

Agenda

Inner Melbourne Action Plan Implementation Committee

Meeting No 19
8.00 am – 10.00 am Friday 27 August 2010
City of Melbourne
Melbourne Town Hall – Council Meeting Room

Committee Members	<p>Cr Peter Clarke – Chair Planning Committee, City of Melbourne (Chair)</p> <p>Cr Jane Garrett – Mayor, City of Yarra</p> <p>Cr Frank O'Connor – Mayor, City of Port Phillip</p> <p>Cr Tim Smith - Mayor, City of Stonnington</p> <p>Dr Andi Diamond – Chief Executive Officer, City of Yarra</p> <p>Ms Kay Rundle – Chief Executive Officer, City of Port Phillip</p> <p>Ms Connie Gibbons – Acting Chief Executive Officer, City of Stonnington</p> <p>Mr Geoff Robinson– Acting Director City Planning & Infrastructure, City of Melbourne</p>
Associate Partner Representatives	<p>Clare McArdle - Executive Director Melbourne 2030 Implementation Unit, DPCD</p> <p>Sally Semmens – Manager Established Suburbs, Urban and Regional Planning, DoT</p> <p>Tony Pensabene – Director Policy & Research, Policy & Coordination, DIIRD</p> <p>Rod Anderson – Manager Adaptable Communities, Statewide Services, DSE</p>
IMAP	<p>Elissa McElroy – IMAP Executive Officer</p>
Guests	<p>Cr Claude Ullin, City of Stonnington</p> <p>Sandra Wade, Manager City Strategy, City of Port Phillip</p> <p>Bruce Phillips, Director City Development, City of Yarra</p> <p>Kelly Martini, Senior Corporate & Social Planner, City of Stonnington</p> <p>Gary Spivak, Housing Officer, City of Port Phillip</p> <p>Kate Simnett , Sustainable Transport Planner, City of Yarra</p> <p>Dan Costa, Project Manager, Capital Projects, City of Melbourne</p> <p>Katherine Sinclair , HR/OD Officer, City of Stonnington</p> <p>Austin Ley, Manager City Research, City of Melbourne</p> <p>Stuart Outhred, Sustainable Transport Planner, City of Melbourne</p> <p>Ian McLauchlan, Manager Transport and Parking, City of Stonnington</p>

PRELIMINARIES

Item	Time Alloc.	Agenda Topic	Responsibility
1.	1 min	Appointment of Chair – Cr Peter Clarke	Chair
2	1 min	<p>Apologies:</p> <p>Geoff Lawler, City of Melbourne</p> <p>Warren Roberts, City of Stonnington</p> <p><i>Welcome to Rod Anderson, DSE</i></p>	Chair
3.	1 min	<p>Suspension of City of Melbourne's Local Law No. 1</p> <p>Conduct of Meetings (No 1 of 2001)</p> <p><u>Recommendation</u></p> <p>3.1 That pursuant to Division 6, clause 14 of the Melbourne City Council's Conduct of Meetings Local Law 2001, the provisions of the Local Law be suspended for the duration of the meeting of the Inner Melbourne Action Plan Implementation Committee.</p>	Chair

ITEMS

4.	1 min	<p>Confirmation of Minutes (<u>Attachment 1</u>)</p> <p><u>Recommendation</u></p> <p>4.1 That the IMAP Implementation Committee resolves to confirm the minutes of the IMAP Implementation Committee held on 28 May 2010.</p>	Chair
5.	5 mins	<p>Confirmation of Minutes (<u>Attachment 2</u>)</p> <p><u>Recommendation</u></p> <p>5.1 That the IMAP Implementation Committee resolves to confirm the minutes of the IMAP Executive Forum held on 20 July 2010.</p>	Chair
6.	5 mins	<p>Business Arising (<u>Attachment 3</u>)</p> <p><u>Recommendation</u></p> <p>6.1 That the IMAP Implementation Committee resolves to note the actions undertaken in response to business arising from previous minutes.</p> <p>6.2 That the second item in relation to the Australian Retailers Association be deleted as the matter has now been overtaken by events.</p> <p><u>Correspondence:</u></p> <p>Inwards</p> <p>3a Letter from Ian Voigt DSE nominating Mr Anderson to IMAP</p> <p>3b Letter from Bruce Gidley VicRoads nominating Mr Finegan to IMAP</p> <p>3c Letter from City of Melbourne - Planning Scheme Amendment C163</p> <p>3d Letter from City of Melbourne - Municipal Strategic Statement</p> <p>3e Email from City of Stonnington - <u>Melbourne Beyond 5 Million</u></p> <p>3f Email from City of Yarra - Draft Tourism Strategy</p> <p>3i Letter from VicRoads - Hoddle Street presentation</p> <p>Outgoing</p> <p>3g Invite to Mr Gary Liddle, CEO, VicRoads – Hoddle Street</p> <p>3h Letter from IMAP advising public exhibition of WSUD Plan Change Final Report to DoT Greenlight Project LAAP Funding – <i>not attached</i></p> <p>Final Report to DoT Wayfinding Signs LAAP Funding – <i>refer Attachment 8a/8b</i></p>	Executive Officer
7.	5 mins	<p>Financial Report (<u>Attachment 4</u>)</p> <p><u>Recommendation</u></p> <p>7.1 That the IMAP Implementation Committee resolves to receive the IMAP End of Year Financial Report for the 2009-2010 financial year.</p> <p>7.2. That the 2010-11 IMAP Budget be noted.</p>	Executive Officer
8.	5 mins	<p>Progress Report (<u>Attachment 5</u>)</p> <p><u>Recommendation</u></p> <p>8.1 That the IMAP Implementation Committee resolves to note the IMAP Progress Report for August 2010.</p>	Executive Officer

9.	5 mins	IMAP Communication and Governance (Attachment 6) <u>Recommendation</u> 9.1 That the IMAP Implementation Committee resolves to : <ul style="list-style-type: none"> a. note this Communications and Governance Briefing Paper b. approve the meeting dates of the IMAP Implementation Committee for 2011 c. note the requirement to update s 86 Special Committee delegations to the IMAP Implementation Committee under the Local Government Act before February 2011 if not already approved 	Executive Officer
10.	10 mins	Action 5.2 Affordable Housing – Progress Report (Attachment 7) <u>Recommendation</u> 10.1 That the IMAP Implementation Committee resolve to fund the engagement of SGS Economics and Planning to the amount of \$4,200 plus GST to: <ul style="list-style-type: none"> a. plan and facilitate a forum with the residential development industry; and b. to prepare a report on the outcome of the forum. 	Gary Spivak (CoY)
11.	10 mins	Action 2.2 Regional Wayfinding Signage - Final report (Attachment 8) <u>Recommendation</u> 11.1 That the IMAP Implementation Committee resolve to: <ul style="list-style-type: none"> a. note the completion and evaluation of Action 2.2 Wayfinding Signage demonstration project. b. ensure appropriate signs asset maintenance is now undertaken by individual Councils. 	Kate Simnett (CoY) and Dan Costa (CoM)
12.	15 mins	Action 3.3 Regional Parking Management - Car Sharing (Attachment 9) <u>Recommendation</u> 12.1 That the IMAP Implementation Committee resolves to: <ul style="list-style-type: none"> a. Note the findings of the GHD Report on Car Sharing b. Adopt the car sharing concept in principle 	Stuart Outhred (CoM), Ian McLauchlan (CoS)
13.	15 mins	IMAP Review (Attachment 10) <u>Recommendation</u> 13.1 That the IMAP Implementation Committee resolves to: <ul style="list-style-type: none"> a. Approve the IMAP Three Year Implementation Plan as contained in Attachment 10a. b. Approve the project briefs as detailed in Attachment 10b 	Executive Officer
14.	15 mins	Action 7.7 University and Regional Development – WIL Progress Report (Attachment 11) <u>Recommendation</u> 14.1 That the IMAP Implementation Committee resolves to: <ul style="list-style-type: none"> a. Note the draft Work Integrated Learning Manager's Guide 	Katherine Sinclair (CoS), Austin Ley (CoM)

		and refer this for further consultation, amendment and adoption by individual Councils through the WIL Working Party; and b. Support the WIL Working Party to promote the use of students across the 4 Councils.	
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

CONFIDENTIAL ITEMS

Meeting to be closed in accordance with Sections 89 (2) (d, e, f, h) of the Local Government Act (1989)

15.	1 min		
OTHER BUSINESS			
17.	2 min	Close Next Meeting Friday 26 th November 2010 (8.00am) City of Stonnington	Chair

ATTACHMENTS

Item No	Attachment No	Attachment Topic
4	Attachment 1	DRAFT Minutes of IMAP Implementation Committee Meeting No. 18 (28 May 2010)
5	Attachment 2	DRAFT Minutes of Executive Forum Meeting No. 7 (20 July 2010)
6	Attachment 3 Attachment 3a Attachment 3b Attachment 3c Attachment 3d Attachment 3e Attachment 3f Attachment 3i Attachment 3g Attachment 3h	Business Arising Inward correspondence: Letter from Ian Voigt DSE nominating Mr Anderson for IMAP Letter from Bruce Gidley VicRoads nominating Mr Finegan to IMAP Letter from City of Melbourne re Planning Scheme Amendment C163 Letter from City of Melbourne re Municipal Strategic Statement Email from City of Stonnington re Melbourne Beyond 5 Million Email from City of Yarra re Draft Tourism Strategy Letter from VicRoads re Hoddle Street presentation Outgoing correspondence: Invite to Mr Gary Liddle, CEO, VicRoads – re Hoddle Street Letter from IMAP advising public exhibition of WSUD plan change
7	Attachment 4 Attachment 4a Attachment 4b	Financial Report for the Period Ended 30 June 2010 Detailed Financial report IMAP Project Budget 2010-11
8	Attachment 5	IMAP Progress Report August 2010
9	Attachment 6 Attachment 6a	IMAP Communications and Governance IMAP Meeting Dates 2011
10	Attachment 7	Action 5.2 Affordable Housing – Progress Report
11	Attachment 8 Attachment 8a Attachment 8b	Action 2.2 Regional Wayfinding Signage – Final Report Final Report submitted to DoT [excluding invoices] Evaluation Report
12	Attachment 9	Action 3.3 Regional Parking Management – Progress Report

13	Attachment 10 Attachment 10a Attachment 10b	IMAP Review – Final Report Status of Progress Table IMAP Review of Strategies
14	Attachment 11 Attachment 11a Attachment 11b Attachment 11c	Action 7.7 Universities and Regional Development – Progress Report WIL Policy WIL Placement Checklist WIL Frequently Asked Questions

Draft Minutes
Inner Melbourne Action Plan
Implementation Committee
Meeting No 18 (28 May 2010)
City of Yarra– Richmond Town Hall

Attendees	<p>Cr Jane Garrett– Mayor, City of Yarra (Chair)</p> <p>Cr Frank O'Connor – Mayor, City of Port Phillip</p> <p>Cr Peter Clarke – Chair Planning Committee, City of Melbourne</p> <p>Cr Tim Smith – Mayor, City of Stonnington</p> <p>Dr Andi Diamond - Chief Executive Officer, City of Yarra</p> <p>Mr Geoff Cockram – Acting Chief Executive Officer, City of Stonnington</p> <p>Mr Geoff Lawler - Director City Planning and Infrastructure, City of Melbourne</p> <p>Ms Kay Rundle- Chief Executive Officer, City of Port Phillip</p>
Associate Partner Representatives	<p>Melanie Eagle, Associate Director, Stakeholder Engagement, DPCD (for Clare McArdle)</p> <p>Tony Pensabene, Director Policy & Research, DIIRD</p>
IMAP	<p>Elissa McElroy – IMAP Executive Officer</p>
Guests	<p>Justin Hanrahan, Coordinator Open Space Capital Works and Design, City of Yarra</p> <p>Bruce Phillips, Director City Development, City of Yarra</p> <p>Gary Spivak, Housing Development Officer, City of Port Phillip</p> <p>Haig Poulson, Principal Engineer Traffic Engineering, City of Melbourne</p> <p>Andrew Cron, Senior Coordinator Traffic Engineering, City of Melbourne</p> <p>Jan Jacklin, Manager Economic & Cultural Development, City of Stonnington</p> <p>Michelle Dawson, Tourism and Marketing Officer, City of Yarra</p>

PRELIMINARIES

1.	<p>Appointment of Chair</p> <p>1.1 That the IMAP Implementation Committee resolves to appoint Cr Jane Garrett as the Chair of the meeting.</p> <p>MOVED Mr LAWLER / Cr Clarke A vote was taken and the MOTION was CARRIED</p>
2.	<p>Apologies</p> <p>2.1 That the IMAP Implementation Committee resolve to note the following apologies:</p> <ul style="list-style-type: none"> · Cr Tim Smith – for lateness · Melanie Eagles – for lateness · Warren Roberts - Chief Executive Officer, City of Stonnington · Clare McArdle - Executive Director Melbourne 2030 Implementation Unit, DPCD · Sally Semmens – Manager Established Suburbs, Urban and Regional Planning, DoT · Kelly Martini, Senior Corporate & Social Planner, City of Stonnington · George Borg, Manager City Development, City of Port Phillip · Claude Ullin, Councillor, City of Stonnington <p>MOVED Mr LAWLER / Ms Rundle A vote was taken and the MOTION was CARRIED</p>

3.	Suspension of City of Melbourne's Local Law No. 1 Conduct of Meetings (No 1 of 2001)
3.1	That pursuant to Division 6, clause 14 of the Melbourne City Council's Conduct of Meetings Local Law 2001, the provisions of the Local Law be suspended for the duration of the meeting of the Inner Melbourne Action Plan Implementation Committee.
	MOVED Cr CLARKE / Mr Lawler A vote was taken and the MOTION was CARRIED

ITEMS

4.	Confirmation of Minutes
4.1	That the IMAP Implementation Committee resolve to confirm the minutes of the IMAP Implementation Committee held on 19 February 2010.
	MOVED Cr CLARKE / Cr O'Connor A vote was taken and the MOTION was CARRIED
	<i>Note: IMAP Executive Officer to amend spelling of Ms Rundle's name prior to signing of the Minutes</i>
5.	Confirmation of Minutes
5.1	That the IMAP Implementation Committee resolve to confirm the minutes of the IMAP Executive Forum held on 9 April 2010.
	MOVED MR LAWLER / Dr Diamond A vote was taken and the MOTION was CARRIED
	<i>Note: the IMAP Executive Officer to amend Mr Robert's position title under 'Attendees'</i>
6.	Business Arising
	The IMAP Executive Officer advised that replies to the correspondence had not yet been received from VicRoads and DSE.
6.1	That the IMAP Implementation Committee resolves to note the actions undertaken in response to Business Arising from previous minutes.
	MOVED Cr CLARKE/ Cr O'Connor A vote was taken and the MOTION was CARRIED
7.	Financial Report
	The IMAP Executive Officer advised that work was progressing on the review of IMAP finances and a report would be forwarded separately to members when it was available.
7.1	That the IMAP Implementation Committee resolves to receive the IMAP 9 month Financial Report for the 2009-2010 financial year.
	MOVED Cr CLARKE / Cr O'Connor A vote was taken and the MOTION was CARRIED
	<i>Action: IMAP Executive Officer to forward review of IMAP Finance to members when available</i>

<p>8. IMAP Progress Report - May</p> <p>8.1 That the IMAP Implementation Committee resolves to note the IMAP Progress Report for May 2010.</p> <p>MOVED Cr CLARKE / Cr O'Connor A vote was taken and the MOTION was CARRIED</p>
<p>9. IMAP Communication and Governance</p> <p>9.1 That the IMAP Implementation Committee resolves to:</p> <ol style="list-style-type: none"> note the Communications and Governance briefing paper, and to acknowledge the contribution of staff to the workshops conducted during this quarter. <p>MOVED Cr CLARKE / Cr O'Connor A vote was taken and the MOTION was CARRIED</p>
<p>10. VicRoads Community Road Transport Safety Plans</p> <p>The report from the IMAP Executive Officer was noted. Cr O'Connor advised he had just received his letter to the Mayors and CEOs of the IMAP Councils from Janet Bolitho, Chair of the Inner Melbourne Road Safe Committee, inviting the Councils to participate in establishing the inner Melbourne community road safety group under the new funding model.</p> <p>Discussion</p> <p>Cr Clarke noted that IMAP are taking no particular role as the Councils and the Road Safe Committees work in this area. He noted IMAP's unincorporated status means it will not be an eligible entity.</p> <p>Cr O'Connor advised that several IMAP strategies are linked to road safety.</p> <p>It was noted that the Road Safe Committee's role is to liaise with communities and councils.</p> <p>The City of Stonnington is the one IMAP Council that is not currently included in the Inner Melbourne Road Safe committee area and it was felt that, though some discussion had been had to explore moving to the same Road Safe Committee as the other IMAP councils, this should be followed up further.</p> <p>[Melanie Eagles DPCD arrived 8.25am].</p> <p>10.1 That the IMAP Implementation Committee resolves to:</p> <ol style="list-style-type: none"> note the comments contained in the discussion paper and resolve to work with the local road safety community groups to be established under this VicRoads initiative. request a further report come back to the next IMAP meeting to clarify IMAP's position once Janet Bolitho's correspondence has been responded to. encourage the City of Stonnington to continue to investigate the possibility of membership of the inner Melbourne community road safety group. <p>MOVED Cr CLARKE / Cr O'Connor A vote was taken and the MOTION was CARRIED</p> <p><i>Action: Report to the next IMAP Implementation Committee meeting on IMAP councils' responses to the letter from the Inner Melbourne Road Safe Committee Chair.</i></p>
<p>11. VicRoads - Hoddle Street Study</p> <p>Dr Diamond advised that the City of Yarra Council has concerns about the nature and direction of the study. She recommended that IMAP take an active role even though it has not been invited to the table to participate in the consultation. She noted that IMAP could do some investigation. She believed the Councils have not been able to achieve a level of cooperation and trust with VicRoads to be privy to the technical information.</p> <p>Discussion:</p> <p>Cr Clarke updated the committee on the community consultation meeting and the City of Melbourne briefing he had attended and noted:</p> <ul style="list-style-type: none"> the breadth of the study is fine concerned about whether they would actually achieve anything given the long time frame and the broad

brief to consider all options

- inappropriate to exclude elected representatives from the Councils but to include nominated position holders from community groups.
- concerned staff will be drawn into the debate without Council input, and that the consultation process is not seriously engaging our professionals
- Cathy Alexander, CEO City of Melbourne wrote to VicRoads two weeks ago in relation to the project. A copy of the letter can be circulated.

