

proudly port phillip



federal
advocacy
priorities
2022/23



federal advocacy priorities **2022/23**

Acknowledgement

Council respectfully acknowledges the Traditional Owners of this land. We pay our respect to their Elders, past and present.

We acknowledge and uphold their continuing relationship to this land.



**City of Port Phillip's
Federal Advocacy
Priorities for 2022/23,
setting out our key
projects, policy changes
and funding requests for
consideration as part of
the Federal Election.**

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A snapshot of our City



Port Phillip is located on the northern shore of Port Phillip Bay, south of the Melbourne Central Business District, Victoria, Australia.

One of the oldest areas of Melbourne, Port Phillip is known for its many dynamic urban villages, a foreshore which stretches for over 11 km, cultural diversity, magnificent heritage buildings, artistic expressions and beautiful parks and gardens.

Port Phillip is well served by a number of varied and substantial retail, entertainment and leisure precincts. These include Bay Street (Port Melbourne), Clarendon Street (South Melbourne), Fitzroy and Acland Streets (St Kilda) and Carlisle Street (Balaclava).

The shape of our City

City of Port Phillip's Gross Regional Product is estimated at \$14.92 billion, which represents 3.2 per cent of the state's Gross State Product.

Population



122k

Current population of Port Phillip *

146k

Forecast population by 2031

177k

Forecast population by 2041

Transport



27%

Use public transport to get to work

72%

Households who own one or more cars

Housing



44%

Residents who rent their home

38%

Residents who own their own home

5%

Residents who live in social or public housing

St Kilda East

Mayor's message

We look forward to working with all levels of government and key stakeholders to develop partnerships to realise our advocacy goals and turn our vision into a reality.



On behalf of Port Phillip Council, I am delighted to present the City of Port Phillip's Federal Advocacy Priorities for 2022/23, which sets out our key projects, policy changes and funding requests for consideration as part of the Federal Election.

My fellow Councillors and I are working hard to secure opportunities for a better City of Port Phillip, now and into the future.

Located just south of the Melbourne CBD, the City of Port Phillip sits on 11 kilometres of foreshore, where the city meets the sea. Our municipality boasts a proud legacy as a cultural hub and has long been a playground for Melburnians of all ages thanks to our strong live music and creative industries, an array of tourist attractions and large-scale events.

Regrettably, the COVID-19 pandemic changed the financial position of Council and its impacts have been devastating for many in our community.

As we move into 2022, our Council has a range of policy changes and projects that we would like considered as part of the upcoming Federal election to boost the ongoing rejuvenation of our vibrant City.

These priorities have been developed with the help of community input into our Council Plan and other important Council strategies.

Our requests focus on key areas of national interest, including social housing, Federal funding programs, major transport infrastructure, action on climate change and redevelopment of key precincts and buildings within our municipality.

These projects will encourage renewed visitation and patronage to local businesses, create jobs, while providing much-needed infrastructure for our community to enhance the liveability of our City for years to come.

We look forward to working with all levels of government and key stakeholders to develop partnerships to realise our advocacy goals and turn our vision into a reality.

Marcus Pearl

Mayor
City of Port Phillip

federal
advocacy
priorities
2022/23



Source: St Kilda Community Housing and Shaw Architecture

Greater support for people experiencing homelessness

Council believes that everyone needs a home.

Council has an enduring commitment to social justice and recognises homelessness, which is primarily a housing problem, as a priority.

What is the ask?

Council requests the Australian Government invest in initiatives to address the increasing level of homelessness in Australia, including funding an ongoing supply of social housing to reduce housing stress and homelessness, and establishing a Housing First approach to solving rough sleeping.

What is the issue this initiative will address?

Causes of homelessness are many and varied. Family violence, a critical shortage of affordable housing, unemployment, mental illness, family breakdown and drug and alcohol abuse all contribute to the level of homelessness in Australia. Homelessness is not a choice and it can happen to anyone.

The Australian Homelessness Monitor reports that the Australian Bureau of Statistics (ABS) shows that homelessness has increased the most in capital cities and that generally rates of increases have been highest in inner-city area.

Port Phillip has the fourth highest number of homeless citizens in the state. The 2016 Census reported that the five LGAs with the highest levels of overall homelessness were Dandenong (2,103), Melbourne (1,721), Brimbank (1,467), Port Phillip (1,127) and Tullamarine (849).

The prevalence of rough sleeping is highest in inner-city areas. Currently there are 97 persons who are rough sleeping in Port Phillip, of which 21 are rough sleeping, with most of the remainder in temporary or emergency housing.

Greater Australian supports are required to assist those experiencing homelessness in the City of Port Phillip.

What is Council proposing?

Council is advocating for the Australian Government to invest in the following:

Affordable and Social Housing

1. Australian and State Governments consider directing stimulus measures post COVID-19 towards building social housing, supporting both social and economic recovery.
2. Develop a National Plan with a holistic approach, across different sectors and all levels of Government, to address the scale of the affordable housing challenge, incorporating policy, funding and financing, innovative delivery models such as Common Ground model, and supporting governance arrangements.
3. A dedicated funding stream, established by both Australian and State Governments, to ensure a sustained program of new social housing stock, upgrades and renewal of existing social housing stock.

The level of investment required in social housing needs to be sufficient to maintain social housing levels in Victoria at 3.5 per cent of total dwellings, estimated to require delivery of 30,800 new social housing dwellings by 2031 and 60,200 new social housing by 2051, an average of 3,000 new dwellings per year until 2031, and over 1,800 dwellings per year between 2031 and 2051 (Burke, T, Swinburne University of Technology, 2016).

Housing First and rough sleeping

4. The National Housing & Homelessness Agreement reviews its policies and programs for rough sleeping to ensure that a Housing First approach to solving rough sleeping is properly implemented, reflecting the fundamentals of placing people directly into housing with wrap around support. This will necessitate sourcing an adequate supply of housing to match the investment that the State has already made in assertive outreach programs. This would significantly reduce the number of people rough sleeping in Victoria over time.

5. As part of this, more Common Ground social housing (rapid, permanent housing with on-site, wrap around support services) be developed inner city municipalities beyond the current CBD facilities. This would include sufficient ongoing, operational funding to enable 24-hour support at each site.
6. Explore with relevant providers and stakeholders the introduction of a 'By-Name List', providing the number and circumstances of every person who is sleeping rough at any time, across all inner metropolitan areas, with dedicated coordination of services to match people with housing and support.
7. Fund the provision of 500 units of social housing stock in the first instance to the funded assertive outreach programs, so that a Housing First approach can genuinely be implemented.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

The Council Plan 2021-31: Inclusive Port Phillip - includes a four-year strategy to supporting people to find pathways out of homelessness.

- Council will partner with Launch Housing and other homelessness, health and housing agencies through the Port Phillip Zero initiative, to deliver assertive outreach and a Housing First approach to creating pathways out of homelessness, particularly for those sleeping rough.
- Council will facilitate and advocate for the Victorian Government, community housing organisations, and the philanthropic and private development sectors to facilitate new affordable and social housing within the municipality, including the renewal of existing social housing sites to achieve the outcomes identified in our In Our Backyard Strategy.

