. While the city-wide public spaces (the foreshore and Albert Park Reserve) contribute significantly to the overall network, the public spaces in each of the City's neighbourhoods are greatly valued by our community.

Overall, we have a great existing public space network. The neighbourhood actions in this strategy seek to respond to the city-wide outcomes and resolve some issues with public space. This includes filling gaps in the public space network (particularly in Balaclava/ St Kilda East and South Melbourne) so that open space is accessible to everyone.

The neighbourhood actions also identify opportunities to improve the quality and diversity of our existing public spaces and enhance key links and connections to these spaces.

For each neighbourhood, we considered:

- 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 – people generally travel longer distances to larger spaces and shorter distances to smaller spaces)
- future responses to city-wide challenges.

The neighbourhood actions in this strategy seek to respond to the city-wide outcomes and resolve some issues with public space. This includes filling gaps in the public space network so that open space is accessible to everyone.



Action plan

An action plan has been prepared for each of our neighbourhoods to guide investment in our public spaces. This does not include plans for Montague and Wirraway / Sandridge in Fishermans Bend. The Victorian Government is currently implementing the Fishermans Bend Framework and preparing Precinct Implementation Plans for the Montague and Wirraway / Sandridge neighbourhoods, which will outline the role and function of existing and new public spaces in Fishermans Bend.

How have actions been chosen?

The actions in this strategy (excluding strategies and guidelines and advocacy and partnership projects) have been selected to be fundable and deliverable based on available resources to 2032. If Council wants to deliver more projects, additional resources will be needed.

The four criteria in Volume 2 (equity, quantity, multiple use and innovation) have been applied to projects contained within this strategy and will also be used into the future to assess new ideas, potential projects and requests for public space.

In assessing how we prioritise achieving our desired outcomes, first we determine how well a new idea, potential project or request for public space is strategically aligned with this Strategy. We then look at our available funding (including the likelihood of funding from other sources such as State and Federal Government), consider the cost and, where possible, the associated benefits of projects.

We assess our capabilities and capacity to deliver the project which helps us to determine our key actions. This process is outlined in the **Strategic alignment, funding and deliverability assessment process** diagram.

While consideration has been given to ensuring a spread of projects across all neighbourhoods, some neighbourhoods have more actions than others. For example, neighbourhoods with less open space (such as Balaclava / St Kilda East) have more actions. Neighbourhoods with higher levels of population growth or visitors (such as St Kilda / St Kilda West) also have more actions.

Projects have also been aligned to Victorian Government committed projects to ensure we leverage the best outcomes.

Strategic alignment, funding and deliverability assessment process

1

Strategic alignment assessment

- Equity
- Quantity
- Multiple use
- Innovation

2

Funding assessment

- Partnership opportunities
- Council budget position
- Cost / cost benefit analysis of projects / portfolio

3

Deliverability assessment

- Portfolio capacity and capability



The actions in this strategy (excluding strategies and guidelines and advocacy and partnership projects) have been selected to be fundable and deliverable based on available resources to 2032.

What types of neighbourhood actions are proposed?

- New public open spaces, including exploring land acquisition opportunities.
- Expansion of existing open spaces.
- Upgrades to existing open spaces.
- Play space upgrades.
- New pedestrian crossings.
- Landscape masterplans.
- Foreshore upgrades.
- Dog off-leash areas.
- Temporary projects.
- Street tree planting.
- Advocacy and partnerships.
- Structure plans.
- Strategies and guidelines.

When will actions be delivered?

The Action Plan has been staged for short (2022-25), medium (2026-29) and long (2030-32) term projects, and the project timing for each action can be found in each neighbourhood action plan.

The timeframes for delivery of projects varies and includes design, consultation and construction. Several factors can increase the complexity of delivering projects such as the need to remediate contaminated land, heritage values and external approvals, partnership projects reliant on other parties, or land acquisition.

The prioritisation framework outlined in this strategy is enduring and will be used to guide new ideas, projects, land acquisition and initiatives over time.

What involvement will the community have?

The community have been involved in identifying the actions in this strategy as well as informing the overarching outcomes sought to be achieved by the strategy and the prioritisation approach.

Further consultation will be undertaken in the future during the concept and detailed design stages on specific projects (including proposed road closures) as they commence.

The outcomes of this consultation will influence the way projects are delivered, and in some cases will influence whether it is still feasible to proceed in the manner outlined in this strategy. If it is not feasible to proceed in some cases, this will be highlighted, and the strategy will be updated over time.

How will actions be funded?

The total budget for delivery of neighbourhood open space actions is \$88 million. The action plan has been developed on preliminary cost estimates and more detailed work will be required to establish the cost of remediating contaminated land, land acquisition, detailed design and construction.

Funding sources identified for Council-delivered projects include Council revenue (such as from rates), grants (such as from the Victorian Government) and public open space contributions from new development via the Port Phillip Planning Scheme. The delivery of projects specified in the action plan will be dependent on annual budget allocations through Council's budget process.

The delivery of advocacy and partnership projects in the action plan are dependent on funding and commitment from other key stakeholders, such as the Victorian Government.

The Strategy also includes a range of actions funded by other means, including:

- public space projects delivered by others
- street tree planting and renewal works (via Council budget)
- development of guidelines and strategies (via Council budget)
- additional maintenance cost impacts to the budget. If Council's annual budget changes, or if project priorities change and additional budget is required that Council cannot fund, then alternative funding sources can be considered to bridge the affordability gap including:
 - external funding sources (e.g. Victorian Government grants)
 - delaying the implementation of certain projects
 - reducing targets set in the measures table in this strategy
 - seeking additional funding from Council.

“ The delivery of projects specified in the action plan will be dependent on annual budget allocations, through Council's budget process.

What other public space projects will Council deliver?

In addition to the actions identified in this Strategy, other public space related projects will be delivered by Council, including:



Sport and recreation facilities

These include sporting fields and pavilion upgrades.



Public space in Fishermans Bend

This will be delivered by the Victorian Government or Council.



Ongoing maintenance and renewal

Such as maintenance and replacement of park and foreshore furniture, paths, lighting and play spaces.



Streetscape upgrades within activity centres

These will be determined by future Structure Plans.

Measuring and reporting

The Places for People: Public Spaces Strategy 2022 – 2032 will be reviewed after five years and updated as needed.

Understanding our service levels

What happens if we keep doing the same thing (if we don't change things will get worse)?

- More people will be using our public spaces and they may not be fit-for-purpose.
- Fewer people will be within a short walk of a public space.
- Many public spaces will be limited to single-use activities.
- Underused and under-resourced spaces will not develop to their full potential.
- Our community and the environment may be exposed to existing and new contaminated land and associated risks.
- Our spaces will be more sensitive to the impacts of climate change.

What happens if we make a change (doing things differently)?

- Our public spaces will be able to cater to higher use from more people.
- Nearly everyone will be within a short walk of public space.
- Our public spaces will better meet the needs of the community, including active and passive uses.
- More of our public spaces will be used to their full potential.
- Our community will be kept safe from the risks of contamination.
- Our public spaces will be more resilient to climate change.

As our population increases and the opportunity to create new public spaces continues to be difficult, the percentage of open space per person in our City will decrease. We will respond by ensuring our spaces cater for multiple uses and user groups so that they are used and loved by the community that they service."

Measuring our success

We will be reporting our progress each year through Council’s annual report (unless otherwise stated). Note: the measures do not include the proposed new public space that will be created through the redevelopment of Fishermans Bend.

In addition to the measures below, the Strategy will help to support reaching targets in Council’s other core strategies and policies:

- **Move, Connect, Live – Integrated Transport Strategy 2018–28:**
 - increase in pedestrian and civic space on shopping strips in activity centres to 20% by 2027/28
 - streetscape improvements are delivered as part of tram stop upgrade projects in shopping and activity centres per year to 100% by 2027/28.
- **Act and Adapt – Sustainable Environment Strategy 2018–28:**
 - street tree canopy cover 10% increase on baseline (to 21%) by 2027/28.

City-wide measure	Indicator	Inputs	Reporting timeframes	Reporting location
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 into the future.	Local indicators			
	Percentage of actions in the strategy that are on track (tracked by short, medium and long-term priority timeframes).	2027: 40% to 60% 2032: 60% to 100%	<ul style="list-style-type: none"> • Completion of relevant priority actions. • Five-year review. • Completion of Strategy. 	OneCouncil
	Number of open spaces rated good or high quality.	2027: 40% to 60% 2032: 60% to 100%	<ul style="list-style-type: none"> • Completion of relevant priority actions. • Five-year review. • Completion of Strategy. 	OneCouncil
	Delivery of new open spaces achieved in line with budget/ plan.	2027: 20% to 60% 2032: 60% to 100%	<ul style="list-style-type: none"> • Completion of relevant priority actions. • Five-year review. • Completion of Strategy. 	OneCouncil
	Percentage of municipality within a safe walking distance of parks, gardens and reserves (i.e. without having to cross major roads or other physical barriers such as railways or waterways).	2019 result: 85% 2032 target: 90%	<ul style="list-style-type: none"> • Five-year review. • Completion of Strategy. 	OneCouncil
	City-wide indicators			
	Contracted maintenance standard delivered for open spaces.	2027: 95% 2032: 95%	<ul style="list-style-type: none"> • Five-year review. • Completion of Strategy. 	Council Plan 2021–31
Public space community requests resolved on time.	2019 result: 85% 2032 target: 85%	<ul style="list-style-type: none"> • Five-year review. • Completion of Strategy. 	Council Plan 2021–31	
Resident satisfaction with open space through annual Customer Satisfaction Survey and Neighbourhood Conversations.	2026: 90% 2032: 90%	<ul style="list-style-type: none"> • Five-year review. • Completion of Strategy. 	Council Plan 2021–31	

Neighbourhood priority actions

Albert Park

Made up of the suburbs of Albert Park, Middle Park and a small portion of St Kilda West, this area is well known for its heritage character and wide, tree-lined streets.

Albert Park / Middle Park has 26 open spaces, making up 31 per cent of the total neighbourhood, which is significantly higher than the City's average of 17 per cent. High-quality spaces such as the foreshore and Albert Park Reserve as well as smaller spaces provide a diverse range of recreational facilities for the community. This is our best-serviced neighbourhood with no gaps in the open space network.

Other public spaces include the retail streetscapes of Armstrong Street in Middle Park and Bridport / Victoria Streets in Albert Park as well as contributory spaces including Albert Park College, Albert Park Primary School, Middle Park Primary School and Mary Kehoe Community Centre.

This neighbourhood has an excellent walkable street network with wide road reserves that have space for large canopy trees.

Albert Park/Middle Park is experiencing the least amount of growth of all our neighbourhoods, with a projected population decrease by 2041 (to around 11,900 residents). Older persons aged 50 or more make up the largest proportion of people, compared to the City average, and most people live in houses with backyards.

It is important that public spaces cater to the needs of a diversity of age groups with a focus on provisions for children and older people. Public spaces should also act as places for exercise, socialising and urban greening.

Map 1 shows the actions in Albert Park / Middle Park.



Albert Park at a glance

26

open spaces in totals

50%

and more of the population made up by older people

11,900

residents projected to live in the area by 2041 - the least amount of growth.



Map 1
Albert Park / Middle Park

- Open space action.
- Contributory space.
- Foreshore.
- Activity centre.
- Community building.
- School.
- Proposed new open space.
- - Improve consistent avenue- style street tree planting.

Actions

- 1** Investigate options to plant additional shade trees.
- 2** Finalise Park Plan for major upgrade.
- 3** Transform the **pop-up community park** to a permanent space.
- 4** Partner with the Victorian Government on Shrine to Sea Project.
- 5** Advocate to Parks Victoria to retain the dog off-leash areas and access.

Priority actions: Albert Park

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
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Existing public open spaces

1. Gasworks Arts Park

Finalise the Park Plan in compliance with the Victorian Government’s Contamination Management Action Plan (CMAP). Improve lawn areas, garden beds, paths, play equipment, lighting, seats, picnic tables, drinking fountains and bins. Delivery of the Park Plan is dependent on finalisation of the CMAP and associated environmental assessments.



2. Moubray Street Community Park

Transform the ‘pop-up community park’ to a permanent public open space. Improve access and community use and increase greening and tree planting.



Streetscapes and other public open spaces

3. Armstrong Street

Improve consistent avenue-style street tree planting and seating to link the foreshore, Armstrong Street Shops and Albert Park Reserve.



4. Bridport Street

Improve consistent avenue-style street tree planting and seating to link the activity centre to Gasworks Arts Park, Lemnos Square and the foreshore.



5. Cowderoy Street

Improve consistent avenue-style street tree planting and seating to link the foreshore, Cummings Reserve, Jacoby Reserve, HR Johnson Reserve and Albert Park Reserve.



6. Mills Street

Improve consistent avenue-style street tree planting and seating to link St Vincent Gardens with Dundas Place Reserve/Bridport Street, Victoria Avenue Activity Centre and Kerferd Road medians.



7. Montague Street

Improve consistent avenue-style street tree planting and seating to link St Vincent Gardens with Dundas Place Reserve/Bridport Street, Victoria Avenue Activity Centre and Kerferd Road medians



8. Pickles Street Foreshore

Investigate options to plant additional shade trees to improve the useability of the foreshore reserve.



Advocacy and partnerships

9. Albert Park Reserve

See action 97. In addition, continue to advocate to Parks Victoria to retain the dog off-leash areas and access within Albert Park Reserve.



10. Albert Park, Middle Park and St Kilda West Foreshore

See action 101.



11. Shrine to Sea Project

See action 105.



Balaclava / St Kilda East

Made up of the suburbs of Balaclava and St Kilda East, this neighbourhood's distinctiveness comes from a range of features including a diversity of housing types. This includes the highly-valued and well-loved Alma Park, the civic precinct around the St Kilda Town Hall and the unique retail hub of Carlisle Street. There is a prominent Jewish community that adds a vitality and distinctiveness to the area.

Balaclava / St Kilda East has eight open spaces, making up five per cent of the total neighbourhood area. While Alma Park is one of the highest quality spaces in the municipality, Balaclava / St Kilda East has the lowest amount of open space of all our neighbourhoods, significantly lower than the City average of 17 per cent and has one of the larger historic gaps in our public space network. As such, it is a focus area for additional open space in the future.

Other public spaces include the retail streetscape of Carlisle Street as well as contributory spaces such as the St Kilda Primary School, St Kilda Library forecourt and St Kilda Town Hall surrounds.

Narrow local streets result in a lack of canopy cover and trees. The relatively poor permeability in the street network makes it harder for people to easily and comfortably walk to public spaces. Major roads act as a barrier to safe and easy access to existing open spaces for some in the community, particularly for children, the elderly and those with limited mobility.

Balaclava / East St Kilda is expected to grow by almost nine per cent by 2041 (with over 1,600 additional residents taking the population to around 19,900). This neighbourhood has a diverse community, with a higher proportion of young children and young workers and a lower proportion of older people and people living on their own, compared to the rest of the City. We need new open spaces in this neighbourhood, and the existing spaces should provide the opportunity for children's play, as well as a mix of uses for young families and young adults.

Map 2 shows the actions in Balaclava / St Kilda East.



Balaclava / St Kilda East at a glance

8

open spaces in total

19,900

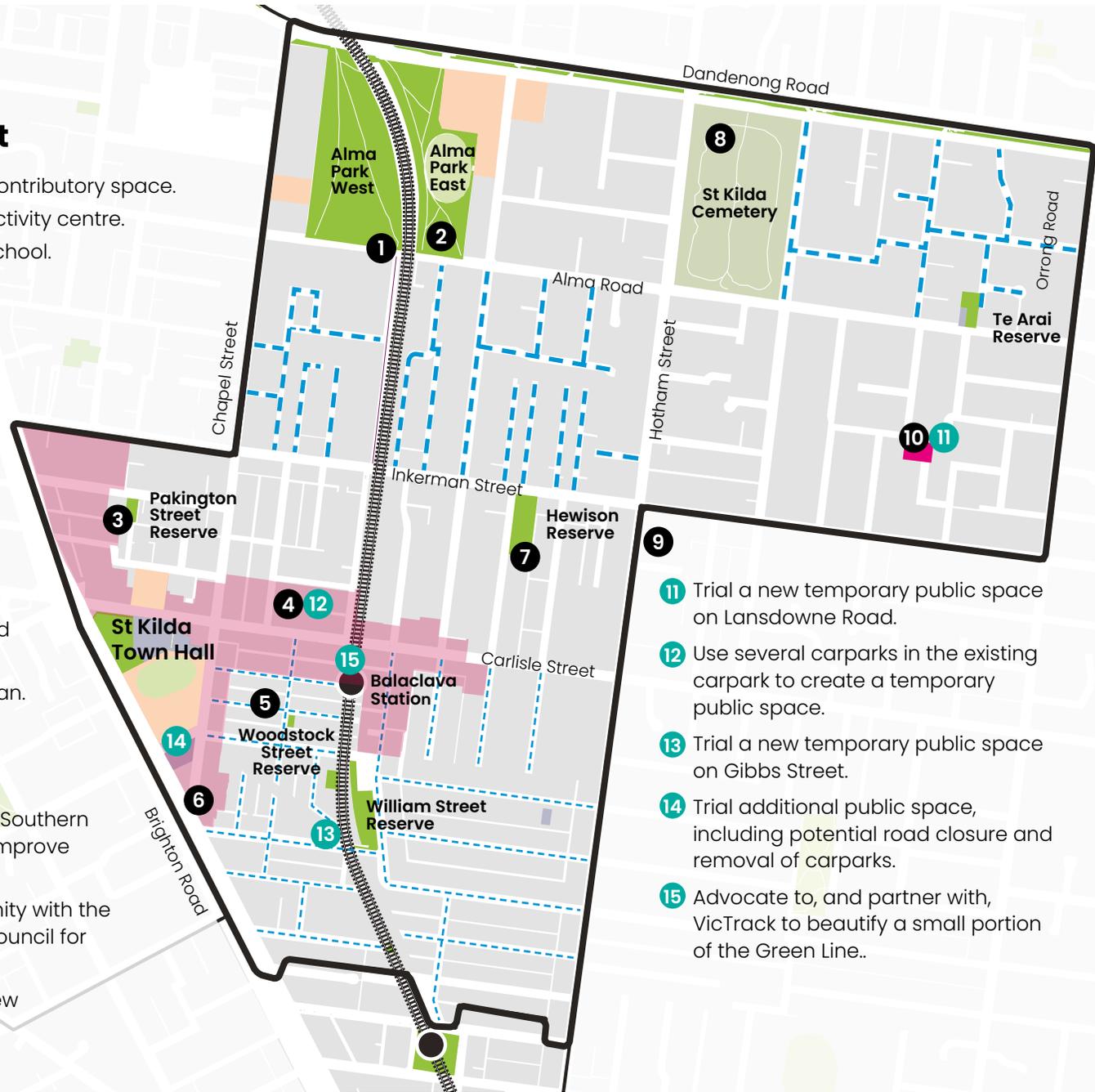
residents projected to live in the area
by 2041.

Map 2 BalACLava / St Kilda East

- Open space action.
- Foreshore.
- Community building.
- Proposed new open space.
- - - Improve consistent avenue-style street tree planting.
- Contributory space.
- Activity centre.
- School.

Actions

- 1** New signalised pedestrian crossing.
- 2** Revitalise the existing play space.
- 3** Expand and upgrade reserve.
- 4** New open space in Carlisle Street Activity Centre.
- 5** Investigate opportunities to expand and upgrade.
- 6** Prepare a new St Kilda Structure Plan.
- 7** Improve play space, accessibility, fencing and investigate sporting opportunities.
- 8** Advocate to, and partner with, the Southern Metropolitan Cemeteries Trust to improve accessibility and usability.
- 9** Investigate a partnership opportunity with the National Trust and Glen Eira City Council for access to Glenfern Estate.
- 10** Investigate options to provide a new small local open space.



- 11** Trial a new temporary public space on Lansdowne Road.
- 12** Use several carparks in the existing carpark to create a temporary public space.
- 13** Trial a new temporary public space on Gibbs Street.
- 14** Trial additional public space, including potential road closure and removal of carparks.
- 15** Advocate to, and partner with, VicTrack to beautify a small portion of the Green Line..

Priority actions: Balaclava / St Kilda East

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
New public spaces			
<p>12. Lansdowne Road Provide a new small local open space in Lansdowne Road to fill the gap in the area bound by Alma Road, Inkerman Street, Hotham Street and Orrong Road.</p>	●		●
<p>13. Carlisle Street Activity Centre As part of any future redevelopment of the Coles Supermarket site and adjacent car park, investigate options to provide a new open space to fill the gap in this area and create a community heart in the Carlisle Street Activity Centre, consistent with the Carlisle Street Activity Centre Structure Plan 2009.</p>			●
<p>14. Land acquisition in St Kilda East Provision for land acquisition for new public open space in St Kilda East. Location to be determined as part of a Land Acquisition and Road Discontinuance Strategy.</p>		●	●
Existing public spaces			
<p>15. Alma Park East Revitalise the existing play space to improve accessibility, enhance nature play and provide enhanced amenities, as well as extending the asset life of the play space.</p>	●		
<p>16. Hewison Reserve Improve play space, accessibility and fencing and investigate the opportunities for inclusion of informal sport.</p>	●		●
<p>17. Pakington Street Reserve Acquire the site adjoining Pakington Street Reserve with the existing Public Acquisition Overlay to expand and upgrade this open space, including the existing play space.</p>			●
<p>18. Woodstock Street Reserve Investigate opportunities to enlarge the reserve through reallocation of road space and undertake an upgrade. Further consultation to occur on removal of car parking.</p>		●	

Priority actions: Balaclava / St Kilda East

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Temporary public spaces			
<p>19. Carlisle Street Activity Centre and Lansdowne Road Trial a new temporary public space in Lansdowne Road (via a road closure) to test the proposed permanent space.</p>	●		
<p>20. Carlisle Street Activity Centre Use several carparks in the existing car park to create a temporary public space until future redevelopment occurs and permanent new public space is delivered.</p>	●		
<p>21. Gibbs Street Trial a new temporary public space in Gibbs Street near the corner of Grosvenor Street (via a temporary road closure) to test a potential new space in this location.</p>	●		
<p>22. Dickens Street Temporary partial street closure of Dickens Street to trial additional public space, including potential road closure and removal of carparks and some beautification (e.g. parklet, planter pots and paint treatments).</p>	●		
<p>23. Green Line Advocate to, and partner with, VicTrack to beautify a small portion of the Green Line from Balaclava Station down to the rail bridge, including planter boxes and public artwork to test and trial future use and inform future investment over time.</p>	●		

Priority actions: Balaclava / St Kilda East

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Streetscapes and other public spaces			
<p>24. Streets in the area bound by Alma Road, Inkerman Street, Chapel Street and Hotham Street: Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>		●	
<p>25. Streets in the area bound by Dandenong Road, Alma Road, Orrong Road and Hotham Street Plant additional street trees where feasible to increase urban greening and shading to improve the pedestrian experience and connections from Balaclava Walk.</p>		●	
<p>26. Streets in the area bound by Carlisle Street, Albion Street/Oak Ave, Brighton Road and Hotham Street Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>		●	
<p>27. Alma Road Provide a new signalised pedestrian crossing over Alma Road to Alma Park East and Alma Park West.</p>		●	
<p>28. Carlisle Street Major Activity Centre Prepare a new St Kilda Structure Plan, which includes consideration of the proposed new open space in the Carlisle Street Major Activity Centre and public realm outcomes. In the meantime, continue to implement the recommendations in the Carlisle Street Activity Centre Structure Plan 2009, including improvements to the pedestrian pavements and crossing points.</p>		●	●
Advocacy and partnerships			
<p>29. Glenfern Estate Investigate a partnership opportunity with the National Trust and Glen Eira City Council for access for the City of Port Phillip community to Glenfern Estate.</p>		●	●
<p>30. St Kilda Cemetery Advocate to, and partner with, the Southern Metropolitan Cemeteries Trust to make the St Kilda Cemetery a more accessible, user friendly public space.</p>	●		●

Elwood / Ripponlea

Made up of the suburbs of Elwood and Ripponlea, this neighbourhood is known for its leafy streets and suburban character with lower urban densities than surrounding neighbourhoods. The local shopping streets with vibrant cafes and restaurants, combined with Elwood Canal, Elster Creek and the Elwood Foreshore, all contribute to its distinctive character.