Action: City of Melbourne CEO's Letter to VicRoads regarding the Hoddle Street study to be circulated to members of the IMAP Committee [Cr Clarke/G Lawler]

[Cr. Tim Smith CoS arrived 8.30am]

Cr Garrett noted that the City of Yarra has also had a briefing from VicRoads. Bruce Phillips advised:

- staff still have concerns.
- the 2nd session for the consultation group was more useful with presentations from:
 - Andrew Ward, VicRoads re operating plans
 - Project Leader of the Consultant group reviewing first 3 months of the study – the data was useful and well received and gave some comfort about the approach being taken.
- how community and council get engaged is still a problem
- believed that IMAP and other councils should be talking together
- he is able to provide a copy of the presentation PowerPoint.

Action: Bruce Phillips to provide a copy of the Consultant's powerpoint presentation on the Hoddle Street study for circulation to IMAP members.

It was agreed that IMAP maintain a watching brief, that the current representatives attending the consultation meetings were in a position to represent IMAP, and to invite Gary Liddle from VicRoads to brief IMAP directly on the project. It was noted that there may be implications for City of Stonnington in relation to Hoddle Street's integration with Punt Road and aspects beyond the study boundary.

The Chairman noted there was some comfort around the scope and breadth of the project. She encouraged members to give some thought to issues they want to raise with Gary Liddle and to steer discussion to cover these.

- 11.1 That the IMAP Implementation Committee resolves **to invite** Gary Liddle, CEO VicRoads to the next meeting of the IMAP Implementation Committee to discuss the Hoddle Street project in terms of:
- a. How to ensure this project works successfully and becomes a model for other projects.
 - b. Discuss the process of the Hoddle Street project and best practice for engagement with the inner Melbourne community regarding major VicRoads undertakings.
 - c. Consider the current project's effects on Punt Road and seek some reassurance of what it's not going to effect.

MOVED Cr SMITH/ Cr Clarke

A vote was taken and the MOTION was CARRIED

Action: IMAP Executive Officer to write to Mr Liddle CEO VicRoads inviting him to attend the next meeting in August to discuss the Hoddle Street Study with the Committee.

12. Action 5.2 Affordable Housing – Overlay (Inclusionary Zoning) Proposal

Gary Spivak (CoPP) attended to present his report. He updated the Committee on the work undertaken to date and the recent meeting in Canberra with the Minister of Housing. He noted the Ministerial advisor's recommendation to engage further with the development industry peak bodies. It is recommended that this occurs after investigating a package of incentives that creates more development certainty, such as reduction in car parking requirements for affordable housing projects, identifying areas for high density and affordable housing, and looking at fast track options through the planning process for affordable housing as an incentive package.

Discussion

The Chair commended efforts made in relation to large developments, and noted that all Councils are experiencing these issues.

Cr O'Connor advised that the Minister's advisor, while positive, expressed concern that the overlay proposals would look like a tax on developers – and felt the need to get the peak bodies on side. Cr

O'Connor felt the Commonwealth approach was more positive than the state government and that we should continue to work with the Commonwealth in addition to the state departments.

Cr Clarke sought clarification of what the project was trying to achieve as he felt some of these incentives wouldn't get affordable housing developments across the line.

Gary Spivak clarified the project:

- It aimed for a regional approach to development across the municipalities, through determining the level of social (public and community) housing we want over a 25 year period based on projected development activity;
- To achieve the level of social housing, in relation to that level, develop a mechanism to either (a) obtain a cash contribution in lieu of provision of units for Housing Associations to use to develop community housing or (b) obtain units provided in developments, for Housing Associations to own and manage as community housing;
- The community housing provided by registered Housing Associations targets a broader income range than traditional low income social housing in that it includes moderate income households up to the 6th income decile and includes low income wage earners or key workers.

Other comments:

- Noted the difficulty with the terminology used between 'social' and 'affordable' housing – clearly there is a tenant.
 - 'Inclusionary zoning' was the term used to describe the planning mechanism (which we are calling an Affordable Housing Overlay),
 - 'Affordable housing' is the principle about what we are seeking.
 - 'Social housing' is the term used to refer to the need we are seeking to address, and
 - 'Community housing' is the form of social housing that is proposed to be provided by Housing Associations.

In this case the proposal is for community housing that includes moderate income households and key workers.

- Cr Clarke noted that if IMAP can fill the accommodation gap to get affordable rental housing in developments for 'key workers' they would be making a difference - look at world best practice and advise industry where they are missing out on rental model systems that are private sector run elsewhere for a good return.
It was clarified that this referred to schemes such as 'shared equity housing', 'rent to buy' schemes, private sector finance and partnerships with developers etc.
- Developers need to aim for a quality asset near workplaces.
- Has the project been going too long in the same direction without achieving much –requiring new direction and funding?
- While we want to be proactive about best practice, this would broaden the study from the current aim.
- The study targets Housing Associations and the suggestions such as affordable home ownership models are beyond the current scope and add complexities that the proposal seeks to avoid.
- There was support for the current recommendations but Dr Diamond suggested articulating what problem we are trying to fix. This could redefine the problem into other directions as well. If IMAP wants to look more broadly at Affordable Housing, the project would need a brief and budget.
- Treasury was doing a lot of work in this area – find out what this covers first.
- Mr Lawler noted IMAP's Action 5.2 was to explore such possible models and it was up to individual Councils to proceed as they saw fit.
- The City of Port Phillip, as a non-IMAP initiative, has already commissioned a consultant study on broader affordability models similar to those suggested which is due for completion in late June. That could be provided to IMAP after adoption/endorsement by Port Phillip.
- Mr Phillips commented that developers do have a social conscience but require a lead-in time if changes are to be put in place so that project costing can take this into account and they can plan for it. Local government and IMAP advocacy play a key role in assisting State and Commonwealth government thinking in this area. If change was proposed for, say, 2012 then support should be put behind focussing and advocating for this now.

12.1 That the IMAP Implementation Committee resolves to **support** the proposed implementation actions as outlined:

- a. Further investigate suitable planning incentives including those outlined in section 11 that may assist with obtaining conditional support from one or more development industry peak bodies, including undertaking discussions / consultation with such groups.

- b. Report back to the IMAP Committee meeting in November 2010 with recommended incentives and a strategy for further engagement with the development industry and the State and Commonwealth Governments.

12.2 That the IMAP Implementation Committee resolves to **request** that the City of Port Phillip study on affordable housing development models [*covering broader affordable housing issues and best practice models*] be made available to a forthcoming meeting for consideration.

MOVED CR O'CONNOR/ Mr Lawler

A vote was taken and the MOTION was CARRIED

Action: IMAP Executive Officer to circulate the SGS study commissioned by CoPP to all IMAP Committee members for further discussion.

Action: IMAP Executive Officer to follow up affordable housing development models report commissioned by CoPP.

13. Action 10.1 Regional Open Space and Trail Network

Justin Hanrahan (CoY) attended to present the report and updated the Committee on recent progress since reporting in February 2010. He noted that a plan should be available by the end of July indicating the gaps in the network. IMAP Councils will provide information on a more detailed level, and this will be coordinated into one map to cover all the IMAP councils. At that point the funding for works can be determined.

13.1 That the IMAP Implementation Committee resolves to **note** the update of IMAP Action 10.1.

MOVED Dr DIAMOND/ Mr Lawler

A vote was taken and the MOTION was CARRIED

14. Action 2.5 Bicycle Network

Haig Poulson and Andrew Cron (CoM) attended to present their tabled report. Haig Poulson noted that IMAP has enabled access to more federal funding for cycling projects and VicRoads is now starting to adopt some of the bike treatments. E.g. Vibraline used in Rathdowne Street has been adopted in VicRoads Bike Notes. The project has enabled greater interaction with VicRoads and the Department of Transport. Going forward the working group aims to identify more funding and formalise relationships with VicRoads.

Discussion

Ms Rundle noted the recent removal of 90 car spaces through working with retailers to accommodate more bike spaces in the City of Port Phillip. Acceptance of this approach is growing and some of these projects should be included on the bike network map as they fall outside the initial network project proposals.

Mr Lawler advised that funding comes in fits and starts. It was suggested that IMAP consider an approach to state government [Minister Tim Pallas] to request a dedicated line of funding to complete the network over the next 3-4 years under IMAP.

Andrew Cron noted that VicRoads is now approaching Councils to put these treatments in place.

Cr Clarke noted different treatments in place across the Councils. He suggested we need to work towards a coordinated strategy to determine guidelines for standardised treatments.

Cr Smith noted that he would be concerned if state government removed car parks for bike lanes in Stonnington's commercial areas. Staff advised that the treatments include providing a protected bike lane as well as retaining parking.

14.1 That the IMAP Implementation Committee resolves to:

- a. **write** to Minister Pallas requesting dedicated IMAP funding to complete the final stages of the IMAP Bicycle Network over the next 3-4 years.
- b. **develop** a coordinated strategy determining guidelines for standardised bike lane treatments across the four IMAP Councils.

MOVED Cr CLARKE/ Cr Smith

A vote was taken and the MOTION was CARRIED

Action: Project Team Leader and IMAP Executive Officer to facilitate letter to Minister Pallas for dedicated IMAP Bicycle Network funding to complete the IMAP projects [IMAP elected representatives to sign]

Action: Project team [Action 2.5] to develop Guidelines for adoption of standardised bike lane treatments across the IMAP partner Councils.

15. Strategy 11 Tourism – Strategic Review

[Tony Pensabene DIIRD left the meeting 9.30am]

Jan Jacklin (CoS) and Michelle Dawson (CoY) attended for this item. Ms Jacklin briefly reviewed progress to date and then went through each of the projects in the Tourism Strategic Plan proposed for implementation in 2010/11. She noted the 4 Councils had all made provision in their budgets for the proposed expenditure and the Working Group was therefore not seeking further funds from the IMAP budget.

Discussion

Cr Clarke advised that the group were doing a lot with not much. He asked if some of the City of Melbourne projects could have an extension into IMAP, for example:

- That the ambassadors on the street in the CBD could be extended elsewhere.
- That the group look at some of those projects undertaken in the CBD to see if they could be applied further out.
- That the City of Melbourne Events and Retail Strategy be built on as it was his observation that many out-of-state visitors come for the retail experience and they are not limited to the central city retail district. He was interested in how this visitor experience was integrated across IMAP.

Ms Jacklin advised that the group have briefed the ambassadors about other destinations in the City. She noted that visitors primarily used the 'That's Melbourne' and 'Visit Victoria' websites for their destination information.

Cr Clarke felt that IMAP could add a further layer to extend these websites.

- 15.1 That the IMAP Implementation Committee resolves to:
- a. **approve** the Strategic Plan for the Tourism Working Group.
 - b. **approve** the proposed project budget allocation.

MOVED Cr CLARKE/ Cr Smith

A vote was taken and the MOTION was CARRIED

Action: Project team [Strategy 11] to explore greater IMAP integration within the City of Melbourne marketing strategy and visitor websites

CONFIDENTIAL ITEMS

Meeting to be closed in accordance with Sections 89 (2) (d, e, f, h) of the Local Government Act (1989)

16. None listed

OTHER BUSINESS**17. Close**

The meeting closed at 9.50am

Next Meeting

Geoff Lawler advised he would be on leave for the next meeting and that Geoff Robinson would be attending on his behalf.

Confirmed: Next meeting is **Friday 27th August** (8.00am) City of Melbourne – Melbourne Town Hall

IMAP Implementation Committee Meeting 28 May 2010 – Endorsement of Minutes

Chairperson: Cr J Garrett _____ Date: _____

RESOLUTIONS

- 1.1 That the IMAP Implementation Committee resolves to **appoint** Cr Jane Garrett as the Chair of the meeting.
- 2.1 That the IMAP Implementation Committee resolve to **note** the following apologies:
- Cr Tim Smith – for lateness
 - Melanie Eagles – for lateness
 - Warren Roberts - Chief Executive Officer, City of Stonnington
 - Clare McArdle - Executive Director Melbourne 2030 Implementation Unit, DPCD
 - Sally Semmens – Manager Established Suburbs, Urban and Regional Planning, DoT
 - Kelly Martini, Senior Corporate & Social Planner, City of Stonnington
 - George Borg, Manager City Development, City of Port Phillip
 - Claude Ullin, Councillor, City of Stonnington
- 3.1 That pursuant to Division 6, clause 14 of the Melbourne City Council's Conduct of Meetings Local Law 2001, the provisions of the Local Law be **suspended** for the duration of the meeting of the Inner Melbourne Action Plan Implementation Committee.
- 4.1 That the IMAP Implementation Committee resolve to **confirm** the minutes of the IMAP Implementation Committee held on 19 February 2010.
- 5.1 That the IMAP Implementation Committee resolve to **confirm** the minutes of the IMAP Executive Forum held on 9 April 2010.
- 6.1 That the IMAP Implementation Committee resolves to **note** the actions undertaken in response to Business Arising from previous minutes.
- 7.1 That the IMAP Implementation Committee resolves to **receive** the IMAP 9 month Financial Report for the 2009-2010 financial year.
- 8.1 That the IMAP Implementation Committee resolves to **note** the IMAP Progress Report for May 2010.
- 9.1 That the IMAP Implementation Committee resolves to:
- a. **note** the Communications and Governance briefing paper, and to
 - b. **acknowledge** the contribution of staff to the workshops conducted during this quarter.
- 10.1 That the IMAP Implementation Committee resolves to:
- a. **note** the comments contained in the discussion paper and resolve to **work with** the local road safety community groups to be established under this VicRoads initiative.
 - b. **request** a further report come back to the next IMAP meeting to clarify IMAP's position once Janet Bolitho's correspondence has been responded to.
 - c. **encourage** the City of Stonnington to continue to investigate the possibility of membership of the inner Melbourne community road safety group.
- 11.1 That the IMAP Implementation Committee resolves to **invite** Gary Liddle, CEO VicRoads to the next meeting of the IMAP Implementation Committee to discuss the Hoddle Street project in terms of:
- a. How to ensure this project works successfully and becomes a best practice model for other projects.
 - b. Discuss the process of the Hoddle Street project and best practice for engagement with the inner Melbourne community regarding major VicRoads undertakings.
 - c. Consider the current project's effects on Punt Road and seek some reassurance of what it's not going to effect.
- 12.1 That the IMAP Implementation Committee resolves to **support** the proposed implementation actions as outlined:
- a. Further investigate suitable planning incentives including those outlined in section 11 that may assist with obtaining conditional support from one or more development industry peak bodies, including undertaking discussions / consultation with such groups.
 - b. Report back to the IMAP Committee meeting in November 2010 with recommended incentives and a strategy for further engagement with the development industry and the State and Commonwealth Governments.
- 12.2 That the IMAP Implementation Committee resolves to **request** that the City of Port Phillip study on affordable housing development models [*covering broader affordable housing issues and best practice models*] be made available to a forthcoming meeting for consideration.
- 13.1 That the IMAP Implementation Committee resolves to **note** the update of IMAP Action 10.1.
- 14.1 That the IMAP Implementation Committee resolves to:
- a. **write** to Minister Pallas requesting dedicated IMAP funding to complete the final stages of the IMAP Bicycle Network over the next 3-4 years.
 - b. **develop** a coordinated strategy determining guidelines for standardised bike lane treatments across the four IMAP Councils.

- 15.1 That the IMAP Implementation Committee resolves to:
- approve** the Strategic Plan for the Tourism Working Group.
 - approve** the proposed project budget allocation.