The request also aligns with:

- current implementation focus of Council's In Our Backyard - Growing Affordable Housing in Port Phillip 2015 - 2025 strategy to deliver housing that addresses homelessness
- City of Port Phillip Submission to the Australian Parliamentary Inquiry into Homelessness in Australia, June 2020. This highlights:
 - The importance of having a Housing First approach, which places people experiencing homelessness directly into permanent and safe housing with wrap

around support services to address complex needs such as mental health and alcohol and drug support.

- That the biggest barrier to implementing Housing First in Victoria is a lack of social and affordable housing.
- Council's 2019 housing needs analysis, which highlights the priority needs of persons experiencing homelessness and sleeping rough, including single men and older single women. With the addition of Aboriginal and Torres Strait Islander persons, this aligns with one of the four priority housing needs groups in the In Our Backyard strategy: singles at greatest risk of homelessness.

Australian Government

Council's focus is consistent with the aims and objectives of the National Housing and Homelessness Agreement (NHHA) housing priority policy areas, in particular:

- an adequate supply of affordable and social housing
- encouraging growth and supporting the viability of the community housing sector
- other homelessness priorities and initiatives that reduce the incidence of homelessness.

How does the initiative assist the community to recover from COVID-19?

A Housing First approach to rough sleeping, and increasing the levels of social housing will help the community recover from COVID-19 in the following manner:

- Reduces the cost to government in providing health, justice and welfare services
- Creates short term jobs in the construction industry, and long-term jobs in the service sector, such as housing management and property maintenance services
- Fosters a more sustainable and resilient community, by assisting those at greatest risk of homelessness
- Assists people who have been disproportionately impacted by COVID-19
 - people experiencing homelessness, and those at greater risk of homelessness, including casual and low income wage earners and persons who have been unable to work during COVID-19
- Supports local traders and businesses
 - creates a captive market for local businesses due to low levels of car ownership among people experiencing homelessness or in social housing.

Cost and current status?

Cost

To allocate 500 new units of social housing stock in the first instance to the funded assertive outreach programs based on a Housing First approach, this will cost an estimate of \$17.5 million, based on a cost of \$350,000 per unit (source: Prowse Quantity Surveyors, Dec. 2021).

Status

Council has committed a contribution of \$4 million in cash and an adjoining surplus lane (\$400,000 value 2020) to the delivery of supported social housing (based on the Common Ground model) at 28 Wellington Street, St Kilda by St Kilda Community Housing. This will house 26 persons who are rough sleeping in Port Phillip and be completed in mid-2023.

More information

- <https://www.portphillip.vic.gov.au/people-and-community/health-and-wellbeing/homelessness>
- City of Port Phillip Submission to the Australian Parliamentary Inquiry into Homelessness in Australia, June 2020.
- Quantifying the Shortfall of Social and Affordable Housing, T. Burke, Swinburne University of Technology, 2016 Paper to Inner Melbourne Action Plan Forum 31 August 2018.



Increased funding for National Housing Finance & Investment Corporation

The National Housing Finance & Investment Corporation is dedicated to improving housing outcomes for Australians. Continuing its success and establishing a complimentary tax credit will broaden economic recovery.

The National Housing Finance & Investment Corporation (NHFIC) provides long-term and low-cost finance and capability assistance to registered community housing providers, to support the provision of more social and affordable housing.

What is the ask?

Council requests the Australian Government continue to support the National Housing Finance & Investment Corporation programs (the Bond Aggregator, and the National Housing Infrastructure Facility) that increases community housing sector capacity and creates opportunities for social and affordable housing delivery.

Further, Council requests that Australian Government:

- Investigate the introduction of a parallel complimentary tax incentive that targets private developers who provide affordable housing, similar to the Low-Income Housing Tax Credit provided by the US Australian Government

- Continue the National Rental Affordability Scheme (NRAS) that provides financial incentives to developers who provide rental housing at 20 per cent below market rents for 10 years.

What is the issue this initiative will address?

Continued support for the Bond Aggregator will address constraints in the ability for community housing organisations to access bank finance and will reduce project financing costs. Continued support for the National Housing Infrastructure Facility will overcome barriers to the community housing sector accessing suitable and affordable land, including local government land.

Establishment of a tax incentive for private developers delivering affordable housing will incentivise the private sector to deliver affordable housing, broaden the sector's nascent involvement in affordable housing, and reduce reliance on government funding; and the continuation of NRAS, via allocation of a new incentive round, will specifically incentivise private rental housing supply.

What is Council proposing?

Council is requesting the Australian Government to:

1. Commit to continuing to support its successful NHFIC programs:
 - The affordable housing Bond Aggregator to drive efficiencies and cost savings in the provision of affordable housing by Community Housing Providers, which has successfully increased the borrowing capacity of the community housing sector, by aggregating existing and proposed bank finance (sometimes at lower interest rates) to fund new community housing projects
 - The \$1 billion National Housing Infrastructure Facility tailored to financing local government to overcome barriers to providing infrastructure, such as land, access to transport, and utility services, that unlocks new affordable housing supply.
2. Establish an Australian tax incentive targeting private sector delivery of affordable housing, targeted at variety of affordable housing need such as:
 - mixed private and affordable, or social housing projects, targeting very low, low or moderate-income households
 - discrete projects, e.g. targeting specific target needs groups, such as key workers.

The US Australian Low-Income Housing Tax Credit was established in 1986, and made permanent in 1993 following bipartisan support, and has been the single most effective means to expand the supply of affordable housing and reduce reliance on government expenditure.

In the USA, the Low-Income Tax Credit incentive is only available when required to make affordable housing in a development viable, and allocated on project completion under strict conditions. Tax credits are packaged with other grants and incentives to achieve project viability, e.g. developers banks use tax credit allocation to reduce interest costs on construction loans.

The tax credits are more attractive than tax deductions, as the credits provide a dollar-for-dollar reduction in a taxpayer's income tax, whereas a tax deduction only provides a reduction in taxable income.

3. Allocate a new incentive round under NRAS.

NRAS commenced in 2008 allocated funding and cash incentives under four rounds, before announcing in the 2014-15 budget it will not commence a fifth round and will cap incentives at 38,000 allocations. As the scheme concludes in 2026, the Australian Government is requested to allocate a fifth funding round and not conclude the scheme in 2026.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

The proposal aligns with the City of Port Phillip Council Plan 2021-31 - Inclusive Port Phillip - a City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities:

- We will advocate to the Victorian Government, community housing organisations, and the philanthropic and private development sectors to facilitate new affordable and social housing within the municipality, including the renewal of existing social housing sites to achieve the outcomes identified in our In Our Backyard Strategy.

Australian Government

This proposal aligns with current Australian policy which established the NHFIC. Seeking a complimentary tax incentive seeks to broaden the Australian Government's role in affordable housing via the taxation system.

How does the initiative assist the community to recover from COVID-19?

- It helps take pressure off State public housing systems, and government budgets, via the Bond Aggregator and National Housing Infrastructure Facility enhancing the project delivery capacity of the community housing sector and encouraging private sector involvement in affordable housing delivery
- A tax credit and continuation of NRAS will accelerate the growing private sector interest in delivering affordable housing, as it will make affordable housing a viable investment. This includes housing key workers who have been disproportionately impacted by COVID
- A private sector tax credit and continuation of NRAS will accelerate recovery through complimenting the Bond Aggregator and National Housing Infrastructure Facility in the formation of private sector partnerships with community housing organisations for project delivery and housing management
- Bond Aggregator, National Housing Infrastructure Facility, and proposed tax credit will create short term jobs in the construction industry and create long term jobs in housing management and the associated services sector, which will target employment sectors that have been heavily impacted by COVID.

