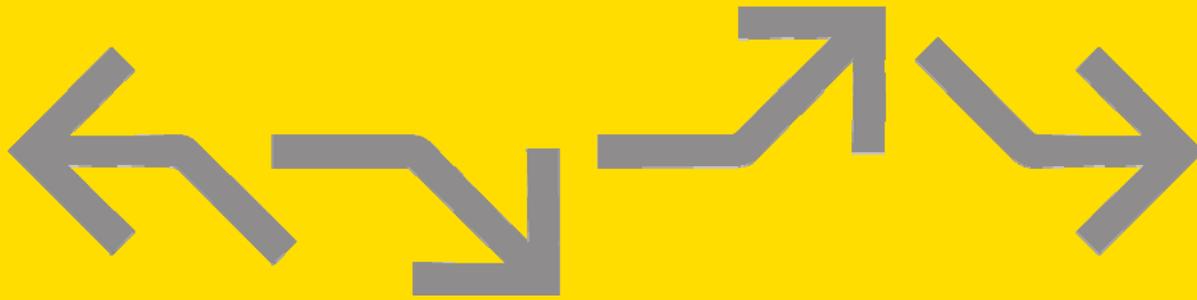
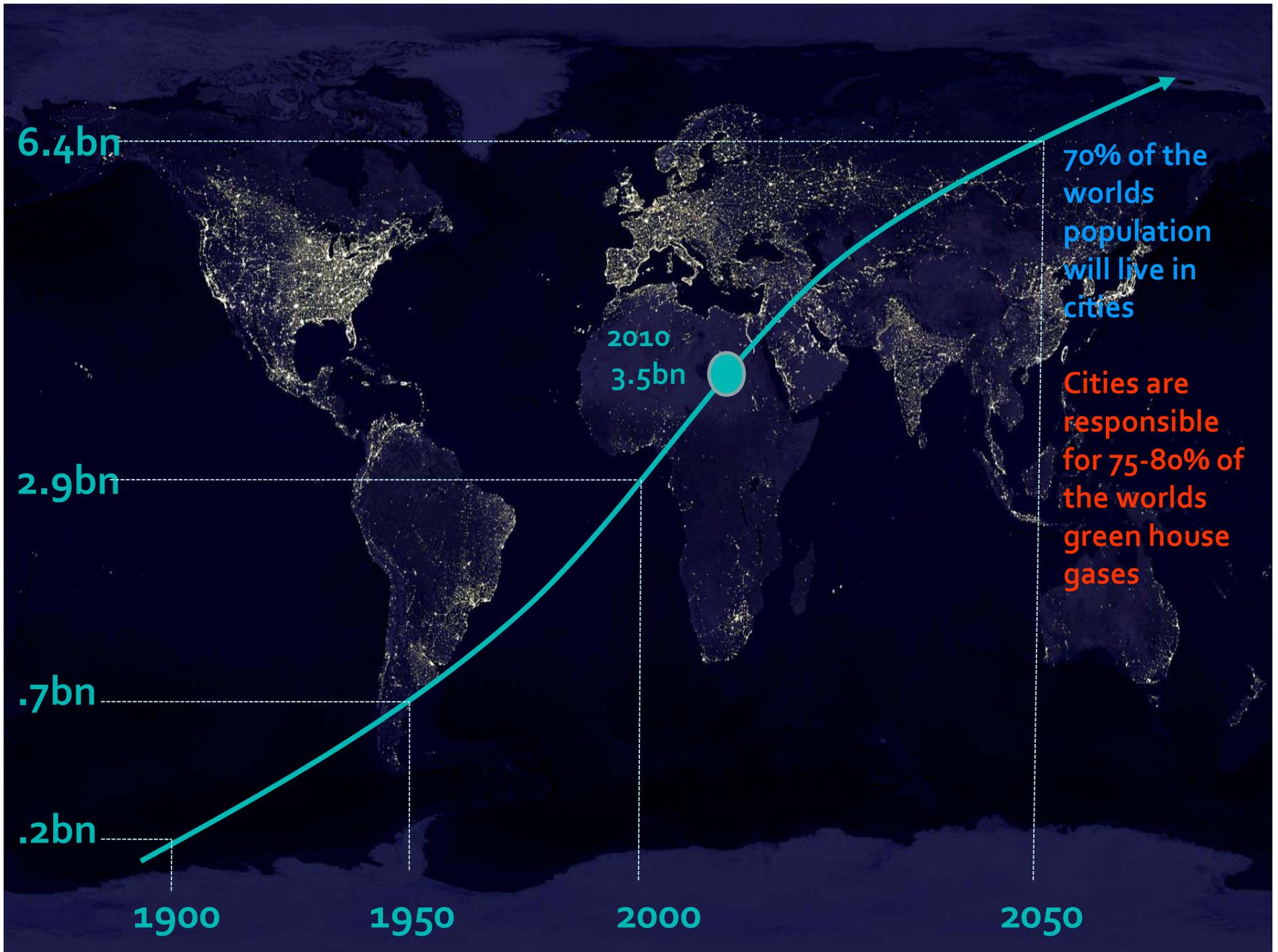


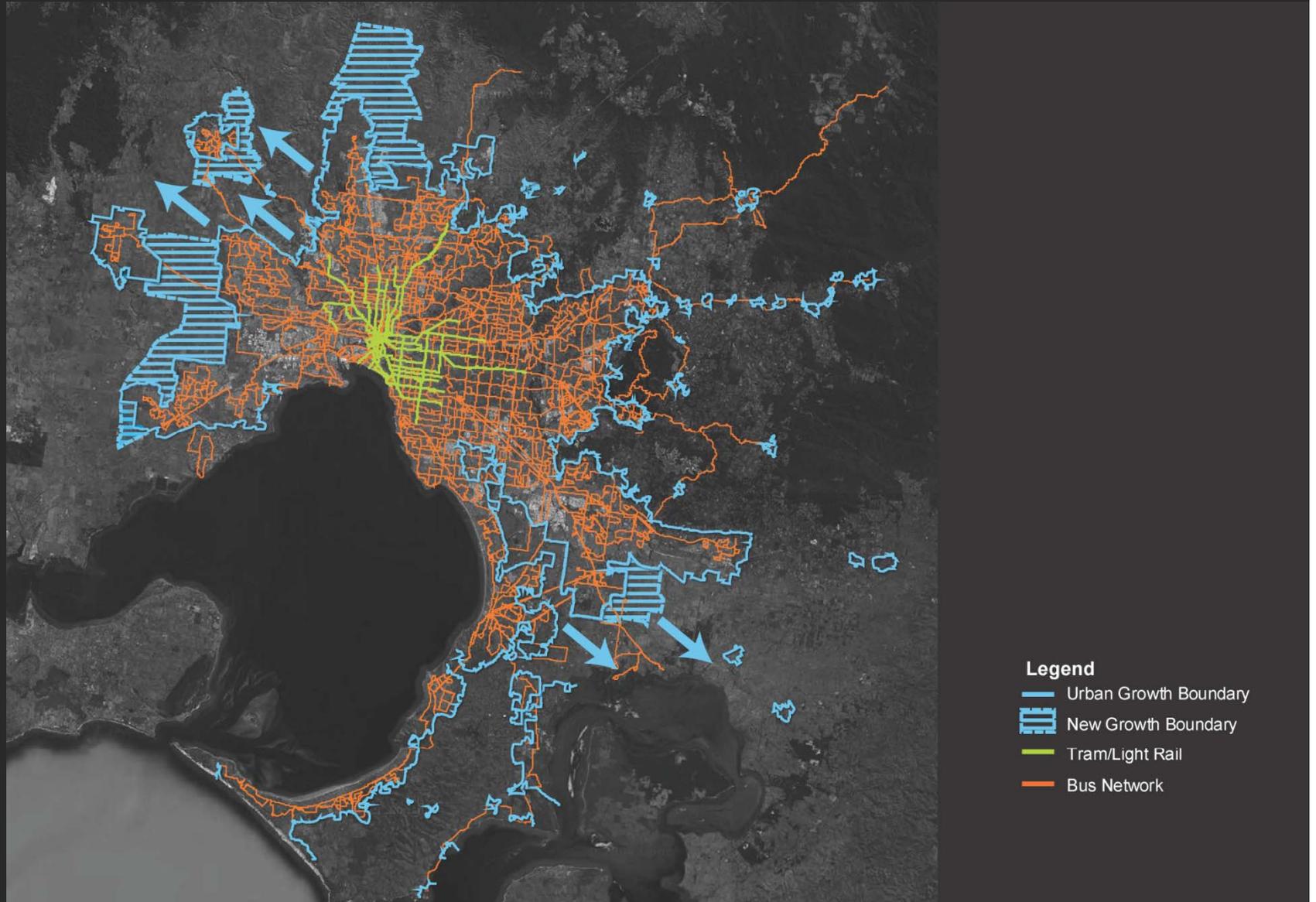
TRANSFORMING CITIES

TO ACHIEVE A FINANCIALLY
AND ECOLOGICALLY
SUSTAINABLE FUTURE





Melbourne @ 5 million 2022



Melbourne @ 5 million
80% of all city infrastructure required by
2022 already exists.

Conventional responses are to expand existing infrastructure and
build more large scale projects.

Existing infrastructure is inefficient and vulnerable

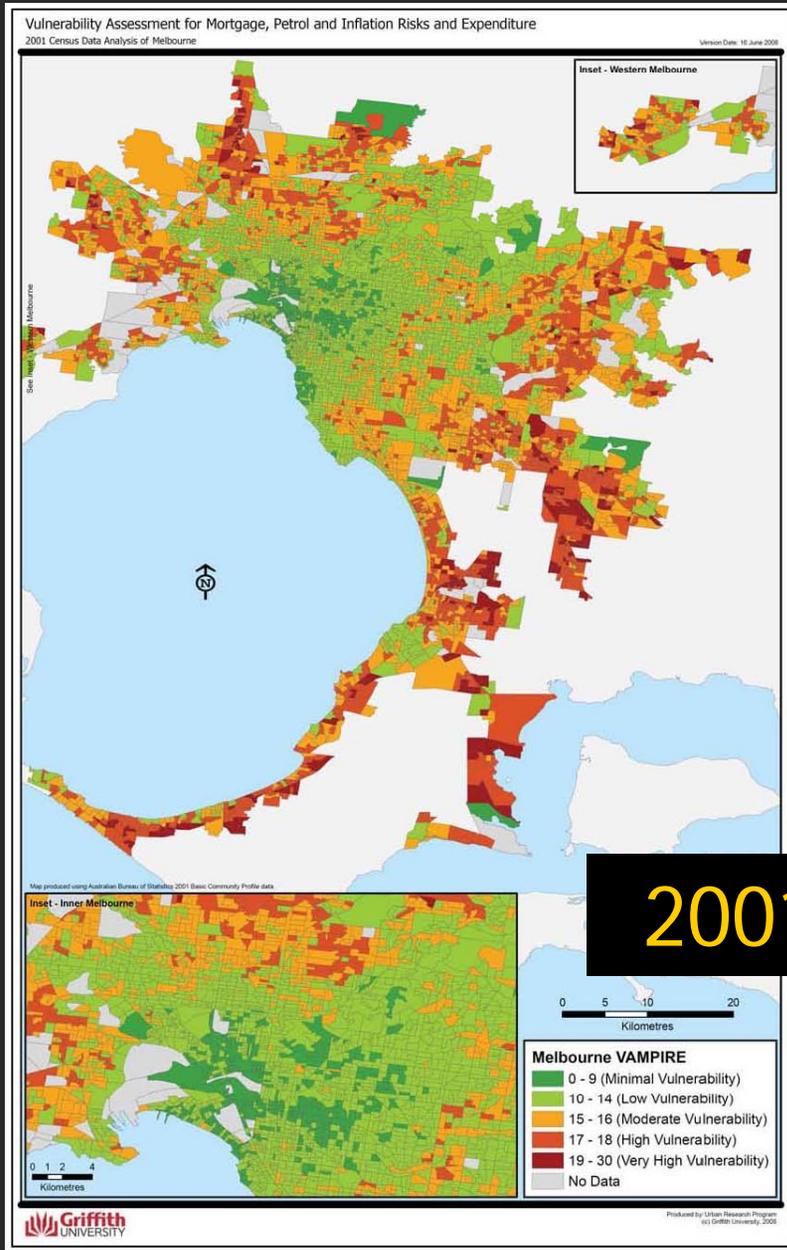
Possible contamination of water supplies and power blackouts following extreme weather events

Melbourne February 2009 46 degrees

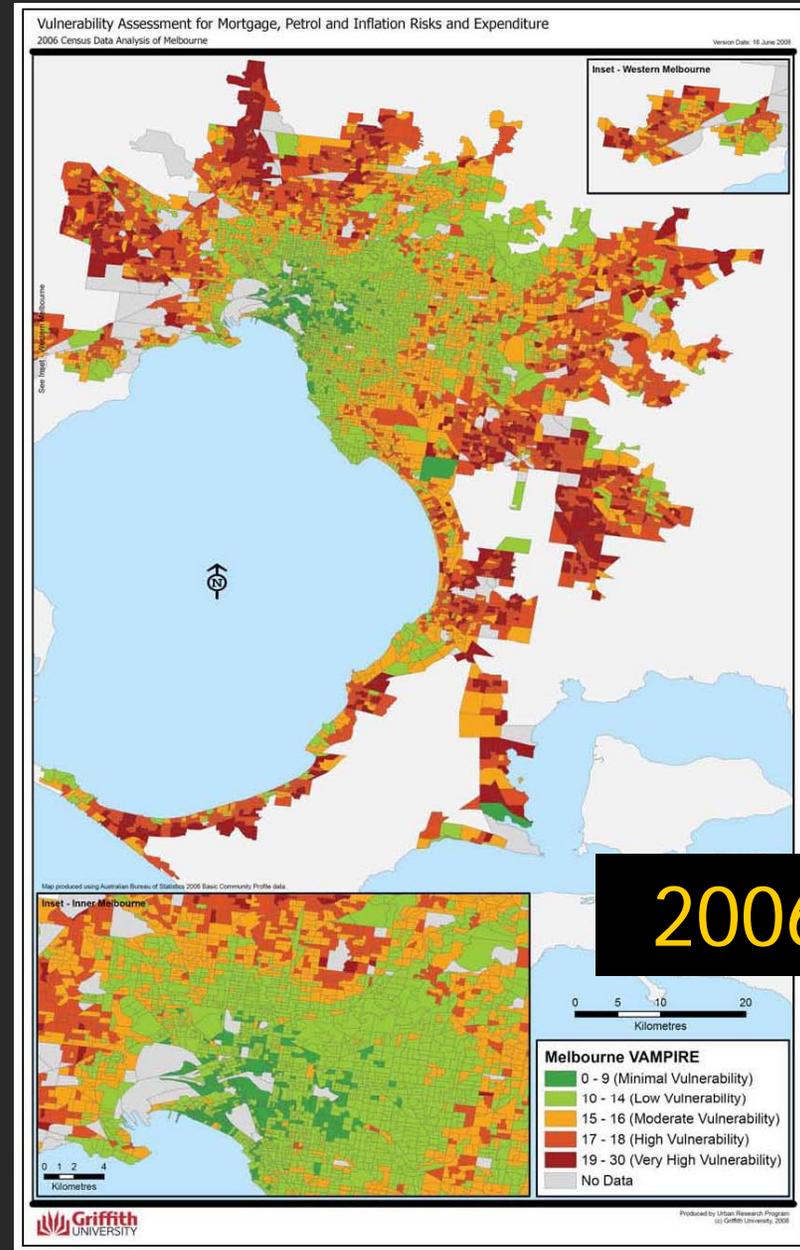
Existing responses have high hidden costs.

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

Melbourne: Oil & Mortgage Vulnerability



2001

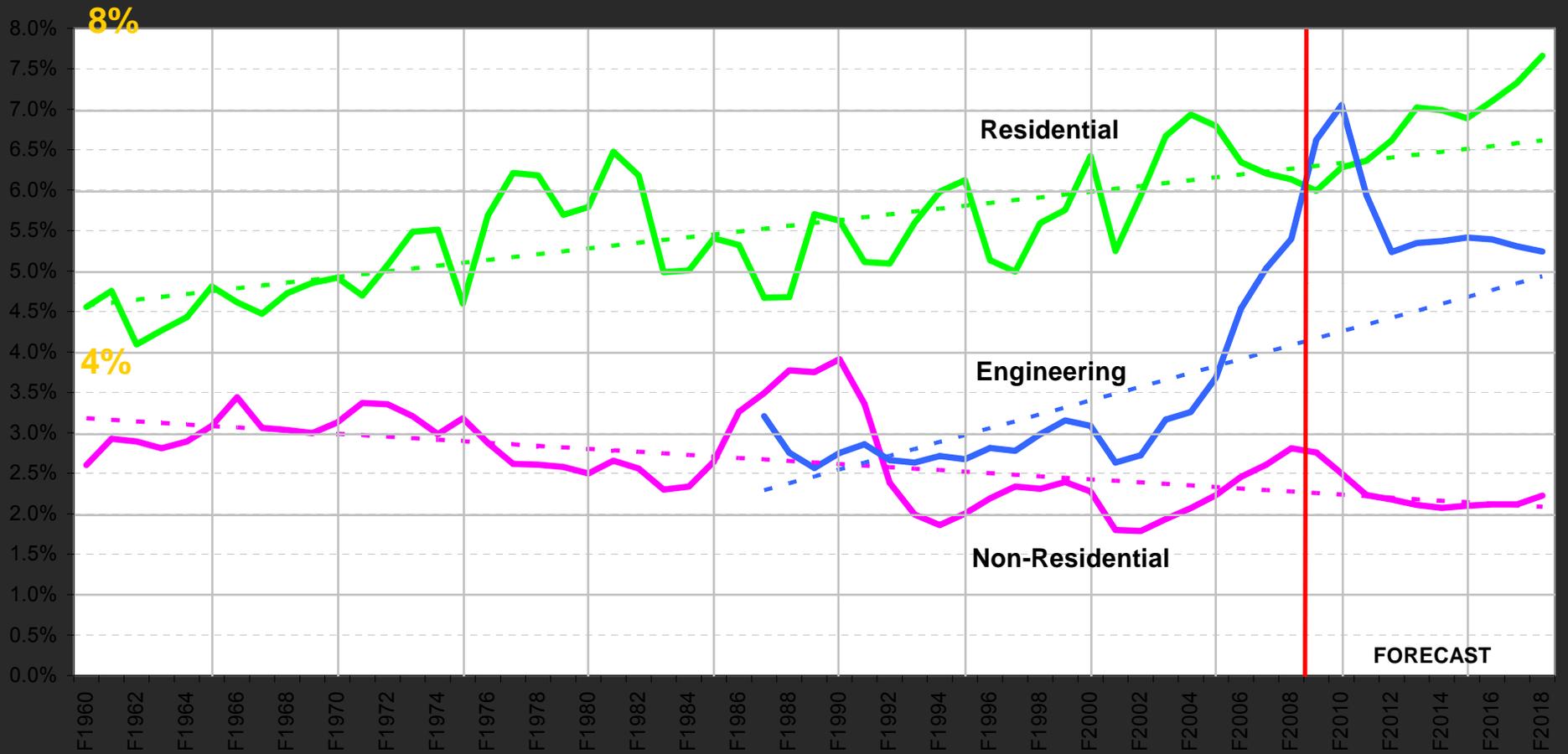


2006

Status Quo

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

Annual Building Activity Spending as a Percentage of GDP



Source: ABS, Construction Forecasting Council

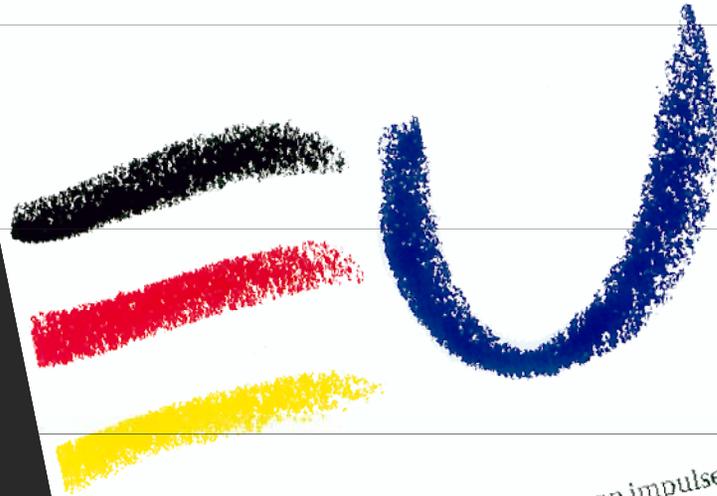
Challenge

Re-align the existing infrastructure of cities to produce a more;