ACTIONS PUBLIC RECORD

Item	Responsibility	Action	Due
7 Financial Report	IMAP Executive Officer	<i>IMAP Executive Officer to forward review of IMAP Finance to members when available</i>	July 2010
10 VicRoads Community Road Transport Safety Plans	IMAP Executive Officer	<i>Report to the next IMAP Implementation Committee meeting on the IMAP councils' responses to the letter from the Inner Melbourne Road Safe Committee Chair</i>	27 August 2010
11 VicRoads Hoddle Street Study	Cr Clarke/G Lawler	<i>City of Melbourne CEO's Letter to VicRoads regarding the Hoddle Street study to be circulated to members of the IMAP Committee</i>	June 2010
11 VicRoads Hoddle Street Study	B Phillips IMAP Executive Officer	<i>Bruce Phillips to provide a copy of the Consultant's powerpoint presentation on the Hoddle Street study for circulation to IMAP members.</i>	June 2010
11 VicRoads Hoddle Street Study	IMAP Executive Officer	<i>IMAP Executive Officer to write to Mr Liddle CEO VicRoads inviting him to attend the next meeting in August to discuss the Hoddle Street study with the Committee.</i>	June 2010
12 Action 5.2 Affordable Housing – Overlay Proposal	IMAP Executive Officer	<i>IMAP Executive Officer to circulate the SGS study commissioned by CoPP to all IMAP Committee members for further discussion.</i>	June 2010
12 Action 5.2 Affordable Housing – Overlay Proposal	IMAP Executive Officer	<i>Action: IMAP Executive Officer to follow up affordable housing development models report commissioned by CoPP.</i>	TBA
14 Action 2.5 Bicycle Network	IMAP Executive Officer & Action 2.5 Project Team Leader	<i>Project Team Leader and IMAP Executive Officer to facilitate letter to Minister Pallas for dedicated IMAP Bicycle Network funding to complete the IMAP projects [IMAP elected representatives to sign]</i>	July 2010
14 Action 2.5 Bicycle Network	Action 2.5 Project Team	<i>Project Team [Action 2.5] to develop Guidelines for adoption of standardised bike lane treatments across the IMAP partner Councils.</i>	TBA
15 Strategy 11 Tourism Strategic Review	Strategy 11 Tourism Project Team	<i>Project team [Strategy 11] to explore greater IMAP integration within the City of Melbourne marketing strategy and visitor websites</i>	TBA

DRAFT MINUTES

Inner Melbourne Action Plan Executive Forum

Meeting No 7
1.30 pm – 3.00 pm Tuesday 20 July 2010
City of Yarra
Richmond Town Hall – Lounge

Attendees	Andi Diamond – Chief Executive Officer, City of Yarra [Chair]
Forum Members	Warren Roberts – Chief Executive Officer, City of Stonnington Geoff Robinson – Acting Director City Planning & Infrastructure, City of Melbourne
IMAP	Elissa McElroy– IMAP Executive Officer

PRELIMINARIES

Item	Agenda Topic
1	Appointment of Chair – CEO, City of Yarra
2	Apologies Kay Rundle, City of Port Phillip Geoff Lawler, City of Melbourne MOVED: Mr ROBERTS/Mr Robinson

ITEMS

3	<p>IMAP Review – Results of the Staff Forums</p> <p><u>Comments and suggestions</u></p> <p>3.1 Transport Forum</p> <p>Strategy 2 - Action 2.6 The Executive Forum requested some rewording of those projects which are largely undertaken by individual Councils [e.g. Action 2.6] to include the note: <i>“IMAP maintains a watching brief, shares information, and provides group advocacy where a member Council requires it”.</i></p> <p>It was acknowledged that the IMAP Councils undertake their own negotiations in relation to trains and trams as they affect their municipalities. However when IMAP councils share an issue in relation to a train/tram stop/route, those are the matters which IMAP should address and/or share information on.</p> <p>Strategy 3 Mr Roberts requested consideration be given by IMAP to congestion and the impact of level crossings. Level crossings have an impact on local area amenity, congestion and the environment. Agreed to include the following in the appropriate brief (suggest Action 3.2 Roads as Places): <i>“Work with VicRoads to establish a business case for changes to level crossings which addresses impact and potential improvements.”</i></p> <p>Strategy 4 Action 4.2 Street Design Standards Noted that Action 4.2 and Action 1.4 (Boulevards and Major Roads) should be undertaken together by the same working group.</p>
---	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The Communications model and framework for Action 4.2 could feed into Action 3.2 Roads as Places.

Strategy 1 Action 1.4 Boulevards & Major roads

Noted that this action should be given priority during the next 3 years particularly in relation to Hoddle Street. CoM have abutting land use and heritage zoning to Hoddle Street requiring approvals and have provided a model to VicRoads. CoM awaits a design to provide input to.

3.2 Environment Forum

Strategy 9

No issues with the briefs and comments provided. Noted the need to keep the project's scope do-able.

3.3 Context

Mr Roberts noted that IMAP, adopted in 2005, did so on a backdrop of the following key statistics:

- Inner Melbourne region population 260,000 (Page 5, and para 2 page 7)
- Dwellings 130,383 (Page 5)
- Work for 420,000 people (Page 5)

It would be interesting to look at the amended context of IMAP to see if the size of population represented is changing therefore adding strength to the advocacy and weight of the IMAP group of Councils. An update on this context was requested.

3.4 Community Planning Forum

Draft comments from the working party had been circulated prior to the meeting.

Strategy 5 Action 5.3 Integrating Public Housing Estates

Mr Roberts noted some of the issues for the City of Stonnington associated with the development of the Horace Petty Estate in Malvern Road.

Dr Diamond noted that the community is reactive to infill developments, and that no suitable methodology or planning tools are currently available to consider the developments as they come through. She wondered if there was benefit in developing an Inner Metropolitan tool looking at needs assessment. She noted the workability of the approach in Melton, but felt it was much harder to get it right in the environment of the inner city. She felt Councils needed a Needs Assessment tool to recognise/determine social infrastructure requirements within the context of Melbourne 2030 growth. As with liquor license applications, planning applications for housing estates needed a guide for social impact assessments which look wider than the immediate Public Housing requirements.

Action 5.4 Social infrastructure and services

Action 5.5 Infrastructure development

The Executive Forum expressed interest in having these actions undertaken first.

Recommendation

The Executive Forum requested the IMAP Review reports be amended as noted for presentation to the IMAP Implementation Committee.

Action: Executive Officer to provide an update of key statistics included in the IMAP introductory section. That the wording of the IMAP Review reports be updated to reflect the recommendations of the Executive Forum.

OTHER BUSINESS

4	<p>Financial Review</p> <p>The Executive Officer tabled a Draft Financial Review of IMAP's financial position.</p> <p>Ms McElroy noted that she had completed her analysis of the financial reports from the City of Stonnington (2009/10) and City of Yarra (2008/09). She was still investigating some outstanding issues with staff at the City of Port Phillip (2006/07) and would be following up some queries next with the City of Melbourne</p>
---	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>finance staff to complete the audit. As part of the analysis, funding/expenditure was being allocated to the projects (Actions) to ascertain their current balances and determine the amount of current uncommitted funds as per the Executive Forum's earlier request.</p> <p>City of Stonnington Finance department staff were assisting and would ensure separate accounts were established for each project going forward so that the spending could be more easily tracked in future.</p> <p>Her estimate of the final position (following adjustments) indicated a surplus of \$254,400 - with some of these funds still committed for Tourism projects and the Greenlight project.</p> <p>The Executive Officer noted that a surplus in the account was required to ensure a buffer was available for ongoing projects, particularly those subject to grant payments and milestone timeframes.</p> <p>(Work undertaken since the Executive Forum meeting has identified approximately \$155,000 which is uncommitted at the start of the year in the IMAP account.)</p> <p><u>Recommendation</u> The Executive Forum noted the draft IMAP Financial Review report.</p>
5	<p>Close 2.45pm</p> <p>Next Meeting – As required</p>

RESOLUTIONS

Topic	Item	Recommendation
IMAP Review	3	The Executive Forum requested the IMAP Review reports be amended as noted for presentation to the IMAP Implementation Committee.
Financial Review	4	The Executive Forum noted the draft IMAP Financial Review report.

ACTIONS PUBLIC RECORD

Topic	Item	Responsibility	Action	Due
	3	IMAP Executive Officer	<i>Executive Officer to provide an update of key statistics included in the IMAP introductory section</i>	November 2010
IMAP Review	3	IMAP Executive Officer	<i>That the wording of the IMAP Review reports be updated to reflect the recommendations of the Executive Forum</i>	27 August 2010 meeting

**IMAP Implementation Committee
Business Arising
27 August 2010**

A Senior Executive's Forum Action Items (26 March 2009)

Item	Responsibility	Action	Due	Progress
5 Update from DIIRD	IMAP Implementation Officer	Reconvene Action 7.4 working group, review and identify opportunities and communicate to DIIRD. <i>[In response to changing environment & govt strategies, policies & priorities]</i>	Sept 09	In Progress <i>[Discuss further with DIIRD]</i>
5 Update from DIIRD	IMAP Implementation Officer	Consider meeting with Australian Retailers Association to communicate the IMAP 'collaborative model'. <i>[In response to high confidence in retail sales & employment]</i>	Sept 09	In Progress <i>[Delete- overtaken by events?]</i>

B IMAP Implementation Committee Action Items (29 May 2009)

Item	Responsibility	Action	Due	Progress
10 GLawler briefing on CoM/CoS software trial	IMAP Implementation Officer & City of Melbourne	Implementation 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	In Progress

C IMAP Implementation Committee Action Items (28 August 2009)

Item	Responsibility	Action	Due	Progress
5 Business Arising	IMAP Implementation Officer	Follow-up with Office of Local Government re IMAP Model	Sept 09	In Progress

D IMAP Implementation Committee Action Items (29 November 2009)

Item	Responsibility	Action	Due	Progress
12 Action 3.3	IMAP Executive Officer	Action: IMAP Executive Officer to forward item 12.1 c to member Councils for comment and reporting back <i>[Parking Management: Council responses to not request Green Travel Plan conditions on Planning Permits]</i>	Feb 2010	In Progress Awaiting comments

E IMAP Implementation Committee Action Items (19 February 2010)

Item	Responsibility	Action	Due	Progress
8 Review of Operational Protocol	IMAP Executive Officer	Action: That the IMAP Executive Officer a) Arrange an Annual Forum of IMAP Councils to present the IMAP Review; b) Arrange a meeting with Government and Opposition Ministers as required.	As required As required	a) Await completion of IMAP Review b) As required

F Senior Executive's Forum Action Items (9 April 2010)

Item	Responsibility	Action	Due	Progress
4 2010-11 IMAP Budget	Executive Officer	Executive Officer to prepare a more detailed IMAP Budget 2010-11 and identify funds available to allocate to projects.	May 2010	Completed
5 Greenlight Project: Expenditure Reconciliation	Project Team Leader [Meg Selman CoPP]	That the project team prepare a full report to the IMAP Committee with the Evaluation Report which explains the aims and outcomes of the Greenlight project, reconciles the final funding position and identifies any work that could be done in the next stage	August 2010	In Progress. DoT Evaluation underway.
6 IMAP Review – IMAP Bdy Extension	Mr G Lawler Executive Officer	Mr Lawler and the IMAP Executive Officer to arrange an informal discussion with the CEO of Maribyrnong Council to brief her on IMAP.	TBA	Deferred. Await appointment of CEO
9 IMAP Review – Actions 5.3 and 5.4	Executive Officer	Executive Officer to convene a staff forum to determine those priority projects which would contribute regional benefits to the IMAP councils under Actions 5.3 and 5.4	August 2010	Completed. Ongoing

G IMAP Implementation Committee Action Items (28 May 2010)

Item	Responsibility	Action	Due	
7 Financial Report	IMAP Executive Officer	IMAP Executive Officer to forward review of IMAP Finance to members when available	July 2010	Completed Reported to Exec Forum 20 July 2010
10 VicRoads Community Road Transport Safety Plans	IMAP Executive Officer	Report to the next IMAP Implementation Committee meeting on the IMAP councils' responses to the letter from the Inner Melbourne Road Safe Committee Chair	27 August 2010	In Progress
11 VicRoads Hoddle Street Study	Cr Clarke/G Lawler	City of Melbourne CEO's Letter to VicRoads regarding the Hoddle Street study to be circulated to members of the IMAP Committee	June 2010	Completed Circulated 17.8.10
11 VicRoads Hoddle Street Study	B Phillips IMAP Executive Officer	Bruce Phillips to provide a copy of the Consultant's powerpoint presentation on the Hoddle Street study for circulation to IMAP members.	June 2010	Completed. Circulated 17.8.10
11 VicRoads Hoddle Street Study	IMAP Executive Officer	IMAP Executive Officer to write to Mr Liddle CEO VicRoads inviting him to attend the next meeting in August to discuss the Hoddle Street study with the Committee.	June 2010	Completed. Refer item 10.
12 Action 5.2 Affordable Housing – Overlay Proposal	IMAP Executive Officer	IMAP Executive Officer to circulate the SGS study commissioned by CoPP to all IMAP Committee members for further discussion.	June 2010	Completed
12 Action 5.2 Affordable Housing – Overlay Proposal	IMAP Executive Officer	Action: IMAP Executive Officer to follow up affordable housing development models report commissioned by CoPP.	TBA	
14 Action 2.5 Bicycle Network	IMAP Executive Officer & Action 2.5 Project Team Leader	Project Team Leader and IMAP Executive Officer to facilitate letter to Minister Pallas for dedicated IMAP Bicycle Network funding to complete the IMAP projects [IMAP elected representatives to sign]	July 2010	Referred to Project Team Leader to draft
14 Action 2.5 Bicycle Network	Action 2.5 Project Team	Project Team [Action 2.5] to develop Guidelines for adoption of standardised bike lane treatments across the IMAP partner Councils.	TBA	Referred to Project Team Leader to action
15 Strategy 11 Tourism Strategic Review	Strategy 11 Tourism Project Team	Project team [Strategy 11] to explore greater IMAP integration within the City of Melbourne marketing strategy and visitor websites	TBA	Completed. Ongoing

H IMAP Executive Forum Action Items (20 July 2010)

Item	Responsibility	Action	Due	
3 IMAP Review	IMAP Executive Officer	Executive Officer to provide an update of key statistics included in the IMAP introductory section	Nov 2010	
3 IMAP Review	IMAP Executive Officer	That the wording of the IMAP Review reports be updated to reflect the recommendations of the Executive Forum	Aug 2010	Completed

Correspondence

From	Regarding	Attachment
DSE - Ian Voigt, Executive Director	IMAP Associate Membership nomination	3a
VicRoads - Bruce Gidley, COO	IMAP Associate Membership nomination	3b
City of Melbourne – D Mayes	Planning Scheme Amendment C163 notification	3c
City of Melbourne – Lord Mayor	Municipal Planning Statement Amendment C162 notification	3d
City of Stonnington – K Martini,	Melbourne Beyond 5 Million – invitation to respond	3e
City of Yarra – M Dawson	CoY Draft Tourism Strategy – invitation to comment	3f
VicRoads – R Freemantle	Hoddle Street IMAP Presentation	3i
To	Regarding	Attachment
Gary Liddle, CEO VicRoads	Invitation to IMAP re Hoddle Street Study	3g
Stakeholders	Advising Public Exhibition of WSUD plan change	3h



3a.

Department of Sustainability and Environment

Ref: SEC006747

File:



Ms Elissa McElroy
Executive Officer
IMAP
PO Box 21
PRAHRAN VIC 3181

CITY OF STONNINGTON	
21 JUN 2010	
<input type="checkbox"/> PERMANENT	14
<input type="checkbox"/> 1 - 10 YEARS	
<input type="checkbox"/> 11 - 35 YEARS	
FILE No	
ATTN. To	
KEY WORD	
DOC. No	
COPIES To	

State Government Offices
402 - 406 Mair Street Ballarat
Victoria 3350 Australia
Facsimile: (03) 5336 6885
ABN 90 719 052 204
DX 214250

Dear Ms McElroy

INNER MELBOURNE ACTION PLAN IMPLEMENTATION COMMITTEE

Thank you for your recent letter to Mr Greg Wilson, Secretary of the Department of Sustainability and Environment, inviting a representative of the department to attend quarterly meetings of the Inner Melbourne Action Plan Implementation Committee. I have been asked to respond to you directly on the Secretary's behalf.

I would like to nominate Mr Rod Anderson to represent the department on this committee. Rod has extensive experience in the department and his current responsibilities include management of the implementation of the Victorian Local Sustainability Accord across regional and metropolitan Victoria. I am confident that he will be an effective representative for the department on this implementation committee.

Rod's details are as follows:

Mr Rod Anderson
Manager Adaptable Communities, Statewide Services
30 Prospect Street
Box Hill Vic 3128
Ph 9296 4429
Email: rod.anderson@dse.vic.gov.au

Please contact Rod directly regarding meeting details and documentation. The Department of Sustainability and Environment is looking forward to participating in this important implementation committee.

Yours sincerely

Ian Voigt
Executive Director Statewide Services

Regional Services delivering to all Victorians for the
Department of Sustainability and Environment and the Department of Primary Industries



Find out more about the Department by calling our Customer Service Centre on 136186 or visit our website www.dse.vic.gov.au

Office of the Chief Operating Officer
60 Denmark Street
Kew Victoria 3101

Telephone (03) 9854 2758
Fax (03) 9854 0512

vicroads.vic.gov.au

Please Quote: VRPC001797
(File No: PC005888)

Ms Elissa McElroy
IMAP Executive Officer
City of Stonnington
PO Box 21
PRAHRAN VIC 3181

CITY OF STONNINGTON	
22 JUN 2010	
<input type="checkbox"/>	PERMANENT 14
<input type="checkbox"/>	1 - 10 YEARS
<input type="checkbox"/>	11 - 25 YEARS
NAME	
ADDRESS	
CITY	
STATE	
POSTCODE	
TELEPHONE	
FAX	
EMAIL	

Dear Ms McElroy

IMAP IMPLEMENTATION COMMITTEE NOMINATION

I refer to your letter dated 18 May 2010, inviting VicRoads to nominate a representative to attend quarterly meetings of the Inner Melbourne Action Plan Implementation Committee.

I wish to nominate Mr Nial Finegan, Regional Director Metropolitan North West. He can be contacted on 9313 1111 or by email at nial.finegan@roads.vic.gov.au.

Thank you for providing this opportunity for VicRoads to contribute to planning to meet the aims of *Melbourne 2030*.

Yours sincerely



BRUCE GIDLEY
CHIEF OPERATING OFFICER

18/6/2010

19 July 2010

Elissa McElroy
Inner Melbourne Action Plan
PO Box 21
PRAHRAN VIC 3182

CITY OF STONNINGTON	
21 JUL 2010	
<input type="checkbox"/>	PERMANENT
<input type="checkbox"/>	1 - 10 YEARS
<input type="checkbox"/>	11 - 35 YEARS
FILE No.	
ATTN. To	
WORD	
OC. No.	
COPIES R	



Dear Sir/Madam

**MELBOURNE PLANNING SCHEME AMENDMENT C163
CLAUSE 22.24 STUDENT HOUSING POLICY**

The City of Melbourne has prepared Melbourne Planning Scheme Amendment C163, which applies to the whole municipality.