Cost and current status?

Cost

Costs for establishing a tax credit are unknown, and will require a detailed cost analysis, influenced by factors such as target development types, credit ceilings, and incentive periods.

Status

The Bond Aggregator and National Housing Infrastructure Facility are already established and are considered highly effective. Council seeks for an ongoing Australian commitment to fund these programs and to establish a private sector tax credit incentive for Australia.

More information

- WNC Inc - [Treasury.gov.au](https://www.treasury.gov.au)



Garden City Bike Corridor

Increased investment in LRCI and Black Spot funding programs

Australian Funding that empowers councils to prioritise local projects.

City of Port Phillip is keen to expand on the projects currently being delivered under the Australian Black Spot and Local Roads and Community Infrastructure (LRCI) Programs.

What is the ask?

Council request that these funding programs receive additional funding moving forward, to continue to enable our Council to deliver much needed infrastructure.

Australian Government funded programs such as the Black Spot Funding and the Local Roads and Community Infrastructure are much needed, to support local infrastructure projects, create new jobs and stimulate the local economy.

What is the issue this initiative will address?

The economic shock associated with responding to the challenge of COVID-19 has disproportionately hit our municipality, including businesses, staff and residents. The City of Port Phillip, with an estimated population of 113,512 (2018) is the most densely populated municipality in Victoria and the second most popular for visitors each year.

What is Council proposing?

Council is requesting that Federal Government continue to fund these programs at the equivalent or higher levels than the 2021/22 budget.

Council has been successful in receiving funding under the Local Roads and Community Infrastructure (LRCI) program and the Black Spot Safety Program.

Through these funding streams we have been able to deliver safety improvements for sites with a proven history of crashes and much needed community infrastructure, including new playgrounds, bike paths and road safety improvements.

Council has a history of delivery projects under these funding streams, which it is keen to continue.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021-31 strategic direction, Liveable Port Phillip, is about creating a City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.

We partner with the Australian Government to implement Black Spot safety improvements at high collision locations.

Council's Move, Connect, Live - Integrated Transport Strategy 2018-28 commits to improvements at locations with high collisions with the intention of removing casualty crashes, which are addressed by the Black Spot funding program.

LRCI: These projects are consistent with several priorities and outcomes in the Council Plan 2021-31. The flexibility of the LRCI funding allows Council to allocate funding to a range of community infrastructure projects that align with Council priorities.

Australian Government

The Black Spot and LRCI programs are funded under the Department of Infrastructure, Transport, regional Development and Communications.

The Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

The LRCI program supports local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back

from the COVID-19 pandemic. LRCI Program Phase 3 will continue to support local jobs and businesses at the time it is needed most.

How does the initiative assist the community to recover from COVID-19?

- Black Spot projects have improved roads, safety and improved network flow. These benefits have helped drivers return to work and navigate the community post lockdowns.
- LRCI funded projects have created local jobs, improved access and usability in the public realm providing health and well-being benefits, improved cycling routes and transport options, enhanced green space and community infrastructure and supported local businesses.

Cost and current status?

Cost

- Council has received \$4 million over three years (Phase 1, 2 and 3) - we are advocating for the same funding as Council received under Phase 2 - \$3.2 million to continue on an annual basis
- Council has received \$160,000 from the Federal Government for Black Spot projects in St Kilda East and Albert Park since 2019.

Status

- Council currently has a pending submission \$173,000 for Inkerman Street and Westbury Street, St Kilda. Notification of outcome expected in July 2022
- Council is currently delivering a range of projects un LRCI Phases 1 and 2. LRCI is currently undertaking an assessment of eligible projects for Phase 3.

More information

- <https://investment.infrastructure.gov.au/about/local-initiatives/black-spot-program/index.aspx>
- <https://investment.infrastructure.gov.au/about/local-initiatives/local-roads-and-community-infrastructure/>

An example of projects currently funded under LRCI Funding:

- <https://www.portphillip.vic.gov.au/about-the-council/projects-and-works/garden-city-bike-corridor-connection-upgrade>



Investment in electric vehicle charging stations

City of Port Phillip has set a target of zero net carbon emissions by 2050.

Deliver a network of electric vehicle charging infrastructure on public land throughout the municipality to support community uptake of electric vehicles.

What is the ask?

We request Victorian and Australia Government provide support to increase electric vehicle charging infrastructure in Port Phillip.

What is the issue this initiative will address?

Approximately 13 per cent of Port Phillip's community emissions come from transport, including releasing 201,000 tonnes of carbon dioxide annually. Vehicles powered by fossil fuels also contribute significantly to urban air pollution, which impacts human health.

Council is committed to improving access to charging stations to encourage an increased uptake in use of electric vehicles (EVs) by residents and businesses in the community.

What is Council proposing?

Council is committed to delivering improved infrastructure and policies to support greater uptake in electric cars, including by:

- partnering with EV charging providers to create a network of electric vehicle charging infrastructure
- establishing policies, standards and pilot opportunities for Multi-Unit Developments (MUDs) and properties without access to off-street parking.

The delivery of these actions will stimulate the market for EVs, supporting innovation in emerging technologies and local supply chains and improving sustainable transport choices for our community.

How does this initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council has committed \$300,000 over four years (2020/21-2023/24) to deliver a Community Electric Vehicle Charging Program.

Council Plan 2021-31: Sustainable Port Phillip – A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient.

We will partner with the Australian and Victorian governments to explore opportunities for electric vehicle charging companies (subject to commercial interest) to install electric vehicle chargers across the City.

The request also aligns with Council's Act & Adapt – Sustainable Environment Strategy 2018-28 and Move, Connect, Live – Integrated Transport Strategy 2018-28 to:

- Support the uptake of electric vehicles, including installation of public charging stations and investigation of planning controls to require charging infrastructure in new developments

Victorian Government

This request supports delivery of the Victorian Government's:

- Zero Emissions Vehicle Roadmap 2021, including the target of 50 per cent of new light vehicle sales to be zero emissions by 2030
- Greenhouse gas emissions reduction targets for 2025 and 2030 and the target of zero net emissions by 2050.

Australian Government

This initiative supports the Australian Government's:

- Future Fuels and Vehicles Strategy to increase the uptake of hybrid, hydrogen, electric and biofuelled vehicles. In particular the priority action: Electric vehicle charging and hydrogen refuelling infrastructure where it is needed
- whole-of-economy Long-Term Emissions Reduction Plan to achieve net zero emissions by 2050
- commitment to the Paris Agreement.

How does the initiative assist the community to recover from COVID-19?

This initiative would stimulate the market for electric vehicles, supporting innovation in emerging technologies and local supply chains and improving cleaner travel choices for our community.

In 2019/20, the 'Charging the Regions' project, part-funded by the Victorian Government, identified that, based on a moderate EV uptake scenario by 2030, installation of a state-wide EV charging network was modelled to avoid approximately \$12.8 million in health costs, and 600,000tCO₂-e (tonnes of carbon emissions) and potentially generate \$258 million for the economy.