- Sustainable
 - Liveable
- Economically viable future



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

Malmo Bo01



FROM BLIND SPOT TO CITY OF CULTURE

Dublin



PEOPLE, PLACES AND TRANSPORTATION

Bogota









MONOFUNCTIONAL TO MULTIFUNCTIONAL

Melbourne

Density – Mixed Use

action plan for city living 1992 to 1995

postcode 3000 program

financial incentives

- fee relief: no open space fees to pay; performance based refunds on permit fees for planning, subdivision, building approach
- re-assessment of City of Melbourne rates, for the construction period of residential developments in the CAD
- automatic incentives to designated Postcode 3000 projects

technical support

- cost effective building conversion through building recycling guidelines for residential and mixed uses
- marketing assistance through the City of Melbourne Housing Preference Register
- specialized advice and support from the building and planning service centre
- streamlined approval, a commitment from the City of Melbourne

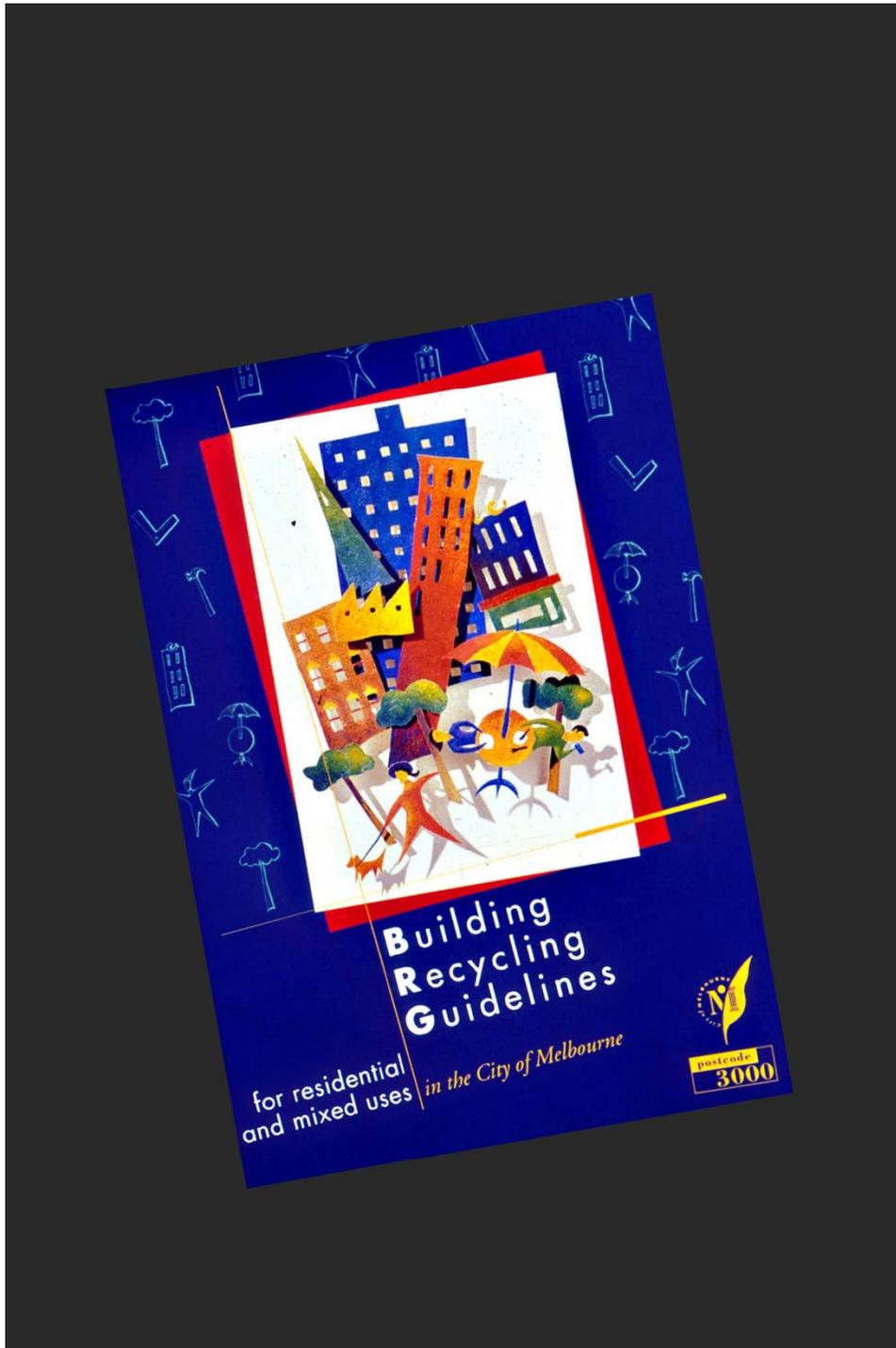
street level support

- capital works at street level to support private development projects

city living promotions

- public relations and media program to support city living
- at least a profile of Council supported city living types
- demonstration projects by private sector and the City of Melbourne
- information packs and advice for key groups: lending institutions, investment groups, property owners, developers, prospective residents
- project newsletters







1983



● = 5 dwellings

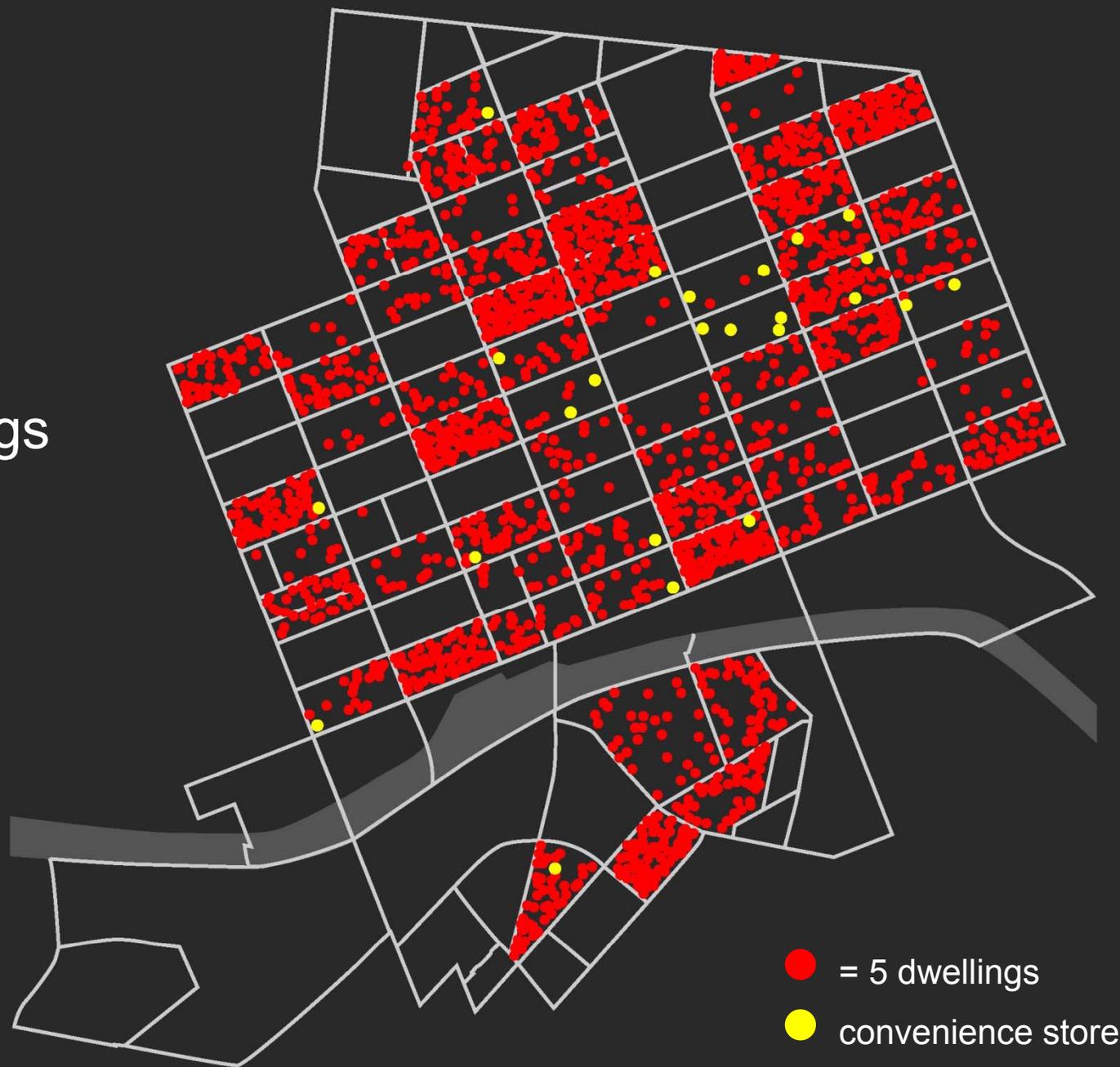
1997

3,763
dwellings



2002

9,895
dwellings



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 6% City'





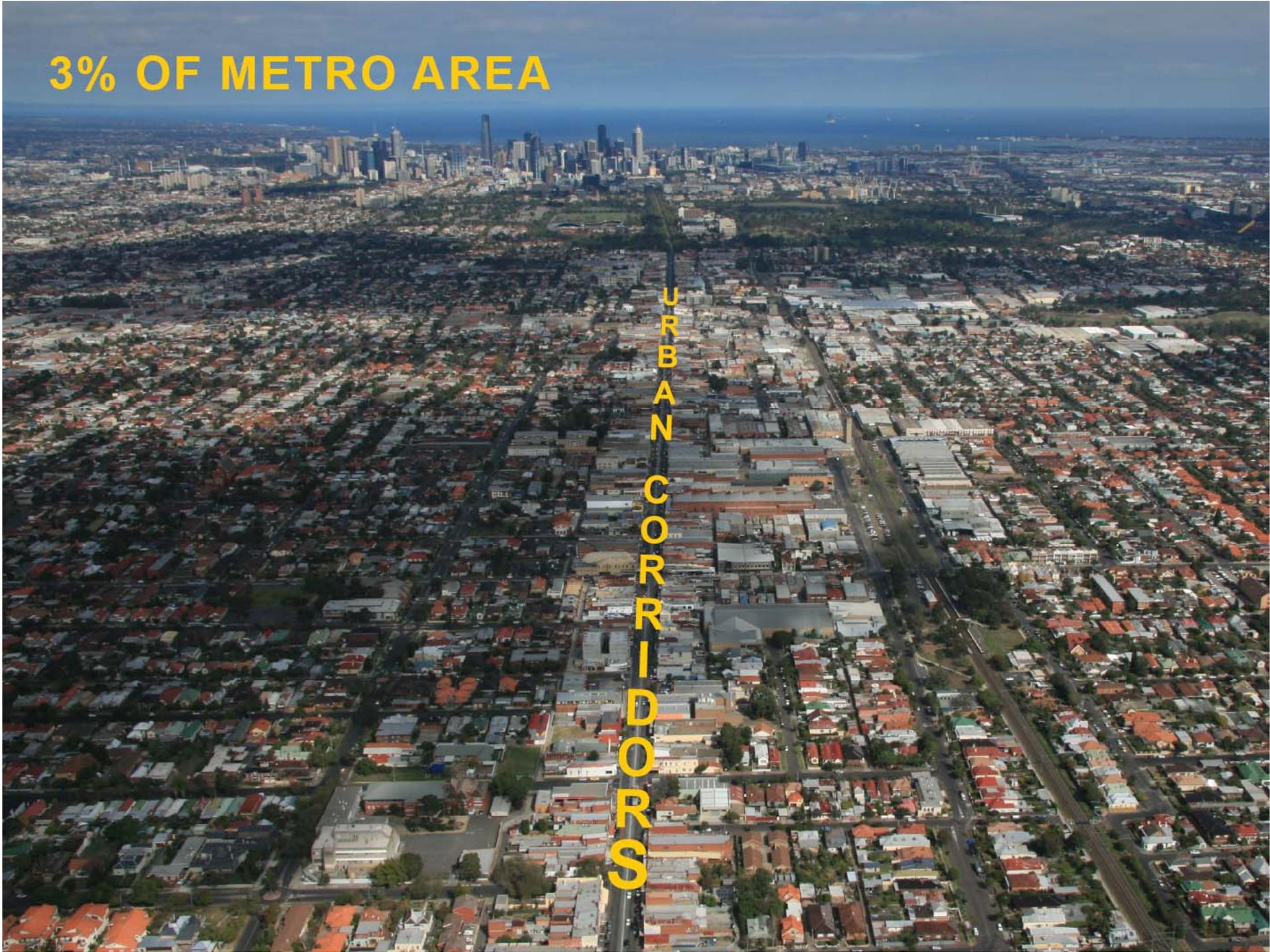
ACTIVITY CENTRES 3% OF METRO AREA





3% OF METRO AREA

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SUBURBIA et al. 94% of METRO AREA



Melbourne @ 5 million

- Transport orientated developments around railway stations-activity centres = 3% of Metropolitan area.
- Intensification of development along road based public transport corridors = 3% of Metropolitan area.
- Productive Suburbs = 94% of Metropolitan area

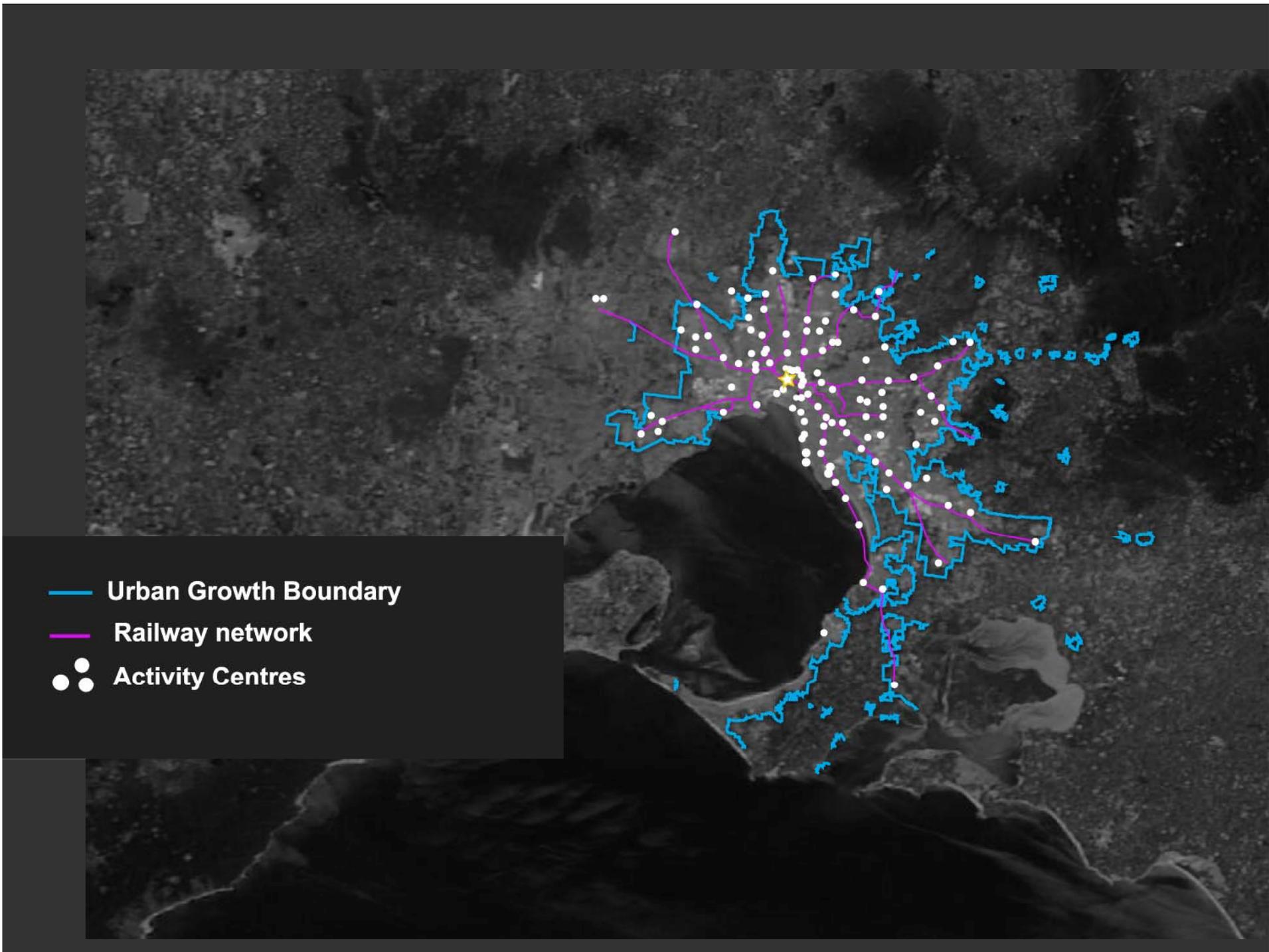
Activity Centres

- Utilizes only 3% of the existing development footprint.
- Mixed use high density low rise centres within in walking distance of railway stations.
- Maximum 8 storey development.
- Quality streets with 75% active frontages.
- High environmental standards.

Capacity 6,895 ha. @ 60% take-up = 4,200 ha.
840,000 persons @ 200 per. per hectare.

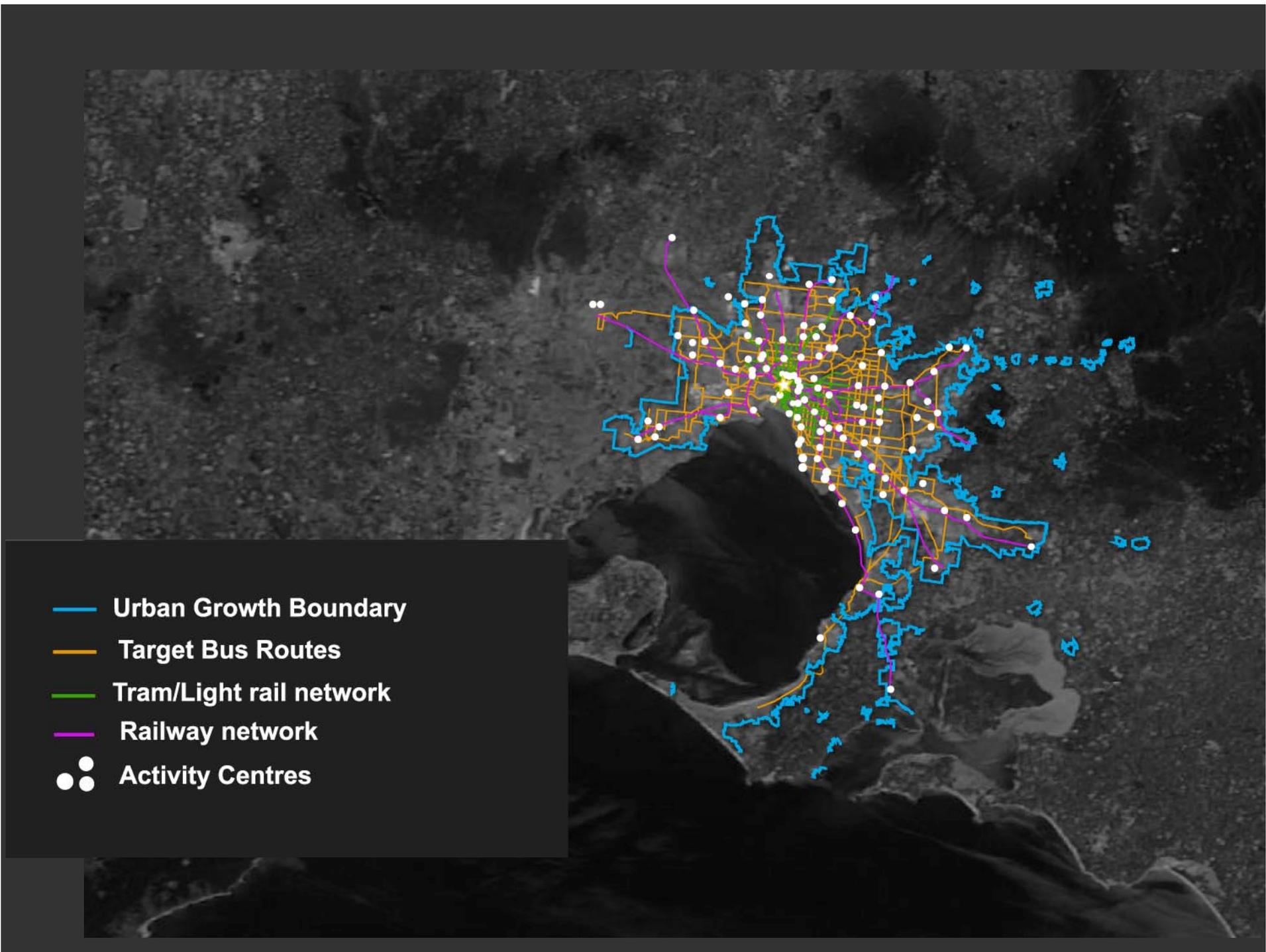
SOURCE; Melbourne University ARC Research paper. Kim Dovey et al.





