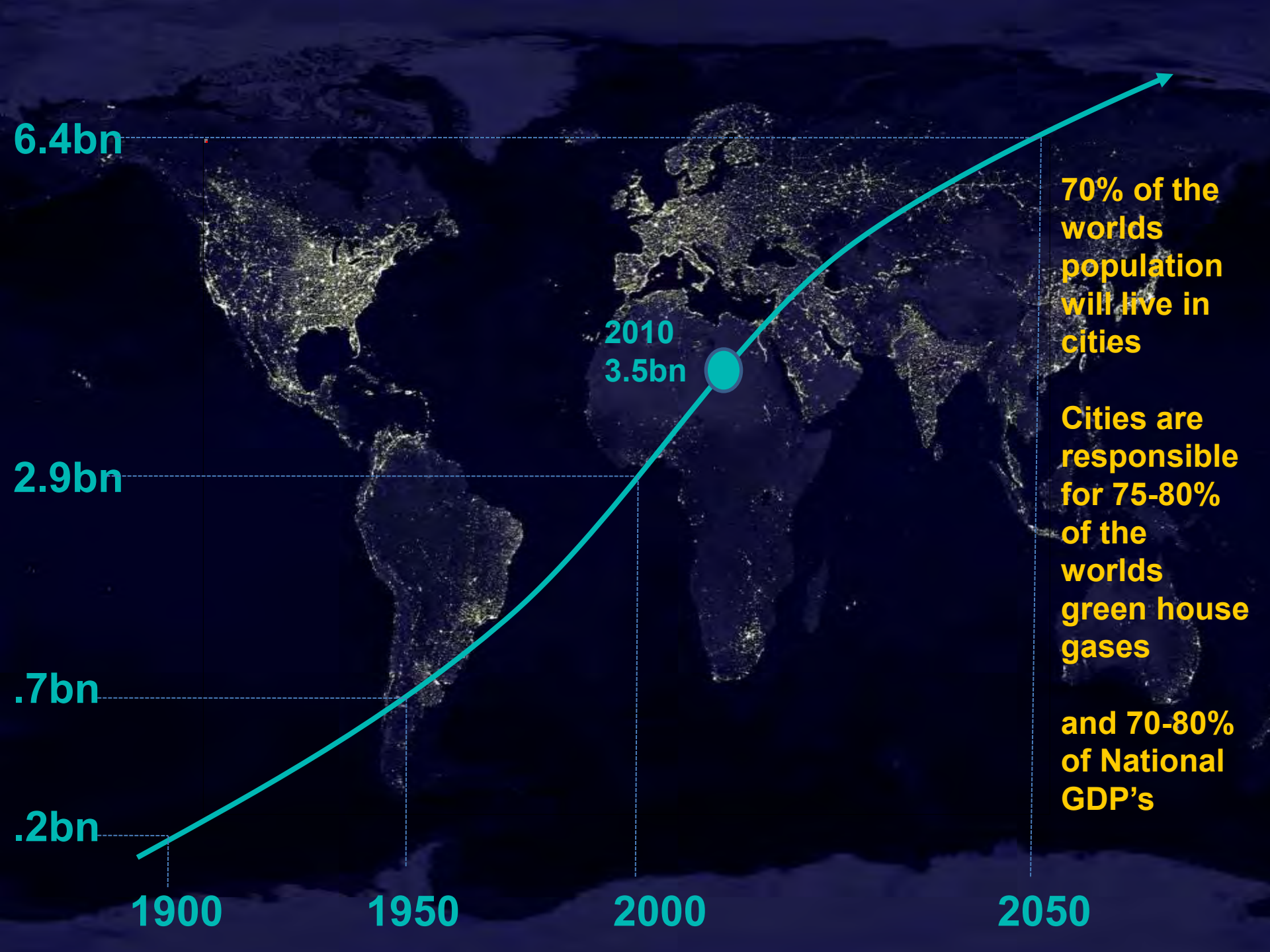


TRANSFORMING CITIES

TO ACHIEVE A FINANCIALLY
AND ECOLOGICALLY
SUSTAINABLE FUTURE





Cities of Hope

The great global migration from rural areas to megacities is reaching a peak. But forget the doomsayers – these sprawling urban landscapes will be humanity's salvation, argues *Doug Saunders*

CHONGQING IS A DENSE AND SMOKY INLAND CITY, the heavy-industry, high-rise home to more than 30 million people. It is to China what Chicago was to 20th-century America, or Manchester to 19th-century England, and it's growing at an extraordinary rate. Every day a tide of 1500 new arrivals washes in to Chongqing. Every day an extra 140,000 sqm of floor space is constructed for new residents. It's a vast megalopolis, a megacity of the sort that will soon take over the world.

I met Mr and Mrs Zhang on the day they first arrived in Chongqing from their rural village. It had taken them almost 10 years to raise enough money to move, and required outrageous sacrifice: a brutal savings regime and years living in a fetid slum far away from their children, whom they saw only once a year. On the week I visited them in the sweltering heat of the Sichuan summer, they had pooled together their accumulated cash from years of sweated labour in motorcycle-parts factories, and had paid the full purchase price of 150,000 yuan (\$24,000) for a clean and elegant three-bedroom apartment, turning them, legally, into city-dwellers. In the next few months they will bring their parents over from the village, shutting the farm down and ending their family's millennia-long connection to the fields. The driving force behind their exodus, Mrs Zhang, is a sparkplug of a woman with tired eyes but a pithbull's tenacity, who long ago resolved to save her family from peasant farming at any cost.

The Zhangs are the archetypal people of the 21st century, and we ignore their story at our peril. For the defining force of this century, almost certainly more significant than war, recession and perhaps even climate change, will be the huge and final shift of human populations from rural areas to





Federal Ministry
of Transport, Building
and Urban Affairs



* "Baukultur" as an impulse for growth
Good examples for European Cities
Selected case studies

EU 2007 DE



DECENTRALISATION TO CONCENTRATION

Glasgow



QUALITY PUBLIC INFRASTRUCTURE

Bordeaux



SHIPYARDS TO SUSTAINABILITY

Malmö Bo01



PEOPLE, PLACES AND TRANSPORTATION

Bogota









MONOFUNCTIONAL TO MULTIFUNCTIONAL

Melbourne



Block Arcade . . . part of a pattern that should stay.

EFFECTIVE city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melbourne that means our city has been progressively destroyed. It no longer contains the attraction and charm it once had.

To the city retailer — ever ready to adapt to new circumstances — it means expensive expansion into the suburbs to chase the customers who no longer visit the city.

The tourist is left with the half-truth — well, quarter-truth — of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make bigger and better profits.

As a result, the city has reaped more rates, which increase at a similar ratio to the size of each new building.

So our planning body, Melbourne City Council, is also a beneficiary of its laissez-faire approach to new development.

Two committees, Strategy

An empty, useless city centre

ARCHITECTURE
Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Jaquelin Robertson spoke about his experiences as city planner for New York City.

His problems were like ours, only magnified by the size of that biggest apple, but there the comparison ends. His department actually instigated creative

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartment housing into new office developments.

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping plazas and under-street arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal bitumen in Bourke Street.

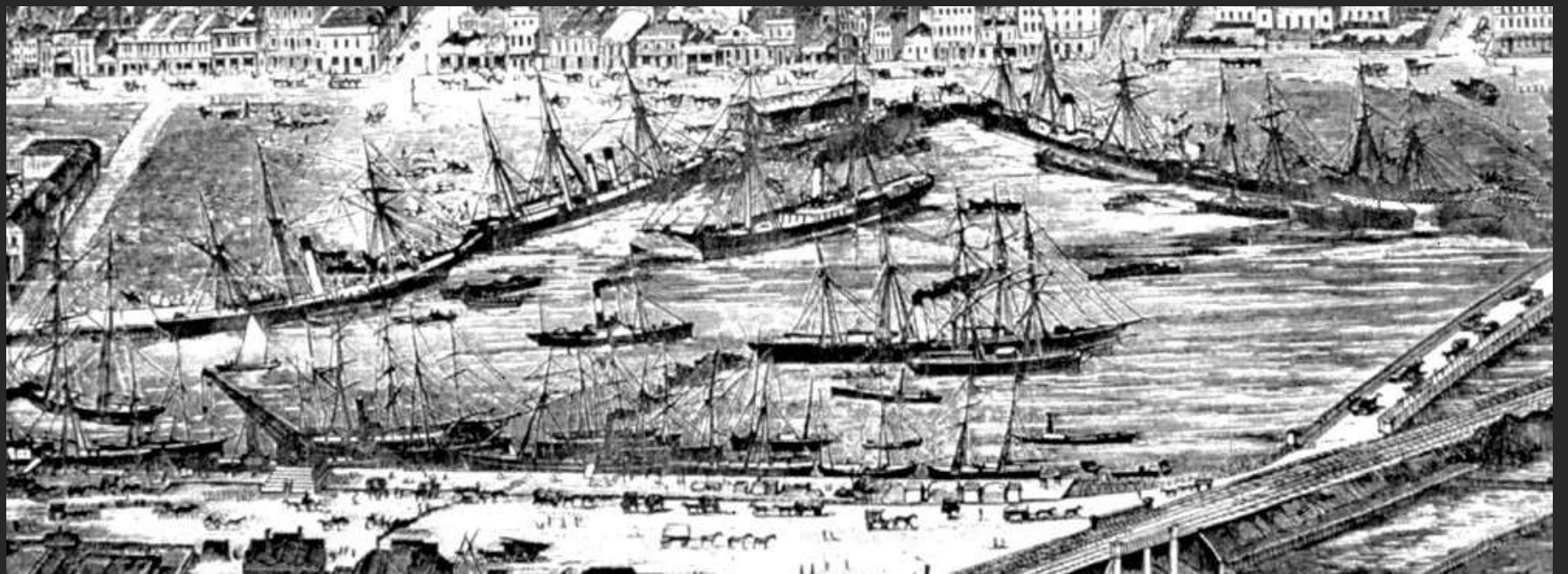
Melbourne's heritage of north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts "for the public use".

Having almost succeeded in castrating the Strategy Plan, we should not pin too many hopes on the existing system.

The lessons from New York





1850s

continuity and change

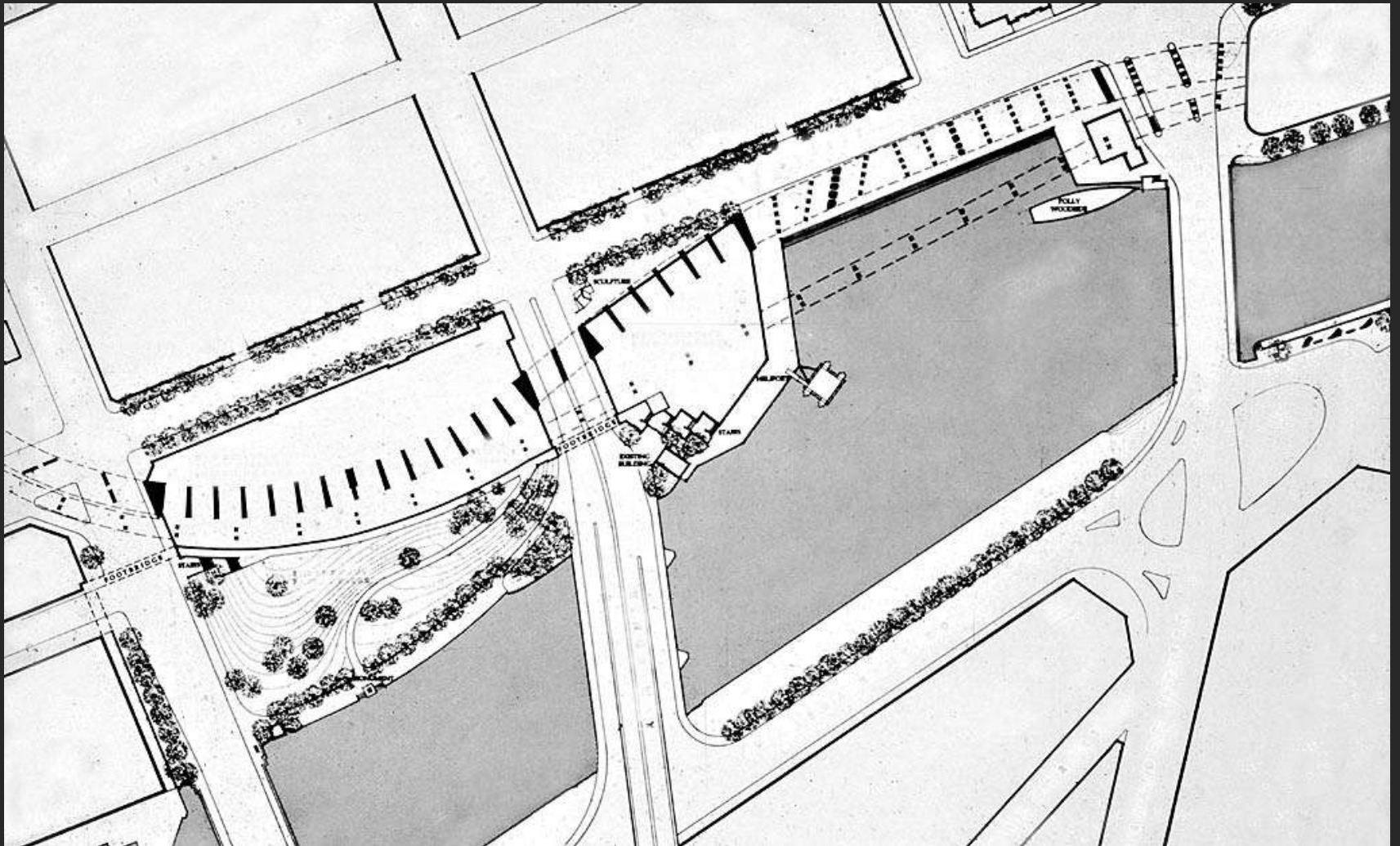


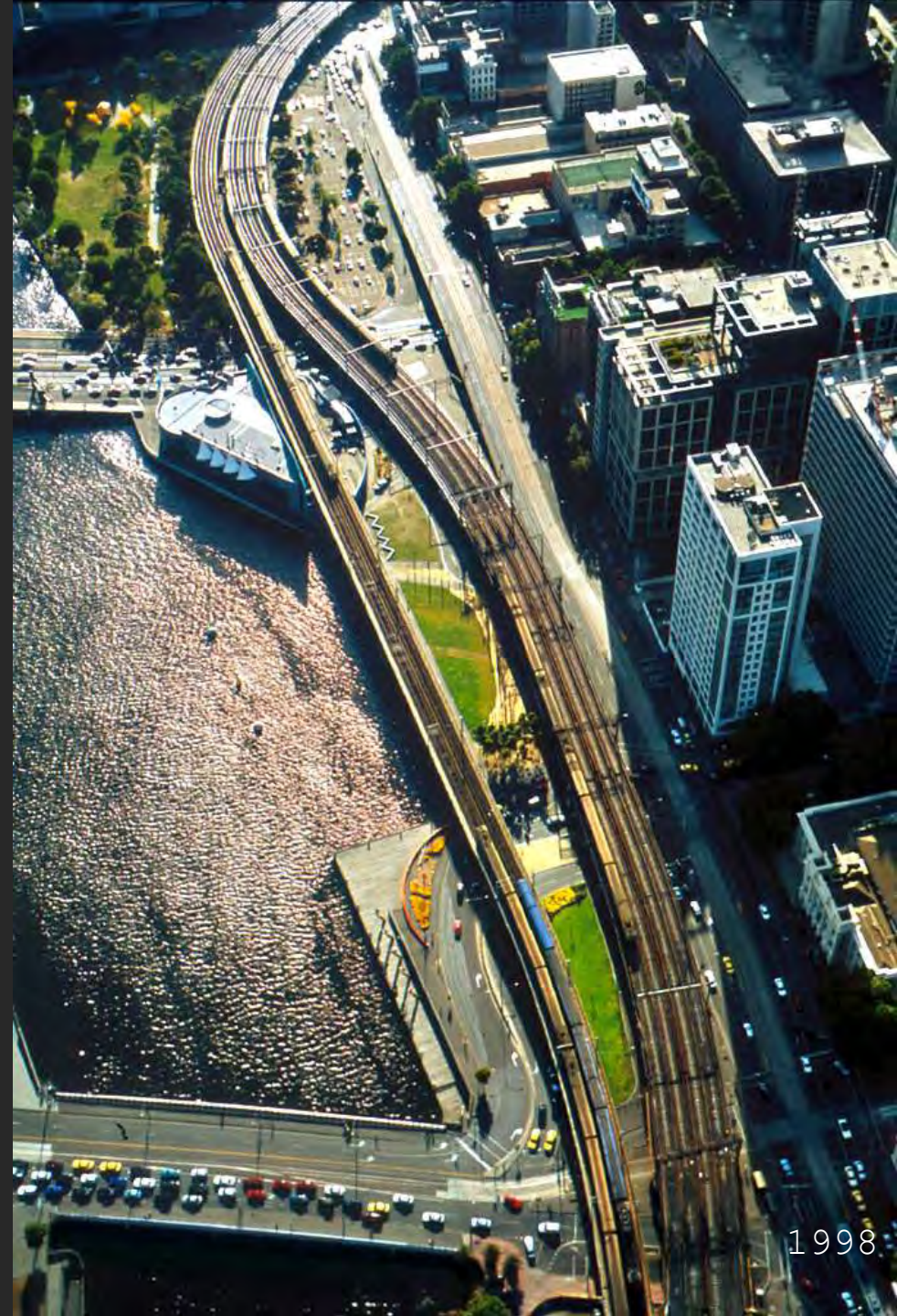
1920s



1970s











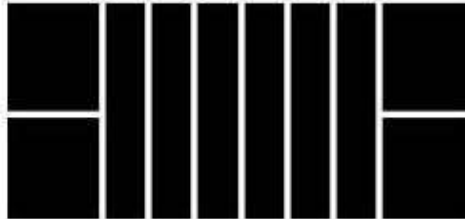
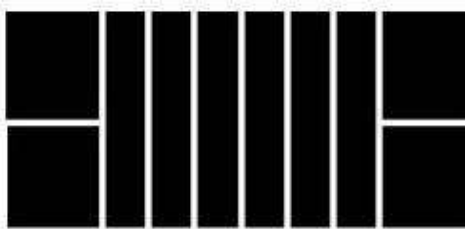


clear structure

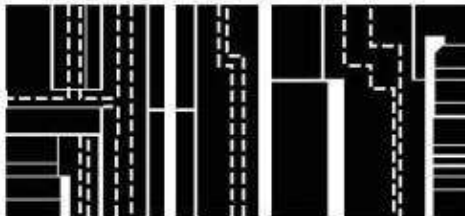


1983

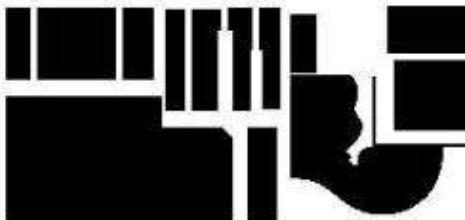
1836
city block
plan

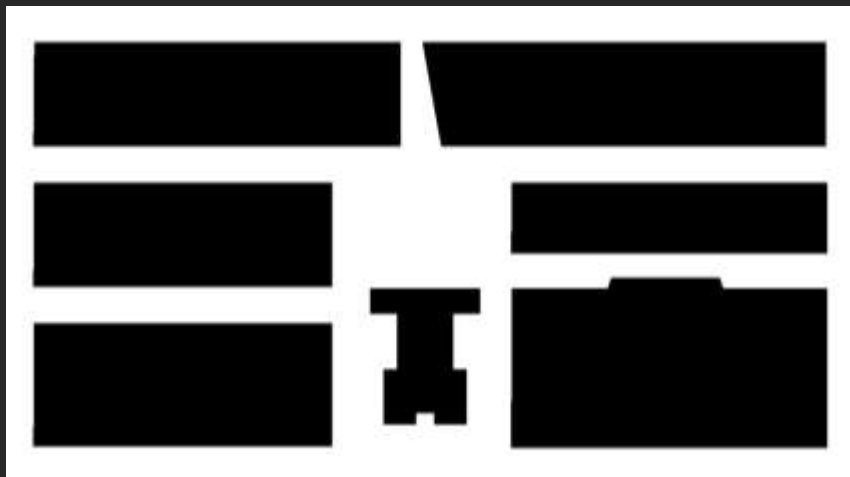


19th century
subdivision

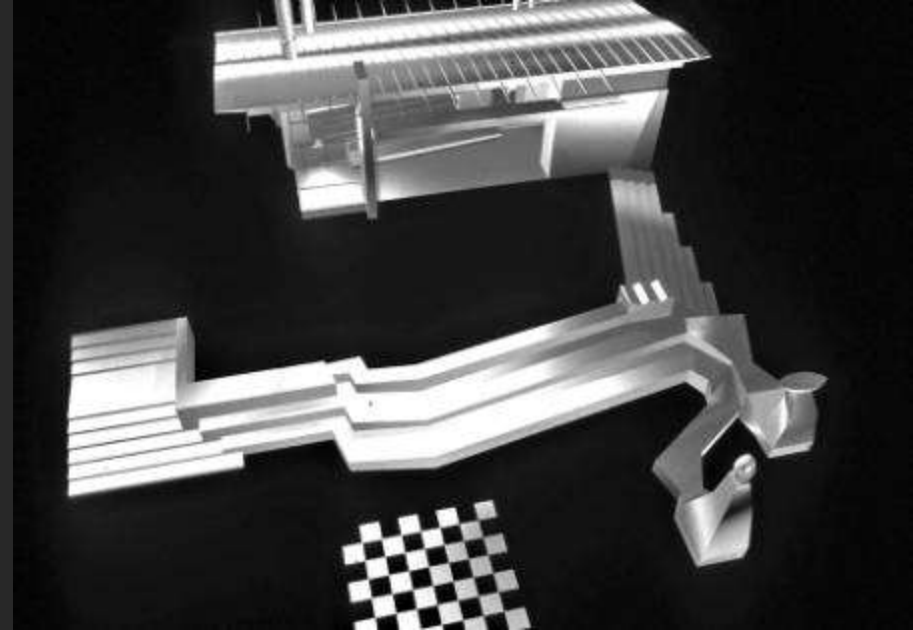


20th century
consolidation
of land









good fit with people's intentions











- public space in 2004
accessible all hours
- accessible business hours
- pedestrian zone - lunchtimes



FLAGSTONES LARGE

For use in the CBD

TECHNICAL NOTE

G120

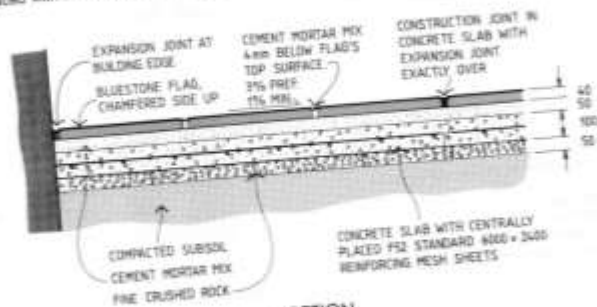
PAGE 1 OF 4



Bluestone and asphalt are traditional materials in central Melbourne. As well as historic precedent, bluestone and asphalt harmonise with each other to provide a neutral background consistent with the formality of the city's streets. Bluestone is extremely durable and gives excellent grip. Asphalt will remain as the most common footpath surface but will gradually be replaced with sawn bluestone slabs similar to

those used outside the Town Hall and in the City Square. Although paving the footpaths in bluestone has a high initial cost the Council considers it is a worthwhile long-term investment.

Use this Note in conjunction with the Bluestone Paving Units Specification (see page 4 of this Technical Note).