This neighbourhood has 22 open spaces, making up 13 per cent of the total neighbourhood. This is slightly lower than the City average of 17 per cent. There are some smaller gaps within the municipality in the eastern part of this neighbourhood, and Ripponlea has less open space than Elwood. However, significant open space outside the municipality adjoins this neighbourhood to the east, including Rippon Lea Estate and Elsternwick Park.

Other public spaces include the retail streetscapes of Ormond / Glen Huntly Roads and Tennyson Street, as well as contributory spaces including Elwood Primary School, Elwood College and Elwood Neighbourhood Learning Centre.

While Elwood has excellent walkability with wide, tree-lined streets, Ripponlea has relatively narrow streets with limited opportunity for canopy trees. Crossing major roads is a barrier to safe and easy access to open spaces for some in the community, particularly children, the elderly and those with limited mobility.

This neighbourhood will only experience approximately 1.8 per cent growth by 2041 (over 300 additional residents, taking the population to around 17,400). It has a higher proportion of family households with children, making Elwood School Reserve and Elwood Primary and Secondary schools a central hub for this community.

Many people in this neighbourhood live in medium to high-density housing, increasing the demand and need for public space that provides social and green spaces for families, as well for fitness, exercise and sport.

Facilities in public space need to continue to cater to a diversity of age groups, specifically children and those aged 35 to 49.

Map 3 shows the actions in Elwood / Ripponlea.



Elwood / Ripponlea at a glance

22

open spaces in total

17,400

residents projected to live in the area by 2041.

**Map 3
Elwood / Ripponlea**

- Open space action.
- Contributory space.
- Foreshore.
- Activity centre.
- Community building.
- School.
- Proposed new open space.
- Improve consistent avenue-style street tree planting.

Actions

- 1** Deliver a new fenced dog off-leash area.
- 2** Implement the existing landscape concept plan for Point Ormond Reserve.
- 3** Upgrade play space, accessibility and lighting.
- 4** Continue to strengthen the biodiversity values of, and advocate to, Melbourne Water to enhance the canal.
- 5** Undertake major upgrades associated with the Elwood Foreshore Master Plan.
- 6** Advocate to the Department of Transport for a new signalised pedestrian crossing.
- 7** Investigate a long-term agreement with the National Trust of Australia.
- 8** Investigate options to expand and upgrade the Reserve.
- 9** Trial reallocation of road space to expand the reserve and improve integration with Glen Eira Avenue.



Priority actions: Elwood / Ripponlea

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Existing public open spaces			
31. Clarke Reserve Upgrade the play space, accessibility and lighting and consider better delineation between play and other activities.		●	
32. Elwood Park and Elwood Foreshore Undertake a major upgrade to the open spaces along the Elwood Foreshore associated with the Elwood Foreshore Master Plan.			●
33. Glen Eira Avenue Reserve Investigate options to reallocate road space to expand the reserve and improve integration with Glen Eira Avenue. Upgrade may integrate a future event space to complement the adjoining commercial interface, while retaining the residential interface and green character to Burnett Grey Gardens. Further consultation to occur on removal of car parking.		●	
34. Point Ormond Reserve Implement the existing landscape concept plan for Point Ormond Reserve including upgrades to the play space, picnic and BBQ facilities and paths.	●		
35. MO Moran Reserve Deliver a new fenced dog off-leash area in Moran Reserve.	●		
Temporary public open spaces			
36. Glen Eira Avenue Reserve Trial reallocation of road space to expand the reserve and improve integration with Glen Eira Avenue. May integrate an events space to complement the adjoining commercial interface, while retaining the residential interface and green character to Burnett Grey Gardens.	●		

Priority actions: Elwood / Ripponlea

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Streetscapes and other public open spaces			
37. Streets in the north-east part of the area bound by Southey and Milton Streets, Glenhuntly Road, Broadway and Brighton Road Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.	●		
38. Ormond Road retail street Integrate passive irrigation and additional street tree planting where feasible to improve urban greening and cooling in the heart of the activity centre.		●	
39. Streets in the area bound by Dickens Street, Glenhuntly Road, Marine Parade and Barkly Street Plant additional street trees where feasible, to increase canopy cover and improve pedestrian amenity.			●
Advocacy and partnerships			
40. Elster Creek and Elwood Canal: Partnership Balance strengthening biodiversity with the establishment of linear paths and recreational access. This includes clear sightlines to maintain view corridors for safety. Review the ongoing flood-safety of shared pedestrian and vehicle access across and along the canal in consultation with Melbourne Water.	●	●	●
41. Elwood Foreshore See action 101.	●	●	●
42. Rippon Lea Estate Following the evaluation of the current arrangement, investigate a long-term agreement with the National Trust of Australia for continued access for the City of Port Phillip community to Rippon Lea Estate.	●		
43. Hotham Street, between Glen Eira Road and Nepean Highway Advocate to the Department of Transport for a new signalised pedestrian crossing on Hotham Street to improve access to Rippon Lea Estate.	●	●	●

Port Melbourne

Port Melbourne is considered the ‘gateway to Melbourne’ via Station Pier. The waterfront precinct is home to many visitor attractions such as the foreshore promenade, beaches, and the retail strip along Bay Street as well as greater Melbourne.”

Port Melbourne has 56 open spaces – the highest number of all our neighbourhoods – making up 17 per cent of the total neighbourhood, which is on par with the City average of 17 per cent. Residents and workers in Port Melbourne are in a short and easy walking distance of open space, due to the diverse and well distributed open space network.

Public spaces in Port Melbourne include the foreshore and the retail streetscapes of Bay Street and Centre Avenue. The network also includes contributory spaces such as Port Melbourne Primary School, Port Phillip Specialist School and three publicly accessible private church grounds.”

The street network is well connected, however improvements can be made in the consistency of large broad-spreading canopy shade trees as well as the amenity on some of the major and arterial roads.

Port Melbourne will experience an expected 5.14 per cent increase by 2041 (over 900 additional residents, taking the population to around 18,600). Forecast growth in Fishermans Bend (to the north of this neighbourhood) is high and will likely result in an increased level of use of public space within Port Melbourne.

There is a higher proportion of families with young children and older people in this neighbourhood when compared to the City average. In the future, it will be important to ensure that the network is diverse and caters to a wide range of uses from play to informal sport to passive enjoyment.

Map 4 shows the actions in Port Melbourne.



Port Melbourne at a glance

56

open spaces in total

18,600

residents projected to live in the area by 2041.

**Map 4
Port Melbourne**



Actions

- 1 Investigate the installation of a flying fox.
- 2 New cycle and pedestrian zebra crossing.
- 3 Advocate to the Victorian Government for new Williamstown Road signalised pedestrian crossings.
- 4 Undertake minor upgrade to improve shade and comfort.
- 5 Prepare a framework plan to guide the future use and design of Waterfront Place.
- 6 Upgrade skate park.
- 7 Prepare landscape masterplan for the light rail corridor.

Priority actions: Port Melbourne

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Existing public open spaces			
<p>44. Buckingham Reserve Investigate the installation of a flying fox as a part of the play space.</p>	●		
<p>45. Graham Street Underpass Upgrade the existing skate facility and surrounding open space by removing existing car parking. Install informal recreation infrastructure and improve connectivity to Hester Reserve, Turville Reserve and Cook Reserve.</p>	●		
<p>46. Port Melbourne Light Rail Linear Parks Prepare a landscape masterplan for Cook, Fennell, Gill, Hester, Howe, Page, Smith, Turner and Walter Reserves to increase the diversity of unstructured recreation and social facilities. Investigate if a fenced dog off-leash area can be supported. Protect mature trees and strengthen the indigenous vegetation values along the light rail corridor.</p>	●	●	
<p>47. Waterfront Place Prepare an overall framework plan to guide the future use and design of Waterfront Place integrated with the Station Pier upgrade. This includes consideration of the connectivity to and future use of Beacon Cove Pier, Beacon Cove Promenade, Beach Street Foreshore and the Station Pier Linear Park.</p>		●	●
<p>48. Station Pier Linear Park Undertake minor upgrade with planting additional shade trees between the palms to improve the shade and comfort for people arriving and waiting in this area.</p>		●	●

Priority actions: Port Melbourne

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Streetscapes and other public spaces			
<p>49. Streets in the area bound by Williamstown Road, Ingles Street, Bridge Street and Bay Street</p> <p>Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>		●	
<p>50. Streets in the area bound by Williamstown Road, Boundary Street, Ingles Street and Crockford Street</p> <p>Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>			●
<p>51. Boulevard</p> <p>Provide a new bike and pedestrian zebra crossing between Fred Jackson Reserve and Sandridge Foreshore.</p>			●
Advocacy and partnerships			
<p>52. Port Melbourne Foreshore</p> <p>See Action 101.</p>	●	●	●
<p>53. Williamstown Road – Prohasky Street/Centre Avenue, Beacon Road, Northport Oval and Bridge Street</p> <p>Advocate to the Fishermans Bend Taskforce and the Department of Transport for new signalised pedestrian crossings at Williamstown Road and Prohasky Street / Centre Avenue, Beacon Road, Northport Oval and Bridge Street. This will improve access to Centre Road Medians and Sandridge Foreshore, and connect JL Murphy Reserve, Garden City Reserve and the Beacon Vista to Beacon Cove Promenade, consistent with Council’s Move, Connect, Live: Integrated Transport Strategy 2018-28.</p>	●	●	●

South Melbourne

South Melbourne is one of the oldest neighbourhoods in our City. Clarendon Street, Coventry Street and South Melbourne Market attract both locals and visitors. The neighbourhood has a mix of residential, civic and business uses. The area also includes a significant cluster of creative industries and their workers.

South Melbourne has 18 open spaces, making up 14 per cent of the total neighbourhood. This is lower than the City average of 17 per cent. While this neighbourhood has a diversity of open spaces, including Skinners Adventure Playground, Albert Park Reserve and St Vincent's Gardens, one of the larger historical gaps in our open space network is in the north-east of this neighbourhood within the South Melbourne Major Activity Centre.

Other public spaces include the retail streetscape of Clarendon Street as well as contributory spaces including South Melbourne Market, South Melbourne Park Primary School, South Melbourne Town Hall and Park Towers. Publicly accessible private spaces include two church grounds.

The street layout is made up of wide, well connected streets, many with excellent canopy cover and greening. Laneways also contribute to pedestrian permeability.

South Melbourne is expected to experience significant population growth of 14.72 per cent growth by 2041 (over 1,695 additional residents, taking the population to around 13,200 residents). It is also likely that the number of workers in this neighbourhood will increase, and the use of public space in South Melbourne may also increase due to the projected growth in Fishermans Bend.

This neighbourhood has a higher than average proportion of older people and family households with children, and lower proportion of residents aged between 18 and 34, compared to the rest of our City.

This means that the existing excellent access to sporting and recreation facilities should be retained and the diversity of facilities for families and social facilities improved.

Map 5 shows the actions in South Melbourne.



South Melbourne at a glance

18

open spaces in total

13,200

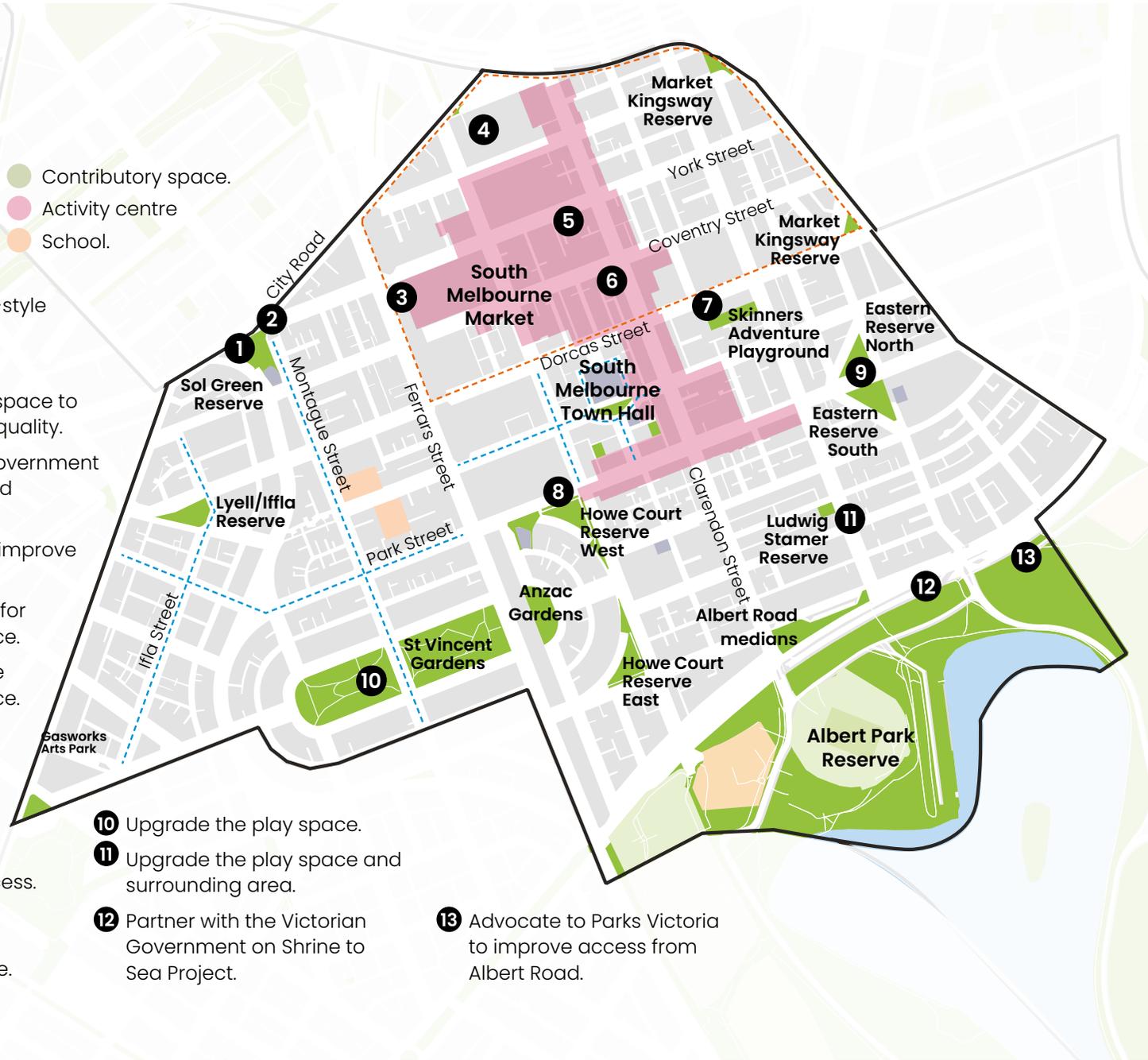
residents projected to live in the area by 2041.

Map 5 South Melbourne

- Open space action.
- Foreshore.
- Community building.
- Proposed new open space.
- Contributory space.
- Activity centre
- School.
- Improve consistent avenue-style street tree planting.

Actions

- 1** Upgrade the park and play space to improve the character and quality.
- 2** Advocate to the Victorian Government to improve existing signalised intersection.
- 3** Investigate opportunities to improve pedestrian safety.
- 4** Investigate location options for a new small local open space.
- 5** Investigate options to create a new small local open space.
- 6** Prepare a new South Melbourne Structure Plan.
- 7** Prepare Adventure Playground Strategy.
- 8** Advocate to the Victorian Government to improve access.
- 9** Investigate the potential to expand the Reserve and identify options for future use.
- 10** Upgrade the play space.
- 11** Upgrade the play space and surrounding area.
- 12** Partner with the Victorian Government on Shrine to Sea Project.
- 13** Advocate to Parks Victoria to improve access from Albert Road.



Priority actions: South Melbourne

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
New public open spaces			
<p>54. New small local open space in South Melbourne Activity Centre As part of the development of the South Melbourne Structure Plan, investigate options to create a new small local open space to provide for residents and workers in this area and fill the gap in the area bounded by Dorcas Street, Clarendon Street, City Road and Ferrars Street. There are opportunities to consider repurposing parts of existing public land adjoining South Melbourne Market.</p>			●
<p>55. New small local open space in South Melbourne employment area As part of the development of the South Melbourne Structure Plan, investigate location options for a new small, local open space in the heart of the employment area to fill the gap in the area bounded by Clarendon Street, Dorcas Street, Kings Way and West Gate Freeway. The open space should be located away from major arterial roads and provide a protected and peaceful green open space that encourages people outdoors as a break from work.</p>			●
Existing public open spaces			
<p>56. Ludwig Stamer Reserve Upgrade the play space and surrounding area to improve its condition and play experience, informed by the Playground Safety Audit, and encourage connections to nearby nature strip plantings.</p>	●		
<p>57. Skinners Adventure Playground Prepare Adventure Playground Strategy to determine the scope of a future upgrade and consider increased public access.</p>	●	●	
<p>58. Sol Green Reserve Upgrade the park and play space to improve the character and quality of facilities, strengthening its role as a local community space. Investigate opportunities to enlarge the reserve through reallocation of road space. Further consultation to occur on removal of car parking.</p>	●		

Priority actions: South Melbourne

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Existing public open spaces			
<p>59. St Vincent Gardens Prepare Adventure Playground Strategy to determine the scope of a future upgrade and consider increased public access.</p>	●		
<p>60. Eastern Reserve North Investigate the potential to expand the size of Eastern Reserve North through conversion of part of the adjoining road reserve in conjunction with the current Park Street tram extension. Identify options for the most appropriate design and future use in consultation with the local community. This includes identifying if dog off-leash can continue to be supported in part of the reserve.</p>		●	
Streetscapes and other public spaces			
<p>61. Iffla Street, Park Street and Montague Street Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>		●	
<p>62. Streets in the area bound by Dorcas Street, Park Street, Ferrars Street and Clarendon Street Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>		●	
<p>63. South Melbourne Market interfaces and intersections Investigate opportunities to improve pedestrian safety and priority at the Cecil Street, York Street and Coventry Street intersections and widen footpaths as part of a future masterplan for South Melbourne Market.</p>			●
<p>64. South Melbourne Activity Centre Prepare a new South Melbourne Structure Plan which includes consideration of the new public spaces outlined above and public realm outcomes. This will include changes to tram infrastructure on Clarendon Street and Park Street.</p>		●	

Priority actions: South Melbourne

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Advocacy and partnerships			
<p>65. City Road / Montague Street intersection Advocate to the Department of Transport to improve this intersection as part of a green link between the Montague Precinct of Fishermans Bend, Sol Green Reserve and St Vincent Gardens.</p>	●	●	●
<p>66. Albert Park Reserve See action 97. In addition, advocate to Parks Victoria to improve local access into the Reserve from Albert Road.</p>	●	●	●
<p>67. Shrine to Sea Project See action 105.</p>	●	●	
<p>68. Park Towers Reserve Advocate to, and partner with the Victorian Government to improve access into Park Towers Reserve.</p>		●	

St Kilda Road

Made up of parts of the suburbs of Melbourne, Windsor, Albert Park and South Melbourne, St Kilda Road is one of Melbourne's most famous streets. Its role as a premier office location supporting Melbourne's Central Activities District will be boosted by the new Anzac Station for the Metro Tunnel in the Domain Precinct.

St Kilda Road has four open spaces, making up 12 per cent of the total neighbourhood. This is lower than the City average of 17 per cent. Although the neighbourhood also has three large parklands within proximity – Albert Park Reserve within the municipality, and Fawkner Park and Kings Domain / Melbourne Royal Botanic Gardens located nearby but outside the municipality.

Other public spaces include the contributory space of Mac Robertson Girls High School within Albert Park Reserve. Unique to St Kilda Road are the publicly accessible private forecourts that form an entry to many of the office buildings in the area.

While the heritage listed tree lined boulevard of St Kilda Road significantly contributes to the character of this neighbourhood, the long narrow medians, contained between two major arterial roads, restricts pedestrian access and permeability. Wide roads are a barrier to access to open spaces and provide more of a challenge for the very young, seniors and people with limited mobility.

St Kilda Road is our second fastest growing neighbourhood with expected growth of 24 per cent by 2041 (over 2,380 additional residents, taking the population to around 12,300 residents), and a significant employment hub with the number of workers also expected to increase.