Cost and current status?

Cost

The project is subject to a detailed cost analysis. Costs to install fast chargers range between \$40,000-\$100,000 per charging station depending on the location and existing electrical infrastructure.

Status

Scoping and preliminary analysis have been completed to assess demand and identify charging opportunities on public land in Port Phillip.

Council is currently working with service providers to identify suitable locations and install the first public fast chargers. Council intends to continue rolling out this program across the city, subject to funding.

Port Phillip is the first Council in Victoria to trial the introduction of a permit for community members without access to off-street parking to install a charger in the nature strip or footpath and charge their vehicle from their own electricity supply.

More information

- www.portphillip.vic.gov.au/electric-vehicles



Elster Creek and Elsternwick Park water management

New and expanded infrastructure to reduce flooding in Port Phillip and surrounds.

The Elster Creek Catchment has a history of widespread flooding that will become further impacted by climate change over time.

What is the ask?

Council requests the Victorian and Australian Governments commit to a partnership with the cities of Port Phillip, Bayside, Glen Eira and Kingston and Melbourne Water to help fund and deliver water management infrastructure in the Elster Creek Catchment.

What is the issue this initiative will address?

The Elster Creek Catchment is in inner south-east Melbourne and spans across four municipal boundaries: Port Phillip, Glen Eira, Bayside and Kingston.

Flooding from the Elster Creek Catchment has major financial, environmental, safety and liveability impacts for residents of Elwood in particular.

Pollutants, nutrients and sediment from the catchment negatively impact the health of waterways and Port Phillip Bay.

What is Council proposing?

Since 2017, Melbourne Water and the four councils of the Elster Creek Catchment have been working together to support a whole-of-catchment approach to flood management and Integrated Water Management improvements in the catchment.

Elsternwick Park Masterplan:

Located in City of Bayside, Elsternwick Park sits just across the road from the boundary of City of Port Phillip. This project provides a once-in-a-generation opportunity to create a new urban forest and wetland in the inner suburbs by converting the former golf course area of Elsternwick Park to a nature reserve.

A Masterplan for the site was developed by City of Bayside, in partnership with City of Port Phillip and Melbourne Water for the Bayside and Port Phillip communities.

The project is to co-fund detailed design and delivery of the Masterplan, which can be delivered in stages.

Key elements of the Masterplan include:

- **Environment** – the reserve will provide seven habitat zones for targeted species and provide protection from pests and human activity in key areas. An expanded stormwater harvesting scheme could deliver up to 240 megalitres of harvested stormwater per year for use in nearby parks and sports fields
- **Community amenity** – the reserve includes improved access and linkages for pedestrian and bike riders and community and visitor facilities
- **Water quality** – a proposed wetland of approximately 5.5 hectares will contribute towards water quality improvements by preventing nutrients and pollutants from flowing into Port Phillip Bay. The wetlands and stormwater harvesting scheme have the potential to reduce 1,620 kg of Total Nitrogen (TN) per year from entering the Bay.

Elwood Drain Diversion Expansion Project:

One of the major deliverables in the Elster Creek Flood Management Plan is to seek opportunities to identify new or expanded infrastructure works to reduce flooding. Elwood is one of the most flood-prone areas of Victoria. Climate change and increasing urban development will exacerbate the impact.

Melbourne Water has completed an analysis of various major infrastructure options to ultimately reduce flooding in Elwood.

The most promising option is to expand the existing drain that runs from Elwood Canal, under Elsternwick Park and Elwood Park, to Port Phillip Bay at Head Street. Melbourne Water is now undertaking detailed investigations into this potential project. This includes further flood modelling, geological and soil testing, investigations into existing services and infrastructure, and assessment of environmental impacts. Once investigations are complete, Melbourne Water will engage with the community on a proposal.

How does this initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021–31: Sustainable Port Phillip – A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient.

We will partner with Melbourne Water and the Cities of Bayside, Glen Eira and Kingston to take a holistic approach to reducing flood risk in the Elster Creek Catchment, collaboratively implementing the Elster Creek Catchment Flood Management Plan 2019–24, subject to relevant feasibility studies and available budget from all partners.

Victorian Government

The projects deliver on many of the Victorian Government strategies and targets including Water for Victoria, Biodiversity 2037, Port Phillip Bay Environmental Management Plan and Dandenong Catchment Integrated Water Management Strategic Directions Statement. These projects also contribute towards achieving Victorian Government agencies' strategies and targets, including Melbourne Water's Healthy Waterways Strategy.

Australian Government

The projects deliver on many Australian Government strategies and targets and support the delivery of Australia's National Climate Resilience and Adaptation Strategy.

How does the initiative assist the community to recover from COVID-19?

Flood mitigation would reduce flood risk for the communities in the catchment, improving liveability and safety.

The detailed design and delivery of both projects will create jobs for design consultants and contractors.

Cost and current status?

Cost

The total cost of delivering the Elsternwick Park Nature Reserve Masterplan is in the region of \$20 million.

Elwood Drain Diversion Expansion Project is subject to a detailed cost analysis, due to be completed by Melbourne Water in 2022. As this is a significant and complex project, it is likely to require a considerable investment.

Status

Elsternwick Park Nature Reserve

- Masterplan and concept designs have been developed for the whole nature reserve. Stage One, the Chain of Ponds has commenced construction.

Elwood Drain Diversion Expansion Project

- A business case has been developed and is subject to approvals. Stakeholder consultation has begun.

More information

- <https://www.portphillip.vic.gov.au/council-services/sustainability-and-climate-change/climate-emergency-and-sustainability-action/elster-creek-catchment-flood-management-plan>
- <https://www.melbournewater.com.au/building-and-works/projects/elwood-diversion-drain-augmentation-project>
- <https://www.bayside.vic.gov.au/elsternwick-park-nature-reserve>



Elwood Foreshore Redevelopment

A master planned approach for an iconic beachside area.

The Elwood foreshore is an important and valued place in our City. Locals and visitors enjoy it all year round. It is home to 12 clubs and associations, a restaurant, a wellness centre and cafe, and a kindergarten.

What is the ask?

Council requests that the Victorian and Australian Governments partner with us on the Elwood Foreshore Redevelopment to co-fund the project.

What is the issue this initiative will address?

Buildings and other infrastructure have been built over the years to support a range of activities that happen in the area. Many now need large amounts of work due to their age, poor condition, compliance and accessibility issues and vulnerability to the risks of climate change.

What is Council proposing?

City of Port Phillip is proactively planning for its renewal, in a staged process over several years to ensure the foreshore remains a high-quality public and natural place. Through the redevelopment Council is seeking to replace aged infrastructure, improve compliance and accessibility issues, and address risks of climate change.

Council has developed a site plan that considers Elwood Foreshore as a whole, rather than looking at each building or structure in isolation. Our goal is to ensure all buildings and structures work well together to improve the Elwood foreshore experience to better meet the evolving needs of our community.

Any future works at Elwood Foreshore will:

- protect the character, identity and amenity of the place
- respect nature and the history of the site
- reflect local priorities, future needs, and Council and Victorian Government policy and strategy.

