

Sustainable Cities 2025

**House of Representatives Standing Committee on
Environment and Heritage**

Response to Discussion Paper



Prepared by the City of Port Phillip

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1. Executive Summary

1.1 The Submission

The City of Port Phillip has had expertise implementing sustainability to all areas of community, governance and business activity in the municipality. It is through the planning, design and construction of the built environment, both public and private realms and the engagement of community that have been the areas where perhaps the greatest impact has been achieved and can be applied to this submission.

1.2 The Importance of implementing sustainable city practice.

Despite the many social, cultural, economic and environmental benefits of implementing sustainability principles and their widespread practice around the world, often in less economic prosperous countries, Australia has been slow to implement many of the measures. Adoption of sustainability practice, which leads to the development of sustainable cities, would be a tangible response to Australia's international commitment to the Kyoto agreement and other international protocols.

The exact reason why Port Phillip has progressed as a leader in sustainable city practice is not because of one single reason but probably has to do with strong leadership by the council and managers on sustainability and good resourcing of suitably qualified staff combined with a well-informed community which demand it.

The Jury of the Stockholm Partnerships for Sustainable Cities award/conference identified that greater Melbourne area itself as a City Cluster in 2002 because of the multiple entries from the City. The jury saw potential for synergies and creative interactions amongst the Melbourne based projects, both in their own interests and in order to raise consciousness at the broader city level that "something important is going on here".

1.3 Submission Structure

The format of the submission is the introduction of high-level characteristics and programs influencing implementation of sustainability within COPP followed by description of existing programs and suggested recommendations for federal intervention.

Appendices are included which contain a further range of information including information about the 227 projects of the Stockholm Partnerships for Sustainable Cities and other relevant material.

The principal opportunities for sustainable cities model building revolve around the following environmental categories:

- Energy (building in energy efficiency) and renewable energy systems
- Sustainable models of transport
- Sustainable construction issues (including material choices)
- Maximisation of vegetated areas (including biodiversity)
- Water use issues (including stormwater, waste water and appliance water use)
- Social equity
- Cultural vitality
- Economic viability
- Trade-offs between all of the above

1.4 Key Themes Emerging

The issues identified as leading to the implementation of sustainable cities can be loosely grouped into four key themes:

1. Sustainable City practice occurs effectively at the local level. That characteristic to successful projects is community participation and involvement. Community must be engaged to identify the unique problems and opportunities that it faces and then reach some consensus concerning its goals to address those issues and information can be collected to set and achieve community goals.

2. The value of partnerships is great. It is clear that projects that involve a broader group of stakeholders - also from private sector companies and local community groups have a better chance not only to achieve good results but also to be more sustainable long-term. Sustainability is also of growing interest to the private sector. This change is fuelled not only by a higher degree of corporate responsibility but also to an increasing extent by the realisation that there is a business case for sustainability.

3. The need for more networking initiatives. There are a great number of Best Practices in the world, but there is a need to be moving from knowledge sharing to knowledge implementation, and also to pay attention to multi-sectoral capacity building and provide this to people of all ages.

4. The potential for urban sustainability through information technology is huge. Not only for networking and knowledge but also as physical tools that may eventually lead to sustainable lifestyles.

1.5 Examples of Findings

Because the detailed issues and recommendations in sections 3.5, 4.3, 4.5 and 4.7 are numerous, we have not repeated them in the summary. Readers should refer particularly to the recommendations on pages 14, 15, 16, 17, 18 and 20. Some examples of the findings are listed below.

Built up areas of existing cities well served by public transport are already inherently more sustainable than urban sprawl. However opportunities to further develop sustainability in these areas is constrained by planning overlays and existing street layout. Therefore Greenfield and Brownfield sites are sometimes provide better opportunities to trial new technologies

Increasing road space with new roads to cater for freight encourages far more people off public transport and onto those new roads.

The principles of sustainability aren't always understood by governments. Sustainability must encompass the social and cultural dimension too. Sustainable cities are one where its inhabitants are healthy, well serviced by infrastructure and social services and are culturally diverse

There are numerous provisions for implementing sustainable cities in current government policy including federal policy but these are confined to parenthetical statements and are not translated in to practical, enforceable mechanisms.

There is a rational economic argument for building to utilise precinct or neighbourhood scale water and waste treatment and management systems, rather than 'on-site' systems for each individual building.

Good models already exist but resources are needed to replicate them to other municipalities, cities and states.

Change is afoot but not progressing at the pace required to prevent degradation of the environment, global and local.

Progress is required to remove or reduce the financial, investment and market risks to governments and industry trying to implement sustainable cities practices.

Deregulation of the building control market has made achievement of sustainable design more difficult but this could be overcome if it were possible to insert appropriate sustainable design requirements either in the Building Commission of Australia (BCA) or the planning scheme.

Competitive tendering has disaggregated functional responsibilities, making a holistic approach to environmental issues and full cost accounting more difficult.

There may be cultural barriers to overcome with respect to implementing sustainable cities practice

1.6 Over-arching Issues

Apart from the many detailed issues raised, there are several over-arching issues identified which include:

The need to establish high profile demonstration projects which will play a crucial role in furthering the sustainable cities agenda;

The need for detailed analysis which can be used to prove tangible financial and economic benefits from the application of sustainable cities;

The need for all levels of government to take a strong leadership role and forge partnerships with industry stakeholders;

There should also be tax incentives for developers who provide affordable, long-term housing or who contribute cash or land or housing to community-based organisations with a charter to provide ongoing, sustainable and affordable housing.

These initiatives would bolster the move toward the introduction of legislative and regulatory provisions.

1.7 Exciting Opportunities

The exciting thing is that each of the issues identified gives rise to new opportunities. Some of these opportunities include:

Creating a cluster of new millennium sustainable cities enterprises in Australia to provide these services - which would provide a competitive edge to the local economy and make a clear connection between ecological sustainability and economic development;

All levels of government utilising innovative approaches to community participation and vision building to create a partnership for a sustainable future.

