

RESPONSES TO QUESTIONS TAKEN ON NOTICE

COUNCIL MEETING 22 APRIL 2026



Public Question Time

Question from Adrian King:

In relation to the Lagoon Reserve Pavillion did any Councillor at any point over the course of the upgrade project, from the ideation phase through to completion, declare a conflict of interest? If so, please confirm who and when? Please outline Albert Park College's preferences for a pavilion 2nd floor including size as measured in m2, floor layout, overall design features and the school's main priorities. Did the College have any communication with the Council's external consultants used regarding the final colours chosen for the exterior of the pavilion?

Response:

Council records indicate that no Councillors declared a conflict of interest in Council Meetings on Lagoon Reserve held between September 2012 (development of Lagoon Park Plan) and 4 September 2024 (confidential contract award). Council confirms that no conflicts of interest from Councillors were raised at Briefings on Lagoon Reserve held after 2013. Governance records indicate that there were no other dedicated Council Reports or Briefings on this matter post September 2024.

At Council briefings Councillors were advised that Albert Park College was seeking to include a 160 m2 double classroom, and suitable toilet, change and access arrangements to support their educational program.

Officers have contacted the external consultants who designed the Pavilion. The external consultants advised that they have checked their records and have no record of any communications with Albert Park College with regards to the colours of the pavilion.

Question from Ebony Bain:

My question relates to the selling off of community housing in the City of Port Phillip. In the early 2000s, Council gave away 1.2 hectares of Council land on Greeves Street to a property developer on the condition that 28 of those apartments be put aside for community housing. Originally this was managed by the Port Phillip Housing Trust, which was created by Council but in 2005, the 28 properties were given away for free to Housing First to manage. In 2024, Council was notified that Housing First was planning to sell all 28 apartments. In these apartments, are people who are deeply connected to the area, some have lived for over 70 years and when they moved into these apartments around 20 years ago, they were promised that this would be their forever home. Residents are now being asked to move away from their community, move into show box apartment, aged care settings earlier than they require, or locations further from their local amenities. Given that these apartments were gifted to Housing First by Port Phillip Housing Trust, what can the Council do to prevent this from happening? If there is nothing you can do as you've previously said then why does Council continue to work with the same model? In 2020, Council again gifted land to Housing First to build 46 units on Marlborough Street, Balaclava. This model also features heavily in the Homelessness and Affordable Housing Strategy. How does the Council see community housing as a long term strategy for homelessness and affordable housing when it appears that housing can just be sold whenever organisations like Housing First deem that they are no longer profitable. Housing First also charges

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tenants up to 30% of their income, raising concerns about ongoing housing affordability and housing stress. Is the Council making any changes to prevent Housing First and other organisations like them from selling off housing in the future or regulate minimum standards?

Response:

The community housing at Inkerman Oasis in Greeves Street was delivered in the early 2000s through a public–private partnership, with community housing outcomes secured and later transferred to the Port Phillip Housing Trust under a Trust Deed. This arrangement has supported the delivery of community housing in Port Phillip for many years.

Under the Trust Deed, HousingFirst, as the registered community housing provider, is responsible for managing the housing and can sell dwellings where required, provided that the proceeds are reinvested into community housing within the City of Port Phillip. HousingFirst has advised that its proposed sale is linked to the long-term sustainability of managing these apartments, including the impact of Owners Corporation costs relative to rental income.

Council understands the importance of stability for residents and remains actively engaged with HousingFirst to better understand the situation and to explore options that support both tenants and the ongoing delivery of community housing.

Council remains strongly committed to increasing and retaining community housing in Port Phillip. Building on earlier partnership models, Council has progressively refined how it works with community housing providers to support long-term, sustainable housing outcomes. For newer projects where Council contributes land or funding, updated partnership and transfer agreements articulate the shared intention that community housing outcomes are retained over the long term. These arrangements recognise that housing assets may evolve over time to remain viable and fit for purpose, and they include requirements that:

- *any proposed sale or redevelopment is discussed with Council in advance*
- *proceeds are reinvested into replacement community housing within Port Phillip*
- *there are agreed timeframes and outcomes for delivering replacement housing*

Through this approach, Council is seeking to ensure that the overall supply of community housing continues to grow and be renewed over time, rather than diminish. Council also continues to work collaboratively with HousingFirst and other registered community housing providers, recognising that providers are responsible for day-to-day operations, to support financially sustainable, well-managed developments that deliver ongoing community housing benefits for Port Phillip residents and maintain housing outcomes for the community over time.