Delivering the site plan will be broken down into stages over a 10-year timeframe. Each stage will include a more detailed design and application process that includes community consultation.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021–31: Liveable Port Phillip – A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.

- We will provide a funded plan for Elwood Foreshore Redevelopment by 2021/22 and delivery of major public space projects including Bay Trail Public Space Lighting by end of 2021/22, Luna Park and Palais Forecourt by end of 2022/23 and Gasworks Arts Park by end of 2023/24 (completion subject to budget allocation)
- We will facilitate and advocate for Australian and Victorian Government funding to support delivery of new and upgraded infrastructure and public spaces in our City.

Council Plan 2021–31: Inclusive Port Phillip – A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.

- We are working towards Port Phillip being a place where people of all ages, backgrounds and abilities can access services and facilities that enhance health and wellbeing through universal and targeted programs that address inequities.

The redevelopment is consistent with the outcomes identified within the Elwood Foreshore and Recreation Reserves Management Plan, as well as Foreshore Management Plan 2021, and Council's Public Space Strategy 2022–32.

Victorian Government

The redevelopment project aligns with several Victorian Government strategies, including:

- cooling and Greening Melbourne, including building resilience to climate change
- protecting existing green spaces and creating new opportunities for urban greening
- improving water-sensitive urban design
- planning Practice Note 53: Managing coastal hazards and the coastal impacts of climate change
- planning for Sea Level Rise – Guidelines – Port Phillip and Westernport Region, Melbourne Water.

Australian Government

The redevelopment project aligns with several Australian Government strategies, including:

- Urban Sustainability; Importance of community infrastructure and utilities
- Climate Change, Energy, Environment and Disaster Resilience; Ensure Australia is resilient to changing climate
- Urban Connectivity; improving active transport.

How does the initiative assist the community to recover from COVID-19?

The Elwood Foreshore attracts visitors from across the State and is increasingly becoming a more popular event and tourist location, including for triathlons and sailing regattas. The redevelopment to the foreshore would increase tourism to the area and provide more sustainable and accessible infrastructure together with improved active transport routes.

Cost and current status?

Cost

The project is estimated to cost \$50 million over approximately 10 years.

Status

Council has prepared a master plan to guide development of the site. This flows from initial community consultation and a suite of technical studies – including flora and fauna, climate change impacts, soil conditions, heritage and landscape heritage.

More information

<https://www.portphillip.vic.gov.au/about-the-council/projects-and-works/elwood-foreshore-looking-to-the-future>



Early delivery of Fishermans Bend tram

The tram will maximise jobs and provide an anchor for development in the area.

Early delivery of major public transport projects, such as the tram, is the biggest determinant of success for the Fishermans Bend precinct.

What is the ask?

Victorian Government

Council is requesting the Victorian Government commit to the early delivery of tram infrastructure serving Sandridge and Wirraway precincts in Fishermans Bend.

Council is requesting the early delivery of the southern light rail connection to support precinct development and growth for Sandridge and Wirraway Precincts.

Australian Government

Council is requesting the Australian Government partner with the Victorian Government to commit to the early delivery of the tram.

What is the issue this initiative will address?

The lack of high capacity public transport and poor active transport provision to Fishermans Bend is a key issue.

In 2018, Council commissioned PWC to complete a Fishermans Bend Economic and Transport Infrastructure Study. They found that:

- the tram and train would be transformative and that pushing back the timing of the tram risks lower density and more dispersed development outcomes
- early delivery of major public transport projects, such as the tram, is far and away the biggest determinant of success for the precinct

- the tram will maximise jobs and provide an anchor for development that could not be achieved by other initiatives.

If Fishermans Bend is to achieve its potential of hosting 80,000 residents and 80,000 jobs by 2050 and accommodate 80 per cent of trips made by sustainable transport by 2050, the early delivery of a Fishermans Bend Tram link is essential.

What is Council proposing?

Council is proposing to work with the City of Melbourne and the Victorian Government for the early delivery of a tram to Fishermans Bend. The tram is the most important project, in terms of the catalytic effect it will have on the area. It will frame the type of private sector investment in the surrounding development, ensuring quality outcomes.

The Victorian Budget 2019/20 is investing \$4.5 million to plan for a potential tram service between Fishermans Bend and the CBD. Planning work has now commenced and will develop options for the potential tram route, including options for a river crossing, and potential corridors along Turner and Plummer streets.

A preliminary business case for the tram is yet to be released by the Victorian Government.

Catalytic Infrastructure is an upfront investment to stimulate growth that will strengthen and protect long term community development. Both Council and the Victorian Government recognise the need for catalytic investment such as the tram.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021–31: – Liveable Port Phillip – A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.

- We will partner with the Victorian Government to deliver outcomes in the Fishermans Bend strategic framework
- We will advocate to the Victorian Government to develop a sustainable funding and financing strategy to enable the timely delivery of local infrastructure at Fishermans Bend and to provide early delivery of high frequency public transport links to Fishermans Bend.

Move, Connect, Live – Integrated Transport Strategy 2018–28: Outcome 3 Action 26 – advocate to Victorian and Australian Governments to deliver the Fishermans Bend tram by 2022. The Strategy outlines the proposed alignment of the Fishermans Bend tram in Map 3: Council’s proposed public transport network by 2028.

Victorian Government

Council has been advocating for the early delivery of the Fishermans Bend Tram since the release of the Fishermans Bend Integrated Transport Plan 2017 and the Fishermans Bend Framework.

The Victorian Budget 2021/22 invested \$15 million over two years to plan for a potential tram service between Fishermans Bend and the CBD.

The project supports Victorian Government goals and outcomes outlined under the Fishermans Bend Integrated Transport Plan 2017:

- In the medium term, it is recommended that northern and southern light rail connections are provided to support precinct development and growth, with the initial priority being the northern alignment.

Simple Connected Journeys Strategic Plan 2019–23: Design and plan a people-focused system – Planning for transport connections between Fishermans Bend and the Melbourne CBD

Fishermans Bend Framework: Sustainability goal 1 – a connected and liveable community

- Objective 1.1 Deliver public transport services that connect to the existing Melbourne network and are a 10-minute walk from all residences and workplaces.

Australian Government

The proposal aligns with the Australian Government Infrastructure Investment Program, which is part of the Government’s broader strategy to bust congestion, better connect our regions, meet our national freight challenge, get Australians home sooner and safer, and build a stronger and more resilient Australia.

How does the initiative assist the community to recover from COVID-19?

The early delivery of tram services and dedicated active transport infrastructure into the precincts of Fishermans Bend will:

- support greater uptake of COVID-safe travel options through delivery of the tram and associated streetscape and urban realm improvements
- strengthen the economy through linking Fishermans Bend to Docklands and the CBD
- provide greater access to jobs and services.

It will align the public transport network with urban redevelopment and the growing population demands on the transport network for getting around Metropolitan Melbourne.

Cost and current status?

Cost

High level cost estimate of \$1 billion to \$1.5 billion*.