Fortunately much of the technical, government policy and market-based information on sustainable cities implementation is available from overseas and can be adapted to the Australian situation.

1.8 A Sustainable Cities Vision For Australia

All levels of government and community should commit to a vision of world best practice in sustainable city practice expressed through:

Innovative and dynamic cluster of sustainable cities skills, goods and services driving local economy.

Leading edge developers and builders and industry at large pioneering Sustainable Cities reform in the industry.

An Australian community totally committed to sustainable practices.

Progressive reforms to sustainable cities legislation and regulations.

Pursuit of this vision will deliver environmental benefits in air quality improvement, reduction in greenhouse gases, water quality and quantity improvements and economic benefits for industry and the community at large.

2 Introduction & Background

2.1 Preamble

The City of Port Phillip (COPP), a developed inner city municipality but its experience in sustainability is relevant to the issues related to Sustainable Cities 2025 that the standing committee is enquiring into. COPP has experienced unprecedented development pressure throughout the 1990's, particularly in areas close to its foreshore with Port Phillip Bay. This

densification of the municipality has meant greater environmental pressure on the resources of both the local and global environments.

Port Phillip places high value on non-car based transport and is well served by public transport with a substantial tram network but despite the public transport nodes that exist in Port Phillip, development has not been intensified in these areas. The State government's recent policy Melbourne 2030 has identified 3 activity centres (characterised by transport nodes and retail residential activity) in the COPP around which development could be concentrated.

Intensification around activity centres is not a new concept the Urban Villages philosophy was formalised in a State government report of the early 1990's. The Urban Villages project promoted the development of 3 and 4 story walk-ups around transit nodes. The urban village philosophy also has a social dimension by providing services and vital infrastructure close to residential activity.

COPP's experience with infill development which is characterised by multiunit residential development sometimes mixed with retail and commercial building uses could be easily translated to suburban and rural environments. For instance good sustainable design principles are universal and can be applied to different land uses and development patterns.

As well as recent initiatives, COPP has introduced and supported numerous environmental initiatives since 1999 that have assisted in improving the lifestyle of our community and creating a more viable future for our city. These initiatives have assisted in achieving energy savings, reducing greenhouse gas emissions and building a sustainable environment. The council's list of 'green' initiatives grows every year and this has been acknowledged at international, national and state level through various award schemes.

2.2 Characteristics of the City of Port Phillip

The municipality of Port Phillip has a number of defining characteristics which influence the constraints, opportunities, emphasis and overall approach to implementation of best practice environmental design.

These characteristics place the municipality in a strong position - and in a sense obligate it - to provide strong leadership in providing a sustainable cities model. For example:

Diverse community

Our community of almost 82,000 residents comprises many different cultures, religions, nationalities and socio-economic backgrounds. One third of our population was born overseas, primarily in the United Kingdom, the former USSR, Greece and Poland.

Flood Prone

The municipality occupies a floodplain on the edge of Port Phillip Bay and is more prone to flooding than many parts of metropolitan Melbourne;

High Impervious Surface Coverage

Some 80% of the municipality is hard surfaced (pavement and roofs), causing significant stormwater runoff to the network which discharge directly to Port Phillip Bay.

Aging and Pressured infrastructure

Being an old established area, much of the infrastructure (including sewers, drains, streets and utility hardware) is aged, due for replacement and under pressure. For example, the drainage and sewerage system is not designed for today's rate and volume of stormwater runoff;

Older Building Stock

Likewise, much of the City's building stock is old.

Fiscal Constraints

The high cost of construction and maintenance of inner urban drainage, road and other infrastructure is a major issue for local government in an era of budgetary restraint;

Development Pressure

The municipality is under extraordinary development pressure (both residential and commercial), a reflection of its proximity to the Central Activity District (CAD), its desirable bayside location, urban amenity, and vibrant and multicultural character. Much of this development involves the recycling of older buildings, although a considerable amount of new development is also taking place;

High Density

Population growth and urban density are two factors impacting most significantly on the sustainability of cities. The municipality is one of the most densely settled in Victoria (at 34.5 persons per hectare it is 10 times that of Melbourne Metropolitan average) with the highest proportion of flats and apartments in metropolitan Melbourne (59% are flats and a further 17% are attached houses);

Tourism Role

The intensive tourism, entertainment and recreational role of the municipality are placing further pressure on public and private infrastructure. (The municipality contains a substantial proportion of the states significant tourism features);

A Significant Direct Provider of Housing

The City has provided 181 dwelling units since 1985 as a direct housing provider, more than almost any other Local Government, providing excellent opportunities for Council to take a lead in Best Practice Environmental Design;

Other significant features include:

45 percent of residents are in private rental accommodation (only 39% of dwellings are owned or being purchased).

16 ha of restored remnant indigenous vegetation

In the order of 10,000 individually significant heritage buildings

1 million square feet of office space, mainly in St Kilda Road and environs (the largest commercial office area outside of the CBD);

74 000 jobs, 8500 of which are occupied by Port Phillip residents.

1029 retail outlets employing over 5000 people.

332 hectares of industrial land (the largest source of industrial land in the Inner Melbourne region), with manufacturing employing 13000 people.

2.3 National and International Instruments

At the national and international levels, environment and resource management principles for sustainable cities development have been established by international and national agreements. Foremost amongst the national agreements is the Inter-governmental Agreement on the Environment, which sets out key principles for environmental policy in Australia.

Other agreements include the National Strategy for Ecologically Sustainable Development, National Greenhouse Response Strategy, the National Water Quality Management Strategy, and the National Strategy for the Conservation of Australia's Biological Diversity and the National Forest Policy Statement. The National Environment Protection Council is preparing National Environment Protection Measures to provide a common policy framework for environmental quality throughout Australia.