SECTION

Date Published: September 1995

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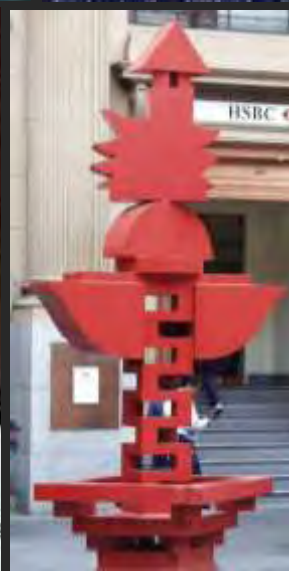
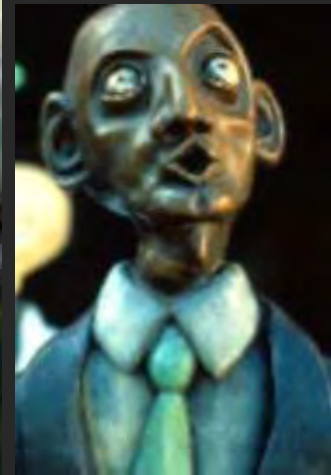
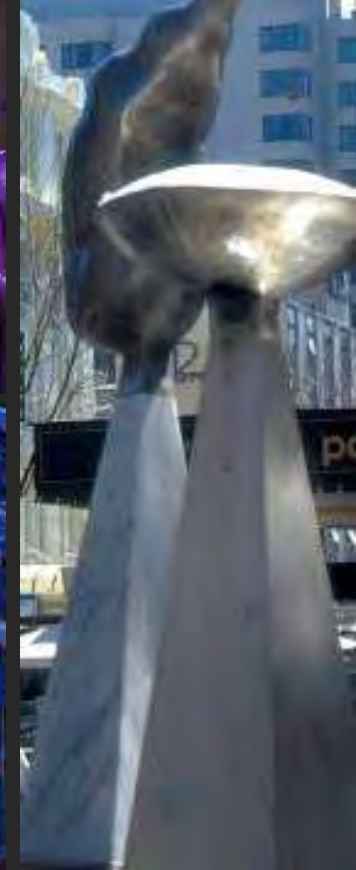
— extent of bluestone paving in 1985

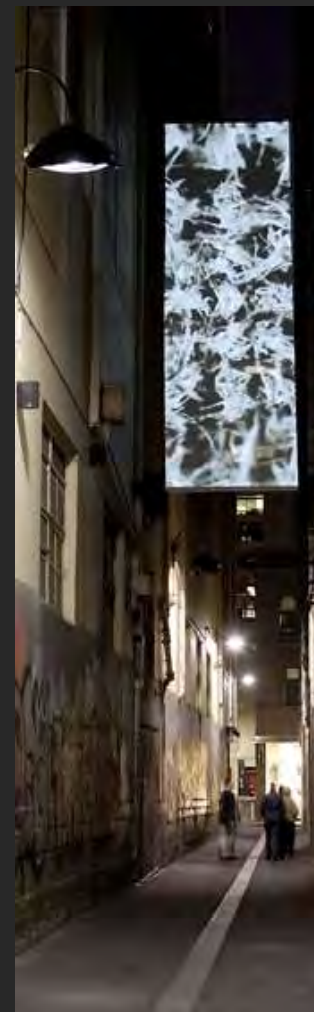
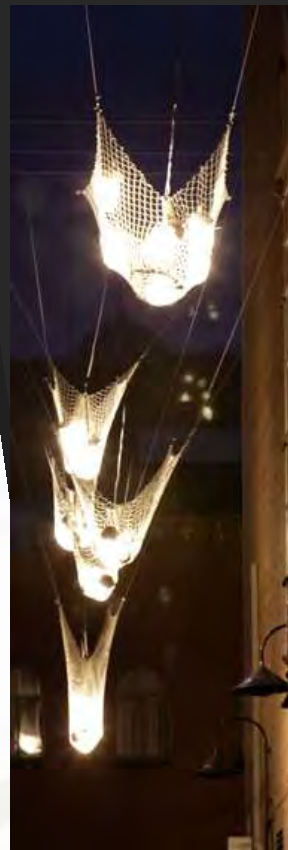
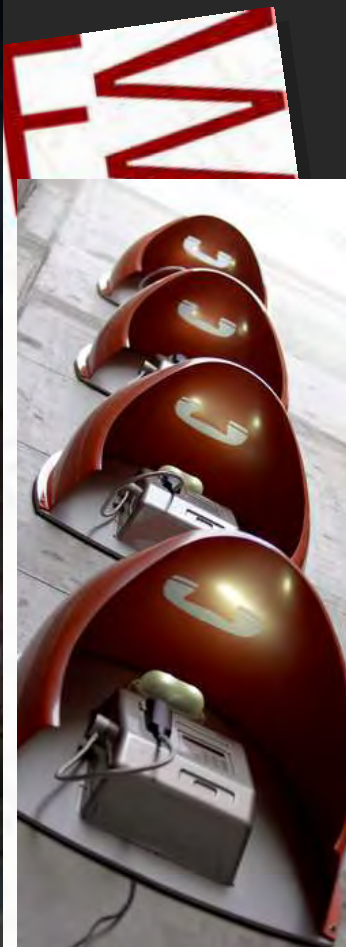


— extent of bluestone paving in 2004

variety versus consistency















street trees
since 1993



senses





kerbside cafes

1983



kerbside cafes

1993



kerbside cafes

2004











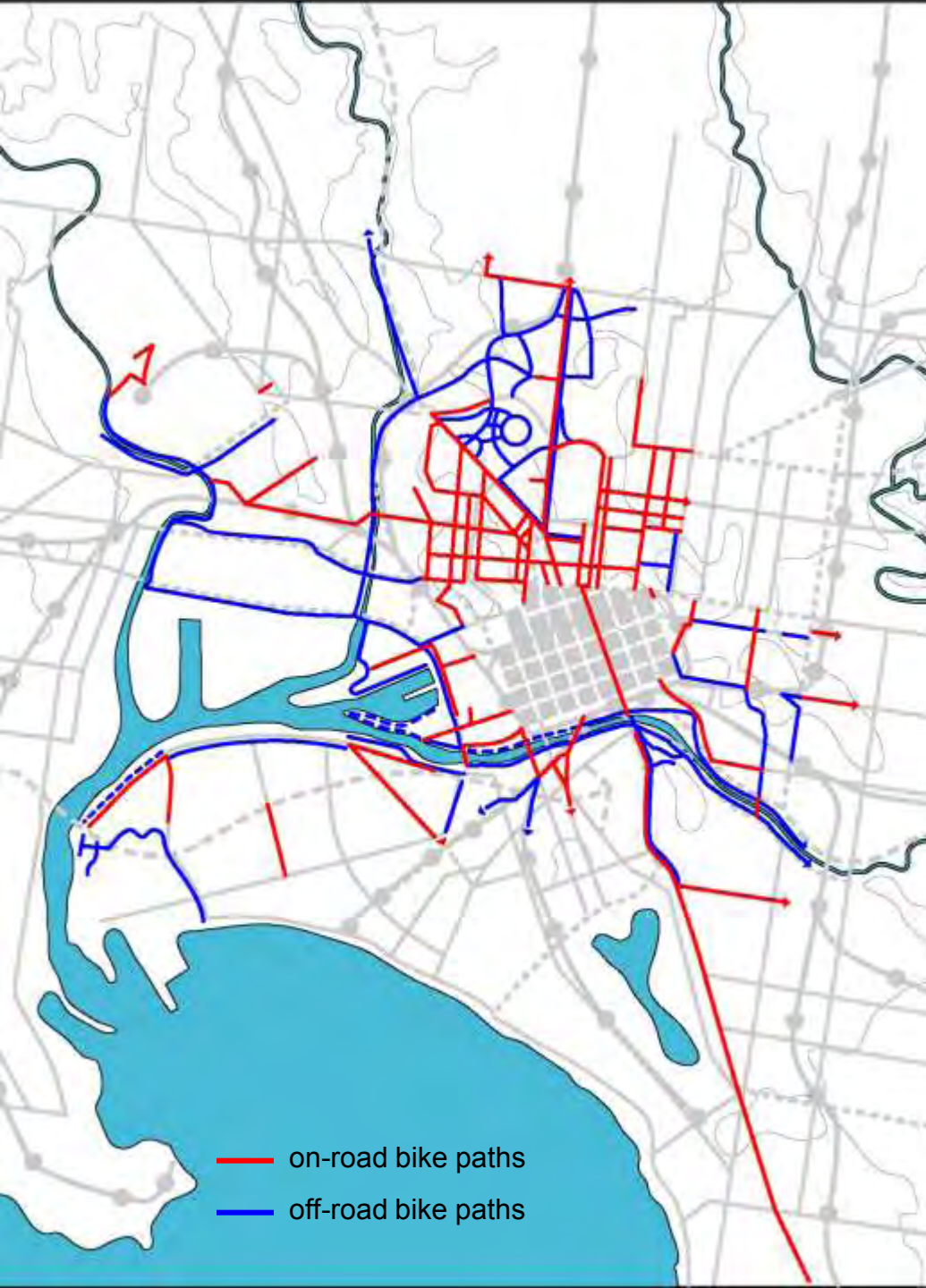
mid 1990s



2005









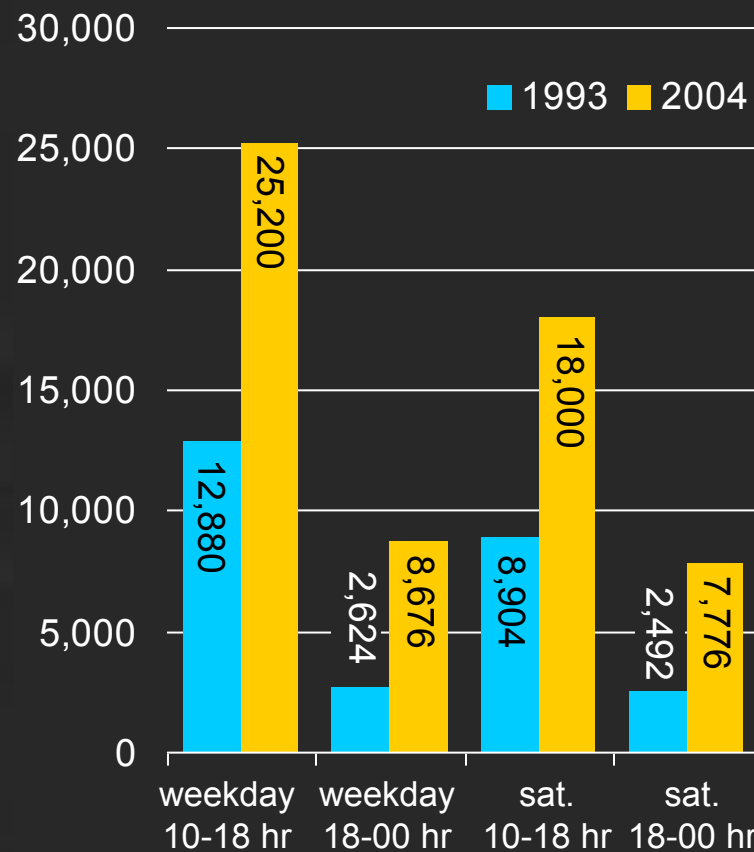


Growth in no. of cyclists commuting to work in municipality has increased.

In 2011 bicycles now represent close to 10% of total vehicles on roads, footpaths and parks, up from 4% in 2006 and 1% in 2002.

accessibility





total no. of pedestrians per day – middle of swanston street

~Recording sites at Swanston St North & South, recorded significantly higher activity in 2007, compared with 2006 (14 per cent and 83 percent respectively)



Staging Plan



NO
ENTRY

TRAMS /
BICYCLES
EXCEPTED



GIVE WAY
TO
PEDESTRIANS



6, 8, 15
84, 67, 72
8

Albion Central Station / State Library of Victoria

Albion Central Station / State Library of Victoria

20

ONE WAY
ON VICTORIA STREET

Uni Lodge

Nando's

... living 1992 to 1995

financial incentives

See related [ENR's 2004 Year In Review](#)
architectural trends include an emphasis on planning, sustainability, building appearance

an amendment of City of Milwaukee 14444.

an amendment of City of Milwaukee 14444.

Autism and Learning Disabilities
in the 21st Century: Progress and Prospects

technical support

Technical support

Investing wisely through the City of Melbourne Housing Partners Program

...and support from the building and planning services

STANDARD FORM NO. 64

street level support

SLIDE 1

city living promotions

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

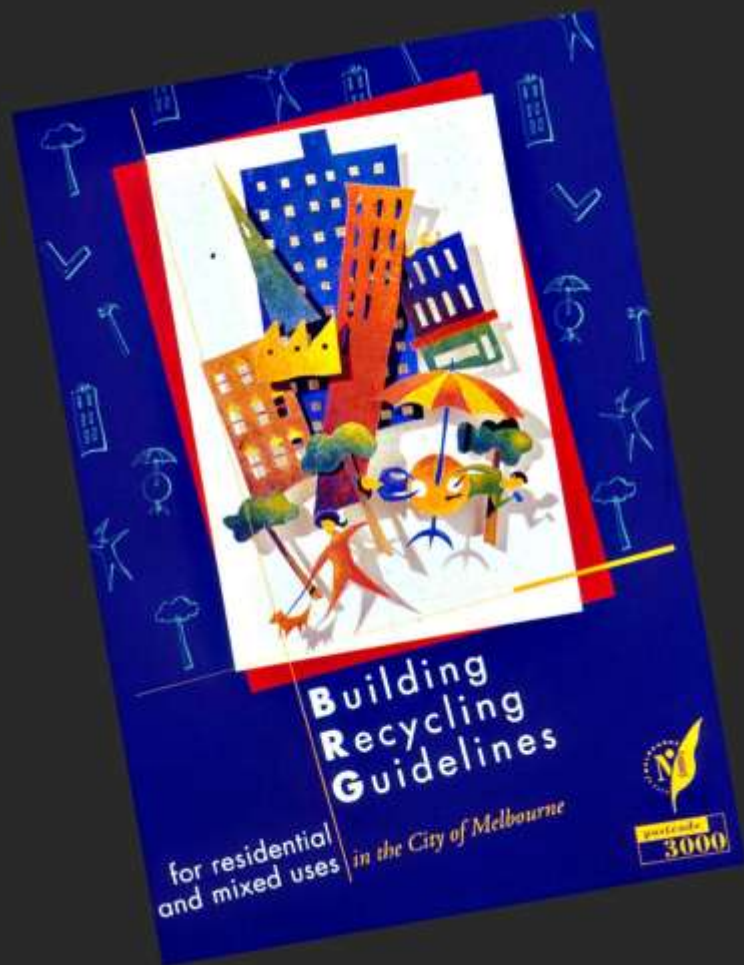
democratic election would be a disaster for the City of Baltimore.

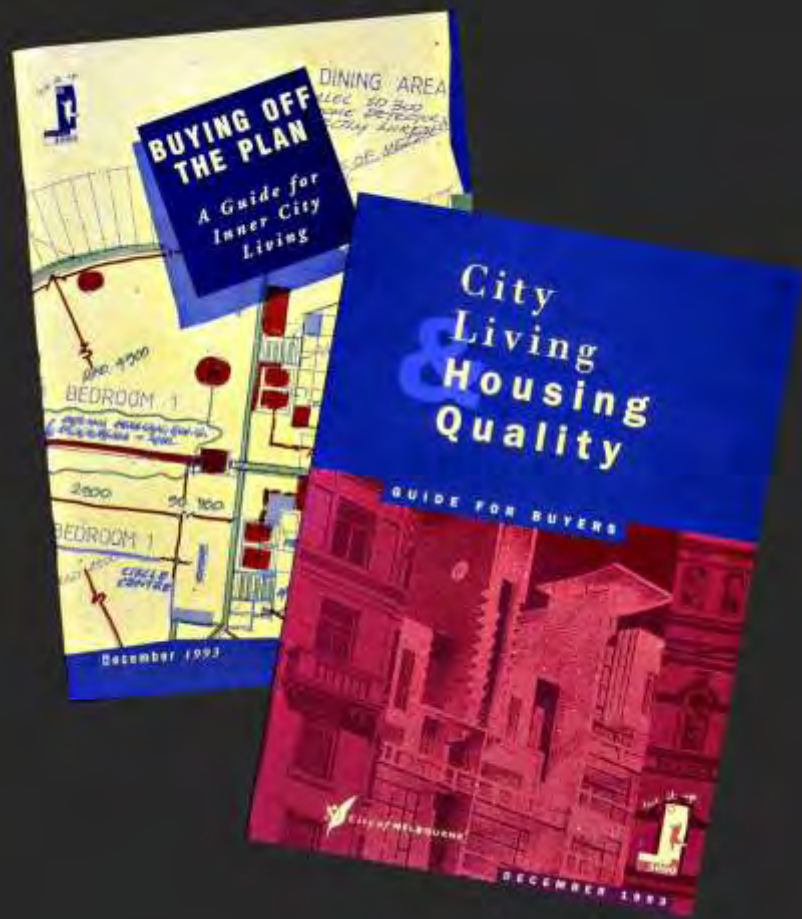
transmission peaks and valleys for each group.

...and the...
...and the...
...and the...

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1983



1992

738 dwellings



 = 5 dwellings

1997

3,763
dwellings



2002

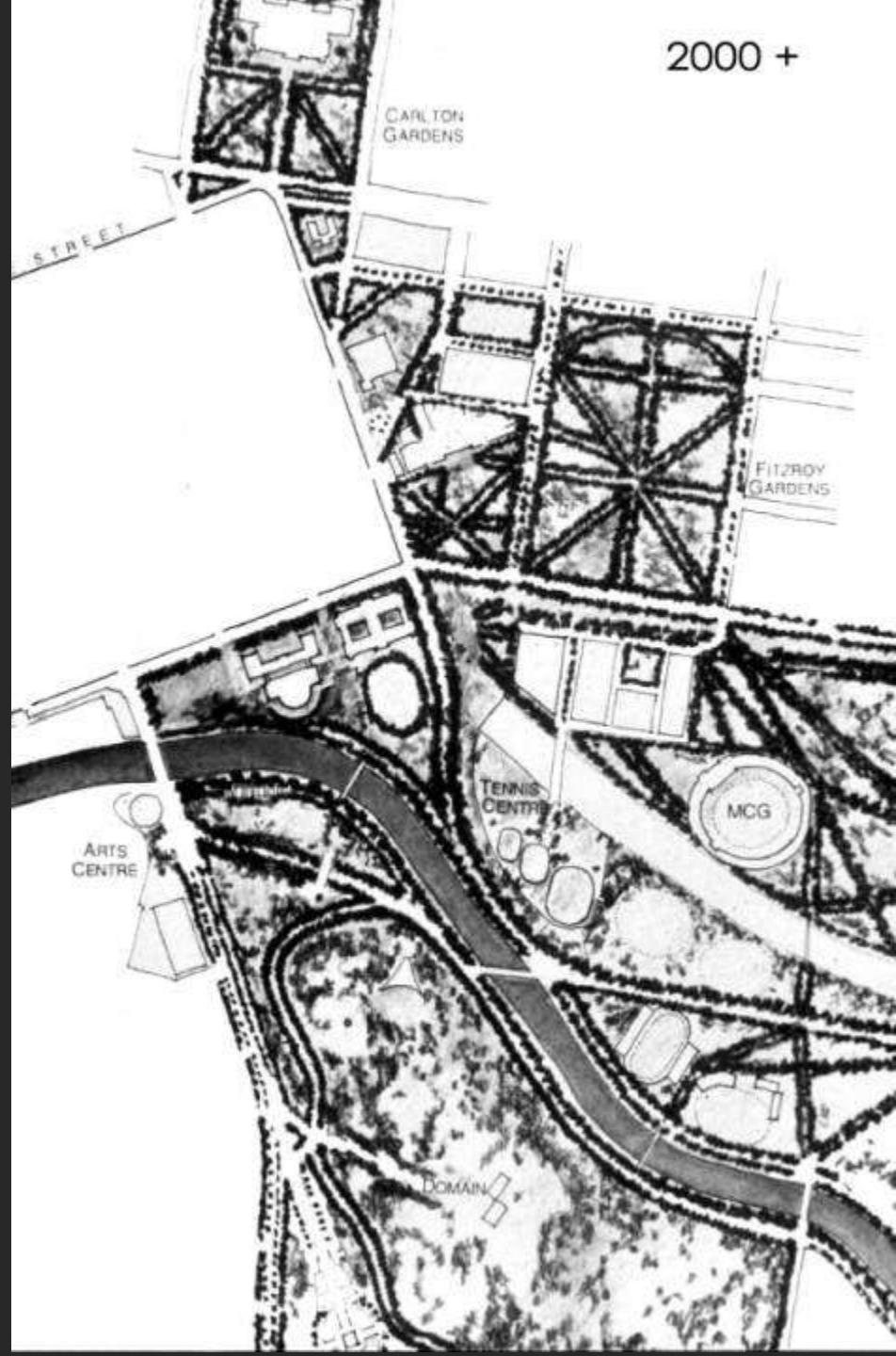
9,895
dwellings













- § 3311 per cent increase in apartments between 1982 and 2002;
- § 830 per cent more residents 1992-2002;
- § 71 percent more public space on streets and in squares between 1994 and 2004;
- § 62 per cent more students in the CDB 1993-2004;
- § 275 per cent more cafes and restaurants 1993-2004;
- § pedestrian traffic has nearly doubled in the Bourke Street Mall between 1993 and 2004 from 43,000 people per day to 81,000;
- § the Bourke Street Mall (81,000 daily) and Swanston St (60,500 daily) now both carry more pedestrians than London's Regent Street (55,000 daily); and
- § night time pedestrian traffic has increased 98 per cent between 1993 and 2004 reflecting the growth of bars and café's and a safer, more welcoming environment.



The most liveable city has more life and more living there



Central Melbourne now has more workers and apartment dwellers, and there is a resurgence in shops and bars.

Our revived urban heart has new beat

By ROYCE MILLAR
and MARTIN BOULTON

MELBOURNE'S heart is revived and pumping, with new figures painting a picture of a city reinventing itself as a residential, shopping and social centre.

Twenty years after planners warned that the CBD was in terminal decline, Melbourne City Council's latest land use and space survey shows that new apartments, shops, bars and jobs are underpinning a resurgence.

The census, compiled every two years, tracks the use of land and buildings across the Melbourne municipality and CBD. The 2004 census, released today, reports that there are 12,600 apartments in the CBD, up from just 125 in 1982.

The CBD includes the Flinders Mall and the area north to Victoria Parade and south to the

Yarra River. It does not include Docklands or Southbank.

There are now more city workers than ever before, but full-time and male employment is declining. As a result, city workers are female and part-time, casual or contracting.

After the economic slump of the early to mid-1980s, the city is growing. Total city floor space has expanded by about 70 per cent in the 20 years to 2004.

Lord Mayor Jeffa Se well noted the findings and said he was especially pleased by figures showing that more than 4000 jobs had been added since the last census in 1982.

"Melbourne has been undergoing a phenomenal change. We may not even realise it here all the time, but people who visit us regularly often comment on the changes," he said.

Retail growth continues with

the CV, Deane GPO and Melbourne Central redevelopments, but the census shows the retail construction boom is more of a regeneration, restoring the city's shopping floor space to late-1950s levels.

Another is the shift in the type of retail activity: department stores are losing space — Deane's closure had a big impact — so are postal services and banks. But bars and public cafes and restaurants are flourishing. Supermarkets, grocery stores, sports facilities and specialised food shops are also on the increase.

Office vacancies have risen since 2002, following a flurry of commercial construction but are a long way short of the recession days of the early '80s. And the city's barbers have returned, with key sites including the former Southern Cross and Queen Victoria

Hospital sites now spoken for. Long-time CBD watcher Bill McIlroy, chairman of Colliers International (Victoria), said the CBD regeneration was due in part to its increasing popularity as a residential destination.

"The city has a marketing plan, a vision and a dynamic city council. It's a more interesting city than it was 15 years ago and is evolving in front of us," he said.

But not everyone is swept up in the excitement. David Zinner's father opened the Job Warehouse fabric store in the top end of Bourke Street more than 40 years ago. Little has changed since.

He said business is now quieter than 20 to 30 years ago and depends on long-term regular customers. "This part of the city has more restaurants and cafes than retail shops now," he said.