The amendment proposes to introduce a new local policy, Student Housing Policy, at Clause 22.24 of the Melbourne Planning Scheme.

The new Student Housing Policy will clarify the City of Melbourne's strategic objectives as they relate to student housing and provide guidelines to ensure that the objectives are met.

The Policy provides design standards for students' rooms and supports students' sense of belonging and social interaction through:

- o the requirement for, and standards for the design of shared common facilities;
- o recommendations for the amount of common indoor and outdoor space per student;
- o the provision for a management plan to support the pastoral care of students; and
- o design standards so that student rooms meet students' needs for privacy, amenity, space and functionality.

I enclose notice of Amendment C163 to the Melbourne Planning Scheme as required under Section 19(1) of the Planning and Environment Act 1987.

A copy of the full amendment and supporting report is available for inspection during office hours at:

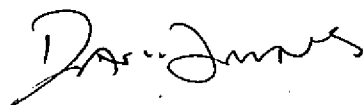
City of Melbourne Planning Branch Council House 2 Level 3, 240 Little Collins Street, Melbourne	Department of Planning and Community Development Website www.dpcd.vic.gov.au/planning/publications pection
--------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Information is also available on Council's website at www.melbourne.vic.gov.au

Should you wish to make a submission to the amendment, please forward your submission by 30th August 2010 to:

Robyn Hellman
Coordinator – Local Policy
City of Melbourne
PO Box 1603
MELBOURNE VIC. 3001

Yours sincerely



David Mayes
Manager - Strategic Planning

Telephone 9658 8431
Facsimile 9658 9891
E-mail david.mayes@melbourne.vic.gov.au

DM#

5899127

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

Notice of Preparation of Amendment

Amendment C163

Authorisation A01671

The Melbourne City Council has prepared Amendment C163 to the Melbourne Planning Scheme. The amendment applies to all land within the municipality.

In accordance with section 8A(3) of the *Planning and Environment Act 1987*, the Minister for Planning authorised the Melbourne City Council as planning authority to prepare the amendment

The amendment proposes to introduce *Clause 22.24 – Student Housing Policy*, into the Local Planning Policy Framework of the Melbourne Planning Scheme and deletes the *Student Housing - Development and Management Controls, 1999* as a Reference Document from the Municipal Strategic Statement.

The policy clarifies the City of Melbourne's strategic objectives as they relate to student housing and provides guidelines to ensure that the objectives are met.

You may inspect the amendment, the explanatory report and any other documents that support the amendment, free of charge, at the following locations:

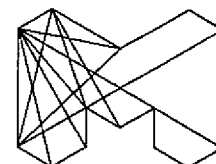
- at the City of Melbourne website at www.melbourne.vic.gov.au
- during office hours, at the office of the planning authority which is the City of Melbourne, Level 3, 240 Little Collins Street, Melbourne, Victoria 3000
- at the Department of Planning and Community Development web site www.dpcd.vic.gov.au/planning/publicinspection.

Any person who may be affected by the amendment may make a submission to the planning authority.

The closing date for submissions is Monday 30 August 2010. A submission must be sent to:

Robyn Hellman
Coordinator Local Policy
Strategic Planning & Sustainability
City of Melbourne
PO Box 1603
MELBOURNE VIC 3001
Email: www.melbourne.vic.gov.au/contactus.

3d.



CITY OF MELBOURNE

2 July 2010

Elissa McElroy
Inner Melbourne Action Plan
PO Box 21
PRAHRAN VIC 3182

Have your say on Melbourne's future

I am delighted to invite you to comment on the new *Municipal Strategic Statement* (MSS) – the proposed amendment to the planning scheme – that will plan for Melbourne's growth as a bold, inspirational and sustainable city.

The MSS will be introduced to the Melbourne Planning Scheme as *Amendment C162*; and, as it will affect you, I am writing to encourage you to take the time to have your say.

Melbourne is growing and changing in many ways. By 2030, more than one million people will be visiting, living or working in the municipality every day. The council is working to meet this challenge so our growth is well designed and managed and Melbourne remains one of the world's most liveable cities.

The new MSS sets out a long-term vision and strategy for the development of the municipality: creating a more liveable, vibrant, thriving and sustainable 24-hour city. Our vision proposes to rejuvenate old industrial and commercial sites in the Docklands, Southbank, E-gate, and touches much more in the centre of the city and our suburbs.

So please take a few minutes to look through the enclosed brochure which outlines the key directions in the proposed MSS and includes information on how to make a submission; or for more detail visit our website www.melbourne.vic.gov.au/mss

On the back of this letter you will find the formal Notice of Amendment, as required by Section 19 of the Planning and Environment Act 1987.

The decisions we make today will have implications for generations to come. Make sure you have your say on our Melbourne's future by **Friday 3 September**.

I look forward to your ideas and comments.

Lord Mayor Robert Doyle

City of Melbourne
PO Box 1603
Melbourne VIC 3001
Hotline (03) 9658 9658
Facsimile (03) 9654 4854
DX210487
ABN 55 370 219 287

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

Notice of Preparation of Amendment

Amendment C162

Authorisation A01700

The Melbourne City Council has prepared Amendment C162 to the Melbourne Planning Scheme.

In accordance with section 8A(3) of the *Planning and Environment Act 1987*, the Minister for Planning authorised the Melbourne City Council as planning authority to prepare the amendment.

Amendment C162 seeks to replace the existing Municipal Strategic Statement (MSS) at Clause 21 of the Local Planning Policy Framework with a new MSS. The new MSS provides policy direction on growth and development within the municipality, as well as transport, built form and land use, in the context of economic, environmental and social change.

You may inspect the amendment, any documents that support the amendment and the explanatory report about the amendment, free of charge, at the following locations:

- the City of Melbourne website www.melbourne.vic.gov.au/mss
- during office hours, at the office of the planning authority which is the City of Melbourne, Level 3, 240 Little Collins Street, Melbourne, Victoria 3000
- City of Melbourne Municipal Libraries;
- at the Department of Planning and Community Development web site www.dpcd.vic.gov.au/planning/publicinspection. and

Any person who may be affected by the amendment may make a submission to the planning authority.

The closing date for submissions is 3 September 2010. Submissions must be sent to:

Coordinator- Local Policy
Strategic Planning
City of Melbourne
P.O Box 1603
MELBOURNE VIC 3001
Email: mss@melbourne.vic.gov.au
On-line: www.melbourne.vic.gov.au/mss



Kelly Martini/StonccN
05/07/2010 10:53 AM

To Stephen Lardner/StonccN@StonccN, Belinda
Dale/StonccN@StonccN, Augarette
Malki/StonccN@StonccN, Elissa

cc

bcc

Subject Committee for Melbourne report - Melbourne beyond 5
million

For Follow Up: ► Normal Priority

Good morning everyone,

Recently the Committee For Melbourne released a report titled 'Melbourne beyond 5 million.' This report is volume one and focuses on governance. There will be 3 additional reports released.

CCP is preparing a Council report outlining the main points of the document. The aim of the report is to provide Council with possible responses to the Committee.

The Committees report is attached below, it would be great to get your thoughts on the report. Please have a read and I will contact you later this to chat about it.



Melbourne beyond 5 million - Vol 1 Governance June 2010.pdf

Who are the Committee For Melbourne:

"Founded 25 years ago, the Committee for Melbourne brings together Melbourne's most influential businesses and organisations. The Committee is an action-focussed network vitally interested in shaping Melbourne and ensuring its liveability and prosperity. Our members represent the highest levels of over 180 organisations drawn from the city's major companies, academic institutions and civic organisations. We are non partisan, non political and are motivated solely by the best interests of the city. We aim to keep Melbourne among the world's most liveable cities."

ta,

k.

Kelly Martini
Corporate and Community Planning
City of Stonnington
P: (03) 8290 1173 or 0417 273 556

An aerial photograph of Melbourne, Australia, showing the city's skyline with numerous skyscrapers, the Yarra River, and surrounding green spaces. The text is overlaid on the right side of the image.

MELBOURNE BEYOND 5 MILLION

GETTING BETTER
AS WE GET BIGGER

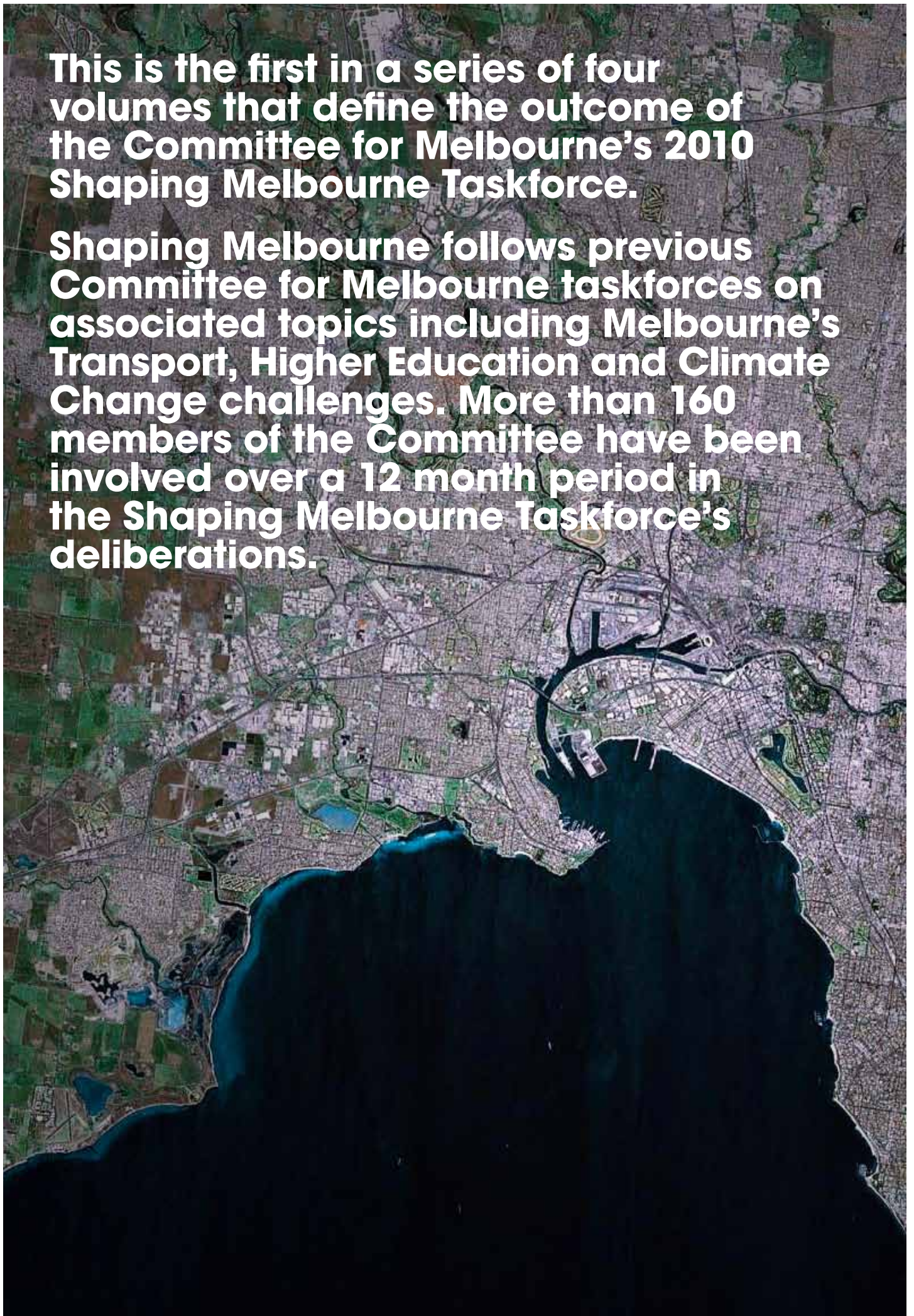
VOLUME ONE

GOVERNANCE AND THE
MELBOURNE PROPOSITION

JUNE 2010

This is the first in a series of four volumes that define the outcome of the Committee for Melbourne's 2010 Shaping Melbourne Taskforce.

Shaping Melbourne follows previous Committee for Melbourne taskforces on associated topics including Melbourne's Transport, Higher Education and Climate Change challenges. More than 160 members of the Committee have been involved over a 12 month period in the Shaping Melbourne Taskforce's deliberations.



An aerial photograph of a city, likely Melbourne, showing a dense urban grid, a winding river, and patches of green vegetation. The image is used as a background for the document's title page.

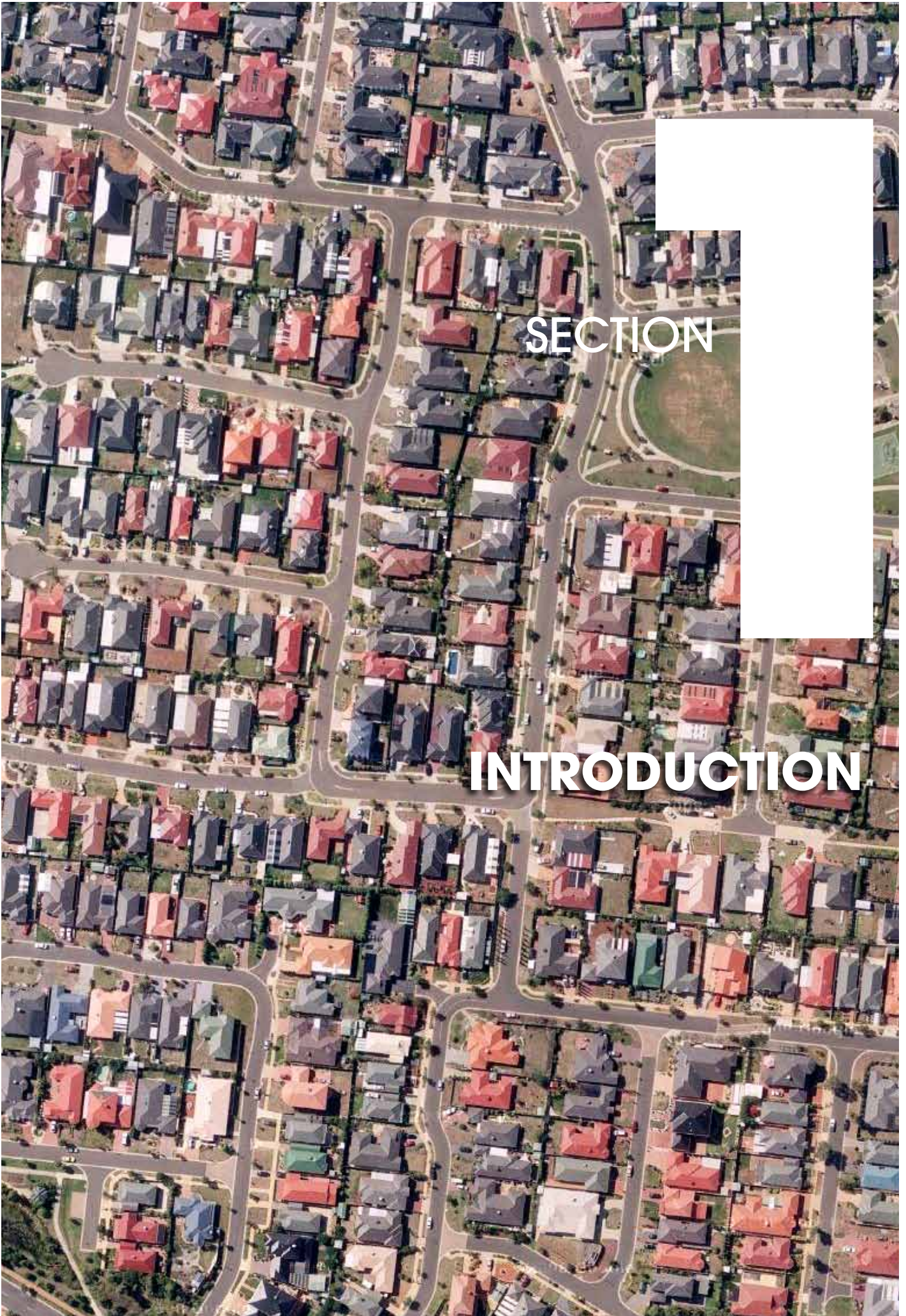
CONTENTS

SECTION 1: INTRODUCTION 01

SECTION 2: GOVERNANCE 04

SECTION 3: THE MELBOURNE PROPOSITION 12

SECTION 4: CONCLUSION 23



INTRODUCTION

MELBOURNE: GETTING BETTER AS WE GET BIGGER

In 2010, we can agree that over the years Melbourne has been progressively improving as it grows. Melbourne in 2010 is a better city than it was in 1960.

For Melbourne to continue to improve, we as a community need to debate, discuss and agree on strategies to make our city better.

This volume is the first in a series of Shaping Melbourne Taskforce reports through which the Committee for Melbourne will be inviting the community to hold debates, have discussions and reach agreement on Melbourne's future.

Our current cycle of improvement began in 1990 when we were ranked the world's most liveable city. In the years that followed more people began to choose Melbourne over other Australian and global centres. Our city's growth and reputation were enhanced through its liveability, affordability and connectivity. Consequently, we are forecast to have the largest urban population in Australia and one of the most culturally diverse in the world.

The question now is: How do we, as a community, continue to grow while preserving and improving upon what makes Melbourne a great place to live?