There is a much higher proportion of young people aged 18 to 34 years and a much smaller proportion of parents and young children, compared to the city average. Most people (97 per cent) live in high-density housing – large, multi-story apartment buildings – with significant levels of growth and development to continue. This means more people rely on public open space for outdoor recreation, access to nature and social connectedness.

Map 6 shows the actions in St Kilda Road. Appendix A includes a more detailed description and timing of actions.



St Kilda Road at a glance

4

open spaces in total

12,300

residents projected to live in the area by 2041.

Map 7
St Kilda Road

- Open space action.
- Contributory space.
- Foreshore.
- Activity centre.
- Community building.
- School.
- Proposed new open space.
- - - Improve consistent avenue- style street tree planting.

Actions

- 1** Provide a new gathering place and plaza.
- 2** Support expansion and upgrade.
- 3** Support Shrine to Sea project and advocate for a seamless connection between Albert Road Reserve and Albert Park Reserve.
- 4** Expand and upgrade the reserve.
- 5** Advocate to Parks Victoria to remove fencing to improve community access.
- 6** Investigate agreement / s with Colleges to enable public access to their open space at restricted times.
- 7** Advocate to the Victorian Government to improve pedestrian crossings and connect walking paths.



Priority actions: St Kilda Road

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
New public open space			
<p>69. Cobden Street Pocket Park Provide a new gathering place for pedestrians through a shared zone on Kings Place and Millers Lane as well as the new plaza created through partial road closure of Cobden Street. Plaza to include landscaping, tree planting, bike parking, seating and drinking fountains.</p>	●		
Existing public open space			
<p>70. Bowen Crescent Reserve Expand the size of Bowen Crescent Reserve by converting the existing road reserve to a public open space. Prepare a Landscape Concept Plan to guide a future major upgrade in this space to increase the urban greening. This will include additional grass and garden bed area. Carefully assess the reserve to identify location for sunlight access and place facilities in positions that will receive some sunlight, particularly during winter. The character and facilities are to complement those provided in the expanded South African War Memorial Reserve.</p>		●	
Streetscapes and other public open spaces			
<p>71. Streets in the area bound by Dorcas Street, Park Street, Kings Way and St Kilda Road: Plant additional street trees where feasible to maximise canopy, increase summer shade and improve pedestrian amenity, consistent with the Domain Precinct Public Realm Masterplan.</p>		●	
<p>72. Streets in the area bound by Lorne Street / High Street, Queens Road and Punt Road (excluding Queens Lane and St Kilda Road) Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.</p>			●

Priority actions: St Kilda Road

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Advocacy and partnerships			
<p>73. Albert Park Reserve See action 97. Advocate to Parks Victoria and Department of Transport to improve access into Albert Park Reserve from Queens Road. This includes improving the existing signalised pedestrian crossing at Lorne Street / Queens Road, connect the existing footpath network to the trail network in Albert Park Reserve and create a potential new pedestrian crossing over Lakeside Drive.</p>	●	●	●
<p>74. Albert Reserve Advocate to Parks Victoria to remove the fencing to the cricket ground to make this open space accessible to the community. Advocate for other fencing to be upgraded to improve visual access to the reserve.</p>	●	●	●
<p>75. Albert Road Reserve Support the expansion and upgrade of this open space by reallocating part of Albert Road to public open space, as proposed by the Victorian Government. Advocate for the inclusion of unstructured recreation facilities in locations with excellent winter sunlight access.</p>	●		
<p>76. Contributory Public Space Investigate agreement/s with Wesley College and the Victorian College for the Deaf to enable public access to their open space at restricted times.</p>	●	●	●
<p>77. Shrine to Sea project See action 105. In addition, advocate to State agencies to ensure a seamless connection between Albert Road Reserve and Albert Park Reserve. Consider improvements to path connections, landscaping and amenities.</p>	●	●	

St Kilda / St Kilda West

Made up of most of St Kilda, a small part of Elwood and most of St Kilda West, this neighbourhood is known for its iconic retail strips, significant open spaces and the foreshore. St Kilda attracts over a million visitors a year and is home to many of Melbourne's famous attractions including Luna Park, St Kilda Beach and Acland Street. St Kilda also hosts major events including St Kilda Festival and Pride March.

St Kilda / St Kilda West has 35 open spaces, making up 17 per cent of this neighbourhood. This is the same as the City average. There is generally a good distribution of open spaces within a short walking distance of everyone.

Other public spaces include the retail streetscapes of Fitzroy and Acland Streets, St Kilda Park Primary School (contributory public space) and Christ Church on Acland Street (publicly accessible private space).

This neighbourhood has an excellent walking network, wide road reserves with large broad-spreading canopy trees and access to high quality spaces such as the foreshore, Albert Park Reserve and St Kilda Botanical Gardens.

St Kilda / St Kilda West is forecast to experience 15.62 per cent growth by 2041 (over 4,040 additional residents, taking the population to around 29,900 residents. There is a smaller proportion of younger people (under 17 years) living in this neighbourhood, with a higher proportion of people aged 18 to 34 years and prominence of young couples, singles and group households, compared to the City average.

There is a lower proportion of families with young children compared to the rest of our City. Most people live in terrace housing, 'walk up' flats or newer apartments suggesting a high reliance on public spaces for access to nature, recreation and socialising.

Map 7 shows the actions in St Kilda / St Kilda West.



St Kilda / St Kilda West at a glance

35

open spaces in total

29,900

residents projected to live in the area by 2041.

Map 6 St Kilda / St Kilda West

- Open space action.
- Contributory space.
- Foreshore.
- Activity centre.
- Community building.
- School.
- Proposed new open space.
- Improve consistent avenue- style street treeplanting.

Actions

- 1** Advocate to Parks Victoria for improved neighbourhood facilities.
- 2** Advocate to the Victorian Government for mid-block pedestrian crossing.
- 3** Upgrade Pier Road to improve safety
- 4** Improve cyclist and pedestrian connections and address arrival and access to St Kilda Pier.
- 6** Prepare Adventure Playground Strategy.
- 5** Continue to work with Parks Victoria on the pier replacement.
- 7** Redesign for events and beach visitors.
- 8** Create a new plaza outside the Palais Theatre.
- 9** New play space.
- 10** Prepare new St Kilda Structure plan.
- 11** Work with Melbourne Water through the Shakespeare Grove drain upgrade.
- 12** Improve foreshore paths and cross-over safety.
- 13** Future redevelopment of St Kilda Marina to increase publicly accessible open space.
- 14** Increase planting and control vehicle intrusion.
- 15** Upgrade play space.
- 16** Temporary closure of Blessington Street between Peanut Farm and Renfrey Gardens.



Priority actions: St Kilda / St Kilda West

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
New public open space			
78. Palais Theatre and Luna Park precinct revitalisation Create a new plaza outside the Palais Theatre through reallocation of part of Lower Esplanade and control vehicle intrusion outside Luna Park and the Palais Theatre.	●		
Existing public open space			
79. Acland Street Plaza Increase planting to improve urban heat island effect and control vehicle intrusion.	●		
80. St Kilda Pier Landside Extension Improve cyclist and pedestrian connections, address arrival and access to St Kilda Pier and increase greening and public space to integrate the foreshore with Parks Victoria's upgrade of St Kilda Pier.	●		
81. Pier Road Upgrade Upgrade Pier Road to improve safety for pedestrians and cyclists, manage traffic and increase greening and public space to integrate the foreshore with Parks Victoria's upgrade of St Kilda Pier.	●	●	
82. Rotary Park New play space to replace the previous facilities removed during the construction of the Stokehouse.	●		
83. St Kilda Adventure Playground Prepare Adventure Playground Strategy to determine the scope of a future upgrade and consider increased public access.	●	●	
84. St Kilda Botanical Gardens Upgrade the play space to improve the quality and role of this open space, informed by the Playground Safety Audit, Council's Play Space Strategy and the park's heritage values.			●
85. Donovans to Marina Reserve connection Improve foreshore paths and cross-over safety, lighting, vegetation and shade, and upgrade the seawall between Donovans and Marina Reserve.	●		
86. South Beach Reserve Redesign for events and beach visitors to better manage the large number of people who use this space, particularly on hot days.			●

Priority actions: St Kilda / St Kilda West

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Temporary public open space			
87. Blessington Street Temporary closure of Blessington Street between Peanut Farm and Renfrey Gardens to link the two public spaces.	●		
Streetscapes and other public spaces			
88. Streets in the area bound by Upper Esplanade, Fitzroy Street, Grey Street and Barkly Street Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.			●
89. Streets in the area bound by Upper Esplanade, Marine Parade, Barkly Street and Dickens Street Plant additional street trees where feasible to increase canopy cover and improve pedestrian amenity.			●
90. Fitzroy Street and Acland Street – St Kilda Prepare new St Kilda Structure Plan, which includes consideration of public spaces and public realm outcomes in St Kilda. Investigate options to encourage activation of the commercial interface along Chaucer Street and improve pedestrian links and access between Acland Street and Peanut Farm Reserve.		●	●
Advocacy and partnerships			
91. Albert Park Reserve See action 97. In addition, advocate to Parks Victoria to provide improved neighbourhood level open-space facilities to encourage unstructured recreation and social connectedness east of Lakeside Drive. Improve paths west of Lakeside Drive, retaining the existing mature trees and the natural features as a contrast to the urban character of the wide pavements on the south side of Fitzroy Street.	●		
92. Shakespeare Grove drain upgrade (Brookes Jetty) Work with Melbourne Water to gain community outcomes through the Shakespeare Grove drain upgrade.	●		

Priority actions: St Kilda / St Kilda West

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Advocacy and partnerships			
93. St Kilda Foreshore See action 101.	●	●	
94. Fitzroy Street, between Princes Street and Grey Street / Canterbury Road Advocate to Department of Transport for a mid-block pedestrian crossing over Fitzroy Street as part of a future tram stop upgrade to improve access to Albert Park Reserve.	●	●	
95. St Kilda Marina Require the future redevelopment of the St Kilda Marina to provide increased publicly accessible open space, including a new civic plaza and additional greening. Also see action 101.	●	●	●
96. St Kilda Pier Continue to work with Parks Victoria regarding the future replacement of the St Kilda Pier to ensure quality environmental, public realm and visitor outcomes. Also see action 101.	●	●	

Montague and Sandridge / Wirraway – Fishermans Bend

Three out of five precincts within Fishermans Bend are located within our City, comprising two of our neighbourhoods – Montague and Sandridge / Wirraway. Lorimer and the Employment Precinct are located within City of Melbourne.

Montague and Sandridge / Wirraway have four existing open spaces as well as a network of planned new open spaces, which once delivered. This will make up 21 per cent of these neighbourhoods (see **Map 12**) will be higher than the City average, the density in Fishermans Bend will also be substantially higher than much of the rest of the municipality.

JL Murphy Reserve and North Port Oval are two existing major sporting facilities within this neighbourhood. However access to these spaces across major roads is currently poor due to a lack of pedestrian crossings. The proposed open spaces will generally provide a well distributed public space network.

Other public spaces will include retail streetscapes in each neighbourhood, existing schools (Montague Continuing Education Centre and South Melbourne Primary School) as well as additional spaces in the future such as new schools and forecourts and new community hubs.

While the permeability and quality of the existing street network is poor, once fully developed, these neighbourhoods will have an excellent walking network with a permeable street network.

Montague and Sandridge / Wirraway are expected to be the fastest growing neighbourhoods in our City, forecast to experience 1520 per cent growth by 2041 (over 28,022 additional residents, taking the population to around 29,865). These neighbourhoods are projected to keep growing and accommodate 68,000 people and 34,000 jobs by 2050. It is expected that this new population will also use existing public space in South Melbourne and Port Melbourne.

Map 8 shows the existing and planned new public space network in Fishermans Bend. The Victorian Government is implementing the Fishermans Bend Framework and preparing Precinct Implementation Plans for Montague and Sandridge / Wirraway.

This will inform the upgrade of existing, and delivery of new open space in Fishermans Bend, including a funding and finance strategy to deliver these works. Because of this, there is no detailed action plan for the Fishermans Bend neighbourhoods in this Strategy.



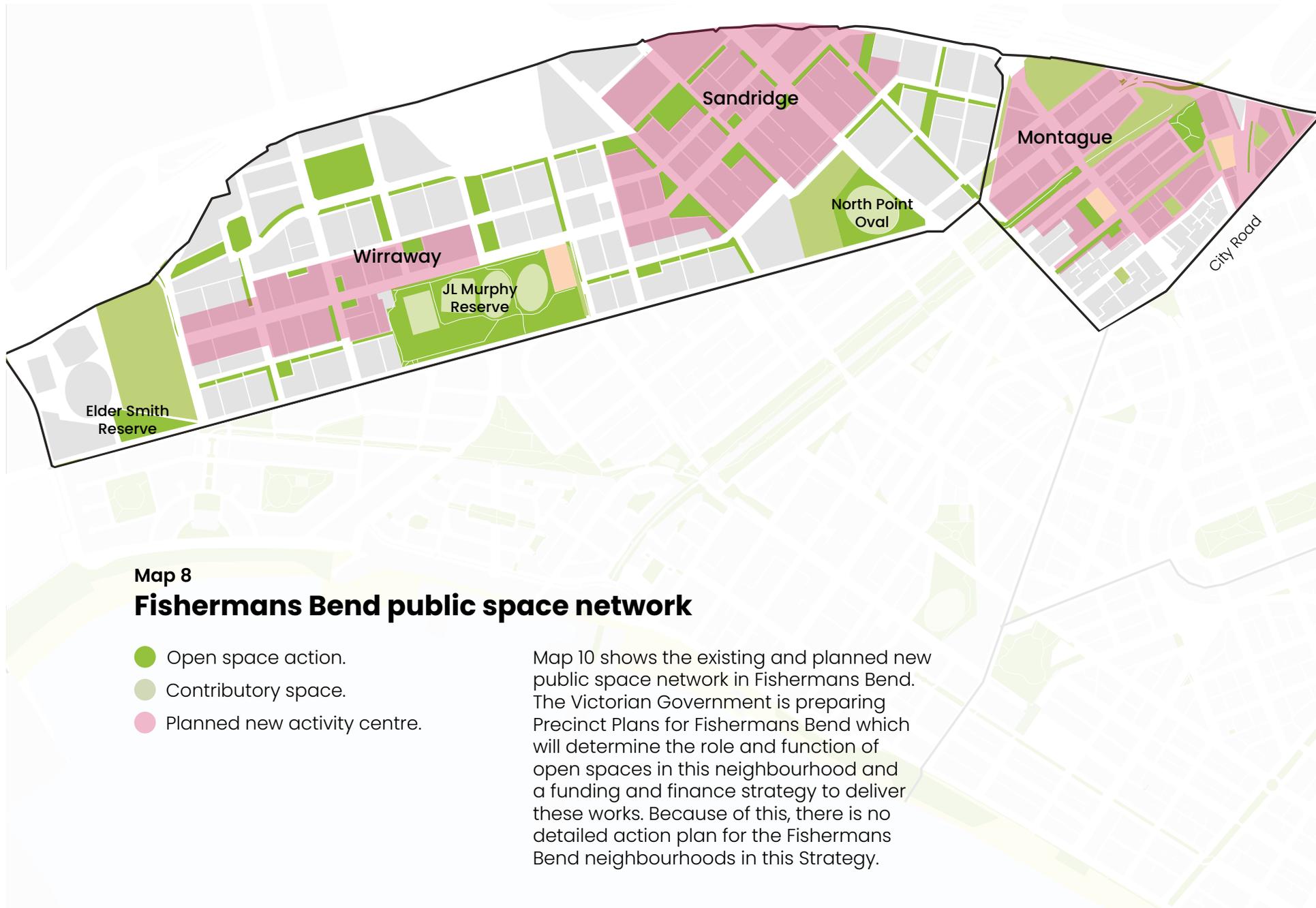
Montague and Sandridge / Wirraway – Fishermans Bend at a glance

4

open spaces in total

29,865

residents projected to live in the area by 2041.



Map 8
Fishermans Bend public space network

- Open space action.
- Contributory space.
- Planned new activity centre.

Map 10 shows the existing and planned new public space network in Fishermans Bend. The Victorian Government is preparing Precinct Plans for Fishermans Bend which will determine the role and function of open spaces in this neighbourhood and a funding and finance strategy to deliver these works. Because of this, there is no detailed action plan for the Fishermans Bend neighbourhoods in this Strategy.

Municipal-wide actions

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Advocacy and partnerships			
97. Albert Park Reserve Advocate to Parks Victoria for the implementation of the Albert Park Reserve Masterplan.	●		
98. Elwood Canal and Elster Creek Continue partnership with Melbourne Water and other Council to enhance Elster Creek.		●	
99. Developer delivered public open space Advocate to developers to provide public open space as part of their development.	●	●	●
100. Foreshore climate change Advocate for the preparation and implementation a coordinated plan to manage the impacts of climate change along the foreshore.		●	
101. Foreshore key infrastructure projects Leverage opportunities, and advocate for high quality public space outcomes associated with key infrastructure projects on the foreshore (such as Waterfront Place / Station Pier, St Kilda Pier, St Kilda Marina) and connecting to the foreshore (such as Shrine to Sea).	●		
102. Fishermens Bend Ensure the Fishermans Bend Framework and Precinct Implementation Plans for Montague and Sandridge / Wirraway maximise public space outcomes for the current and future Port Phillip community.	●		
103. Open Space Strategy for Metropolitan Melbourne 2021 Partner with the Victorian Government to implement the Open Space Strategy for Metropolitan Melbourne 2021 and the management of Crown land.		●	

Municipal-wide actions:

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Advocacy and partnerships			
<p>104. School grounds Advocate to the Department of Education for the funding of additional open space to support new schools, particularly vertical schools; and to facilitate the use of school facilities (for example ovals and outdoor multi-purpose courts) outside of school hours.</p>		●	
<p>105. Shrine to Sea Support the Victorian Government in a masterplan for the Shrine to Sea corridor. Also see action 101.</p>	●		
Strategies and guidelines			
<p>106. Foreshore Management Plan Update Council's Foreshore Management Plan and develop a Coastal Adaptation Plan to align with this strategy and relevant coastal management legislation, including the Marine and Coastal Act 2018, Coastal Management Guidelines 2020 and Victoria's Resilient Coast – Adapting for 2100+.</p>	●		
<p>107. Play Space Strategy Update the Play Space Strategy 2011 to set the vision, policy context and framework for future development of play spaces and prioritise play spaces for upgrade and renewal in the City.</p>	●	●	●
<p>108. Getting our Community Active: Sport and Recreation Strategy 2015-2024 Renew the Getting our Community Active: Sport and Recreation Strategy 2015-2024 to be consistent with the actions in this strategy where appropriate.</p>	●		
<p>109. Greening Port Phillip – An Urban Forest Approach Update Greening Port Phillip – An Urban Forest Approach 2010 and the Greening Port Phillip street tree planting program 2017-22 to reprioritise key actions based on this strategy and other Council commitments.</p>	●		

Municipal-wide actions

Priority actions	Short: 2022-25	Medium: 2026-29	Long: 2030-32
Strategies and guidelines			
<p>110. Open Space Water Management Plan Supersede the Open Space Water Management Plan 2010 with a new irrigation strategy to guide decision-making on optimising potable water use for irrigation in our parks, gardens and reserves and for trees. Plan and deliver projects that increase use of non-potable water.</p>	●		
<p>111. Universal Design Guideline Develop a Universal Design guideline to assist Council decision-making on the design and management of public spaces.</p>	●		
<p>112. Shared Use of Public Open Space Guideline Prepare an overarching framework to support Council in managing the shared use of public open space, including, but not limited to, formal and informal sport and recreation, commercial uses, festivals, events and activations, dogs, community gardens and public space infrastructure.</p>	●		
<p>113. School Use of Public Open Space Guideline Prepare a guideline to support school use of public open space, while maintaining access and equity for all public space users.</p>	●		
<p>114. Nature Strip Guidelines: Update Council’s Nature Strip Guidelines to be consistent with this strategy and support the use of nature strips for enhanced biodiversity and greening.</p>	●		
<p>115. Public Art and Monuments in Public Space Develop guidelines for locating public art and memorials in public space.</p>	●		
<p>116. Land Acquisition and Road Discontinuance Strategy Prepare a Land Acquisition and Road Discontinuance Strategy, which will inform temporary and permanent road closure projects.</p>	●		

Municipal-wide actions

Priority actions

Short: 2022-25

Medium: 2026-29

Long: 2030-32

Strategies and guideline

117. Dogs Off-Leash Guideline

Investigate opportunities for new dog off-leash areas and review permitted times in all existing public open spaces including beaches.



118. Laneway Community Garden Guidelines

Prepare guidelines to assist Council decision making on supporting the use of laneways for gardening by the community.





Places for People: Public Space Strategy 2022-32

Volume 3

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Recreational Boating Facilities Framework

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Executive Summary

Recreational boating is a significant activity on the central coast, especially on Port Phillip and Western Port Bays, which offer diverse boating opportunities. More than half of the registered boats in Victoria are based in this region. The region includes Melbourne, home to nearly 75% of the Victorian population. Boating is an important recreational activity for a growing number of Victorians, and delivers economic benefit to coastal communities through visitation and tourism.

Boating requires investment in supporting facilities. An estimated 98% of Victorian recreational boats are trailerable, placing considerable pressure on boat ramps. Demand is growing, particularly at peak periods, and has not been matched by maintenance and provision of facilities.

In 2007, the Central Coastal Board (CCB) prepared a five-year Boating Coastal Action Plan (BCAP) for the region. In reviewing the BCAP in 2013, stakeholders said it was a useful planning tool in translating the Victorian Coastal Strategy (VCS), but had not resulted in better boating facilities.

The CCB's role includes providing advice to the Minister for Environment and Climate Change. The Minister has requested that in 2014, the CCB prepare a Regional Coastal Action Plan (RCAP) and that the previous BCAP be updated and integrated into it. This Recreational Boating Facilities Framework consolidates the information on the current state and preferred future of recreational boating facilities, to be integrated into the forthcoming RCAP.

Preparation of the Recreational Boating Facilities Framework has drawn from:

- the Boating CAP 2007 which has been extensively reviewed
- input from an interagency steering committee
- stakeholder workshops in five locations around the bays and various individual meetings
- an extensive update of the Boating Service Levels Index (BSLI)
- an update on boating trends and demand.