A CITY REVISITED

JOB BY INDUSTRY

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SPACE USERS PROPORTION OF OVERALL RETAIL

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RESIDENTIAL CBD APARTMENTS

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BAR & PUBS BY CAPACITY

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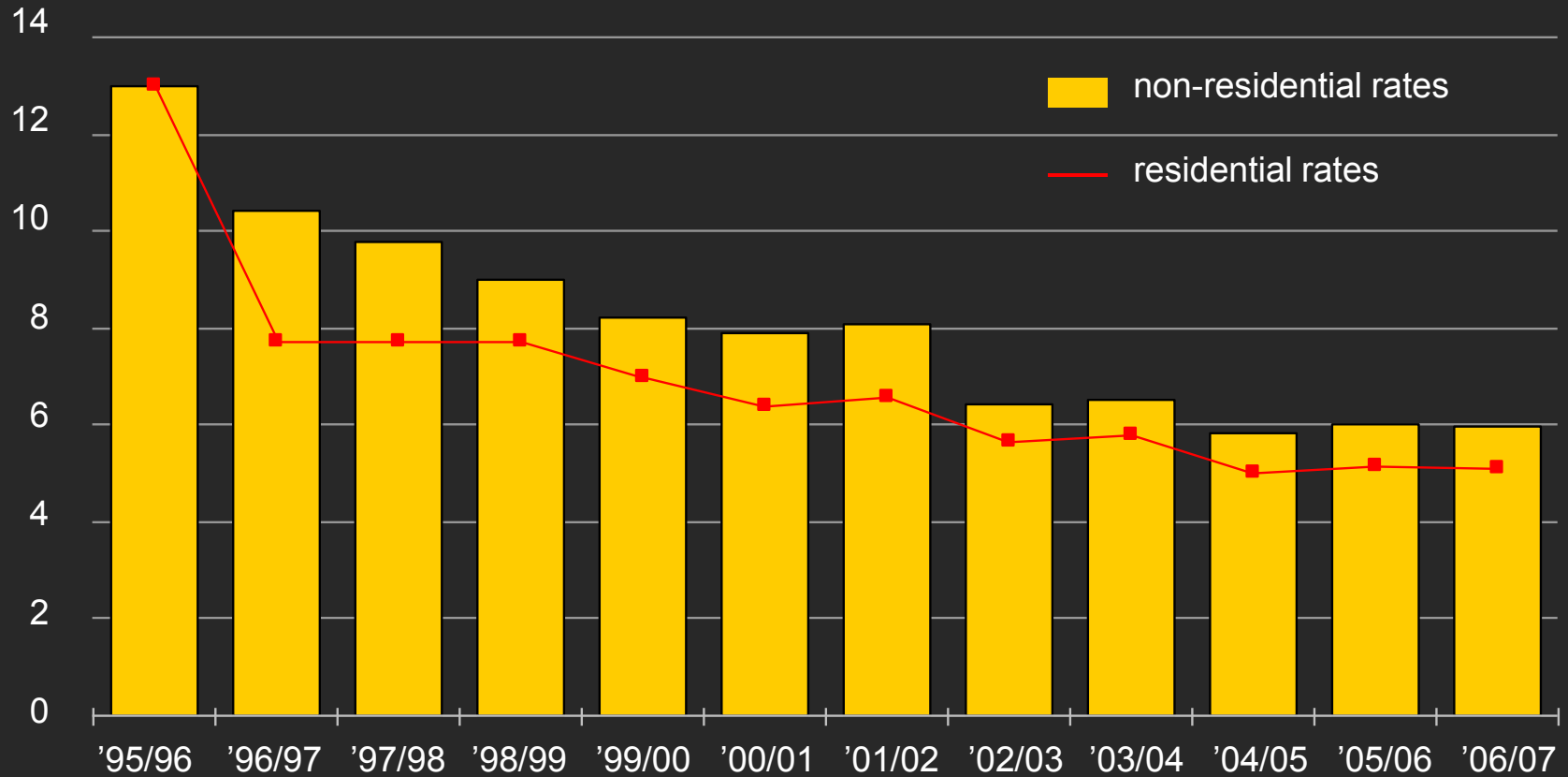
1992

2000

2004

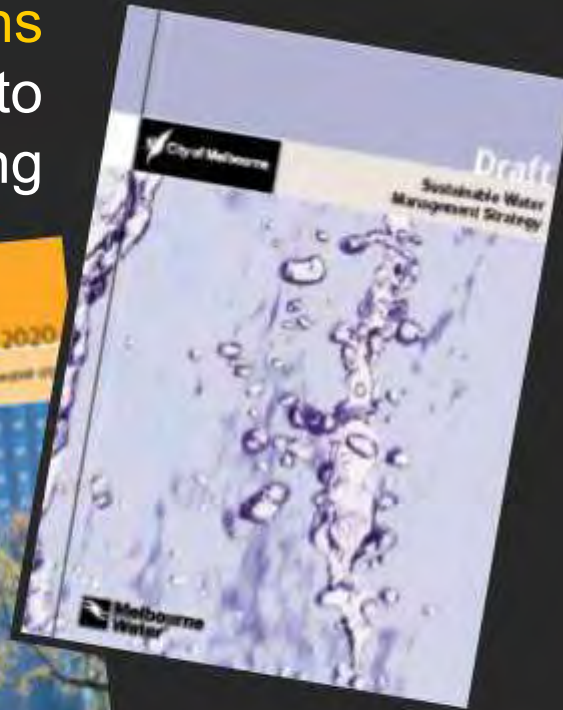
rates history

¢ in \$



Sustainability targets for 2020

zero net emissions
end the city's contribution to
global warming



watermark
reduce the city's mains water
consumption levels by 12%

The zero emissions equation for Melbourne

business as usual emissions
in 2020

4 500 000 t

less: 50% reduction from building design &
15% from industry efficiency

1 850 000 t

less: growth of renewable purchases

925 000 t

less: double efficiency of
non-renewable supply

925 000 t

less: sequestration

800 000 t

equals net emissions of:

zero

Queen Victoria Market solar energy project



largest inner city grid-connected
solar installation
in the southern hemisphere

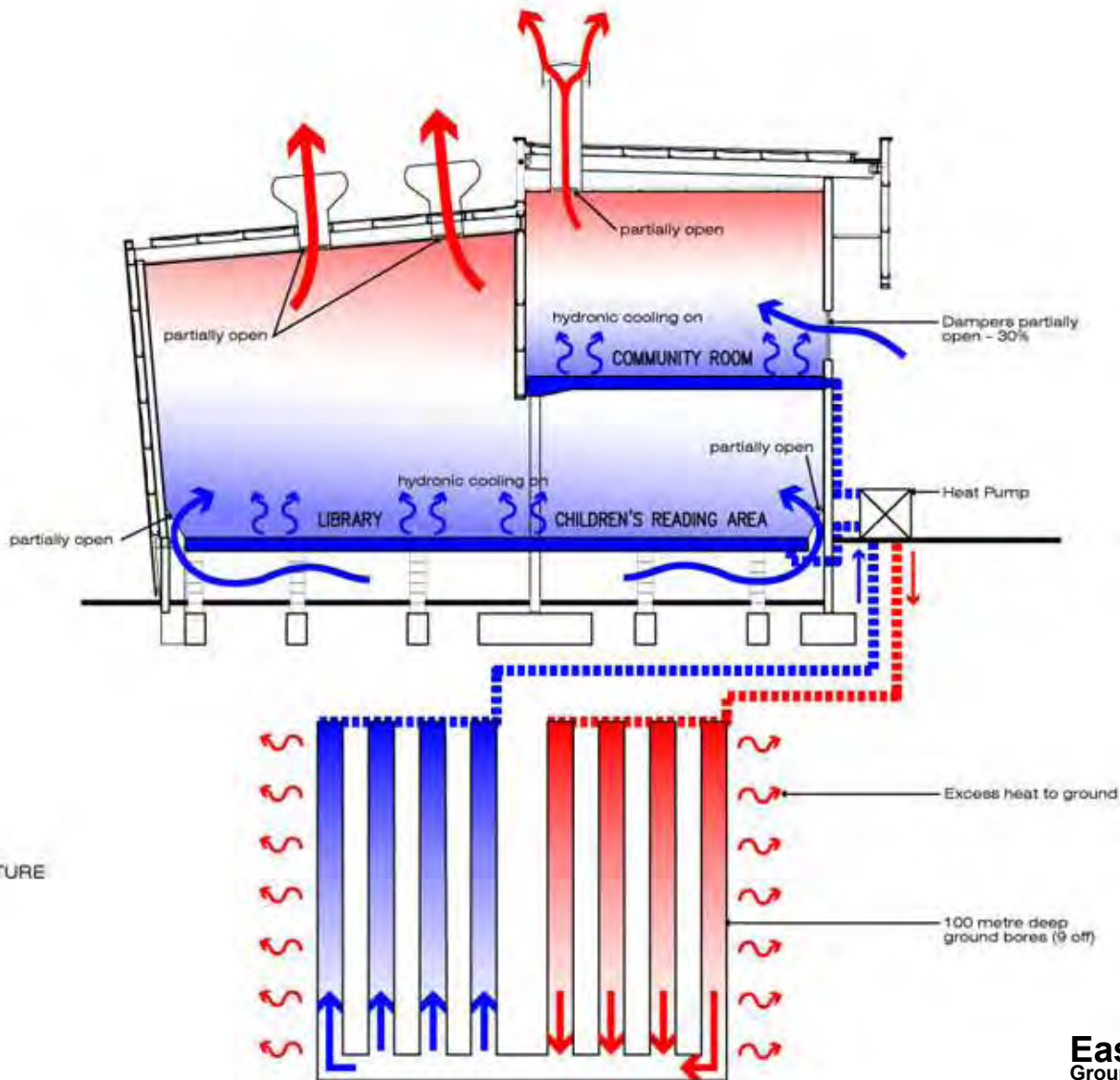
each year, these solar
panels will . . .

generate 252 megawatts
of electricity – equivalent amount of
energy of 63 homes

save council approximately \$37,800
in energy bills; and

save more than 369 tonnes
of greenhouse gas emissions





East Melbourne Library
 Ground source heating and cooling pump schematics
Summer Cooling Mode
 Temperature greater than 26° C



City of Melbourne
Bowls Club
Flagstaff Gardens





Lounge at night





Geothermal and Irrigation Systems



Geothermal Trenches



City of Melbourne
Bowls Club
Flagstaff Gardens







Age
25-Jan-2012
 Page: 9
 General News
 Market: Melbourne
 Circulation: 190750
 Type: Capital City Daily
 Size: 590.54 sq.cms
 MTWTF--

White's all right for a cool change to city's buildings

By **MIKI PERKINS**
 CITY REPORTER

THE roofs in Melbourne's city centre are a hotchpotch of grimy cement, cooling units and corrugated iron, with just the odd flash of greenery to soften the concrete aesthetic.

But this palette could change, with new research suggesting that white roofs clad in solar-reflective paint are a cheap way to stop buildings from absorbing heat on hot days, and keep them cooler when the temperature spikes. A joint study by Melbourne University and the City of Melbourne has found that white roofs can make buildings up to 4 degrees cooler inside and allow for 10 per cent more working hours within a comfortable temperature range.

White roofs — also known as cool roofs — have been slowly gaining popularity as an energy-saving measure internationally, but this is the first time that the concept has been trialled in an Australian city.

Last month, the City of Melbourne painted a white roof

on its ArtPlay building, a historic railway shed next to the Yarra River, at the cost of \$16,000.

The solar-reflective paint has nano particles in it, ceramic beads that act as pockets of air and add insulation to the roof.

Lord mayor Robert Doyle said he would like to see large commercial buildings such as Icelhouse and Costco, in Docklands, install a white roof as a retrofit measure, but ruled out financial assistance to building owners or making white roofs mandatory.

"Building owners are not dills, they're always looking at their costs," Cr Doyle said.

Although foliage-rich green roofs offer greater temperature reduction, they are more expensive to establish and maintain, Cr Doyle said.

"This is very important, you can just feel it [the heat] when you're in the city at the end of a long hot week," he said.

The research found that even on a tall building of 30 storeys, a white roof offered some energy

savings and reduced the so-called urban heat island effect, where cities are often 5 degrees hotter than the countryside surrounding them.

"White roofs are a low-cost solution to making buildings more sustainable, particularly our older buildings," said Melbourne University senior lecturer and lead researcher Dr Dominique Hes.

The white roof push will form part of the city's beleaguered 1200 Buildings program, which is at the heart of its ambitious bid to become carbon neutral by 2020.

The most recent data shows only 50 buildings have signed up to the program, which aims to dramatically reduce the city's carbon footprint by retrofitting two-thirds of its ageing office blocks.

At the current rate, it will take about 34 years for the council to recruit the further 1150 commercial buildings needed to meet the goal.

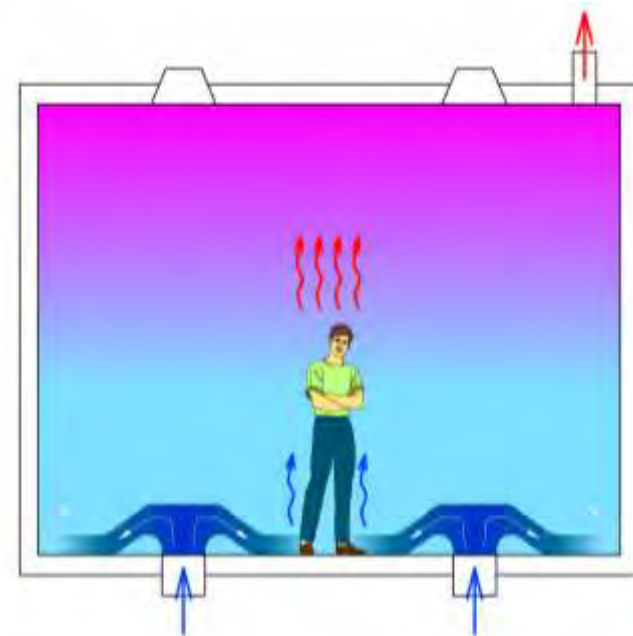
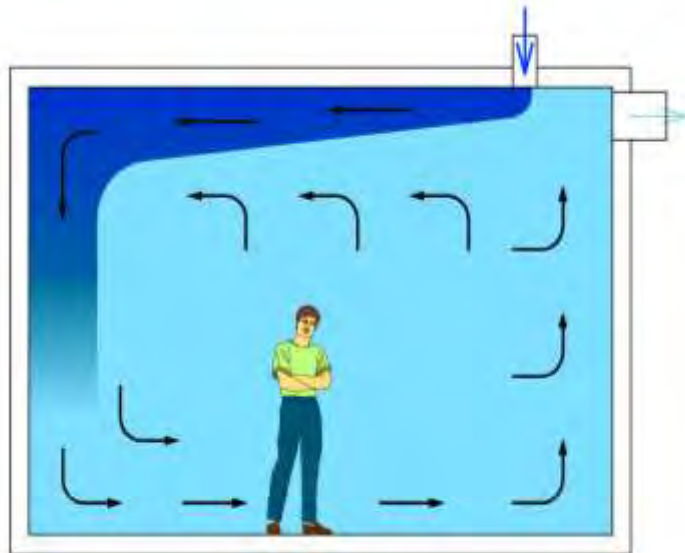


East Elevation



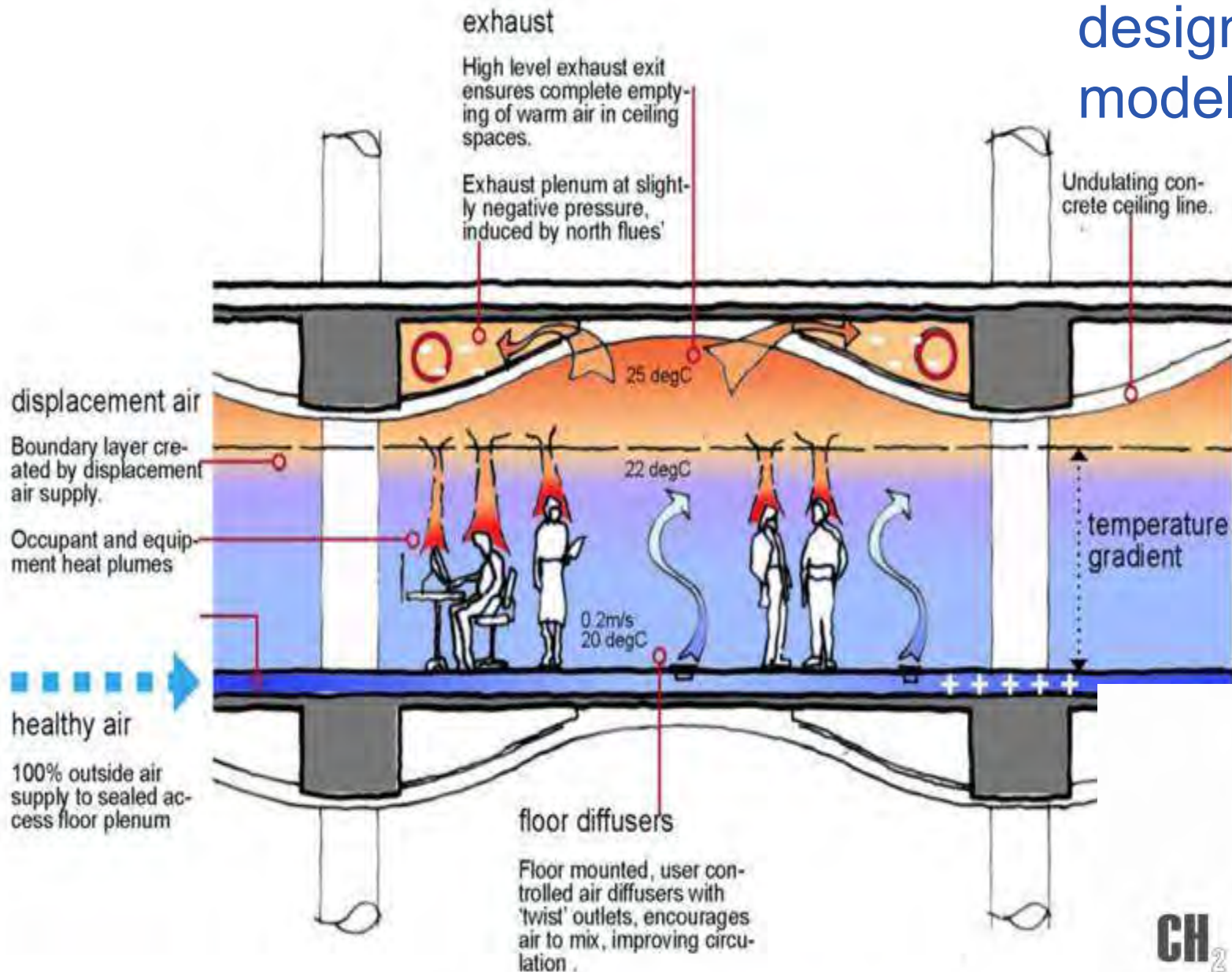
West Elevation





airflow

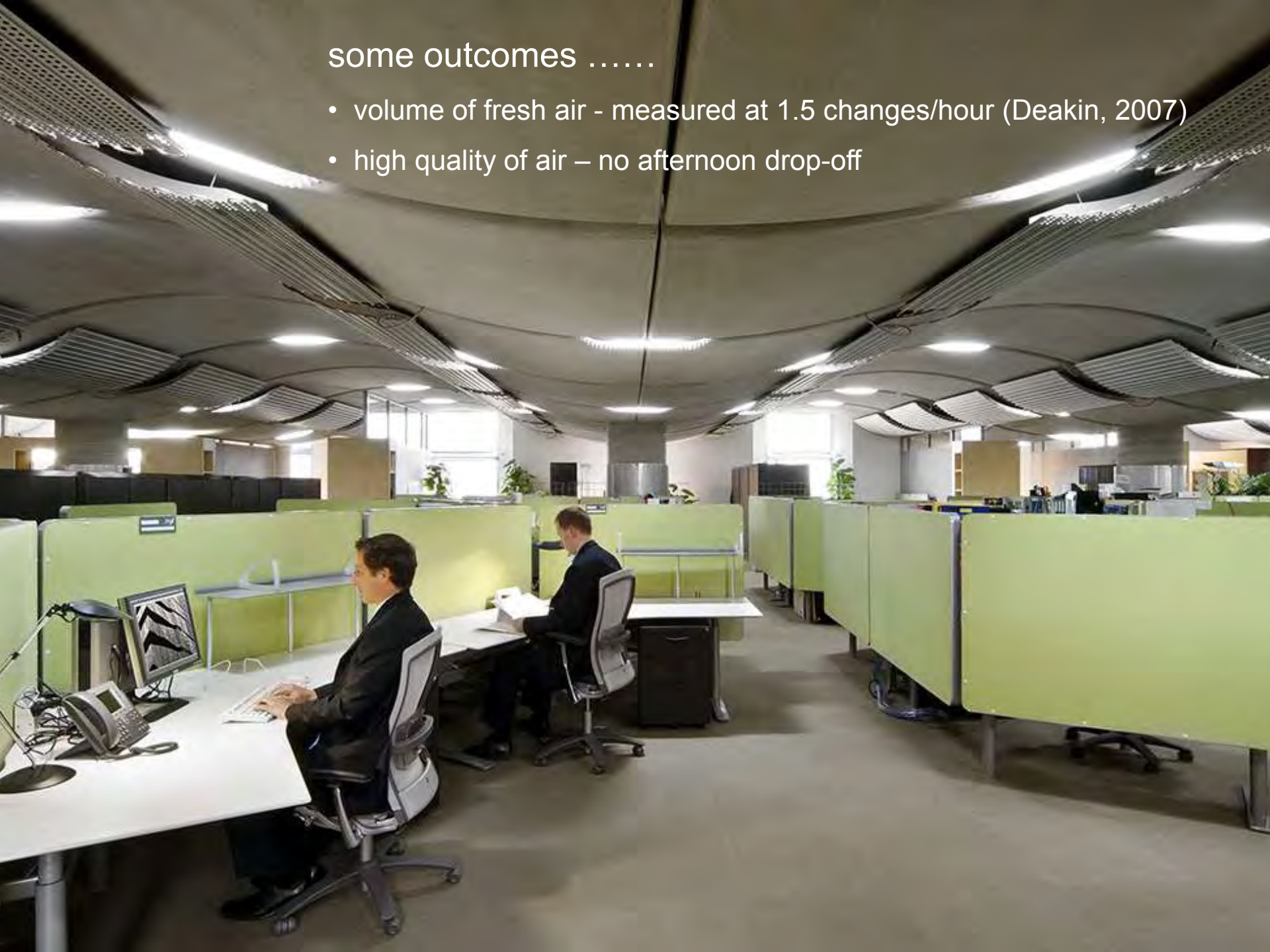
design modelling



AIR FLOW - OFFICES

some outcomes

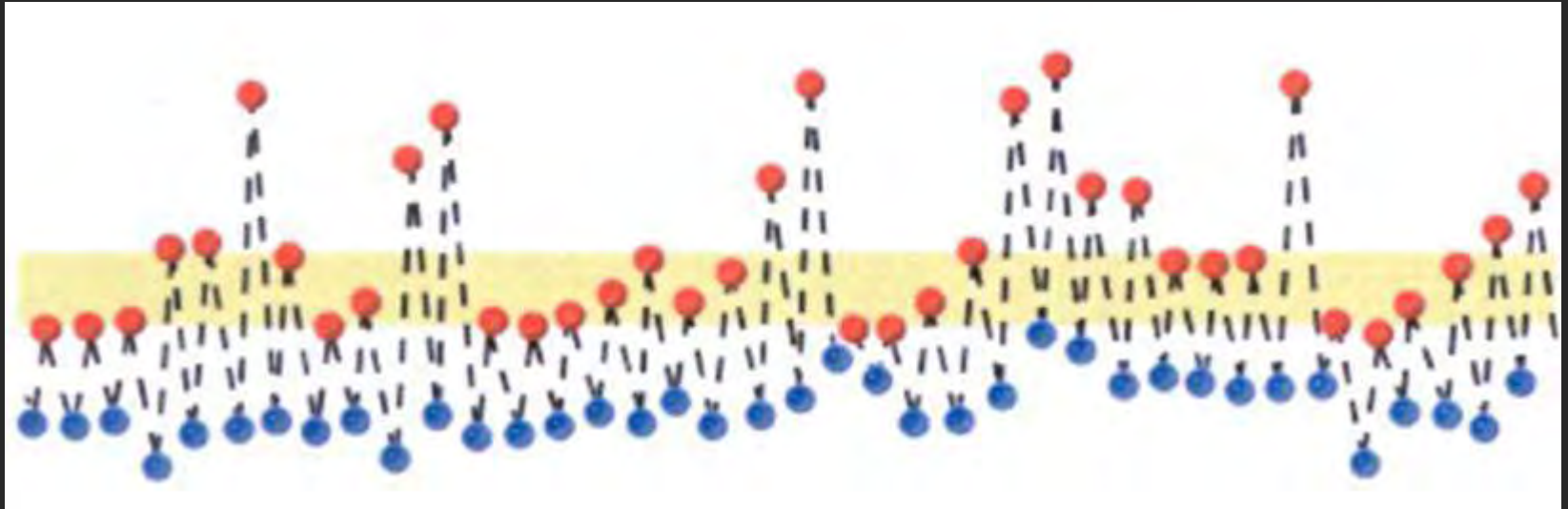
- volume of fresh air - measured at 1.5 changes/hour (Deakin, 2007)
- high quality of air – no afternoon drop-off



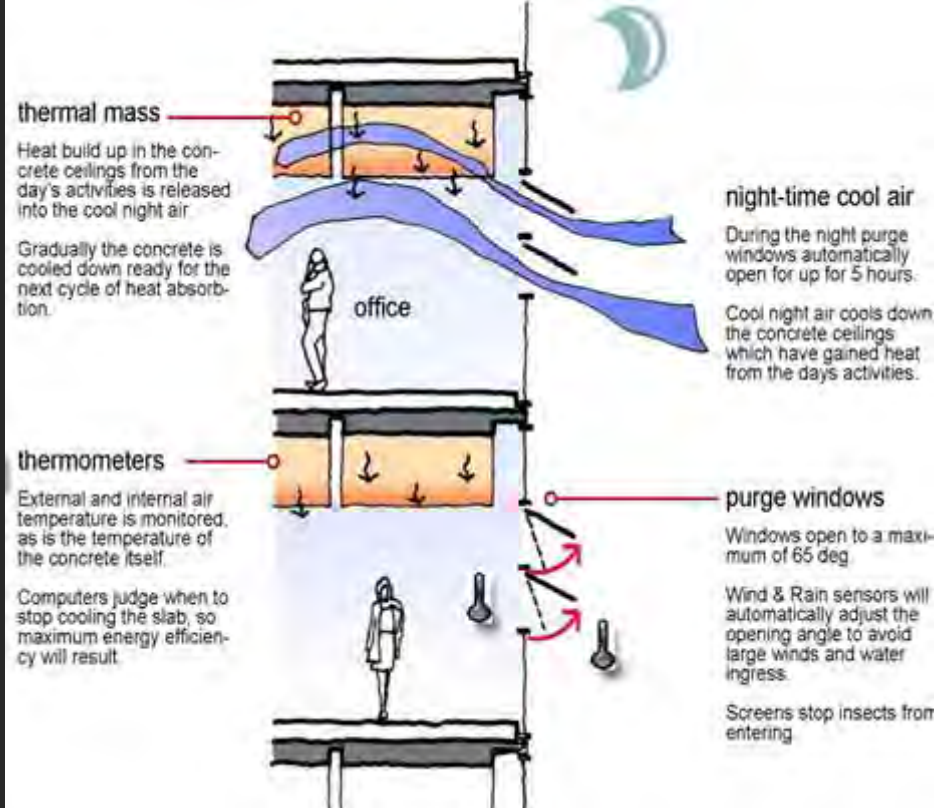
Daily maximum / minimum temperature

°C

40
35
30
25
20
15
10



Melbourne 1 Jan - 8 Feb 2002



Cooling – night purge



A retrofit for going green in the CBD

PHILIP HOPKINS

HARRY Chua, the owner of Cricclub in Queen Street, in Melbourne's CBD, has a special goal in the next 12 months: he wants his hotel and conference centre to be carbon neutral.