Councillor Question Time

Question from Councillor Thomann:

I'm interested to find out who are the people over 100 years old in the City of Port Phillip. Is there a way to find out who are our centenarians and who is actually the oldest person living in the City of Port Phillip?

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Response:

The information that Council has available is more general about the demographics of the City of Port Phillip and can only inform of the number of people aged 85 living in the municipality. In the 2021 CENSUS, there were 1,468 people aged 85 years and over living in the City of Port Phillip.

Question from Councillor Halliday:

We still face the uncertainty of whether the Strait of Hormuz is open or closed on an hour by hour basis. We have seen some impacts of this and bracing ourselves for further impacts. What areas of Council operations and our outsourced services use fossil fuels and their derivatives? Derivatives wise, for example our road resurfacing program would also be impacted by increase in fossil fuel costs, given the bitumen required?

Response:

While Council continues to seek to reduce use of fossil fuels, Council does use fossil fuels in its operations including fuel for Council vehicles, gas used in buildings, and a small percentage of electricity used for street lighting. Fossil fuels are used in outsourced services and in Council owned buildings that are leased to tenants where fuel and energy used is managed by contractors or occupants rather than directly by Council. Council continues to seek opportunities to reduce fossil fuel use as part of the Act and Adapt strategy implementation and Council's overall commitment to reducing CO2 emissions.

An increase in the cost of materials, such as bitumen, is almost certain if the cost of petrol and diesel increases, but very difficult to predict. Council expects the cost of materials will be aligned to the cost of associated fuel sources.

Question from Councillor Jay:

With all of the tonnage of carbon, how much did that cost? I'm assuming that we purchased carbon credits is that the way we offset that?

Response:

In FY24/25 the total emissions offset via carbon credits cost \$9,171.5 ex GST. Council only purchases offsets for the emissions it tracks, such as building energy consumption and vehicle fuel consumption.

Question from Mayor Makin:

Despite an uplift of bus frequency being identified as an immediate improvement in the Fishermans Bend Integrated Transport Plan, which was released in September 2025, we are yet to see any uplift on the bus network as a result of that plan?

Response:

Following the release of the Victorian Budget on Tuesday, Council can confirm that improvements to the bus route 236, which connects Queen Victoria Market to Garden City, via South Melbourne have now been committed to by the State Government. This route runs adjacent to the most western part of the Wirraway precinct on Williamstown Road (between

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Todd Road and Howe Parade) with stops on Williamstown Road and Centre Avenue (the latter outside of Fishermans Bend). The 236 also touches the far South-Eastern boundary of Montague Precinct (on City Road between Cecil Street and the Westgate Freeway) although there are no stops within Montague Precinct itself.

While the specific timetable improvements are yet to be confirmed by the Department of Transport and Planning (DTP), upgrades outlined in the associated media release include “longer operating hours on weekdays, more Saturday services and new Sunday services”. The existing timetable for route 236 provides limited services, with the last weekday bus departing Garden City at 6.55pm and the last weekday bus terminating at Garden City at 7.28pm. Saturday services run every hour and there are no services operating on a Sunday. While the 236 route improvements will provide benefits to the northern extent of the municipality, it only provides minor benefit to Fishermans Bend. No further bus upgrades have been confirmed since the release of the Fishermans Bend Integrated Transport Plan (2025).

