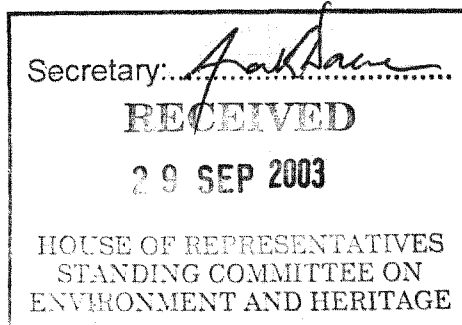


**SUBMISSION NO. 11**

25 September 2003

Dr Anna Dacre  
The Committee Secretary  
Environment and Heritage Committee  
House of Representatives  
Parliament House  
Canberra ACT 2600



Dear Dr Dacre

### **SUSTAINABLE CITIES 2025 DISCUSSION PAPER**

Good planning for all uses is important to achieve a sustainable future. Identifying only certain uses for consideration as part of a planning process, risks overlooking critical issues, which may result in sustainability objectives not being achieved.

The premise of sustainability and good planning is that no single activity or use can be planned for in isolation. All uses, to varying degrees, are interrelated, with positive and negative externalities flowing between uses. An holistic approach to planning for sustainability, may assist to achieve the best possible outcomes. This principle is applicable to urban and rural regions throughout Australia.

Throughout Australia, planning processes generally recognise urban uses (including residential). However ports and industry, which are critical components of our economic and social fabric, are often not given similar recognition. Poor planning for ports and industry has direct impacts on Australia's economic basis, which in turn has direct flow on effects to the achievement of social and environmental objectives.

An example of proactive good planning for ports is the Buffer Definition Study for the Inner Harbour of the Port of Fremantle (enclosed). The Inner Harbour is Western Australia's only dedicated container port, and over the last decade has experienced significant growth in trade. Concurrently land surrounding the Inner Harbour has been undergoing gentrification, with former industrial/warehouse uses being replaced with urban (residential and related) uses.

The Buffer Definition Study assists the port to minimise its off site impacts whilst guiding development of urban uses around the Inner Harbour. This allows port and urban planning objectives to be concurrently achieved. The Study is proving to be an important planning tool in achieving compatibility between port and urban uses.

The Buffer Definition Study is an example of how planning can be undertaken around an industrial location in order to protect the industry, and the benefits it brings, as well as accommodating other surrounding landuses.

There is generally a lack of cognisance of the need for planning to protect ports and industrial locations, as well as the transport corridors (road and rail) that these uses are dependent upon.

Urban pressures on ports, industrial activities and transport corridors are common throughout Australia; most cities are seeking to increase their residential dwelling stocks, which is resulting in encroachment pressures on port and industrial landuses and transport corridors.

To plan for sustainability it is important that all land uses are equally considered. This includes industry, ports, and transport corridors.

I trust that these comments, together with the Buffer Definition Study report, will be of interest to the Environment and Heritage Committee.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Chris Leatt-Hayter', written in a cursive style.

Chris Leatt-Hayter  
**a/Chief Executive Officer**

**ADDITIONAL INFORMATION HELD BY THE SECRETARIAT**

**ATTACHMENT TO SUBMISSION No. 11**

**FREMANTLE PORTS -  
FREMANTLE INNER HARBOUR BUFFER DEFINITION STUDY - MAY 2002**