To achieve that, he is happy to be a guinea pig in a new scheme that provides cheaper loans to fund environmental upgrades of commercial buildings.

That money is available through a trust — the "Australian environmental upgrade fund" — that is managed by Eureka Funds Management, with NAB and Low Carbon Australia providing the capital. Low Carbon Australia (LCA), set up by the federal government in 2010, has more than \$100 million in funding.

Crucially, its involvement allows NAB to offer an "environmental upgrade agreement" at a discounted rate to what otherwise would be possible.

NAB provides the credit assessment — the rate varies depending on the risk of the

customer — while LCA assesses the environmental effectiveness of the projects.

The first agreement was signed last October for the City of Melbourne's 1200 Building program, which aims at environmental upgrades for the city's commercial buildings.

It's against this background that Dr Chua embarked on the upgrade of Cricclub, the former headquarters of the RACV Club, in the CBD.

The upgrade is going to cost \$1.5 million. Dr Chua has borrowed \$1.35 million through the fund at 7.71 per cent over 10 years, with the balance provided by his equity. Based on today's energy prices, he estimates the payback period will be about 10 years.

Dr Chua calculated that with long-term energy savings that would give him a return of \$180,000 a year — a return of 11.7 per cent. Another grant from the Green Building Fund would push the return to 17 per cent.

"I'm assuming that power prices will be the same, but

the rate of return will increase as power prices rise. This is a 15-to-20-year plan, but after 10 years, there will be a profit," he told *The Age*.

The planned upgrades include:

- Lighting — passive infrared sensors will automatically switch lights off when an area is not used.

- Double-glazing of the facade, improving the building's insulation.

- Converting the building's sub-metering board so that energy use can be monitored and tenants will pay for their own usage.

- Installation of a combined heating, cooling and power system.

Double-glazing has been completed as part of the environmental upgrade of the Cricclub building.

PICTURE: PENNY STEPHENS

The lighting and facade work were completed last month. The upgrade is calculated to create energy savings of 27 per cent. The NABERS rating, now effectively 2½ stars, will rise to 4 to 4½ stars.

Dr Chua said once the savings were made, he would buy permits to achieve the balance of energy requirements to become carbon neutral. "The staff are also passionate about the project," he said.

The chief executive of Low Carbon Australia, Meg McDonald, said the challenge for property investors was justifying the economic rationale and business case for green buildings.

But there was a clear link between enhanced green premiums in value and higher NABERS energy ratings, said Ms McDonald, a former senior diplomat who was Australia's lead negotiator for the Kyoto Protocol.

Dr Chua is confident about the payback for a green retrofit. "The tenants like it. As a green building, the returns will improve — rents will be higher and the value will go up," he said.

Under the upgrade agreement, the owner is advanced funds for the project by the financier in exchange for a new charge levied on the building by the council. The council passes this charge back to the financier.

LINK

► lowcarbonaustralia.com.au



1200 Buildings Program

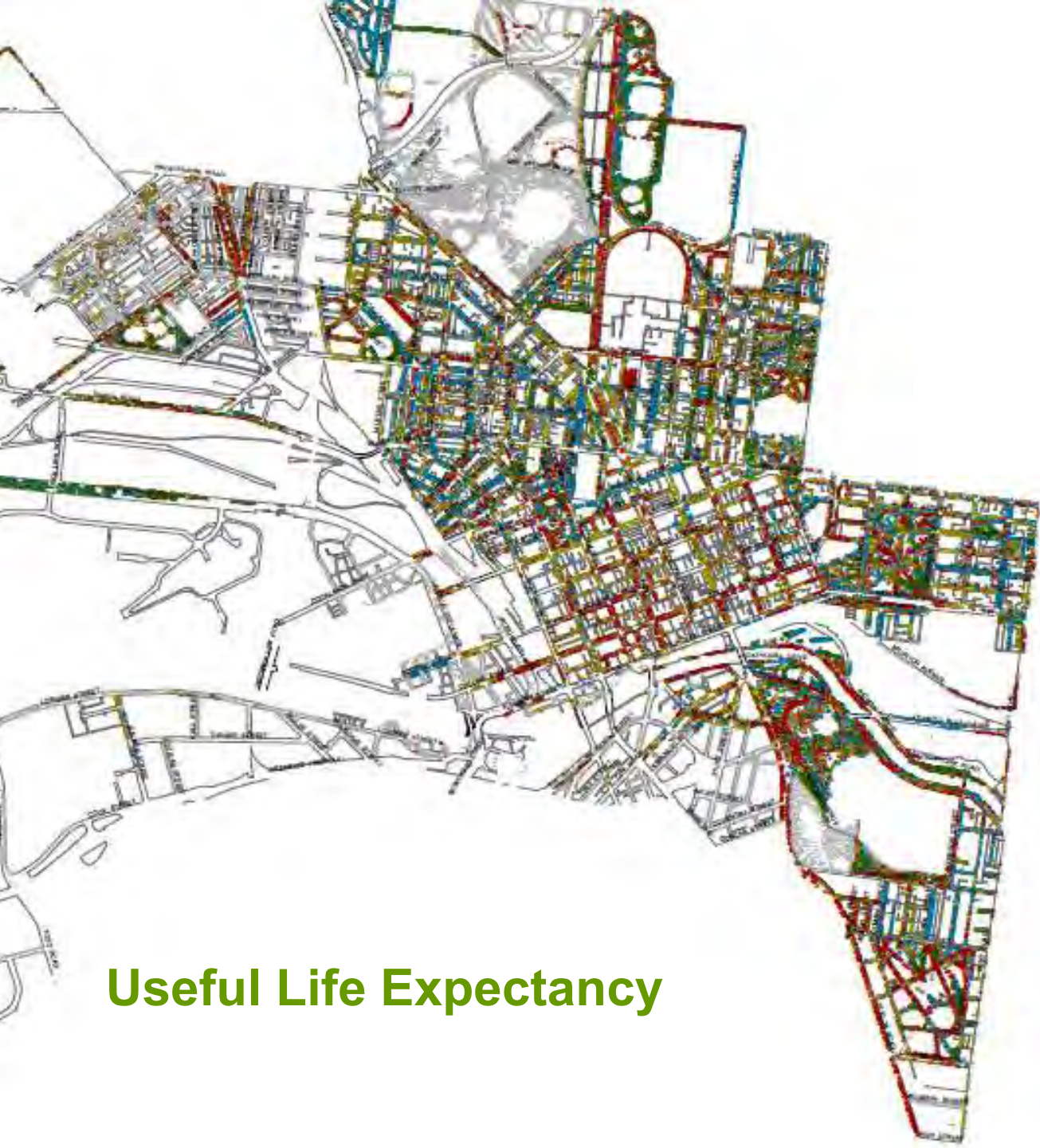
Parks and Gardens



**30% loss in 10
years**

**48% loss in 20
years**

Useful Life Expectancy

- 
- 1< year to 10 years
 - 11-20 years
 - 21-30 years
 - 31-60 years
 - 61+ years
 - To Be Determined

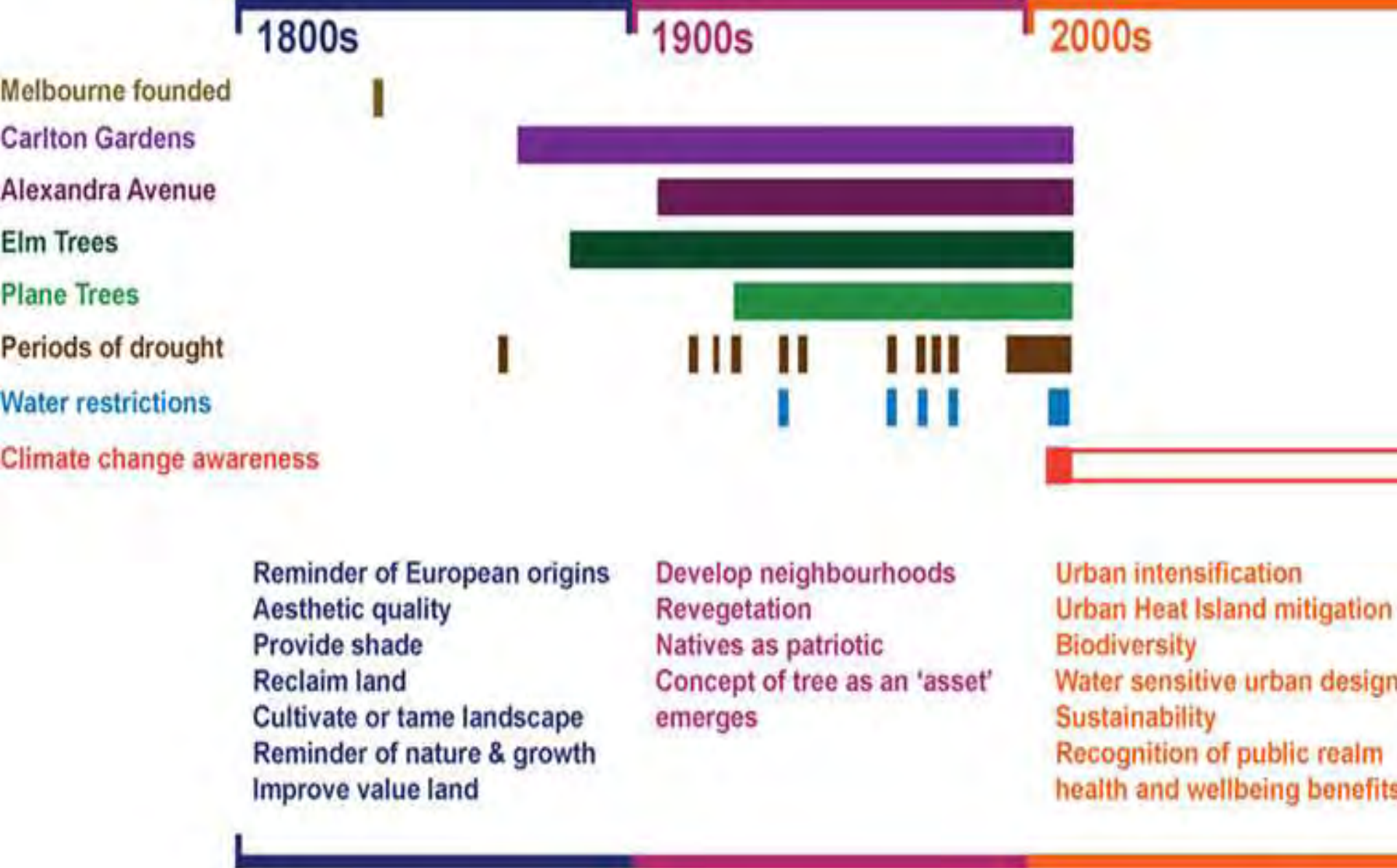
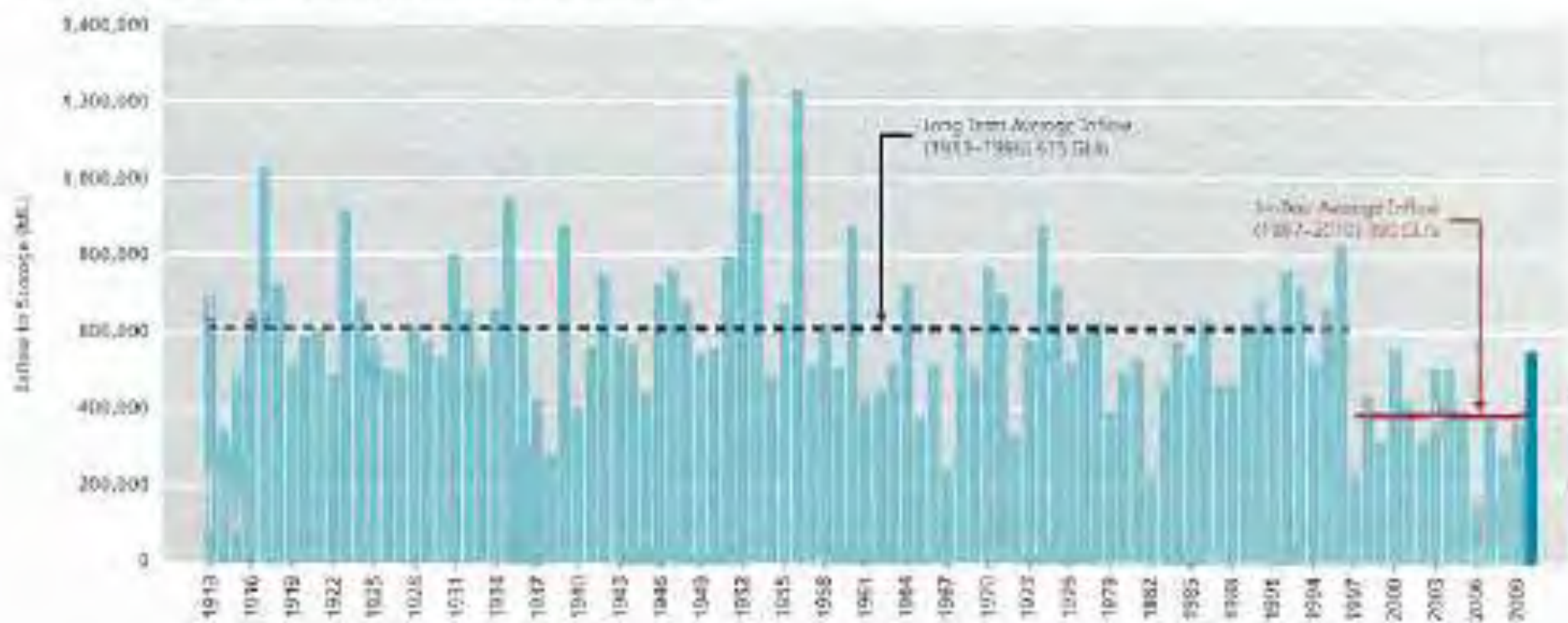


Figure 2: Total Annual Water Flowing Into Melbourne's Main Water Supply Storage Reservoirs²⁰
 (Thames, Upper Yarra, D Simcoe, and Narmundah Reservoirs)



CoM Water Saving Initiatives : Major Projects





WSUD















4:22PM Saturday February 07, 2009

CITY'S HOTTEST DAY EVER

46.4

City swelters through hottest day ever recorded
Melbourne tops 46 degrees as state suffers in heat.

"Worst day in history" **Keep cool** **Weather**

173 people died in the 2009
bushfires

374 people died due to the 2009
heatwave



Urban Forest Strategy

Making a great city greener
2012-2032



melbourne.vic.gov.au/urbanforest



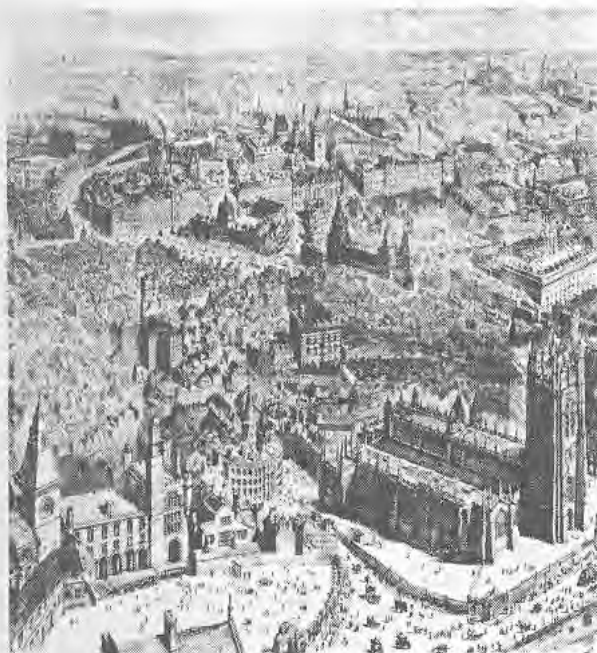
Draft Open Space Strategy

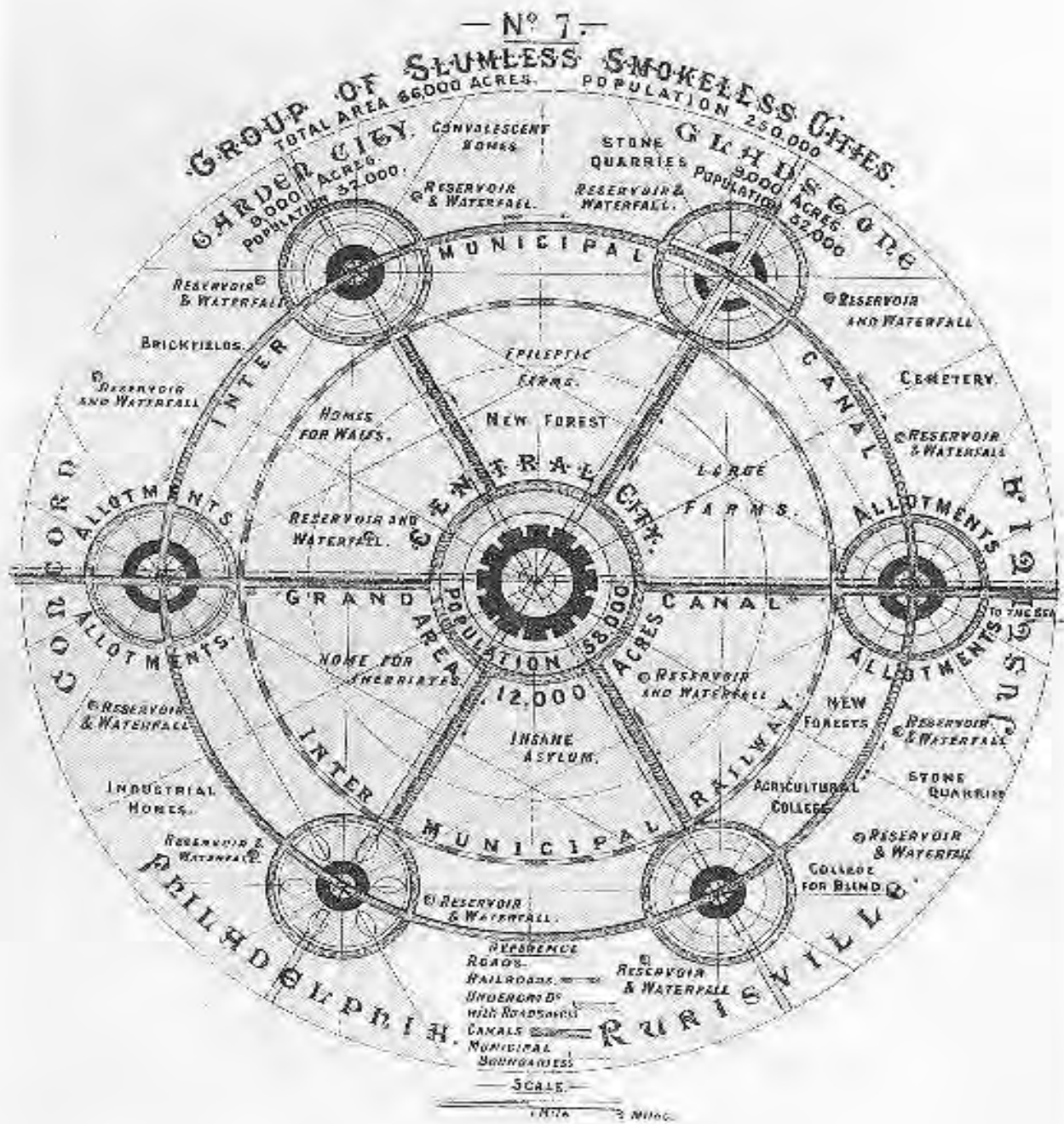
PLANNING FOR FUTURE GROWTH



Looking back to go forward

‘Our current approach to city design is increasingly financially, socially and environmentally unsustainable.







b. Advertisement published in Punch in 1920







Motorists showing signs of freeway confusion

By CLAY LUCAS
TRANSPORT REPORTER

THE series of entry and exit ramps created by the government's \$1.4 billion widening of the West Gate and CityLink freeways is leaving motorists baffled — and often lost.

The government will change the new freeway's signage after a review of the project found it was leaving motorists confused.

The RACV's public policy manager, Brian Negus, said the hundreds of millions of dollars spent improving the freeways had left many motorists bewildered, especially those using interchanges for the first time.

The roadworks — which have introduced a series of new flyovers and exit and entry ramps — aim to reduce the number of drivers slowing down traffic by intermingling and weaving across lanes.

Mr Negus said the changes meant drivers had to be prepared up to a kilometre beforehand to get into the correct lane. "You have to make your decision earlier."

"They need to review the signage, to look at whether they can provide forewarning about what people are expected to do. Some of the complaints we get are people saying they didn't know early enough what they needed to do."

The works are being carried out by a joint venture of VicRoads and Transurban. Project director John Cunningham said research had been done with motorists and it had found "some confusion". This had been caused by both the signage and the changed road configuration, he said.

"We will be making some changes to the signage as a result of our review."

The West Gate and parts of CityLink will be closed again on Friday and Saturday nights this weekend, to test a new lane-use management system.



A bird's-eye view of the complicated and confusing M1 Freeway interchange at Montague Street, South Melbourne.

