



# Town and Country Planning Association Bulletin

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## ***TCPA Submission to the Metropolitan Strategy Plan***

The Association's submission consisted of a wide ranging 20 page position paper organised under the general issues of economic sustainability (employment, small business and integrated local economies), ecological sustainability (energy, land use and transport, water) and social sustainability (local community and affordable/public housing) and together with five appendices which draw on reports previously prepared for the association. The four appendices comprise papers on greenhouse emissions in the transport sector; national strategic issues in transport energy resources and conversion technologies; the TCPA's 1997 response to Transporting Melbourne strategy; opportunities for new interurban public transport infrastructure for metropolitan Melbourne; and a report on the Demand-Responsive Transport Workshops held across various locations in Australia in April 2000.

The submission began with a series of recommendations on the planning process, namely that

- the planning process and rules should acquire an overall manageable transcendence whereby outcomes can be measured against important goals such as urban consolidation; management of road travel to stay within specified goal limits; energy-use; and greenhouse gas emissions.
- "Environmental sustainability" should replace "environmental integrity" in the plan's three principles of environmental integrity, economic vitality and social well being.
- changes to goals proposed in any category of one of the triad principles should be evaluated according to the other two principles. A proposed goal should be adopted as government policy only when the objective firstly, is feasible within the necessary time frame, and secondly supports/is in accordance with the requirements of the other principles.
- the principles should have attached to them parameters based upon sound empirical research, i.e. be reality-based. Where there is uncertainty about the parameters sound risk management principles and methodology should be employed (e.g. negative impacts of declining petroleum supplies, climate change). We noted the lack of risk management assessment of transport planning in Victoria.

- the strategic plan should be a living document that is periodically reassessed to compare objectives with outcomes, and incorporates a process of continuous improvement. Performance of the strategic planning process and goals should be subject to annual reviews. The structure and criteria of performance should be set out as public information.
- the principles, broad objectives, criteria adopted, planning methodologies utilised and performance measurement processes should be built into the appropriate planning legislation and/or the attached statutory regulations, and be legally binding upon State and upon local government bodies.
- the output of the strategy framework should be workable templates of rules and prototype concepts. These templates should guide or else control the decision-making by State and local government bodies, and should guide and stimulate the land subdivision and development industry sectors.

The submission noted that the planning frameworks of the 1990's (Living Suburbs, and its companion transport strategy Transporting Melbourne) had failed to deliver durable and sustainable patterns of land-use. They had failed both in their vision and in excessive devolution of essential controls to local councils or lack of qualitative controls over developers. The District Centres policy of the 1980s, while excessively prescriptive, had the virtue of recognising the fundamental benefit of consolidating intensive travel-generating land-use activities in central, suburban and regional commercial and civic nodes coordinated with high quality mass transit services.

Australia faces the multiple challenges of decline in natural capital (water, soil, bio-diversity), and in Australian and global oil production, and of the need to reduce greenhouse gas emissions. Only radically conservationist automotive technologies deployed in combination with travel distance minimising land-use strategies and modal substitution by walking, public transport, cycling, and telecommunications can fully address these problems.

The submission recommended that the Netherlands strategy model should be used as a conceptual basis by the Australian and State Government.

The full text of the submission and appendices can be obtained electronically *from* email [hillpa@ozemail.com.au](mailto:hillpa@ozemail.com.au) *or* [david@littlewo.com](mailto:david@littlewo.com).

## **PUBLIC LECTURE**

### **Making People Want to Walk: Planning for Pedestrians in European Cities**

**Speaker:**

Rodney Tolley  
Director, Centre for Alternative and Sustainable Transport,  
University of Staffordshire, UK

Wednesday, 28th February at 7.00 - 8.15 pm  
Sisalkraft Theatre  
Ground Floor, Architecture and Planning Building  
University of Melbourne (just off Swanston street)

The Annual General Meeting of the TCPA has been scheduled to coincide with this lecture and will immediately precede it.

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### **Annual General Meeting**

The Annual General Meeting of the Town and Country Planning Association Inc. will be held at 6.00 pm on Wednesday, 28 February 2001 in the Wunderlich Room, ground floor, Architecture Building, University of Melbourne. The draft agenda is as follows:

1. Apologies
2. Minutes of previous Annual General Meeting
3. Secretary's Report
4. Treasurer's Report
5. Election of Office Bearers
6. Other business

#### **Election of Office Bearers**

Nominations are sought for the following positions:

- President
- Vice President
- Secretary
- Treasurer
- Committee Members (8).

All members are encouraged to nominate. We urgently need members to fill leadership positions and to provide a full complement of general Committee Members: please do not assume that the current members of the committee are able to remain in their present positions. Nominations must be received by the Secretary no later than Friday 23rd February 2001.

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#### ***Space and Bulletin Contributions***

The editors of both the Space journal and the Bulletin would welcome contributions from members. News on community planning issues, new initiatives relevant to the objectives of the association, and new publications would all be of interest to the Bulletin.

#### ***Address for Correspondence***

The Secretary, Town and Country Planning Association, Box 312, Collins Street West PO, Melbourne 8007.