The key issues that have been identified to deliver effective planning for boating facilities are:

- recreational boating policy to clarify ownership and responsibility within State government
- funding to address identified priorities for development and maintenance of facilities
- better planning and solutions for peak demand periods
- better data to assist strategic planning and provide reliable long-term forecasts.

The BSLI for 2013 showed 22% of facilities were rated as poor, 56% as average and only 22% were good, despite government and private investment in maintaining existing boating facilities, and developing new ones over the last five years. This is a small improvement from the 2007 figures, as is explained in more detail in Appendix 5.

As in the Boating CAP, a network of boating facilities and the Boating Hierarchy are the key concepts used in translating the Victorian Coastal Strategy in the region and developing a planning framework for regional boating.

Whilst the Boating Hierarchy may guide investment priorities, these priorities must be considered in the context of future growth corridors, particularly for the metropolitan region, and recognition of the value of the marine environment and the need for shared access to the coast.

The upcoming Regional CAP provides an opportunity for the CCB to recommend better outcomes for recreational boating and achieve the vision of:

'a highly valued, efficient and sustainable network of boating facilities providing safe access to the coast'.

Introduction

The Victorian Coastal Strategy (VCS) sets the policy direction and provides a framework for planning and management of the coastal environment, including planning for boating facilities (the 2002 VCS introduced the boating hierarchy). The CCB applied this framework to the central region in preparing the Boating CAP in 2007.

The Boating CAP describes the criteria to enable development of a hierarchy of boating facilities and associated levels of service. This translates to a strategic context and guidance for the location and scale of each boating facility within the regional network of facilities, and helps to establish direction and priorities for future public and private investment to support recreational boating.

The Boating CAP has been reviewed as required under the *Coastal Management Act 1995*. The review report (2013) includes comments from lead agencies on the status of actions in the CAP and comments from stakeholders on its general effectiveness.

The Minister for Environment and Climate Change has requested that in 2014, the CCB prepare a Regional Coastal Action Plan (RCAP) for the central region. Rather than revising the Boating CAP the CCB has prepared this Recreational Boating Facilities Framework (RBFF) to assist the transition from a specialised Boating CAP to an integrated Regional CAP.

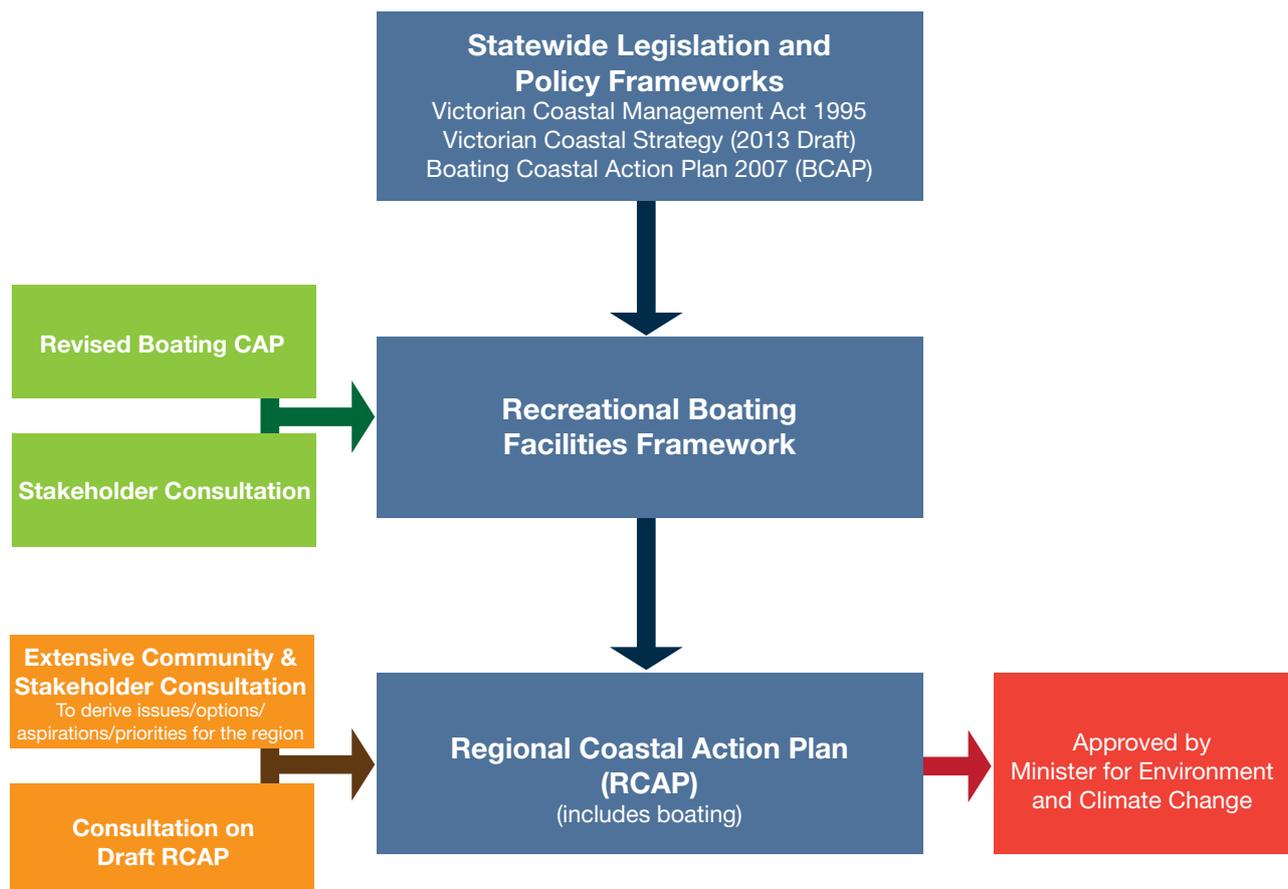


Figure 1 Process and context for the Recreational Boating Facilities Framework

The Boating CAP (2007) will remain current until the Regional CAP is developed and approved by the Minister. The process of preparing the RBFF has provided the opportunity to:

- Consult with stakeholders and relevant government agencies (assisted by a project steering committee, see Appendix 1) to better understand some of the key issues that challenge effective planning for boating facilities
- Provide a 2013 update of the information on boating facilities in the central region (Part 3 Boating Area Precincts) and the Boating Service Levels Index (BSLI) Report
- Update the planning context that includes research on boating trends and demand (Appendix 2), the broader legislative and policy influences (Appendix 3) and a brief outline of the roles and responsibilities of key agencies in planning and managing boating facilities (Appendix 4)
- Translate the VCS at the regional level and propose a planning framework for improving recreational boating facilities in the central region (Part 2 of the RBFF). This framework will be considered for integration into the Regional CAP
- Identify a 2030 future for boating facilities based on the direction from the Draft VCS. Note, *Plan Melbourne* has recently been released that aims to shape Melbourne until 2050. The timing of the Regional CAP provides a better opportunity to align with this plan.

In essence the RBFF functions as a 'resources and uses' report that leads into the Regional CAP planning study. The main users of the report will be government namely, the Department of Transport, Planning and Local Infrastructure (DTPLI), the Department of Environment and Primary Industries (DEPI), Parks Victoria and local government.

The CCB will prepare the Regional CAP in partnership with the VCC, other Regional Coastal Boards and DEPI.

The Draft Victorian Coastal Strategy (VCS) 2013 has indicated what the boating section of the Regional Coastal Action Plans (CAPs) will need to consider:

- Matching boating demand with strategically and safely located facilities
- Balancing boater and other users' needs both on land and in the water
- Providing access to the water for a range of boating users in accordance with the Recreational Boating Facility Hierarchy 2030 (Map 2)
- Minimising the impact of boating use and facilities on the environment

The VCS also provides planning direction in adapting to a changing climate and increased coastal hazards. It introduces three planning benchmarks that recognise sea level rise will occur over time. Planning for boating should consider the life of the asset against these benchmarks.



Part 1

The Recreational Boating Facilities Framework



Part 1 The Recreational Boating Facilities Framework

1.1 The study area

The central coastal region comprises the 13 local government areas with coastal frontage to Port Phillip and Western Port, extending from the western boundary of the City of Greater Geelong (near Breamlea) to the eastern boundary of Bass Coast Shire (near Inverloch). Given the importance of boating in the lower reaches of the region's rivers, these areas are also included. Specific area definitions are provided on relevant maps for each boating area planning precinct (see Part 3).

1.2 The assessment of boating facilities

Boating is largely a coastal dependent activity. For the purposes of this report it is defined as:

'an on-water activity that involves a range of powered and non-powered recreational craft for the purpose of competitive and recreational boating and associated social activities and events'

The Recreational Boating Facilities Framework identifies five types of boating facilities, each providing different services and functions:

- Boat ramp
- Marina
- Multipurpose/Safe Haven
- Jetty
- Yacht Club/Motor Boat Club

Commercial facilities are not considered.



Figure 2 Central coastal region

There are 211 boating facilities in the central region (2013). Thirty six more facilities have been identified than in 2007 for the Boating CAP. The reason for this is in the way the components of large facilities have been counted, improved aerial photography in 2012/13 to identify facilities and the fact that some facilities were omitted from the 2007 Boating CAP.

The Boating Service Levels Index (BSLI) assessment was undertaken for the Boating CAP and repeated for this report to provide a snapshot of the existing condition of each boating facility and the services it provides. Data was collected on an assets sheet completed by the facility manager.

Three general categories are used for the overall BSLI rating of facilities; poor, average and good. In 2013 80% of the BSLI assets sheets were completed. Of these, 22% of facilities were rated as poor, 56% as average and 22% as good. This represents a general improvement in the overall condition of facilities since 2007 (see *Appendix 5* for details of this assessment).

As part of the consultation in preparing this report, there have been various suggestions for improving the BSLI methodology including:

- Make it more objective by including measures around age, size and functionality of a facility
- Engage an independent engineer to conduct the assessment and include an audit process
- Revise the weightings given to the key factors assessed
- Clarify the assessment of environmental impact and include impacts from boaters at various boating destinations.

The data has only been used for indicative purposes and provides a useful snapshot of the condition of boating facilities, a more detailed assessment would be required as a basis for investment decisions.

1.3 The boating context

The boating industry is well established in Victoria and a significant contributor to the economy. It is experiencing growth in line with population growth (see Appendix 2 for market and demand update). Planning for recreational boating is made more complex by seasonality and the factors influencing demand, for example, peak demand tends to align with the fishing season and summer holiday period.

Whilst the projected demand for boating facilities is growing, the provision of infrastructure is already restrained in a number of places along the metropolitan coast especially during peak periods. In particular, the congestion on land and the need for more efficient use of boat ramps and parking areas is an issue. It is also important to recognise the need for shared use of coastal Crown land and water areas with other coastal recreational pursuits, residents, visitors and tourists.

The boating facilities within the central coastal area are maintained and developed by the facility managers. A key source of funding available to facility managers to develop facilities is the Boating Safety and Facilities Program administered by the Department of Transport, Planning and Local Infrastructure. The government has allocated \$20 million over four years to fund this program. A list of recent grants can be found on the Department's web site (www.dtpli.vic.gov.au).

Other recent government initiatives include funding the dredging of Mordialloc and Kananook Creeks and critical infrastructure works at Mornington Pier, St Kilda timber jetty, St Kilda and Portarlington piers and Rhyll pontoon. These types of initiatives ensure that key boating and public infrastructure is fit-for-purpose.

Significant private investment in boating facilities has also occurred over the past five years, for example, the development of Wyndham Cove harbour, upgrade of berthing facilities in St Kilda Harbour, improvements to boating clubs in Hobsons Bay and developments in Docklands, to name just a few.

The amount spent on maintenance of existing boating facilities is not readily available, but is likely to be in the millions of dollars per annum. Revenue generated from boat launching and car parking fees is also not well documented and difficult to ascertain.

1.4 Stakeholder consultation

As part of the process of developing the Recreational Boating Facilities Framework, workshops were held at Portarlington, Port Melbourne, Elwood, Rosebud and Newhaven to consider some of the issues facing recreational boating and seek feedback on boating becoming part of a new Regional CAP. Attendees comprised land and boating facility managers, State government representatives and members from various interest groups.

Some key boating issues and challenges were identified including:

- Insufficient government funding for development and maintenance of facilities, and lack of transparency in how funds from boat licences are allocated
- Unclear roles and responsibilities across and within levels of government in planning for and managing boating activities and infrastructure
- Peak demand causing congestion on boat ramps and parking issues.

The workshops also identified a range of improvements that would assist boating namely:

- Understanding how demographic information and forecasting could assist planning and being able to obtain the relevant data
- Identifying ways to use existing infrastructure more efficiently, particularly the operation of boat ramps
- Predicting demand in peak times and providing better information to boaters including estimated travel and launch times
- Maximising opportunities for private sector investment in boating by introducing longer leases over public land and decreasing State subsidy of moorings and other services
- Streamlining the approach to planning approvals to upgrade or develop boating infrastructure.

In moving from a specific boating CAP to a Regional CAP that includes a section on boating stakeholders wanted the new CAP to:

- Develop a system of nodes or zones to identify priority use and assist decision making on foreshore areas
- Undertake a regional level assessment of where improved access to the water is needed and determine priorities for investment
- Identify safe havens, sites that could be expanded, cruising/tourism destinations around the bays and locations for more and larger boat ramps.

Part 2

The Planning Framework



Part 2 The Planning Framework

2.1 Vision and Guiding Principles

Planning for the future of recreational boating draws on a vision for:

A highly valued, efficient and sustainable network of boating facilities providing safe access to the coast

A highly valued efficient and sustainable network of boating facilities means:

- Boaters value and enjoy their boating experiences.
- As competing demands for use of the coast increase, the need to use the existing boating facilities more efficiently for example, improving boat launch and retrieval is important.
- The use of the coast must be consistent with sustaining a healthy and productive coast over the long term.
- A network of boating facilities across the region provides a range of boating opportunities.

Providing safe access to the coast

Facilities will consider safety of users both on land and on the water.

Guiding Principles

Three guiding principles, that reflect the Victorian Coastal Strategy hierarchy of principles, have been identified in planning for recreational boating which together seek to achieve a sustainable balance between providing for boating activities and protecting environmental and cultural values:

- Protect ecologically and culturally significant areas
- Provide safe and affordable boating infrastructure that addresses shared-access issues
- Promote tourism and recreational boating opportunities in a sustainable way.

2.2 The Network of Boating Facilities and Boating Hierarchy

Goals

- A network of recreational boating facilities and water-based activity facilities will be established, with each facility providing a level of service appropriate to its role in the hierarchy
- Appropriate levels of service will be delivered through an integrated approach to onshore and offshore facility components
- The location and design of facilities will respond to demand, safety considerations, coastal processes and the natural environment

The VCS uses the concept of a 'network' of boating facilities as a planning tool to consider the geographical distribution of the different levels of boating facilities within each coastal region. This provides a strategic context for assessing the upgrade of any boating facility, or development of new facilities, in terms of the range of boating opportunities that already exist.

The boating hierarchy is based on the facilities and services provided at a boating facility and the catchment of the facility. The hierarchy ranges from a wide catchment area at major population centres to local catchments servicing a small group of people. The VCS identifies five levels of facilities namely, State marine precinct, regional, district, local and informal facilities as described in Table 1. These categories are to be applied to all existing and proposed boating facilities in the region.

The central coastal region includes three areas designated as State Marine Precincts: the Melbourne CBD, Geelong waterfront and the Port of Hastings as shown in Figure 3.

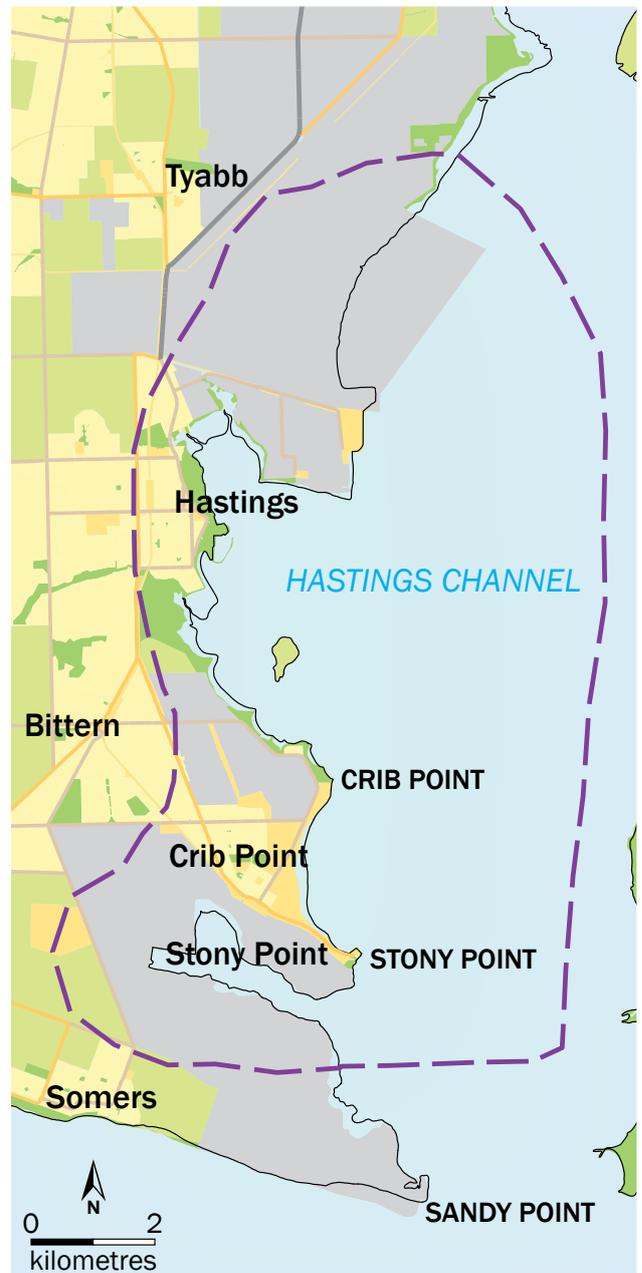


Figure 3 State Marine Precincts

Table 1 Boating hierarchy for the central coastal region (Source: Boating CAP)

Description/Definition	Types of Facility	Criteria
State Marine Precinct		
A State Marine Precinct incorporates facilities of international, national, state, regional and local significance	All – these include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties, moorings & ramps	<ul style="list-style-type: none"> State level of significance that provides a key boating and tourist destination Commercial shipping potentially a dominant activity High level of investment as a key boating activity centre Exceptional level of service that caters for a wide range of boating activity and skill levels Safe haven and controlled water space Wide catchment area, with an even spatial distribution, at major population centres All tide access Public access to the facility and coastal environment Servicing facilities
Regional Boating Facility		
A regional boating facility will either provide a range of services and facilities at one location (e.g. at a harbour or marina), or be one regional facility such as a regional boat ramp that, due to its size, provides for a large catchment	Regional boat ramps, marinas, piers / jetties, moorings, maintenance and service facilities, harbours	<ul style="list-style-type: none"> A high level of significance that provides a boating destination A high level of investment as a key boating activity centre An exceptional level of service provision that caters for a wide range of boating activity and skill levels Provision of a safe haven Provision of maintenance and service facilities Wide catchment area, with an even spatial distribution, at major population centres All tide access Public access to the facility and coastal environment A key boating destination within the network
District Boating Facility		
A district boating facility generally provides for one type of boating activity. There may be a number of district boating facilities within the same proximity/ community but serving different boating needs. A district facility may also function at a higher level during the peak boating season	Marinas, boat ramps, piers / jetties, moorings, yacht clubs and servicing facilities	<ul style="list-style-type: none"> Level of investment that provides for gaps in the network of regional boating facilities High level of service provision that caters for specific types of boating activities at each facility Harbour which provides haven in some weather conditions Restricted tidal access Smaller catchment area at the community level Public access to the facility Boating destination
Local Boating Facility		
A local boating facility is a locally significant facility that provides boating access	Boat ramps, yacht clubs / boat clubs, piers / jetties, moorings, boatsheds	<ul style="list-style-type: none"> Relatively lower level of investment Good quality boating facilities that cater for local access to the coast, but do not have a wide range of other services Harbour or safe haven not expected Local catchment area for smaller populations Public access
Informal Boating Facility		
An informal boating facility has a local level of significance and provides an unstructured opportunity for boating access	Across beach access point, car parking, scattered moorings not associated with any specific boating facility	<ul style="list-style-type: none"> Minimal investment No boating facilities at the foreshore, other than those required to gain access to the beach Possible local tie-up through permanent swing mooring not associated with a boating facility Local through to regional catchment areas for across-the-beach boating activity Public access to the foreshore at existing and approved access points

Table 2 details the range of functions and service levels the boating facilities across the hierarchy aim to provide.

Boating facilities in the central coastal region are a mix of public and private facilities. Facilities described as public are generally able to be used by anyone, whereas those described as private typically require membership of a club and public access is generally limited. Most of the existing private boating facilities are associated with yacht clubs or motor boat clubs. As well as facilitating launch and retrieval on the coast, boating facilities perform other functions including destination or 'tie-up' points, a safe haven, gathering places and places of general public interest. A safe haven within the hierarchy is provided by either a regional or district level facility.

The existing network of boating facilities and a proposed 2030 future are shown in Maps 1 and 2. Facilities for which a change in the hierarchy level is proposed by 2030 are shown in Table 9 Appendix 6.

While protecting the environment and ensuring safety remain over-riding considerations, the strategic priorities for boating, in order, are:

- i. Improving the level of service and efficiency of existing facilities
- ii. Upgrading facilities to meet proposed future roles in the boating hierarchy
- iii. Adding value to the boating network through the provision of new facilities
- iv. Decommissioning redundant or poorly sited facilities

Swing moorings are a significant feature of Port Phillip and Western Port and help provide the diversity of access for boaters. There are about 3,000 swing moorings.

The trial of using temporary mooring on the Mornington Peninsula over the summer school holidays has proven to be popular and a good way to reduce the demand on boat ramps over this period and should be considered as an alternative management option in peak demand areas and times.