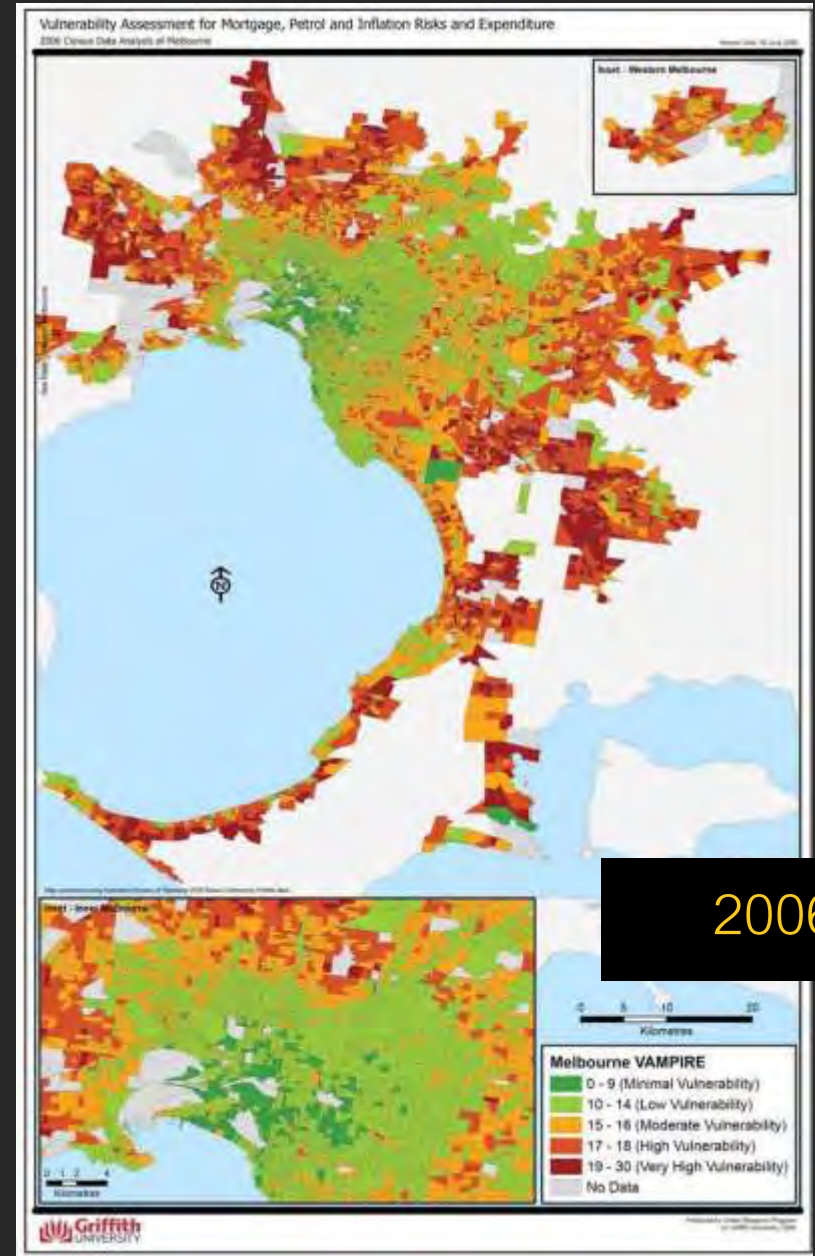
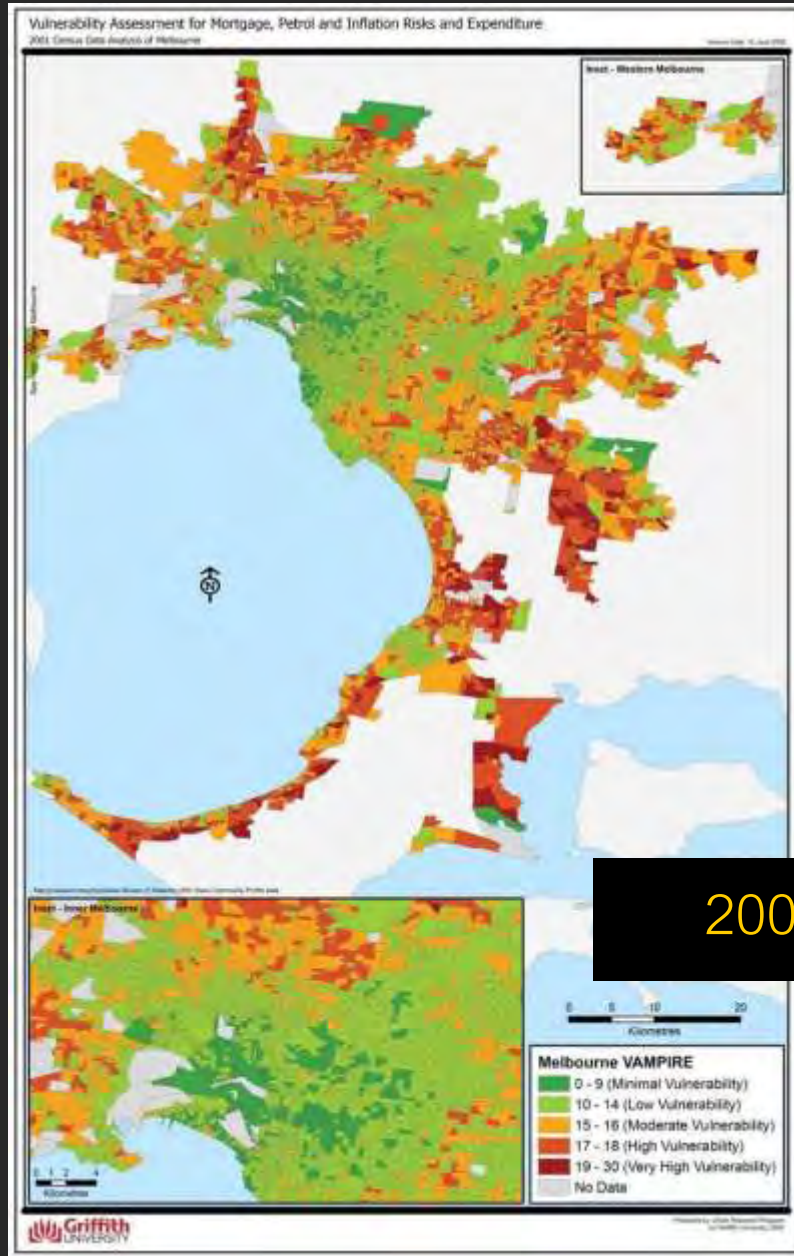
(PICTURE) CRAIG ABRAHAM

Trends

‘Life style fuels boom in high density housing.’

The Age Thursday 24th August.

Melbourne: Oil & Mortgage Vulnerability



Surge in abuse reports stretches crisis services to breaking point

NICOLE BRADY

REPORTS of family violence to police are at a record high in Victoria, straining legal, crisis, accommodation, support and treatment services.

In the last financial year, police attended 40,892 family violence incidents, a figure that has increased steadily from 29,648 in 2006-07.

Police and those working with victims welcome the 38 per cent leap in reports. They say it is a sign that more women feel confident that police will respond with seriousness and sensitivity. There is debate, however, as to whether the rise proves there is more violence to more reports — or both.

All groups acknowledged that police statistics were "just the tip of the iceberg", as family violence was notoriously under-reported, said Deb Bryant, chief of the Women's Domestic Violence Crisis Service. The

Australian Bureau of Statistics found in its personal safety survey in 2005 that 53.2 per cent of women who experienced physical violence at the hand of a male partner (current or previous, boyfriend or date in the previous 12 months did not report the incident to police).

The abuse is not always physical. Under Victorian law, family violence intervention orders are available to those experiencing physical, sexual, emotional or financial abuse. These are civil orders made by magistrates but it is a crime to breach them.

Police are more likely to be called to homes in lower socio-economic areas, with reports peaking in the districts of Casey, Hume and Boroondara, taking in suburbs such as Cranbourne, Narre Warren, Broadmeadows, Kellar, Sunshine and St Albans. Public health expert Angus

Tut of La Trobe University said research by the World Health Organisation showed "the most common pattern is that men and women with lower education levels, greater poverty levels, more disability — they're the group that experience the most family violence." That doesn't mean it does not happen in more affluent homes. Dr Iain agreed with anti-violence campaigner Danny Flay that violence against women "exists everywhere from Boroondara to Bialystok".

Middle and upper-class women have more options, experts say, and rarely call in external services such as police.

They are more likely to have assets and income to escape to other rooms in larger homes, hotels or rental accommodation. They are also more likely to know and use their legal rights and houses in wealthier suburbs are solid and spaced apart,

meaning neighbours are less likely to hear abuse and take action.

At the initiative of Chief Commissioner Ken Lay, Victoria Police is increasing its number of family violence units. Trained officers deal with the cases and can initiate after-hours intervention orders or family violence

Middle and upper-class women have more options and rarely call police.

orders after being called to an incident. These generally require offenders to leave the home and leave the family alone until the case is heard by a magistrate, usually within days.

But family violence response services are being stretched to breaking point. Emergency accommodation and counselling services for women and children

are struggling to meet demand.

"We are very, very stretched at the moment. All of our crisis and outreach services are under a lot of pressure," Ms Bryant said.

Mr Flay, executive officer of the Men's Referral Service, which directs men to violence prevention programs, said some metropolitan programs had six-month waiting lists.

"We know in terms of quality practice that if a man calls a service and says, 'I need to do something about my violence', he needs to be able to have that conversation with a skilled male family violence worker within 48 hours, otherwise things calm down and don't seem so bad and the window of opportunity closes and often we'll never hear from him again," Mr Flay said.

"If you put him on a waiting list, you're not doing anyone any favours and potentially making things worse."

REPORTS OF FAMILY VIOLENCE BY REGION



Home truth about men's violence against partners



Uneasy neighbours: Melton farmer Fraser Stewart tends to his pigs while, across the electrified fence, people are starting to move into the new Arnold's Creek housing estate.

PICTURE: JASON SO

Urban sprawl fuels friction with farmers on the fringe

By **MARIKA DOBBIN**

FIVE piglets were stolen from Fraser and Carolynne Stewart's Melton farm on Melbourne Cup day, while another 12-week-old piglet was found stumbling

politan housing development and rural-zoned land is heating up as Melbourne expands ever outwards into the regions.

As *The Age* reported this week, suburban-style development now stretches far beyond

fringe areas objected to the smells and noises coming from neighbouring paddocks. Farmers complained of higher council rates, the spread of weeds and having to justify their work practices.

agricultural goods worth \$1.4 billion annually. The production of fresh food close to consumers has the advantage of reducing carbon emissions from trucks, the inquiry found.

But urban creep on to agri-

zone to act as a lower density buffer between farming and residential zones.

The government is preparing two policy documents: the Regional Blueprint and the Victorian Food Strategy, which will

months to sell their property and move to more hospitable land in the Macedon Ranges.

"The treatment and safety of our animals is our biggest concern," Mrs Stewart says. "I want to expand, but that's going



‘Australia has lost five times more farmland to urban sprawl than to foreign buyers, with 89 million hectares vanishing since 1984’

WEEKEND AUSTRALIAN Jan 22 2012.

Figure 1 -
Median House Price vs
Average Income Affordability
Threshold, 1994/95

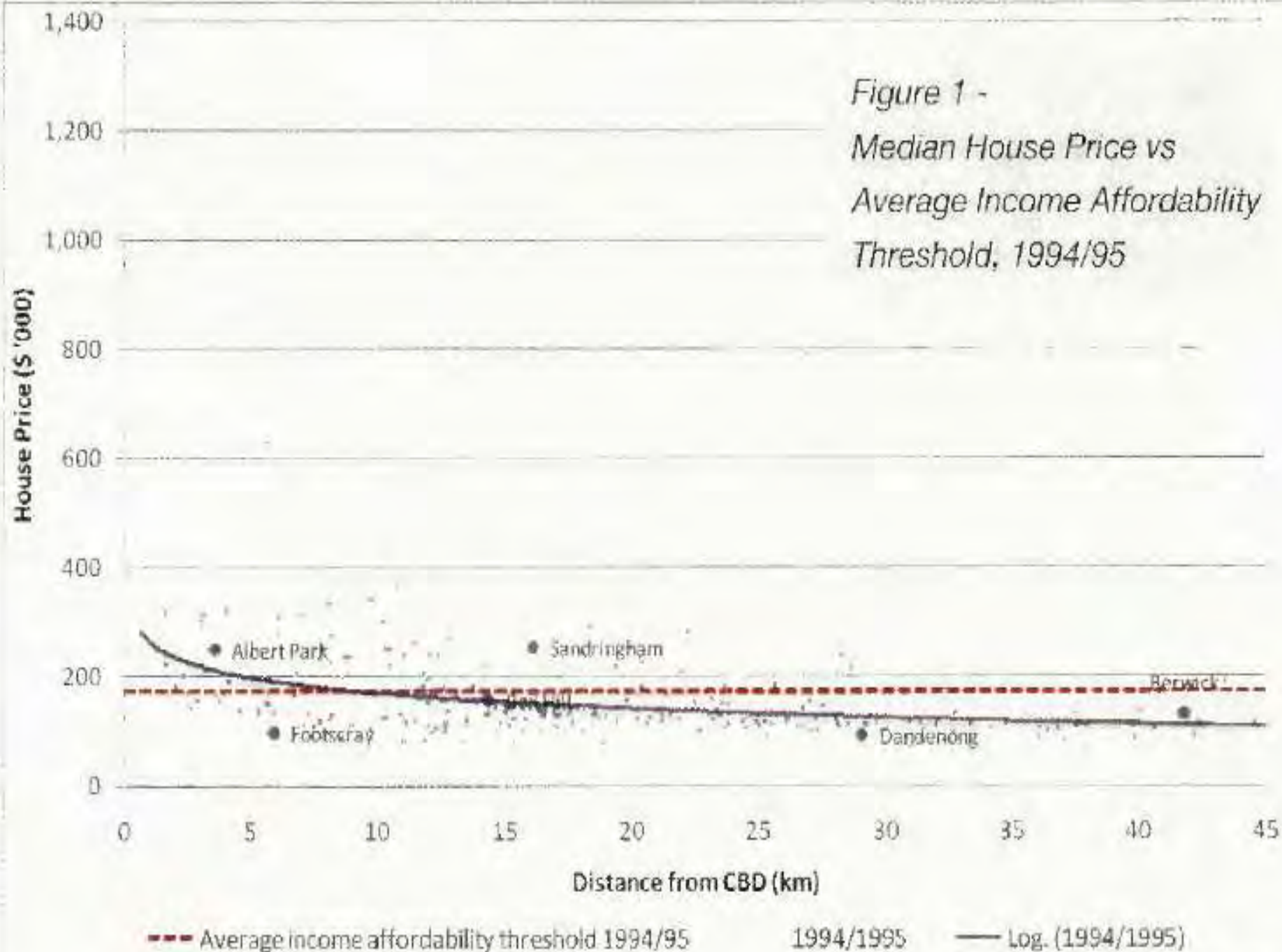
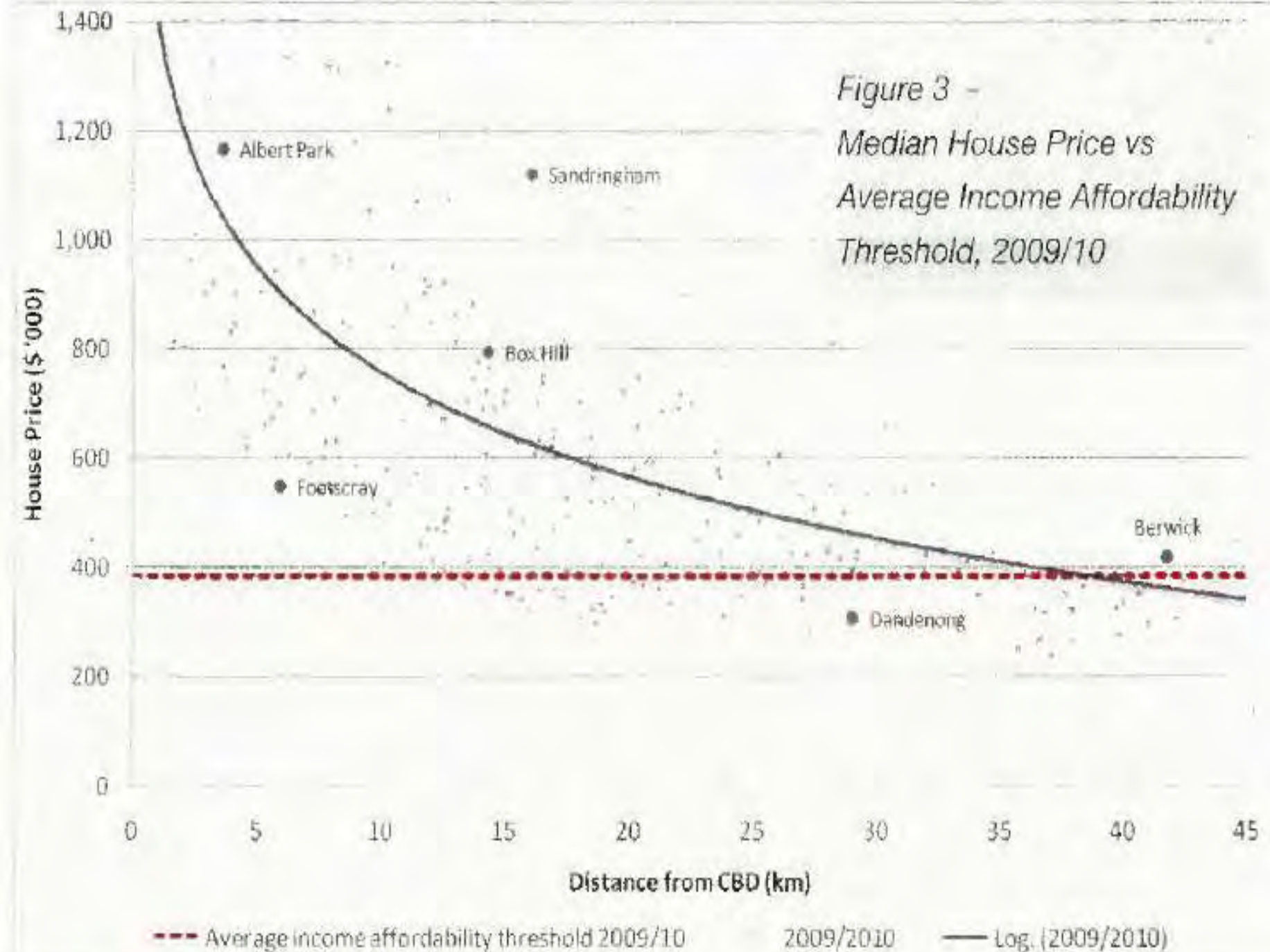


Figure 3 -
Median House Price vs
Average Income Affordability
Threshold, 2009/10



PERSONAL
PAINTOP 10 AREAS BY
POSTCODE 2010-11

MELBOURNE

	POSTCODE	BANKRUPTCIES
1	3977 Cranbourne	98
2	3199 Frankston	87
3	3029 Hoppers Crossing	67
4	3030 Werribee	57
5	3805 Karee Warren	56
6	3064 Craigieburn, Rosbrough Park	53
7	3810 Pakenham	51
8	3806 Berrick	48
	3021 St Albans	48
9	3073 Reservoir	43
10	3175 Brimley	42
	3136 Croydon	42



COUNTRY

	POSTCODE	BANKRUPTCIES
1	3216 Belmont, Highton, Wearn Ponds	54
2	3350 Ballarat	53
3	3500 Mildura	52
4	3690 Wodonga	50
5	3214 Cocio	46
6	3630 Shepparton	45
7	3337 Melton	44
8	3550 Renald	43
9	3219 East Geelong	33
10	3429 Sunbury	32

South-east worst hit by bankruptcy

Mortgage stress takes heavy toll

By MARC MONCRIEF
DATA EDITOR

MELBOURNE'S south-east has the highest tally of bankruptcies in Victoria, according to figures that have for the first time provided a breakdown of where financial stress is greatest in the state.

More than 180 bankruptcies took place in the postcodes that cover Cranbourne and Frankston over the 12 months to June 30, 2011. The 3977 postcode,

which includes Cranbourne, Cranbourne West and Cranbourne South, had 98 bankruptcies while the 3119 postcode, which covers Frankston, had 87.

Demographer Matthew Deacon, of id Consulting, said Cranbourne's bankruptcies were probably high in part because of strong population growth and the high rate of new mortgages in the area.

He said mortgage stress was associated with high-growth areas in part because mort-

gagors were more likely to default early in the life of their loan. He said the area covered by 3977 had grown from about 43,000 people in 2006 to about 75,000 today.

Bankruptcies were relatively high in other areas of high population growth, such as Point Cook and Craigieburn.

However, Mr Deacon said the number of bankruptcies in the Frankston area was surprising, as it was not an area of high population growth. "You could say that 3977 (the region including Cranbourne) has exploded, while Frankston has done almost nothing," he said.

The postcode with the third-highest count covers the area north from Hoppers Crossing to Caroline Springs. That area had 67 bankruptcies, equating to a leap of nearly 30 per cent between that area and second-placed Frankston.

The median number of bankruptcies for postcodes statewide was eight.

Taking population into account, the south-east remained a notable hub of financial stress.

The 3975 postcode, which borders Cranbourne to the north, had 16 bankruptcies out of an estimated 2011 population

of fewer than 3000. Comparable rates could only be found in rural areas, with populations so small that two or three bankruptcies could make a statistically significant impact.

Leanne Petrides, manager of the Cranbourne Information and Support Service, said she was not surprised at so many bankruptcies in the region.

"This is an area of high socio-economic disadvantage," Ms Petrides said. "We've got massive growth and there is not necessarily the infrastructure (to support the growth)."

Ms Petrides said many of the people who sought help

through her agency were casual workers who could find themselves out of work suddenly.

"They are the first to go and they are left with very high debts they cannot reach," she said.

The bankruptcy data, provided by the Insolvency and Trustee Service Australia, has only previously been disclosed on a state-by-state basis.

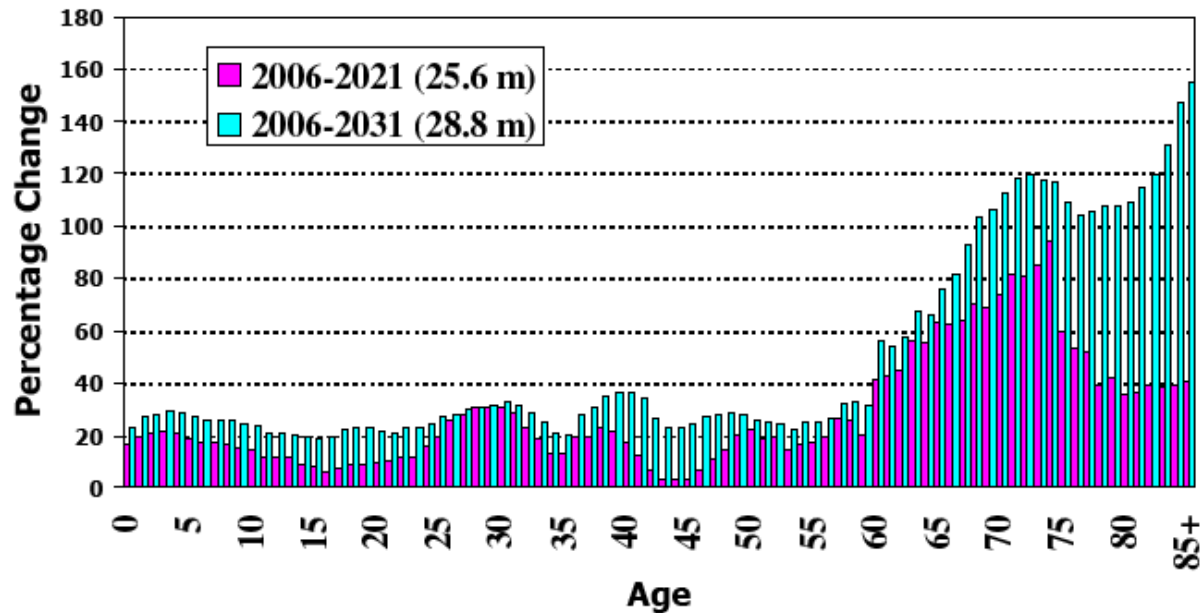
Victoria as a whole had 4518 bankruptcies, a 21 per cent drop on the previous year's 5716. Queensland posted 6148 bankruptcies in the same period, though New South Wales' 8133 was by far the highest of any state.

