



Town and Country Planning Association Bulletin

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Home Page: <http://www.vicnet.net.au/~tcpa/>

March 2001

Annual General Meeting

The Annual General Meeting of the Town and Country Planning Association was held at 6.00 pm on Wednesday 28th February at Melbourne University.

In the absence of a President or Vice-President Alan Parker, as Secretary, presented a report on the past year's activities. A copy is enclosed with the Bulletin.

Single nominations were received for the following positions:

President: Ray Walford
Vice-President: Alan Parker
Secretary: David Littlewood
Treasurer: Peter Hill
Committee: Oz Kayak, Ro Krivanek

Six general Committee Member positions remain vacant. The new committee is interested in hearing from any members who would like to join the committee and become more involved in the Association's activities for the year.

The incoming President outlined his ideas for the role of the association for the next year; his remarks are reported separately under the President's Message for 2001.

The Association was delighted that the three lectures on the issue of Pedestrians in the City, on which members were circularised in late February, attracted very high interest and was attended by many of our members. The Association saw these three lectures, organised by former member of the TCPA Committee, Nigel Flannigan, as an important part of our year's focus on this planning issue.

Space and Bulletin Contributions

The Committee has decided that until we have a volunteer to assume responsibility for collecting articles and editing we will not attempt to produce Space magazine. The Committee is keen, however, as part of its networking and informing role, to produce more regular issues of Bulletin.

Members are invited to use the Bulletin to publicise local planning issues and activities of community groups. News on local planning issues, initiatives relevant to the objectives of the association, and new publications would all be of interest to the Bulletin. Letters (up to 250 words) on any issue may be accepted and reprinted. Letters should be checked for potential legal problems if there are any doubts about the nature of the material.

President's Message for 2001

My goals for 2001 are modest but achievable.

Firstly, I would like to establish TCPA as the hub of an effective network of community groups that are working towards urban environmental goals. TCPA has a number of small community groups among its members. I would like to work more effectively with these and other groups to ensure that their concerns, events and campaigns are communicated to other members of TCPA and to the wider community.

The primary tool for communicating such information will be our web site, which has lain dormant for 2 years. I intend to make the revitalisation of our web site a priority. As well as communicating planning news from community groups, the web site will provide access to TCPA documents and information about events and meetings organised by TCPA and others.

Secondly, we will collaborate with member groups and individuals within TCPA, as well as outside groups, on issues that concern us.

Thirdly, we will continue to participate in public consultation for the metropolitan strategy, which is the most significant planning exercise to affect Melbourne and the surrounding region.

Finally, the Association will continue our focus on pedestrians, an area of planning that has been neglected, yet which is central to the attainment of a high quality urban environment.

I look forward to an interesting and productive year.

Ray Walford
President, TCPA

TCPA Committee Meetings

Meetings are held on the first Monday of each month at 7.30 pm. Any member of the TCPA is invited to attend meetings and raise matters of interest to the Association.

The next two meetings of the Committee will be held at 7.30 pm on Monday, 2nd April and Monday 7th May in the Wunderlich Laboratory, ground floor, Architecture Building, University of Melbourne.

TCPA SUBMISSION TO VICTORIAN GREENHOUSE STRATEGY

The submission, which was attached to our submission to the State government's Challenge Melbourne, referred back to our comments on the 1989 Greenhouse Draft Strategy. There we had warned that passenger transport trends were unsustainable and would remain so without some fundamental changes. It is worth quoting part of that submission paper of 1989.

'The Greenhouse Challenge: Draft Strategy recognises that the green house effect will have an impact on all current strategy plans of all government agencies and has as the first broad level of response to be taken, the review of current plans and management practices....'

Despite all the rhetoric contained in the "The Draft Strategy", a number of recent State Government actions (since its release for comment) have not been consistent with the Strategy. Some of the projects announced recently have the effect of limiting the future options by locking the government into actions and expenditure that will be detrimental to combating the greenhouse effect. For example: the new freeways to be constructed; making more land available for urban development on Melbourne's fringe.....'

The review of the Melbourne Metropolitan Policy or any other strategic plan will not achieve a lot unless basic assumptions that underlie the present policies and development strategies are questioned and redefined in line with principles emerging under the challenge of the greenhouse effect.'

Our latest submission concentrated on three main issues:

- Protection of the biosphere will require long term planning strategies and the setting of specific targets. As we approach dangerous limits to the production of greenhouse gas emissions, radical reductions in carbon dioxide levels will be required by 2020.
- Planning strategy and decisions on infrastructure with design lives of 100-200 years (e.g. Docklands) remain based on assumptions of no change in climate. On available scientific data, global climate change is taking place and a sea level rise of 1.5 metres including Port Phillip Bay, is likely within this timeframe.
- Road building continues to dominate the land use planning. This will generate an increasing demand for petroleum when Australia needs to conserve its limited reserves while it builds the renewable energy infrastructure to 'kick start' the transition to genuinely sustainable alternative sources of energy. The submission warns that the short term alternatives will increase greenhouse gases and that mass production and use of 'clean cars' will not precede the expected shortfall in oil production by 2010.

Address for Correspondence

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

The TCPA argued for strong traffic demand management measures coupled with increased infrastructure funding on for walking, cycling and public transport, and noted the lack of any concrete proposals in the Discussion Paper to at least halt the increase in passenger transport greenhouse emissions. Freeway proposals do not manage private car demand and inevitably lead to future congestion which imposes costs on higher-value commercial users.

'The Victorian Greenhouse Strategy should propose road traffic demand management measures, combined with land use planning and zoning strategies, which inhibit urban sprawl and foster revitalisation of existing suburban activity centres that are or would be interconnected with high quality transit services. A new government agency should be set up with the necessary powers to introduce "The Victorian Greenhouse Strategy" or VicRoads should be restructured and reconstituted so that its primary function is road traffic demand management.'

The *Victorian Greenhouse Strategy* needs a clear vision of how the trends in passenger transport can be reversed, and with targets and means to implement them. The TCPA proposed a series of scenarios (e.g. increase in walking and bicycle trips) which could form targets to achieve a radical reduction in emissions.

The TCPA supported the 106 recommendations of the recent Senate report 'The Heat is On: Australia's Greenhouse Future' and recommended the integrated approach to transport, environment and health represented in the Charter on Transport, Environment and Health adopted by the European Member States of the WHO in 1999.

Victoria needs a master environment plan to set the basic parameters for other plans such as the Metropolitan Strategy.

PUBLIC FORUM ON FREEWAYS

7.30 - 10 pm, 10th April 2001

Karralyka Theatre, Maroondah City Centre
Mines Road, Ringwood

Speakers: Paul Mees (President of the PTUA), Ken Ogden (RACV), Ben Smith (Environment Victoria), Cr. Kevin Walsh (Chair, Outer Eastern Ringwood Steering Group).

The forum has been organised by the Koonung Mullum Forestway Association and a coalition of other community groups including Knox Environment Society. It will take the form of debate on the merits of the Scoresby Freeway plan and provide for the public to ask questions of both sides of the debate.