Table 2 Facilities and services across the Boating Hierarchy (Revised from Boating CAP)

Facility/Service	Boating Facility				
	State	Regional	District	Local	Informal
✓ Required					
○ Optional					
✗ Not provided					
General and Access*					
Capacity for major public boating events	✓	○	○	✗	✗
Safe Haven	✓	✓	○	✗	✗
Public Access	✓	✓	✓	○	✓
Car Parking	✓	✓	✓	✓	○
Launch, Retrieval and temporary mooring					
Boat Ramps	✓	✓	○	○	✗
Pier/Jetty	✓	✓	○	○	✗
Berthing					
Public (Casual) Berths	✓	✓	○	✗	✗
Wet Berths	✓	✓	○	○	✗
Dry Berths	✓	✓	○	✗	✗
Moorings	✓	○	○	○	○
Services/Utilities					
Fuel	✓	○	○	○	○
Pumpout	✓	✓	✓	○	✗
Toilets	✓	✓	✓	○	✗
Washdown	✓	○	○	○	○
Fish cleaning	○	○	○	○	○
Security	✓	✓	○	✗	✗
Nav aids	✓	✓	○	○	○
Service utilities (power/water/lighting)	✓	✓	✓	○	✗
Maintenance Facilities					
Boat repair and servicing	✓	○	○	✗	✗
Chandlery/Boating retail	✓	○	○	✗	✗
Recreational /Tourist Facilities					
Commercial vessel berthing facilities (including ferries)	✓	✓	○	✗	✗
Boat hire/charter	✓	✓	○	✗	✗
Community Facilities (including club rooms)	✓	✓	○	○	✗
Recreational facilities (including picnic tables, walkways)	✓	✓	○	○	○
Retail or entertainment and land based uses/attractors	✓	○	○	✗	✗
Community use, access and enjoyment of the facility	✓	✓	✓	✓	✓

Note:* Principles related to disabled access apply

2.2.1 Upgrading a facility

A detailed assessment of the location, environmental, social and economic criteria (Table 3) should be undertaken at an early stage in the planning process for any development that upgrades a facility to a higher order role in the boating hierarchy. Where boating facilities impact on Crown land, land managers should ensure these criteria are satisfactorily addressed prior to a proponent seeking formal planning approval.

Table 3 Criteria for upgrading existing facilities or assessing new facilities

(Revised from Boating CAP)

Criteria
<p>Function and Location</p> <ul style="list-style-type: none"> The geographic spread and/or capacity of facilities within the network will be improved and boating opportunities will be diversified The role is consistent with any structure planning for adjoining activity centres There is sufficient and appropriate land and water space available for an expanded role (including, where relevant, for the creation of a safe haven and locating facilities away from the foreshore where they do not require a coastal location) The development of the facility can balance boater and other users' needs both on land and in the water The upgrade will improve safety
<p>Environmental</p> <ul style="list-style-type: none"> The site and location selected will not have an adverse impact on significant environmental features and protect significant environmental values The environmental impacts including impacts on water quality associated with the construction and maintenance of the facility will be minimal Significant initial or ongoing dredging is not required, or is minimal compared with alternative sites and represents best practice Sufficient car parking is provided in an appropriate location with minimal environmental, amenity or community impacts The upgrade will not have a detrimental impact on indigenous or non-indigenous cultural values The location is sustainable with respect to coastal processes
<p>Social</p> <ul style="list-style-type: none"> Shared access can be provided or enhanced to the facility and the facility can be integrated with other community amenities Public benefit is maximized in association with the provision of boating services and facilities Queuing times will be reduced without over-catering for demand for the majority of the year
<p>Economic</p> <ul style="list-style-type: none"> Maintenance costs are identified and funded so that the facility will form a viable and enduring part of the network The facility location matches areas where future population growth is expected or boating demand is high

2.2.2 Decommissioning or downgrading a facility

An existing boating facility should be considered for decommissioning and removal or downgrading from the network when a process of local consultation has been undertaken and where the criteria are met as listed in Table 4.

Table 4 Demand and location criteria

Demand and Location Criteria
<p>The facility is inappropriately located, with alternative facilities in close proximity</p> <p>In addition, one (or more) of the following criteria is applicable:</p> <ul style="list-style-type: none"> Upgrade is not considered a strategic priority for the network of boating facilities Ongoing maintenance liabilities significantly outweigh benefits The removal or closure of the facility will not detrimentally impact on the network and/or the decommissioning is timed with local upgrades The removal or closure of the facility will result in improved coastal processes Public access to the coast and/or foreshore can be enhanced by the closure The facility, or peoples' impact from using the facility, is causing damage to, or negative impact on the foreshore and/or marine environment i.e. a carrying capacity for areas adjacent to boating facilities may also need to be recognised The facility is a potential risk to boater safety, either on land (for example, inappropriate parking) or in the water

Informal boating facilities or locations where access is provided to the foreshore will be permitted at appropriate locations where the following can be demonstrated:

- The impact of the access is not adversely affecting other users and the foreshore environment
- The cost of maintaining access justifies the benefits it provides
- There are users of, and demonstrated demand for, the access
- Use of the facility does not represent a potential risk
- A coastal management plan identifies the access as appropriate.

2.2.3 The planning context

Although a boating facility may be shown at a higher level in the 2030 boating network (Map 2) this does not provide formal planning approval to upgrade the facility or undertake any works. Applications for use and development in the coastal and marine environment and particularly coastal Crown land are considered under the legislative framework of the *Coastal Management Act 1995* and *Planning and Environment Act 1987* and the policy direction of the Victorian Coastal Strategy (VCS).

The issue of climate change and planning for sea level rise is considered by referring to the VCS and relevant planning tools provided by DTPLI and DEPI.

The *Aboriginal Heritage Act 2006* and Regulations established to recognise, protect and conserve Aboriginal cultural heritage in Victoria, may trigger the need for a Cultural Heritage Management Plan for proposals on the coast.

The *Environmental Effects Act 1978* provides for assessment of proposed projects that are capable of having a significant effect on the environment, which often includes major works such as a harbour development. The *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) will be triggered if the development impacts on areas of national environmental significance, for example a Ramsar site.

2.2.4 Desired outcomes in planning for recreational boating

1. The boating hierarchy provides strategic direction in planning for recreational boating facilities and is instrumental in determining the priorities for investment in upgrading and developing new facilities
2. While protecting the environment and ensuring safety, priority is given to improving the level of service and efficiency of existing facilities, upgrading facilities to meet proposed future roles and adding value to the boating network through the provision of new facilities (see map 2 for 2030 boating network)
3. The Regional CAP integrates the demands for boating, Plan Melbourne and the development of major activity centres with nearby existing or proposed boating facilities
4. That a statewide strategy is put in place to assist in funding investment in boating facilities

2.3 Strategic Directions

2.3.1 Sustainable development

Goals

- Protect significant natural coastal values
- Protect Indigenous and non-Indigenous cultural heritage in the use and development of the coastal environment
- Protect water quality in the bays from illegal sewage discharge from boats

Boating, unlike some coastal activities, has an infrastructure footprint and potentially boaters can have an adverse impact on sensitive natural areas. Possible impacts from boating include rubbish and pollution, the spread of marine pests, damage from dredging and mooring chains and sedimentation from breakwaters. There are also people impacts where boaters come ashore and may disturb migratory shorebirds at key Ramsar sites or locally significant heritage areas.

New technologies are improving the sustainability of boating activities, for example holding tanks, cleaner engines, improved anti-fouling treatments and use of solar power for on-board appliances. Improved design of facilities can also assist by managing on-site drainage, grey water and sewage and bilge water to prevent contaminants entering the ocean.

Desired Outcomes

1. The use of popular marine protected area destinations by boaters, SCUBA divers and snorkelers is monitored and managed to avoid adverse impacts
2. Information is provided to boaters on how they can help protect the marine environment, water quality, sensitive marine protected areas and Ramsar sites
3. Potential impacts to environmental and heritage values are avoided in planning, development and management of boating facilities and activities
4. Wash down facilities are promoted as important to marine pest management and boat maintenance
5. Dredging is minimized when designing new or upgrading existing boating facilities. If essential, dredging is in accordance with approved dredging guidelines
6. Detailed investigations of sediment movement are undertaken prior to construction of structures on the coast and any adverse impacts on adjacent areas are prevented

2.3.2 Boating safety and standards

Goal

- Design boating facilities to provide safe access to and from the water

Boating facilities need to be designed to promote safety, however not all safe havens can necessarily be constructed to provide quiet water in all conditions around Port Phillip and Western Port. Some locations may only provide limited protection under certain wind or wave conditions. Harbours are currently provided at a number of locations around the two bays (mainly regional and higher level facilities), and some rivers and creeks provide haven.

Safety also needs to be addressed in boating activities through water zones and managing the behaviour of boaters and particularly Personal Water Craft.

Desired Outcomes

1. Safe havens are developed at strategic locations around Port Phillip and Western Port, having regard to reasonable boat travel times
2. Boating facilities are designed and maintained by addressing safety as a key requirement i.e. to comply with relevant Australian Standards and other regulatory requirements
3. Risk assessment and remedial actions are undertaken at locations where there is a real or perceived risk to the safety of boaters, or damage to boats arising from the design, maintenance, operation or use of facilities
4. Signage provided that assists with communication about risks and helps support multiple use of the coast

2.3.3 Balancing demand for coastal space

Goals

- Balance the use of coastal Crown land to ensure equitable access, whilst preserving the resource and maintaining amenity for residents and visitors
- Ensure the built environment on coastal Crown land is confined to structures providing significant community benefit and to those whose functionality depends on them being near the water

Coastal space is highly valued for its visual amenity, the sense of well-being it engenders, and the number of activities that can be enjoyed on and offshore. It is a limited resource under high demand. Boating is only one of the activities sharing coastal space, therefore when

determining priorities for improving boating infrastructure, consideration should be given to facilities that will also benefit the wider community.

Boat trailer parking is placing increasing demand on coastal space at the majority of boat ramps, both in terms of the increasing size and number of boats as 98% of registered vessels are trailerable. In order to meet the increasing demand for boat launching facilities, it will be necessary to find alternative locations for trailer parking, storing boats away from the foreshore and using options such as swing moorings.

Given the growth of the recreational boating industry and demands for the coastal resource the threshold or carrying capacity for boating and use of the foreshore will need to be addressed in some locations. Thresholds will need to be determined from three main perspectives: ensuring a safe boating experience; ensuring a pleasurable boating experience (impacted by waiting times for launch and retrieval); and ensuring manageable impacts on other coastal uses and environmental values.

Boating clubs are an integral part of the boating facility infrastructure and contribute public benefits through public activity days, information on boating, fishing and general safety on the water.

Desired Outcomes

1. In congested areas, components of boating facilities are located away from the immediate foreshore area whenever possible e.g. car and trailer parking and dry-stack boat storage
2. Use of the foreshore for boating activities is balanced by:
 - Improving the overall efficiency and usability of existing infrastructure to reduce the need for more boating facilities and the demand on public resources
 - Supporting clubs to increase memberships and private facilities to provide boating opportunities for the public
 - Making berths available for casual use in all facilities
 - Recognising that commercial boating activities (e.g. boat hire/charter) may provide a good option for the provision of access to the coast for a wider group of people
3. The carrying capacity of a site for boating over the longer term is determined by balancing the demand for boating, impacts from it and the needs of other uses of the foreshore

2.3.4 Accessibility and equity

Goals

- Provide a range of boating opportunities across the region
- Provide for public benefit in the management of existing boating facilities and in planning for new facilities

To facilitate improved accessibility, boating facilities will need to be strategically located to reflect agreed boating destinations and in areas where high levels of future population growth are expected.

In the central coastal region boat ramps provide the most common type of access to the water for most users. The demand to use boat ramps can exceed the capacity and number of ramps during peak times. Supervision of launching has been introduced at some busy ramps however this has its own set of problems e.g. cost, role and responsibilities of staff supervising launching and Occupational Health & Safety issues for staff.

The impacts of growing demand for boat ramps needs to consider:

- congestion in and around boat ramps
- parking at boat ramps and in local streets
- the capacity of local roads to cater for peak periods
- impacts on the local residents and the community.

Planning for recreational boating also needs to recognize the different types of recreational boaters and differing abilities.

Desired Outcomes

1. Equal access to coastal environments is provided, as far as practical, by geographically distributing facilities evenly across the region and by catering for different types of boating
2. Queuing times for regional and district level facilities are reduced by design features, supervision of launching at busy ramps during peak times, education of boaters and promotion of a range of accessible alternative launching sites
3. Design of boating facilities caters for a range of boating abilities
4. Public benefit is maximised in the provision of boating facilities including commercial opportunities such as charter, ferry and public transport services, in accordance with Tour Operator Licence requirements

Part 3

Boating Area Planning Precincts



Part 3 Boating Area Planning Precincts

Boating area planning precincts detail information on boating facilities at a more local level. The general objectives for boating area planning precincts are:

- Develop the network of boating facilities for each boating area planning precinct within the regional context and with strong regard to the physical, environmental, social and economic factors that influence the provision and maintenance of boating facilities
- Define a level of service that is appropriate to the role the boating area planning precinct plays within the network of boating facilities
- Provide for a mix of facility types in accordance with the specific goal for the boating area planning precinct
- Identify, where appropriate, regionally significant recreational nodes that are specifically related to boating activities and facilities.

Ten boating areas were identified through the development of the Boating CAP (2007) for the central region and the same ones are used for this report.

Table 5 Boating area planning precincts colour coding

Boating Area Planning Precincts	Code
Queenscliff	
Bellarine Peninsula	
Geelong	
West Port Phillip	
North Port Phillip	
East Port Phillip	
Mornington Peninsula	
North West Western Port	
South East Western Port	
Anderson Inlet	
Exposed Open Coast covers the remaining coastline	

The criteria used to define a boating area planning precinct are:

- Safe and easy access to the coast by the boating community
- Existing boating infrastructure
- Spatial or geographic coverage.

Map 3 shows the boundaries of the ten boating areas and the area in the central coastal region considered exposed open coastline. The exposed coast is not included as a planning precinct as it is not considered appropriate for the development of boating facilities.

Information on each boating area planning precinct and the exposed coast is presented as:

- A table covering key points, facility improvements, management issues, a planning goal for recreational boating and objectives
- A map of each area showing boating facilities and their level in the boating hierarchy
- A table with detailed information on each of the 211 boating facilities and, in some cases, a note defining the area boundaries e.g. up rivers and estuaries.

The Recreation Boating Facilities Framework (RBFF) identifies 36 more facilities than the Boating CAP 2007 (see section 1.2).

The Boating Service Levels Index (BSLI) Report contains the completed questionnaires sent to each facility manager to provide feedback on boating facilities. This feedback has been used to determine the BSLI rating which is a general measure of the facility's condition. More information on the BSLI is in Appendix 5 of this report.

1. Queenscliff

Key Points

Queenscliff has a significant maritime heritage. It acts as a gateway to the bay and provides access to Port Phillip Heads Marine National Park including Popes Eye which is a popular diving destination.

The redeveloped Queenscliff Harbour provides a range of boating and commercial facilities and services. Public boating access is mainly provided by the adjoining boat ramp managed by the Borough of Queenscliffe.

Facilities Update

The redevelopment of Queenscliff Harbour includes 280 wet berths and dry stack facilities. It has a retail precinct and supports tourist activities.

Queenscliff Boat Ramp has had new pontoons and a new concrete access lane installed. Overflow parking is provided on Railway Reserve during peak times.

Queenscliff and Point Lonsdale piers have recently been upgraded.

Management Issues/ Constraints

Retaining all tide access to the mouth of the harbour requires regular dredging.

There is restricted access to Commonwealth land and waters on the northern and eastern side of Swan Island.

Goal

To provide a safe haven and sustainable servicing centre within a sensitive coastal environment.

Planning Principles

The focus for investment is the continued upgrade of regional facilities namely Queenscliff Harbour and improvements to the adjoining boat ramp managed by the Borough.



Map 4 Queenscliff

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
1A	Queenscliff Harbour	Multipurpose	Regional	Regional	Queenscliff Cruising Yacht Club	●	●	DEPI
					Queenscliff Harbour	○	●	Parks Victoria
					Queenscliff Boat Ramp	●	●	Borough of Queenscliffe
					Bridge Street Pontoon	N/A	●	Parks Victoria
1B	Point Lonsdale Pier	Pier/Jetty	Local	Local	Point Lonsdale Pier	N/A	●	Parks Victoria
1C	Queenscliff Pier (south)	Pier/Jetty	Local	Local	Queenscliff Pier (south)	N/A	●	Parks Victoria
1D	Queenscliff Lonsdale Yacht Club	Yacht Club	Local	Local	Queenscliff Lonsdale Yacht Club	N/A	○	
BSLI Poor ● Average ● Good ● Uncoded ○								

2. Bellarine Peninsula

Key Points

This is a popular high growth area with consequent increase in demand for foreshore land and coastal access.

It provides access to many natural attractions on the bay including Point Phillip Heads Marine National Park, Edwards Point Wildlife Reserve and Swan Bay.

Facilities Update

The main boat ramps at St Leonards, Indented Head, Point Richards and Clifton Springs serve the needs of an extensive hinterland. Gradual upgrade of these facilities is being undertaken.

There is a plan to upgrade Portarlington Pier and Harbour.

Swan Bay Boat Ramp has been upgraded with a new fixed landing. Swan Bay Jetty has also been upgraded.

Facilities at Clifton Springs have been improved with the installation of a floating pontoon and dredging.

Management Issues/ Constraints

Sand and seaweed build up is a problem for boat ramps in the area and the harbours experience silting.

There is restricted access over the Commonwealth defence land and waters of Swan Island. Management of the adjacent sensitive environment needs special consideration.

Local facility managers need to address peak demand for foreshore parking at several boat ramp facilities.

Goal

To provide a boating destination with a mix of facilities for recreational and commercial needs.

Planning Principles

Provide a boating destination at Portarlington by significantly upgrading existing facilities to meet recreational and commercial needs of visitors and locals.

The level of service and efficiency of other existing facilities will be improved.

No new boating facilities will be constructed south of St Leonards township due to the proximity to Port Phillip Heads Marine National Park.



Map 5 Bellarine Peninsula

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
2A	Swan Bay Boat Ramp & Jetty	Boat Ramp 	Local	Local	Swan Bay Boat Ramp & Jetty	●	●	Parks Victoria
2B	St Leonards Yacht & Motor Squadron	Yacht Club	Local	Local	St Leonards Yacht & Motor Squadron	○	●	DEPI
2C	St Leonards Boat Ramp	Boat Ramp 	Regional	Regional	St Leonards Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2D	St Leonards Pier	Multipurpose	Local	Local	St Leonards Pier	●	●	Parks Victoria
2E	Indented Head Boat Ramp	Boat Ramp 	Local	Local	Indented Head Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2F	Grassy Point Boat Ramp	Boat Ramp 	Local	Decommissioning*	Grassy Point Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2G	Portarlington Fairfax Street	Boat Ramp 	Local	Local	Portarlington Fairfax Street	●	●	Bellarine Bayside Foreshore CoM
2H	Portarlington Pier	Pier/Jetty	District	Regional	Portarlington Pier	●	●	Parks Victoria
2I	Portarlington Seaside resort	Boat Ramp 	Regional	Regional	Portarlington Caravan Park	●	●	Bellarine Bayside Foreshore CoM
					Portarlington Sailing Club	●	●	Bellarine Bayside Foreshore CoM
2J	Point Richards	Boat Ramp 	Regional	Regional	Point Richards Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2K	Clifton Springs Boat Harbour	Multipurpose 	District	District	Clifton Springs Boat Harbour	●	●	City of Greater Geelong
2L	Sands Caravan Park	Boat Ramp 	Local	Local	Sands Caravan Park	●	●	Sands Caravan Park/City of Greater Geelong
2M	Pelican Shores Caravan Park	Boat Ramp 	Local	Local	Seabrae Boat Owners Club	●	●	Parks Victoria/DEPI
2N	Indented Head Boat Club	Yacht Club	Local	Local	Indented Head Boat Club	○	○	Bellarine Bayside Foreshore CoM
					Indented Head Yacht Club	N/A	●	Bellarine Bayside Foreshore CoM
* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 3 and to further consultation at a local level, before any future action is taken								
BSLI Poor ● Average ● Good ● Uncoded ○								

3. Geelong

Key Points

Corio Bay and the Geelong waterfront provide a centrepiece and focus for boating facilities, activities and events such as the Festival of Sails, held on Australia Day.

Geelong City Foreshore: Boating Needs Strategy and Master Plan provides future direction for existing boating facilities to be enhanced in the context of protecting the adjacent sensitive coastal environments.

Facilities Update

Facilities at St Helens and Limeburners Point have been improved while others still need to address capacity issues.

Management Issues/ Constraints

Most of the section of the coast from Limeburners Bay to the Werribee River has restricted land access and contains important Ramsar values.

Across the beach access at Murtcaim needs to be addressed.