As we get bigger, planned growth gives us significant opportunity to further enhance our city's cherished qualities of liveability, affordability and connectivity. However, unlike in the past, we must now consider these in the context of climate change and greater needs for sustainability.

No-one can be certain of the rate of growth, but it is inevitable that Melbourne will continue to grow and will certainly reach more than five million. It is also feasible that the city will surpass eight million in the late part of this century.

The issue is not the population number but whether we are ready to respond to the challenges of growth.

During our parents' generation, Melbourne became a better city while it doubled from two to four million. As custodians of tomorrow, our generation must ensure our city continues to get better as we get bigger.

Our need for an agreed and long term, sustainable vision for Melbourne must address our:

- Ultimate land size and physical shape for our city.
- Optimal population densities of our central city and suburban residential areas.
- Physical and community infrastructure development.
- The location and character of central activities districts beyond the CBD.
- Melbourne's role compared with neighbouring and regional cities.

At defining times in any city's history great communities respond, not with segmented thinking, but with visionary planning. Instead of incrementally responding with little or no agreed vision for the future, we need to meet the challenges of growth and then pass to our children the same challenge our parents passed to us:

Melbourne must get better as we get bigger.

This first volume in the Shaping Melbourne Series will look at the governance of Melbourne and propose a vision for our future. Governance is treated first, as effective decision making will define the way we grow. If we get the governance right, it makes it easier for other things to follow. Over the coming months three additional volumes will follow:

- Density
- Infrastructure
- Community, Connectivity and Economy

At the conclusion of the series we will have the foundation for a debate that must continue in both broad and detailed terms. Our community needs to come together to create effective direction providing our political leaders with a clear mandate for change.





SECTION

2

GOVERNANCE

A PATHWAY TO ACHIEVING
MELBOURNE'S LONG TERM GOALS



GOVERNANCE

THE NEED FOR AN IMPROVED GOVERNANCE FRAMEWORK

We need to come together, think further ahead and always keep an eye on our progress. We need to forget politics. We need to find one way. And, we need to act.

Governance is the process for making and implementing decisions for our city's future. Our current system is short-term, fragmented and localised inefficiencies, creating frustration and dissatisfaction at many levels. The Shaping Melbourne Taskforce has considered how the governance of our city could be transformed into a long term visionary framework with shared ownership across the community and at all levels of Government.

In this section, we will set out some deficiencies of the current system. We will also look at the key prerequisites of a future governing system. We believe that before a structure can be proposed (be it a Greater Melbourne Council, a Minister for Melbourne, a non-political authority such as the old Melbourne and Metropolitan Board of Works, a refinement of the status quo, or a completely new system) the community must first come together to debate the problems and agree on the characteristics of a new model for governance. Only after we agree on the characteristics can we put shape to a governance model.

PRESENT DEFICIENCIES

The deficiencies of Melbourne's current governance arrangements include:

- A cycle dictated by political terms.
- Metropolitan policy makers divorced from implementation facilitation.
- Transport planning could be better integrated with land use planning.
- Disparate entities and interests that act independently.
- Economic planning and investment absent from land use planning.
- Local interests prevailing over metropolitan interests.
- Economic imperatives of commercialised entities at odds with the well-being of the greater city.
- Assessment of planning and development options have an emphasis towards financial and business case imperatives, as distinct from a more integrated triple bottom line assessment of environment, community and economic factors.
- Operational isolationism and inertia proving to be impenetrable barriers to new paradigms.
- Lack of opportunity to engage with the community.

The Victorian Government's 2008 policy document *Melbourne@5 Million*, and its parent document, *Melbourne 2030*, are substantial efforts to set a metropolitan vision.

However, the State is reliant on the support of the 31 local governments within the greater metropolitan area to effect any consistent vision for the city as it is local governments that have primary responsibility for most land use planning decisions.

As elected officials, the job of the mayor and counsellors of local government councils is to service their local community, not greater Melbourne. It is impossible therefore, to expect the greater good of metropolitan Melbourne to be served by this tier of government, particularly for a city growing well beyond five million people.

The decision making process is further complicated by the increasing involvement of the Federal Government in city planning and the delivery of major projects. While federal funding is desperately needed to achieve major infrastructure projects, this necessarily creates another layer of government involvement in the long-term visioning of our cities.

MELBOURNE @ 5 MILLION AND THE VICTORIAN TRANSPORT PLAN

In an attempt to better integrate long term decision making, the Victorian Government is to be commended for simultaneous development and release of *Melbourne@5 Million* and its sister policy document, the *Victorian Transport Plan*. However, they do not yet come together to comprise a clear and integrated policy position.

A city with distributed economies, as advocated in *Melbourne@5 Million*, needs an economic plan if the proposed Central Activities Districts (CADs) are to become economic magnets.

Such a plan needs a microsurgery approach, business-by-business, to provide a combination of advantages that make relocation to such centres viable and attractive. As a start, government's own locational needs to establish the potential for the CADs to act as target locations for government services and facilities.

The delivery of great cities requires all tiers of government and associated agencies to commit to the overall city growth strategy. Agencies need to think and act in a coordinated fashion, and to invest in new business approaches, rather than simply focusing on short term financial performance. The more we perpetuate the current model defining management excellence measured by annual financial performance, the more short-term thinking and inertia will persist. Performance measures should blend current efficiencies with long term strategic thinking.

We need to significantly change the way we coordinate the long term strategic planning and delivery of our city's future.

GOVERNANCE

SHARING A VISION FOR GOOD GOVERNANCE

If we are to influence and direct the character, configuration and services of our city as we grow, we must establish a governance framework for urban planning and the provision of infrastructure. This should provide coordinated and consistent decision-making over the long term.

In this context, 'governance' refers to the legal and institutional processes and structures for the planning and control of urban development, and the provision and utilisation of transport, energy, water and communications infrastructure.

The governance framework includes policy and decision making bodies such as federal, state and local government, ministers, departments and agencies. It also includes legal instruments, such as planning schemes, regulations and legislation, under which decisions about urban development are made and under which infrastructure is planned, procured and delivered.

A robust and responsive governance framework is critical because it will define how decisions about strategic planning, infrastructure provision, investment and regulation are made and implemented. In essence, the governance framework will define how our city functions and grows into the future. An effective governance framework is essential to ensure that operational and strategic decisions affecting our development adhere to long term goals and objectives. The framework will also need to deal with the levels of uncertainty around future options, allowing us to be flexible in responding to change, uncertainty, opportunity and to mitigate risk.

In the Taskforce's view, the governance framework for the long-term planning of our city and the delivery of its critical infrastructure should:

- Be directed to promoting a clearly articulated and widely shared set of policy objectives to underpin all planning and development-related policy and decision making.
- Be able to pursue and promote those objectives over the long term, while ensuring that the objectives are continually reviewed and refined to reflect the technological, economic, social and environmental changes that will inevitably occur.
- Ensure that policy development and decision making about planning and infrastructure provision is coordinated, not only between the departments and agencies of the State but also between the State, Commonwealth and local tiers of government.
- Ensure that policy development and decision making about planning and infrastructure provision is effectively integrated with other key drivers of urban change, such as technological innovation, population change, social needs and expectations, resource constraints and environmental sustainability.
- Effectively coordinate and integrate public and private sector roles, in particular by providing appropriate consultative mechanisms between policy makers, the private sector and community groups.

Governments typically formulate high level policy frameworks to set the overall agenda for management and change of the urban system. The policy framework is critical to shaping and driving expenditure, law making and the decisions of agencies with roles and responsibilities in urban planning and infrastructure provision. The Victorian Government's significant progress towards integrating its development policies needs to be acknowledged, with *Melbourne 2030*, *Melbourne @ 5 Million* and *Meeting our Transport Challenges* being notable recent examples.

There is however, a notable absence, in the current governance arrangements, of any explicit and comprehensive coordination of land use, infrastructure, economic and community development decision making, within a framework of values and objectives. There is also a weakness in the linkages between State Government policy and local decision making. Furthermore, there is no organisation in Government with a focus on metropolitan Melbourne, with the exception of a small group of policy makers within the current Department of Planning and Community Development.

The Taskforce believes that 'triple bottom line' principles provide an appropriate set of objectives for policy and decision making for urban planning and infrastructure provision, and accordingly, that planning and development and infrastructure policies should be directed to the pursuit of continuous improvement in the economic vitality, liveability and environmental sustainability of our city and the State. While the elements and emphases of these objectives may change, they are likely to remain the cornerstones of policy and long-term decision making, and should underpin the governance framework.

It is a consequence of our electoral and policy making processes that the objectives and strategies for urban development tend to be set on a short to medium term basis. Better alignment in policy across government tiers and portfolios would provide opportunities for long-term decisions and introduce new ways of strategic implementation.

The Taskforce believes that there is a need for an institutional mechanism for formulating and then monitoring performance against high level 'triple bottom line' objectives to be entrenched as a key component of the governance framework for future policy formulation and decision making around long-term urban planning and infrastructure provision.

The Taskforce believes there that there is not only a need for a vision of our city's planning and infrastructure needs for the next 50 years, but a more integrated and coordinated institutional framework for its delivery.

There is an outstanding opportunity to harness the ideas, skills and perspectives of the private, government, not-for-profit and community sectors in its development. The key benefit of this partnership approach is a sense of joint ownership of the outcomes articulated in the vision and shared commitment to their delivery.

STRUCTURE AND COORDINATION

A number of the key challenges for the implementation of urban change relate to coordination between the multiplicity of agencies involved in urban planning and delivery of infrastructure. For example:

- Government decision making is organised around portfolios and departments that segment responsibilities for planning and decision making into discrete areas. Policies and decisions about matters such as transport planning, urban planning, housing, water, energy and environmental sustainability are made by separate agencies, often with differing statutory or institutional objectives. Funding and project approval processes may not reflect appropriate priorities. The Taskforce believes that there is a need for stronger institutional arrangements to underpin and drive those processes.
- Local government is the planning body responsible for deciding most planning matters. Councils, being elected to represent local constituencies, naturally and properly make decisions having regard to local considerations. Local considerations are not always consistent with either metropolitan or state-wide imperatives. Ministerial call-in powers sometimes result in decisions fraught with community tensions and perceived marginalisation of democratic rights. The Taskforce sees a need for arrangements that are underpinned by a more robust set of policy and strategic objectives, leading to a stronger, more sustainable and consistent decision process.
- Significant decisions made by the Commonwealth, particularly in relation to funding of major infrastructure, impact directly on state and local infrastructure provision, and Commonwealth regulatory decisions (for example, on investment or environmental matters) impact at the State level. Inter-governmental arrangements, such as those agreed by the Council of Australian Governments (COAG), are a recognition of a need to address these issues. The Taskforce sees the need for a mechanism to drive greater alignment between the different levels of government around planning and infrastructure-related issues.

Processes and structures that seek to deliver a coordinated, metropolitan-wide approach to planning and infrastructure provision are not new. For example, the former Melbourne and Metropolitan Board of Works (MMBW) provided a model for coordination of metropolitan wide planning and infrastructure decisions. We need to look beyond the mixed reputation of the former MMBW to recognise the value in its broad reach and ability to integrate disparate policies.

The Taskforce believes that a number of institutional measures could be taken that would advance the objectives of long term and coordinated planning and infrastructure provision. It suggests the following:

- The adoption of a long term (50 year plus) strategic policy making process for urban planning.
- The creation of a new governance structure to ensure leadership not only in the development of policies for planning and infrastructure provision but also in their implementation.

BUILDING AN IMPROVED GOVERNANCE FRAMEWORK

METROPOLITAN COORDINATION

The Taskforce believes that there is a need to formulate a long-term plan – looking forward 50 years – for the urban environment and infrastructure.

The Taskforce proposes the establishment of a new governance structure to coordinate and integrate land use planning, infrastructure, economic and community development in a manner that promotes key objectives (sustainability, liveability and economic vitality) for our city and its relationship with the Victorian regions over the long term.

This new governance structure should include:

- The development (through conjunction with relevant agencies and the community) of a long-term strategic plan, to set policy framework and strategic direction.
- Ongoing revision of the plan, again in conjunction with agencies and the community.
- Continual monitoring and review of the adequacy and effectiveness of planning policies and decisions as well as existing and proposed infrastructure, in meeting the key objectives of the long term plan.
- Integration of planning, infrastructure, economic and community development policies, having due regard to changes in population, environmental resources and climate trends.
- Promotion, coordination and alignment between policy and strategic decision making at different levels of government.
- Promotion of development and investment in social, environmental and economic infrastructure consistent with the long-term plan.
- Identification of new opportunities and resolution of impediments to attracting the necessary public and private sector investments.
- Engagement with public and private sectors and the community.

It is acknowledged that many of these tasks are already undertaken by the Victorian Government on a Melbourne metropolitan wide basis. The current arrangements, however, do not always explicitly focus on Melbourne as a geographic system and are not always coordinated or integrated across sectoral interests.

The Taskforce acknowledges and supports the general directions of the 7th December 2009 Communiqué from the Council of Australian Government's in relation to reform of *Capital City Strategic Planning Systems*, including the attached *National Objective and Criteria for future Strategic Planning of Capital Cities*. The Taskforce commends the Victorian efforts relating to capital city planning to date, but believes that there are now several fundamental unresolved issues, relating to infrastructure coordination, population growth, urban densities and activity centre planning, which need more urgent, active, explicit, and publicly open exploration and resolution.

VICTORIA'S REGIONS AND THE VICTORIAN GOVERNMENT

The Taskforce recognises the recent work undertaken by the Victorian Government to integrate its regional planning processes with the Commonwealth processes established through the new Regional Development Australia framework. A particularly important part of this work is the establishment of the Regional Strategic Planning Initiative, which seeks to integrate land use planning, infrastructure, economic and community development in the regions.

This further highlights the lack of an equivalent organisational framework for metropolitan Melbourne. Furthermore, there is also a lack of statewide integration, whereby the relationship between us and our surrounding regions is fully understood and a policy position is fully articulated and implemented. This is particularly important when considering the population targets for our regional centres and metropolitan districts and related land use, infrastructure, economic and community connections between all centres.

LOCAL GOVERNMENT

The Taskforce believes that current community uncertainty regarding a preferred future for our city is the result of a lack of meaningful dialogue at the local level about the trade-offs required to achieve an agreed vision.

This local dialogue should be the joint responsibility of all levels of the Government, on an ongoing basis, not just at critical review milestones. An improved framework for community engagement is required to inform local decisions regarding both policy and particular development proposals. This should be integrated with a metropolitan-wide process for coordinating communications and engagement. Such a process would achieve a more robust debate about the alternative futures for our city, and how decisions made by local government can be connected to an agreed metropolitan vision.







SECTION

3

**THE
MELBOURNE
PROPOSITION**

OUR VISION FOR
THE FUTURE

THE MELBOURNE PROPOSITION

THE VISION

The Shaping Melbourne Taskforce series outlines proposals for how we can become an even better community as we grow beyond five million people. With the appropriate governance structure to devise and implement a proper plan, and building on our city's existing strengths of liveability, affordability and connectivity, we can project the qualities of Melbourne that will make us even better as we get bigger.

When Melbourne grows beyond five million people, it will remain a highly liveable city for all of us. Our city will comprise well-connected communities, where diversity is celebrated and facilitated, where cultural excellence, economic prosperity and ecological sustainability are harnessed through creativity, innovation and technology.

In achieving this vision, Melbourne will:

- Be regarded as one of the best-connected cities of the world.
- Embrace creativity, diversity and equity among its communities and people.
- Be seen by the world as a place where excellence is developed in its people and places.
- Demonstrate sustainability and liveability in its natural and built environments.
- Maximise accessibility to employment opportunities, community and commercial services with an equitable distribution of location and access.
- Provide for economic prosperity through global connections, local economic management and the ingenuity of its people and communities.
- Transform its infrastructure networks and embrace innovative technologies.
- Be governed as a cohesive region with integrity and inclusiveness.



MELBOURNE'S PLACE IN THE WORLD

**The world is changing and we're changing with it.
As we get bigger the planet is getting smaller and
new opportunities are right on our doorstep.**

NATIONAL AND GLOBAL CONNECTIONS

In the not too distant future, a major transfer of economic power from the United States to China, India and Asia will essentially rebalance the globe. Throughout this period, we will rely on our innovation, science, technology and intellectual capacity to remain a valued trading partner with Asia and the world, and we will become an advanced centre for sustainability research and development. We will continue to reject the option of isolation and graceful economic decline, and chose instead to plan for and shape our city's growth to achieve a dynamic society connected to Asia.

Through communications, technology and the human endeavours of our diverse community and people, our city will be a focus for Australian and international investment, and enjoy greater connectivity to the nation and the globe.

LOCAL AND REGIONAL CONNECTIONS

We will remain Victoria's dominant city and, via high-speed transport links, will be better integrated and connected to key regional centres. Management of the areas surrounding us will be transformed, with sustained investment in green wedges ensuring the protection of our natural resources (including water supply catchments) and the productive use of the land (e.g. for food production) abutting our city's boundaries.





REPUTATION

**We're not just lucky, we're astute and strategic.
We will continue to push boundaries, think 'beyond'
and look for better ways to do things.**

As a city and a community, we will build upon our reputation as a unique place that encourages creativity, intellectual and progressive thought, and debate. We will welcome knowledge from around the world, foster exploration and alternative thinking, and continue to accommodate innovative ideas that will lead to new discoveries, products and business ventures. Progressive thinking and academic excellence will move our city forward. We will be regarded as a leading global university city and also reinforce our reputation for developing groundbreaking political and social movements.