Status

- Preliminary business case under development by the Department of Transport
- The Victorian Budget 2021/22 invested \$15 million over two years to plan for a potential tram service between Fishermans Bend and the CBD
- Identified as Recommendation 43 in Infrastructure Victoria's Infrastructure Victoria Strategy 2021-2051
- Proposal has been included as a High Priority Initiative within Infrastructure Australia's Infrastructure Priority List 2021
- Preliminary scoping completed by the Victorian Government
- Fishermans Bend Framework 2018, with strategic level tram and active transport network, endorsed.

More information

- <https://transport.vic.gov.au/getting-around/public-transport/fishermans-bend-tram>

* Costing is subject to more detailed cost analysis as part of the Department of Transport's preliminary business case for public transport in Fishermans Bend, due for completion by June 2023.



Commitment to deliver Metro 2

A city shaping project that will provide a significant uplift in rail services for the region.

Metro 2 will relieve future pressure on the public transport network, improve access to jobs and services and provide urban renewal opportunities in key precincts.

What is the ask?

Victorian Commitment

Council is seeking the Victorian Government to commit to bringing forward the business case for Melbourne Metro 2 (MM2) project by 2026 and protect the land required for it to happen.

In particular, Council is requesting that a station in the Wirraway precinct be delivered to support the significant proposed resident and jobs growth by 2051.

Australian Government

Council is requesting the Australian Government partner with the Victorian Government to commit to the early delivery of train infrastructure to Fishermans Bend which includes a National Employment and Innovation Cluster (NEIC).

What is the issue this initiative will address?

High capacity public transport and good active transport provision for Fishermans Bend is the needed catalyst for development and job creation.

In 2018, Council commissioned PWC to complete a Fishermans Bend Economic and Transport Infrastructure Study. They found that:

- the tram and train would be transformative and that pushing back the timing of the tram risks lower density and more dispersed development outcomes
- early delivery of major public transport projects, such as the tram, is far and away the biggest determinant of success for the precinct
- delivery of rail based public transport will maximise jobs and provide an anchor for development that could not be achieved by other initiatives.

What is Council proposing?

Council is seeking the Victorian Government to bring forward the business case for Melbourne Metro 2 (MM2) project by 2026.

Melbourne Metro 2, with a stop in the Wirraway Precinct of Fishermans Bend, will unlock jobs growth through improved access in the area by providing a connection to the wider Melbourne train network.

Melbourne Metro 2 involves the construction of a new rail tunnel to fix a missing link by connecting Newport to Clifton Hill, accompanied by electrification to Geelong. This includes a station at Fishermans Bend, improving the connectivity of residents and businesses to the CBD and greater Melbourne.

Melbourne Metro 2 also provides broad network benefits like improving the capacity in the City Loop, improving train capacity to growth areas in Melbourne's west and north, and unlocking the potential to deliver new rail lines. The project also provides the opportunity for new electrified Geelong services to operate and provide a more direct route to Southern Cross.

The project will:

- directly create 7,000 jobs and indirectly support even more jobs
- reduce traffic congestion and greenhouse gas emissions (emissions caused by cars are three times more per passenger kilometre than trains)
- encourage sustainable and integrated transport options
- improve the capacity of the network, deliver more frequent services and improve connections to Fishermans Bend
- strengthen the economy of the region by providing greater access to jobs and services.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021-31: Liveable Port Phillip. The City is well connected and easy to move around with options for sustainable and active transport.

Move, Connect, Live - Integrated Transport Strategy 2018-28 highlights that further assistance is required from the Victorian Government to grow and improve the transport network, including construction of Melbourne Metro 2 train connection to Fishermans Bend.

Victorian Government

The Fishermans Bend Integrated Transport Plan and Infrastructure Victoria's 30-year strategy further supports that rail links are critical to realising the development potential of the precinct, which is projected to have 80,000 new residents and 80,000 jobs by 2051.

Australian Government

The proposal aligns with the Australian Government Infrastructure Investment Program, which is part of the Government's broader strategy to bust congestion, better connect our regions, meet our national freight challenge, get Australians home sooner and safer, and build a stronger and more resilient Australia.

How does the initiative assist the community to recover from COVID-19?

The delivery of MM2 will strengthen the economy, providing direct employment during planning and construction and greater access to jobs and services, while aligning the public transport network with future development and population growth demands.

Cost and current status?

Cost

The estimated total cost of the project, including trains, works on affected lines and the tunnel itself is between \$27.4 billion to \$36.7 billion, noting this cost estimate is subject to a detailed cost analysis as part of a full business case.

Status

- Identified as Recommendation 61 in Infrastructure Victoria's Infrastructure Victoria Strategy 2021-2051
- Public transport access to Fishermans Bend has been included as a High Priority Initiative within Infrastructure Australia's Infrastructure Priority List 2021
- Fishermans Bend Framework 2018 endorses Metro Melbourne 2.

More information

- <https://www.infrastructurevictoria.com.au/wp-content/uploads/2021/08/1.-Victorias-infrastructure-strategy-2021-2051-Vol-1.pdf>



North Port Oval Redevelopment

Help grow female participation in sports through expanded facilities.

The reserve is a vital part of the Port Melbourne open space network and holds historical significance for the sporting community.

What is the ask?

Council is requesting the Australian Government commit to partnership with the Victorian Government to purchase and develop the Australia Post site adjacent to Northport Oval (NPO), to ensure adequate sporting facilities are available to meet increased demand due to population growth and increased female participation.

What is the issue this initiative will address?

NPO has been home to the Port Melbourne Cricket Club (PMCC) and Port Melbourne Football Club (PMFC) for 150 years, both sharing the ground for their respective seasons. Growth in numbers through female participation in both sports and the introduction of AFLW has meant that it is becoming more difficult to share the site. Council has limited public space

and all other grounds are heavily utilised, therefore there is no opportunity to relocate either club.

The Council Plan has a Council indicator to grow female and gender diverse sporting participation outcomes. Both the Port Melbourne Cricket Club and the Port Melbourne Football Club are looking to meet these outcomes.

Open Space and sports facilities will remain a constant opportunity and challenge as Fishermans Bend continues to develop.

What is Council proposing?

The area of land adjacent to NPO is the current Australia Post site. If this parcel of land is developed as an open space and sports facility, then alterations to the use of NPO could occur in consultation with Council and both sports clubs.

Developing the area of land and therefore also facilitating development opportunities of NPO will attract visitors from across the region, state and Country and increase participation, particularly women.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021-31: – Inclusive Port Phillip – A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.

- Port Phillip is a place where people of all ages, backgrounds and abilities can access services and facilities that enhance health and wellbeing through universal and targeted programs that address inequities.
- We will provide high-quality sport and recreation infrastructure designed for shared community use that enables people of all ages, backgrounds and abilities to participate, including major projects such as JL Murphy, Lagoon Reserve, North Port Oval, RF Julier, Port Melbourne Netball Courts, Wattie Watson Oval and other sports field lighting and minor recreation infrastructure renewals, subject to available budget funding.
- We will partner with local sporting clubs, schools and recreation providers to facilitate participation in recreation and leisure activities to enable everyone in our community to be more active.
- We will partner with sport and recreation providers to improve access and gender equity within their programs.

This project is consistent with outcomes in Council's Sports and Recreation Strategy 2015-24.