Who will we be building for?

Structural Ageing:

Australia: Change by Age: 2006 – 2021; 2031 (Series B)

Source: ABS 2008 Projections



Smaller Households

	2006	2031
Total households	7.8m	11.8m
.....		
Lone person	1.86m	3.6m
.....		
Couple with children	2.58m	> 2.47m
.....		
Couple without children	2.13m	3.79m
.....		
Population	20.7m	28.8m

SOURCE: ABS,HOUSEHOLD PROJECTIONS, SERIES III

Apartment approvals soar 20pc

Ben Hurley

Approvals to build apartments and townhouses leapt more than 20 per cent in December, driven by a steady upturn in NSW.

There were 5574 apartments and townhouses approved nationally in December – the highest monthly number since 2004.

In NSW there has been a 50 per cent increase in apartment approvals over the past year.

There was a 66 per cent rise in apartment approvals in Victoria and increases in Tasmania and South Australia over the year, but approvals fell in Queensland and Western Australia.

However, there was little improvement for detached houses, and analysts question whether the figures will translate into actual building work because of a shortage of credit, lack of new land releases and planning delays.

NSW Planning Minister Tony Kelly claimed credit for his state's performance because of the government's \$20,000 cap on infrastructure levies in most local government areas, stamp duty exemptions for homes purchased off the plan for less than \$600,000 and other initiatives to streamline the planning process.

Developers said the NSW government's stamp duty exemption had helped them achieve the pre-sales required to get projects off the ground.

Ceeroose managing director Edward Donelhi said his company had approval for five apartment projects in Sydney and was seeking approval for a development of more than 100 apartments in Pyrmont. He said strong demand for apartments from Asian buyers from about 2009 had ended years of weak buyer demand.

"Last year was pretty active for Chinese buyers but it's come off a little bit," Mr Donelhi said. "The dollar is up so a lot of outside people aren't buying as much, but we're still seeing a lot of activity."

He said the state government's stamp duty exemption had been "strongly taken up".

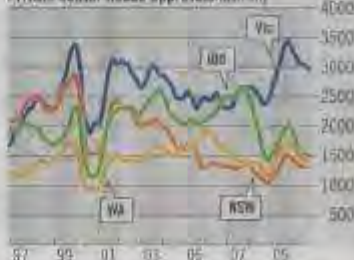
Merrion chief executive Harry Triguboff said he was building "about 40 per cent" more apartments this

Green light to go

Private sector apartment approvals Monthly



Private sector house approvals Monthly



VICTORIA'S NEW HOMES ANNUAL APPROVALS

	1991-2000	2009-11	
Houses	26,279	37,792	▲ 44%
Higher density	5818	20,683	▲ 256%
High-rise	1585	11,174	▲ 605%
Low-rise	692	2443	▲ 253%
Units	3540	7066	▲ 100%
Total	32,098	58,475	▲ 82%

SOURCE: BUREAU OF STATISTICS

Source: The Age newspaper: 10 May 2011

Potter to head GEO

John Potter has become the new managing director of the GEO Property Group. Mr Potter is a veteran property developer and has been a non-executive director of GEO since 2006. He was the founder of Drib Centre and, following its merger with Villa World, headed the new group for three years. GEO chairman Richard Anderson said Mr Potter was one of Australia's most experienced and successful property development executives and he inherited a "profitable and efficient business with a bright future". The previous chief executive, Ray Farrands, will remain with the group as executive director until early March.

Robert Harley

Bonus share plan

Perth-based developer Cedar Woods Property will introduce a bonus share plan to allow investors to receive bonus shares instead of their distributions. The bonus shares will be issued at a discount, according to plan rules. The scheme will run in tandem with the company's dividend reinvestment plan.

Alastair Chandler

ING tips REIT returns

Real estate investment trusts should deliver 8 per cent to 12 per cent total returns, on average, for 2011, ING Investment Management says. The

boosted by dividend yield. "Even though returns continue to be more positive as the dip in REITs is part of the ING's 2011 report."

Alastair Chandler

LaSalle

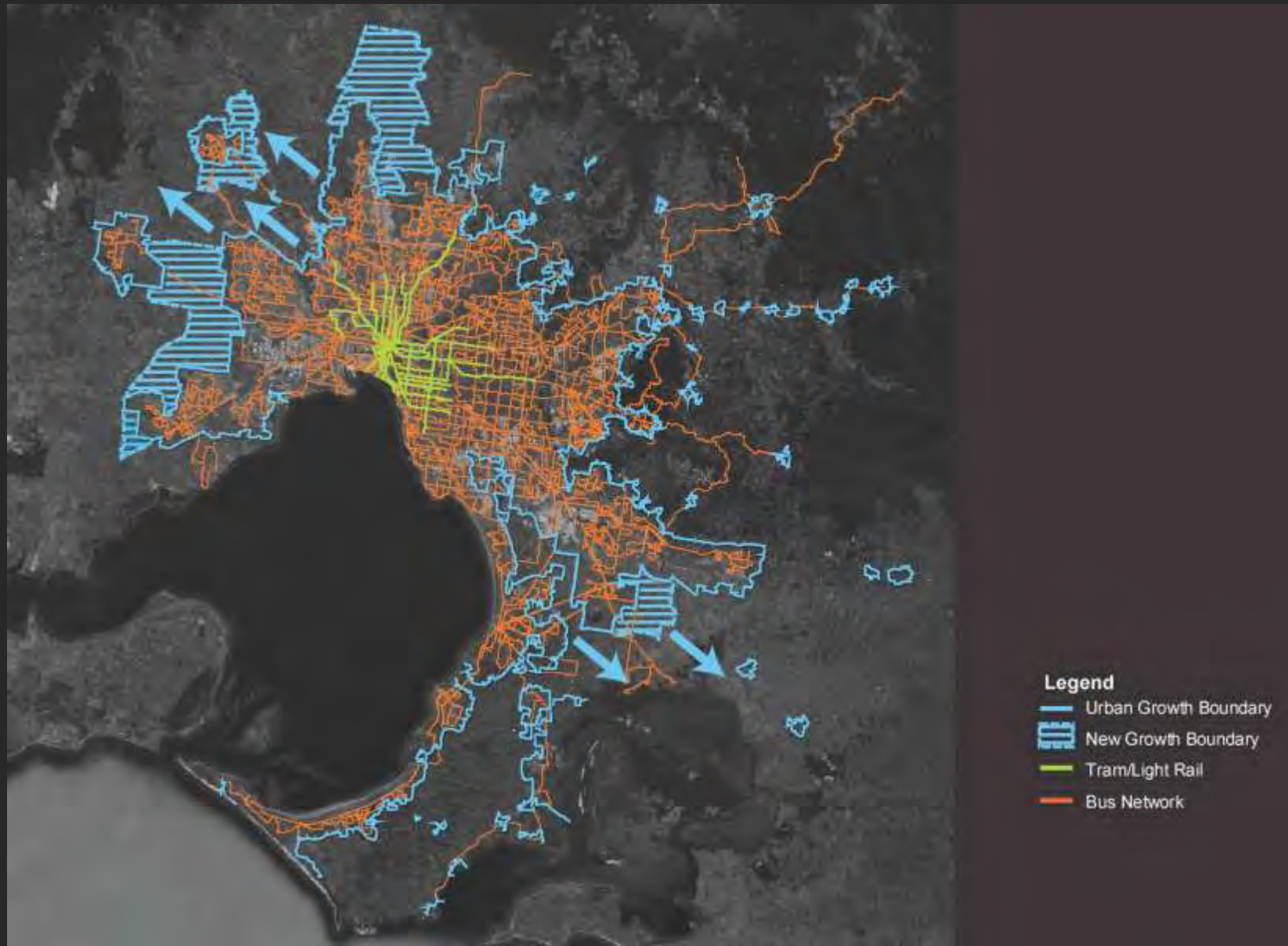
become the global fear of LaSalle, meant and the of LaSalle's Asia-Pacific, will drive office, Asia-Pacific, LaSalle's

Robert Harley

posts gain

ities, the second US apartment

Melbourne @ 5 million 2022



Existing responses have high hidden costs.

1000 houses built on the fringe of Australian cities cost \$300 million more than 1000 houses built within existing growth boundaries.

SOURCE. Trubka,R.,Newman,P. and Bilsborough,D. 2008, Assessing the costs of Alternative Development Paths of Australian Cities.

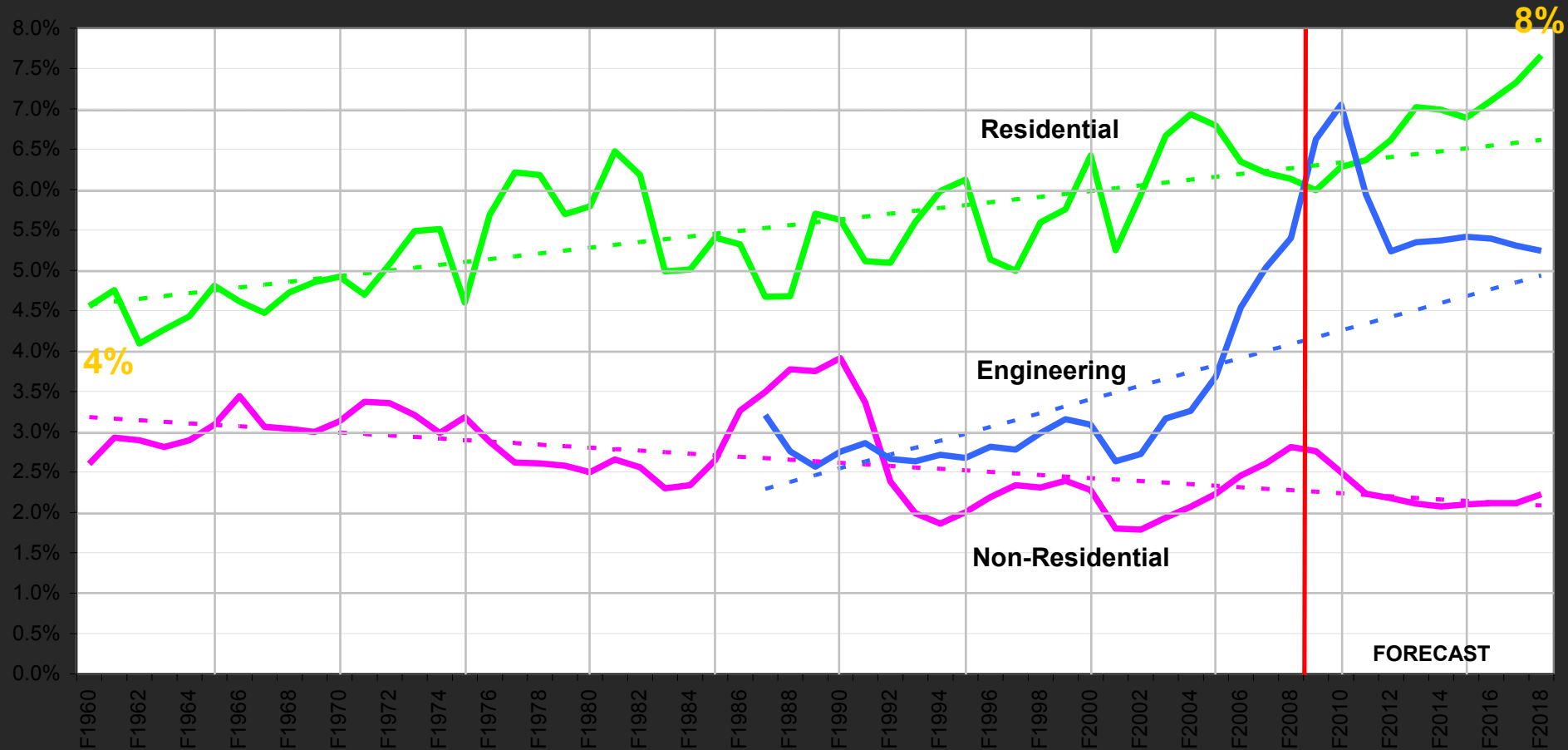
Curtain University and Parsons Brinckerhoff

Status Quo Melbourne @ 5 million

Will cost \$110,080,000,000 extra over 50 years assuming that half of all future housing is built on the periphery of Melbourne

This is equivalent to the cost of 3 National Broadband Networks.
Imagine how many schools, hospitals and community centres we could build with this?

Annual Building Activity Spending as a Percentage of GDP



Source: ABS, Construction Forecasting Council

Coal Production and sale is equal to 2% of GDP and 1% employment

Capacity

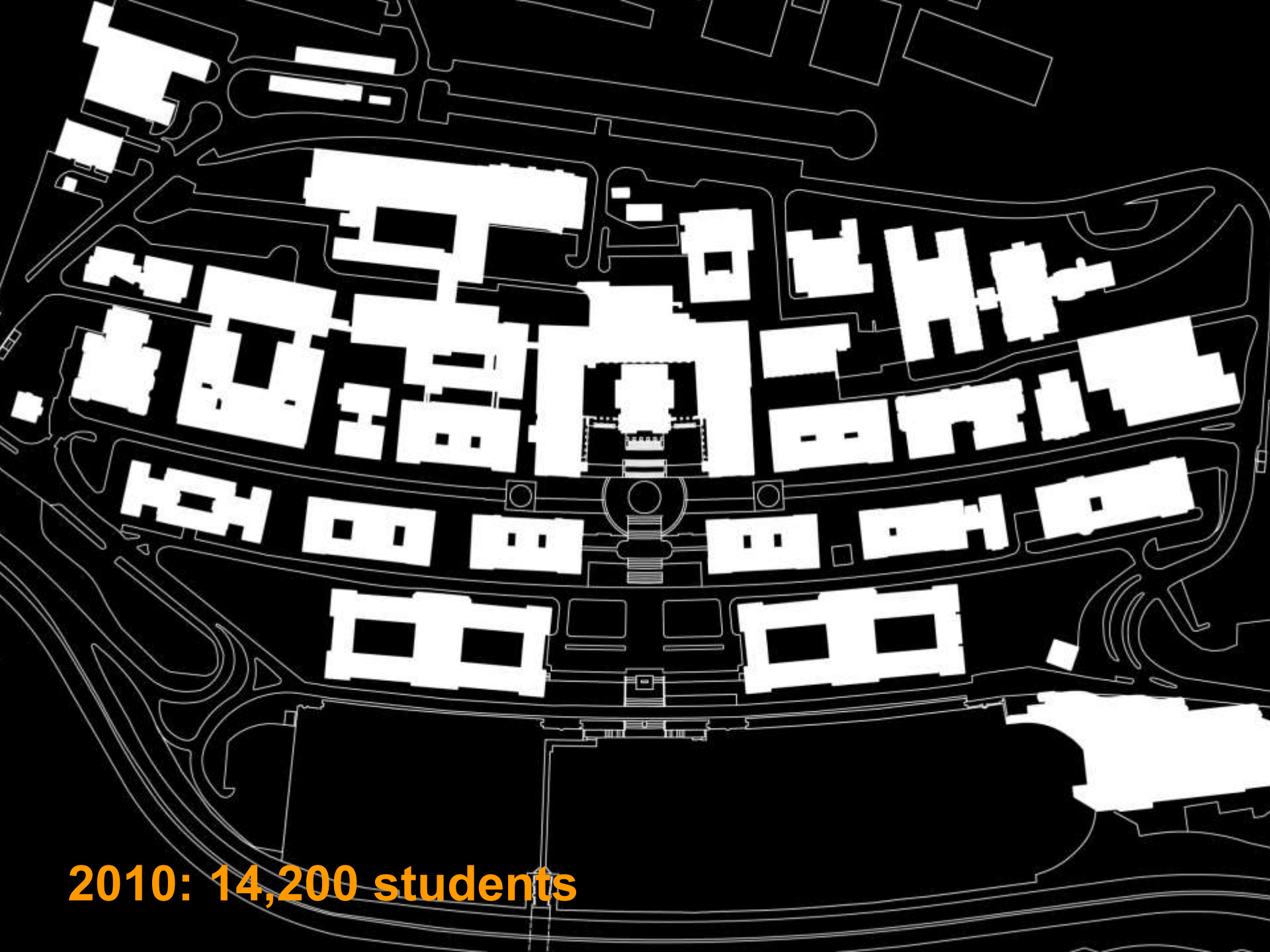
‘What if we could double the population of our capital cities without having to subdivide any further land beyond existing city boundaries.’

case studies



1970: 5,000 students





2010: 14,200 students

Melbourne @ 5 Million.

Status Quo is not an option! At the same time destroying the Australian dream of a home and land package is not an option.

So what are our options?

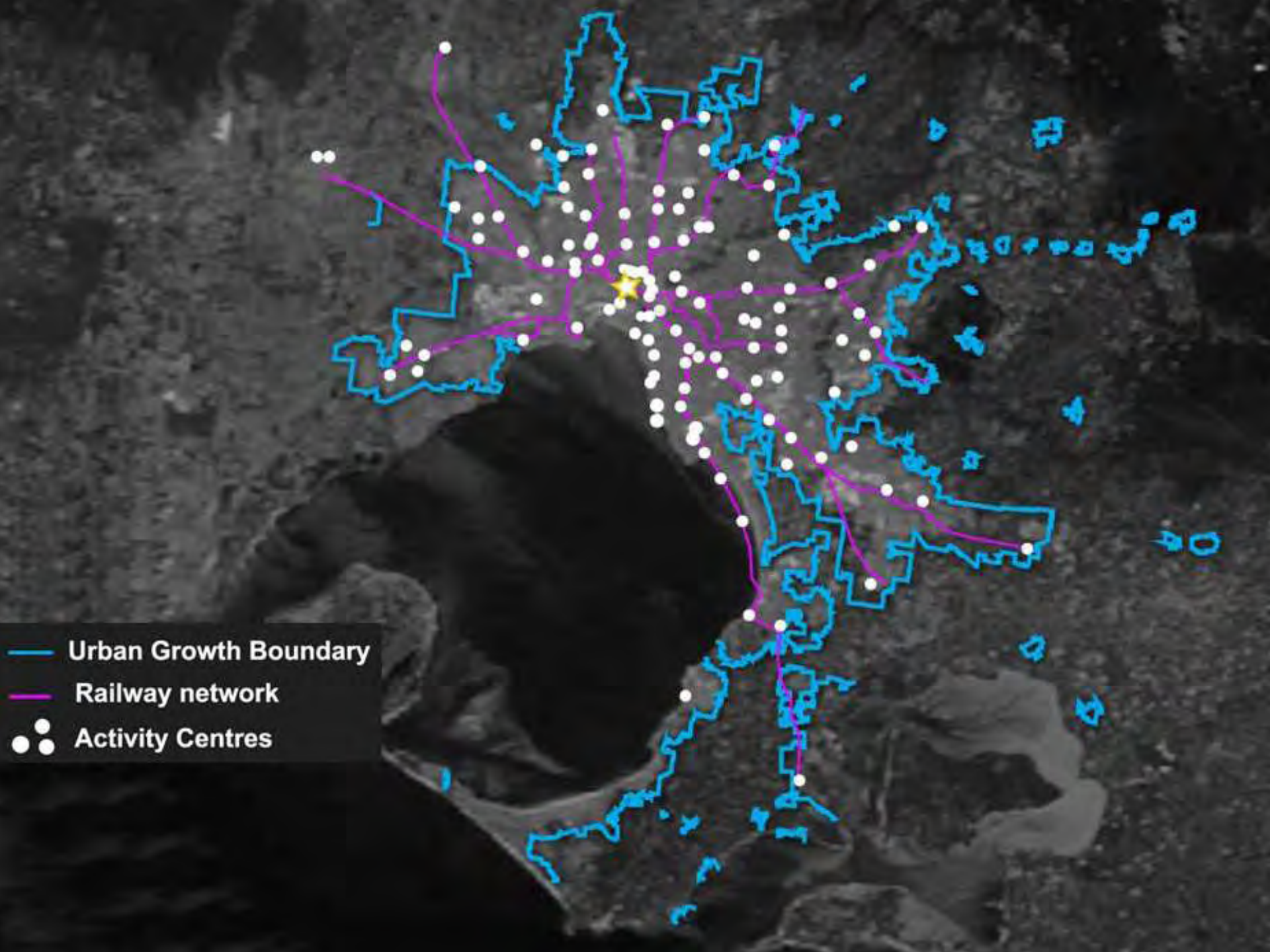
‘The 7.5% City’