COMMUNITY & PEOPLE

**We will celebrate our past and anticipate our future.
We will work together to succeed and make sure that
no-one is forgotten or gets left behind.**

We will acknowledge and celebrate the original inhabitants of our city along with other established and new cultures within our diverse community. The heritage and legacy of communities from our history have shaped Melbourne as we know it today. Beyond five million, our population will include many comparatively recent migrants living throughout the city, who will also contribute to shaping our community's character. Community integration will prevent economic and social isolation.

Our cultural and ethnic diversity will be a major strategic advantage in an era of globalisation, bringing more creative and innovative thinking to our cultural life and commercial successes. A greater diversity of language skills will enable us to build international careers as world citizens.

Respect for others and the tradition of a 'fair go' will live on strongly in our city, with affordable housing and basic necessities available to all. We will continue to give generously to those less fortunate or in need across the city.

The changing socio-economic and community characteristics of the city, brought on by significant population growth, will be more explicitly understood and integrated into planning and development. An understanding of our community characteristics will assist us in diverting resources and infrastructure to places that need particular attention. The integration of such community assistance and development with the land use structure of the city will be critical to its well-being.



ECONOMICS & EXCHANGE

We will be smart and strategic, promoting ourselves better at home and globally. We have poured solid economic and trade foundations and can now build something extraordinary.

Victoria has significant natural resources that can help meet the State's needs and earn export income, but its long-term prosperity will rely on innovation and ingenuity. We need to nurture our inventive manufacturing and industrial processing, technological innovations, science, engineering and medical research to maintain relevance in the global economy. Our current manufacturing base, position as Australia's biotechnology hub, and the strength of our higher education sector provide a solid base for us to build future competitiveness.

We will continue to build our strength as Australia's head office location for many global companies, key banks and global providers, providing the basis for further growth in our key service industries and the export of our creative capital. We will also build our reputation as a financial centre supporting further growth in industry and funds management services.

We will continue to foster our university sector and better connect with the private sector to develop precincts for world class research, development and commercialisation of ideas.

We will also capitalise on our reputation as a place for major events and a centre of cultural excellence in music, the arts, food, literature, design, alternative cultures, fashion and sports events, attracting creative people to our knowledge economy. Arts and culture are a key part of our strengths. These strengths, in addition to the attractions and culture of Victoria's regions, make our city a desirable tourism destination and a place for trade and exchange.

Government business enterprises are likely to be more geographically dispersed and employment will be concentrated within and around the network of activity centres. Integrated transport and land use planning will reduce commuting times to work. In addition to activity centres around major transport hubs, 'innovation clusters' will develop around our major universities, as has already happened around the Monash University Clayton campus.



PHYSICAL LANDSCAPE

We will create natural and built environments that can be sustained for the future while reflecting our unique heritage.

A CITY OF VILLAGES

Beyond five million people, we will continue to enjoy the legacies of previous world-class urban planning. Most significant is our 19th Century image as a collection of villages, comprising handsome main streets, human-scale public spaces, grand public buildings, Victorian town halls and protected assets, such as water catchments.

The 21st Century will see us reshape and rebuild, with much new housing and commercial development in established areas of the city.

The metropolis will provide us with diversity of housing and nearby employment choices. An intensely developed inner region will emerge, where walking, trams and bikes are the dominant form of transport. Highly valued heritage precincts and many suburban landscapes will remain across the city, punctuated by high rise CADs. Intensive development will occur in the full network of activity centres, linked by medium-rise development along transport corridors. Despite this change, our city will remain a series of interconnected villages, building on the original foundations of Melbourne: connected, inner city villages and suburban lifestyle choices.

Much growth will occur through redevelopment and in key regional centres with better connections to us. Greenfield developments in the North and West will follow the Victorian village model and contain substantial medium to high density development within and surrounding activity centres.

THE 'GARDEN STATE' ONCE MORE

We will reclaim our heritage as 'the Garden State' in a modern, water efficient manner, reinventing the garden at home and work, greening walls and rooftops. Our traditional networks of parks, large and small, will be enhanced, including small parklands, urban spaces, street corners, squares and footpaths with water sensitive plantings and drainage. In developing a more dense city, with the effective development of new communal green spaces, using alternative water sources we will also find it to be more liveable.

Creeks, drains and waterways will be transformed to living places once more. Our green wedges will be retained as a major resource for our community, protecting natural features, agricultural opportunities, water catchments, and small scale rural endeavours. Areas suitable for market gardens will be protected, allowing fresh produce to reach us all with reduced transport needs.

Global pressures on large scale food production will be an economic incentive for us to establish decentralised and distributed networks of local food produce gardens. They will also play a key part in establishing more connected and locally focused communities.



ACCESSIBILITY – NETWORKS & CENTRES

We will spend more time with each other and less time struggling to connect. Our community services will be more efficient and our local environments will be places we want to be, use and support.

ACCESSIBILITY

We will be more connected and accessible to each other and our places of work, living and recreation. We will do more locally, and local places and activity centres will provide us with a greater range of services and facilities. Our cross-town journeys will be achieved through improved public and private transport networks and fleets. Advances in telecommunications, including the national broadband network, will increase our accessibility to information, resulting in both economic and community benefits.

PRIDE OF PLACE

We will continue to feel a strong sense of belonging to active local neighbourhoods, easily and safely accessed on foot, by bicycle and through personal and shared transport. There will be community spaces to meet, exchange ideas and share experiences. Public and private investment will be combined to create inspired indoor spaces for community services, commercial facilities and living spaces.

There will be significant improvements in the design of our urban spaces and places, and our buildings will be more efficient and self sufficient in energy and water use, generation and capture.

Education and health care will be locally available, and connected to a regional and national network of specialised services- transferable and targeted where needed.

Our seniors will be supported through integrated health care and innovative housing. Our communities will make the most of their elderly people with an active and enthusiastic desire to participate in dignified and useful community activities. People with special needs will be supported by generous local services and facilities.

ACTIVITY CENTRES

The CADs throughout our city will host major commercial, cultural and community endeavours and will complement our CBD as vibrant and interesting places to do business, be educated and entertained. Each CAD will evolve with a different emphasis, theme and local identity and provide opportunities to reduce travel times to work for local residents.

The full network of district and local activity centres will be transformed into vibrant mixed-use precincts, more efficiently connected to the public transport network, with exemplary urban design standards applying to places, spaces and buildings. These will be supplemented with other precincts and corridors of higher urban densities where infrastructure, services and transport opportunities can be maximised.

INFRASTRUCTURE & TECHNOLOGY

As our population increases we will improve, change and manage both new and existing infrastructure more effectively. We will maximise the use of our resources by being clever, thinking broadly and finding new ways to solve challenges created by our growth.

INTEGRATED TRANSPORT

Innovative thinking and creative application of alternative technologies will transform our transport sector and our reliance on fossil fuels will be reduced or removed. A fully integrated transport system will be implemented. More efficient use of transport infrastructure will be achieved by effective pricing and prioritised modal access. Affordable transport solutions for newly developed outer-metropolitan areas will be achieved. Greater urban densities, in existing and new areas, will achieve significant improvements in energy and water efficiency.

PUBLIC TRANSPORT

Public transport solutions will be the most effective travel method in most parts of our city. We will increasingly rely on shared and flexible public transport systems, to connect our home and local centre to other surrounding centres and employment precincts. At the local street level, high frequency public transport will be threaded through the entire city. Local transport will connect directly with a regional mass transit network. This will operate in existing radial rail corridors, supplemented by new concentric connections for cross-town journeys. Underground rail lines will be used where surface options are not available.

The tram and light rail network will be celebrated as an iconic feature of our city's identity. It will also be a critical element in accommodating additional population in a reshaped inner and middle Melbourne. New technologies will change the tram, its track and propulsion systems. Tram corridors will be redesigned to minimise vehicle disruption and maximise passenger safety. Tramways and light rail will be designed into new communities and retrofitted to our existing outer areas. Where tram and train options are not available, new and innovative bus networks will be more extensive, more integrated with other modes of public transport, and time and location responsive.

An extensive high speed ferry service will operate across Port Phillip Bay, improving travel times and removing some traffic from our city streets. Due to sheer convenience and affordability, we will come to prefer public transport to private travel.

We will also enjoy greater connectivity to regional Victoria and beyond to other states and territories.

PRIVATE TRANSPORT

Personalised transport solutions will safely transport us along improved roads. New technologies, such as automated and guided road and vehicle networks, and hydrogen and electric vehicles, will transform our

private transport options. There will be a greater number of registered private vehicles, but the distances we travel will be reduced.

A smart orbital motorway network will be in place, offering traffic management systems that facilitate greater constant speed travel and reduce energy consumption. Road pricing will assist in managing traffic congestion.

Our city structure will facilitate more walking and cycling options as part of private transport solutions.

FREIGHT TRANSPORT

Freight demands will adjust as distributed systems of food and domestic products dominate our local communities. Freight logistics will be more coordinated and networked, guided by real-time tracking of demand and delivery solutions. Road freight will continue to be the dominant mode, with greater use of our multi-modal hubs and inland ports for receipt of foreign cargo. Bulk and excess container freight will be channelled through a new deep water port established at Hastings.

WATER

Our city's altered urban form will moderate our use of reticulated water on parks and gardens and domestic supply. We will harness treated wastewater via use and distribution through carefully designed and retrofitted urban water management networks and water sensitive urban design.

The demand for water by industrial and domestic users will be significantly reduced. Targeted campaigns will substitute alternative technologies for industrial and domestic machines and fittings reliant on water. A reworked strategy for the harnessing, storage and distribution of reticulated water will manage efficient per person water use. Our water supply system will be developed using innovative thinking to sustainably and affordably supply water. This will be achieved through initiatives such as:

- Greater supply diversification and decentralisation.
- Increased use of recycled water for non-potable purposes.
- Augmented inter-linked distribution systems.
- Greater use of Water Sensitive Urban Design (WSUD) and Integrated Water Management (IWM).
- Indirect potable reuse.
- Improved demand management and system optimisation.
- More flexible and adaptable water pricing.
- Greater beneficial use of wastewater recycling streams e.g. for energy generation etc.
- Consideration of a single state-wide water market.

A particular challenge will be to secure, supply and distribute water to the growth areas in our western metropolitan region.

ENERGY

When we grow beyond five million people, our demand per person for energy will be reduced and low or zero carbon emitting energy solutions will be more common. Our energy systems will be developed using innovative thinking and new technologies to sustainably and affordably supply us with electricity and gas. This will be achieved through initiatives such as:

- Greater electricity supply diversification and decentralisation.
- More diversified sources of gas including the Otway Basin and possibly coal seam gas and imported gas from interstate.
- Base load electricity sourced from either brown coal (incorporating Carbon Capture and Storage (CC&S)) or nuclear energy.
- Greater use of renewable sources to provide supplementary electricity supply.
- Expanded inter-linked and strengthened supply grids to better balance demand and supply.
- Increased energy-efficient design construction for both new and retrofitted buildings and projects.
- More flexible and adaptable energy pricing.
- Greater use of natural gas for electricity generation.

As with water, a particular challenge will be to secure, supply and distribute energy to the growth areas in our western metropolitan region.

COMMUNICATIONS

Communications and Information Technology (IT) will continue to advance exponentially. We will have instant access to multimedia services through more interactive communication devices. A complete network of fibre-optic cable will be operational, but will be supplemented by high volume wireless technologies. Wireless devices will allow high speed, large volume data transfer, with no blackspots. Higher speed and volume cable networks may be required in the CBD and CADs.

A world class telecommunications infrastructure will support the businesses that are attracted to our city's IT precincts and our reputation and liveability will attract a continual supply of the best trained and equipped IT workers and engineers.

Communication technologies will provide us with additional options for more flexible and effective working patterns. Our working hours and shopping habits will become more diverse. A fundamental requirement for human interaction will continue to shape our personal and business behaviour – centres will remain important to us as a city.

COMMUNITY INFRASTRUCTURE

Critical community infrastructure, such as hospitals, medical centres, schools, childcare, libraries and community hubs will respond to our city structure to maximise opportunity and accessibility for all of us. Community infrastructure will underpin the social resilience of our neighbourhoods and enable robust local economies.

In new growth areas, providing services in advance of growing populations will be standard practice. In existing neighbourhoods, ongoing review and assessment of emerging community needs will be undertaken to accommodate changes in demographic and location characteristics. Avoiding social dislocation and disadvantage will be a critical factor, however, ensuring community well-being will extend to all parts of our city, not just the stereotypically disadvantaged.

Our planning for community infrastructure will be based on one or more of the following principles:

- Responding to identified need.
- Maximising inclusivity and accessibility.
- Maximising individual and community opportunity.
- Creating environments for social interaction and cohesion.
- Providing opportunity for active citizenship.
- Promoting life-long learning.
- Ownership and/or governance by local communities.

The identification of local needs will be central to planning for our community facilities, maximising the benefits of public spending.

We will consider new innovative models of delivery of community infrastructure and services to improve accessibility, such as co-location of complementary services and local community asset ownership models.

COORDINATION AND FUNDING

Our infrastructure will be coordinated by a dedicated agency, charged with the responsibility of providing planned and integrated networks, adopting advances in technology, and coordinating private and public sector involvement. It will implement alternative and equitable approaches to delivery, risk, finance, pricing and expenditure distribution.

Importantly, the coordination of infrastructure provision will be integrated with strategic land use planning for the city and day-to-day decisions relating to development proposals.



SECTION

4

CONCLUSION

CONCLUSION

This first volume in the Shaping Melbourne Series has looked at the governance of Melbourne and proposed a vision for our future. It is an optimistic vision. It is achievable because it builds on our strengths. However, to be achieved, it requires long-term integrated thinking and planning.

Our current metropolitan governance structures make such planning and implementation difficult, if not impossible. The first change we need is to adopt a governance model that enables us to adopt an holistic vision for our city and a means for its implementation.

Over the coming months this first volume will be followed by three additional discussions on more specific planning and implementation challenges:

- Density
- Infrastructure
- Community, Connectivity and Economy

At the conclusion of the series we will have the foundation of a debate that must continue in broad and detailed terms, and the Committee for Melbourne will commit to that debate.

Our community needs to come together to create direction for our political decision makers to agree the long-term vision for Melbourne and, moreover, to implement it.

CREDITS

SHAPING MELBOURNE TASKFORCE MEMBERS

3AW Fairfax Radio
A.T. Kearney Australia Pty Ltd
Allens Arthur Robinson
APM Group Australia Pty Ltd
ARUP
Aurecon
Australia and New Zealand
Banking Group Limited (ANZ)
Australian Catholic University (ACU)
Bates Smart Pty Ltd
Blake Dawson
Bovis Lend Lease Consulting
Bus Association Victoria
BusinessAide
Chorus Studio
CitiPower Pty and Powercor Australia Ltd
City of Melbourne
Clayton Utz
Clinton Foundation
ConnectEast Group
Cornwell
Corrs Chambers Westgarth
Daryl Jackson Pty Ltd
Department of Innovation, Industry
& Regional Development
DLA Phillips Fox
Elmwood Design
Environment Protection Authority
Ernst & Young
Escor Pty Ltd

Fed Square Pty Ltd
GHD
Giesecke & Devrient Australasia
Herbertgeer
Holden Ltd
Hooker Cockram Limited
Horton International Pty Ltd
Hranywhere
Innovation Australia
John Allen & Associates
KPMG
Kreab Gavin Anderson
LeadWest Ltd
Lyons
Melbourne Airport
Melbourne Convention
& Visitors Bureau
Melbourne Convention Exhibition Centre
Melbourne Health
Melbourne Water
Metlink Victoria Pty Ltd
Minter Ellison
Mission Australia
Monash Sustainability Institute
Monash University
Museum Victoria
National Gallery of Victoria
NORTH Link
OMG! Creative
Oppeus

PUBLISHED BY

The Committee for Melbourne
Milton House Level 2, 25 Flinders Lane
Melbourne VICTORIA 3000

T: +61 3 9650 8800
F: +61 3 9650 6606
W: melbourne.org.au

PRINTED BY

Condor Printing,
West Melbourne, VICTORIA

ISBN

978-0-9808102-0-2

SHAPING MELBOURNE TASKFORCE CONTRIBUTORS

BVN Architecture
Cips Australia
Connex Melbourne Ltd
CPG Australia
Department of Planning
& Community Development
Department of Transport
Douglas Menzies Chambers
Essential Services Commission Victoria
Grattan Institute
Growth Areas Authority
Infrastructure Partnerships Australia
Middletons Lawyers
Mirvac Group
Naked Data
National Safety Agency
Royal Yacht Club of Victoria Inc
Talking Heads Productions
The University of Sydney
Value Enhancement Management –
Strategic Stakeholder Solutions
Victoria Police
Waterways Group



"Dawson, Michelle"
<Michelle.Dawson@yarracity.vic.gov.au>

28/07/2010 04:07 PM

To "Dawson, Michelle"
<Michelle.Dawson@yarracity.vic.gov.au>

cc

bcc

Subject Seeking feedback: Draft Tourism Strategy for the City of Yarra

Dear industry colleagues

Yarra City Council is inviting feedback on its draft Tourism Strategy 2010-2015.

The draft Strategy has been developed in partnership with local tourism operators, community members, Council's Business Advisory Group and representatives from the tourism industry.

Building on Council's previous Tourism Action Plan 2006-2008, the draft Strategy provides a framework for managing tourism within the City of Yarra, over the next five years and will help build understanding and participation in tourism. Included within the draft Strategy are five strategic goals which identify ways Council can work with residents, local tourism businesses and government agencies to provide a great experience for visitors and locals.

To ensure the draft Strategy remains relevant and responsive to industry needs; the actions and projects will be determined as part of the implementation of the Strategy, guided by the strategic goals.

Council would like to hear your feedback on the draft Tourism Strategy, particularly in relation to the questions below.