These national agreements and policies provide a broad framework for the development of operational planning policies to encourage sustainable land use and development. However, few if any contain detailed provisions for implementing sustainability at the coalface.

2.4 COPP'S approach

2.4.1 COPP'S Four Pillars Approach To Sustainability

COPP's Corporate Plan uses a four pillars approach to sustainability that underlines the services council provides to its community:

Four pillars approach to sustainability includes the following:

- **Economic viability:** to promote effective stewardship of the city's resources and promote positive economic development that supports the council's social, cultural and environment goals
- **Environmental responsibility:** to place a minimal and balanced load on our environment while recognising that the city is highly complex, urban and altered
- **Cultural vitality:** to support the conditions that allows all communities within Port Phillip to experience and enjoy diversity of values, beliefs and aspirations.
- **Social equity:** to develop resilient and fair communities by ensuring residents are effectively and appropriately supported in accessing services and resources in the city

While issues are identified under particular pillars of sustainability, each impacts across all the pillars to some extent, reflecting the complexity of human and ecological systems.

2.4.2 The Sustainable Community Progress Indicators (SCPI) project

The Sustainable Community Progress Indicators (SCPI) project is a method of measuring the impact of COPP actions and the decisions in relation to creating sustainable cities.

The SCPI project came about when the community informed the council that they would like a way of measuring our collective progress towards sustainability Through the SCPI project, a series of indicators and measures have been developed to help track progress towards sustainability.

Sustainability in Port Phillip means we aspire towards not just environmental responsibility, but also social equity, economic viability and most importantly, cultural vitality are all key features of sustainable cities.

The purpose of the SCPI project is to help achieve local sustainability by:

- Using indicators to demonstrate movement towards or away from sustainability
- Providing an early warning sign of potential problems and

- Showing the COPP and its community how we can improve our environment, health and well-being and achieve our vision of a sustainable community.

The SCPI indicators for each pillar are as follows:

Economic Indicators of Sustainability

- Maintain/increase availability of affordable housing
- Maintain the role of neighbourhood shopping centres in meeting all local convenience needs
- Maintain diversity of local industries, and employment and volunteer opportunities
- Improve cost of living in the COPP.

Environmental Indicators of Sustainability

- Conserve local native plants and animals
- Increase non-car based transport usage
- Reduce pollution - air, water, noise and waste
- Increase environmentally friendly development and buildings

Cultural Indicators of Sustainability

- Value diversity
- Retain local icons and character
- Improve community participation

Social Indicators of Sustainability

- Improve neighbourhood connectedness
- Improve perception of safety

2.4.3 Melbourne 2030 Strategy

Port Phillip is working with the State Government of Victoria to implement its recently released Melbourne 2030 Strategy. The council's Corporate Plan and current policy framework demonstrate that there is a high level of compatibility with the key directions set out in Melbourne 2030.

Melbourne 2030 is a good starting point but effective implementation is critical, or it will not achieve the identified goals.

There must be an equivalent commitment from state government in the form of funding for the inner region as suggested for other regions. This is critical for the integrated transport initiatives in particular.

The challenge is to have the required tools to achieve stated visions, objectives and outcomes of 2030 and the Local Planning Policy Framework. Councils must be empowered and have enabling tools to manage the whole municipality and the interwoven web of its component parts. The COPP has advised the State government that changes to Victoria's planning provisions may be required to enable reform to occur at the rate required to slow the negative aspects of maintaining status quo.

2.4.4 Other COPP Environmental Initiatives

Since 1999 the City of Port Phillip has introduced and supported numerous environmental initiatives that have assisted in improving the lifestyle of our community and creating a more viable future for our city. These initiatives have assisted in achieving energy savings, reducing greenhouse gas emissions and building a sustainable environment. The council's list of 'green' initiatives grows every year. A comprehensive list of this initiatives is included in section 5.3.

3. Issues Patterns of Development (Housing Stock, Capital Assets & Water)

3.1 Background

In 1999 COPP began a program of reforms to incorporate sustainable design which has included the use of external experts to investigate the hurdles and opportunities through the present planning regime to implement sustainable design, a ground-breaking one-day seminar entitled "Sustainex", employing Australia's first Sustainable Design Officer (SDO), and finally producing and road-testing over five months, The Sustainable Design Scorecard (SD Scorecard) which is the first tested planning tool in Victoria to address water efficiency, stormwater performance, building materials and transportation energy in relation to proposed residential developments.

To date council staff have been implementing the principles of sustainable design practice into their own capital works programs and through existing budgets and partnerships with industry and other levels of government.

Port Phillip was in an ideal location in which to pursue these initiatives because of its diversity in built form - but perhaps more importantly because such reforms are initially easier to impose in a market characterised by strong development pressure than in localities struggling to attract investment.

The protection of our waterways is also important to us, so COPP has developed a stormwater management plan. This includes the installation of numerous demonstration projects and strategies and the development of an intensive education campaign aimed at traders, residents, visitors and students.

3.2 Constraints

Like the majority of development in inner urban municipalities, development in COPP is constrained by the existing street layout and often occurs in Heritage Overlay areas of the municipal Planning Schemes. Opportunities to modify the building shape and orientation of developments are limited where the development is within an area of heritage significance.

The issue of sustainable design of buildings particularly achieving the optimal building shape and orientation is one that affects all Councils and could, therefore, be resolved by a regional approach. The problems associated with improving the sustainability of development in areas covered by Heritage Overlays needs to be addressed at the local Council level.

3.3 Precinct or neighbourhood scale sustainable design

There is a rational economic argument from building to utilise precinct or neighbourhood scale water and waste treatment and management systems, rather than 'on-site' systems for each individual building. Similarly a case can be made for a building developer who wishes to pursue renewable energy to invest in, a wind generator at a good wind site instead of on-site. Note that taking equity in a specific item of renewable energy equipment is not the same as purchasing Green power and it involves ownership of an asset.

