



# Town and Country Planning Association Incorporated

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**Editor**

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## 1) Your TCPA contacts

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|------------------|-----------------------|-------------------------|
| President        | Russell Thompson      | rgthom@unimelb.edu.au   |
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| Committee Member | Jean-Francois Delvaen | delvaen@hotmail.com     |

## 2) TCPA Activities for 2014

| Activity   | Status  |
|--|---|
| <p><b>New TCPA web-site:</b><br/>The site is out dated and does not support modern functionalities such as forums, blogs, etc.<br/>The committee, under the guidance of Ray Walford is reviewing the Association web site.</p> | Currently finalizing the scope of work to ensure appropriate quoting for an external company to undertake the work.   |
| <p><b>TCPA 100th Anniversary</b></p>   | <p>The Committee has locked in the date of 30 October 2014 for the 100th anniversary celebration. The venue for this event should be finalised by end July 2014.<br/>Watch out for further announcement on guest speakers and the format of the event</p> |
| <p><b>Conference of Australian Institute of Transport Research (CAITR)</b><br/>The Association has been involved in presenting papers to the conference for many years.</p>  | The TCPA is exploring opportunities to develop further links and collaboration with CAITR.  |
| <p><b>Sir James Barrett Medal Award</b></p>  | <p>The medal is being awarded to:</p> <ul style="list-style-type: none"> <li>- Alan Parker,</li> <li>- Sue Course</li> </ul>  |

### 3) Events, Forum, Lectures, etc.

- **Metropolitan Transport Forum**: The first Wednesday of every month, a meeting is held at the Melbourne City Town Hall with various councilors. The meeting is usually preceded by a guest speaker which so far this year have included representative from the Bus industry (Transdev) and Public Transport Victoria to name a few. The TCPA has sent a delegate to all meetings this year.

### 4) TCPA, this time 100 years ago...

As part of celebrating its 100<sup>th</sup> anniversary the TCPA bulletin will include a small segment covering events taking place in Melbourne and Victoria in 1914. The events will of course relate to the creation of the TCPA which held its first formal meeting on 30 October 1914 as the Victorian Town Planning & Parks Association.

The following are extracts from newspaper headlines found in the “Minimum Allotment, Anti-Slum & Housing Crusade” minutes, which operated between July 1912 and October 1914. It is the precursor of the Victorian Town Planning & Parks Association.

(University of Melbourne archives held at the Bailieu Library at Melbourne University)

All through February and March 1914, there were at least 10 newspaper articles relating to what The Age titled “The housing Question” in its edition dated 02 February 1914. The Argus newspaper followed suit soon after with an article titled “Housing Reforms” on 13 February. Other titles included “The housing problem” featured in The Age on March 24<sup>th</sup> and 25<sup>th</sup>.

The focus of conversation changed in April and May, with headlines featuring the arrival of Charles Reade, a prominent name in the town planning community and the Garden City movement at the time. It is fair to say that Reade’s Australian tour was instrumental in the creation of many town planning associations.

Then, from June 1914, the newspaper headlines shifted back to the earlier issue of slums in Melbourne with another edition of The Age titled “The housing Question” on 14<sup>th</sup> July 1914.

# **5) Submission to the East-West Link Project Assessment Committee - by Oz Kayak**

## **1 Background**

### **1.1**

Many in the communities affected by the EWL accept that building the route is a political decision. It is not primarily a rational decision based on meeting community values and expectations. Of course there are some benefits to several leaders of industry sectors, investors and local communities. The case to invest monumental amounts of money in advance of other transport options than the EWL arguably does not reflect the optimization of net benefit to be derived from the Melbourne Metropolitan land-use and transport system by say the census year of 2051. Other submissions than this are presenting sound cases that freight and people movements can benefit more from alternative routes and PT.

### **1.2**

Please note that though I am vice -president of the TCPA, this is a private submission and is not necessarily the view of neither the committee nor all the TCPA members. The submission reflects the views of many in my community.

I have lived in and been associated with the Carlton environs since 1960 and still live several 100 meters from the proposed tunnel route. My grandsons attend Gold Street PS.

## **2 Health and Wellbeing Benefits**

### **2.1 Noise Pollution**

There is no doubt that the current noise pollution to residents, shoppers and recreational users of the parks and sporting fields will reduce while vehicles are in the tunnels. However the huge elevated roadways at each end will destroy parkland amenity 24/7. The Hoddle Street two-lane ramp to the east will actually be above the existing railway line. A net reduction in noise pollution for the project needs to be proven by the LMA

### **2.2 Air Pollution**

Scrubber stacks can certainly reduce air pollution to residents, shoppers and recreational users of the parks and sporting fields while vehicles are in the tunnels. However the huge elevated roadways at each end will only add to the overall pollution of the Melbourne air-shed. The Hoddle Street two-lane ramp to the east will actually be above the existing railway line and pollute the natural Yarra Bend Parklands, let alone the pollution from above over the Trin Warren Ponds at the Tullamarine Airport serving exit. A net reduction in air pollution for the project needs to be proven by the LMA. What is the rationalization for the air vent close to the

Gold Street School? Surely this is a Health Department issue?

### **2.3 Visual Pollution**

Reduction from adverse visual impact from vehicles is certainly possible by undergrounding traffic and creating parkland at natural ground level over the traffic lanes in tunnels. An approximate estimate is that the visual pollution contributing to loss of quality parkland from the elevated roadways is more than 50 hectares. Can the liveability index for Melbourne stand this quantity of green visual amenity loss?

### **2.4 Degradation of Open Space**

The Royal Park, the Moonee Ponds Creek, the Yarra Bend Park and the Merri Creek open green space environs will all lose quality because of the elevated roadways with more heavy truck and commercial traffic. How space-time modelling can be used to justify the time spent lowering the public and personal health benefits to the wider community from the project in terms of shortening commuting, recreational and commercial travel time is a challenge for the LMA.

### **2.5 Travel and Transport to Benefit Health**

There is a worldwide consensus that a few conditions of ill-health are still on the rise when indexed against say 100,000 of an exposed population. The sedentary behaviour from driving, rather than active transport by walking, cycling and/or PT, affects diabetes 2 onset. Significantly Diabetes 2 rates are still on the increase in Australia and Melbourne. Apart from diabetes, arguably population level outcome health improvement rates are all improving except maybe for some respiratory conditions.

Two main consequences arise from the EWL. Firstly, will the EWL discourage active use of parklands and active transport, and secondly, will the EWL travel facilitate more time being spent sedentary in cars.

Both health outcomes need to be costed into project evaluation.

## **3 The Spoils**

What shall be done with the millions of cubic metres of excavation, in particular when the Metro Rail tunnels are built under the City as well?

To replace quality parkland lost, consideration should be given to extending the Port Phillip Shorelines into the Bay for new Parklands and nature reserves.

Or dare one suggest build islands in the Bay such as is currently being done from the London Cross Link tunnel spoils at Wallasea Island in the Thames River, to be Europe's largest new nature reserve.

## **6) In our next Bulletin**

The next bulletin will include an update on the 100<sup>th</sup> anniversary celebration as well as additional extracts from the TCPA archives.

In addition, the Bulletin will include 2 abstracts that were submitted by TCPA members at the 2014 CAITR conference held in Sydney earlier this year.