When you read the five strategic goals for tourism in the City of Yarra:

- *what appeals to you?*
- *what factors, if any, may impact on the implementation of the Strategy?*
- *what other additional comments do you have?*

Feedback should be sent by **Tuesday, 31 August 2010** to Michelle Dawson, Tourism & Marketing Officer at michelle.dawson@yarracity.vic.gov.au or posted to:

City of Yarra
PO Box 168
Richmond VIC 3121

Further information can be found on Council's website at www.yarracity.vic.gov.au/consultation or feel free to contact myself on 9205 5362 or at the enclosed email.

We look forward to hearing from you.

Michelle

Michelle Dawson

Tourism and Marketing Officer

City of Yarra PO Box 168 Richmond 3121

T (03) 9205 5362 F (03) 8417 6666

E Michelle.Dawson@yarracity.vic.gov.au

W www.yarracity.vic.gov.au

Register to attend the upcoming Business Networking Breakfast with the hosts of Australia's #1 marketing show **SmallBusinessBigMarketing** - places selling quickly.

Subscribe at no cost to the City of Yarra **Local Business Directory** to receive the latest business news, marketing updates, invitations to BRAINfoodforBusiness training, events and much more....



39.

20 July 2010

Mr Gary Liddle
Chief Executive
VicRoads
60 Denmark Street
KEW VIC 3101

Dear Mr Liddle,

Re: Hoddle Street Study

Thank you very much for your office's response to my recent letter regarding Associate Membership of the IMAP Implementation Committee. I have arranged a meeting with Nial Finegan in August to give him some background and I understand that he will be available to attend from the November meeting.

On another matter, at their recent meeting in May, the Inner Melbourne Action Plan [IMAP] Implementation Committee discussed the Hoddle Street Study project currently being undertaken by VicRoads. Some Committee members expressed concerns about the nature and direction of the study and consultation process and there was some discussion on ways that IMAP could assist VicRoads in progressing this work.

While IMAP has not been a party to the consultation except through its individual members, the Implementation Committee is interested in keeping a watching brief on the project as *"working with VicRoads to improve the character of boulevards and major roads"* is a statement included in the *Inner Melbourne Action Plan* under Strategy 1 Action 1.4, and Hoddle Street is one of the identified roads noted in that Action.

The IMAP Implementation Committee has asked me to invite you to attend the next Committee meeting to discuss the Hoddle Street Study. The meeting is to be held on **Friday 27 August 2010** starting at 8.00am at the City of Melbourne.

In particular, the Committee would like to discuss:

- how IMAP can assist VicRoads to ensure this project works successfully and becomes a model for other projects;
- ways of ensuring best practice for engagement with the inner Melbourne community regarding major VicRoads undertakings; and
- the current project's effects on Punt Road, if any.

Would you please let me know if you are available to attend on this date or give me a call to discuss (Tel 8290 1110 or Mob 0404 248 450). I look forward to hearing from you.

Yours sincerely,



Elissa McElroy
IMAP Executive Officer

Elissa McElroy - IMAP Executive Officer

Officer Location: City of Stonnington
Malvern Town Hall, Cnr Glenferrie Road and High Street, Malvern 3144
PO Box 21 Prahran Vic 3181
Tel: 8290 1110 Mobile: 0404 248 450 Email: emcelroy@stonnington.vic.gov.au
Website: www.imap.vic.gov.au



Inner Melbourne Action Plan
Making Melbourne More Livable



INSERT DATE

«Owners»
«ServAddrLine1»
«ServAddrLine2»
«ServAddrLine3»

Dear Sir/Madam

NOTICE OF AMENDMENTS TO INTRODUCE A LOCAL PLANNING POLICY - STORMWATER MANAGEMENT (WATER SENSITIVE URBAN DESIGN) LOCAL POLICY:

- **MELBOURNE PLANNING SCHEME - AMENDMENT C142**
- **PORT PHILLIP PLANNING SCHEME - AMENDMENT C78**
- **STONNINGTON PLANNING SCHEME - AMENDMENT C109**
- **YARRA PLANNING SCHEME - AMENDMENT C117**

The Cities of Stonnington, Port Phillip, Melbourne and Yarra have resolved to concurrently exhibit the above planning scheme amendments. As the amendments may affect you a Notice of Amendment is enclosed in relation to each planning scheme, as required by section 19 of the Planning and Environment Act 1987. The Notices detail the intent of the amendments, advise where the Amendment documentation can be viewed, and nominate the closing date for submissions.

The amendments propose the introduction of a common Local Planning Policy - Stormwater Management (Water Sensitive Urban Design) at Clause 22 of each of the respective planning schemes.

The amendments are an initiative of the 'Inner Melbourne Action Plan - Making Melbourne More Liveable' (IMAP) which was developed jointly by the Cities of Melbourne, Port Phillip, Stonnington and Yarra. Sustainability is a guiding principle underpinning IMAP strategies and actions. Action 9.3 of IMAP sought to develop a regional approach and strategy to achieve water sensitive urban design through the development and inclusion of a common local planning policy in each of the IMAP Council Planning Schemes.

The Amendments affect all land within each of the IMAP municipalities. The Amendments propose to introduce the Local Policy - Stormwater Management (Water Sensitive Urban Design) which:

- Applies to planning applications for new buildings, extensions over 50m² and to subdivision in a business zone.
- Sets requirements for the above development to comply with best practice performance objectives for water sensitive urban design. Applicants can achieve best practice performance objectives by incorporating stormwater treatment measures into their planning application. Applicants can use performance measurement tools such as STORM or MUSIC (free to use computer software programs) to demonstrate compliance with the best practice performance objectives.

Enclosed is a Fact Sheet that provides a definition of water sensitive urban design and further information on the Stormwater Management Policy.

Public Exhibition / Where to View the Amendments:

The amendments will commence public exhibition on 1 July 2010. **Submissions are due by 13 August 2010.** If you make a submission, please indicate if your submission relates to a specific Council's amendment or to all of the amendments.

No later than 1 July 2010, each Council will make the amendment documents available for viewing at their respective Municipal Offices (Planning Counters) and on each Council's Website. Please refer to the relevant enclosed *Notice of Amendment* for the specific Council address and website details.

The amendment documents will also be available for viewing at the Department of Planning and Community Development website: www.dpcd.vic.gov.au/planning/publicinspection

If you have questions about a specific amendment, please contact the relevant Council Officer:

- City of Melbourne: Gisele Masclef – 9658 8654
- City of Port Phillip: Eli Greig – 9209 6130
- City of Stonnington: Casey Lord – 8290 1370
- City of Yarra: Janet Keily – 9205 5027

Yours sincerely

A handwritten signature in black ink, reading 'Elissa McElroy'. The signature is fluid and cursive, with a long horizontal flourish extending from the end of the name.

Elissa McElroy

IMAP Executive Officer

(On behalf of the Cities of Melbourne, Port Phillip, Stonnington and Yarra)

Encl

Please Quote: VRPC001997
(File No: PC006951)

Network & Asset Planning
60 Denmark Street
Kew Victoria 3101

Telephone (03) 9854 2455
Fax (03) 9853 0341

vicroads.vic.gov.au

Elissa McElroy
IMAP Executive Officer
Inner Melbourne Action Plan
PO Box 21
PRAHRAN VIC 3181

CITY OF STONINGTON	
6 AUG 2010	
<input type="checkbox"/> PERMANENT	14
<input checked="" type="checkbox"/> 1 - 10 YEARS	
<input type="checkbox"/> 11 - 35 YEARS	
FILE No	14/02/07
ATTN. To	E. McElroy
KEYWORD	Hoddle St Transport Study
DOC. No.	10/51819
COPIES To	

Dear Ms McElroy

HODDLE STREET STUDY

I refer to your letter dated 20 July 2010, regarding your request for a presentation on the Hoddle Street Study.

As you are aware VicRoads is undertaking a detailed planning investigation to identify key issues for the Hoddle Street transport corridor and develop integrated transport solutions with an emphasis on improving safety and the operation of public transport, reducing congestion and optimising the movement of people and goods.

As part of the investigations, there is a strong focus on local amenity and urban design considerations, while also considering the needs of pedestrians and cyclists. The study is also undertaking comprehensive and inclusive consultation with key stakeholders and the local community to ensure that these interests are included. The methodology being used by VicRoads for the Hoddle Street Study is outlined in the published Project Scope document, which a copy is attached for your information.

A number of consultation and engagement activities have been undertaken to date including operation of the Hoddle Street Study Stakeholder Advisory Group (HSSSAG) which has representatives from community groups and stakeholders. One of the important purposes of the HSSSAG is to ensure these groups are engaged throughout the study and have the opportunity for input to assist the study team, consistent with the established Terms of Reference.

In addition, the Hoddle Street Study provides several mechanisms for broader stakeholder and community engagement such as the 'Online forum' and feedback forms, which ensures that the broader community can provide input into the study.

I am aware that Mr Agnelo Duarte, VicRoads' Project Director – Hoddle Street Study, will be providing a project update to IMAP on 27 August 2010, and will further outline the consultation and engagement activities being undertaken as part of the planning process.

VicRoads looks forward to working with IMAP to ensure the success of the Hoddle Street Study.

Yours sincerely



ROBERT FREEMANTLE
EXECUTIVE DIRECTOR, NETWORK AND ASSET PLANNING

31 / 7 / 2010

IMAP Implementation Committee

End of Year Financial Report

1 July 2009 – 30 June 2010

Background

1. The IMAP financial position was last noted at the IMAP Implementation Committee meeting held 28 May 2010.
2. Retained Earnings carried forward from the 2008-2009 financial year totalling \$224,509.19 (excluding GST) were transferred from the City of Yarra to the City of Stonnington (host council 2009 – 2010) during July 2009.
3. The IMAP account ended the year with a surplus of \$297,888.18. This balance was transferred to the Trust Account at year end, 30 June 2010.
4. Included in this figure is a final payment for the Greenlight Project LAAP funding of \$8,518.18 [excl GST] which was invoiced but not received. Department of Transport [DoT] now advise that part of the funding will require repayment* due to the Greenlight Project surplus. It is expected that with these adjustments, the IMAP account surplus will be reduced to approximately \$254,370. These adjustments will be processed in the new financial year once DoT confirms the figures.

Income

5. **Total Income of \$429,785** was recorded for the 12 month period to 30 June 2010.

Government grants:

Final Payment LAAP Grant – Greenlight (Action 2.4)*	\$8,518	
Final Payment LAAP Grant – Wayfinding (Action 2.2)	\$36,364	\$ 44,882

Sundry Income:

Retained Earnings carried forward from 2008-09	\$224,509	
Destination Melbourne - contribution to Tourism Event	\$394	
Tourism Contributions from 4 partner IMAP Councils	\$80,000	\$304,904

Less

Residual funds paid to Trust Account	- \$297,888	\$7,015
---------------------------------------------	--------------------	----------------

Contract Income:

Annual Contributions from 4 partner IMAP Councils		\$80,000
---------------------------------------------------	--	----------

Total Operating Income:**\$131,897**

Expenditure

6. **Total Expenditure of \$131,897** was committed for the 12 month period to 30 June 2010.

Catering

IMAP Function - Catering	\$250	
IMAP Catering Reimbursement	\$185	\$435

Printing

IMAP Annual Report graphic design & printing costs	\$5,370	
Strategy 11 Reprint Inner Melbourne Map	\$11,582	\$16,952

Stationery

IMAP Meetings - Stationery Reimbursements	\$361	
IMAP Communications - Graphic Design updates	\$360	\$681

Promotional Publications

Strategy 11 - Update Tourism Map, brochures & license fees	\$1,215
------------------------------------------------------------	---------

Consulting Fees

IMAP Website - hosting to June 2010	\$1,800
-------------------------------------	---------

Strategy 11 Tourism:

Strategic Planning workshops & facilitation [3]	\$8,000	
Workshop IMAP Map	\$1,250	
Tourist Map & Brochure update	\$450	
Tourism Map Distribution – 12 months	\$3,344	
Regional Tourism Program - IMAP Tourism Snapshot	\$720	
Editorial copy - 3 seasons	\$3,271	
IMAP Tourism Forum Event	\$4,939	
Visitors guide	\$1,782	\$23,756

Action 2.2 Wayfinding:

Directional Signs & Route Markers	\$1,488	
IMAP Wayfinding signs, stickers & install	\$3,906	
IMAP Wayfinding signage	\$5,880	
IMAP Wayfinding Level 3 & 4 signs	\$3,840	\$15,114

Action 7.7 WIL Facilitator

	\$2,500
--	---------

Action 2.4 Greenlight VicRoads implementation

	\$67,689	\$110,859
--	----------	-----------

Training

IMAP Website administration	\$550
-----------------------------	-------

Internal Catering

IMAP Committee meetings (2) & Farewell function	\$663	
IMAP Review Forums (2), Internship workshop	\$542	\$1,205

TOTAL EXPENDITURE

	<u>\$131,897</u>
--	-------------------------

Financial Review

7. The IMAP Financial Review has now been completed. Attachment 6b indicates the IMAP project budget submitted to the City of Stonnington for 2010/11 and includes the distribution of funds across current projects.

The Review has determined the uncommitted IMAP funds which are available for allocation to new projects as requested.

The budgeted expenditure of \$60K in 2010/11 for new projects is conservative as projects were unknown at the time of preparation. As it stands the budget anticipates a surplus in the IMAP account.

Recommendation

8. That the IMAP Implementation Committee resolves to **receive** the End of Year Financial Report for the 2009 – 2010 financial year.
9. That the 2010-11 IMAP Budget be **noted**.



Combined Operating & Capital Works Statement for period ended 30 June (Adjusting Entries) 2010

	Year to Date				
	Orders	Actuals	Total Committed	Budget	Variance
2110 - Government Grants - Operating	0	44,882	44,882	0	44,882
Grants & Subsidies - Operating	0	44,882	44,882	0	44,882
2800 - Sundry Income	0	7,015	7,015	0	7,015
2810 - Contract Income	0	80,000	80,000	0	80,000
Other Revenue	0	87,015	87,015	0	87,015
Total Operating Income	0	131,897	131,897	0	131,897

Full Year		
Forecast	Budget	Variance
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

4102 - Catering	0	435	435	0	(435)
4105 - Printing	0	16,952	16,952	0	(16,952)
4108 - Stationery - General	0	681	681	0	(681)
4131 - Promotional Publications	0	1,215	1,215	0	(1,215)
4150 - Consulting Fees	0	110,859	110,859	0	(110,859)
4180 - Training/Conferences	0	550	550	0	(550)
5102 - Internal Catering Charges	0	1,205	1,205	0	(1,205)
Administration Expenditure	0	131,897	131,897	0	(131,897)
Total Operating Expenditure	0	131,897	131,897	0	(131,897)

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

IMAP Projects Account 2010/11 (as at 12 August 2010)		Total	Projects			
			IMAP	Strategy 11	Action 2.4	Action 5.2
				Tourism	Greenlight	Affordable housing
INCOME		\$	\$	\$	\$	\$
Balance Transferred from 2009/10		297,888	140,920	70,426	79,474	4,522
Adjustments - Greenlight project	-	8,518			- 8,518	
Adjustments - Greenlight project	-	32,454			- 32,454	
2800 - Sundry Income	Tourism Contribution	80,000		80,000		
2810 - Contract Income	Member Councils Contribution	80,000	80,000			
Total Income		416,916	220,920	150,426	38,502	4,522
EXPENDITURE						
<u>General Expenses</u>						
4102 - Catering	IMAP Meetings/Club IMAP	2,100	2,100			
4104 - Postage & Courier	Courier Agendas	200	200			
4105 - Printing	Annual Report Print/Design	6,000	6,000			
4106 - Software Support	Website Maintenance/ Annual Server Hosting	2,480	2,480			
4108 - Stationery - General	Stationery	700	700			
4122 - Venue Hire		200	200			
4141 - Interstate Travel	Conf Travel TBC	400	400			
4150 - Consulting Fees	Graphic design/Photos/Strategy 11	81,200	1,200	80,000		
4180 - Training/Conference	Conference TBC	700	700			
4190 - Sundry Expenditure	Strategy expenditure	60,000	60,000			
4200 - Consumables	Reimbursements	960	960			
Total Expenditure		154,940	74,940	80,000		0
SURPLUS		\$ 261,976	\$ 145,980	\$ 70,426	\$ 38,502	\$ 4,522

IMAP Progress Report August 2010

The Inner Melbourne Action Plan (IMAP) identifies 57 actions within 11 regional strategies to help build the inner Melbourne region to embody creativity, liveability, prosperity and sustainability across a range of diverse neighbourhoods.

