

Secretary: *Frankston*

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**10 NOV 2003**

HOUSE OF REPRESENTATIVES  
STANDING COMMITTEE ON  
ENVIRONMENT AND HERITAGE

To Environment and Heritage Committee,  
House of Representatives,  
Parliament House,  
Canberra, ACT, 2600.

Re ENQUIRY INTO SUSTAINABLE CITIES 2025: A BLUEPRINT FOR THE  
FUTURE.

Submission from Daryl Cox.

1. Preserve bushland, significant heritage and urban green zones.

- 1.1. Essential to the preservation of zones is the requirement to conduct land capability studies as a pre-requisite to any zoning.

Productive land is a finite resource and should not be built upon irrespective of the cost of buildings and infrastructure on non-productive land.

This has not happened in Melbourne for example and current zoning regulations etc still sees new buildings appearing on productive land.

Only land capability studies will determine the appropriate uses of land.

- 1.2. In addition to a land capability study for a metropolis, natural effects should be taken into account. For example, the air mass moves west to east. Therefore industrial estates should be located in the east so that pollution will be moved away from populated areas.
- 1.3. Slum areas in old inner suburbs should not be replaced by high rise development but converted to parks and gardens. If all suburbs were leafy green suburbs there would be less concern for bushland preservation.
- 1.4. The availability of an adequate water supply should determine the size of a metropolitan area which combined with a land capability study will indicate a city's limits. Once determined, buffer zones should be gradually integrated between the city and the bush or farming areas depending upon the economic sustainability of the land use.
- 1.5. An abrupt metropolitan border induces friction at the interface. Such friction is not only of a

personal kind, but also relates to significant matters such as wildfire risk.

- 2-3-4. Technology and economics will dictate the role of and location of renewable energy, water usage and waste.
5. Develop sustainable transport networks, nodal complimentary and logistics.
  - 5.1. Because the benefits of private transport far outweigh public transport it is useless wasting time and money trying to reduce the dependance on the automobile. Have the automobile modified so people can avail themselves of safe one or two person automobiles, which also offer the opportunity to use alternative or conventional fuels.
  - 5.2. If the present 4/6 seater motor car trips with only one passenger were replaced by smaller 1/2 seater vehicles the configurations of transport networks could also be modified.
6. Incorporate eco-efficiency principles into new buildings and housing.
  - 6.1. "Building a better mouse trap" should make some money for an enterprising builder.
7. Provide urban plans that accomodate lifestyle and business opportunities.
  - 7.1. It is most unlikely that one model for a city can be prepared that will be all things for all people, given the varying characteristics of the topography and the existing layouts of established cities. Again the importance of a land capability study becomes paramount.

Infatuation with the idea of being able to reduce the dependancy on the motor car and increase public transport usage is colouring planning considerations.

One plan based upon trying to attract people onto public transport which is already showing itself to be impractical is the Melbourne 2030 Corridor plan. There is no buffer zone between each edge of each Corridor and the Non-Urban Zone, resulting in considerable unnecessary friction at the local level. The Urban Growth Boundary around Melbourne is already causing land prices on the outside of the boundary to escalate because of the considerable and

numerous benefits of having ones own home on a reasonable size block.

Melbourne's planning also fails badly for another significant reason and that is Western Port is not being developed as a deep sea port. With container ships becoming larger and three quarters of ship delivered goods being transhipped from Melbourne to industrial Dandenong, the failure to develop Western port is monumental not only in terms of cost efficiency and logistics but most importantly in terms of defence.

*Harry Lee*

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