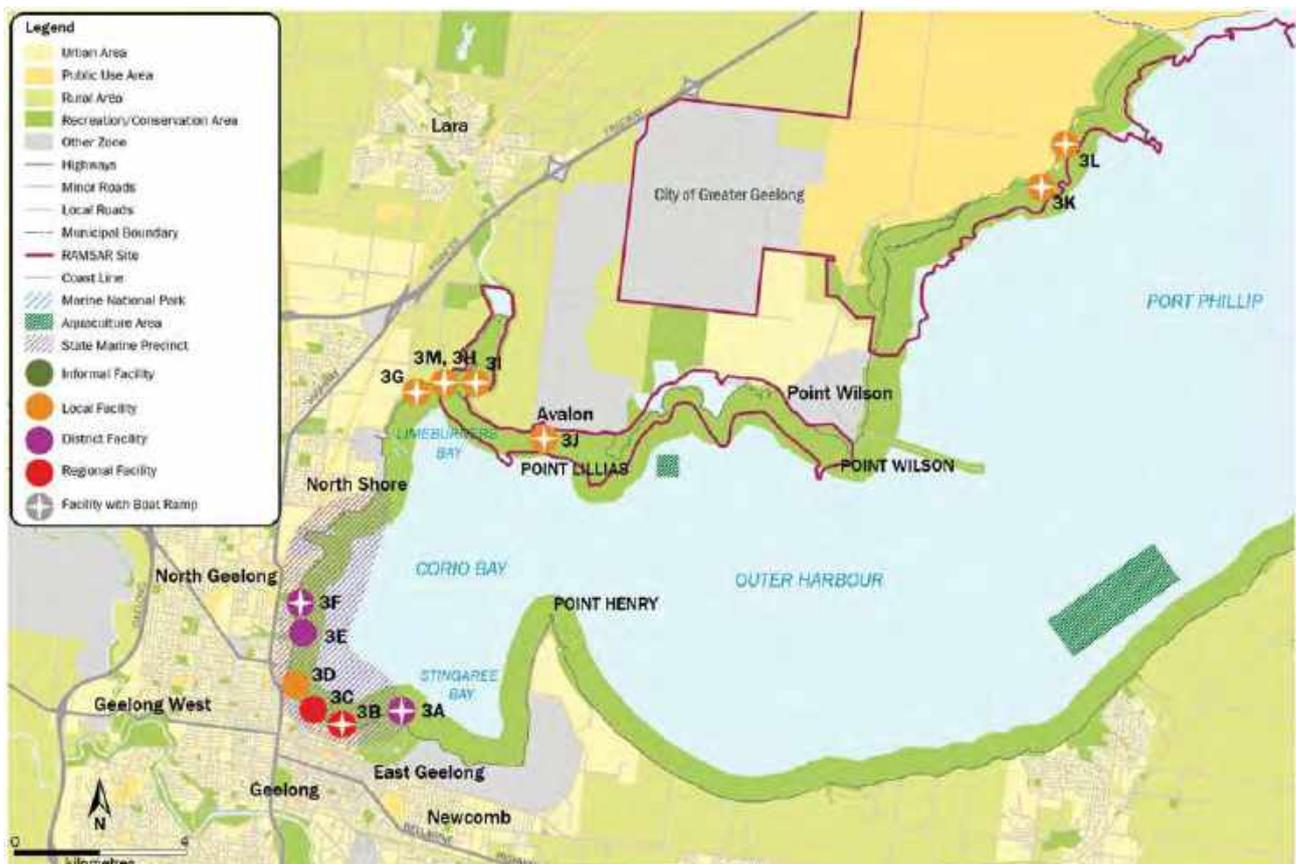
Goal

To provide a boating destination with international appeal and a range of local facilities catering for different types of boating.

Planning Principles

The central Geelong waterfront is a State Marine Precinct and will continue to be the focus of investment.

There will be no further expansion of boating facilities from Limeburners Bay to the northern boundary of the boating area due to the presence of Ramsar wetlands.



Map 6 Geelong

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
3A	Limeburners Point	Boat Ramp 	District	District	Limeburners Point Boat Ramp	●	●	City of Greater Geelong
3B	Royal Geelong Yacht Club/ Fishermans Basin	Marina 	Regional	Regional	Victorian Sailing & Water Safety School	●	○	City of Greater Geelong
					Royal Geelong Yacht Club	●	○	City of Greater Geelong
					Fishermans Basin	●	●	City of Greater Geelong
3C	Steampacket Quay	Pier/Jetty	Regional	Regional	Steampacket Quay	●	●	City of Greater Geelong
3D	Western Beach**	Multipurpose	Local	Local	TS Barwon Navel Cadets	●	○	City of Greater Geelong
					Western Beach Boat Club	●	●	City of Greater Geelong
3E	Rippleside	Multipurpose	District	Unknown	Rippleside Pier (Quay)	●	●	Private/DEPI
3F	St Helens	Multipurpose 	District	District	St Helens Boat Ramp	●	●	City of Greater Geelong
					St Helens Boat Harbour	●	●	City of Greater Geelong
3G	Grammar School Lagoon	Boat Ramp 	Local	Local	Grammar School Lagoon Boat Ramp	●	●	City of Greater Geelong
3H	Geelong Grammar School	Boat Ramp 	Local	Local	Geelong Grammar School Boat Ramp	●	●	DEPI/City of Greater Geelong
3I	Limeburners Bay	Boat Ramp 	Local	Local	Limeburners Bay & Lagoon Boat Club	●	●	City of Greater Geelong
3J	Avalon Beach	Boat Ramp 	Local	Local	Avalon Beach Boat Ramp	●	●	City of Greater Geelong
3K	Murtcaim Boat Launching	Informal 	Local	Decommission*	Murtcaim Boat Launching	●	●	Parks Victoria
3L	Kirks Point	Boat Ramp 	Local	Local	Kirks Point Boat Ramp	●	●	Parks Victoria
3M	Corio Bay Sailing Club	Yacht Club	Informal	Informal	Corio Bay Sailing Club	N/A	○	City of Greater Geelong

* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 3 and to further consultation at a local level, before any future action is taken.

**Also considered part of the State Marine Precinct

BSLI Poor ● Average ● Good ● Uncoded ○

4. West Port Phillip

Key Points

Growth in the western suburbs of Melbourne (Werribee/ Wyndham) is likely to result in increased pressure for boating facilities.

There are limited opportunities for new boating facilities in this boating area so achieving the most efficient use of existing facilities is important.

Facilities Update

The boat ramp and jetty at the mouth of Werribee River has recently undergone redevelopment including the installation of a new ramp, two floating pontoons and a jetty. The Personal Water Craft ramp has been closed and removed.

The Wyndham Harbour development catering for up to 400 wet berths and a dry stack for up to 390 boats represents a significant increase in boating facilities and opportunities for this sector of the coast.

Management Issues/ Constraints

The western side of Port Phillip is an area with high environmental values and part of the Port Phillip Bay (Western Shoreline) Ramsar site protected by international agreements. There are limited opportunities for boating as access and development is restricted.

The Werribee River mouth suffers from siltation problems. Regular bypass dredging is required for easy boat access to the existing ramp and jetty.

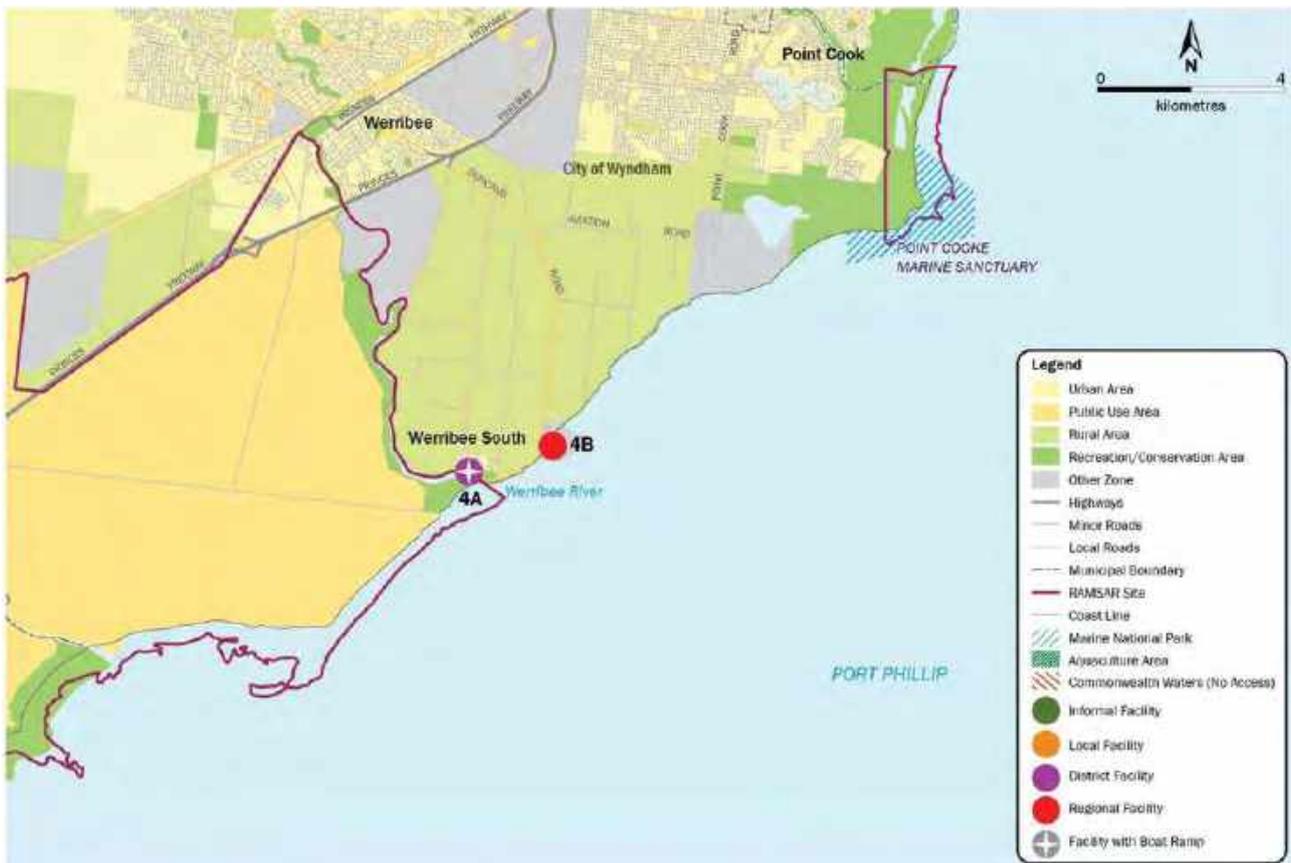
Goal

To provide some access for recreational boating in a sensitive coastal environment.

Planning Principles

The focus for investment to significantly upgrade facilities is at Werribee River (possible regional boating facility to meet demand) and Wyndham Harbour.

Large sections of this coast will remain unsuitable for boating facilities.



Map 7 West Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
4A	Werribee River	Boat Ramp	District	Regional	Werribee South Boat Ramp	●	●	City of Wyndham
					Werribee South Jetty	●	●	Parks Victoria
4B	Wyndham Harbour	Multipurpose	Under construction	Regional	Wyndham Harbour	N/A	○	City of Wyndham

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Werribee River to the Werribee South Boat Ramp are considered

BSLI Poor ● Average ● Good ● Uncoded ○

5. North Port Phillip

Key Points

The foreshore is highly modified and supports a range of intensive boating, recreational and commercial activities. It includes the State Marine Precinct, which is centred around the Yarra River and the Port of Melbourne, Williamstown and St Kilda foreshore.

The Port of Melbourne operations are an important component of boating activity in this area but also act as a constraint on recreational boating opportunities.

Significant recreational boating centres exist at a number of locations, including Williamstown, Docklands, St Kilda and Sandringham.

Facilities Update

Altona Boat Ramp has been developed to provide a safe haven. The boat ramp fulfils an important district function but experiences parking issues during peak periods. There are increasing pressures to address this issue.

The Williamstown Foreshore Strategic Plan (2010) provides direction on the development of boating facilities in this precinct.

Princes Pier has been restored and modified to allow safe public access as part of the broader plan to bring the entire foreshore precinct in Port Melbourne back to life.

Royal Melbourne Yacht Squadron (RMYS) has delivered Stage 1 for the new marina (new rock breakwater and wave protection) providing a safe haven. Parks Victoria is upgrading the timber jetty and adding a pontoon for short-stay public berthing.

Management Issues/ Constraints

Parking during peak periods is an ongoing issue at some sites.

There are issues associated with sand movement and erosion as much of this coastline has altered coastal processes with all beaches north of Sandringham Harbour being the result of sand dredged from offshore.

Contamination is an additional issue in this area and adds to dredging and development costs.

Goal

To increase opportunities and levels of service for recreational boating without impacting on commercial shipping.

Planning Principles

Plan Melbourne identifies Williamstown as an activity centre and potential location for a ferry servicing the western side of Port Phillip.

Investment will be focused on the upgrade of facilities at St Kilda, Williamstown and sites on the Yarra River within the State Marine Precinct.

Any new facilities south of Yarra River to Ricketts Point will be provided in existing harbours or near Princes Pier and will need to demonstrate a community benefit.

Any new boating facilities must not interfere with the operation of the commercial shipping channels or Port of Melbourne.

The Docklands Waterways Strategic Plan 2009-2013 addresses the transformation of Melbourne Docklands to an urban domain.



Map 8 North Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
5A	Altona Pier	Pier/Jetty	Local	Local	Altona Pier	●	●	Parks Victoria
5B	Altona Boat Ramp	Boat Ramp	District	Regional	Cresser Jetty	●	●	City of Hobsons Bay
					Altona Seaholme Fishing and Boating Club	N/A	○	City of Hobsons Bay
					Altona Yacht Club	●	●	City of Hobsons Bay
					Altona Boating & Angling Club	●	●	City of Hobsons Bay
					Hobsons Bay Sport & Game Fishing Club	N/A	●	City of Hobsons Bay
					Altona Boat Ramp	●	●	City of Hobsons Bay
					5C	Kororoit Creek Angling Club	Yacht Club	Local
5D	Bayview Street Moorings	Moorings	Local	Local	Bayview Street Moorings	●	●	City of Hobsons Bay
5E	South Williamstown	Jetty	Local	Local	Williamstown and Newport Anglers Club	●	●	City of Hobsons Bay

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
5F	Williamstown**	Multipurpose 	Regional	Regional	Workshops Jetty	●	●	Parks Victoria
					Royal Yacht Club of Victoria & Youth Sailing Academy	●	●	Parks Victoria
					Gem Pier	●	●	Parks Victoria
					Williamstown Naval Cadets	●	●	Parks Victoria
					Royal Victorian Motor Yacht Club	●	●	Parks Victoria
					Hobsons Bay Yacht Club	●	●	Parks Victoria
					Ferguson Street Pier	●	●	Parks Victoria
					Williamstown Sailing Club	●	●	Parks Victoria
					4th Williamstown Sea Scouts	●	●	Parks Victoria
5G	Parsons Marina**	Marina	Local	Local	Parsons Marina	●	●	Parks Victoria
5H	The Warmies Boat Ramp**	Boat Ramp 	District	District	The Warmies Boat Ramp Newport	●	●	City of Hobsons Bay
5I	Flemington Race Course Landing**	Jetty	Local	Local	Farnsworth Avenue Public Jetty	N/A	●	Parks Victoria
					Flemington Race Course Landing	●	●	Parks Victoria
					Lynch's Bridge Jetty	N/A	●	Parks Victoria
5J	Footscray Wharves**	Marina	Local	District	Footscray Wharves	●	○	
					Footscray Jetty (Grimes Reserve)	N/A	●	
					Henderson House Landing	N/A	●	Parks Victoria
5K	Victoria Harbour**	Multipurpose	Regional	Regional	Waterfront City Marina Docklands	N/A	●	City of Melbourne
					New Quay Marina, Docklands	●	○	
					d'Albora Marina	●	●	d'Albora Marinas (CoM)
					Docklands Yacht Club	N/A	●	Places Victoria
5L	Yarra's Edge**	Marina	District	District	Marina Yarra's Edge	●	●	City of Melbourne
					Yarra's Edge (Wharf Drive)	N/A	●	City of Melbourne
5M	Pier 35**	Marina 	District	District	Pier 35 d'Albora Marinas	●	●	Port of Melbourne Corporation
5N	Elwood Angling Club	Boat Ramp 	Local	Local	Elwood Sea Scouts	N/A	●	City of Port Phillip
					Elwood Angling Club	N/A	●	City of Port Phillip
					Elwood Sailing Club	N/A	●	City of Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
5O	Port Melbourne Yacht Club**	Yacht Club	Local	Local	Port Melbourne Yacht Club	●	○	
5P	Lagoon Pier**	Pier/Jetty	Local	Local	Lagoon Pier	●	●	Parks Victoria
5Q	Kerferd Road Pier**	Pier/Jetty	Local	Local	Albert Park Yachting and Angling Club	N/A	○	
					Kerferd Road Pier	●	●	Parks Victoria
5R	St Kilda Harbour**	Pier/Jetty/ Yacht Club	Regional	Regional	Royal Melbourne Yacht Squadron	●	○	Parks Victoria
					St Kilda Pier	●	●	Parks Victoria
					St Kilda Harbour	●	●	Parks Victoria
5S	St Kilda Marina**	Multipurpose 	Regional	Regional	St Kilda Marina	●	○	City of Port Phillip
5T	North Road Boat Ramp	Boat Ramp 	Local	Local	North Road Boat Ramp	●	●	City of Bayside
5U	Royal Brighton Yacht Club	Pier/Jetty/ Yacht Club	District	District	Royal Brighton Yacht Club	●	●	City of Bayside/ DEPI/Parks Victoria
					Middle Brighton Pier and Breakwater	N/A	●	Parks Victoria
5V	Sandringham Boat Harbour	Multipurpose 	Regional	Regional	Bayside Triathlon & Sandringham Anglers Club	N/A	○	
					Guides & Scouts Sailing Centre	N/A	○	
					Hampton Pier	●	●	Parks Victoria
					Hampton Sailing Club	N/A	●	Parks Victoria
					Sandringham Yacht Club	●	●	Parks Victoria
					Sandringham Boat Harbour	●	●	Parks Victoria
5W	Black Rock Yacht Club/ Half Moon Bay	Multipurpose 	Local	Local	Half Moon Bay Boat Ramp	●	●	City of Bayside
					Black Rock Yacht Club	●	○	
					Black Rock Jetty	●	●	Parks Victoria
5X	Beaumaris Motor Yacht Squadron	Yacht Club	Local	Local	Beaumaris Motor Yacht Squadron	●	●	DEPI
5Y	Beaumaris Yacht Club	Yacht Club	Local	Local	Beaumaris Yacht Club	○	○	
5Z	Beaumaris Sea Scout Jetty	Jetty 	Local	Local	Beaumaris Sea Scout Jetty	○	○	

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Yarra River to the Charles Grimes Bridge including Victoria Harbour, and up the Maribyrnong River to the Flemington Ferry Wharf are considered.

**Also considered part of the State Marine Precinct.

BSLI Poor ● Average ● Good ● Uncoded ○

6. East Port Phillip

Key Points

There are two boat harbours along this length of coast, Mordialloc Creek and Patterson River which are both regional facilities. Patterson River boat ramp is the busiest in the region, with over 52,000 launches per year which is partly due to improved traffic access created by Eastlink.

There are limited other suitable areas for boat harbours because of the significant sand movement along the coast and the potential alienation of good bathing beaches.

Facilities Update

Recent developments at Patterson River Launching Way include two new multiple-lane boat ramps, a new car park, four new retaining walls and installation of a gangway and floating pontoon. The jetty at Patterson Lakes has been replaced and a dredging project is underway.

Facilities have been upgraded at Mordialloc and Kananook Creeks.

A proposal for a marina at Olivers Hill, Frankston has been subject to an Environment Effects Statement (EES) and approved in principle. There is currently insufficient private investment interest.

Management Issues/Constraints

Low bridge clearances and low water depth will continue to limit use of Patterson River, Mordialloc Creek and Kananook Creek for larger boats.

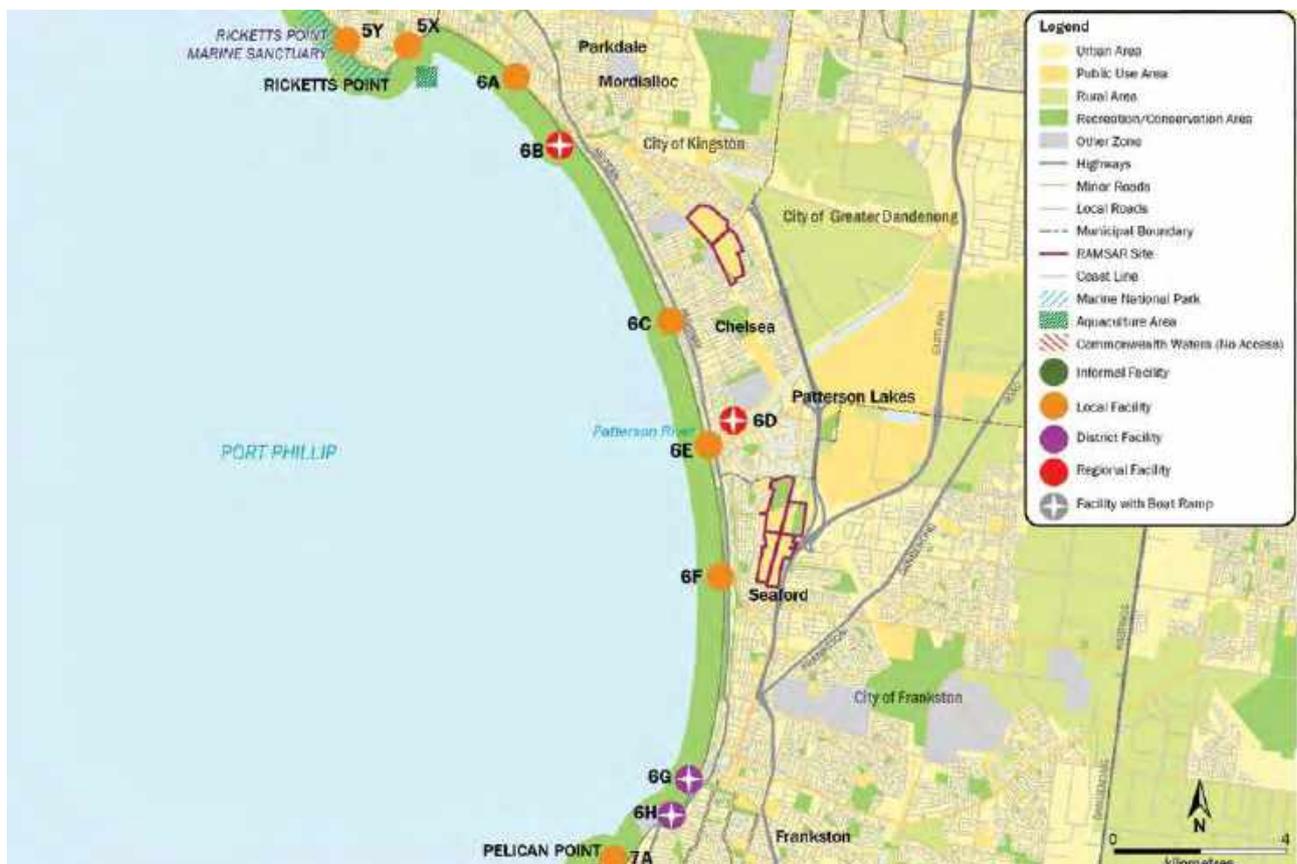
Goal

To improve safety and access and address increasing levels of recreational boating.

Planning Principles

The focus for investment to upgrade facilities is at Mordialloc Creek and Patterson River and includes ways to improve river entrance stability, safety and provide a safe haven.

Development of a new regional boating facility at Olivers Hill, Frankston is seen as a way of providing a wide range of services and filling a gap in the network along this stretch of coastline.