Victorian Government

The project supports the following:

- The Victorian Government's commitment to increasing the number of women and girls participating in sport and active recreation, from grassroots through to senior leadership roles
- Sport and Recreation Victoria's work to inspire women and girls to participate and become leaders in sport at all levels
- Sport and Recreation Victoria initiatives that create more participation opportunities for all Victorians, including building a more sustainable and inclusive sport and recreation sector

- Victorian Government's support to under-represented groups experiencing barriers to participation in sport and recreation.

Australian Government

The Australian Government has a clear and bold vision for sport in Australia – to ensure we are the world's most active and healthy nation, known for our integrity and sporting success. Sport 2030 has three key priority areas that will, when fully implemented, create a platform for sporting success through to 2030 and beyond. The priorities are:

- **Build a more active Australia**
 - More Australians, more active, more often
- **Achieving sporting excellence**
 - National pride, inspiration and motivation through international sporting success
- **Strengthening Australia's sport industry**
 - A thriving Australian sport and recreation industry.

How does the initiative assist the community to recover from COVID-19?

Developing the area of land and therefore also facilitating development opportunities of NPO will attract visitors from across the region, state and country.

Significant participation and wellbeing opportunities will be created as a result of this project, including support for females, CALD communities and juniors. Players, spectators and volunteers will be supported to get involved and be active, create a sense of local community, and enhance their mental and physical wellbeing.

Cost and current status?

Cost

The cost is subject to a detailed cost analysis. Council is requesting Victorian Government commit to purchasing and developing the Australia Post site adjacent to North Port Oval.

Status

The Fishermans Bend Urban Renewal plans have indicated the site as a green space and Council encourages this to be a sports ground to accommodate the local community.



South Melbourne Market Expansion

A project to futureproof this thriving retail market.

South Melbourne Market is the quintessential village market. It is a prosperous, authentic destination that is home to fresh, artisanal and cultural products; creative and joyful experiences; celebrates local; is a leader in sustainability; is loved, trusted and connects our customers and community.

What is the ask?

Council requests to partner with the Victorian and Australian Governments to co-fund a renewed and reinvigorated South Melbourne Market to ensure it can continue to thrive in the local community.

What is the issue this initiative will address?

The Market is a 154-year-old asset built on Crown Land and owned and run by City of Port Phillip. It is a significant community hub and retail centre, and is an important attraction for local, intrastate, interstate and international tourism.

The Market has some significant long-term challenges including capacity, compliance with updated building regulations and traffic and pedestrian congestion.

What is Council proposing?

As it moves into the future, Council is looking to upgrade the Market asset to increase its social capital and local economic impact, improve productivity, reduce congestion, further reduce its environmental footprint, ensure financial sustainability, and create a safe and inclusive market experience for years to come.

The outcomes of any infrastructure improvements or additions will deliver the following value outcomes for the Market, Council and community:

- positive economic impact
- increased social capital and benefit to community
- improved productivity
- enhanced public safety and accessibility
- protect and enhance the identity of the South Melbourne Market
- optimise the Market's environmental sustainability.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

In the 2017-27 Council Plan, an outcome was to be: A City of dynamic and distinctive retail precincts. The Council priority was to develop a strategic vision and business case for the South Melbourne Market to shape the future direction and investment. The NEXT Project is this business case and provides a growth plan for the South Melbourne Market.

The updated Council Plan 2021-31 states: Vibrant Port Phillip – A City that has a flourishing economy, where our community and local businesses thrive, and we maintain and enhance our reputation as one of Melbourne's cultural and creative hubs:

- We will provide investment in the South Melbourne Market to deliver the quintessential village market experience. This will be achieved by implementing the 2021-2025 South Melbourne Market Strategic Plan, which includes moving towards financial sustainability, improved customer experience and an enhanced and safer public asset for our City and its visitors (the NEXT Project).

Victorian Government

South Melbourne Market is of State-significance, as a major employer and attraction for local, interstate and international tourism.

The project delivers on many of the Victorian Government strategies and targets including:

Creative State – Victoria's first Creative Industries State with the potential to increase the cultural and social benefits to the community:

- Tourism via the Visitor Economy Recovery and Reform plan that will help revitalise and grow Victorian tourism after the impacts of bushfires and the global pandemic
- Business Precincts – supporting the new infrastructure and liveability in Fishermans Bend and Docklands
- Small Business Victoria – providing a thriving and prosperous retail location for new, and innovative small businesses
- Education – providing an educational platform for primary and secondary school curriculum around sustainability, food provenance and trade
- Sustainability – goal for net zero emissions for community by 2050
- Supporting job creation and Victorian supply chain growth.

Australian Government

The South Melbourne Market NEXT Project delivers on many of the Australian Government strategies and targets including:

- Creative State – Victoria's first Creative Industries State with the potential to increase the cultural and social benefits to the community
- Tourism via the Visitor Economy Recovery and Reform plan that will help revitalise and grow Australian tourism after the impacts of bushfires and the global pandemic
- Business Precincts – supporting the new infrastructure and liveability in Fishermans Bend and Docklands
- Small Business – providing a thriving and prosperous retail location for new, and innovative small businesses
- Education – providing an educational platform for primary and secondary school curriculum around sustainability, food provenance and trade
- Sustainability – goal for net zero emissions for community
- Supporting job creation and Australian production and supply chain growth.

How does the initiative assist the community to recover from COVID-19?

Melbourne is the market capital of Australia and South Melbourne Market is of State and National significance and is a major drawcard for international and interstate tourism.

The project will help the community recover from COVID-19 by:

- creating 300+ short term jobs and 500+ long term jobs
- fostering improved community connection and collaboration
- providing a safe community space for people who have been disproportionately impacted by COVID-19
- allowing for greater social distancing and a reduction in congestion
- supporting local traders/small businesses who have been financially impacted through COVID-19
- attracting more tourists and intra/interstate visitors to South Melbourne and Melbourne
- creating more open spaces for community connection.

Cost and current status?

Cost

An estimated cost for this project, which is currently at initial design phase, is \$65 million.

Status

Council is currently in the preliminary stage, developing designs that address the best use of the Market footprint to achieve the desired outcome including reviewing current structural issues, integrating surrounding roads, footpaths and car parking, and assessing safety and amenity requirements.

More information

Information and updates on the progress of this project will be reported via <https://www.southmelbournemarket.com.au/>



Commitment to urgent action on climate change

A City that has a sustainable future.

Work with Council to deliver a city that is actively mitigating and adapting to climate change.

What is the ask?

Council is requesting the Victorian Government and Australian Governments declare a climate emergency, recognising that climate change is a global challenge and poses a serious risk to the Australian population.

We request that the Victorian and Australian Government commit to urgent action to reduce the impacts of climate change and in doing so maintain a safe environment for current and future generations.

What is the issue this initiative will address?

The next decade is a crucial window to take climate action and prevent catastrophic, irreversible damage to our planet. Council is requesting that all levels of government work together to urgently reduce emissions and to develop a strategic, funded response to adapting to a changing climate.

Climate change, including sea level rise and mass species extinction, poses serious risks to residents and communities across Port Phillip and Australia, and should be treated as an emergency.

We are already seeing the impacts of climate change and over time these impacts will result in significant financial, social and environmental impacts on our community, including:

- disruption to services
- threats to human health, such as increased rates of disease and premature deaths related to extreme weather events
- damage to property
- impacts on wildlife
- inability to access parks and foreshore
- increased costs to maintain assets and economic losses.