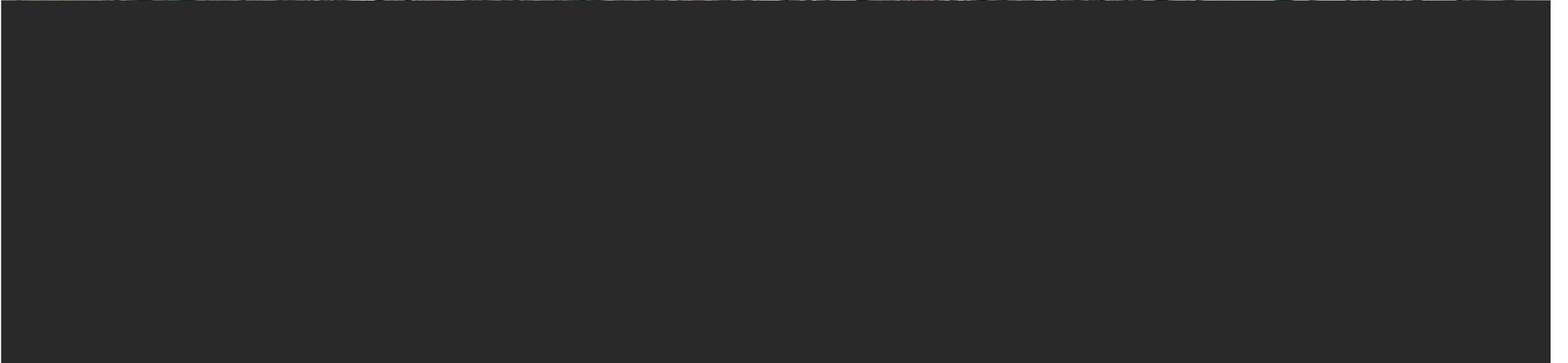
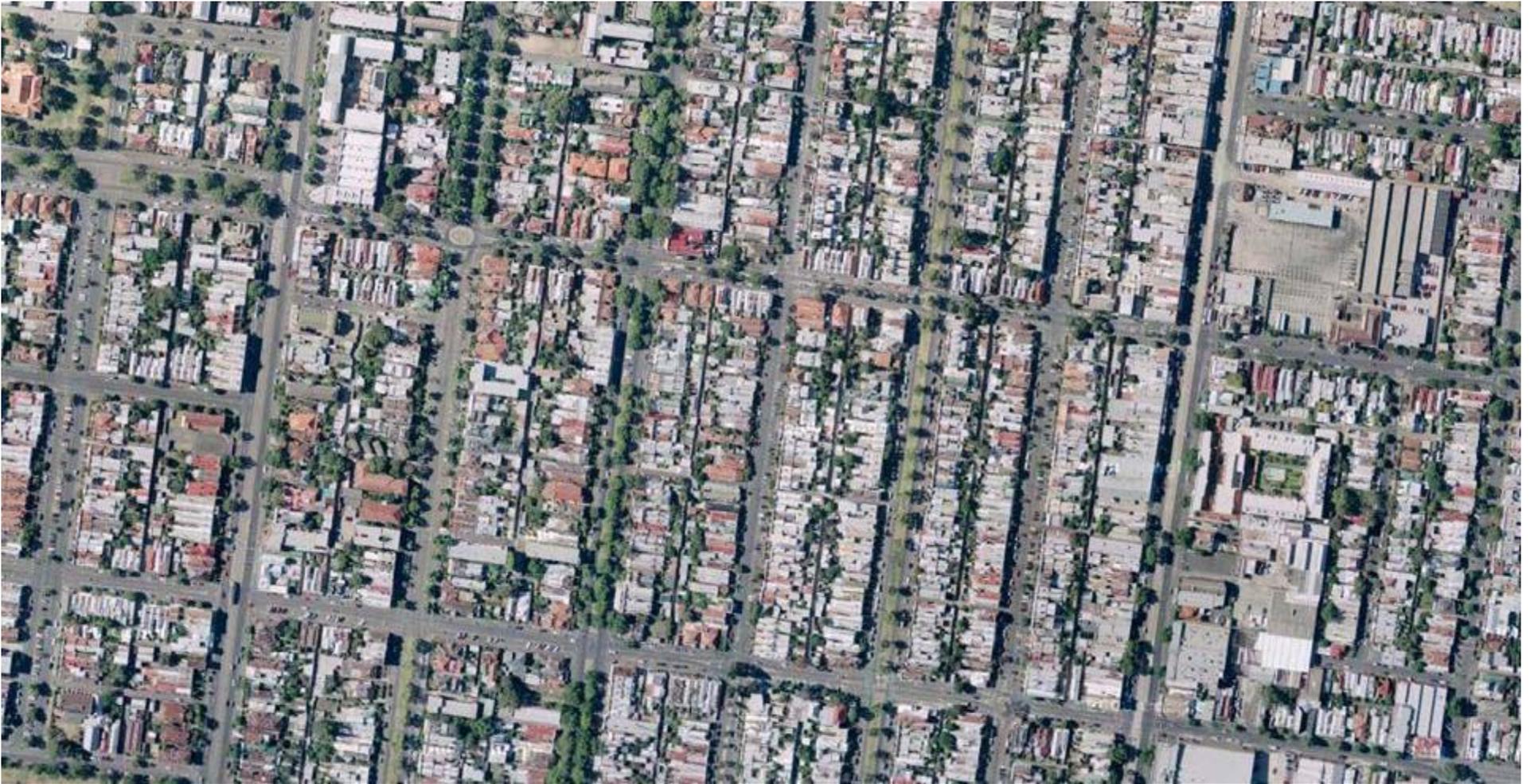
Corridor Intensification

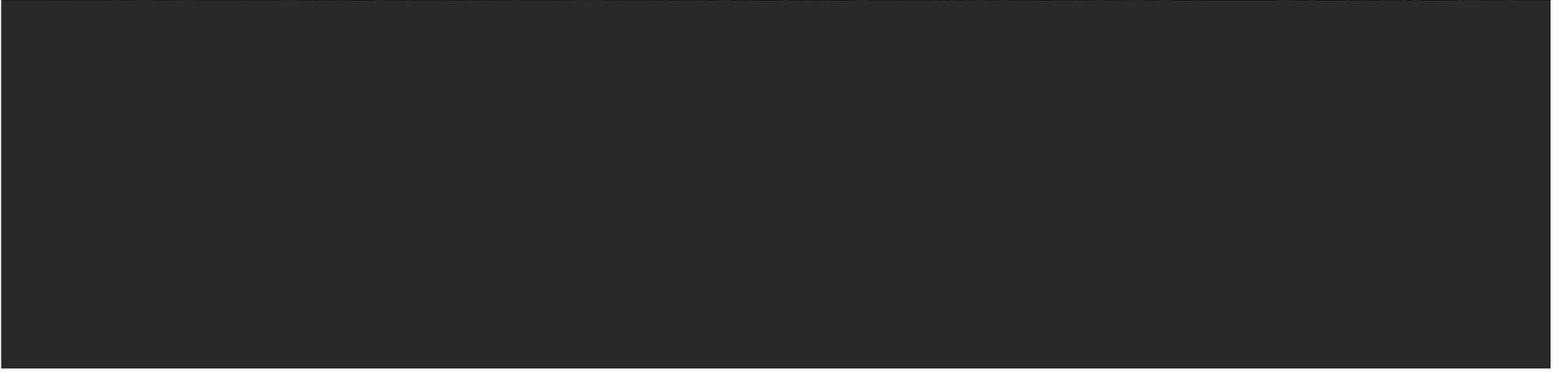
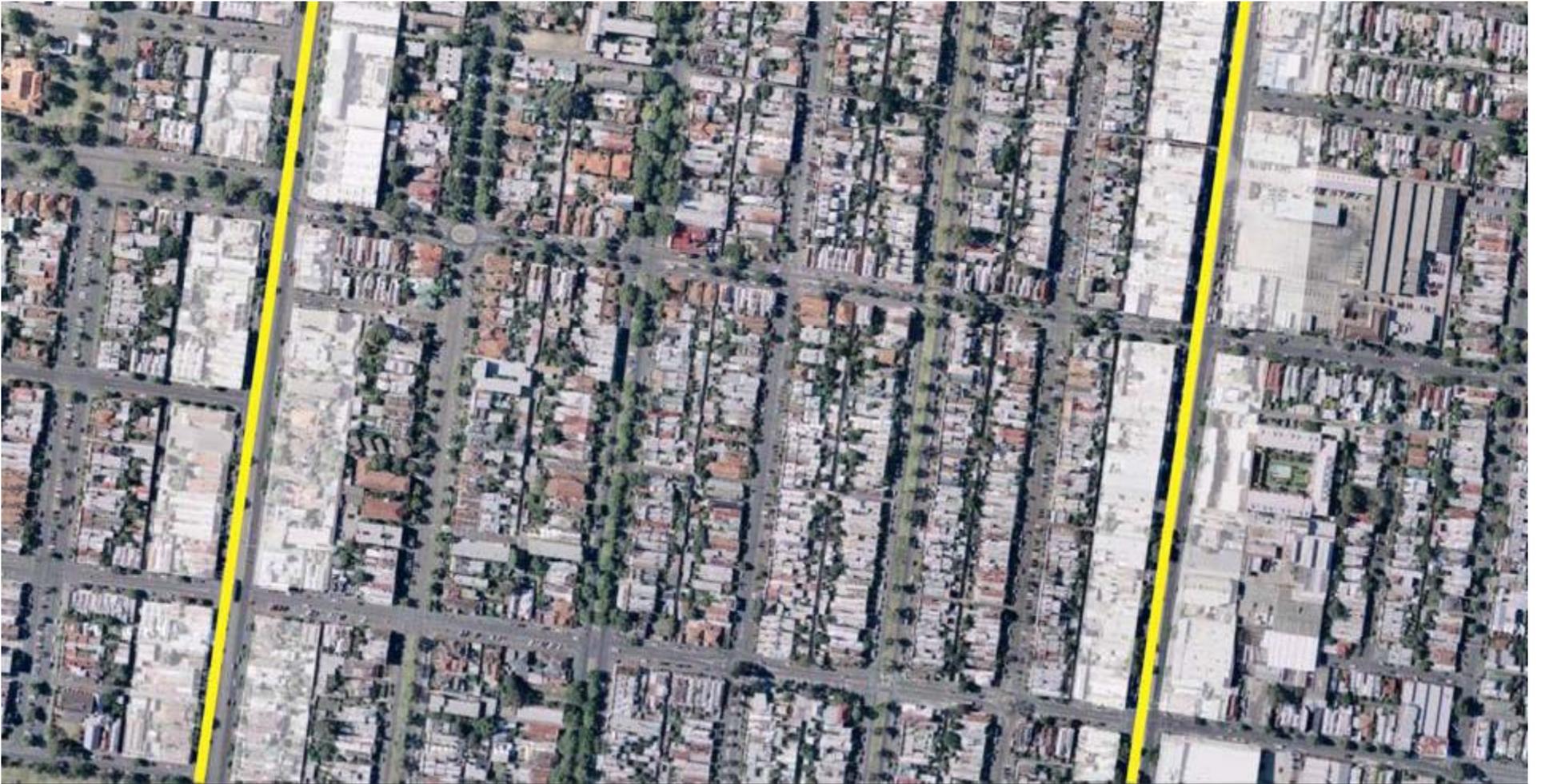
- Utilizes only 3% of the existing development footprint.
- Benefits and supports public transport.
- Facilitates integrated and accessible affordable housing.
- Provides services, some employment and public transport within walking distance of majority of citizens.
- Builds on existing trends.
- Facilitates distributed energy and water management reducing long term vulnerabilities and expenditure.

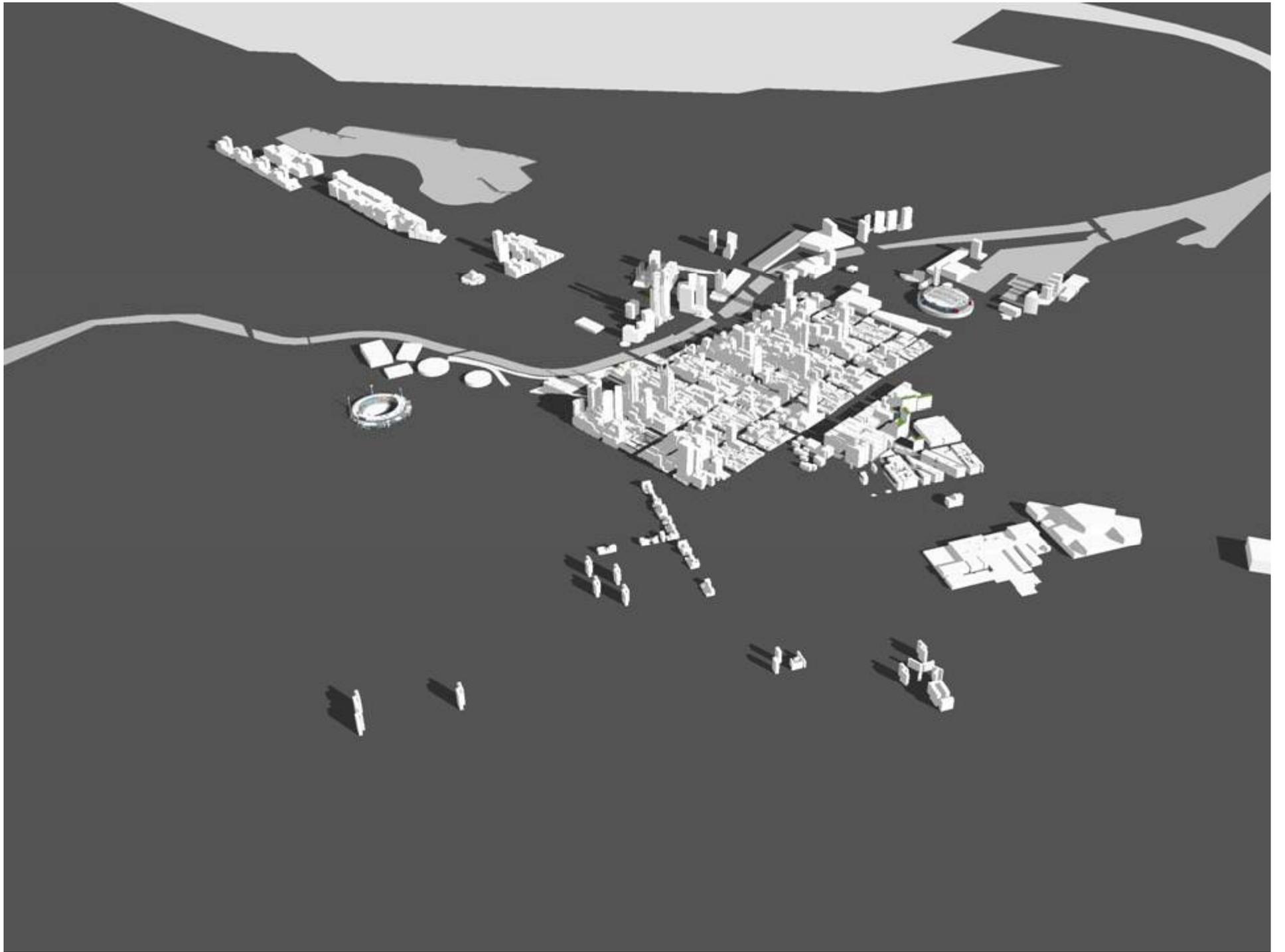


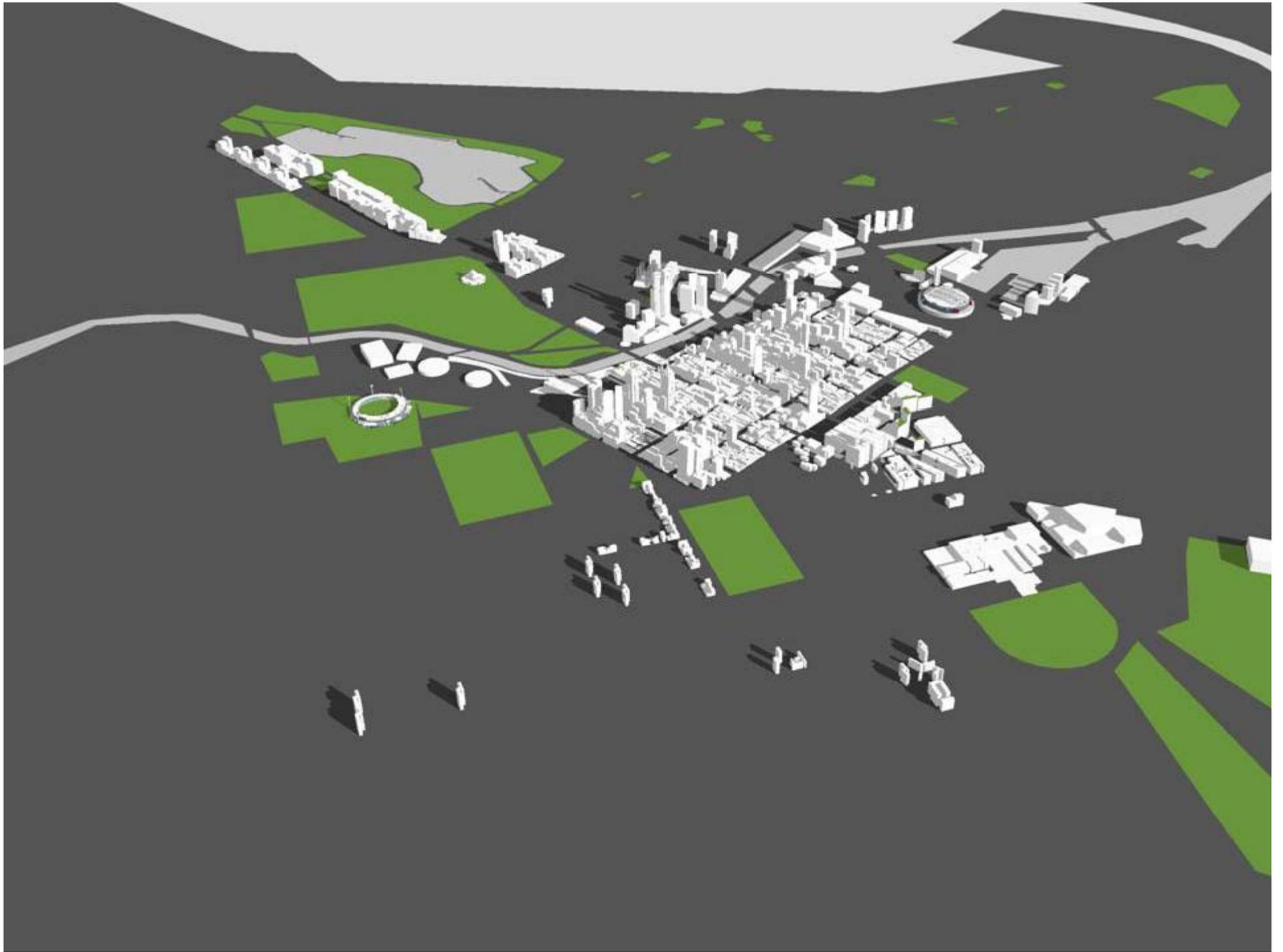
- Urban Growth Boundary
- Target Bus Routes
- Tram/Light rail network
- Railway network
- Activity Centres