Map 9 East Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
6A	Parkdale Yacht Club	Yacht Club	Local	Local	Parkdale Yacht Club	●	○	City of Kingston
6B	Mordialloc Creek	Multipurpose 	Regional	Regional	Mordialloc Pier	●	●	Parks Victoria
					Pompei Landing	N/A	○	
					Mordialloc Boat Ramp	○	●	City of Kingston
					Mordialloc Sailing Club	●	○	City of Kingston
					Mordialloc Motor Yacht Club	●	●	City of Kingston
Mordialloc Sea Scouts and Guides	●	○	City of Kingston					
6C	Chelsea Yacht Club	Yacht Club	Local	Local	Chelsea Yacht Club	●	○	City of Kingston
6D	Patterson River	Multipurpose 	Regional	Regional	Patterson River Motor Boat Club	●	○	City of Kingston
					Patterson River Boat Ramp	●	●	Parks Victoria
					Patterson Lakes Marina	●	○	Patterson Lake Marina
6E	Carrum Sailing Club	Yacht Club	Local	Local	Carrum Sailing Club	●	○	City of Kingston
6F	Seaford Pier	Pier/Jetty	Local	Local	Seaford Pier	●	●	Parks Victoria
6G	Frankston Pier	Multipurpose 	District	District	Frankston Yacht Club	●	●	Frankston Yacht Club
					Kananook Creek Boat Ramp	●	●	City of Frankston
					Frankston Pier	●	●	Parks Victoria
6H	Olivers Hill Boat Ramp	Boat Ramp 	District	District*	Olivers Hill Boat Ramp	●	●	City of Frankston

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Mordialloc Creek to the Boat ramp at George Woods Reserve, and up the Patterson River to include the Patterson River development/boat ramp are considered.

*Olivers Hill Boat Ramp may be upgraded as part of a multipurpose regional facility.

BSLI Poor ● Average ● Good ● Uncoded ○

7. Mornington Peninsula

Key Points

This area has high scenic and amenity value and is an increasingly popular destination for lifestylers and holiday makers. Traffic access has improved with development of Mornington Peninsula Freeway. The area supports significant boating activity, particularly in summer and facilities such as Martha Cove have potential for increased service i.e. it includes a public boat ramp.

The coastal topography is dominated by small pocket beaches backed by steep cliffs and is challenging to provide land access.

Facilities Update

The Martha Cove, Safety Beach canal estate development has provided additional wet berths for a range of boats.

Parks Victoria is rebuilding the Mornington Pier including improved wave protection. This upgrade could be linked to expansion of the harbour however, the area has limited capacity for land-based infrastructure.

Facilities at Blairgowrie are being significantly improved.

Management Issues/Constraints

Foreshore space is highly contested particularly during peak demand and there is a shortage of parking space to service many boating facilities.

There is need for an additional safe harbour to provide protection from all weather conditions along the eastern side of Port Phillip.

There are many local issues involved in upgrading boating facilities which will require more detailed precinct planning and extensive community consultation.

Goal

To provide a diverse range of recreational boating facilities that are safe and effectively provide for seasonal use.

Planning Principles

Investment focus includes providing a safe haven at Mornington and improving the general level of service of local boat ramps, mainly by improving parking and ramp design. Swing moorings also provide another option to address congestion issues.

The Shire is preparing a Mornington Harbour Precinct Plan to guide use of the area for recreational boating and as a tourist facility.

Recreational Boating Precinct Plans for Rye and Sorrento have been developed to guide the sustainable future use and management of these areas.



Map 10 Mornington Peninsula

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
7A	Daveys Bay Boat Club	Jetty	Local	Local	Daveys Bay Boat Club	●	○	DEPI
7B	Canadian Bay	Yacht Club	Local	Local	Canadian Bay Boat Club	●	○	Mornington Peninsula Shire
7C	Mornington Harbour	Multipurpose	Regional	Regional	Mornington Boat Ramp	●	●	Mornington Peninsula Shire
					Mornington Yacht Club	●	●	Mornington Peninsula Shire
					Fishermen's Jetty	N/A	○	Parks Victoria
					Mornington Jetty	●	●	Parks Victoria
7D	Fisherman's Beach Boat Ramp	Boat Ramp	Local	Local	Fisherman's Beach Boat Ramp	●	●	Mornington Peninsula Shire
					Mt Martha	Local	Local	Mt Martha Beach Boat Ramp
7E	Mt Martha		Local	Local	Mt Martha Yacht Club	●	●	DEPI/Mornington Peninsula Shire

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
7F	Martha Cove	Marina 	Regional	Regional	Safety Beach Sailing Club	●	○	Mornington Peninsula Shire
					Martha Cove	○	○	Private
					Martha Cove Boat Ramp	N/A	●	Private, but public access to boat ramp
7G	Safety Beach Boat Ramp	Boat Ramp 	Local	Local	Safety Beach Boat Ramp	●	●	Mornington Peninsula Shire
7H	Dromana Pier	Pier/Jetty	Local	Local	Dromana Pier	●	●	Parks Victoria
7I	Anthony's Nose Boat Ramp	Boat Ramp 	Local	Local	Anthony's Nose Boat Ramp	●	●	Dromana Foreshore CoM
7J	McCrae Yacht Club	Yacht Club	Local	Local	McCrae Yacht Club	●	●	DEPI
7K	Rosebud Jetty	Pier/Jetty	Local	Local	Rosebud Jetty	●	●	Parks Victoria
7L	Rosebud Motor Boat Squadron	Yacht Club	Local	Informal*	Mooring Basin	○	●	DEPI/Parks Victoria
					Rosebud Motor Boat Squadron	●	●	Mornington Peninsula Shire/DEPI
					Rosebud Yacht Club	●	●	Mornington Peninsula Shire
7M	Tootgarook Boat Ramp	Boat Ramp 	Local	Local	Tootgarook Boat Ramp	●	●	DEPI
7N	Rye	Multipurpose 	District	Regional	Rye Yacht Club	●	●	Mornington Peninsula Shire
					Rye Jetty	●	●	Parks Victoria
					Rye Boat Ramp	●	●	Mornington Peninsula Shire
7O	Tyrone Boat Ramp	Boat Ramp 	Local	Decommission*	Tyrone Boat Ramp	●	●	Whitecliffs to Cameron's Bight Foreshore CoM
7P	Blairgowrie Yacht Squadron	Yacht Club	District	District	Blairgowrie Jetty	N/A	○	Whitecliffs to Cameron's Bight Foreshore CoM
					Blairgowrie Yacht Squadron & Safe Boat Harbour	●	○	Whitecliffs to Cameron's Bight Foreshore CoM
7Q	Cameron's Bight	Pier/Jetty	Local	Local	Cameron's Bight Jetty	●	●	Whitecliffs to Cameron's Bight Foreshore CoM
7R	Sorrento Sailing Club	Yacht Club	Local	Local	Sorrento Sailing Couta Boat Club	●	○	Mornington Peninsula Shire
7S	Sorrento	Boat Ramp 	District	District	The Baths Jetty	N/A	●	DEPI
					Sorrento Pier	●	●	Parks Victoria
					St Albans Way	●	●	Mornington Peninsula Shire
7T	South Channel Fort	Pier/Jetty	Local	Local	South Channel Fort	●	●	Parks Victoria
7U	Portsea Pier	Pier/Jetty	Local	Local	Portsea Pier	●	●	Parks Victoria

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
7V	Mt Eliza	Yacht Club	Local	Local	Ranelagh Club Yacht Squadron	N/A	○	Private
					Ranelagh Club Motor Boat Squadron	N/A	●	Private/Mornington Peninsula Shire

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, the Martha Cove development is included and is defined by the development area boundary.

* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 4 and to further consultation at a local level, before any future action is taken.

BSLI Poor ● Average ● Good ● Uncoded ○

8. North-West Western Port

Key Points

Western Port is a Ramsar site. Mangroves and tidal flats fringe much of the coastline which includes important bird feeding and roosting areas.

Some 600 boats access Western Port from Yaringa Boat Harbour, a private facility with launch and retrieval services.

The boating area includes a State Marine Precinct centred on the proposed port development of Hastings.

Facilities Update

The Tooradin boat ramp has been improved and a floating jetty for visiting boats constructed.

Hastings and Flinders jetties have been upgraded and made safer.

There have been several improvements to Warneet boat launching facilities including the parking area. The pontoon is also being redesigned to reduce maintenance costs due to sand and silt build up.

The boat ramp at Cannons Creek has been refurbished and the jetty removed.

Parks Victoria are upgrading navigation aids for improved access and definition of water channels.

Management Issues/Constraints

Expansion of boating facilities is limited due to the tidal restricted access and the need to protect important Ramsar values.

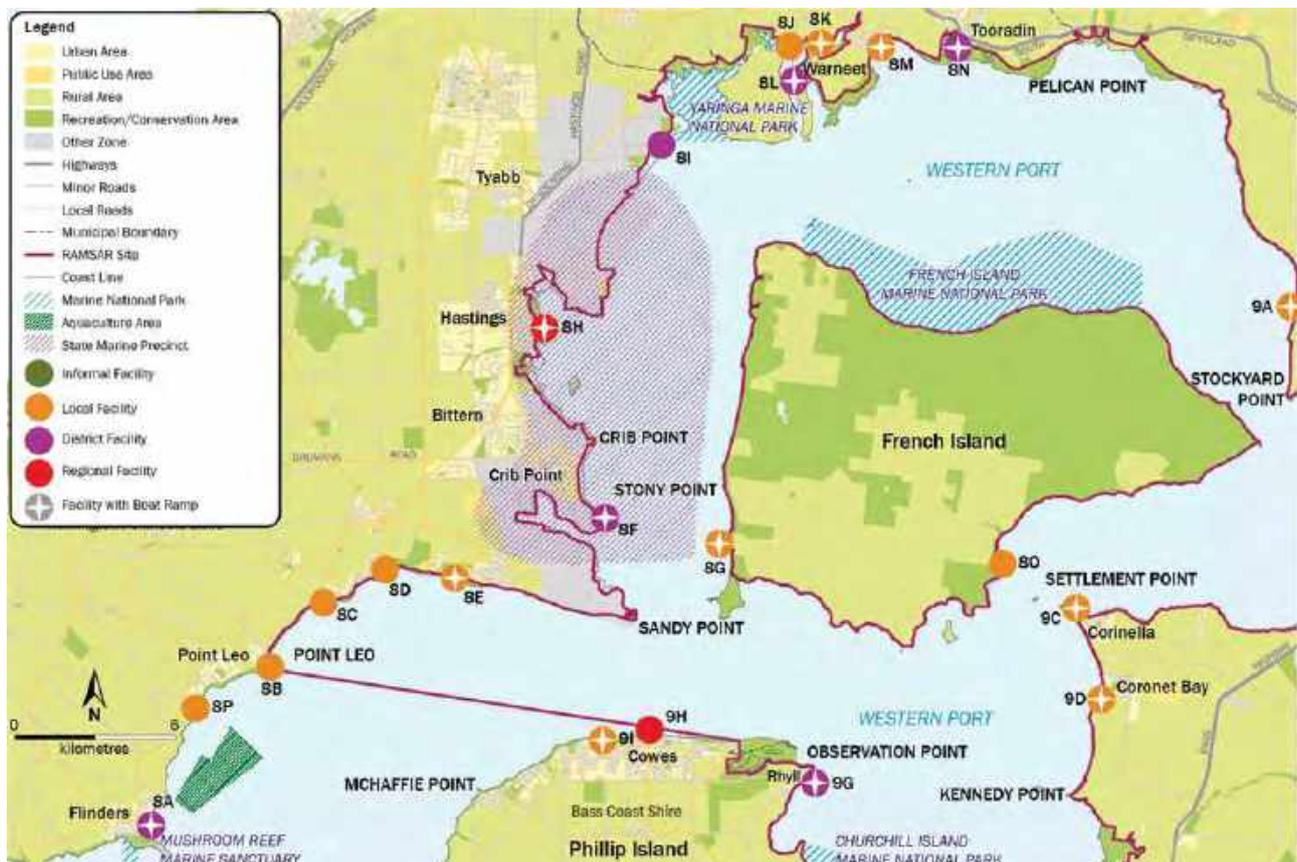
Other common issues are car parking and land access.

Goal

To provide opportunities for recreational boating in context of potential increase in commercial shipping and the sensitive Western Port environment.

Planning Principles

The development of port facilities and associated infrastructure at Hastings, a State Marine Precinct, will need to consider boating access.



Map 11 North-West Western Port

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
8A	Flinders	Multipurpose 	District	District	Flinders Yacht Club Flinders Boat Ramp Flinders Jetty	○ ● ●	○ ● ●	Mornington Peninsula Shire Parks Victoria
8B	Point Leo Boat Club	Yacht Club	Local	Local	Point Leo Boat Club	●	●	Point Leo Foreshore Reserve CoM
8C	Merricks Yacht Club	Yacht Club	Local	Local	Merricks Yacht Club	●	●	Mornington Peninsula Shire
8D	Western Port Yacht Club	Yacht Club	Local	Local	Western Port Yacht Club	●	○	Committee of Management
8E	Somers Yacht Club	Yacht Club 	Local	Local	Somers Yacht Club	●	●	Committee of Management
8F	Stony Point**	Multipurpose 	District	District	Stony Point Boat Ramp Stony Point Jetty	● ●	● ●	DEPI Port of Hastings
8G	Tankerton Jetty	Jetty 	Local	Local	Tankerton Jetty Tankerton Boat Launching	● N/A	● ●	Parks Victoria DEPI
8H	Hastings**	Multipurpose 	Regional	Regional	Western Port Marina Yacht Squadron Western Port Marina Hastings Boat Ramp Hastings Yacht Club Hastings Jetty	N/A ● ● ● ●	○ ● ● ● ●	DEPI DEPI Mornington Peninsula Shire DEPI Parks Victoria
8I	Yaringa Boat Harbour	Marina	District	District	Yaringa Boat Harbour	●	●	Yaringa Boat Harbour
8J	The Bluff Jetty	Jetty	Local	Local	The Bluff Jetty	●	●	DEPI/Parks Victoria
8K	Cannons Creek	Boat Ramp 	Local	Local	Cannons Creek Road Boat Ramp Watsons Point slipway	● N/A	● ●	DEPI/Cannons Creek Foreshore Reserve CoM Cannons Creek Foreshore Reserve CoM
8L	Warneet	Pier/Jetty 	District	District	Warneet North Boat Club Warneet North Jetty Warneet Motor Yacht Club Warneet Jetty South Warneet Boat Ramp Warneet South Slipway Club	● N/A ● ● ● N/A	● ● ○ ● ○ ○	Warneet Foreshore CoM Parks Victoria Parks Victoria
8M	Blind Bight Boat Ramp	Boat Ramp 	Local	Local	Blind Bight Boat Ramp	●	●	CoM/City of Casey
8N	Tooradin	Boat Ramp 	District	Regional	Tooradin Jetty Tooradin Boat Ramp	● ●	● ○	Parks Victoria
8O	French Island Barge Landing	Jetty	Local	Local	French Island Barge Landing	○	●	Parks Victoria
8P	Shoreham Beach Boat Ramp	Boat Ramp 	Local	Local	Shoreham Beach Boat Ramp	N/A	●	Shoreham Foreshore Reserve CoM

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up Tooradin River to the South Gippsland Highway Bridge are considered.

** Also considered part of a 'proposed' State Marine Precinct at Hastings.

BSLI Poor ● Average ● Good ● Uncoded ○

9. South-East Western Port

Key Points

Boating activity differs in Western Port compared to Port Phillip Bay and boaters seek smaller more isolated destinations.

The coastline is characterised by shallow intertidal mudflats that have significant environmental values and conservation areas are established for migratory birds. The whole of Western Port is listed as a Ramsar site.

Increasing demand for boating facilities is likely to be generated through the Casey Cardinia urban growth area.

Facilities Update

Investment in infrastructure at local boat ramps has been undertaken by the Bass Coast Shire at Newhaven, Cowes, Coronet Bay and Rhyll, resulting in significant improvements to these facilities.

An improved mix of facilities is being developed e.g. additional facilities for keel boats at Newhaven Yacht Club.

The jetties at Corinella, San Remo, Newhaven, Rhyll and Cowes have been maintained and repaired by Parks Victoria. Corinella Jetty has a new fishing platform and floating landings have been added to San Remo and Rhyll jetties.

Management Issues/Constraints

Several existing boat launching facilities will need to be upgraded to assist in managing seasonal peak demand.

Goal

To consolidate and upgrade boating facilities and manage impacts on the sensitive Western Port environment.

Planning Principles

The focus for investment to upgrade facilities will be at Newhaven and Rhyll.

Upgrade of popular local boat ramps will be considered to address the high seasonal activity.

Cowes will continue to be seen as a possible cruise ship destination.



Map 12 South-East Western Port

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
9A	Lang Lang	Boat Ramp 	Local	Local	Lang Lang Boat Ramp	●	○	
9B	Grantville	Boat Ramp 	Local	Local	Grantville Boat Ramp (Pier Rd)	●	●	Bass Coast Shire
9C	Corinella	Boat Ramp 	Local	District	Corinella Boat Ramp	●	●	Corinella Foreshore CoM
					Corinella Jetty	N/A	●	Parks Victoria
					Corinella Landing	N/A	○	
9D	Coronet Bay	Boat Ramp 	Local	Local	Coronet Bay Boat Ramp	N/A	●	Bass Coast Shire
9E	San Remo	Pier/Jetty	District	District	San Remo Jetty	●	●	Parks Victoria
9F	Newhaven	Multipurpose 	Regional	Regional	Newhaven Jetty	●	●	Parks Victoria
					Newhaven Boat Ramp (Seaview St)	●	●	Bass Coast Shire
					Newhaven Yacht Squadron & Marina	●	●	
9G	Rhyll	Multipurpose 	District	Regional	Rhyll Jetty	●	●	Parks Victoria
					Rhyll Boat Ramp (Beach Rd)	●	●	Bass Coast Shire
					Rhyll Yacht Club	N/A	●	Rhyll Foreshore CoM
9H	Cowes	Multipurpose	Regional	Regional	Cowes Jetty	●	●	Parks Victoria
					Cowes Yacht Club	●	●	DEPI
9I	Cowes Boat Ramp	Boat Ramp 	Local	District	Cowes Boat Ramp (Anderson Rd)	●	●	Bass Coast Shire
BSLI Poor ● Average ● Good ● Uncoded ○								

10. Anderson Inlet

Key Points

This is one of the few areas along the south Gippsland coast where boats can gain access to Bass Strait and it also provides haven from weather.

Facilities Update

There has been funding provided to improve Inverloch boat ramp jetty and undertake a feasibility study for the upgrade of Mahers Landing boat ramp, further into the inlet.

Management Issues/Constraints

Key issues in using the inlet facilities include improving access from the water at low tide, the need for dredging and safety issues associated with fast currents and traversing the bar from Anderson Inlet to Bass Strait.

Goal

To provide haven from the exposed open coast and safe access for recreational boating.

Planning Principles

Investment focus will be on upgrading facilities or services that allow haven within the inlet for visiting boaters when required as a result of weather conditions.

Planning and provision of boating facilities will be considered in Anderson Inlet in conjunction with Gippsland Coastal Board.



Map 13 Anderson Inlet

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
10A	Inverloch Boat Ramp	Boat Ramp 	District	District	Inverloch Boat Ramp	●	●	Bass Coast Shire
10B	Mahers Landing	Boat Ramp 	Local	Local	Mahers Landing	●	●	Bass Coast Shire

BSLI Poor ● Average ● Good ● Uncoded ○

11. Exposed Open Coast (Barwon River and Cape Patterson)

Key Points

Open coast areas in the central coastal region consist of those areas of the coast exposed to the storms and swells of Bass Strait.

Overall, the zone is not appropriate for any new facilities to be built other than improvements to facilities in the estuaries.

Facilities Update

Only general maintenance of existing facilities has been undertaken.

Management Issues/Constraints

Improvement to any of the facilities needs to focus first and foremost on safety.

Any new facilities are impractical as there are a range of design/engineering and construction issues associated with the open coast due to severe wave action and longshore sand transport.

Goal

To provide limited safe access for recreational boating to the exposed open coast.

Planning Principles

Existing boating facilities at Barwon Heads, Ocean Grove and Cape Paterson will be maintained to continue serving local requirements.

No new boating facilities will be considered on the open coast unless they can address significant safety, cost and environmental concerns.



Map 14 Exposed Open Coast (Barwon River)



Map 15 Exposed Open Coast (Cape Patterson)

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
11A	Ocean Grove Boat Ramp	Boat Ramp 	Local	Local	Ocean Grove Boat Ramp	●	●	City of Greater Geelong
11B	Barwon River	Boat Ramp 	Local	Local	Barwon River, Pelican Crt	●	●	Parks Victoria
					Barwon River, Minah St	●	●	Parks Victoria
11C	Barwon Heads Jetty	Pier/Jetty	Local	Local	Barwon Heads Jetty	●	●	Barwon Coast CoM
11D	Cape Patterson	Boat Ramp 	Local	Local	Cape Patterson Boat Ramp	●	●	Bass Coast Shire
11E	Sand Ramp north of Barwon Bridge	Informal	Informal	Informal	Sand Ramp (near Barwon Bridge)	N/A	○	

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Barwon River to Sheepwash Road are considered.

BSLI Poor ● Average ● Good ● Uncoded ○



Appendices

Appendix 1 – Acknowledgements

Appendix 2 – Update on Boating Trends and Demand

Appendix 3 – Broader Legislative and Policy Influences

Appendix 4 – Managing the Coast with Others

Appendix 5 – Interpretation of the Boating Service Levels Index

Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

Appendix 7 – Definitions and Acronyms



Appendix 1 – Acknowledgements

The Central Coastal Board acknowledges the contribution of the following groups to the process of reviewing the *Boating Coastal Action Plan 2007* and preparing the *Recreational Boating Facilities Framework 2014*.