Another challenging is the extent to which the potential of a site is utilised within the urban context. It is possible to build an outstanding single storey green building close to public transport and services built if it displaces higher density development in a strategically important location it isn't really sustainable. (Alan Pears comments on draft green building council rating tool October 2003)

3.4 Sustainable Design technologies

Despite the many social, economic and environmental benefits of Sustainable Design technologies and their widespread use throughout the world, Australia has been slow to implement many of the measures. Adoption of sustainable design practices is a tangible response to Australia's international commitment to reducing greenhouse gases that will otherwise result in dramatic ecological, economic and social changes in our cities.

Regulatory change at the local level is not the only solution and should be part of a comprehensive attitudinal and cultural change toward sustainable design. It also needs to be part of a total package comprising financial incentives, initiatives to reduce risk for investment in sustainable design technology and products, community and industry attitudinal and culture changes, education programs and so on as are the roles of different stakeholders like the state and federal governments.

3.5 Recommendations

Apart from the replication of many initiatives undertaken by COPP, there are several recommendations which need to be addressed by higher levels of government, these include:

- the need to establish high profile demonstration projects which will play a crucial role in furthering the sustainable design agenda;
- The need for detailed analysis which can be used to prove tangible financial and economic benefits from the application of sustainable design;
- The need to adopt the Cluster townhouse/rowhouse development style to prevent urban sprawl.
- The need for Federal government to take a strong leadership role and forge partnerships with industry;
- The need for comprehensive and robust sustainable design provisions in tender and contract documentation.

These initiatives enhance the transition to more legislative and regulatory provisions in local and state planning provisions. A more detailed investigation of the first three recommendations is listed below.

3.5.1 Demonstration projects

Demonstration projects should be marketable to other building types. (i.e. these projects should be chosen on the basis that they could be replicated - financially and technically - in other niche market segments). They should result in multi-functional benefits including a mix of public and private. They should be in high profile locations easily accessible to the greatest amount of people. (including public, government and industry representatives).

Effective maintenance and ongoing monitoring of demonstration projects is essential for their success and the good public perception of sustainable design. Failures in the operation and maintenance of demonstration projects in the past have created a widespread popular perception that sustainable design technology is unsuccessful.

Maintenance and monitoring funding is usually the first to be cut from operational budgets and can be hard to estimate. Maintenance costs associated with sustainable design techniques need to be built into budget since almost all projects require some level of maintenance. In the case studies, most building owners/managers do not monitor or track the resulting financial benefits and this needs to occur.

There is a very strong case for a strategic program by Council - with the support of Federal government to create a cluster of innovative new millennium sustainable design enterprises. Creation of such a new industry would generate jobs for suppliers of sustainable design materials and a variety of sustainable design experts such as landscape architects, architects, subcontractors, developers, engineers, energy experts. The cluster concept encourages the concentration of this expertise in key areas (like Newcastle NSW) and is a powerful driver of further innovation.

3.5.2 Detailed Economic Analysis of Sustainable Design

The lack of detailed information about full cost accounting is a disincentive to sustainable design implementation and causes a preoccupation with the economics of the sustainable design technology.

Lack of understanding about long-term economic benefits means sustainable design costs appear to be much higher than they are and hence the market fails to drive technology diffusion. Economic modelling should take a full cost accounting approach, which quantifies externalities such as diminishing air and water quality, and justify sustainable design practices in economic terms.

There is a perceived unwillingness by policymakers, elected members, Council and government officials and the construction and development industry to consider long-term investments that often yield the greatest degree of socio-environmental benefits, (eg public and private sector procurement practices are shifting to short term, bottom line driven policies in which quality and innovation are sacrificed).

For example, there is no financial disincentive to use fossil fuels (eg: in the way of Federal government imposing a carbon tax on brown coal products). There is also a lack of financial incentive to use renewable energy (eg: the financial incentive program for recycled paper products which was partially subsidised by the Commonwealth Government).

As many of the economic benefits are not necessarily accrued by the development industry or investors and sustainable design techniques generally require higher capital outlay, it is important to document and publicise case study information to enable detailed economic analysis of comparative development practices.

The longer-term qualitative and quantitative benefits of sustainable design can be identified using currently available alternative economic modelling (green economic modelling).

Once these benefits are commonly understood by key stakeholders and financial incentives are set in place, industry players, owner/builders, all spheres of government and the general public will assimilate the higher capital outlay and find ways to overcome other barriers.

3.5.3 Housing Types for Sustainable Cities

Higher density increases are inevitable if we want to stop urban sprawl and create sustainable cities, and the cluster approach is one of the best ways of achieving this. Cluster townhouse/rowhouse development is the intensification of residential development or 3 and 4 storey walk ups around which there is public open spaces. Cluster townhouse/rowhouse design requires a fresh approach to house design and can be achieved in suburban and semi rural environments.

Developments like this do very well in the US and Europe, relieving the homeowner of mowing and maintenance that can be taken care of by a body corporate. When the green spaces become common, environmental requirements like stormwater retention for irrigation can be more easily achieved. This concept is attractive older couples who tire of maintaining the lawn and house but want to stay in the outer suburb, young couples find the service package appealing too because they can spend the saved time with their children. Garden City in Port Melbourne was conceived in this way and still operates efficiently today.

Servicing these suburbs with buses is easier. Public transport by way of buses is very important, because with the diminishing resources of fossil fuels, suburban dwellers will find it prohibitive to travel long distances to work until the infrastructure for alternative fuels like hydrogen are found. Buses already can run on alternative fuels like ethanal.

4. EcoEfficiency and Equity (Transport , Cultural Vitality, Social Equity)

4.1 COPP initiatives

4.1.1 Introduction

The COPP has a well established mature transport infrastructure system which has limited opportunities for growth. It is unlikely to build anymore road system our current preference for cars will place ever increasing demands on the system. The city will continue to more effectively and efficiently manage

the road system in order to provide additional capacity however this strategy must have a limited life. The COPP endeavours to raise public awareness to choosing appropriate transport that matches the intended trip purpose. The city facilitates and encourages alternative and sustainable modes of transport

A range of initiatives for integrated transport are included in Section 5.3.