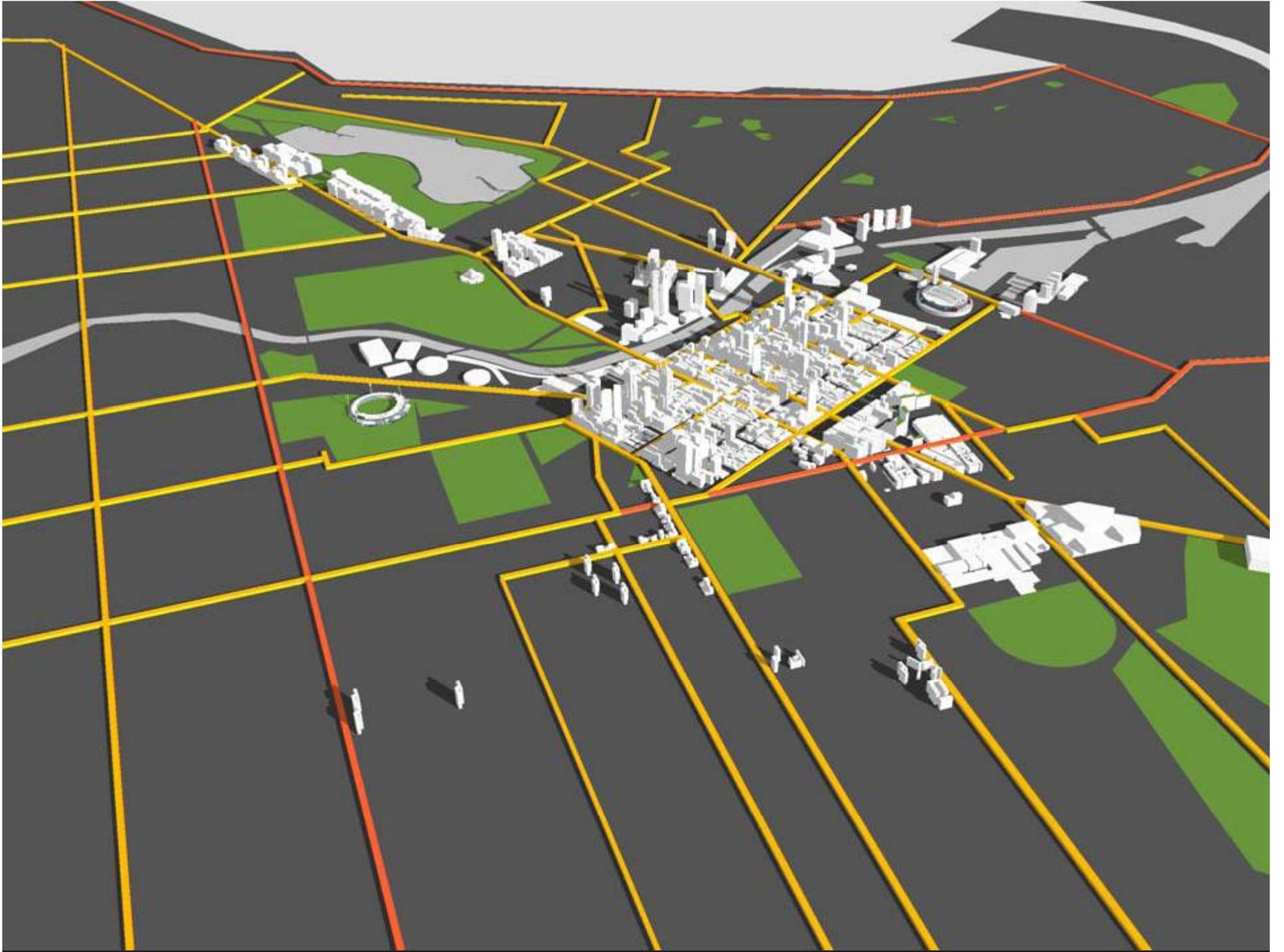


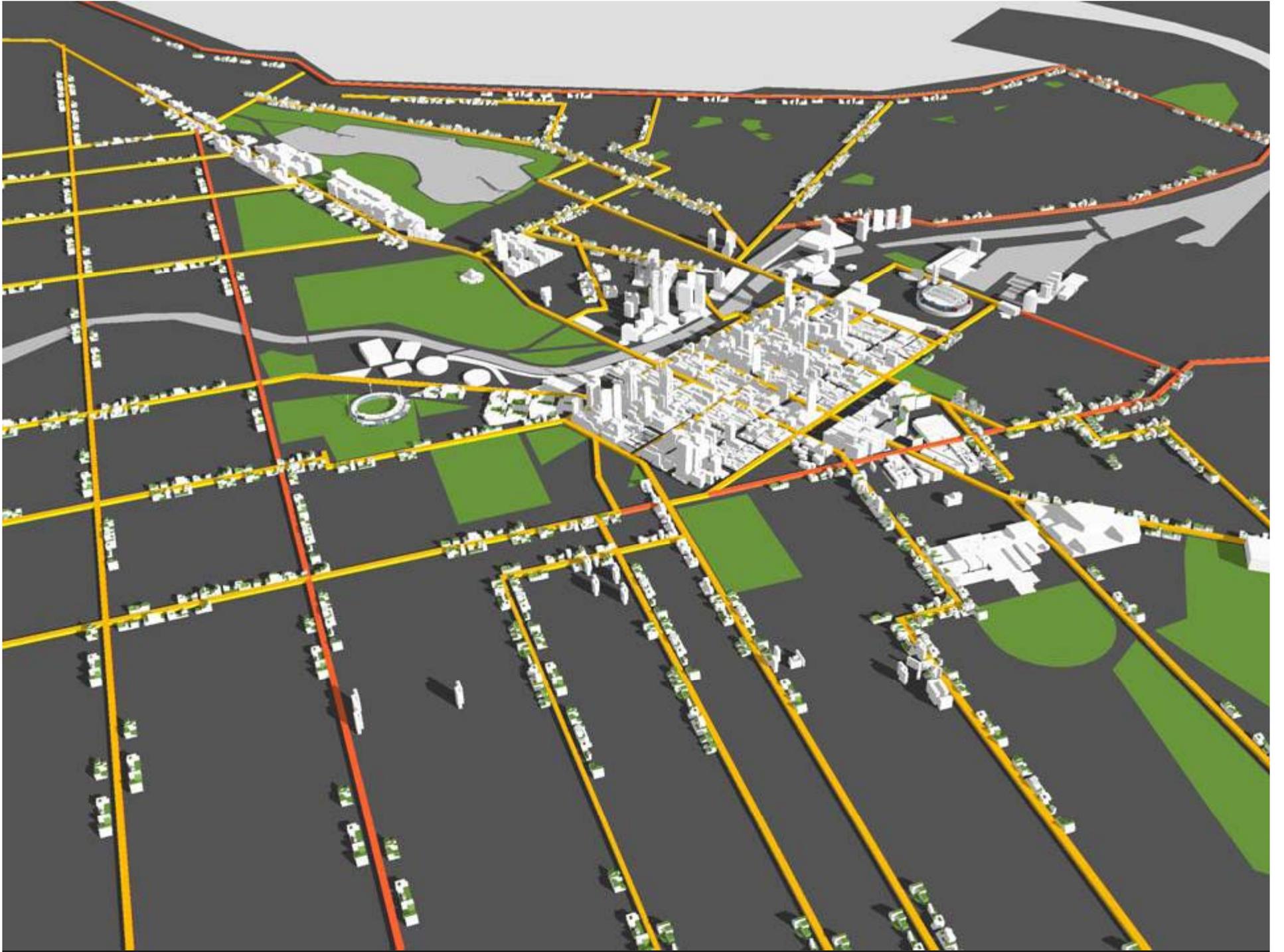




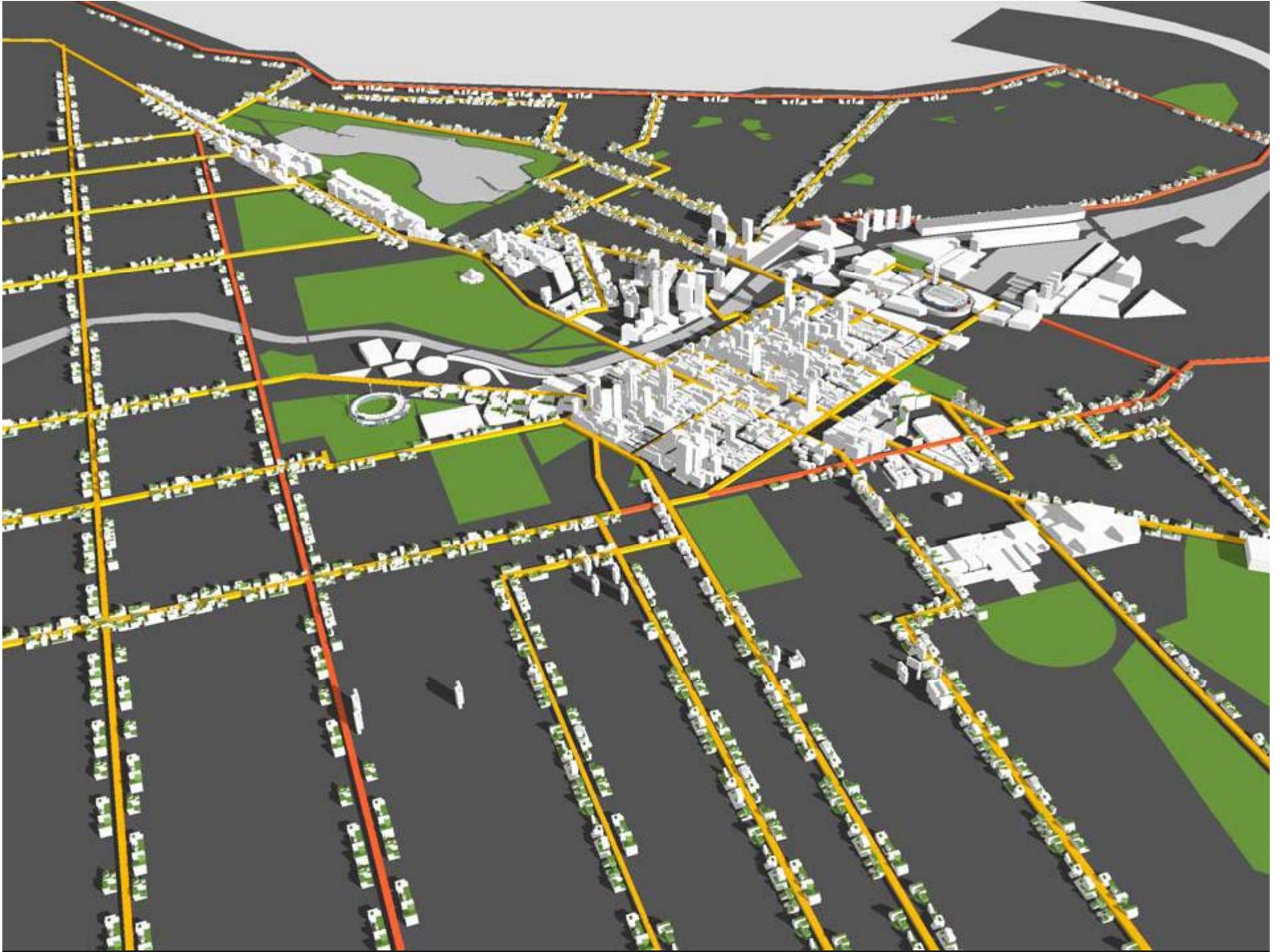






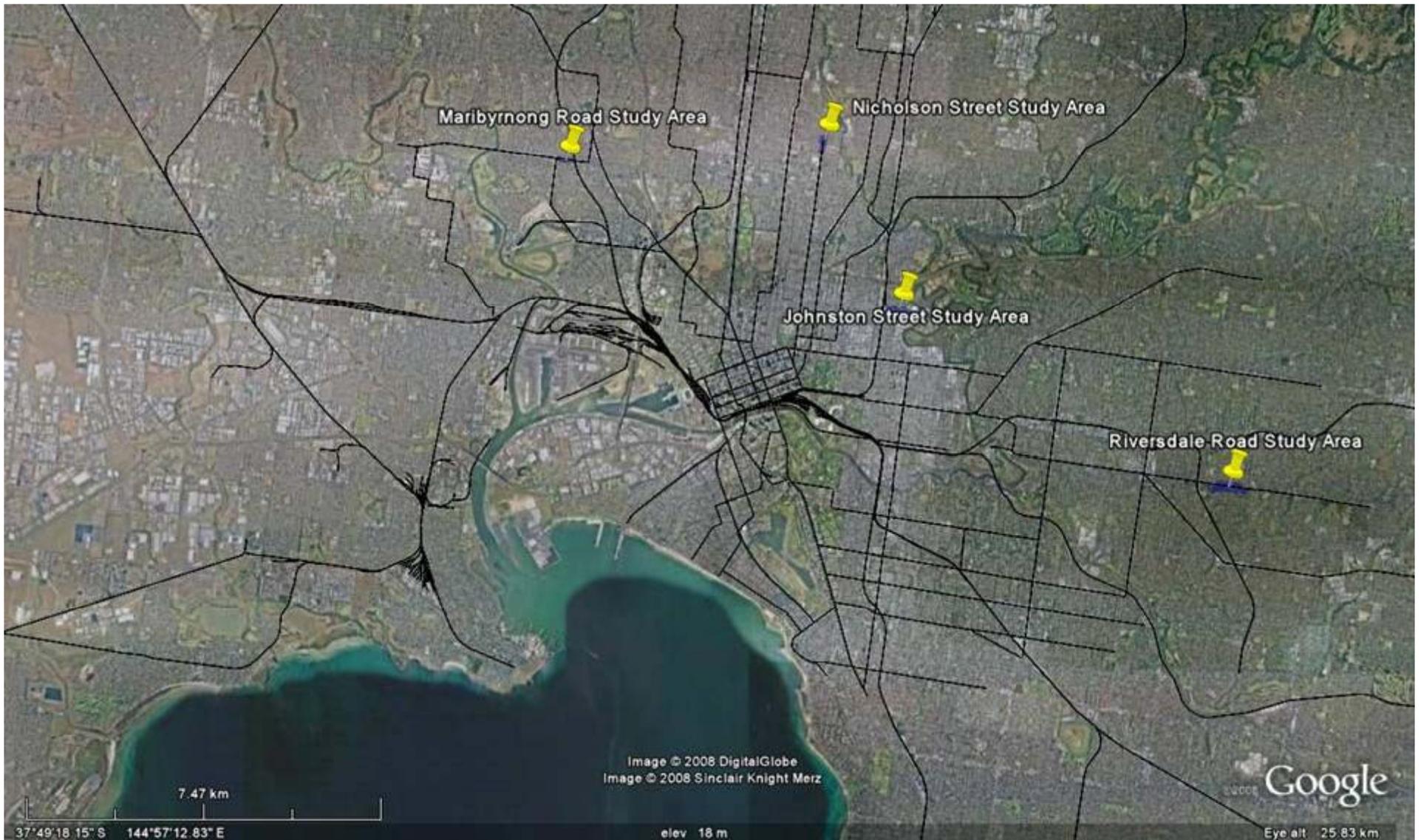




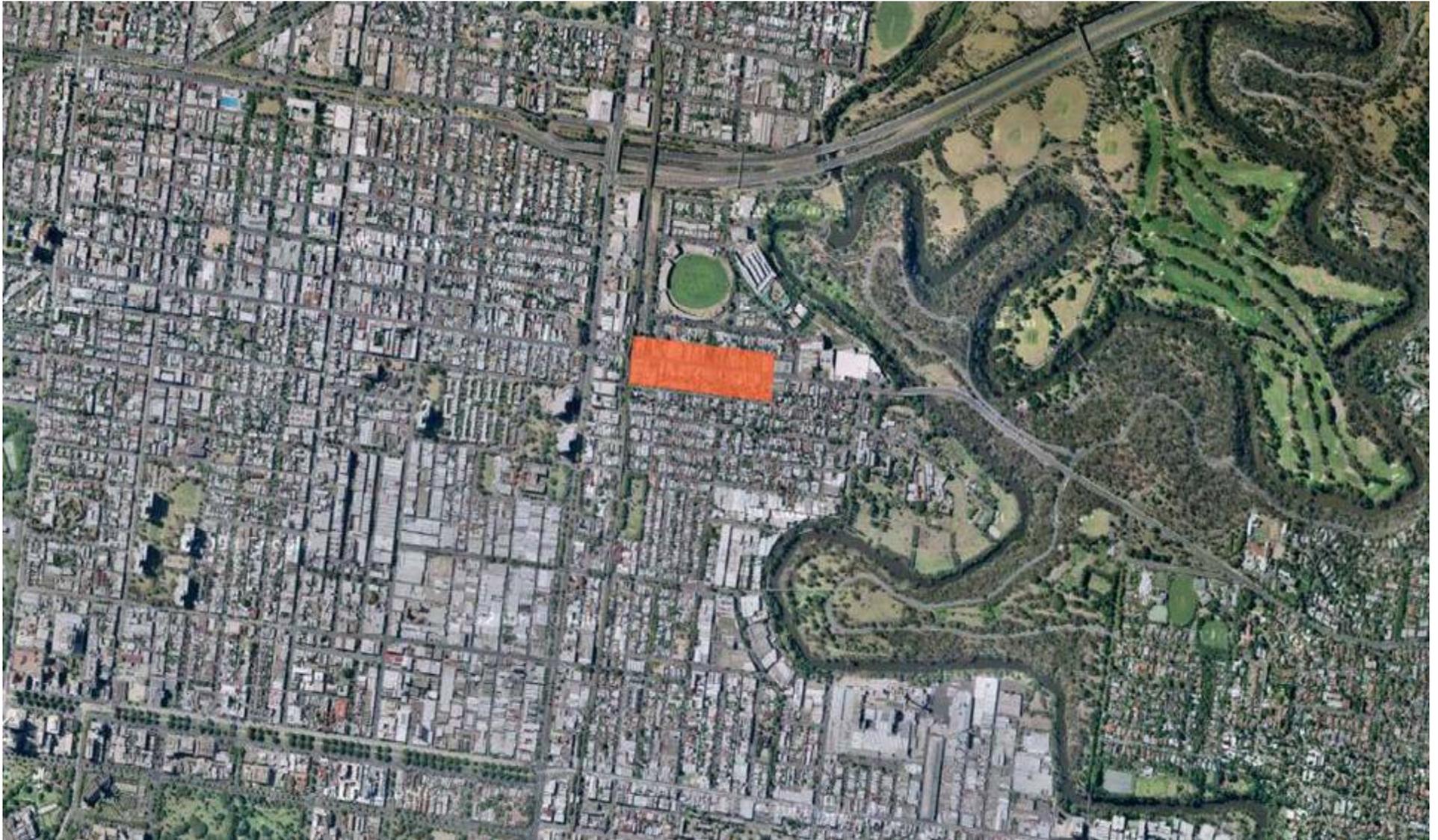








Melbourne overview showing 4 study areas



Johnston Street study area (high level)



Johnston Street study area (medium level)

