

**IMAP Implementation Committee
Business Arising
31 August 2012**

A Senior Executive's Forum Action Items (26 March 2009)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
5 Update from DIIRD	IMAP Executive Officer	Reconvene Action 7.4 working group, review and identify opportunities and communicate to DBI. <i>[In response to changing environment & govt strategies, policies & priorities]</i>	Sept 09	
B IMAP Implementation Committee Action Items (29 May 2009)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
10 GLawler briefing on CoM/CoS software trial	IMAP Executive Officer & City of Melbourne	Executive Officer to organise a 'briefing' of Microsoft's 'public domain emissions tracker' in liaison with CoM staff <i>[Software tool to communicate with public, benchmark & measure]</i>	Oct 09	
C IMAP Executive Forum Action Items (20 July 2010)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
3 IMAP Review	IMAP Executive Officer	Executive Officer to provide an update of key statistics included in the IMAP introductory section	Nov 2010	
D IMAP Implementation Committee Action Items (27 August 2010)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
12 Car Sharing Action 3.3	Geoff Robinson/Stuart Outhred CoM	CoM to hold discussions with other IMAP Councils on joint car sharing tenders	Sept 2010	In Progress – CoM undertaking preliminary work
E IMAP Implementation Committee Action Items (27 May 2011)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
7 Business Arising	IMAP Executive Officer	Executive Officer progress Ministerial meetings	Ongoing	In Progress. Meeting held with <ul style="list-style-type: none"> Min Local Govt 14 Nov 2011 VCGLR 3 May 2012
F IMAP Implementation Committee Action items (26 August 2011)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
7 Action 8.1	IMAP Executive Officer	Arrange for the Project Team Leader Action 8.1 to contact Tony Pensabene DBI	Nov 2011	On hold – waiting Action 3.5 research
G IMAP Implementation Committee (18 November 2011)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
7 Business Arising	Geoff Lawler	G Lawler to follow up John Watson, Exec Dir DPCD regarding outcomes of meeting with Minister Powell	TBA	TBA
15 Action 6.3 final report	IMAP Executive Officer	Arrange deputation to meet Hon Michael O'Brien, Min for Consumer Affairs, Sec Dept of Justice and Dir of Liquor Licensing	Jan 2012	In progress – met with VCGLR
16 Action 5.2 Affordable Housing	IMAP Executive Officer and Action 5.2 project team	Executive Officer to <ul style="list-style-type: none"> arrange a briefing for City of Maribyrnong representatives Action 5.2 Project team to: <ul style="list-style-type: none"> Circulate consultant reports to interested parties Undertake monitoring & advocacy to promote planning mechanisms when opportunities arise and report back Provide a progress report on CLT research Contact Australians for Affordable Housing re the overlay and IMAP support to promote affordable housing Brief City of Maribyrnong representatives 	TBA TBA	
H IMAP Implementation Committee (24 February 2012)				
<i>Item</i>	<i>Responsibility</i>	<i>Action</i>	<i>Due</i>	<i>Progress</i>
7 Comms & Gov.	IMAP Executive Officer	IMAP Executive Officer to <ul style="list-style-type: none"> Bring forward a report on the extension of the wayfinding signs network Follow up suggestions in the Service Provider Survey 	Aug 2012 Ongoing	See item 12 (Att 7)

14	IMAP Executive Officer	W Robert's presentation to be linked to or made available on IMAP website.	March 2012	
I IMAP Implementation Committee (25 May 2012)				
6	IMAP Executive Officer	Executive Officer to finalise and circulate letter to Planning Minister for signature		Completed – refer Correspondence
8	IMAP Executive Officer	Executive Officer to bring forward a report on project expenditure against budget	August 2012	Completed – refer Item 8 Att 4
9	IMAP Executive Officer	Executive Officer to update the progress report on the IMAP website.	June 2012	Completed
10	IMAP Executive Officer	Executive Officer to follow up with the Knowledge Melbourne Coordinator to schedule the Student Placement Showcase in October.	June 2012	In Progress
12	IMAP Executive Officer	Executive Officer to come back to the Committee with suggestions on how to resource the Action 7.7 activities to keep this project current.	August 2012	Executive officer to report back
14	IMAP Executive Officer	Executive Officer to arrange a meeting between the IMAP Tourism Group and the Melbourne Central VGBO team from DBI.	June 2012	
15	IMAP Executive Officer	Executive Officer to arrange meeting with VCGLR for Council staff to attend and to forward IMAP reports to VCGLR for information	July 2012	In Progress. Reports forwarded
		Executive Officer to arrange preparation of a submission to the Department of Justice on the freeze and seek changes to the definitions	July 2012	In Progress