4.2 Federal Government Initiatives

4.2.1 AusLink

Through AusLink, the Commonwealth Government appears to be aiming to divert most of its transport funding to freight routes (road and rail) primarily in rural areas. However, it is congestion in the city, partly caused by an exponential growth in the smaller freight vehicles, which impact on sustainability through:

- Costly time delays
- Severe negative impacts on the speed of road-based public transport
- The disruption of communities by roads that are dangerous to cross
- Significant and stressful reductions in residential amenity by noise and pollution
- Increased road accidents

Industry is moving from the management of stock to managing the flow of stock to the detriment of public health and amenity while also expecting the public purse to pay for upgrades and new routes.

Reducing the number of private or commuter cars from the roads leaves space for freight. Increasing road space with new roads to cater for freight encourages people off public transport and onto these new roads, thus perpetuating the problem of congestion.

4.3 Recommendations

The Commonwealth can improve public amenity and health while still improving freight routes by mechanisms that encourage people to catch public transport, walk or cycle. Other recommendations include:

- That the FBT provisions that encourage cars to be part of salary packages be revised.
- That GST be reduced or removed from public transport
- That AusLink funds be made available for public transport infrastructure within freight routes
- That any commonwealth funding to state governments for transport require a percentage to be spent on public transport (as occurs in the United States)

- That any business over a certain size is required to develop travel demand management plans, as per the UK and many other countries.

4.4 Cultural Vitality

4.4.1 Introduction

The COPP community of almost 82,000 residents comprises many different cultures, religions, nationalities and socio-economic backgrounds. One third of our population was born overseas, primarily in the UK, the former USSR, Greece and Poland.

The council offers a broad range of services, information and opportunities for the community to get involved in the creation of our progressive and sustainable environment and growing local democracy.

Reciprocally, COPP is fortunate to have an interactive, vocal, environmentally conscious and supportive community which is passionate about their municipality and wants to be involved.

In obtaining their involvement in the planning and social atmosphere of COPP the city implements a number of initiatives including the creation of a 10-year community plan comprising

- aspirations of our community;
- the community's vision for our city; and
- fourteen key priorities for the council to focus on.

The plan provides the overarching umbrella from which other planning and strategic documents and activities are developed, including our corporate plan and our four pillars of sustainability.

COPP utilises a variety of methods to obtain feedback through the design and development phases of planning including, information nights, letterboxed questionnaires, surveys, focus groups, workshops and monthly community neighbourhood forums.

4.4.2 The promotion of diversity

The recent focus on terrorism and refugees has created tensions within our cities that undermine our long term cultural vitality. There must be a focus on bringing people of all faiths and backgrounds together and the Commonwealth must be the leading force in this to offset the negative images arising from the "war on terrorism".

4.5 Recommendations

- Commonwealth organises events like COPP's 10 year planning forum more broadly.
- The Commonwealth set up a separate funding program aimed at local governments and communities to carry out local projects/programs.

4.6 Social Equity

4.6.1 Introduction

The City of Port Phillip plays an important role in the health and well being of the people in Port Phillip. The council offers a broad range of services and information for the Port Phillip community and its visitors. It also has a range of policy to guide it particularly the Healthy and Safer Cities Policy and Social Housing Program.

4.6.2 Social Housing

The City of Port Phillip is developing community housing projects across Port Phillip as part of its ongoing response to the increasing inability of low income, long-term residents to live here.

The council's Social Housing Program is just one way the council seeks to maintain social diversity, build sustainable communities and respond to the needs of disadvantaged and marginalised residents.

Community housing is affordable, rental housing that the council partly funds through joint ventures with the Department of Human Services - Office of Housing (OoH). The council owns the housing, which is locally managed through the Port Phillip Housing Association.

This housing is targeted at long-term, independent-living residents who are older persons, families, disabled persons, youth and singles. The housing program has operated since 1985.

In recent years there has been a high level of sustainable design integration into the community housing stock. Council have often sought partnerships between other levels of government and industry to achieve its objectives.

A description of some of Council's community housing projects, some constructed, some underway are detailed in section 5.4 of this submission.

4.7 Recommendations

The Commonwealth could reconsider its tax rules on capital investment if this is what has been driving the increase in the price of apartments.

- There should also be tax incentives for developers who provide affordable, sustainable, long-term housing or who contribute cash or land or housing to community-based organisations with a charter to provide ongoing, affordable housing. This is commonly provided in the USA by the Federal Government through well targeted tax credits.
- Negative gearing should target more affordable rental housing on a sliding scale which cuts out to exclude unaffordable housing. Currently, there is no incentive for landlords to reduce rent levels so that low to moderate income households can afford reasonable standard accommodation in areas well serviced by fixed rail public transport, especially inner urban and middle ring suburbs.
- First home owners grant assistance should target low to moderate income households as untargeted grants contributes to housing price inflation and reduces home ownership affordability.
- The Commonwealth should better target tax incentives to achieve affordable housing.

The Commonwealth should continue funding public and community housing under the Commonwealth-State Housing Agreement. Local Government through a representative of the Australian Local Government Association should be represented on the Housing Minister's Council as Local Government policy has a significant impact on housing affordability and a number of municipalities are direct community housing providers and have views which do not always align with State housing authorities.

4.8 Other Issues

4.8.1 Introduction

Many opportunities and problems arise when we plan to reconcile both human and ecological issues.