NOW

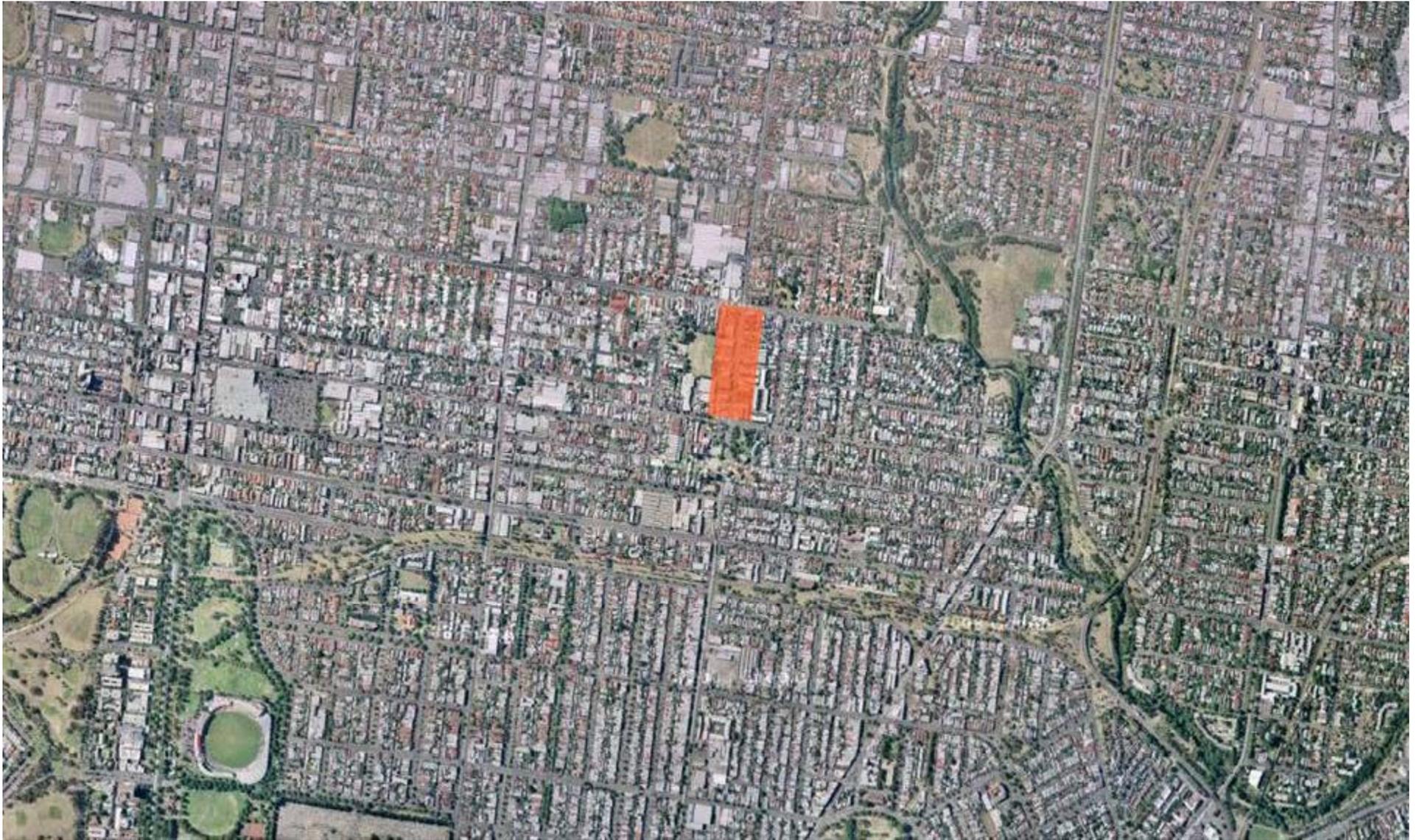


Johnston Street, Abbotsford - looking east

POSSIBLE FUTURE



Johnston Street, Abbotsford - artists impression



Nicholson Street study area (high level)

NOW



Nicholson Street, East Brunswick - looking south to the city

POSSIBLE FUTURE



Nicholson Street, East Brunswick - artists impression



Maribyrnong Road study area (high level)

NOW

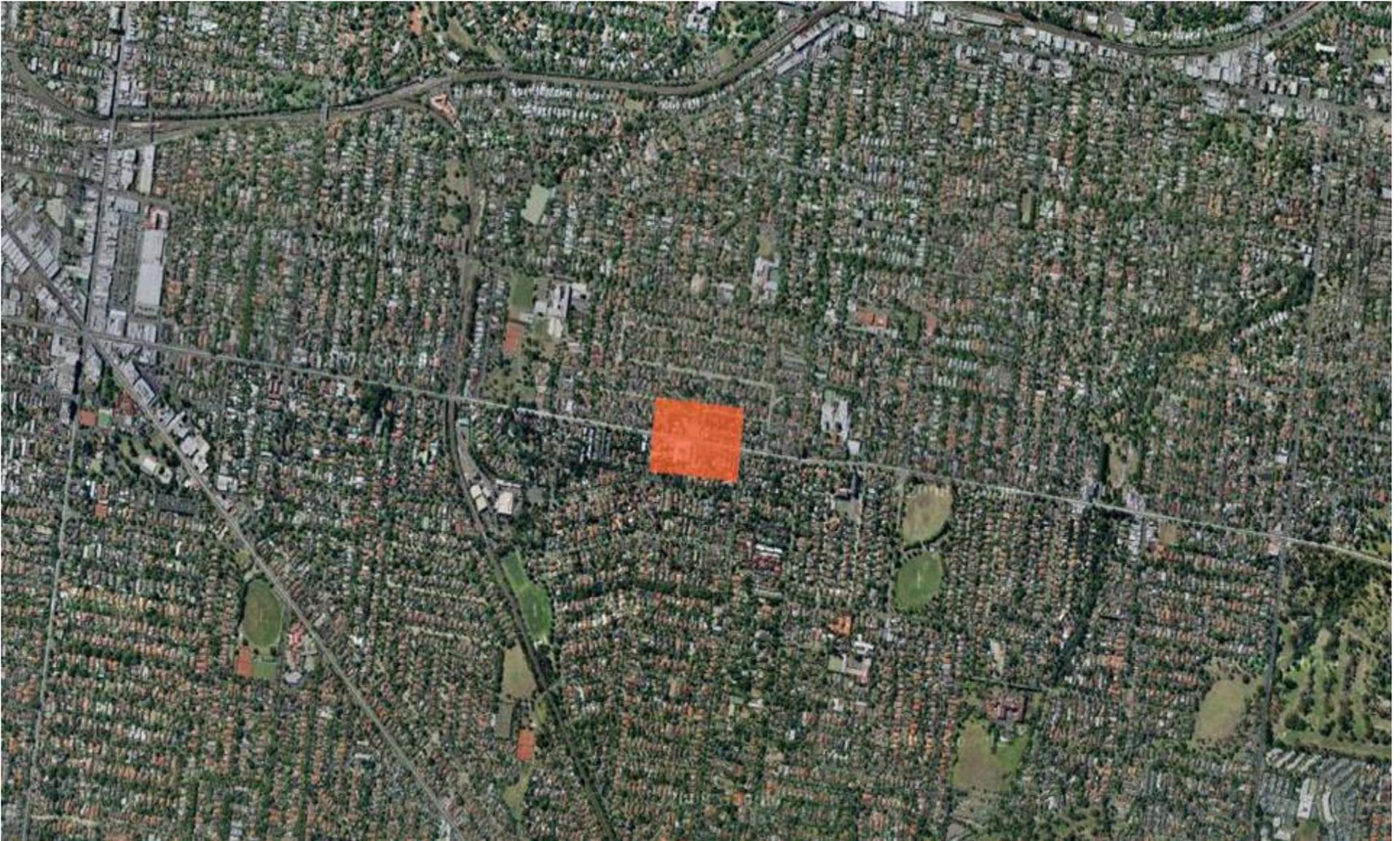


Maribyrnong Road, - looking west to Union Road

POSSIBLE FUTURE



Maribyrnong Road - artists impression



Riversdale Road study area (high level)

NOW



Riversdale Road, - looking west to Riversdale Park

POSSIBLE FUTURE

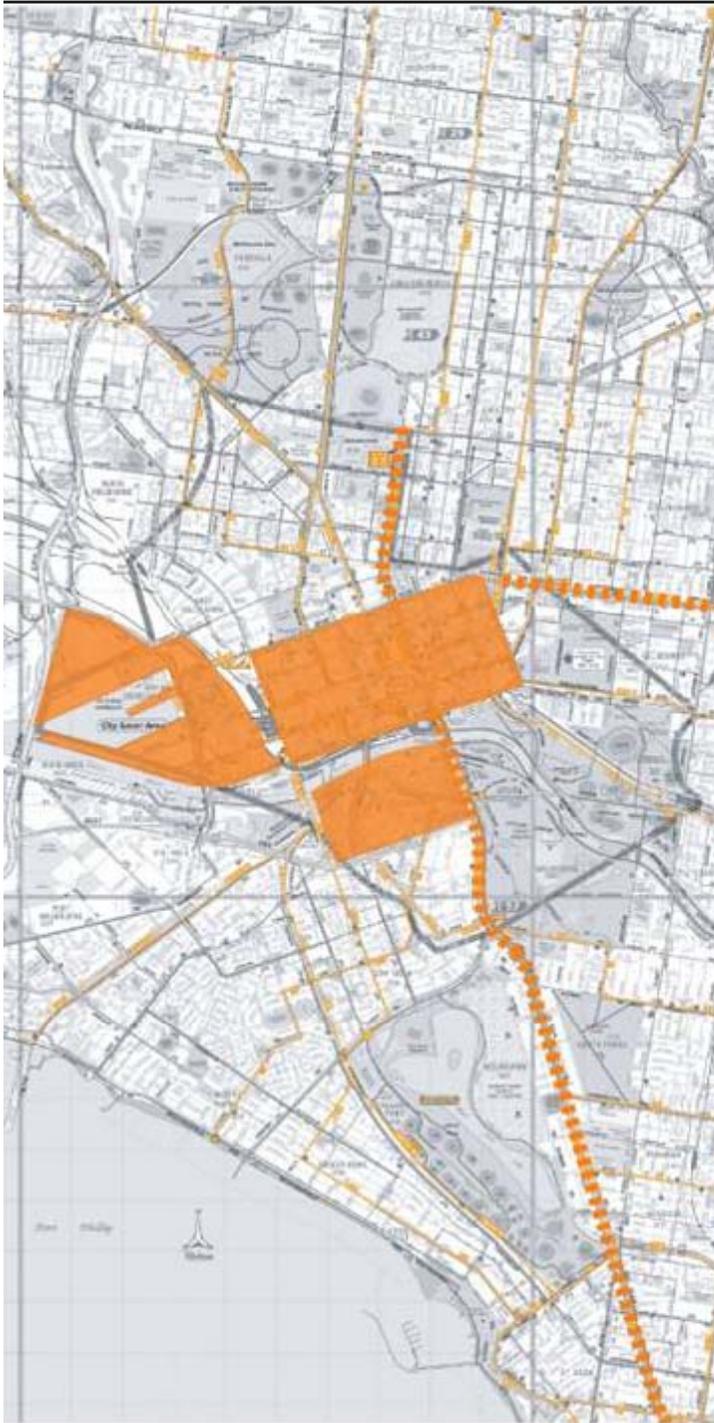


Riversdale Road - artists impression

Clear Structure – Melbourne CBD circa 1985



- 40m height limit
- streetscape envelope controls
- specific height limit as marked
- registered and notable buildings not within a designated streetscape envelope
- govt. historic buildings not within a designated streetscape envelope



1. applicable streets

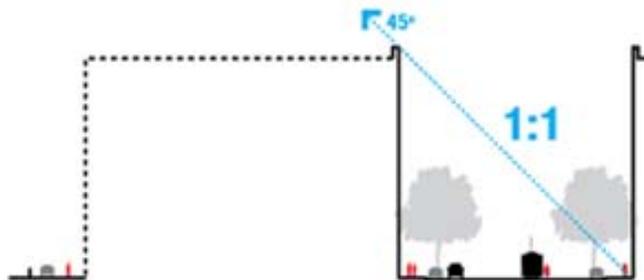


2. heritage

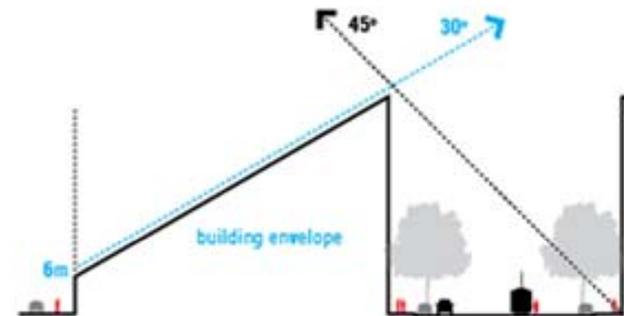


3. height limits

front



rear

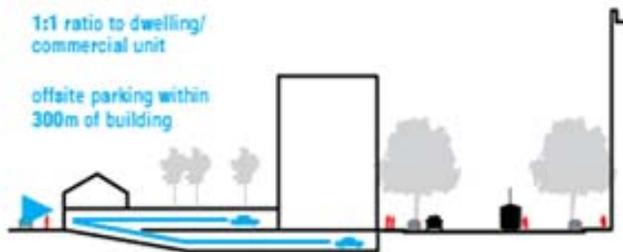


4. parking

rear access only

1:1 ratio to dwelling/
commercial unit

offsite parking within
300m of building

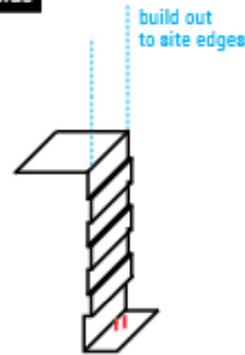


5. setbacks

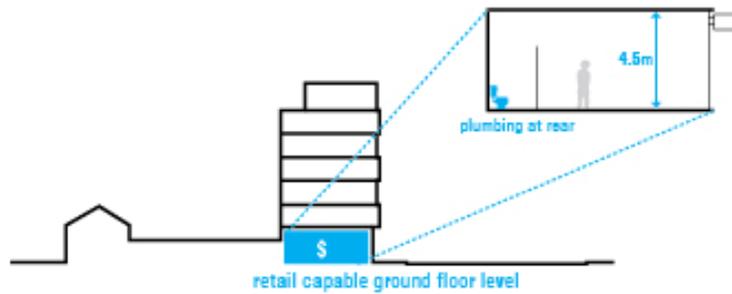
front



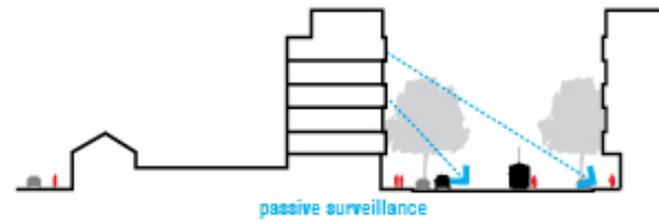
side



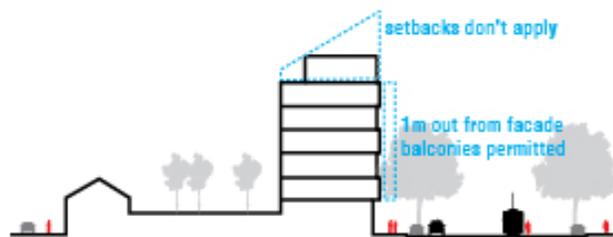
6. active frontages



7. passive surveillance



8. freedom zones



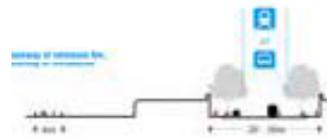
9. access



transport Corridor: Design Development Overlay



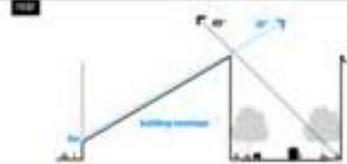
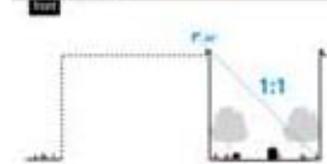
applicable streets