860,000 people @ 200 persons per Hectare

ACTIVITY CENTRES 3% OF METRO AREA





3% OF METRO AREA

**URBAN
CORRIDORS**





Legend

- Urban Growth Boundary
- Tram/Light Rail
- Bus Network

Land Capacity Analysis

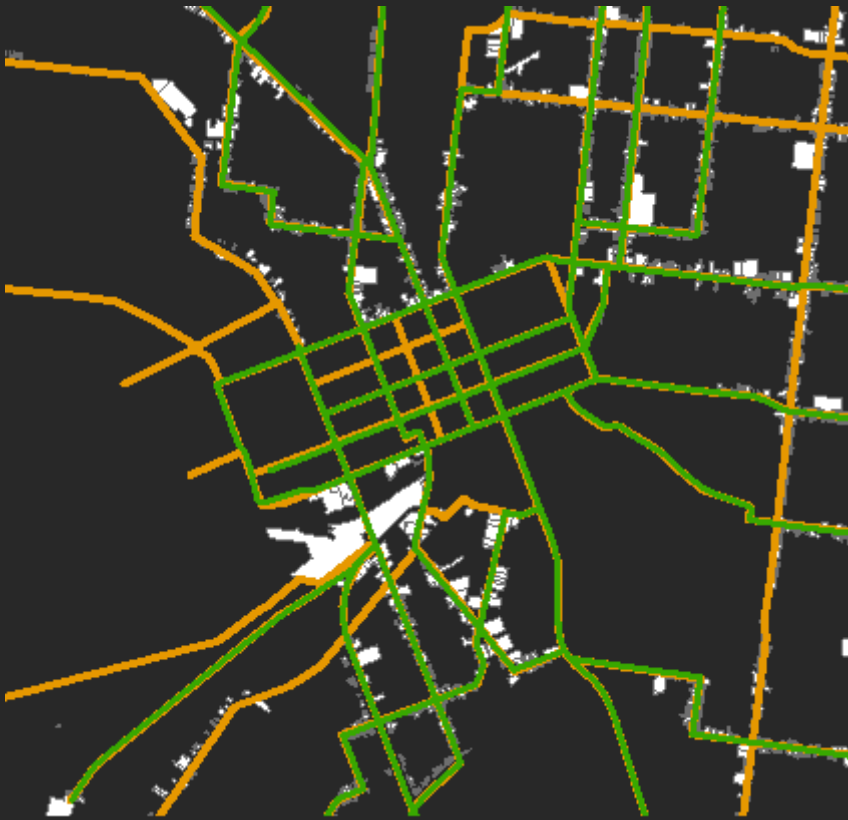
CADASTRAL PARCELS



Metro Cadastral Parcels 1,571,532

Land Capacity Analysis

Less SPECIAL ZONES eg. CBD



SELECT PARCELS



Total = 121,608 sites

Land Capacity Analysis

Less PARKS



Total 118,955 sites

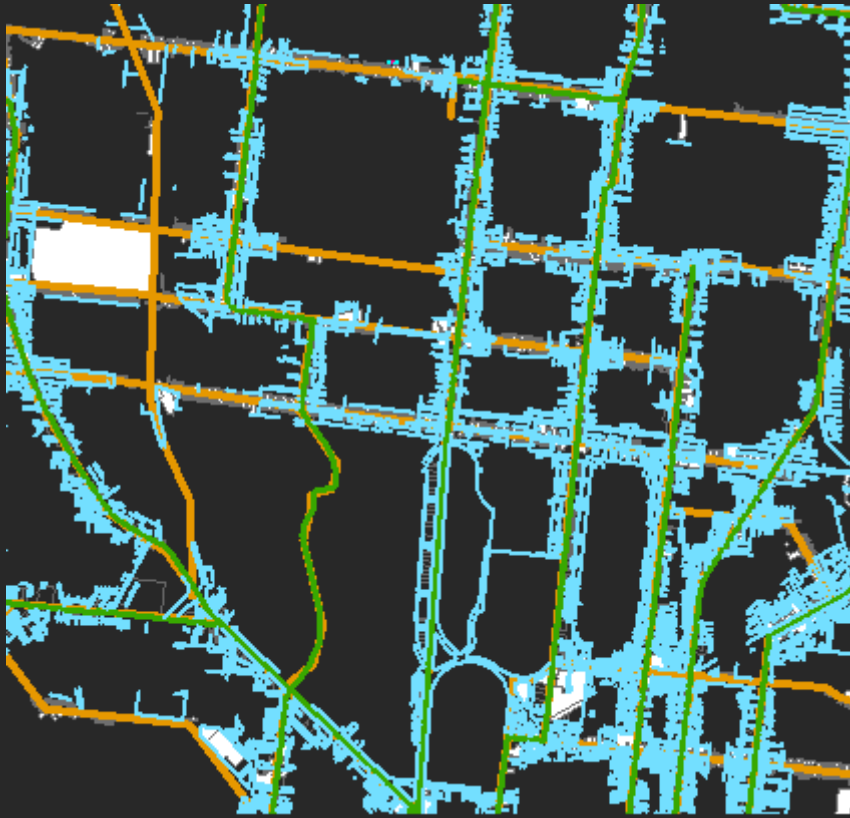
Less PUBLIC USE and INDUSTRIAL



Total 114,554 sites

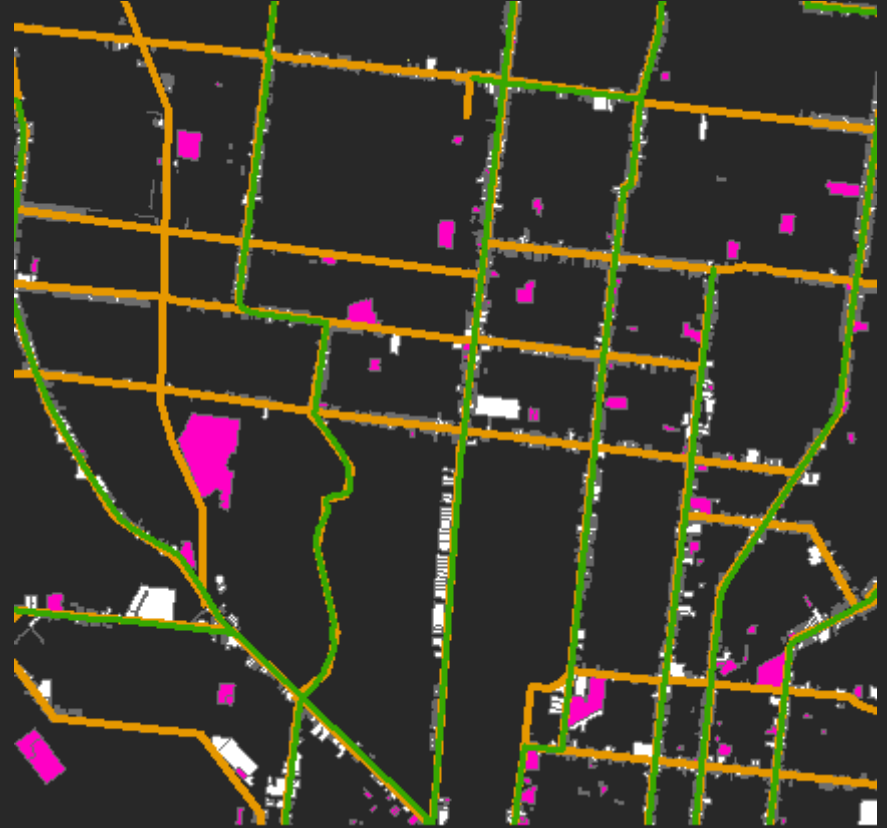
Land Capacity Analysis

Less REAR LANEWAY



Total 40,628 sites

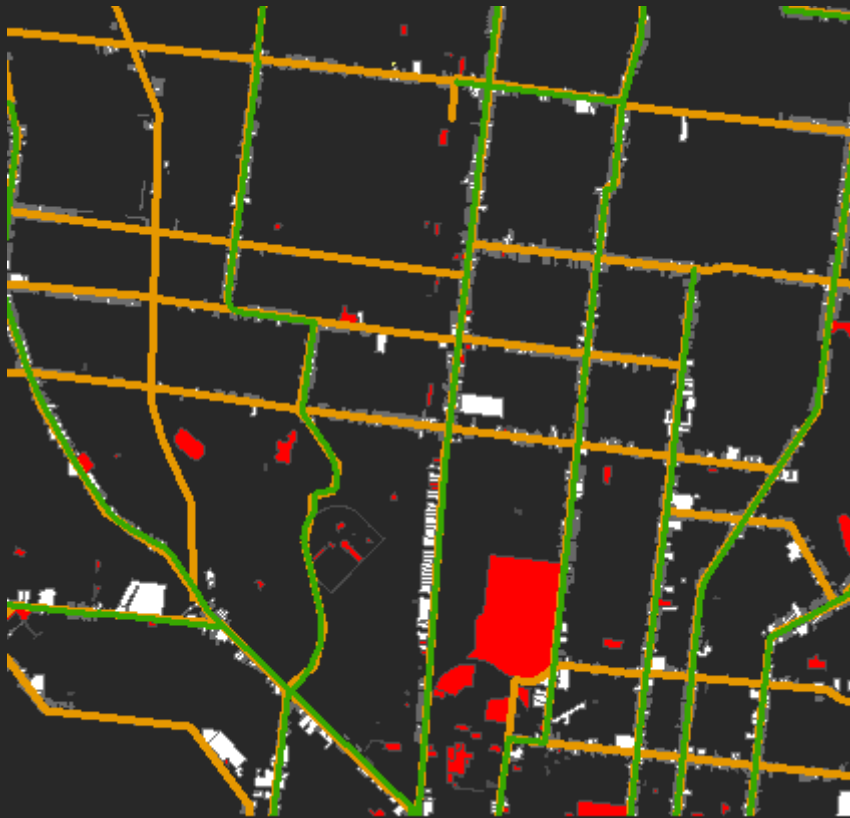
RECENTLY DEVELOPED SITES



Total = 40,156

Land Capacity Analysis

HERITAGE REGISTER BUILDINGS



Total = 39,699

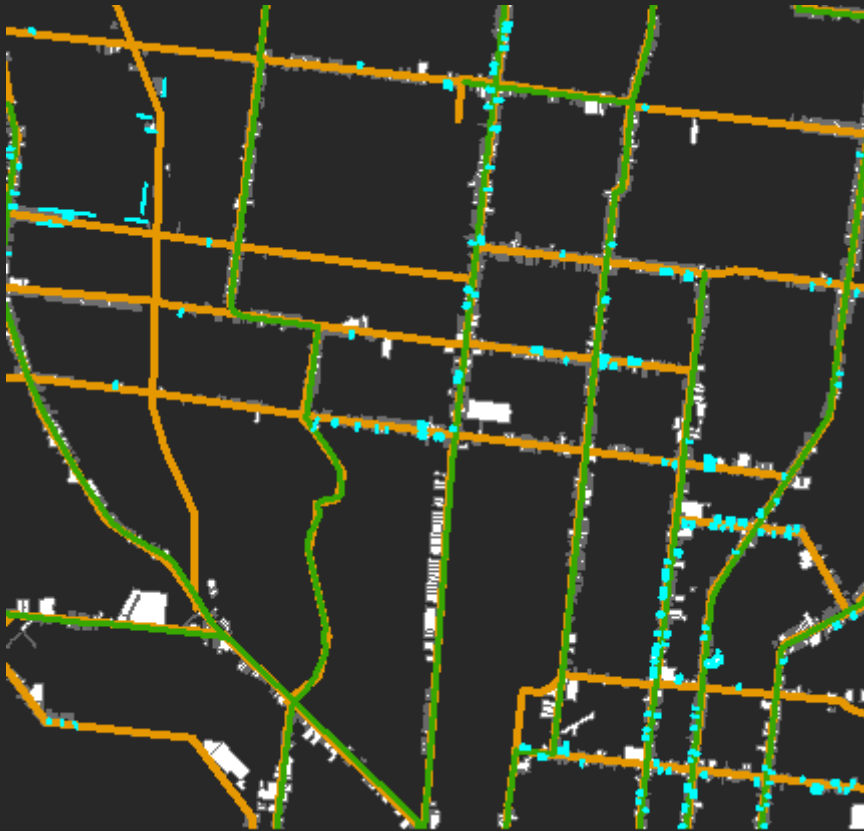
Less 50% HERITAGE OVERLAY SITES



Total = 36,877

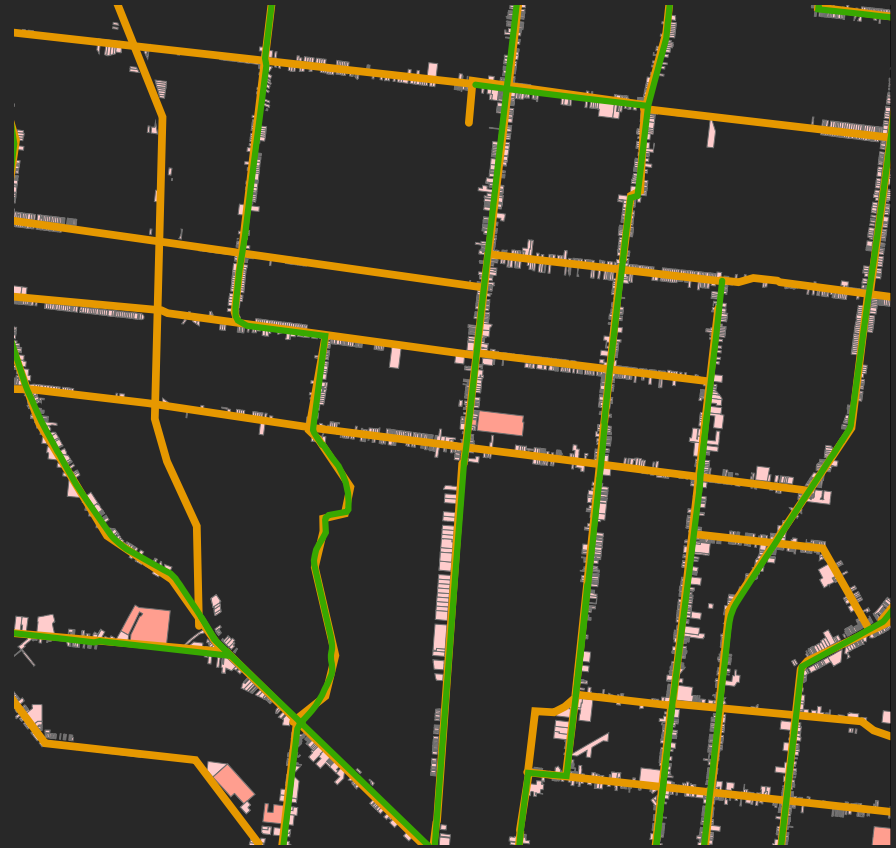
Land Capacity Analysis

Less FRONTAGE < 6m



Total = 34,753

TOTAL AVAILABLE SITES



Total 34,447 or 6,693 Hectares

Results

	Tram	Target Bus Lines
Sites available for densification	12,439	22,038
Total area (Ha)	1,418	5,275
Current population	48,630	158,250

Proposed Density Range 180 - 450

	Low	High
Net population increase	1,003,950	2,457,310



CREMORNE STREET CREMORNE



NICHOLSON STREET FITZROY



GORE STREET FIZTROY



NICHOLSON STREET COBURG

Mexico City, Mexico

Calle Alfonso Reyes 58. Colonia Condesa



(Source: J.MOZAS, J.ARPA,: *D BOOK, Density, Data, Diagrams, Dwellings*, '07)
Dellekamp Architectos 2003

RESIDENTS / ha :

449

- 179 dwellings / ha
- 449 residents / ha.
- GFA : 2009 m2



Aerial view

Vienna, Austria

Kaiserstrasse 68



RESIDENTS / ha :

903



- 571 dwellings / ha
- 903 residents / ha
- GFA : 2815 m2.



Aerial view

(Source: J.MOZAS, J.ARPA,: D BOOK, *Density, Data, Diagrams, Dwellings*, '07)

Gerner + Gerner Plus 2005



Melbourne overview

NOW



Nicholson Street, East Brunswick – looking south to the city

POSSIBLE FUTURE



Nicholson Street, East Brunswick – artists impression

NOW



Maribyrnong Road, – looking west to Union Road

POSSIBLE FUTURE



Maribyrnong Road – artists impression

NOW



Riversdale Road, – looking west to Riversdale Park

POSSIBLE FUTURE



Riversdale Road – artists impression

**Known redevelopment sites 1.5% yield 500,000
persons @ 200 persons per hectare**



SUBURBIA et al. 90% of METRO AREA



New Paradigm

'We can't solve problems by using the same kind of thinking we used when we created them'

Albert Einstein

'Transformation is the only approach to any viable strategy for meeting the pressures of population growth and climate change.'



2002

9,895
dwellings



It's 6am and, while most people are still tucked up in bed, this sleepy commuter is doing his bit to save the state \$85 million

REID SEXTON
TRANSPORT

"EARLY-BIRD" travel on Melbourne's trains — where passengers can travel free before 7am — has been a huge success, according to a new study, and extending it to 7.30 would further reduce overcrowding and potentially save the Government more than \$100 million.

The report, by leading transport expert Professor Graham Currie, found that early-bird travel, launched in March last year, moved up to 2600 passengers each day out of the peak travel times and on to trains that were previously almost empty.

It showed the cost benefit to the network of so much earlier travel is the equivalent of buying an extra five trains — a capital saving of \$100 million — because it eases pressure on peak services that run around 7.30am. Taking into account reduced fares and operating costs, the scheme saved the Government up to \$85 million.

Professor Currie, from Monash University is urging the Government to consider extending the scheme to allow free travel up to 7.30am.

Calculations he made for *The Sunday Age* show extending the scheme would divert an extra 2000 to 4000 passengers each day from the worst period of the morning peak around 8am and beyond and save the Government up to \$128 million.

Professor Currie's study outlines what the scheme — which is available to anyone travelling on services that reach their destination before 7am — has delivered so far.

It shows that in the seven months before October 2008, the free travel deal diverted 2600 passengers daily away from peak travel times, which significantly offset record overcrowding on the network by creating a more efficient spread of travellers.

Record patronage growth of almost 60 per cent over five years has fuelled overcrowding, particularly during the "peak of

servative estimates of the early-bird scheme's success reveal that financially it has almost broken even but delivered knock-on effects and significant reductions in overcrowding — something that would be repeated if it was extended.

"Authorities facing these problems have no choice but to consider programs of this kind," he said. "No other method can as quickly act to ease impacts of overcrowding."

The plan has won mixed support from other public transport experts, with RMIT public transport advocate Paul Mees saying that extending the scheme to 7.30am would be more effective because it would reduce overcrowding when it was needed.

But Dr Mees, a long-time critic of government policy, said the scheme had failed to deliver benefits because the patronage shift it created only moved people away from services that were not seriously overcrowded.

Opposition transport spokesman Terry Mulder said early bird travel had acted only to reduce revenue and expressed reservations about it being extended. "If passengers shifted en masse to earlier trains they would rapidly become as overcrowded as

"Authorities ... have no choice but to consider programs of this kind."

Lynne Kosky's sardine cans at the current height of morning peak.

"This would be compounded by the fewer trains that arrive in the city before 7.30am compared with the current busiest morning peak periods," Mr Mulder said.

Public Transport Users Association president Daniel Bowen said the early-bird extension plan should be investigated. He said running more trains in off-peak periods would shift patronage there without costing the Government revenue.

Professor Currie conceded



Early birds desert nest for the Connex worm

STEPHEN CAUCHI

WITHIN an hour or so, Caulfield railway station will be a hive of activity, but at 6 o'clock on this cold, bleak morning only a few commuters have been lured out of bed by Connex's promise of free travel before 7am.

As Melbourne's working day cranks into gear, the four platforms of this busy station, the junction of the Dandenong and Frankston lines, will swarm with commuters, racegoers, shoppers and students.

But just after dawn, it's fairly quiet. As a city-bound train pulls in, it's easy to find a seat, although the popularity of the early-bird deal is already evident with the carriage three-quarters full.

Scott Reddaway, of Caulfield, loves the arrangement. "It's sensational. I get here early, I get a free park, I travel free and it saves me \$30 a week," he says.

Mr Reddaway, who works at the Supreme Court in the city, says his boss allowed him to change his working hours so that he could start early and finish early.

"I used to get a train about an hour later. There's no drama getting up an hour earlier, really. It fits in quite well," he says. And it gives him time in the afternoon to get to the gym.

But the 6.28 to the city is often so crowded it's standing room only.

Nurse Judy Taylor is a convert. She used to drive from her Beaconsfield home to work in Caulfield but started catching the early train because it "saves me a lot of money (and) I can get a lot more work done on the train".

Even though she still has to buy a ticket to get home, her overall weekday travel expenses are lower and she no longer gets stuck in peak-hour traffic.

Midwife Jemma Morris, who catches the train from Caulfield to Parliament station, believes Connex should extend the morning deal.

"I come from England where the trains are extremely crowded in peak times," she says. "I think it makes very good sense to encourage people to get on the trains earlier."



Judy Taylor



Jemma Morris

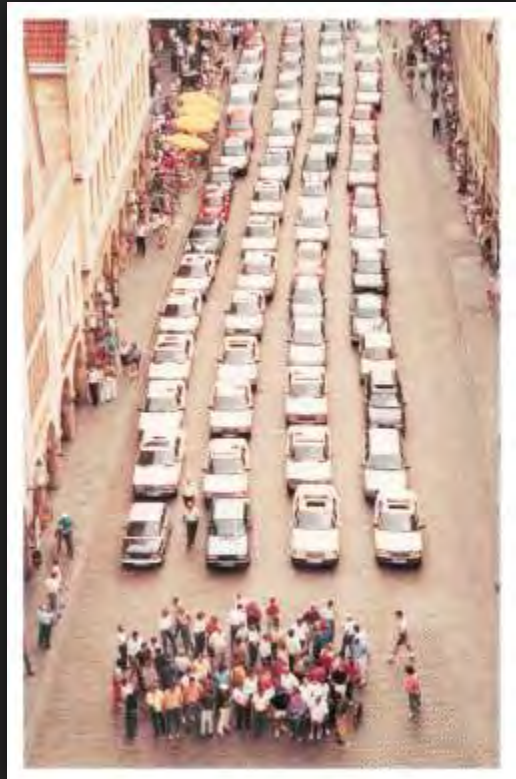


City of Münster, Planning Department

Comparison of amount of space required to transport 72 people



72 bicycles = 90sqm
Based on 1 person per bike



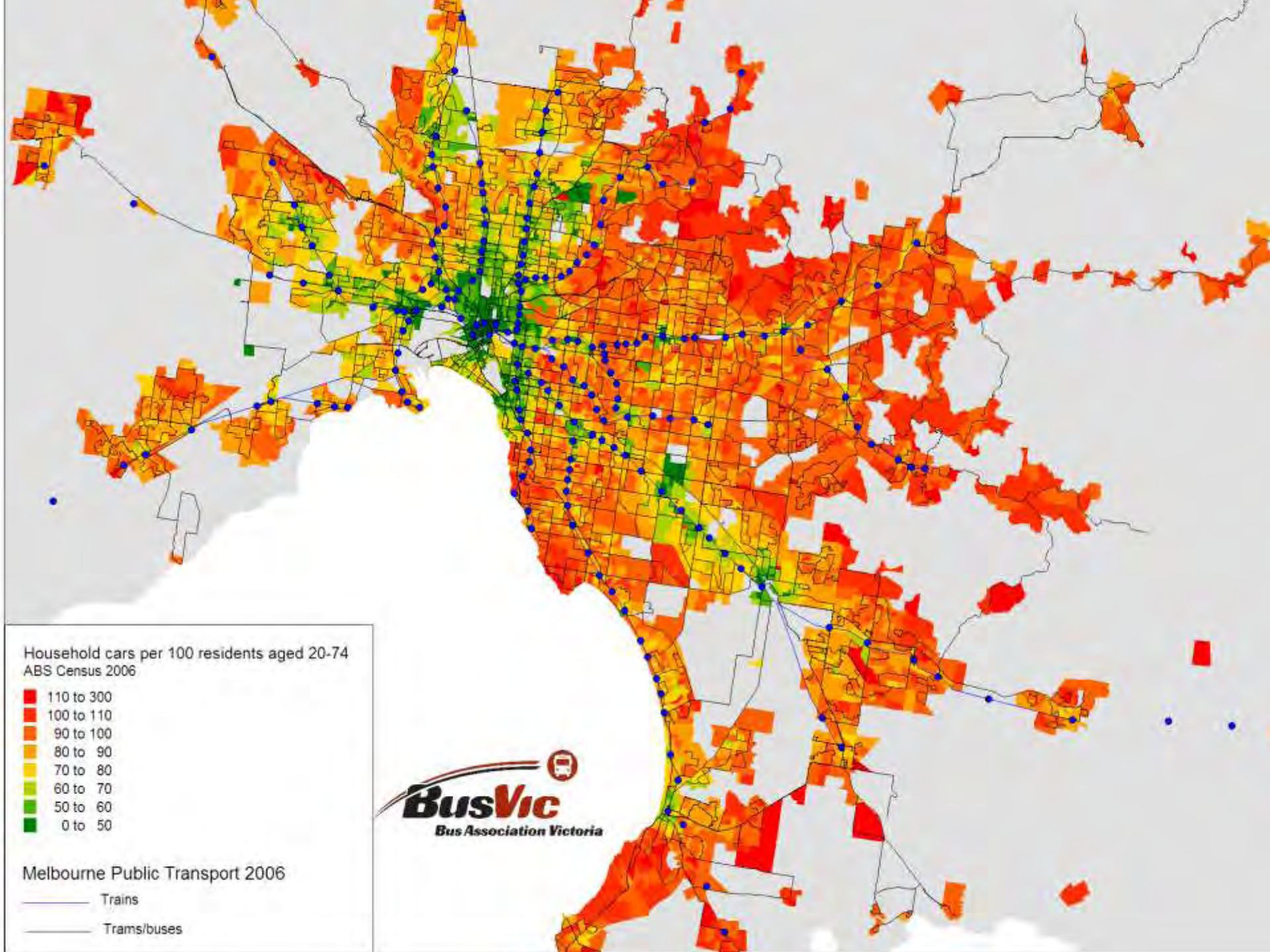
60 cars = 1000sqm
Based on 1.2 people per car



1 bus = 30sqm
Based on 72 people per bus



32% of people travelling south on Hoddle Street in the AM peak do so in buses. The buses in this picture will be carrying more people than all other visible vehicles combined.



Household cars per 100 residents aged 20-74
ABS Census 2006

- 110 to 300
- 100 to 110
- 90 to 100
- 80 to 90
- 70 to 80
- 60 to 70
- 50 to 60
- 0 to 50

Melbourne Public Transport 2006

- Trains
- Trams/buses





Future rides on the humble bus

London is leading the way, writes Llewellyn King.

EVEN railroad fanatics like myself have to admit that the future of passenger transportation by rail, particularly urban commuter rail, is pretty well frozen where it is. New rail — even light rail, an idealistic indulgence — is doomed by high costs, lack of appropriate track and political squabbling.

New subways, the elegant way to get around a city by going under it, are an almost impossible dream. The costs are too great in times of austerity and the cost of maintenance, as Washington, DC, has discovered, can be prohibitive as the system ages, particularly as local jurisdictions have a habit of postponing maintenance.

Increasingly, the future appears to be the once humble bus. They have a low capital cost, are flexible and can be adjusted to demand and population changes in a way that trains cannot.

Spare the groaning, the buses are coming. Today's bus need not be yesterday's bus — noisy, smelly and unreliable.

London, which has possibly the best transportation infrastructure in the world with a huge rail network, the largest subway system of any city and some light rail, is nonetheless betting on buses.

Currently London is deploying a brand new bus, designed for the times and preserving some of the features that have made its buses, along with its taxis, emblematic of the city, such as the jump-on, jump-off rear platform and two decks. And, yes, they are red.

The new London buses are a tale of the meeting between nostalgia and high tech and environmental sensibility.