There is a great role for community involvement in ecological planning, Community must be engaged to identify the unique problems and opportunities that it faces and then reach some consensus concerning its goals to address those issues and information can be collected to set and achieve community goals. To date, information about nature has often been used in an ad hoc manner in planning, in the sense that only that information needed to achieve a specific goal is collected – and too often it is disconnected information. Taking an ecological approach to planning is a more complex process and ecological planning rests on an understanding of relationships, broader range information about the biophysical processes of an area must be collected and analysed.

Conventional approaches to planning have incorporated socio-economic analyses (like population and economic studies) but the social characteristics have not been related to the landscape. Ecological planning that takes the approach of connecting socio-economic studies to biophysical information for planning is relatively new.

The major aim of ecological planning or local level analysis is to obtain insight into natural processes and human plans and activities in the immediate area. Such processes can be viewed as the elements of a system, with the landscape a visual expression of the system. Information concerning the appropriate physical, biological and social elements that constitute the planning area is collected. Since cost and time are important factors, existing published and mapped information is the easiest and fastest to gather. Integrated mapping programs such as the GIS conceived as an ecosystem inventory integrating information allows for monitoring and assessment, and can be utilised to influence decision-making.

4.8.2 Stockholm Partnerships for Sustainable Cities conference – June 2002

The City of Port Phillip was recipient of a major award at the Stockholm Partnerships for Sustainable Cities Conference for the Inkerman Oasis Residential Development which was identified as a good model and technology prototype for sustainable living.

The vision of the Stockholm Partnerships for Sustainable Cities was to gather comprehensive knowledge and information on the most innovative and inspiring sustainability projects from all over the world in a grand exposure of urban solutions and to facilitate the sharing of knowledge and technology from these initiatives.

The Stockholm Partnerships has as its mission to facilitate for those who represent national or local governments, industry, non-governmental organisations, academia, media, finance institutions, international organisations, etc. to share knowledge and experience in the field of applied technology and management.

A number of general conclusions were drawn about the types of projects that had been initiated at the local level across the world, they were:

5. There was a great impact of the Local Agenda 21 model. Even if few projects follow the principles of Local Agenda 21 to the letter, it is clear that the model is widely accepted and used when launching pioneering initiatives at the local level. The perhaps most obvious single aspect that in the eyes of the Jury is characteristic to successful projects is community participation. From among the participating projects, an impressive number had clear LA 21 characteristics.
6. The value of partnerships. Also based on input from the jury it seems clear that projects that involve a broader group of stakeholders - also from private sector companies and local community groups have a

better chance not only to achieve good results but also to be more long-term sustainable. Sustainability is also of growing interest to the private sector. This change is fuelled not only by a higher degree of corporate responsibility but also to an increasing extent by the realisation that there is a business case for sustainability.

7. The need for more networking initiatives. There are a great number of Best Practices in the world, but there is a need to be moving from knowledge sharing to knowledge implementation, and also to pay attention to multi-sectoral capacity building and provide this to people of all ages. initiatives such as the Stockholm Partnerships for Sustainable Cities can fill an important role in enhancing the effects of local action through the possibility for local pioneers to meet and exchange ideas.
8. The potential for urban sustainability through information technology is huge. Not only for networking and knowledge but also as physical tools that may eventually lead to sustainable lifestyles.

More information about the 226 projects that were entered into the award scheme is enclosed in Appendix 1.

4.8.3 Nations In Bloom Competition - October 2003

The City of Port Phillip has won an award in the finals of Nations In Bloom Award, one of the world's international competitions addressing the management of the environment, enhancement of quality of life and community well-being. COPP's submission is included in Appendix 1.

5. About the City of Port Phillip

5.1 Background

The City of Port Phillip is located on the northern shore of Port Phillip Bay, south of the Melbourne Central Business District, Victoria. It has a population of around 80,000 people.

One of the oldest areas of European settlement in Melbourne, Port Phillip is known for its many dynamic urban villages, a foreshore which stretches for nearly 10km, cultural diversity, magnificent heritage buildings, artistic expressions and beautiful parks and gardens.

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

A number of significant employment areas sit within Port Phillip, including the St Kilda Road office district and industrial, warehousing and manufacturing districts in South Melbourne and Port Melbourne.

Port Phillip is home to seven distinct neighbourhoods that members of the community identify with, especially in terms of where they live. The council uses the neighbourhood model to manage the delivery of council services and development of community strategies for the purposes of community consultation.

Neighbourhoods are local areas or suburbs for which parts of the community feel an affiliation. There is a clear desire from the Port Phillip community to maintain and enhance the diversity and special qualities of the various neighbourhoods. In recognising this, the City of Port Phillip endeavours to be responsive to the needs of neighbourhood communities, and conducts services and activities on a neighbourhood basis.

5.2 Demographic and Economic Analysis

Port Phillip has experienced a 9.7 per cent growth rate in population and an even higher increase of 12 per cent in the number of dwellings over the last census period, highlighting that a substantial increase in dwellings does not lead to a corresponding increase in population due to the strong trend of declining household size. This will be an increasing problem for Port Phillip in wanting to maintain a sustainable population base while not significantly building out the municipality.

Located in the inner region, Port Phillip has unique combinations of land uses and assets not seen in other municipalities. The foreshore and bay areas are Melbourne's playground and with other regional assets such as Albert Park reserve, bring substantial visitors and added complexity to municipal management.

Demographic

In 2001 the area had a population of 80,157 including overseas visitors. Almost 80% of the population are over 15 years of age. There were less 5-9 year olds than 0-4 year olds in Port Phillip, indicating that families may be moving out of the area once children reach school age. There has then been a consistent increase in 15-19 year olds as young adults continue to be attracted to the city. There are only 11% aged over 65 in Port Phillip with this figure decreasing by 10.8% since 1991. The households in Port Phillip Council area can be characterised as couple only families (24.9%), two parent families (13.4%), one parent families (6.6%) and lone person households a significant (41.9%).

Accommodation

Port Phillip has a much lower proportion of separate houses (13.9%) than the rest of Melbourne (68.3%). This is not unusual for inner city areas such as Port Phillip.