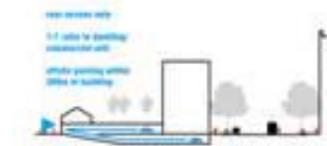
2. heritage & public use zones



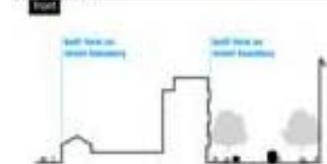
height limits



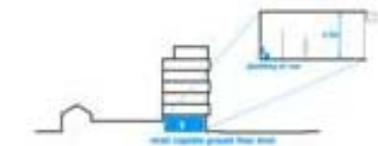
parking



setbacks



active frontages



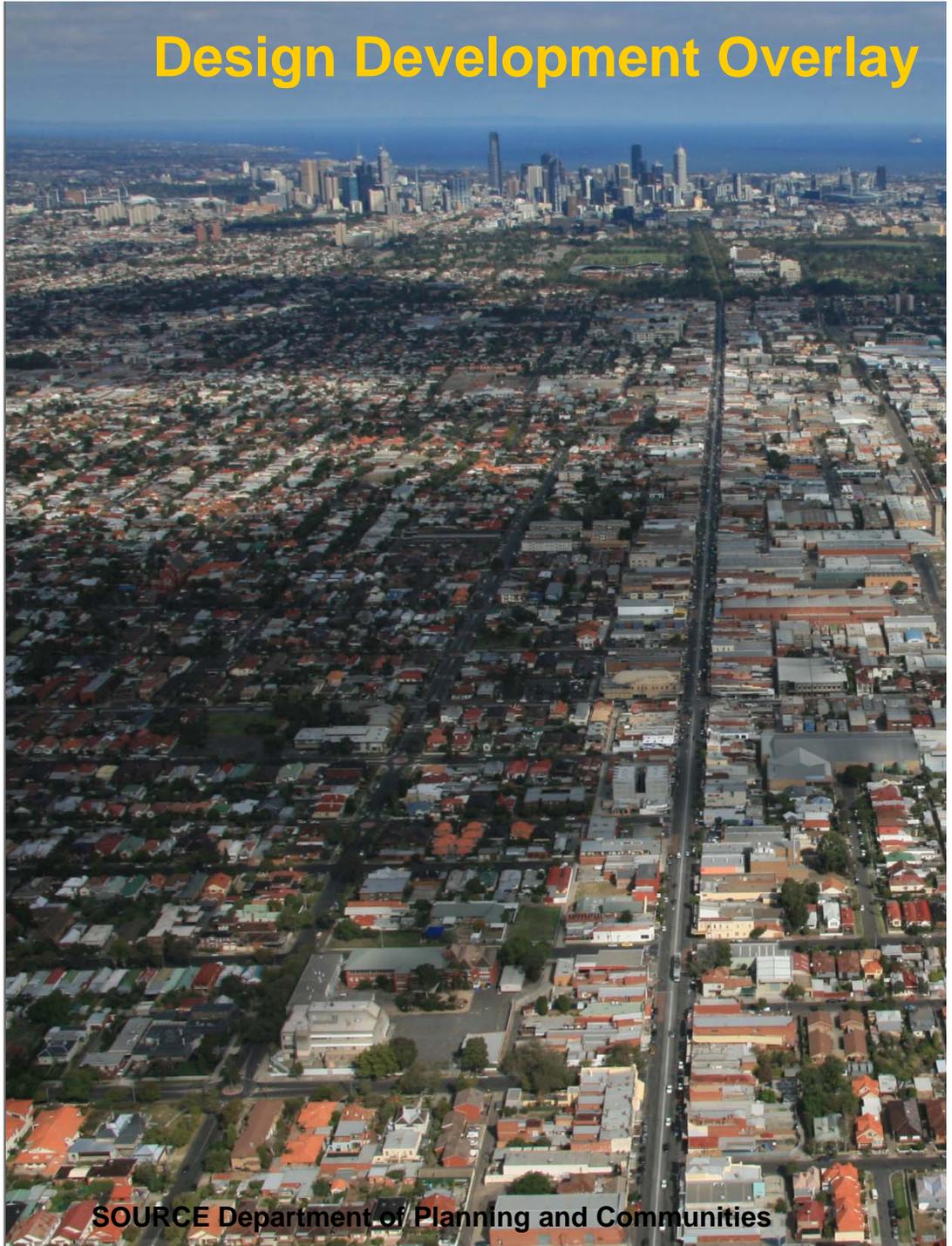
7. passive surveillance



freedom zones



9. access

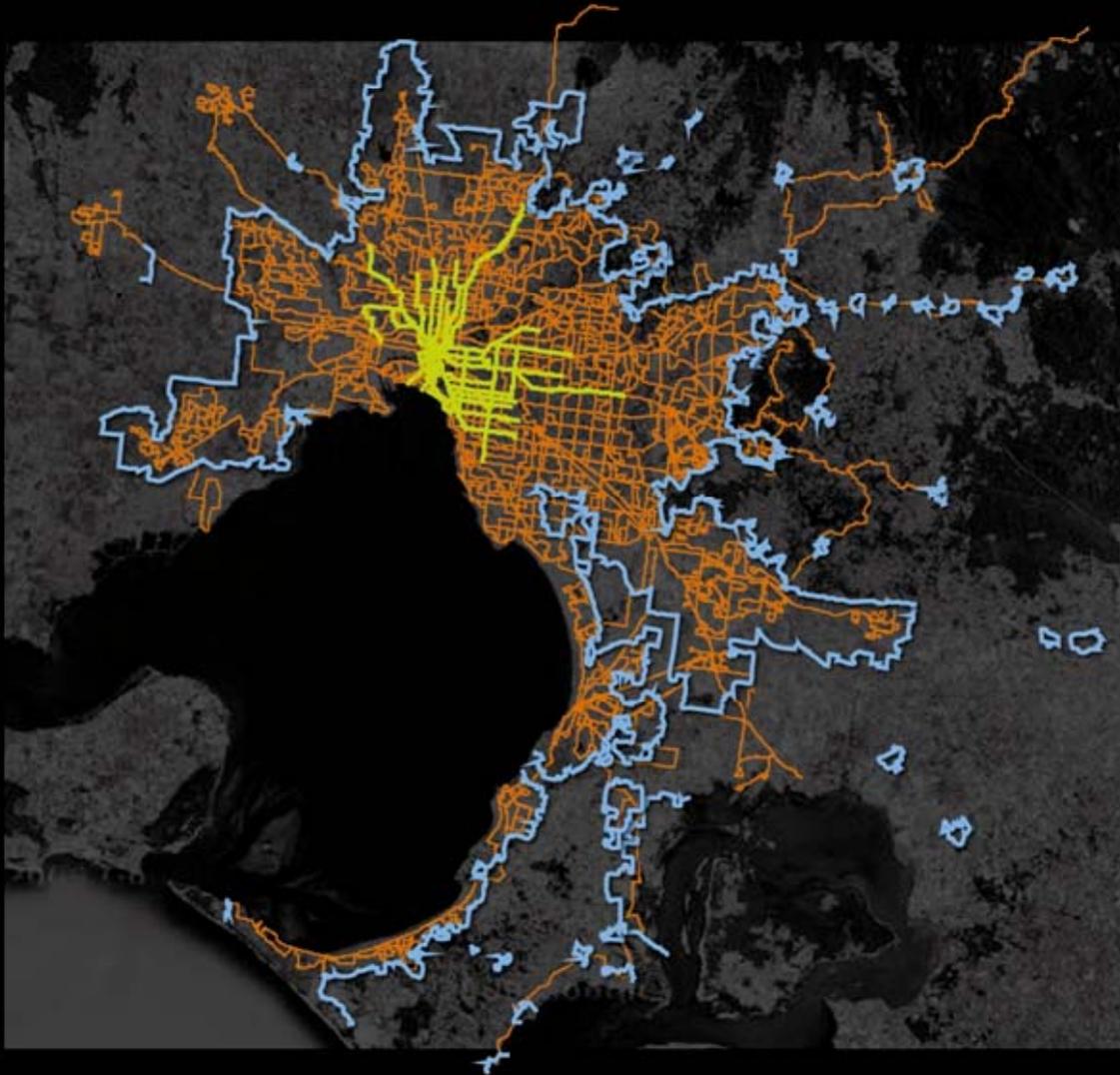


Design Development Overlay

SOURCE Department of Planning and Communities

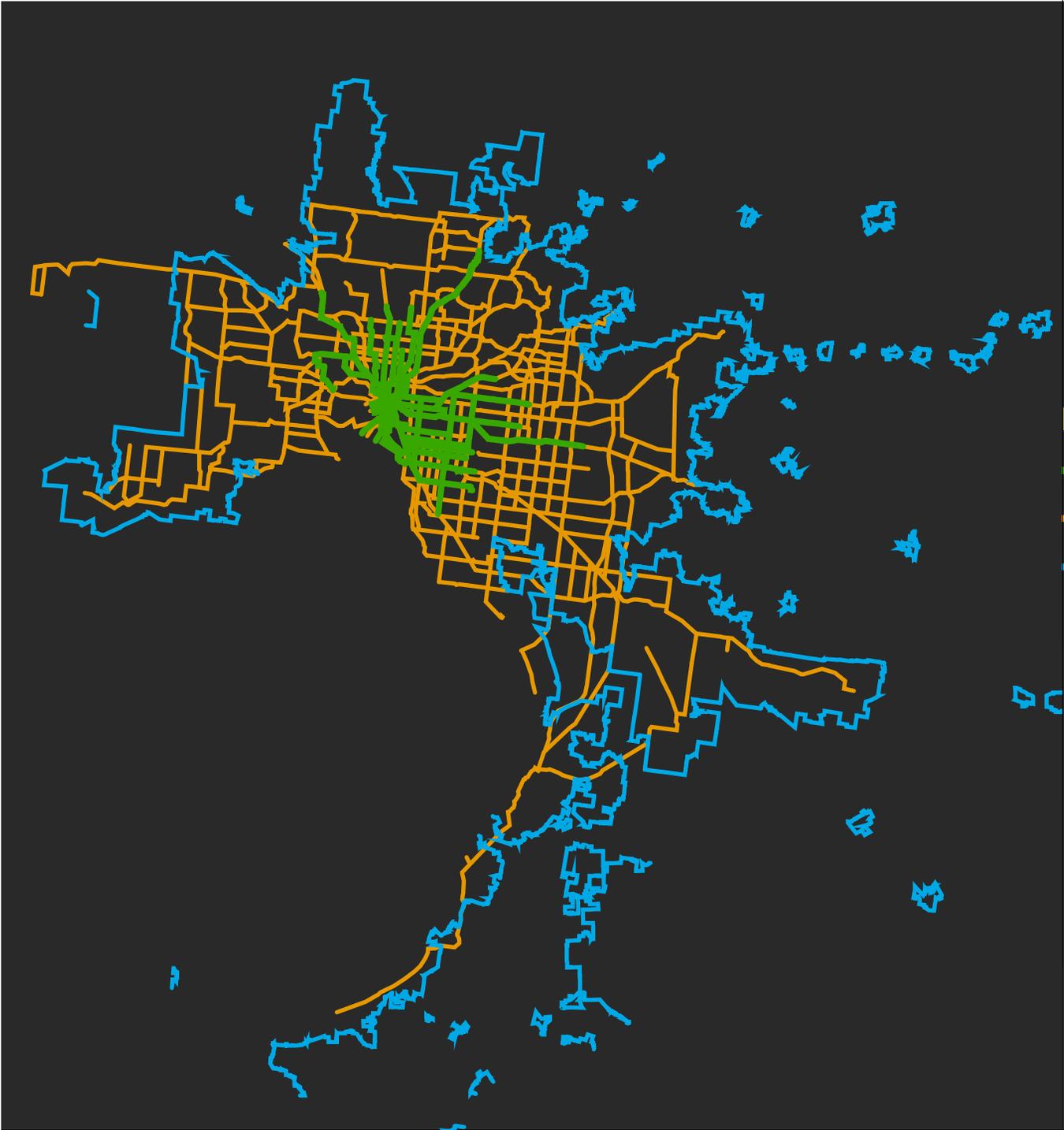






Legend

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



Legend

- Tram Routes
- Target Density (Bus Victoria)
- UGB

CADASTRAL PARCELS

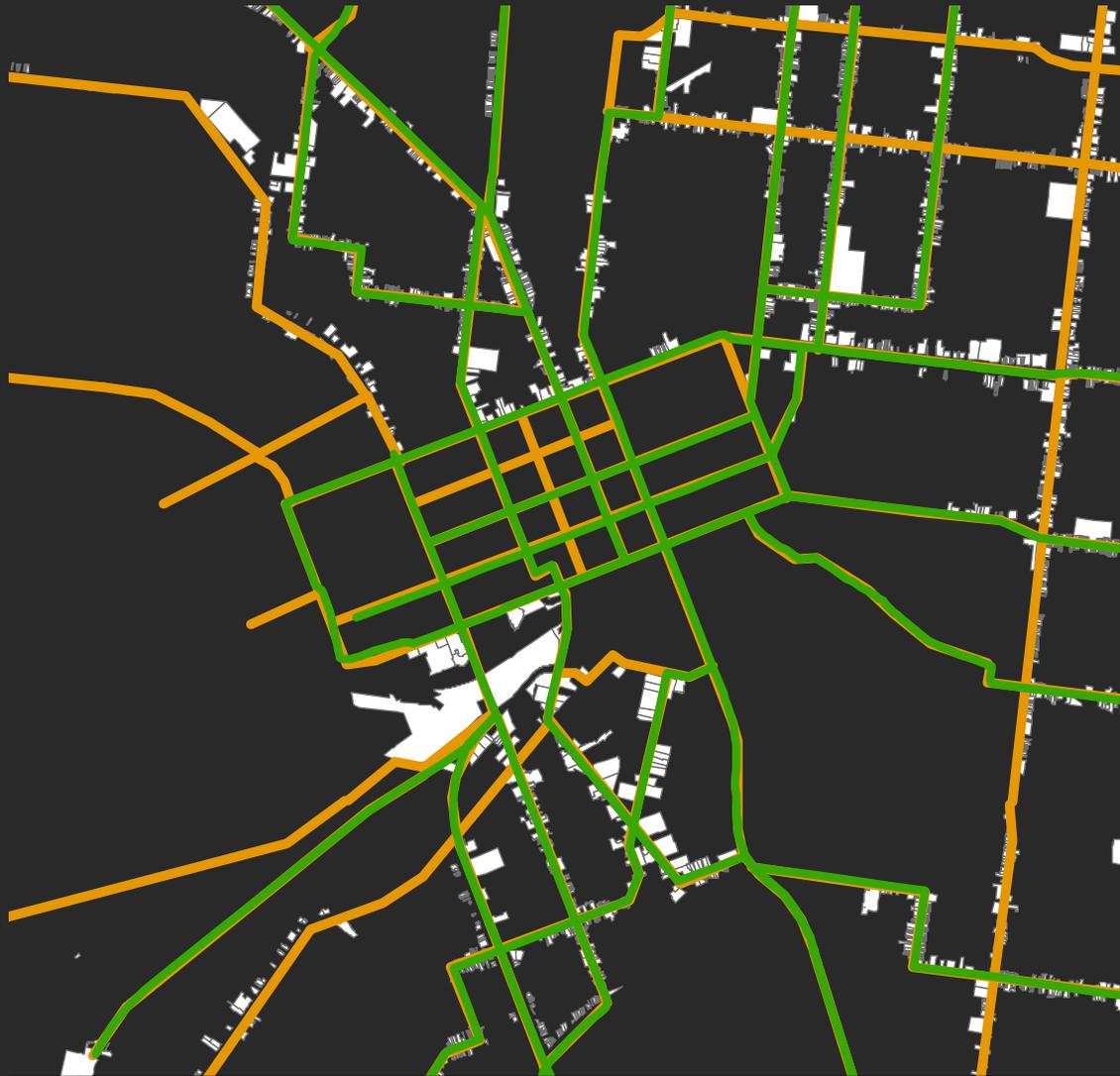


Legend

- Tram / Light Rail
- Target Bus Line
- Cadastral Parcels

Metropolitan Cadastral Parcels = 1,571,532

SPECIAL BUILDING ZONES (CBD, Southbank, Docklands, St Kilda Road)