CCB Boating Working Group

Ross Kilborn – Chair

Anne-Marie Tenni

Jeff Weir

Recreational Boating Steering Committee

Cath Whelan – Chair until 12 August 2013

Alison Creighton – Western Port LGA representative

Bernie Cotter – ABM (Port Phillip LGA representative)

David Ritman – Parks Victoria

Franz Grasser – VRFish

Marcus Higgins – Department of Transport, Planning and Local Infrastructure

Peter Lawson – Department of Environment and Primary Industries

Sally Burgess – Department of Environment and Primary Industries

Ross Kilborn – CCB, (Committee Chair after 12 August 2013)

Steven Gill – Boating Industry Australia

Steven Walker – Yachting Victoria

Other

GHD Pty Ltd was employed by the CCB to provide services in relation to the Recreational Boating Facilities Framework.

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Appendix 2 – Update on Boating Trends and Demand

GHD has provided a 2012 update of the information on recreational boating market and demand. This has been limited by available data. In an environment where increasing emphasis is placed on assessing the merit of infrastructure proposals, reliable data is required to support an effective assessment process. This would include information on the number of boat launches per year and the residential postcode of users.

Better quantitative data is needed to assist strategic planning for boating and to be able to provide reliable long term forecasts

The study found the boating industry is well established in Victoria:

- The central region accounts for over 50% of boating registrations and has over 211 facilities, it is the most populous and busiest in Victoria
- Growth in registered vessels is growing at a similar pace as the average population growth of the central coastal region at 2.3% per annum (the demand for infrastructure is increasing)
- The fastest growing demand is coming from the north-west and south-east growth corridors e.g. City of Wyndham experiences 6.7% per annum growth
- The average age of a boat owner has been gradually increasing in line with the ageing population profile
- Larger vessels are becoming more popular which has implications on infrastructure planning as only a few existing boat ramps can cater for them.

Planning for recreational boating is made more complex by seasonality and the factors influencing demand.

Peak demand tends to align with the fishing season and the summer holiday period

Localised demand is strongly influenced by availability of safe and easy access from land and water together with parking

The growth corridors have significant implications for future demand

There are already a number of implications for capacity. Whilst the projected demand is growing, the provision of infrastructure is already restrained in a number of places especially during peak periods. In particular the congestion on land and the need for more efficient use of boat ramps and parking areas is needed. Ideally, 'back up' parking areas can be identified for parking during peak periods but this is not always the case.

Simply providing additional infrastructure for the ever growing demand may not be sustainable in the context of limited coastal space and other uses of coastal areas, including environmental protection

Several options can be suggested to address the increasing demand for boating infrastructure:

- "Off-the coast" storage facilities (i.e. dry berths) can facilitate boat maintenance, slipping and retrieval (a boat valet service) for many of the smaller classes of recreational boats
- Swing moorings have proven to be popular and a good way to reduce the demand on boat ramps in peak demand areas and times
- Boating hubs (consolidation of facilities) to provide for maintenance of larger boats rather than many clubs trying to expand their facilities
- Demand management activities such as webcams providing information on weather and waiting periods need to be considered in the future to avoid congestion at existing launching facilities
- A more uniform approach to charging for boating services (in many cases infrastructure is provided free of charge) in line with recoup the cost of service provision. This will require more accurate data to inform cost modelling.

Appendix 3 – Broader Legislative and Policy Influences

Table 6 contains a list of legislation, strategies, guidelines and plans used on a regular basis to provide a framework for planning and management decisions related to recreational boating in Victoria. Each boating planning precinct will have additional local plans and provisions to consider.

Table 6 Broader legislative and policy influences

Policy Context			
Legislation	Strategy and Policy	Guidelines	Plans
<i>Aboriginal Heritage Act 2006</i>	Coastal Action Plans	Landscape Setting Types for the Victorian Coast	Coastal Management Plans
<i>Catchment and Land Protection Act 1994</i>	Coastal Hazard Vulnerability Assessment	Siting and Design Guidelines for Structures on the Victorian Coast	Foreshore Management Plans
<i>Climate Change Act 2010</i>	Plan Melbourne (Draft 2013)	Victoria's Coastal Spaces Initiative	Local Strategic Plans
<i>Coastal Management Act 1995</i>	Policy for Sustainable Recreation and Tourism on Victoria's Public Land		Marine Protected Area Management Plans
<i>Crown Land (Reserves) Act 1978</i>	Ramsar Strategic Management Plans		Park Management Plans
<i>Disability Act 2006</i>	Regional Catchment Strategies		Planning Schemes
<i>Environmental Protection Act 1970</i>	State Planning Policy Framework		
<i>Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>	State Environment Protection Policy (Waters of Victoria)		
<i>Environmental Effects Act 1978</i>	Victorian Coastal Acid Sulfate Soil Strategy (2009)		
<i>Fisheries Act 1995</i>	Victorian Coastal Strategy (2008 and Draft 2013) Victorian Waterway Management Strategy (2013)		
<i>Flora and Fauna Guarantee Act 1988</i>	Victoria's Native Vegetation Management – A Framework for Action (2002)		
<i>Heritage Act 1995</i>			
<i>Marine Safety Act 2010</i>			
<i>National Parks Act 1975</i>			
<i>Native Title Act 1993 (Cwlth)</i>			
<i>Planning and Environment Act 1987</i>			
<i>Port Management Act 1995</i>			

Appendix 4 – Managing the Coast with Others

Table 7 Key agencies involved in planning and managing boating facilities

Agency	Role
1a) Minister for Ports 1b) Minister for Planning 1c) Minister for Environment and Climate Change	Ministers oversee the administration of their departments and are accountable to Parliament. Those most relevant to boating are listed.
2) Victorian Coastal Council (VCC)	The VCC is the peak body established to undertake statewide strategic coastal planning. It develops the Victorian Coastal Strategy (VCS).
3) Central Coastal Board (CCB)	The CCB is the coastal planning advisory body for the central coastal region. It develops Coastal Action Plans for the region.
4) Department of Environment and Primary Industries (DEPI)	DEPI's focus includes management of land, water and natural resources in a sustainable manner.
5) Department of Transport Planning and Local Infrastructure (DTPLI)	DTPLI focus includes managing Victoria's growth and development and building stronger communities.
6) Parks Victoria (PV)	Parks Victoria is a public authority responsible for managing, protecting and improving Victoria's parks on behalf of DEPI and managing local ports of Port Phillip and Western Port on behalf of DTPLI. PV is also the waterways manager for the Yarra, Maribyrnong and Patterson rivers.
7) Port Phillip and Western Port Catchment Management Authority (CMA) and Corangamite CMA	These authorities are responsible for the protection and sustainable development of land, vegetation and water resources in their regions.
8) Local Government Authority (LGA)	Local Government Authorities (LGAs) provide municipal services (e.g. roads, rubbish, local laws, town planning, emergency management planning, drainage, recreation and community services).
9) Local Committees of Management (CoM)	CoMs are established under the <i>Crown Land (Reserves) Act 1978</i> to manage, improve, maintain and control reserved Crown land across Victoria.
10) Facility Managers	Facility managers include government, Port Corporations, Yacht Clubs and CoM and private investors.
11) Aboriginal Corporations	Manage and protect Aboriginal cultural heritage in Victoria.

Appendix 5 – Interpretation of the Boating Service Levels Index

An assessment known as the Boating Service Levels Index (BSLI) was undertaken for the Boating CAP and repeated for this report to provide a snapshot of the existing condition of each boating facility and the services it provides.

Data is collected on an assets sheet completed by the facility manager. The asset sheet was slightly revised from that used in the 2007 Boating CAP however, the methodology and weighting of key factors remains the same and allows a basis of comparison between 2007 and 2013.

There are a number of key factors considered to be important to the level of service assessment for any boating facility. They are:

1. **Facility condition** – describes the general condition of the marine assets of the facility including boat ramps, jetties, slipways and navigation aids. From a strategic point of view this factor is given a low weighting as it is related to the standard of upkeep and maintenance and can be improved by appropriate funding (weighting 10%)
2. **Adequacy of car parking** – describes the suitability of the area and condition of car parking to accommodate the number of cars using the facility for the purpose of launching and retrieval/or gaining access to vessels (weighting 15%)
3. **Safety and ease of land access** – describes the assessed safety and ease with which the facility can be approached from the land side, considering access roads and their adequacy, intersections, trailer manoeuvring, separation of vehicles and pedestrians (weighting 20%)
4. **Safety and ease of water access** – describes the assessed safety and ease with which vessels can approach and depart from the facility, considering factors such as water depth, approach channel and fairway width, navigation aids, impact of wind generated waves, ocean swell, tidal currents and other coastal processes (weighting 20%)
5. **Infrastructure / Facilities** – describes the availability and general condition of shore based infrastructure and facilities at or adjacent to the site, including amenities, public transport, food and beverage outlets, club facilities, chandlery etc (weighting 15%)

6. **Current environmental impacts** – describes the assessed degree to which the facility has an impact on the surrounding environment, either through the effect of the facility on natural processes or through management practices (weighting 20%).

In order to determine the current level of service for each boating facility a score (from 1 = poor to 4 = excellent) is given to it against the six key evaluation factors. The score for each of the key factors and the weighted percentage are then multiplied to calculate a total score for each facility (see Boating CAP – Volume 1). This score is converted into a percentage as the BSLI for each facility.

The Boating CAP uses three general categories for the overall BSLI rating of facilities, i.e. poor, average and good. In 2013, 80% of the BSLI questionnaires were completed. Of these, 22% of facilities were rated as poor, 56% as average and 22% as good. This represents a general improvement in all three rating categories since 2007 (see Figure 5). There has also been improvement in the percentages of the six key factors used in the BSLI (Figures 6 and 7).

Table 6 shows the movement in the BSLI rating between 2007 and 2013. 37% of facilities need to be excluded from the comparison as they are either uncoded or 'new' (e.g. facilities that were omitted from the Boating CAP). Of the remaining 63%, 65% experienced no change, 24% have an improved BSLI rating and 11% have a lower rating.

Figure 4 Percentage change in BSLI distribution from 2007 to 2013

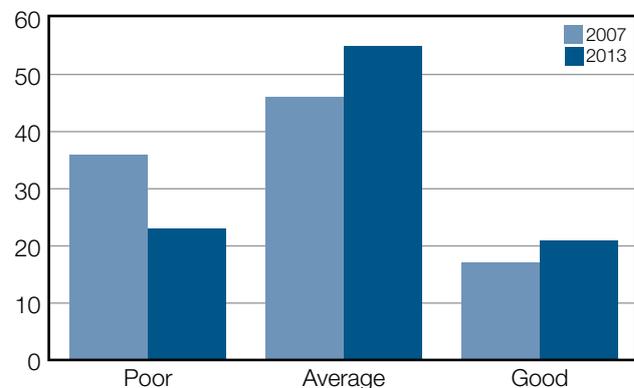


Figure 5 Distribution (in %) of scores for key facility factors in 2007

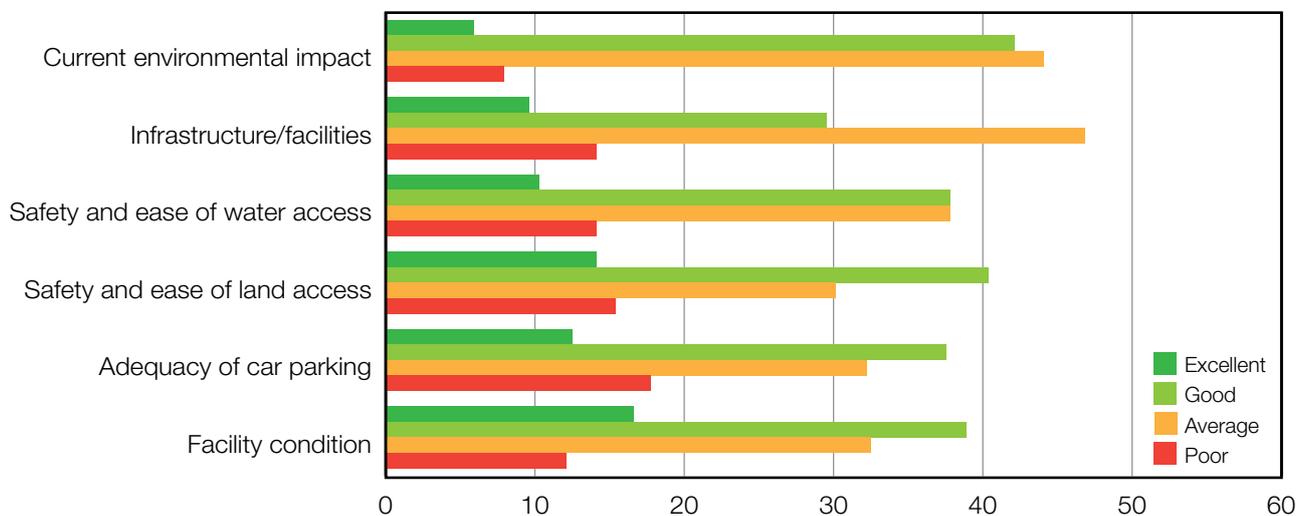
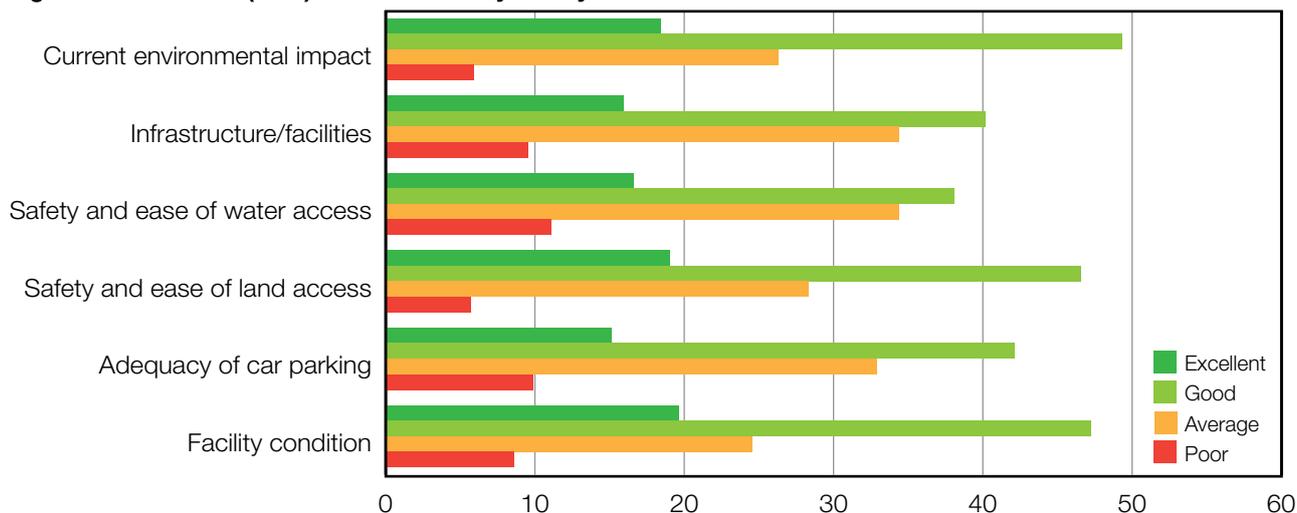


Figure 6 Distribution (in %) of scores for key facility factors in 2013



Notes:

- 1 For current environmental impact excellent means that the facility is not having any adverse environmental impact
- 2 The BSLI does not assess peak use for car parking

Table 8 Changes to facility BSLI ratings from 2007 to 2013

BSLI Rating (2013 compared to 2007)	Numbers		
Poor – no change	● => ●	No change	24
Average – no change	● => ●	No change	46
Good – no change	● => ●	No change	15
From Poor to Average	● => ●	↑	21
From Poor to Good	● => ●	↑	2
From Average to Good	● => ●	↑	10
From Average to Poor	● => ●	↓	4
From Good to Average	● => ●	↓	9
From Good to Poor	● => ●	↓	1
From Uncoded to Poor	○ => ●	↑	3
From Uncoded to Average	○ => ●	↑	0
From Uncoded to Good	○ => ●	↑	2
Added/new facility as of 2013 – poor	N/A => ●		6
Added/new facility as of 2013 – average	N/A => ●		15
Added/new facility as of 2013 – good	N/A => ●		6
No response			47
Total			211
No longer applicable		N/A	7

Note: BSLI rating levels:

0 – 40 = poor; 41 – 70 = average; 71 – 100 = good

Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

Table 9 Facilities proposed to be upgraded by 2030

#	Name	Type	Role 2013	Role 2030
2H	Portarlington Pier	Pier / jetty	District	Regional
3E	Rippleside	Multipurpose	District	Unknown
4B	Wyndham Harbour	Multipurpose		Regional
5B	Altona Boat Ramp	Boat ramp	District	Regional
5J	Footscray Wharves	Marina	Local	District
7N	Rye	Multipurpose	District	Regional
8N	Tooradin	Boat ramp	District	Regional
9C	Corinella	Boat ramp	Local	District
9G	Rhyll	Multipurpose	District	Regional
9I	Cowes Boat Ramp	Boat ramp	Local	District

Notes:

- Any works to upgrade facilities require relevant planning approval
- The table considers the upgrading of existing facilities -possible 'new' facilities have not be included, for example Frankston
- Three boat ramps may potentially be decommissioned subject to further local planning consideration. They are Grassy Point, Murtcaim and Tyrone boat ramps.

Appendix 7 – Definitions and Acronyms

ABM	The Association of Bayside Municipalities represents the interests of the ten councils with frontage to Port Phillip Bay on various coastal and marine issues.
Activity Nodes	Existing developed areas in a modified and resilient environment that are most able to meet ecologically sustainable development principles for coastal planning and management.
Boating	An on-water activity that involves a range of powered and non-powered recreational craft for the purpose of competitive and recreational boating and associated social activities and events.
Boating Area Planning Precinct	Area generally defined by Local Government boundaries for which planning is focused at a local or district level (10 precincts have been identified for the central region).
Boating Facilities	Five types of recreational boating facilities have been identified for the purpose of this report i.e. boat ramps, marinas, safe havens/multipurpose harbours, jetties and yacht/motor boat clubs.
Boat launching ramp	A structure designed primarily for the launching of trailer-borne recreational vessels and includes associated car parking facilities.
Breakwater	A fixed or floating barrier constructed in the water to intercept waves and create a sheltered area to protect boats and other property from storm and wave damage.
Boating Service Levels Index (BSLI)	This is a tool developed with the Boating CAP to provide a comparative assessment of the condition of boating facilities in the region. See Appendix 5 for information on how it is calculated.
CAP	A Coastal Action Plan is a regional strategic planning tool that delivers the objectives of the Victorian Coastal Strategy.
Coastal Crown Land	Formally defined in the <i>Coastal Management Act 1995</i> . Includes land reserved under the <i>Crown Land (Reserves) Act 1978</i> for the protection of the coastline; and any Crown land within 200 metres of high water mark and the sea and seabed to the State limit.
Central Coastal Region	Defined in the Government Gazette May 1996 by the Minister for Conservation and Land Management as: “The landward boundary of the municipal districts of the Borough of Queenscliffe, City of Greater Geelong, Wyndham City Council, Hobson’s Bay City Council, Melbourne City Council, City of Port Phillip, City of Bayside, Kingston City Council, Frankston City Council, Mornington Peninsula Shire Council, Casey City Council, Cardinia Shire Council, and Bass Coast Shire Council” and “ The seaward extent of the coastal waters of the State of Victoria and the seabed there under, from the western boundary of the municipal district of the City of Greater Geelong Council to the eastern boundary of the municipal district of Bass Coast Shire Council”.
Catchment	In this context refers to the catchment of boaters that will use a boating facility, and is generally considered on a local (immediate area), district (municipality) and regional (central coastal region/metropolitan) basis. Catchments can be affected by the reasons for boating activity e.g. fishing when boaters will move beyond their local catchment to launch/retrieve where fish are ‘biting’.
Channel	An unobstructed waterway which allows the movement of boat traffic.
Coastal processes	The dynamic and combined processes of wind, waves and currents on the shoreline.

Commercial boating facilities	In general these include tourist landings and tourist terminals, commuter vessel landing and terminals, barge loading ramps, moorings, small craft harbours, marinas and relevant constituent parts of a marina and waterfront developments involving such facilities. Commercial facilities are not necessarily available for use by public, as of right.
Sustainable Development	Development that improves the total quality of life both now and in the future, in a way that maintains the ecological processes on which life depends.
Foreshore	The coastal fringe. Generally coastal Crown land 200 metres from the high water mark.
Infrastructure	Facilities such as boat ramps, jetties and other structures associated with boating.
Integrated coastal zone management (ICZM)	A framework that attempts to integrate planning and management across the land and sea interface and the private and public land interface, to treat the coastal zone as one biophysical entity.
Local boat ramp	Basic on shore facilities, appropriate car parking, boat ramps or launching area catering for a limited sized craft and minimal associated infrastructure with parking. A site satisfying this level of hierarchy generates primary local usage and experiences seasonal peaks in demand.
Marina	A permanent boat storage facility usually comprised of one or more of pontoons, jetties, piers or similar structures designed or adapted to provide berthing for craft used primarily for pleasure or recreation, located on the waterway. May include ancillary works on an adjoining area of land or the waterway such as slipways, facilities for the repair and maintenance of boats and the provision of fuel, provisions and accessories, and includes any single mooring or multiple mooring managed in association with the facility and in its vicinity.
Municipal Strategic Statement	A concise statement with a local planning scheme of the key strategic planning, land use and development objectives for a municipality and the strategies and actions for achieving those objectives.
Onshore facilities	Facilities such as toilets, picnic tables, caravan parks, car parks, fish cleaning, wash down facilities and waste disposal facilities.
Planning Scheme	Legal instrument, developed by municipalities under the Planning and Environment Act 1987, that sets out policy and requirements for use, development and protection of land. It consists of a written document and any maps and plans it refers to.
Public boating facilities	In general, these include boat launching ramps and associated facilities, landing facilities such as jetties and pontoons, breakwaters protecting boat launching ramps or landing facilities and navigation channels.
Regional boat ramp	Accommodates a significant amount of recreational boating in appropriate conditions. These include multiple boat ramps, jetties, substantial car parking, safety measures where required and significant onshore facilities such as wash down areas and toilets.
Safe haven	Areas where boaters can find anchorage or shelter from unexpected or unfavourable weather conditions from a specific direction. A safe haven may not be safe in adverse weather from all directions, and may not necessarily enable launch and retrieval in all conditions.
Stakeholders	An individual or group who has a vested interest in or may be affected by a project or process.
Waste disposal facilities	System used to remove waste collected in the storage tank in boats.