Correspondence

To	Regarding
Att 2a - Councils – Mayors and CEOs	Water Sensitive Cities report
Att 2b – Letter to Hon Matthew Guy, Minister for Planning	WSUD local amendment
From	
Att 2c – Kerryn Wilmot, University of Technology Sydney	Request for funding - Car Share research



Enquires: Elissa McElroy
Telephone: 03 8290 1110

Attachment 2a

5 July 2012

Name
Position
Organisation
Address
City State Postcode

Dear

Inner Melbourne Action Plan – Water Sensitive Cities Report

Please find enclosed a copy of the Inner Melbourne Action Plan's report on Water Sensitive Cities for your interest. The concept of a "Water Sensitive City" addresses the need to transition away from a "Water Supply City" and develop new strategies to establish a more resilient, sustainable water system within our urban environment.

The Inner Melbourne Action Plan (IMAP), adopted in December 2005, is a collaborative project between the Cities of Melbourne, Port Phillip, Yarra and Stonnington. IMAP sets out 11 regional strategies and 57 agreed actions to address one simple objective: "Making Melbourne More Liveable". IMAP concentrates primarily on actions that can be completed within five to 10 years primarily in the areas of transport and connectedness, housing affordability and creating a sustainable environment.

This report has been prepared as part of IMAP's Strategy 9 which looks at ways of improving the environmental performance of the inner Melbourne region. This is being achieved through developing Green Demonstration Projects which can serve as pilot projects and examples of best practice to encourage the take up of new initiatives throughout the region.

In addition to this report on Water Sensitive Cities, IMAP is currently investigating best practice for designing green roofs and facades and has also recently published 10 Sustainable Design Factsheets for use by all Councils to inform developers and applicants in their municipality. Further information on these initiatives can be found on our website at www.imap.vic.gov.au - refer to the Resources section.

If you have any questions regarding these initiatives, please contact Elissa McElroy, IMAP Executive Officer, on (03) 8290 1110 or email emcelroy@stonnington.vic.gov.au.

Yours sincerely

Elissa McElroy
IMAP Executive Officer



Enquires: Elissa McElroy
Telephone: 03 8290 1110

Attachment 2b

15 June 2012

The Hon Matthew Guy MLC
Minister for Planning
Level 7
1 Spring Street
Melbourne
VIC 3000

Dear Minister Guy,

AMENDMENTS TO INTRODUCE A COMMON LOCAL PLANNING POLICY – STORMWATER MANAGEMENT (WATER SENSITIVE URBAN DESIGN)

- **Melbourne Planning Scheme (Amendment C142)**
- **Port Phillip Planning Scheme (Amendment C78)**
- **Stonnington Planning Scheme (Amendment C109)**
- **Yarra Planning Scheme (Amendment C117)**

On behalf of the Inner Melbourne Action Plan (IMAP) Implementation Committee, we write to request your attention to the outstanding local planning policy amendments proposed by the four inner Melbourne Councils to address water sensitive urban design (WSUD) matters in our region. These four local planning amendments attracted significant support during the consultation phase and were lodged concurrently with your office for approval back in September 2010.

The IMAP Councils of Melbourne, Port Phillip, Stonnington, and Yarra request your favourable consideration and approval of these amendments. We note your recent letter to the Mayor, City of Stonnington indicating your consideration of the amendment in the context of other work to implement *Living Melbourne, Living Victoria* and take this opportunity to communicate our continued interest in adopting these amendments.

The inner Melbourne region Councils are committed to sustainable water management to conserve water, improve waterway health and protect groundwater as one way of meeting our objective, “to make Melbourne more liveable”.

We acknowledge your Government's recent adoption of the *Living Melbourne Living Victoria* Implementation Plan and recommendations prepared by the Living Victoria Ministerial Advisory Council. In particular, we note the support given in that document to amending land use planning and building controls to enable the recommendations in the report to be implemented. We support controls in both areas, and stress the significance of WSUD planning policies that serve to assist developers to meet building requirements through early inclusion in the project planning process.