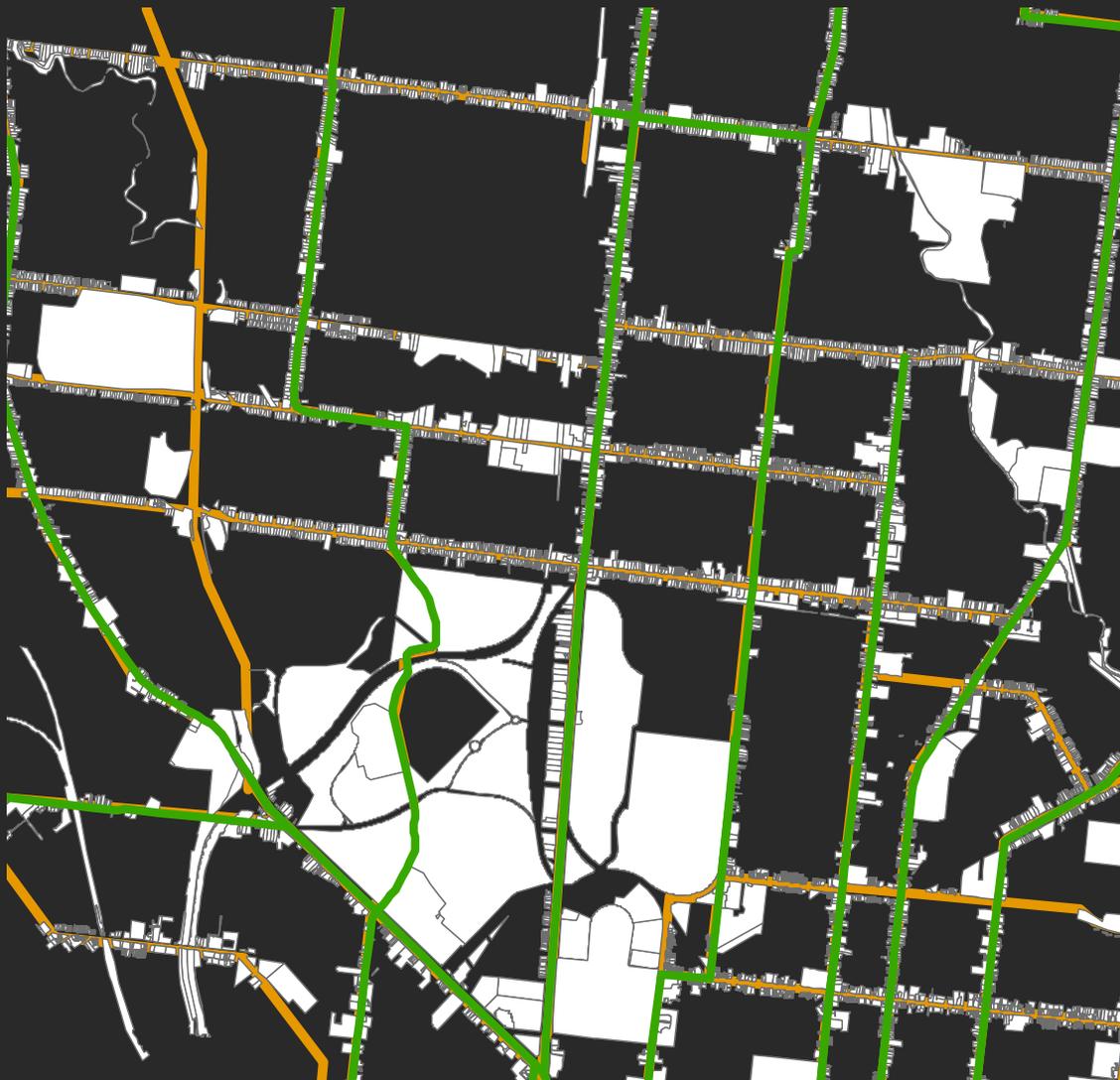


Legend

- Tram / Light Rail
- Target Bus Line
- Cadastral Parcels

Tram Potential Sites = 25,128 Bus Potential Sites = 96,480 Total = 121,608

SELECT PARCELS ALONG TRAM and TARGET BUS CORRIDORS

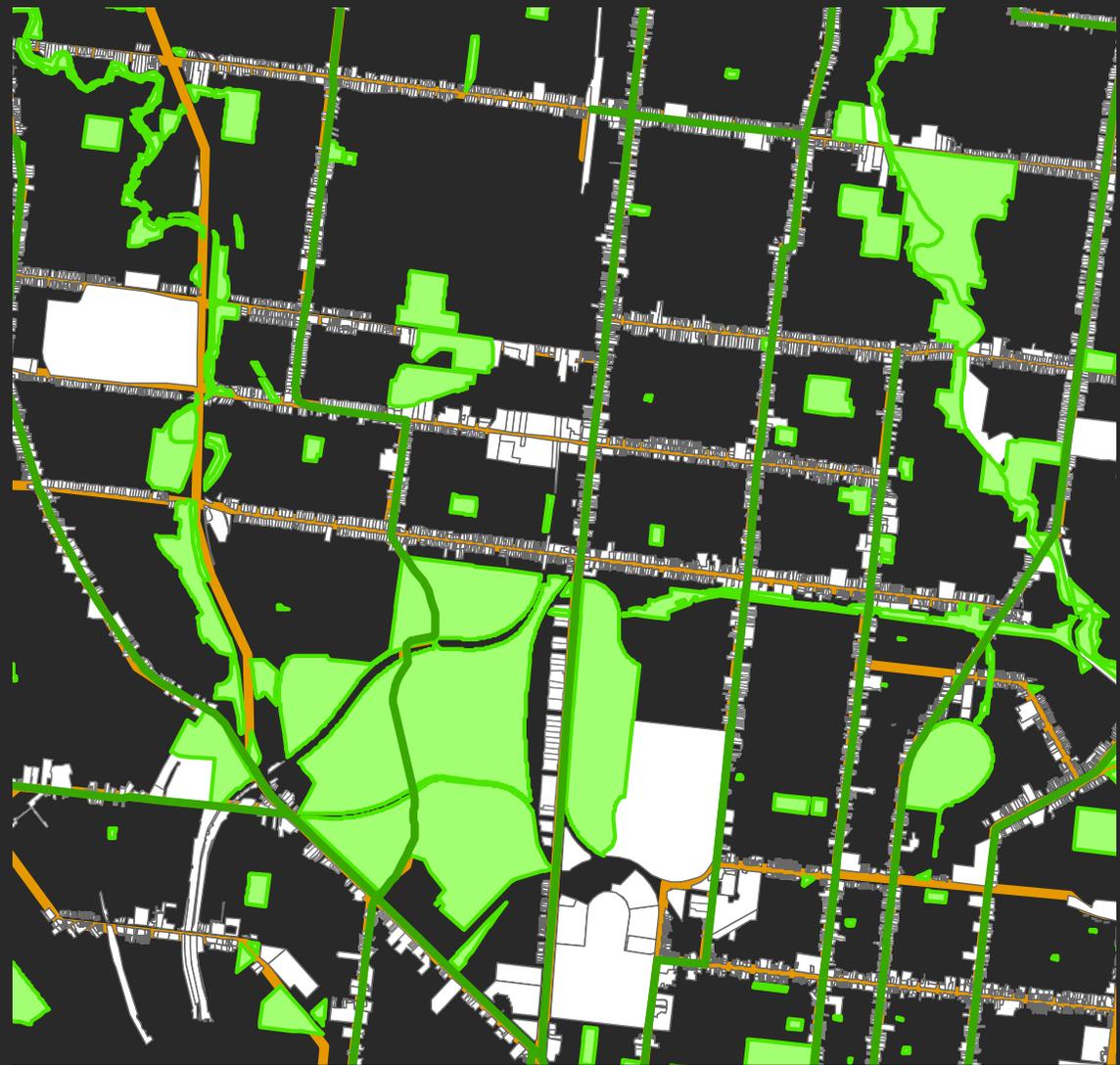


Legend

- Tram / Light Rail
- Target Bus Line
- Cadastral Parcels

Potential Sites = 25,128 Bus Potential Sites = 96,480 Total = 121,608

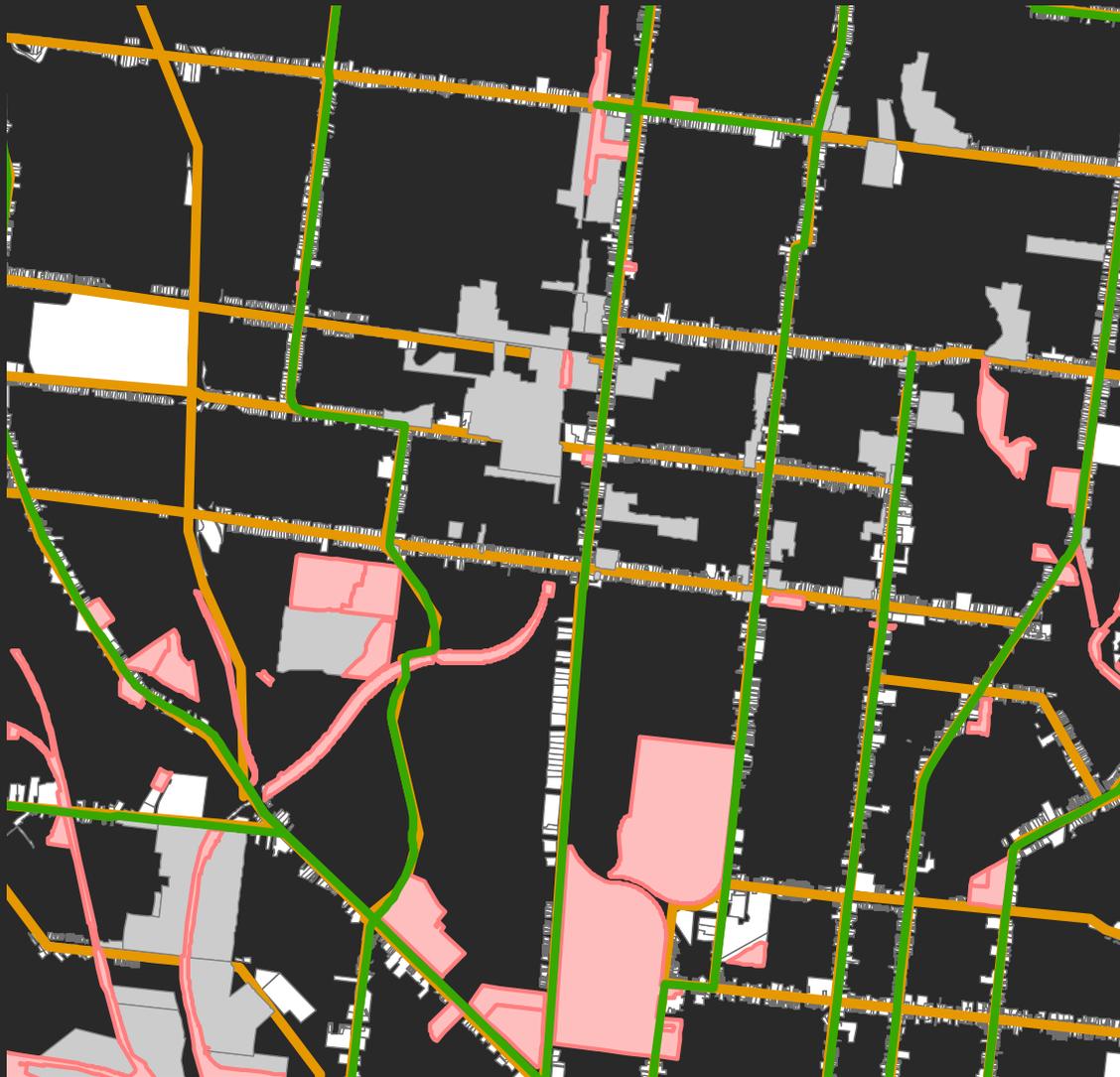
PARKS



- Legend**
- Red line: Tram / Light Rail
 - Orange line: Target Bus Line
 - White area: Cadastral Parcels
 - Green area: Parks

Tram Potential Sites = 23,505 Bus Potential Sites = 95,450 Total = 118,955

PUBLIC USE AND INDUSTRIAL ZONES



Legend

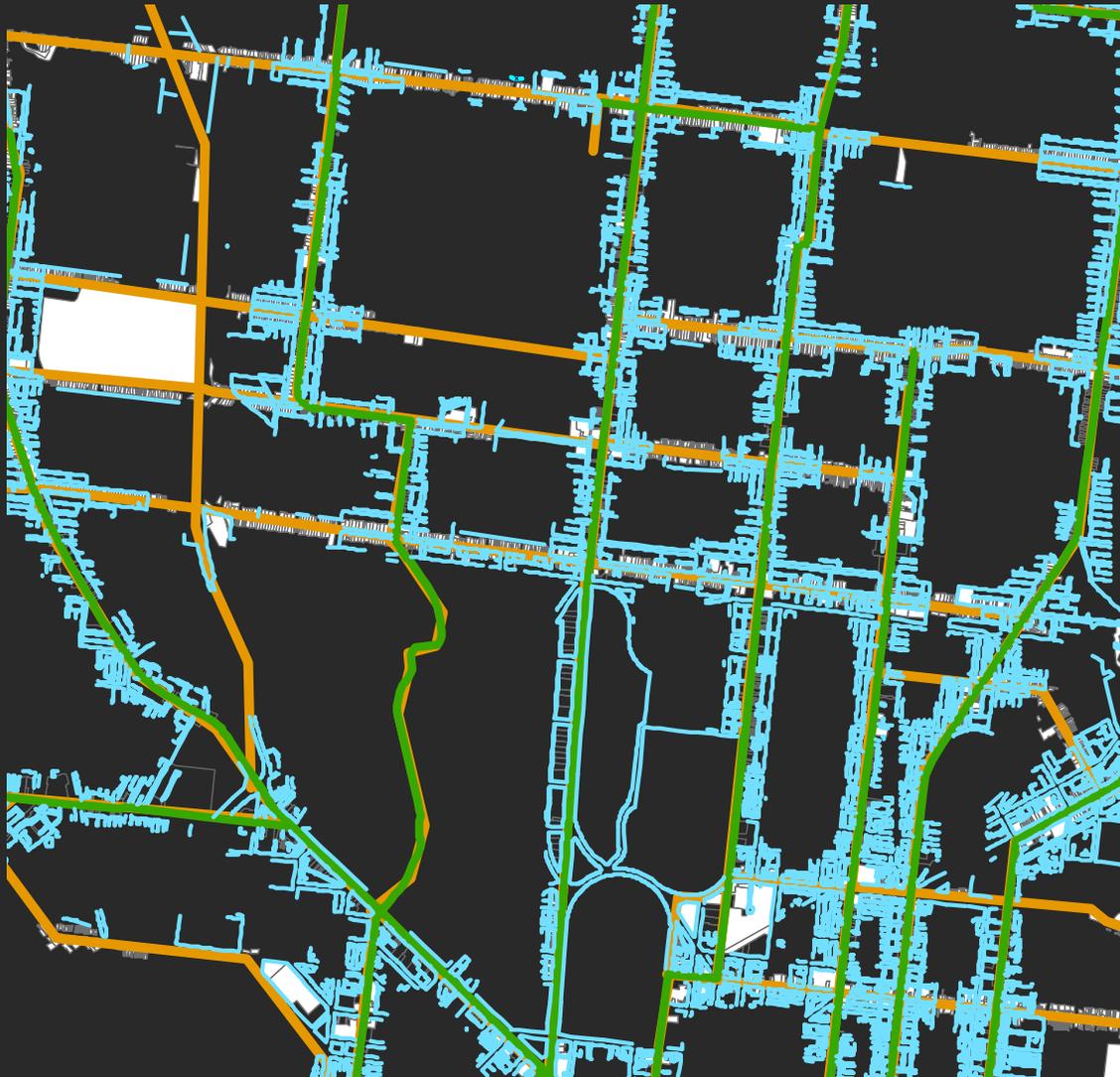
- Tram / Light Rail
- Target Bus Line
- Industrial Zone
- Public Use Zone

Tram Potential Sites = 23,202

Bus Potential Sites = 91,252

Total = 114,554

REAR LANEWAY



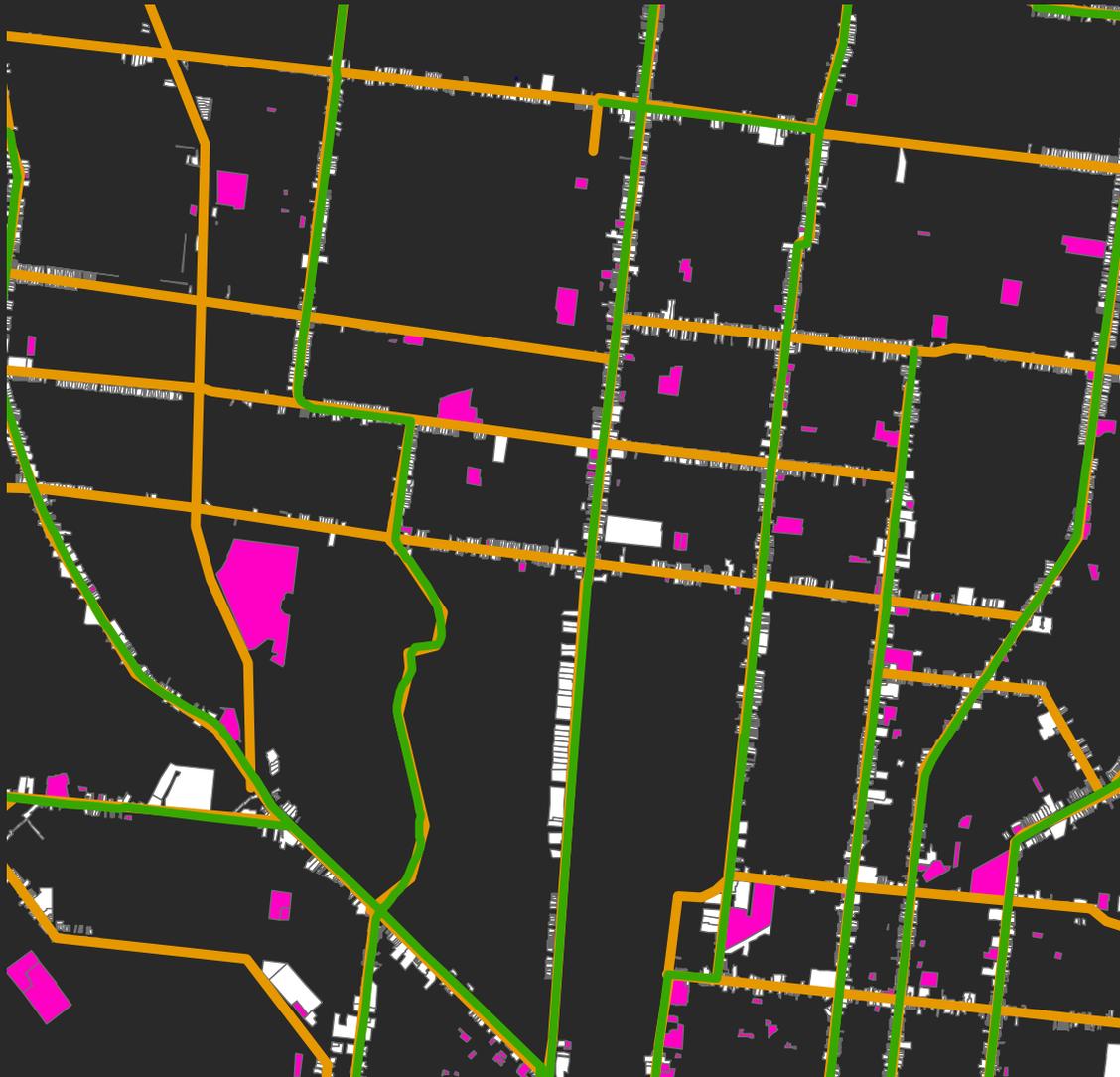
Legend

-  Tram / Light Rail
-  Target Bus Line
-  Rear Laneway
-  Urban Growth Boundary

Note:
Laneways have been derived based on
gaps between cadastral parcels

Tram Potential Sites = 18,188 Bus Potential Sites = 22,440 Total = 40,628

RECENTLY DEVELOPED SITES AND SITES IN PLANNING (DPCD)

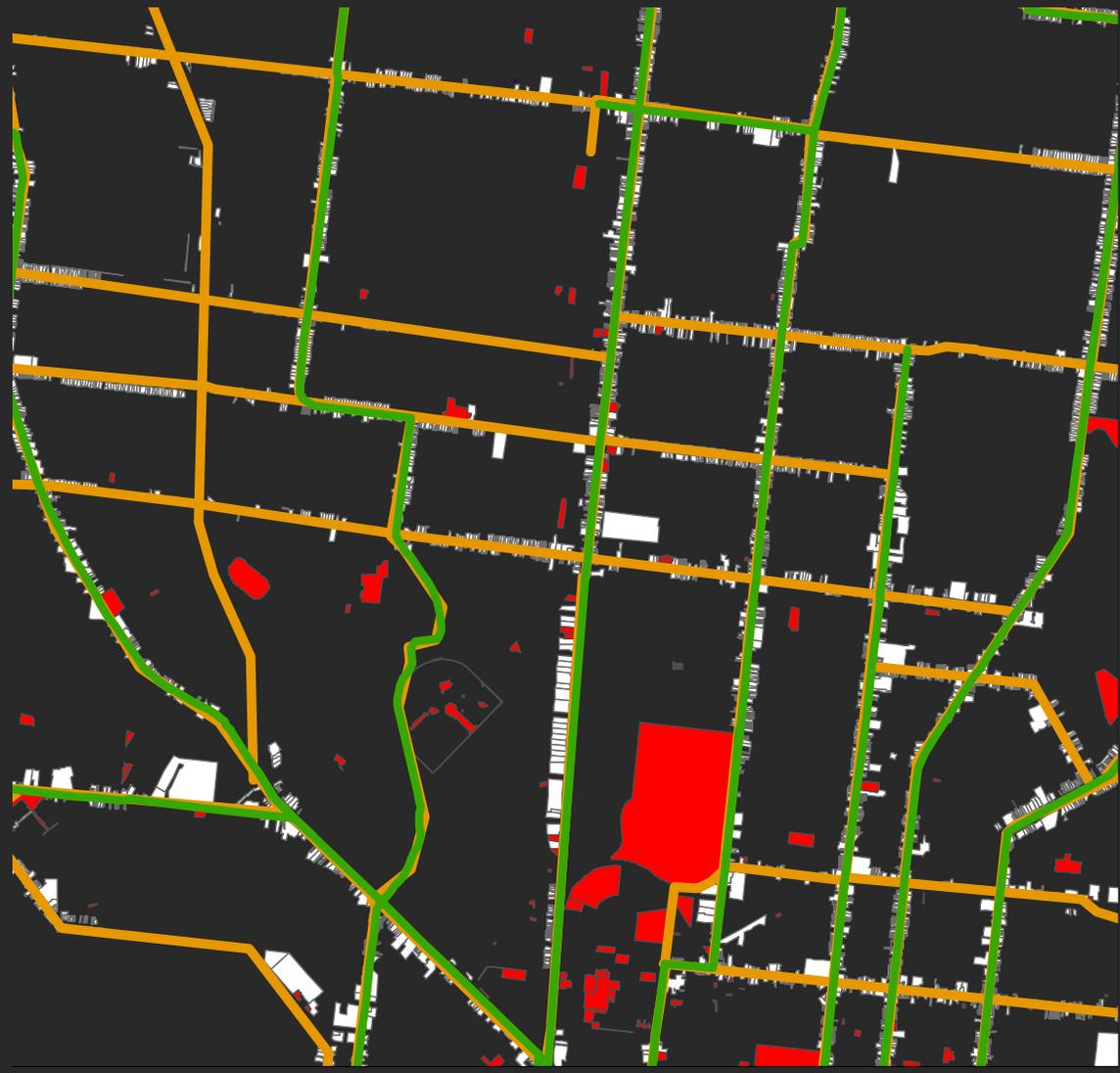


Legend

-  Tram / Light Rail
-  Target Bus Line
-  Recently Developed Building

Tram Potential Sites = 18,118 Bus Potential Sites = 22,038 Total = 40,156

HERITAGE REGISTER BUILDINGS



Legend

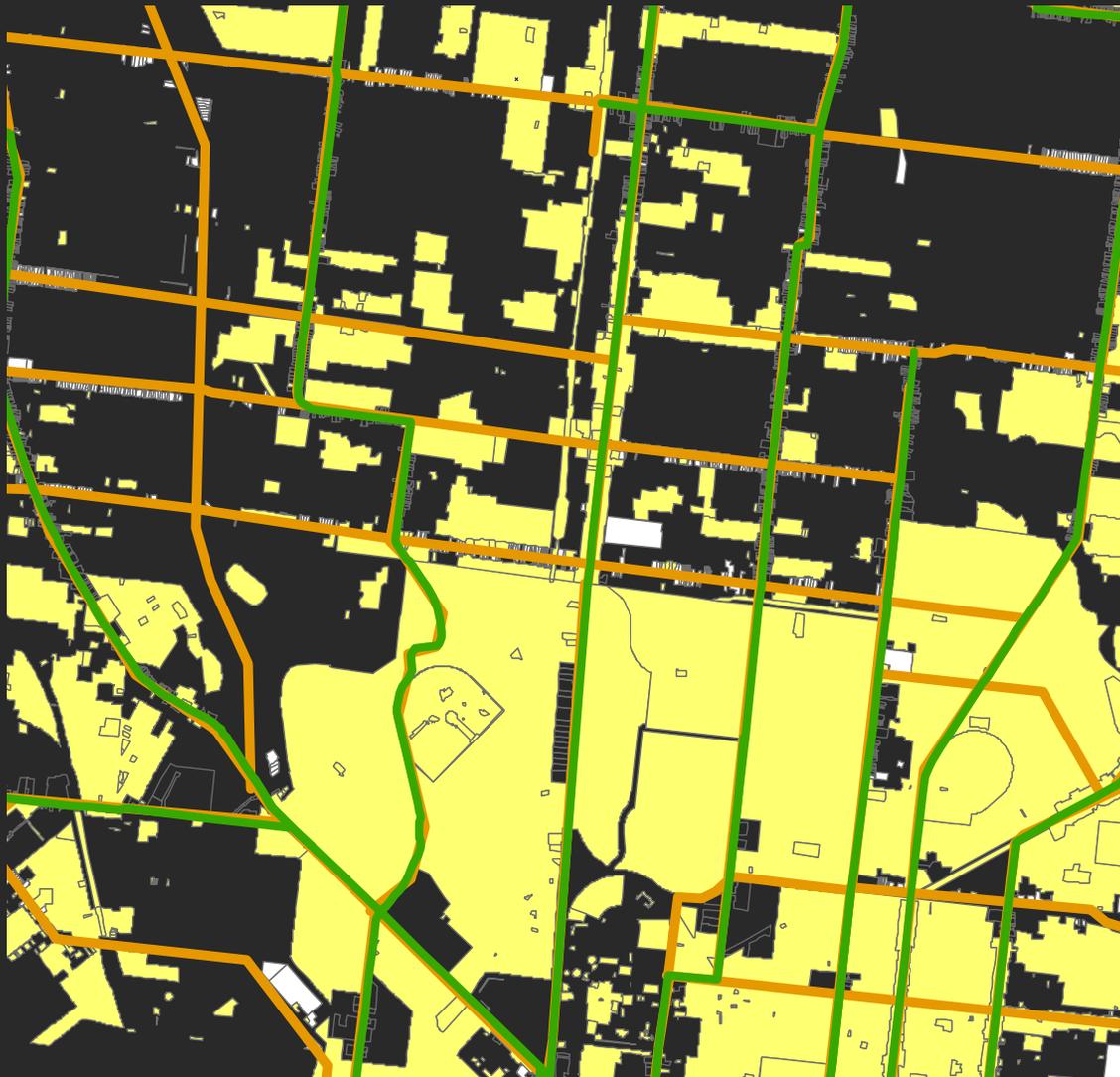
- Tram / Light Rail
- Target Bus Line
- Heritage Register Building
- Urban Growth Boundary

