

Re Inquiry into Integration of Regional Transport (Road, Rail) Networks and their interface with Ports

Secretary: *J. ...*

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These few notes are to articulate my opinion of what the C'tee should consider re

- ① What my view of Melbourne
- ② What is Melbourne's Future w/ to Victoria / Australia re Transport + Ports as seen by me

③ My version of what infrastructure Melbourne needs
Please find enclosed maps 1, 2, 3, 4 showing

- ① Land Transport Rail Now + future prospects
- ② Melbourne past 1925, 1971, 2001 + future
- 3 Melbourne real estate prices 2004
- 4 Melbourne sociology 2005.

Map 2 shows that Melbourne is really a 2 pole metropolis not a 1 pole - it consists of

a) A Middle Zone of high priced accommodation centred on postcode \approx 3184, 3126, - 3109 (mainly DINKS (double income no Kids))

b) a NW town, centered on postcode 3046 \approx of families / business etc.

c) a SE town centered on postcode 3170, 3171 \approx " " etc.

Note - The CBD (Central Business District) shown on Map 2.

postcode 3000 is very far, 8 Km \approx in 1929, \approx 10 Km in 1971, \approx 15 Km in 2001 and now \approx 25 Km in 2015, 2020 \approx .

The CBD may well have been central in 1900 \approx

The consequence of the above geographic relationship is that infrastructure, transport / electricity / ports etc must take into account the reality of both Port Phillip + Westernport Bays sea level rise, etc, etc.

note - Any urban plan (like Melbourne 2030) which ignores this reality is doomed to fail & do immense damage to the concept of planning.

One could go on + on and fill in detail but I remind the committee that the role of Government is to give a lead not to do detail and until a C'tee of Government gives such a lead then anyone doing detail is wasting their time.

I would remind the C'tee of a famous South Australian planner who lauded the merits of '¼ acre block' which is capable of growing fruit + vegetables and providing a work space for people etc etc

Thank you for taking time to read this submission note - Neville Ford Author of report on RTS-BTS 220KV power line 1987

Index N° SF 621-31922 F75R (State Library of Vic) Deville, G. Ford.

also on. Aust Wide Index System? N° Deville, 3rd

PS note Whilst suggestions re much smaller lot sizes [~~see~~ Expanding Urban Frontier report] i.e. 10 lots/Ha → 20 lots/Ha by 2010 have been suggested and there is a so-called 'regulated hard edge' [Urban Growth Boundary] the latter is subject to 'continuous review' i.e. political adjustment

Whilst Europe / Britain may well have density of ~ 30 lots/Ha Australia is a wide brown land of vast distance, arable land is abundant so people are unlikely to see themselves as building on vegetable / fruit growing land. - the space of a ¼ acre lot permits hobbies, storage of recreation equipment boats etc etc. i.e. higher densities suit a tiny % of population and thought of Government putting population in little boxes will bring majority of Australians to think badly of Government.

Green Wedges retention - by Government buying green wedge land so keeping green wedges by being frittered away would be a useful use of taxes + imports + do a great deal for allowing people to enjoy a City/Country lifestyle + retain the idea of people thinking good thoughts of Government.

ADDITIONAL INFORMATION HELD BY THE COMMITTEE

ATTACHMENT TO SUBMISSION NO. 109

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