The proportion of semi-detached houses in Port Phillip (20.1%) is twice as high as the MSD (9.5%).

More than half of all dwellings in Port Phillip are flats, units or apartments (52.8%); much more than the MSD (13.2%). The number of flats, units and apartments grew by 16.8% between 1996 and 2001.

Port Phillip has a considerably higher proportion of rented dwellings than the rest of Melbourne, with nearly half (47.9%), compared to the MSD's 22.8%.

The number of rented dwellings in Port Phillip increased between 1996 and 2001 (by 616, or 3.3%), but the overall number of occupied private dwellings increased at a faster rate (by 3,949, or 11.0%).

The number of rented households costing more than \$400 a week increased significantly between 1996 and 2001, growing from 383 to 1,805 - a 371.3% increase.

Housing

Port Phillip is under increasing additional development pressure, compared with other inner region municipalities. With our proximity to the CBD and Port Phillip Bay our policy seeks to manage the complexities of an inner city municipality and direct the majority of future residential growth to activity centres and that outside activity centres be only incremental growth and infill development.

It is the council's firm opinion that not all sites are suitable for redevelopment or infill for a range of reasons including heritage, neighbourhood character and the maintenance of the liveability of local neighbourhoods

The council asserts that it is not sustainable to provide dwelling stock that only caters for one or two person households. Additional controls should be developed to provide local government with the ability to demand greater diversity in house design and type to promote flexibility within the house to accommodate a variety of household types for future needs.

Sustainable design measures (water usage, building materials etc) beyond the four star rating system should be a fundamental requirement in all new development. Some mandating of simple techniques should occur to cause their use to become mainstream and accelerate the "smart" housing elements.

Activity Centres

In order to best manage growth and change in and around activity centres additional tools are required to assist the council refine fine grained land uses and the built form to protect neighbourhood character, local amenity and the functionality/role of each centre.

Appropriate tools are also required to better manage a range of uses within activity centres - especially regarding noise generation issues.

Mobility

Port Phillip has a highly mobile population compared with Melbourne S D , with well above half of its residents (60.7%) having changed address in the five years prior to the census. Port Phillip has a high proportion of both low income (less than \$300 a week) (13.2% of all households) and high-income households (more than \$1,500 per week) (29.1%), compared to the MSD (10.6%; 21.8% respectively).

The rate of car ownership in Port Phillip, with 68.3% of households having one or more motor vehicles, is much lower than in the MSD, where 83.7% of households have motor vehicles.

The proportion of households without motor vehicles has dropped by 15.1% in Port Phillip.

Port Phillip has a higher proportion of households with only one motor vehicle, and lower proportions of two and three motor vehicle households than the MSD. The motor vehicle growth rate between 1996 2001 was 16.1% being greater than the population growth rate of 8.4%.

The number of Port Phillip residents catching public transport to work increased by 38.4% between 1996 and 2001. A much higher proportion of Port Phillip residents catch public transport to work (27.7%) than in the MSD (13.1%). Port Phillip has a high proportion of residents who either walk or ride a bicycle to work (9.4%) compared to the MSD (3.9%).

Integrated transport

Port Phillip is a highly urbanised area and has considerable congestion in peak hour and also has major carparking difficulties in many precincts. Further intensification of activity centres will require significant improvements in alternative transport (including walking) to be able to provide good accessibility and liveability in these centres.

Car based transport reliance in the inner region is simply not sustainable and the council is developing integrated transport policies aimed at reducing the impact of the motor vehicle on Port Phillip by:

- Providing walking, cycling and public transport choices that are competitive with driving for convenience and quality

- Protecting the competitive advantage of walking, cycling and public transport through appropriate urban design, enforcement and safety initiatives
- Providing information that will help people use the choices in a way that is appropriate to their lifestyle.

Economic

The City of Port Phillip forms an integral part of the inner-urban regional economy, which increasingly performs a distinctive role in the State, and national economies, particularly with respect to advanced business services.

The City of Port Phillip has a vibrant economy generating 4.5 percent of total employment opportunities within metropolitan Melbourne. Has a total annual output of \$6,031.7 million (4.5% of metro economy).

Port Phillip has a strong export sector including business services, communication services, accommodation, café's and restaurants, film, radio & TV services and insurance are the five big export sectors. \$1,838 million can be attributed to export activities, 30.5 % of regional output.

Port Phillip imports a significant amount of goods and services from neighbouring municipalities including manufacturing industries, health and community Services, education, retail trade and finance.

Decline in cultural and recreational services can be attributed to the changing role of Port Phillip from a historically recreational district to an emerging business and financial district.

5.3 Environmental Initiatives of COPP

Sustainable Traders Program

The Sustainable Traders Program is running from October 2003 through to March 2004, and provides Port Phillip traders with information and real solutions about becoming environmentally sustainable businesses. The program is voluntary and aims to bring about change in trader behaviour, save money and improve our environment. The program is for all traders - from restaurants, cafes and take-away outlets to bookshops, accounting firms, clothing stores and everything in between - regardless of their level of environmental awareness.

Eco Centre

The Port Phillip EcoCentre is a non-profit community environment organisation. A resource for groups, individuals and the business community across Port Phillip and the broader region, the EcoCentre encourages

awareness and actions for sustainable living to protect and enhance biodiversity

Eco House @ EcoCentre

A unique initiative between community groups and local and state government, the EcoHouse was officially launched by the Deputy Premier and Minister for Sustainability and Environment, John Thwaites on World Environment Day, Thursday June 5.

The EcoHouse provides inspiration for people wanting to live more sustainable, focusing on the areas of water, energy, waste management, building and garden design, and personal wellbeing.

Summer In The City

The council's "Summer in the City" campaign was assisted by funding from the Victorian Government's Environmental Protection Agency as part of the Victorian Stormwater Action Program.