The Integrated Water Management Overlay provides an opportunity to enact many of the objectives described in the WSUD amendment. As this does not yet exist, it is essential that an interim measure such as the WSUD amendment is put in place.

Our Water Sensitive Urban Design local planning policy amendment is clearly in accordance with the strategies and objectives endorsed by the *Living Melbourne Living Victoria* report, and presents

a strong case for bridging the gap. Furthermore its sunset clause would enable it to be superseded by a state wide integrated water management overlay. The policy has already been successfully trialled and proven in the intervening time since its proposal and Bayside City Council has successfully implemented a similar policy since 2010. As a result there are no current impediments to its implementation.

Recent consultation between the councils and Melbourne Water has endorsed their support and reinforced the continued need for this approach. The Minister for Water, in his letter to the IMAP Councils received in June 2011 noted the development of the joint Water Sensitive Urban Design (WSUD) Planning Policy initiative undertaken by the IMAP Councils in this area. Minister Walsh noted:

"Managing urban runoff consistent with these principles not only addresses the problems associated with stormwater, but emphasises the benefits of stormwater as a resource and waterways as an environmental asset. In addition it improves the social amenity of the urban landscape."

With this support and the obvious alignment of this local policy with your Government's overall water strategy, we urge you to finalise the amendments and enable Councils in the inner Melbourne region to give effect to this policy intent.

Representatives of the IMAP Implementation Committee would be happy to meet with you to further discuss this matter if that would assist with your deliberations. IMAP requests the opportunity to inform the development of the overlay, with a key focus to ensuring it achieves best practice stormwater quality and broader integrated water management objectives.

If you have any queries regarding this matter or would be interested in arranging a meeting time, please contact Elissa McElroy, IMAP Executive Officer, telephone 8290 1110 or by email emcelroy@stonnington.vic.gov.au.

Yours sincerely



Cr John Chandler
Mayor, City of Stonnington



Cr Rachel Powning
Mayor, City of Port Phillip



Cr Ken Ong
**Chair, Future Melbourne (Planning) Committee
City of Melbourne**



Cr Geoff Barbour
Mayor, City of Yarra

Elissa McElroy

From: Kerry Wilmot [Kerry.Wilmot@uts.edu.au]
Sent: Thursday, 26 July 2012 11:49 AM
To: Elissa McElroy
Subject: Car share study proposal
Attachments: image002.jpg; ATT00001..htm; CAR SHARE AND DEVELOPMENT V2.pdf; ATT00002..htm

Elissa,

Thanks for taking my call earlier today. As discussed, I am aware of some of the difficulties faced by inner Melbourne Councils in supporting development applications with fewer car parking spaces. The Institute for Sustainable Futures (ISF) at University of Technology Sydney (UTS) has a proposal to investigate the market for car share programs in new developments, with a view to using the study as evidence to reduce the number of car parking space that need to be built. For example, Councils could use it to help justify residential and commercial planning approvals, and developers could use it to reassure financiers. It may be useful to help unlock some structural barriers as well.

ISF is looking for funding to do the study. We are approaching a range of possible sponsors:

- Car Share Providers
- Housing and other Developers
- Local Government
- State Government planning, transport and housing agencies
- Federal Government
- Associations with an interest in sustainability and in affordable housing

The proposal is attached for your information. Would IMAP contribute funding towards the study? Alternatively, would you act as a conduit to collect smaller contributions from your member councils?

I am also speaking directly with Melbourne, Port Phillip, Yarra and Maribyrnong Councils about being involved and will take up your suggestions about who to contact at Stonnington and Melbourne.

I would be interested to receive a copy of the car share study commissioned by Melbourne and Stonnington.

Regards,

Kerry
0408 303 669

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Car Share and Development

Background

In the last few years, car share has begun expanding rapidly in Australian cities, with the number of members in the City of Sydney alone about to exceed 10,000, or 6% of the population.

At the same time a number of developers are beginning to produce housing and other developments with much lower provision for private cars than has traditionally been the case. In a few cases significant developments have proceeded with no provision for parking of private vehicles.

The availability of car share integrated with the development can be a potential key to the appeal of such developments, since it provides residents or tenants with access to a car when they need it, but without the fixed cost of the vehicle and the high cost of providing parking.

Car share, in combination with public transport, walking and cycling can also significantly reduce the traffic generation from development. This can support urban consolidation and more intensive development in town centres or in other locations close to good public transport, by reducing the traffic generating impact of such development. As is well understood, traffic impacts are one of the key objections by the public to more compact urban development patterns.