The following Actions have been **COMPLETED**:

Action 1.1 Inner Melbourne *Statement of Significance*
 Action 2.2 Coordinated pedestrian and public transport Signage (Wayfinding)
 Action 2.3 Bicycle Network Legibility – *Priority Bicycle Network Report*
 Action 2.4 Walking links and pedestrian priority areas (Greenlight)
 Stage 1 – *Analysis Report* and Stage 2a – *Implementation*
 Action 3.3 Regional Parking Management Stage 1 - *Report on Parking*
 Action 5.2 Affordable Housing - *Needs Website (May 08)*
 Action 6.3 Activity Centres Stage 1-*Cumulative Impact Assessment tools*
 Action 7.4 Regional Economic Development *Statement*
 Action 9.1 Regional Sustainability Targets – *Audit of IMAP Councils*
 Action 9.3 Water Sensitive Urban Design - *Model Guidelines*
 Action 9.6 Use of Recycled Water in Open Space – *Technical Notes*
 Action 11.1 Inner Melbourne Map – inner Melbourne region *Visitor Map*
 Action 11.2 Regional Tourism Program – *Research & Itineraries*

Other Achievements

Merit Award for Regional Action in Water Sensitive Urban Design at the Stormwater Victoria Awards

IMAP Bicycle Network - Presentation at the Bike Futures 2009 Conference

Presentation to Planning Students at Melbourne University

IMAP Annual Report 2008-2009

Governance

- Annual Reports 06-07 / 07-08 / 08-09
- Goods & Services Procurement Policy
- Governance & Relationships Report

Communications

- IMAP Website
- National Conference presentation (March 09)
- Club IMAP
- Council Briefings (Cities of Yarra, Stonnington and Melbourne)

Advocacy

- Ministerial Briefings – Ministers Wynne, Madden, Kosky and Plibersek
- Briefings to DIIRD & SGS consultants
- IMAP acknowledgements:
 - State Government's Cycling Strategy
 - Interdepartmental Committee (Department of Justice)
 - Melbourne Water (WSUD)

Action 2.2 - Coordinated pedestrian and public transport signage system (Wayfinding)Stage 1 AND 2 – **COMPLETE**

- Stage 2 saw the design, manufacture and installation of a 'family' of signs, based on the way-finding signage hierarchy developed in Stage 1, along a demonstration route through the Cities of Melbourne, Yarra and Stonnington. The IMAP Visitor Tourism Map forms part of the design of the way-finding maps within the signs
- A Ministerial Launch was held 11 September 2009

Stage 3 – **COMPLETE**

- Following evaluation, the Final Report was submitted to the Department of Transport by 30 June 2010 and reported to the August meeting of the IMAP Implementation Committee.

Action 2.4 – Regional Greenlight ProjectStage 1 and 2 – **COMPLETE**

- Implementation of recommended changes to 20 signal crossing sites across the IMAP region has been completed by VicRoads and details of the changes provided to councils.
- These changes will provide model treatments for future works at key crossing points to provide safer more comfortable journeys for foot traffic. With increased interest in the role walking for transport will play in the climate change challenge, this project continues to deliver important practical outcomes for IMAP.

Stage 3 – **IN PROGRESS**

- Evaluation by the Department of Transport [DoT] has been delayed and is due to be completed by late August 2010. The Final Report on this project was submitted to DoT by 30 June 2010.

Action 2.5 Bicycle NetworkImplementation of Priority Routes - **IN PROGRESS**

- Action 2.3 delivered the Priority Bicycle Network for IMAP (January 2008) with recommendations from this report forming the basis for the implementation of Action 2.5.
- Focus is on the high bicycle usage routes or those routes which have the potential to carry significantly increased bicycle volumes and therefore require the most work to bring them up to a standard that could safely accommodate increasing bicycle volumes.
- These routes also provide the opportunity to implement some of the separation and delineation treatments being designed and installed in various municipalities. The development of this hierarchy of treatments is considered 'best practice' and the opportunity to promote and share this knowledge more broadly is being considered by the working group.

- The Working Group reported their gap analysis of the network to the IMAP Implementation Committee in May 2010 to highlight progress to date and future priorities. The Committee has identified the need to fast track completion of the network and to establish coordinated design guidelines for standardized bike lane treatments across the IMAP councils.

Action 3.2 Roads as Places

IN PROGRESS

- A Briefing paper was prepared for consideration by the IMAP Implementation Committee on 19 February 2010. Further discussion by the Executive Forum in April has broadened the brief which will come back to the Committee in November following consultation with public realm/urban design staff.

Action 3.3 Regional Approach to Parking Management

Stage 1 – COMPLETE

- An audit has been undertaken to identify current parking status and gaps. This information has assisted in the development of 6 'guiding principles' for the management of existing parking supply in Activity Centres.
- Given the broad scope of Action 3.3, the working group determined to limit itself to three essential areas of activity, these being:
 - Parking measures to mitigate car travel
 - Provision of parking in new developments
 - Management of existing parking supply
- Integrated Travel Plans and Green Travel Plans have been researched and direction will now be sought from the Department of Transport.

Stage 2 – IN PROGRESS

Proposed further research to identify the *Value of Parking to Activity Centres*. A brief for tenders is being considered. Work undertaken on car sharing will be reported to the Committee in August 2010.

Action 5.2 Affordable Housing

IN PROGRESS

- The IMAP Committee 28 August 2009 resolved to support the proposed advocacy strategy in the Briefing Paper. This strategy comprised:
 - Writing to the Premier and the Commonwealth Minister for Housing, Tanya Plibersek.
 - Arranging a meeting between individual developers and the Ministers for Planning & Housing.

- In March 2009 the IMAP Committee resolved to investigate site specific opportunities for inclusionary zoning (similar to that attempted by the City of Yarra for the AMCOR site).

This has been implemented as follows:

Correspondence

- A letter was sent to the Premier on 3 September 2009 seeking the capacity for planning mechanisms for affordable housing such as inclusionary zoning to be allowed for in the forthcoming Victorian Integrated Housing Strategy. The response to this was:
 - Three letters of response from the Office of Premier (October 2009), Department of Premier and Cabinet (12 November 2009), indicating that the topic was the responsibility of the Minister for Housing and was referred to Minister Wynne; and
 - A letter from the Minister for Housing on behalf of the Premier referring to the forthcoming Victorian Integrated Housing Strategy but with no commitment. The Strategy was subsequently released and contains no reference to planning mechanisms for affordable housing.
- A letter was sent to Minister Plibersek on 3 September 2009 seeking the capacity for planning mechanisms for affordable housing such as inclusionary zoning in the next version of the National Affordable Housing Agreement (NAHA). The response was:
 - The Minister's office invited the City of Port Phillip representatives on behalf of IMAP to a meeting on 9 March 2010. This meeting provided an opportunity to discuss the Overlay proposal and planning mechanisms generally. While it was not expected that the Minister would specifically respond in the context of the NAHA, as a result of other discussions at the time the idea of further engagement with the development industry peak bodies was suggested.
 - A report to the May 2010 IMAP Committee meeting recommended further, targeted engagement after investigation of suitable planning incentives that may be attractive to the development industry. Such incentives have been a feature of the original Overlay proposal modelled by SGS Economics and Planning. This is now being followed up.

Developers meeting

The action of holding the meeting was initially put on hold pending the release of the Victorian Integrated Housing Strategy. Following the meeting with the Commonwealth Minister, it is recommended that further consultation initially target one or more peak bodies as discussed in 2. above.

Site specific opportunities

A 2nd site specific approach (following the attempt on the AMCOR site) was tested at 400 City Rd, South Melbourne. This also did not receive support from the State Government.

Action 6.3 Managing Conflict in Activity Centres

Stage 1 – COMPLETE

- Key 'tools' have been developed to aid in the assessment of Cumulative Impact:
 - A Precinct Approach to include baseline data (key indicators) to assist the applicant in preparing the application.
 - A Pre-Application Approach that includes a checklist for applicants outlining the information to be provided.
 - A Cumulative Impact Assessment form that provides a tool to assist council's planners and decision makers to reflect on the proposal against issues, constraints and opportunities.
- The State Government has established an Interdepartmental Committee (IDC) to consider Cumulative Impact and Outlet Density. Representatives from DPCD reported to the IMAP Implementation Committee on the IDC in November 2009.
- A review of definitions has identified inconsistency with definitions in the Planning Scheme and those used in the Liquor Licensing system. A Discussion Paper has influenced further communication within councils and State Government.

Stage 2 – IN PROGRESS

- The Cumulative Impact 'tools' are being tested and reviewed by individual councils and will be refined.

Action 7.7 Universities and Regional Development

IN PROGRESS

- Initiated by IMAP's Regional Economic Development Statement (May 2008), the Office of Knowledge Capital & IMAP have partnered to progress the Councils for Hosting Universities (CHUM) program. A workshop held December 2008 increased awareness and information sharing across Universities and Councils within the inner Melbourne region and identified 2 Initiatives.
- One of these initiatives, *Integrated Workplace Learning Program* was scoped to identify the potential of this program for all stakeholders at a workshop held in February 2010.
- A further workshop in May 2010 identified current IMAP Councils' experience with internships and knowledge gaps about how the programs operate. A working group was formed to develop a Manager's Guide with a checklist and responses to Frequently Asked Questions as a resource for councils to access the internship programs. The working group will report on this work to the August 2010 IMAP meeting.

Action 9.3 Water Sensitive Urban Design

Stage 1 – COMPLETE

- *Model WSUD Guidelines* completed and endorsed.

Stage 2 – IN PROGRESS

- *Draft Stormwater Management local planning policy* has been refined following feedback from DPCD and is consistent with the recently gazetted City of Bayside Clause 44 WSUD amendment.
- Feedback received from Melbourne Water and the Department of Sustainability Office of Water has been positive and supportive of the policy.
- In October 2009, all four councils requested permission from the Minister to prepare and exhibit the amendment. In December 2009, conditional permission was granted. Councils undertook discussions with the Department of Planning and Community Development to negotiate on certain conditions.
- In April 2010 councils received approval from DPCD to jointly exhibit the amendment. This commenced 1 July 2010 and is being undertaken in a coordinated manner.

Action 10.1 Regional Open Space and Trail Network

IN PROGRESS

A working group has formed and presented a draft Project Plan to the IMAP Committee 28 August 2009 for endorsement. Implementation will include:

- Discussion and agreement on the;
 - detailed role and function of open space in the network
 - balance between local and regional use,
 - balance between managing spaces for recreational and ecological values.
- Audit identifying;
 - ownership identification
 - management responsibility
 - risk management issues and overview
 - collation of existing information and identification of gaps
 - agreed function and gaps in open space and trails
 - development of information to fill gaps
 - development of case studies

The working group reported in February 2010 detailing timeframe of the stages, desktop audit, engagement of partners and the development of an Implementation Plan commencing May to cover priorities, location, cost, funding sources and timeframe of works. At the May 2010 meeting the working group updated the Committee on how the project has been integrated into actions being undertaken by state government agencies. Work has commenced to collate information across the 4 councils onto a base map.

Strategy 11 – Regional Tourism

Stage 1 - Visitors Map - **COMPLETE**

Stage 2 - Regional Tourism Program & Experiential Packages – **COMPLETE**

Stage 3 - Visitor Profile and Satisfaction Study – **COMPLETE**

Stage 4 – **IN PROGRESS**

- A three year Strategic Plan for Regional Tourism was reported and adopted by the IMAP Implementation Committee in May 2010. A range of initiatives were identified for implementation in 2010/11 which builds on the previous work undertaken.

A number of actions commenced in the 2008-2009 year have recently been completed or are nearing **completion**. Following the review of the Inner Melbourne Action Plan, a 3 year Implementation Plan will be developed to prioritise actions that will continue to **add value, deliver stronger relationships, practical solutions and strategic directions and influence the liveability and sustainability of the inner Melbourne region.**

IMAP Implementation Committee
Progress Report
IMAP Communications and Governance

Purpose

1. To advise the IMAP Implementation Committee of the progress of IMAP Communications and Governance.

Governance

2. Section 86 Committee Delegations: Records held by the IMAP Executive Officer indicate that the Council delegations under sections 86 (3) and 88 to the Special Committee known as the Inner Melbourne Action Plan Implementation Committee may be due for renewal.

The Instrument of Delegation documents which were passed by each of the 4 IMAP councils to establish the Committee on or about February 2006 was for a period of 5 years – until February 2011.

The City of Stonnington revoked their initial delegation in June 2009, renewing it for a further 5 years from that time. However the IMAP Executive Officer has no record that this renewal has been passed by the other 3 Councils.

The matter has been referred to the governance officers at the cities of Yarra, Port Phillip and Melbourne for confirmation.

3. Financial Review: The IMAP Executive Officer has completed the Financial Review and determined the funds available for future projects. Project cost codes have been set up to manage income and expenditure more easily from this financial year.
4. LAAP Funding: The Final Reports for the Greenlight Project [Action 2.4] and the Wayfinding Signs Project [Action 2.2] were submitted to Department of Transport on 30 June 2010 for final payments. Due to a surplus in the Greenlight project, a repayment of LAAP funding has been negotiated.
5. IMAP Review:
 - A **Community Planning Forum** was held on 14 July to scope the projects to be undertaken under Action 5.3 and 5.4. Attendees were: Connie Gibbons and Karen Watson CoS, Michele Leonard CoPP, Ross Goeman CoY, Jane Foley and Ian Hicks CoM and Elissa McElroy IMAP. A further workshop is planned for 1 September to complete this work.
 - The **IMAP Executive Forum** met on 20 July 2010 to review the comments and action priorities from the transport, environment and community planning staff forums – refer Item 5 Minutes [Attachment 2].
6. Meeting Dates for 2011: please find attached the proposed meeting dates of the IMAP Implementation Committee for 2011 for approval.

Communications

7. New Associate Members: The IMAP Executive Officer met with Rob Anderson from DSE and Nial Finegan from VicRoads to brief them on IMAP before they attend the IMAP Implementation Committee meetings as new Associate Members representing these departments.- refer correspondence received
8. IMAP Council's Annual Reports – the IMAP Executive Officer provided input into the City of Stonnington's Annual Report on activities undertaken during 2009/10

9. The IMAP Executive Officer was invited to meet with Ian Nightingale, CEO Department of Planning and Local Government, South Australia and Rob Moore, Urban Design, City of Melbourne to brief Mr Nightingale on the governance structure and effectiveness of IMAP. The SA state government was interested in establishing a similar model for managing the development of Adelaide.

Recommendation

10. That the IMAP Implementation Committee resolves to
 - **note** this Communications and Governance Briefing Paper
 - **approve** the meeting dates of the IMAP Implementation Committee for 2011
 - **note** the requirement to update s 86 Special Committee delegations to the IMAP Implementation Committee under the Local Government Act before February 2011 if not already approved

IMAP - Meeting Schedule 2010 - 2011

IMAP Implementation Committee Meetings (3 monthly)

2010		
Meeting 19 Date / Time Host Chair	Friday 27th August 2010 (8.00am) City of Melbourne Chair Planning Committee	Council Meeting Room. Level 2, Town Hall Admin Building 7.30am-10.30am [Booked]
Meeting 20 Date / Time Host Chair	Friday 26th November 2010 (8.00am) City of Stonnington Mayor	Council Chamber Malvern Town Hall 8.00am -10.00am [Booked]
2011		
Meeting 21 Date / Time Host Chair	Friday 25th February 2011 (8.00am) City of Port Phillip Mayor	Council Chamber Level 1 Use Portico entrance, Brighton Rd [Booked]
Meeting 22 Date / Time Host Chair	Friday 27th May 2011 (8.00am) City of Yarra Mayor	Meeting Room 1 Richmond Town Hall
Meeting 23 Date / Time Host Chair	Friday 26th August 2011 (8.00am) City of Melbourne Chair Planning Committee	Council Meeting Room. Level 2, Town Hall Admin Building
Meeting 24 Date / Time Host Chair	Friday 25th November 2011 (8.00am) City of Stonnington Mayor	Council Chamber Malvern Town Hall [Booked]

Inner Melbourne Action Plan**Briefing Paper****Action 5.2 Affordable Housing - Overlay (Inclusionary Zoning) Proposal**

Purpose

1. To seek funding for the engagement of a consultant to undertake further engagement with the residential development industry on the proposed Affordable Housing Overlay, in particular incentives that the industry considers important to provide greater development certainty.

Background

2. This recommendation implements a component of the work required in the direction set at the 28 May IMAP Committee meeting which was:
 - (i) To prepare an incentives package;
 - (ii) Undertake further engagement with the development industry, in particular on the matter of relevant incentives; and
 - (iii) Report back to the IMAP Committee in November on the findings of the engagement process.

This engagement is to address the suggestions of the State and Commonwealth Government to engage further with the development industry on the proposed Overlay, as outlined in the May briefing paper.

Key outcomes

3. Since the last update in late May, the following steps have been undertaken:
 - (i) Discussion of potential incentives and an engagement strategy between the strategic planning/city development staff on the project working group of the four IMAP Councils. Potential incentives considered useful by the working group for further consideration were:
 - i. Demonstration of the sites and locations in a spatial manner across the region that have already been identified as being suitable for higher density housing such as those in Activity Centre Structure Plans and strategic redevelopment sites.
 - ii. Other incentives that the development industry identifies at the forum as being important to provide greater development certainty.
 - (ii) Obtained two competitive quotes from suitable consultant firms to plan and facilitate the forum and prepare a report on its outcome. The preferred consultant is to be appointed subject to IMAP funding.

4. Proposed future strategy

- a. The proposal is to accept one of the quotes, that of SGS Economics and Planning of \$4,200 plus GST. SGS has undertaken two of the project studies setting out the Overlay model and is familiar with the proposed Overlay initiative. It also facilitated the 2007 preliminary consultation with the development industry and is well connected with both the development industry and the State and Commonwealth Governments.
- b. The preliminary proposals for the forum, planned for mid to late September, is for it to be co-ausponsored by a development industry peak body and that other industry peak bodies and a cross section of development firms be invited to participate in the forum.
- c. This consultant's report on the outcome of the forum will be considered by the working group after the forum and discussed in the briefing paper to the November IMAP Committee meeting.

Project Team: Gary Spivak CoPP, Katrina Terjung CoPP, Karen Watson CoS, Lisa Stafford CoS, Belinda Dale CoS, Susan Price CoS, Nadine Robinson CoM, Nanette Mitchell CoM, Robyn Hellman CoM, Anne Emery CoY, Bruce Phillips CoY, Sherry Hopkins CoY, John Timmer Housing Choices Aust.

Report prepared by: Gary Spivak, Team Leader

Recommendation

5.. That the IMAP Implementation Committee resolve to:

- (a) Fund the engagement of SGS Economics and Planning to the amount of \$4,200 plus GST to plan and facilitate a forum with the residential development industry and to prepare a report on the outcome of the forum.