Beach rangers are on hand all summer at St Kilda, Port Melbourne and Elwood foreshores talking to residents and visitors about good environmental beach behaviour.

Bag Yourself A Better Environment

The Bag Yourself a Better Environment campaign aims to raise consumer and retailer awareness of the plastic bag problem and to encourage refusing, reducing, reusing and recycling of plastic bags wherever possible. The City of Port Phillip is an ambassador of the campaign.

Cities For Climate Protection

The City of Port Phillip joined the International Council for Local Environmental Initiative's Cities for Climate Protection (CCP) program as a founding member in 1998. The program is targeted at councils and aims to reducing their greenhouse gas emissions.

Sustainable Living at Home

Creating a sustainable lifestyle for yourself is easier than you think. The City of Port Phillip is recruiting Port Phillip households of all ages, sizes and levels of environmental awareness to become part of its Sustainable Living at Home program.

Waste wise

The City of Port Phillip is committed to introducing effective waste management strategies within the organisation and across the wider Port Phillip community to reduce, reuse and recycle wherever possible.

St Kilda Indigenous Nursery

The St Kilda Indigenous Nursery Co-operative Ltd (SKINC) promotes local native vegetation.

Environment Advocate Program

A network of enthusiastic employees implementing various environment programs within the organisation.

Solar Panels On St Kilda Town Hall

A greenhouse gas initiative providing an energy-neutral council chamber. Under this program the council has reduced electricity consumption in its buildings by up to 13 per cent during the past two years by retrofitting (introducing modifications after manufacture) council buildings. This represents cost savings of \$83,000 dollars, which has been redirected towards achieving further savings through other projects, and 28,000 CO2 tonnes of greenhouse gas emissions.

Sustainable Environmental Advisory Committee

The City of Port Phillip has established a Sustainable Environment Advisory Committee (SEAC) to provide advice on environmental issues. Participation is on a voluntary basis.

DIO lighting

Reducing electricity consumption, greenhouse gas emissions and visual pollution, the DIO path lights along the St Kilda and Port Melbourne foreshore are a world first.

Switched on

A program targeted at Cafes, Restaurants, Hotels and Bars to assist in reducing electricity consumption. The program offers \$2,280 to assist in installing energy efficient lighting in commercial premises.

Sustainable design scorecard

The cornerstone of the council's sustainable design policy, the scorecard encourages sustainable design principles to be included in plans for all residential developments including extensions over 50m².

Sustainable design high profile demonstration projects

A community leader in sustainable design, the City of Port Phillip has initiated a range of building projects which incorporate sustainable design elements.

Sustainable design advice and resources

COPP provides urban and sustainable design advice service; goods & services list; online resources.

Micromet

In 2000 the City of Port Phillip commenced installation of the Micromet weather driven computerised irrigation system. Micromet is installed at over 70 sites and has saved the City over 250 Olympic sized swimming pools of water and approximately 40% off its water bills.

Integrated Transport Strategy

This document represents a range of initiatives which seek to improve our quality of life. This is best achieved by improving the attractiveness of sustainable transport which seeking to provoke community thought on appropriate travel mode choice.

TravelSmart

The TravelSMART program is an innovative project aimed at encouraging people to choose sustainable travel alternatives such as cycling, walking or catching public transport, and reducing their dependency on the car. With assistance from the State Government, the City of Port Phillip is working with individuals, households and organisations to identify and promote these alternatives where possible.

5.4 Community Housing Projects

Liardet community housing

Liardet community housing comprises six one-bedroom singles' units that are being built in the air space above the Liardet Community Centre on the corner of Liardet and Nott Streets, Port Melbourne.

Construction is underway, as well as an upgrade and expansion of the community centre. The project is due for completion in April next year.

Woodstock

The proposed Woodstock is a 31-unit rooming house to be built in the air space over the existing car park on the corner of Woodstock and Marlborough Streets, Balaclava.

This \$5.1 million project is a joint venture between the council (funding 25 percent) and the Department of Housing's Social Housing Innovations Project (funding 75 %).

The building will feature integrated art and ecologically sustainable design. Currently going through the statutory planning process, the project has an estimated completion date of May 2005.

Excelsior Hall

Excelsior Hall at 301 Princes Street, Port Melbourne, is an example of recycling a historic building for new community use.

Acquired in 2001 under a joint venture with the Office of Housing's Social Housing Innovations Project (SHIP), the building will be converted into 15 self-contained rooming house units for singles. Completion is scheduled for May 2004.

Inkerman Oasis

A joint venture with private developer Inkerman Developments, Inkerman Oasis is located on the former St Kilda municipal depot site in Inkerman Street, St Kilda.

The council transferred the site (1.2 hectares) to Inkerman Developments in 2000 for the development of 237 units.

The project has recycled the architecturally significant 'Destructor Building' and includes ecologically sustainable design features, integrated art and public walkways.

Stage one was completed in May this year: 104 units (including 15 community housing units under council ownership) and the walkway, Depot Lane. Stage two, comprising 133 units, including 13 community housing units, will commence in the near future.

6. Other references

Urban Ecology, Innovations in Housing Policy and the Future of Cities: Towards Sustainability in Neighbourhood Communities Dr Jan Scheurer
www.istp.murdoch.edu.au/publications/projects/jan/

Stockholm Partnerships for Sustainable Cities website
www.partnerships.stockholm.se/

www.ecosustainable.com.au/exchange.htm

www.partnerships.se/

APPENDIX 1

1. Details of projects entered into the Stockholm Partnerships for Sustainable Cities Award/Conference Program
2. Nations In Bloom – COPP Submission

ADDITIONAL INFORMATION HELD BY THE COMMITTEE

ATTACHMENT TO SUBMISSION NO. 40

ATTACHMENTS, APPENDICES AND PHOTOGRAPHS PROVIDED WITH
SUBMISSIONS ARE HELD IN THE COMMITTEE OFFICE