Furthermore, reducing the amount of dedicated parking included in development can significantly reduce the cost of new housing and improve housing affordability.

Whilst there has been some overseas research on car share and on the costs of parking, there is little detailed research available in Australian cities, which have quite different housing and transport characteristics to cities in Europe or Asia.

Research Objectives

This research project aims to provide an evidence base in Australia of the links between car share, urban development and housing and transport choices. In particular it aims to:

- Identify a number of **case studies** in Australian cities where new development is occurring with little or no car private parking provided, and where car share is being implemented as part of the development.
- Examine the **attitudes and experiences of key stakeholders** involved to such development, including developers, local authorities, State planning agencies and others.
- Analyse the **characteristics of the market** for such development, including the demographic and travel behavior characteristics of the residents or other tenants of such development.
- Estimate the **sustainability and other benefits** from reducing car parking provision in new development, and by reducing car use.

- Identify any **policy, regulatory or attitudinal barriers** to this development, and the likely benefits from removing these barriers.

Research Sponsors

Sponsors for this research are being sought from relevant sectors, including:

- Car Share Providers
- Housing and other Developers
- Local Government
- State Government transport and housing agencies
- Federal Government
- Associations with an interest in sustainability and in affordable housing

Benefits for Sponsors

The project aims to provide a number of benefits for project sponsors:

- For the development industry, it will help identify the potential market characteristics for developments with lower than current provision for private cars. This in turn can help raise awareness in the banking sector of the emerging market in this area, and overcome any barriers to such development resulting from difficulties for developers in obtaining finance.
- For car share operators, it will help identify the opportunities for integrating car share into new developments.
- For Local government, it will help define the scope to reduce current parking requirements on developers, which not only make development more expensive but tend to lock-in future travel behavior around private car use. It will also help local government in its dialog with residents concerning the impact of development on traffic.
- For State government agencies, it will help provide a basis for framing both transport and land use policies, such as setting mode share targets and population or employment targets, by increasing the information on emerging housing choice and travel behavior.
- For the Federal Government, it will help identify the opportunities to improve the sustainability of our cities, especially in relation to urban transport, including the scope to reduce transport-related greenhouse emissions over time.
- For organizations involved in affordable housing, it will help identify the scope for lowering the cost of housing by reducing the amount of parking provided as part of development.

Proposed Methodology

The methodology proposed for the study is outlined below:

Stage 1: Identify Key Case Studies

This will involve interviewing key stakeholders to identify cases where development has been completed or is currently being planned, where the provision of car parking is well below traditional levels, and where car share is being integrated with the development. We are aware of a number of examples where this is the case in Melbourne, Perth, Canberra and Adelaide, covering both

residential and commercial developments. Basic information on these and others will be collated and a selection of case studies made providing a spread across different cities and urban environments and across land use types (residential, mixed use, commercial).

Stage 2: Interview Key Stakeholders

This stage will involve semi structured interviews with key stakeholders involved in each case study to explore why the developments were planned and designed as they were; what changes if any were involved in regulatory or planning controls; what specific housing or other markets were being addressed by the development; whether there were any special circumstances (such as high costs of parking provision because of groundwater or other constraints); and how access to car share, public transport and other modes compared to access by private car.

The interviews will also seek to obtain opinions by participants on wider issues such as whether or how quickly housing choices, vehicle choices and travel behaviour are changing, as well as some of the factors involved, such as changing petrol prices, traffic congestion, lifestyle preferences, treatment of fringe benefits tax, attitude to the environment etc.

Stage 3: Housing Choice and Travel Behaviour

This stage will be focused on residential development with low or no private car provision, and will include surveys of residents. It is expected that these will be undertaken in two different cities. The survey will include gathering data on housing choices, socio-economic and attitudinal data and actual travel behavior.

The travel behavior component will be undertaken so as to be compatible with regular travel behavior data in the relevant cities (such as the Household Travel Survey in Sydney and its equivalent elsewhere) so that the travel behavior of residents in low-car developments can be compared with that of matched residents in similar locations and with similar socio-economic characteristics.

Stage 4: Market Potential

This stage will estimate the potential market for such development, taking into account the characteristics of the residents making such housing choices in relation to the characteristics of the various components of the overall housing market, as well as any evidence of the role of attitudes and changes in attitudes and their likely impacts on housing choices.