What is Council proposing?

Council is advocating to all levels of Government to:

- Commit to science-based emissions reduction targets consistent with keeping warming to 1.5°C
- Fund and deliver a plan that enables us to meet these targets
- Provide funding, incentives and support to Victorian businesses and residents to reduce energy, water and waste
- Phase out gas and develop an electricity network upgrade plan to transition to distributed renewable energy
- Increase investment in active transport and zero emissions vehicles
- Require zero emissions, climate resilient buildings through the planning scheme
- Increase support to reduce utility bills and heat stress impacting vulnerable people, including investing in public housing and aged care facilities
- Develop a strategic response to protect the coastline of Port Phillip Bay, by leading changes to land use planning and adaptation infrastructure
- Invest in and facilitate projects that achieve integrated water management outcomes (flood mitigation, water quality and water harvesting)
- Create a circular economy, increase demand for recycled content and provide incentives to industry to drive innovation
- Increase funding for health and emergency services, habitat restoration and infrastructure to respond to heatwaves, droughts, bushfires and floods.

How does this initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021–2031 – Sustainable Port Phillip – A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient.

- We will advocate for increased Victorian and Australian Government support to drastically reduce carbon emissions and to deliver policies and projects to enable community members to reduce their emissions.

Our request also aligns with Council's Act & Adapt Sustainable Environment Strategy 2018–28 and Climate Emergency Declaration, including the resolution that Council:

- Advocates to the Victorian and Australian Governments and Parliaments to declare a climate emergency and take action to drastically reduce warming emissions in Australia and across the world.

Victorian Government

This request aligns with the Guiding Principles of the Climate Change Act and supports the delivery of Victoria's Climate Change Strategy, Building Victoria's Climate Resilience Plan, Sector Adaptation Action Plans and Victorian Government target of zero net carbon emissions by 2050. It also supports the delivery of Recycling Victoria, Water for Victoria and Biodiversity 2037.

Australian Government

This aligns with Australia's obligations under the Paris Agreement and supports the delivery of Australia's Long-Term Emissions Reduction Plan, National Climate Resilience and Adaptation Strategy and commitment to the Paris Agreement.

How does the initiative assist the community to recover from COVID-19?

Climate change has a significant impact on physical and mental health of Australians. Young people and vulnerable members of our community are particularly impacted.

In recent years, extreme weather events and bushfires have put pressure on health systems across Australia.

While the mental health of young people has also been particularly impacted by COVID-19, research still consistently indicates that climate change is the most significant concern for young Australians.

Recovering from COVID-19 provides a unique opportunity to deliver a 'green recovery' that delivers social, economic and environmental outcomes.

Australian and Victorian Government commitment to, and investment in, innovative sustainable technology, infrastructure and practices will create jobs and stimulate local economies.

Australian and Victorian Government commitment to planning and investing in adaptation infrastructure provides surety in uncertain times, particularly for Victorians whose homes will be impacted by flooding and sea level rise.

Cost and current status?

Cost

The costs of not addressing climate change now far outweigh the cost of reacting to climate change in the future. Although costs of individual action is not known, if emissions continue to grow at the rate seen in recent decades and no adaptation action is taken, the estimated costs of damage from climate change in Victoria would be greater than \$150 billion by 2050.

Additionally, sea-level rise of 80 cm by 2100 could put at least an estimated \$18.3 billion worth of Victoria's coastal infrastructure at risk of inundation and erosion.

Victorian and Australian Government investment in actions to reduce emissions and adapt to climate change should be assessed on a benefit versus investment hierarchy. Actions that have high emissions reduction potential, that reduce loss of life and that increase social cohesion should be given top priority.

Status

Port Phillip declared a climate emergency in 2019 and is one of 33 councils in Victoria and over 100 council in Australia to do so.

More information

- <https://www.portphillip.vic.gov.au/council-services/sustainability-and-climate-change>
- <https://www.portphillip.vic.gov.au/about-the-council/news-and-media/call-for-urgent-action-on-climate-change-to-protect-communities>



South Melbourne Town Hall Redevelopment

A hugely significant redevelopment project to breathe new life into the building.

The Town Hall has served, inspired and brought together the community for 140 years, and helped shaped the identity of the area and beyond.

What is the ask?

Council requests that the Victorian and Australian Governments partner on South Melbourne Town Hall Redevelopment to co-fund the project.

What is the issue this initiative will address?

The South Melbourne Town Hall has reached the end of its lifespan, with significant damage, and requires a revamp.

The current disrepair of the building has a significant impact on the local economy, including the nearby major retail strip. The significance of the closure is heightened by the building's position and role within the creative industries hub of this part of Melbourne.

What is Council proposing?

The South Melbourne Town Hall (208–220 Bank Street, South Melbourne) is an extraordinary and spectacular heritage place. It is indisputably one of Victoria’s grandest town halls, and arguably the most handsome.

The project, NEXT 140, is a hugely significant redevelopment project to breathe new life into the building. The project will:

- majorly refurbish and upgrade the building
- make its spectacular spaces more accessible, adaptable and accommodating
- boost visitation
- strengthen its role as a first-class space for community gatherings and events
- strengthen and sustain the relationships between the community and its heritage.

How does initiative align with the Council Plan and Victorian/Australian Government priorities?

Council

Council Plan 2021–31: Vibrant Port Phillip – A City that has a flourishing economy, where our community and local businesses thrive, and we maintain and enhance our reputation as one of Melbourne’s cultural and creative hubs.

- We will provide an upgraded and reopened South Melbourne Town Hall by 2023/24.

Council Plan 2021–31: Liveable Port Phillip A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within.

- We will advocate for the best possible public space outcomes that support community health and wellbeing, through infrastructure projects undertaken in our City by other levels of government and stakeholders.

Victorian Government

The architectural, historical and social significance of the Town Hall to the State of Victoria is well acknowledged, including by its registration on the Victorian Heritage Register (H0217). It has served, inspired and brought together the community for 140 years, and helped shaped the identity of the area and beyond.

Australian Government

NEXT 140 will cement and celebrate the Town Hall as an outstanding asset of urban cultural infrastructure and the arts.

How does the initiative assist the community to recover from COVID-19?

The South Melbourne Town Hall typically receives approximately 25,000 visitors each year, including over 180 events. It is currently closed, due to COVID-19 restrictions, and structural condition risks.

This has a significant impact on the local economy, including the major nearby retail strip. The significance of the closure is heightened by the building’s position and role within the creative industries hub of this part of Melbourne.

The project will ready the building for a much-awaited re-opening and enable events to be once again held at the venue, re-triggering economic and cultural activity. Most powerfully, as a social hub, it will help the community to re-connect and re-build post COVID-19.

Once fully implemented, the project will allow the facility to be used more productively – increasing economic opportunities.

The work will immediately stimulate the local construction (and associated) industry, and as a high-profile project, provide much needed confidence to the local economy.

Cost and current status?

Cost

The project is estimated to cost \$30 million to deliver

Status

Detailed designs are currently being prepared.

More information

<https://www.portphillip.vic.gov.au/about-the-council/projects-and-works/south-melbourne-town-hall-restoration>



City of Port Phillip

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