There is the potential for Government to make further commitments to public transport in Fishermans Bend ahead of the State election in November including bus improvements that will benefit the wider Port Phillip community. These could include delivering a new high frequency service connecting the Fishermans Bend Innovation Precinct (in the City of Melbourne) to Anzac Station, and upgrades to route 606 which connects Fishermans Bend to Elsternwick. These have been included in Council’s transport advocacy material for the Victorian election, which was sent to the Minister for Public and Active Transport on behalf of the Mayor on 24 April, the Shadow Minister for Transport on 30 April, and the Greens representative for the transport portfolio on 30 April. To date, no responses have been received from these representatives of government. Additionally, these items have been included in Council’s state election collateral which has been shared with emerging candidates across all political parties and electorates for their consideration in their campaigning.

7.1 Presentation of CEO Report – February Issue 126

Question from Councillor Halliday:

Following on from Kevin Joyce’s submission, a point was made that the traffic management plans included in the planning application now being superseded by the work that we’re doing currently on Argyle St. How do we reconcile those two things, where we’ve done a traffic management plan and then we’ve change the conditions on the street?

Can you clarify how that process works? When residents make objections or supporting submissions and at what threshold does that come to Council for consideration?

Response:

Where traffic management plans are prepared as part of a planning application, they reflect the conditions at that point in time. If street conditions change, updated plans are typically required and submitted for review and endorsement through the relevant planning permit or project approval process to ensure they remain accurate.

Residents can make objections or supporting submissions during the public notice period of a planning application. Where 16 or more submissions are received, and the objections

**Please note: Responses to any questions during Public Question Time and Councillor Question Time which were responded to during the meeting are included in the minutes of that meeting.*

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remain unresolved, the application is generally required to be considered by Council (Councillors) rather than under delegated authority.

Question from Councillor Thomann:

When you look at the St Kilda Pier, on the left there is an electric box that will be in the middle of 12 new palm trees. Have we envisioned for that electric box to be moved elsewhere to a less prominent space than in the middle of this eventual \$60m upgrade. Has this been considered?

Response:

The cabinet appears visually intrusive within the context of the project. The relocation of the existing electrical cabinet was not included in the scope of the project due to the complexity of site conditions, as detailed below:

- *The cabinet houses multiple assets, including electrical and irrigation infrastructure, and is jointly owned and maintained by Council and Parks Victoria.*
- *Any relocation would require extensive coordination with multiple service authorities, a process that is typically complex and protracted.*
- *The site is heavily constrained due to the presence of significant underground services in close proximity, which makes relocating the cabinet to an alternative location highly complex and technically challenging.*
- *In addition, the area is subject to heritage overlays associated with Pier Road and Catani Gardens.*

Council could consider investigating relocation in the future; however, this would need to be progressed as a separate project, including its own scoping and feasibility assessment, and subject to budget availability

In terms of addressing concerns about the cabinet's visual impact, a number of mitigation measures have been implemented:

- *The surrounding garden bed will be planted out, and as vegetation matures, the cabinet will become progressively less visible.*
- *Council can also look at additional options such as repainting the cabinet in a muted, landscape-appropriate colour to further reduce its prominence.*

More broadly, construction on the St Kilda Pier landside continues to advance, with significant elements of the public realm now well progressed.

The current program has been impacted by a combination of external approval requirements and latent site conditions, including the recent identification of an underground utility cable located higher than expected within the proposed bus bay along Jacka Boulevard. These factors have required further design development, coordination with service authorities, and resequencing of works to maintain progress where possible.

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11.1 Proposed Port Melbourne Special Rate and Charge Declaration Report

Question from Councillor Cunsolo:

Is there a hardship provision or are these fees allowed to be paid quarterly?

Response:

Council can confirm that a range of standard rate payment options are available. These include a direct debit schedule spread over nine instalments, as well as quarterly instalments and an annual payment option.

11.3 13-21 Palmerston Crescent, South Melbourne -916/2014/A

Question from Councillor Jay:

Considering that this site is being sold with the permit, is that legal?

Response:

Council's statutory role is limited to assessing planning permit applications and ensuring development is carried out in accordance with endorsed plans under the Planning and Environment Act 1987. Council does not regulate marketing or advertising material, including representations that may differ from endorsed plans. Matters relating to commercial representations or consumer protection fall outside the planning system and are appropriately addressed through relevant commercial or consumer law frameworks.