Stage 5: Implications of Low-Car Development

This stage will estimate approximate savings from reduced car parking provision and their impact on housing costs and affordability. It will also estimate changes in travel costs compared to the matched households.

Stage 6: Policy Implications

This stage will identify any impediments to low car development, including regulatory, policy or attitudinal, such as parking codes; approval processes; or attitudes by financial institutions or local authorities. It will also identify potential strategies for addressing these.

Budget and Timeframe

The table below provides initial estimates of the timetable and budget required for the study.

Estimated Timescale and Budget

Stage		Notes	Estimated Time	Estimated Cost*
1	Identify Case Studies		3 days	\$6,000
2	Interview Key Stakeholders	Assumes a total of 5 case studies, in at least four cities. Includes return economy airfares and accommodation as required	12 days	\$25,000
Interim Report			5 days	\$8,000
3	Housing Choice and Travel Behaviour	Assumes survey of 200 residents	2 months	\$40,000
4	Market Potential		6 days	\$9,000
5	Implications of Low Car Development		6 days	\$9,000
6	Policy Implications		7 days	\$10,000
Final Report			8 days	\$12,000
TOTAL				\$120,000

It is envisaged that the study would take a total of **5 months** from inception.

Research Personnel

The research team for the project would be drawn from the UTS Institute for Sustainable Futures, and would include:

Project Director and Principal Researcher: Associate Professor Garry Glazebrook

Garry Glazebrook is a Transport and Urban Planner, specialising in the evaluation and design of sustainable transport systems and their integration into the urban environment. Garry has over 35 years' experience in Federal, State and Local Government, consulting and academia. He has taught urban planning at the University of Technology, Sydney, and has a wide range of research and consulting publications. He has been a contributor to the wider debate on transport planning including publishing a 30 Year Public Transport Plan for Sydney, and through the Independent Public Inquiry into a Long Term Public Transport Plan for Sydney.

Project Manager: Dr. Michelle Zeibots

Michelle Zeibots is a Transport Planner, specialising in the analysis of sustainable urban passenger transport systems. Her research and consultancy work draws together operational, behavioural and administrative aspects of urban transport networks. Before joining ISF, Michelle worked with Prof Jeff Kenworthy and Dr Felix Laube on the Millennium Cities Database for the International

Association of Public Transport Providers (UITP) that involved a database of 80 international cities, comprising 64 standardised indicators describing road and mass transit infrastructures, land-use patterns, economic and environmental characteristics of the cities as well as urban amenity and accident statistics.

Researchers: Dr Tim Brennan and Dr. Christianne Bauman

Tim Brennan is a research consultant at ISF specialising in the areas of transport planning and social research. In the social research field Tim's work has focussed on encouraging sustainable behaviour change whilst in the transport field Tim has worked on a diversity of projects with a particular focus on cyclist behaviour, public transport demand and promoting sustainable transport choices. Tim has recently completed a broad study on the future of passenger transport for the National Transport Commission and is currently working on the development of Continuing Professional Development courses in Travel Planning and Transport/Land-use Integration.

Christiane joined ISF in 2009 as a doctoral researcher investigating the political barriers to the implementation of sustainable transport policies and the role of collaborative stakeholder dialogue in that process. During that time she worked as a researcher on a range of transport consultancy projects, in particular with regards to improving cycling infrastructures and promoting cycling as a sustainable mode of transport. Since March 2012 she works as a Research Consultant in the ISF transport team. Prior to joining ISF, Christiane worked in the automotive industry in Germany, Singapore and South Africa. Christiane has a wealth of analytical knowledge and experience, well-developed communication and project management skills, and a strong passion for achieving 'real-world' change through her research activities.

Project Management

It is envisaged that a **small steering group** of key sponsors would be established to help guide the study. It is expected that there would be three meetings with the steering group:

- At project inception
- After completion of the Draft final report
- After completion of the Interim report

Where necessary, meetings would be by phone or video conference, as no budget has been included at this stage for travel by interstate members of the steering group.

Presentation and Reporting of Findings

The findings would be presented to the **full set of sponsors** at a video conference (assuming sponsors come from a range of cities) and the final report made available to sponsors, but with the proviso that ISF retains the right to publish the findings as appropriate.

Opportunities for publicizing the report and its findings would be sought with project sponsors, since the objective would be to spread the research findings to relevant stakeholders.