London was busy phasing out its traditional and much-loved double-deck buses in favour of articulated buses, which bend in the middle (popularly called bendy buses in London) and run in cities worldwide, when a controversial



The cost of railways is too great in times of austerity.

PICTURE: JASON SOUTH

and eccentric Conservative journalist turned politician, Boris Johnson, declared that if he were elected mayor of London, he would save the old buses, called Routemasters, or at least the concept of double-deck buses. Johnson won the election and ideas were sought from the public, fashion designers and bus makers.

The result is what the tabloids call "the Bora Bus". It is a high-tech beauty that meets many demands. It has two doors and two staircases, but it is so low that wheelchairs are easily accommodated without the "kneeling" feature of American single-deckers. It has great glass sweeping panels in the front and rear. The buses are designed to have conductors during rush hours: when all the doors are open, and to be operated by the driver only at off-peak hours. The rear platform — so loved by agile Britons — can be closed off for safety at night.

The new London buses use modern composite materials from the airline industry and are hybrids, with diesel engines and regenerative braking.

It is this technology that has made way for the lowering of the bottom deck, increasing stability while reducing weight.

The initial reception of this high-tech scion of the old and loved London bus has been so enthusiastic that Johnson is talked about as a future Conservative prime minister — riding the bus to the highest office in the land.

Back to American buses. They, too, are getting better, but less dramatically so. Between Washington and New York there is now a thriving bus service with half a dozen competing firms offering wi-fi, toilets and many points of departure and arrival. The ticket price, at about \$US20 (\$A19) each way, is a fraction of the ticket prices on Amtrak and airlines.

These intercity buses are diesel-powered, but many cities are using natural gas-powered buses. That might yet seal the deal for buses as the first line of future urban transportation, reducing the use of cars. The United States is awash in natural gas and it is not subject to the world oil price. It also has less environmental impact and the engines are not noisy.

Buses are at their best when, as my wife, the journalist Linda Gasparello, pointed out in London once, they run like conveyors. Frequently, that means dedicated bus lanes and enough of them.

The Obama administration would be well advised to launch a bus initiative with emphasis on better vehicles, a la London, and dedicated bus lanes.

The solution to urban congestion may be in a high-speed, wi-fi-equipped, natural gas-powered omnibus, as they were once called. HEARST NEWSPAPERS



Curitiba

An Access Economics report prepared for Diabetes Australia estimates the total economic cost of obesity in Australia in 2008 was a staggering \$58 billion.

Public transport users vote with feet

By **CLAY LUCAS**
TRANSPORT REPORTER

PUBLIC transport users get a daily average of 41 minutes physical exercise, compared with an average of eight minutes for those who only drive, according to an analysis of Victorian travel data.

Research completed by the Bus Association of Victoria has found that those who use public transport in Melbourne are likely to get their recommended daily dose of physical activity as a "side effect" of their travel.

Exercise guidelines produced by the federal government recommend that adults spend at least 30 minutes a day walking, cycling or doing another activity that increases their heart rate.

An Access Economics report prepared for Diabetes Australia estimated the total economic cost of obesity in Australia was about \$58 billion in 2008.

A map produced as part of



the Bus Association's study also indicates how much people who live in each of Melbourne's council areas either walk or cycle. It shows that those in Melbourne's inner areas, which in most cases have easier access to public transport, get much more

exercise as part of their daily travel routine than those who live in outer Melbourne.

Bus Association policy manager Chris Loader said the study showed that improving public transport services was crucial. "The research demonstrates

that it brings significant public health benefits," he said. "We need better public transport in Melbourne's middle and outer suburbs."

The Heart Foundation's chief executive, Kathy Bell, said the survey highlighted the need for more outer-suburban transport services, because one impact would be improved health.

"People in Melbourne's growing outer suburban areas are missing out on satisfactory levels of public transport services and also on the health benefits of walking and cycling that are associated with regular public transport use," she said.

The study's figures are derived from the state government's Victorian Integrated Survey of Travel and Activity, released last year. It surveyed 43,800 people in households in Melbourne and regional Victoria. The Bus Association analysis compared public transport users with those who used a vehicle to get around.

'people who used public transport on a particular day, also spent an average 41 minutes walking and/or cycling as part of their travel.' Chris Loader The Age March 12 2010

THURSDAY, MARCH 15, 2012

NEWSPAPER OF THE YEAR

\$1.70

Chinese leader's reforms warning

By PHILIP WEN
BEIJING

CHINESE Premier Wen Jiabao has used one of his last public addresses to deliver a strong warning that China must undertake "urgent" political reforms or risk the repeat of tragedies such as the Cultural Revolution.

Speaking before a once-in-a-decade leadership transition this year, an emotional Mr Wen said he had "many regrets" from his years as Premier, and made an unprecedented apology for the "many problems present in China's economy and society".

"I sincerely hope the people will forgive me," Mr Wen told hundreds of reporters gathered at his customary annual press conference after his last National People's Congress in Beijing yesterday.

Despite overseeing China's overwhelming economic growth in the past decade, a frank Mr Wen highlighted income disparity, a "lack of credibility" and corruption in the government among the greatest problems his ruling Communist Party had to eliminate.

He stressed that political reform – particularly targeting China's opaque leadership – was urgently needed to prevent the party's work from being undone.

"Now reform in China has come to a critical stage," he said. "Without the successful political structural reform it is impossible for us to institute economic structural reform, and the gains we have made in this area may be lost."

"New problems that have cropped up in China's society will not be fundamentally resolved [without reform] and such historic tragedies as the Cultural Revolution may happen again."

MELBOURNE'S SICK SUBURBS



Loren Bartley and her children recently travelled by public transport from their Point Cook home to the nearest pool. It took almost an hour and a half.

FOCUS PAGE 15

Health fear on estates

Poor urban planning to fuel 'epidemic': experts

By MIKI PERKINS
CITY REPORTER

NEW suburbs in Melbourne are so poorly designed that residents face an epidemic of chronic

as public transport, parks and medical services, and are creating "obesogenic" environments that promote weight gain.

The concerns have prompted a state government inquiry into

Wyndham, in Melbourne's outer west, is the fastest growing municipality in Australia in percentage terms. Each week about 60 babies are born and the council receives 120 new requests for a bin service.

Mayor Kim McAlinney said research showed residents were suffering from an "epidemic" of obesity and diabetes exacerbated by decades of car-focused planning, which meant locals

THE ~~AGE~~ AGE

Whether measured in social cost or in dollars over the long term, what is called affordable housing does not seem so affordable after all.

EDITORIAL PAGE 16

reported higher hospital admissions for respiratory problems, which were likely to be from air pollution from road traffic.

VicHealth also wants planning regulations to take account of the risks associated with bottle shops, which are concentrated in poorer communities.

For every 10,000 litres of pure alcohol sold from a liquor shop, the risk of violence on residential properties nearby increased by

to its urban growth boundary and encourage mid-rise development throughout, rather than "sprawl" on the fringes and high-rise in and around the centre.

In 2010, the Brumby government extended Melbourne's urban growth boundary by 43,600 hectares – increasing what was already one of the world's most sprawling urban areas, stretching 100 kilometres from east to west.

Palmer hits back: see you in court

By DAVID WROE
and MICHELLE GRATTAN

MINING billionaire Clive Palmer has escalated his campaign against the Gillard government, vowing to mount a High Court challenge to the carbon tax.

As the major political parties wrestled over proposed cuts to company tax, Mr Palmer last night turned his sights to the carbon tax, telling the ABC's 7.30 he had legal advice that it was unconstitutional.

Asked on what grounds it was unconstitutional, Mr Palmer said: "The grounds are set out in legal advice and they'll be coming out in the High Court."

His threat on the carbon tax, which is due to start on July 1, comes weeks after Treasurer Wayne Swan accused Mr Palmer and other mining bosses Gina Rinehart and Andrew Forrest of wielding too much power and being a threat to democracy.

Last night, Mr Palmer hit back, saying: "I've given away each year more than a hundred times the Treasurer's salary to Australians who are needy. I wonder how much of his salary has he given away to Australians who need that wealth."

Mr Palmer denied that launching a High Court challenge would prove Mr Swan's accusation that he and other mining bosses were using their wealth to distort public debate. "We've all got the right to go to High Court," he said.

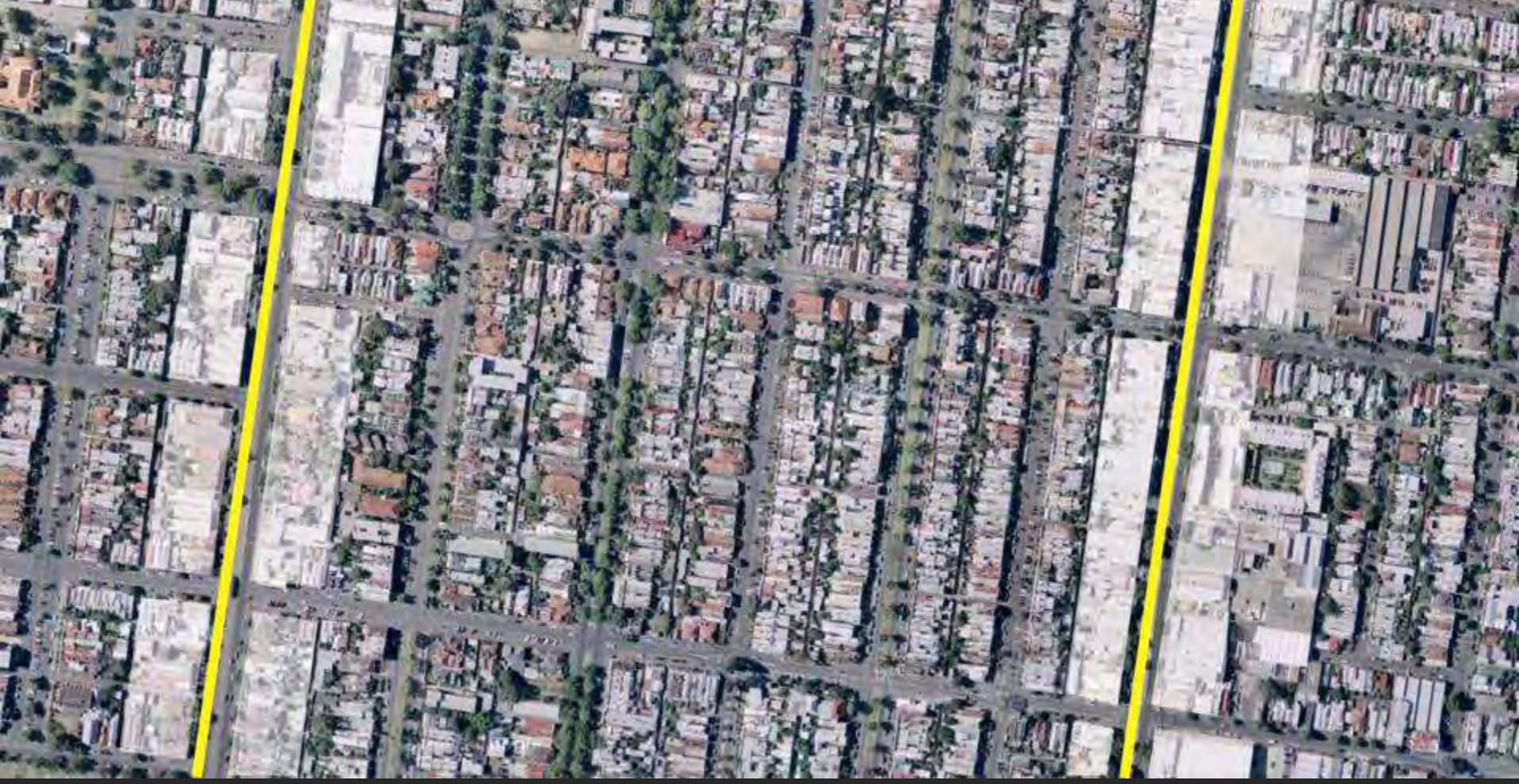
The 57-year-old Queensland magnate, who has an estimated \$5 billion fortune from iron ore, nickel, coal, oil and gas, threatened in November to launch a Federal Court challenge to an anticipated \$39 million carbon tax bill.

Last night he told the ABC: "You can't really tax carbon. The

Implementation

‘Transformation can best be achieved through a rationalization of the existing approach to Planning Schemes.’







1. applicable streets



2. heritage & public use zones



3. height limits



4. parking



5. setbacks



6. active frontages



7. passive surveillance



8. freedom zones



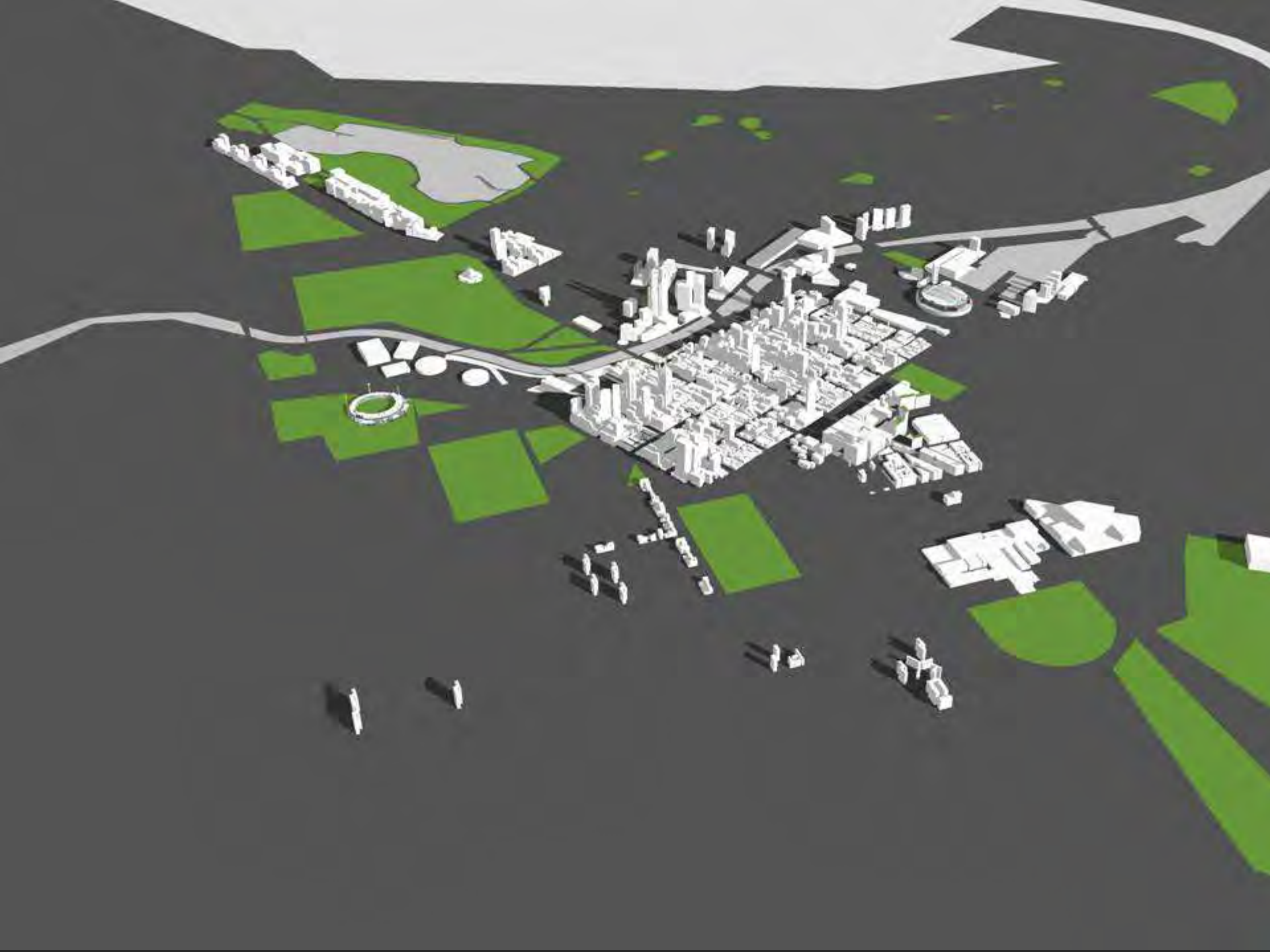
9. access

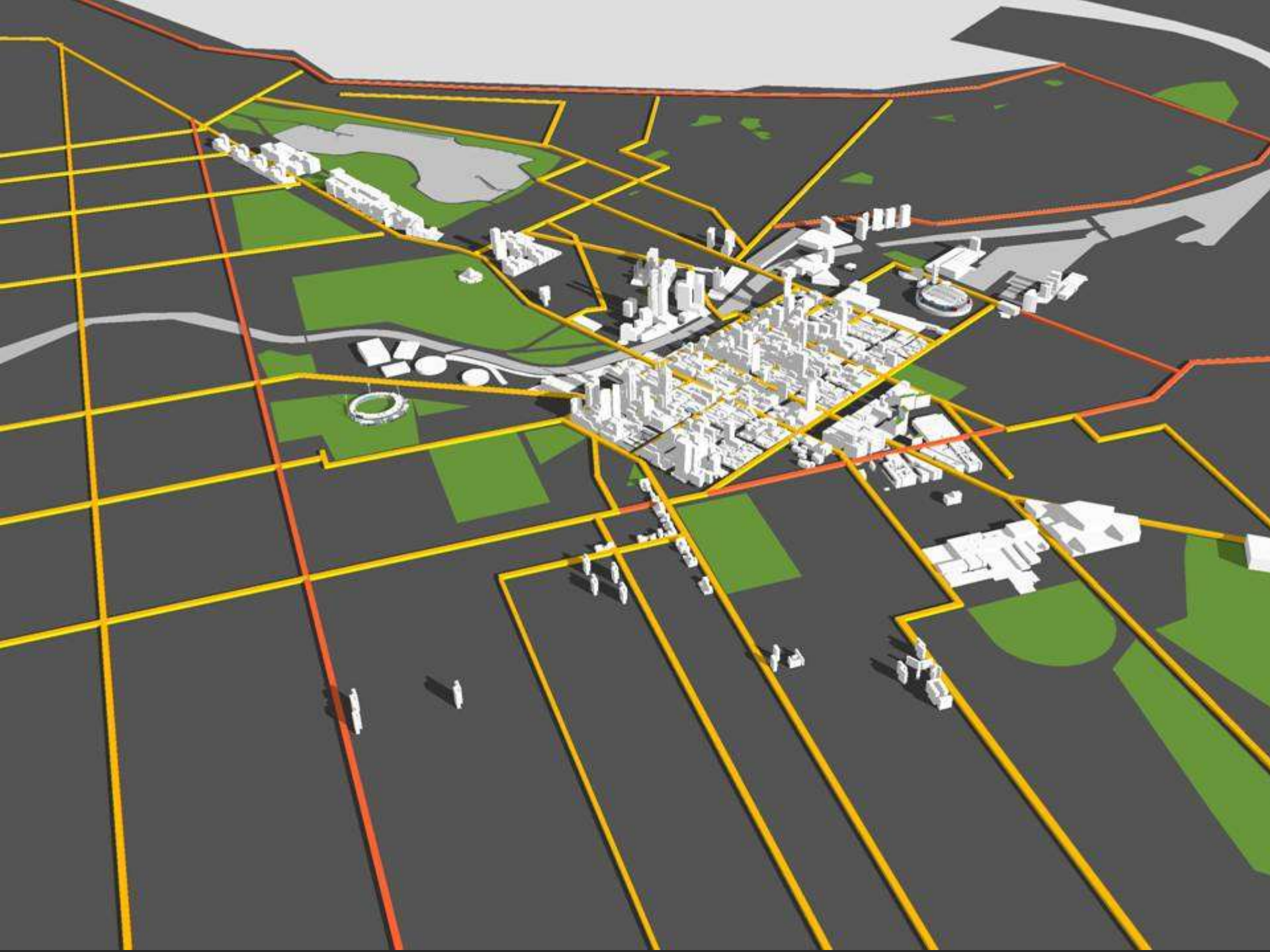


SOURCE Department of Planning and Communities



- Urban Growth Boundary
- Target Bus Routes
- Tram/Light rail network
- Railway network
- Activity Centres



















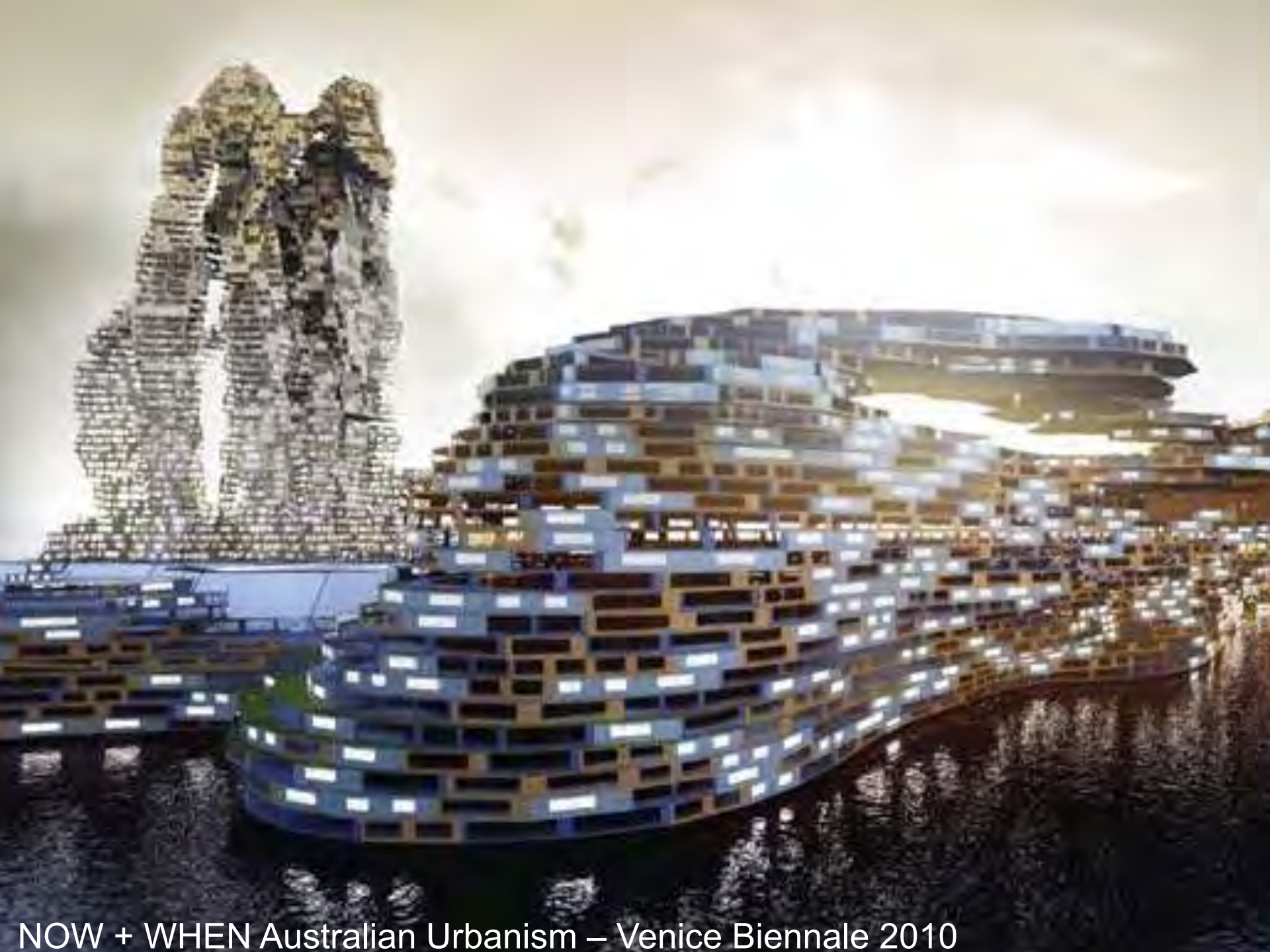




Melbourne @ 8 million



NOW + WHEN Australian Urbanism – Venice Biennale 2010



NOW + WHEN Australian Urbanism – Venice Biennale 2010



NOW + WHEN Australian Urbanism – Venice Biennale 2010

NOW



Curtain Street, looking west to Nicholson Street

THE FUTURE



Curtain Street – artists impression

TRANSFORMING CITIES

TO ACHIEVE A FINANCIALLY
AND ECOLOGICALLY
SUSTAINABLE FUTURE