Tram Potential Sites = 17,726

Bus Potential Sites = 21,973

Total = 39,699

HERITAGE OVERLAY

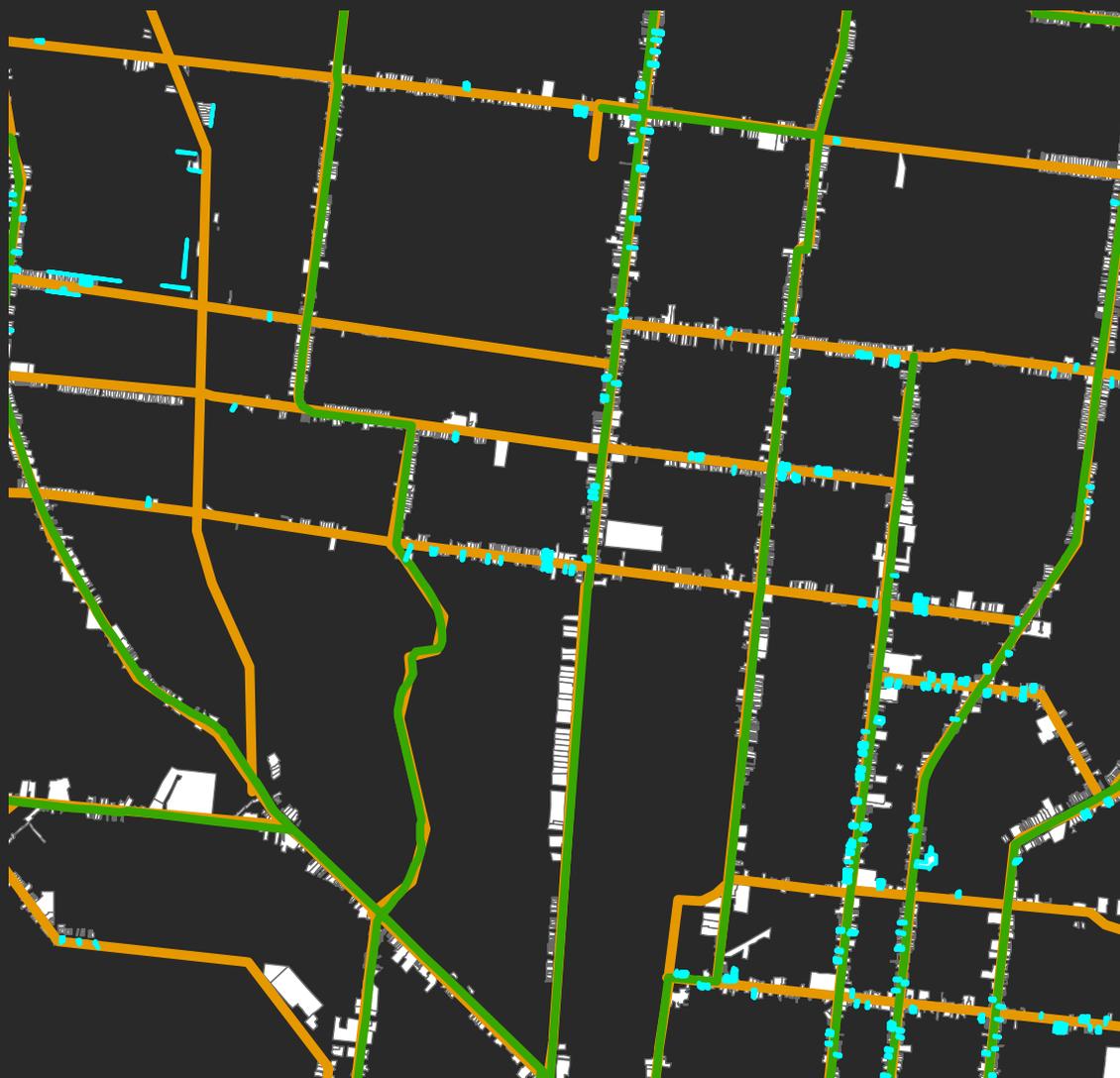


Legend

-  Tram / Light Rail
-  Target Bus Line
-  Heritage Overlay

Tram Potential Sites = 16,307 Bus Potential Sites = 20,570 Total = 36,877
(Remove 50% of sites within the heritage overlay)

FRONTAGE < 6m



Legend

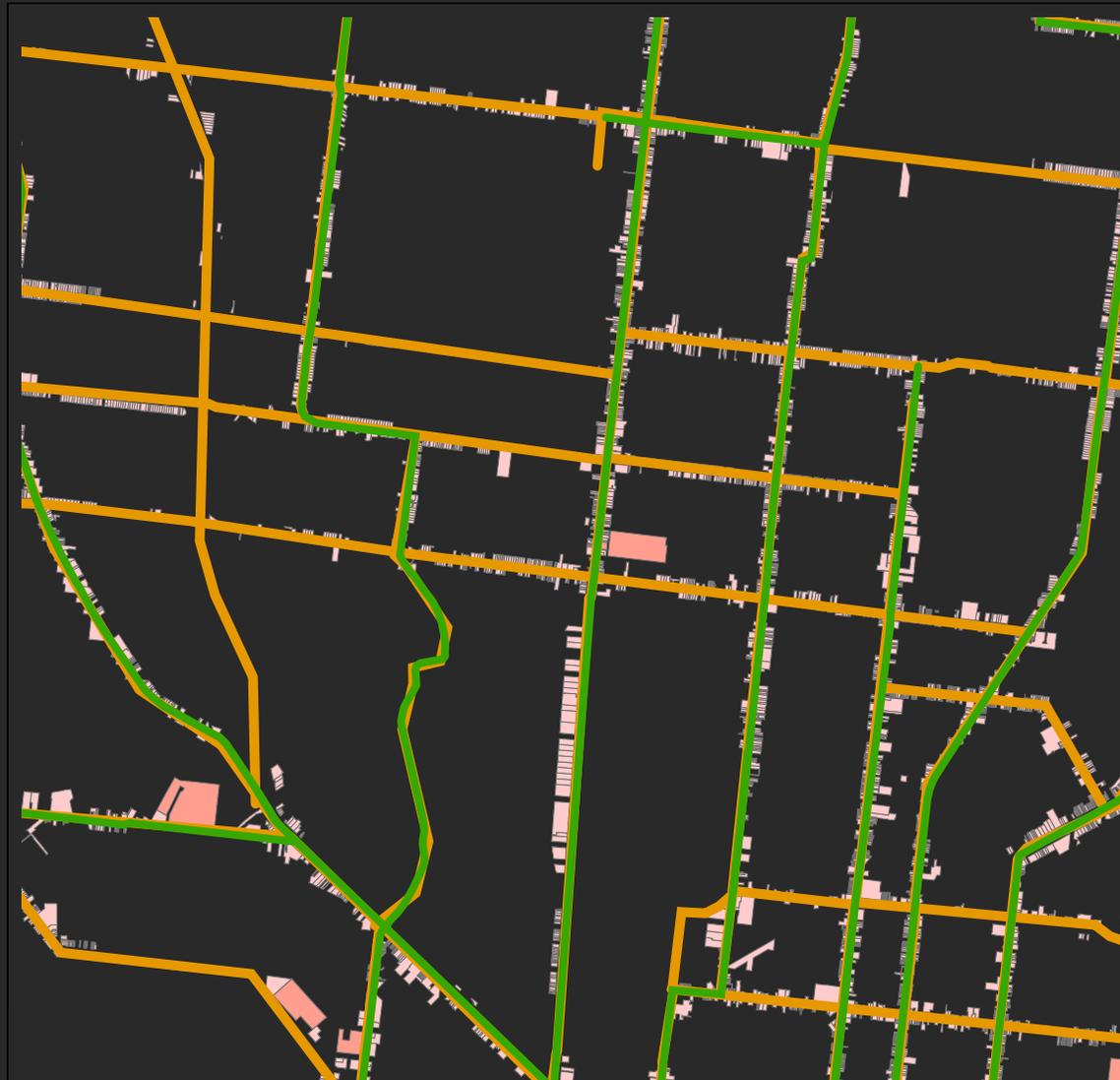
-  Tram / Light Rail
-  Target Bus Line
-  Frontage < 6m
-  Urban Growth Boundary

Tram Potential Sites = 12,439

Bus Potential Sites = 18,883

Total = 34,753

AREA OF AVAILABLE SITES



- Legend**
- Tram / Light Rail
 - Target Bus Line
 - Available Sites

Tram Potential Sites = 12,439
Bus Potential Sites = 22,038

Area Ha = 1,418
Area Ha = 5,275

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



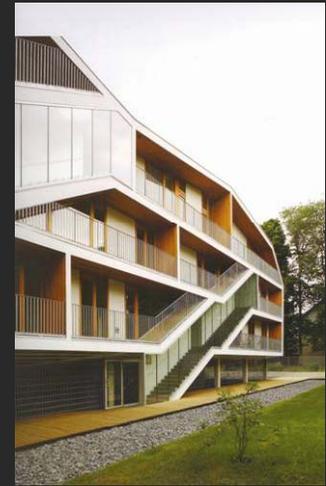
Tallinn, Estonia

Lydia Koidula 24



RESIDENTS / ha :

237



- 102 dwellings / ha.
- **237 residents / ha**
- GFA : 1071 m2.



Aerial view

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

3+1 Architects 2006

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

Vancouver, Canada

4387 West 10th Avenue



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

LWPAC 2006

RESIDENTS / ha :

553

- 142 dwellings/ha
- **553 residents/ha.**
- GFA : 1932 m2



Aerial view

Vienna, Austria

Kaiserstrasse 68



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

Gerner + Gerner Plus 2005

RESIDENTS / ha :

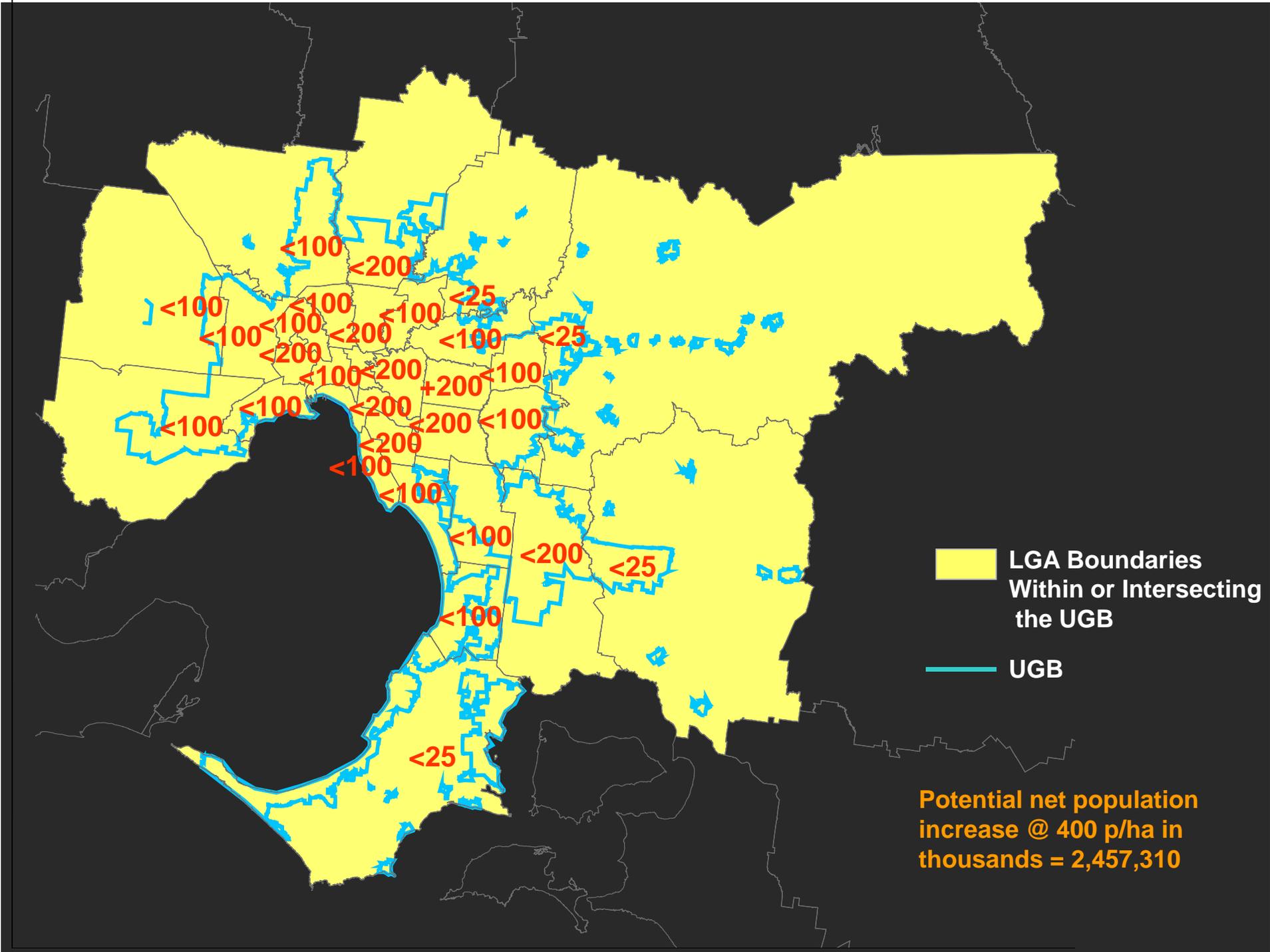
903



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



Aerial view



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

RD" travel on
s trains — where
can travel free before
been a huge success,
to a new study, and
it to 7.30 would
uce overcrowding and
save the Government
\$100 million.
ort, by leading trans-
Professor Graham
nd that early-bird
ched in March last
up to 2600 passen-
lay out of the peak
s and on to trains that
dusly almost empty,
nd the cost benefit to
k of so much earlier
equivalent of buying
e trains — a capital
100 million —
eases pressure on
es that run around
king into account
res and operating
cheme saved the Gov-
p to \$85 million.
or Currie, from Mon-
sday is urging the Gov-
to consider extending
e to allow free travel
m.
tions he made for *The
r* show extending the
uld divert an extra
0 passengers each
he worst period of the
ak around 8am and
d save the Govern-
\$128 million.
or Currie's study out-
the scheme — which
to anyone travelling
that reach their des-
tore 7am — has
o far.
that in the seven
fore October 2008, the
deal diverted 2600
daily away from peak
s, which significantly
d overcrowding on
k by creating a more
read of travellers.
patronage growth of
er cent over five
elled overcrowding,
r during the "peak of
om 7.30 to 8.30am,
lays as trains wait
ations and risking
safety.
r, the Transport
it's latest patronage
id that, on average,
-7.30am train service
owed.
auty of the project is
ally saves the state
le giving us lots of
rofessor Currie said.
ling it is certain to
e people because
le travel at this time,"
g the most over-
mes through an
arby-bird scheme
improve running
passenger comfort
cing road congestion,
or Currie's study
even the most con-

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 that stretching the scheme to 7.30am meant the risk of losing revenue could outweigh the benefits of reducing overcrowding. But this was unlikely given the success of the scheme so far and the "virtual certainty" that large amounts of capacity would be freed during the day's busiest time.

"New trains commonly cost up to \$20 million and often require a procurement period of up to five years," he said. "New lines can be billions. Cheaper, shorter-term solutions are needed."

Earlier this month, Transport Department chief Jim Betts said the new myki ticket system would allow government to capitalise on the success of early bird travel by offering more incentives for off-peak travel.



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 ... it would be really good if they extended it to 7.30am."

But Michael Daniels of Bonbeach does not agree with extending the free travel period. He says saving money is not the reason he catches the early train. He just wants to be sure he will get a seat on his daily trip to Melbourne Central. "The trains are pretty full before 7. Any time after that, they're packed [but] they shouldn't extend (the free period beyond 7am) because it's too much of a drain on the public purse," he says.

For John Mackie of Berwick, reaching his city destination before 7am to take advantage of the free travel would mean getting up "ridiculously early". And for him, there's no benefit in starting work that early.

Mr Mackie believes Connex should instead look at the overcrowding faced by commuters during the evening peak. "It's the evening rush hour that's the worst. They should fix that."



Judy Taylor



Jemma Morris



Michael Daniels



John Mackie

A TICKET TO SAVINGS

FREE TRAVEL BEFORE 7AM:

- Means peak-hour overcrowding is eased by encouraging up to 2600 commuters to catch early trains.
- Without the deal, five extra peak-hour trains would have been needed at a cost — once operating costs and lost revenue is factored in — up to \$85 million over 30 years.
- Means the State Government is losing \$6 million in fares each year.

WHAT IF THE DEAL EXTENDED TO 7.30AM?

- The more attractive travel time would encourage up to 4000 commuters to travel earlier, easing the extreme crush around 8am.
- A Department of Transport study shows the early-bird scheme shifts costs benefits on average 42 minutes earlier.
- It would deliver cost benefits of up to \$128 million to the State Government.

SOURCES: A QUICK COST-EFFECTIVE SOLUTION TO RAIL OVERCROWDING - THE MELBOURNE FREE "EARLY BIRD" TICKET EXPERIENCE, BY GRAHAM CURRIE EARLY BIRD INITIATIVE - EVALUATION ASSESSMENT, 2008, DEPARTMENT OF TRANSPORT, VICTORIA, MELBOURNE, AUSTRALIA, BY S GAYNER

PICTURES: KEN IRWIN

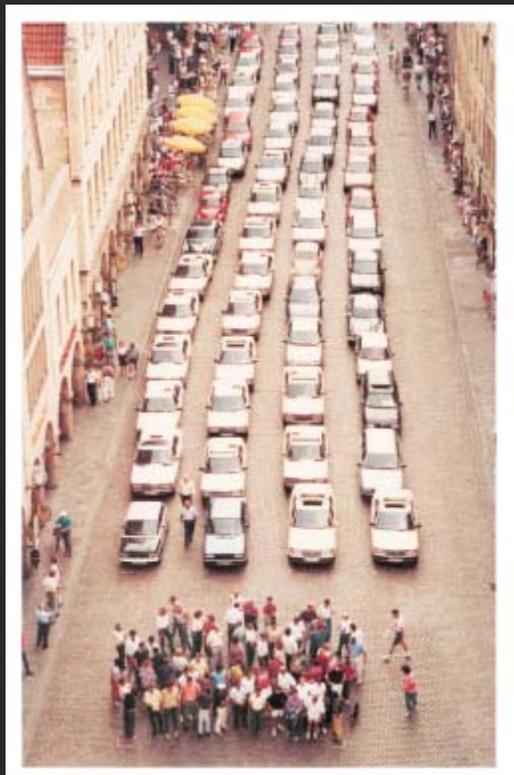
'We can't solve problems by using the same kind of thinking we used when we created them'

Albert Einstein

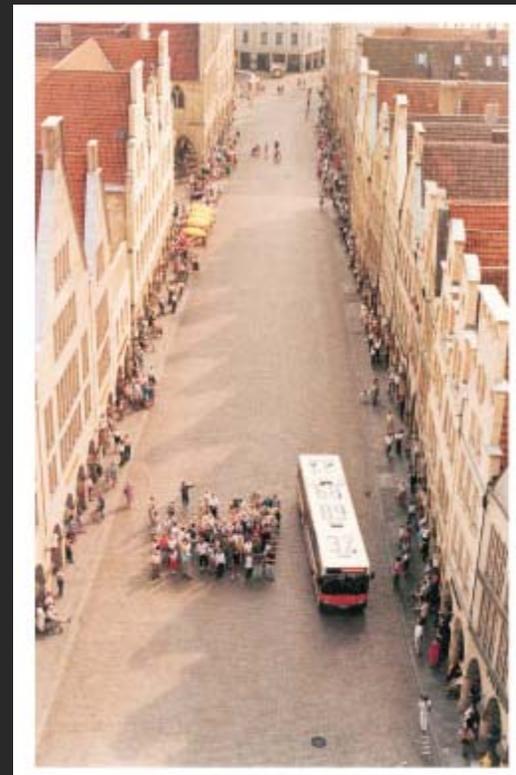
City of Münster, Planning department
Advertising campaign 2001
Comparison of amount of space required to transport 72 people



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



Curitiba

Curitiba

2004

Line	Capacity	Buses	Lines
 Downtown Shuttle	30	00	02
 Micro Bus / Conventional Lines	40	98	10
 Conventional / Trunk Lines	60	327	97
 Articulated Bus / Trunk Lines	160	19	21
 Feeder Bus	80	672	07
 Articulated Feeder Bus	160	50	07
 Interdistrict lines	110	46	07
 Articulated Interdistrict lines	160	72	07
 Direct Lines "speedy Buses"	110	355	18
 Double Articulated Bus "express lines"	270	163	06



Interdistrict Line



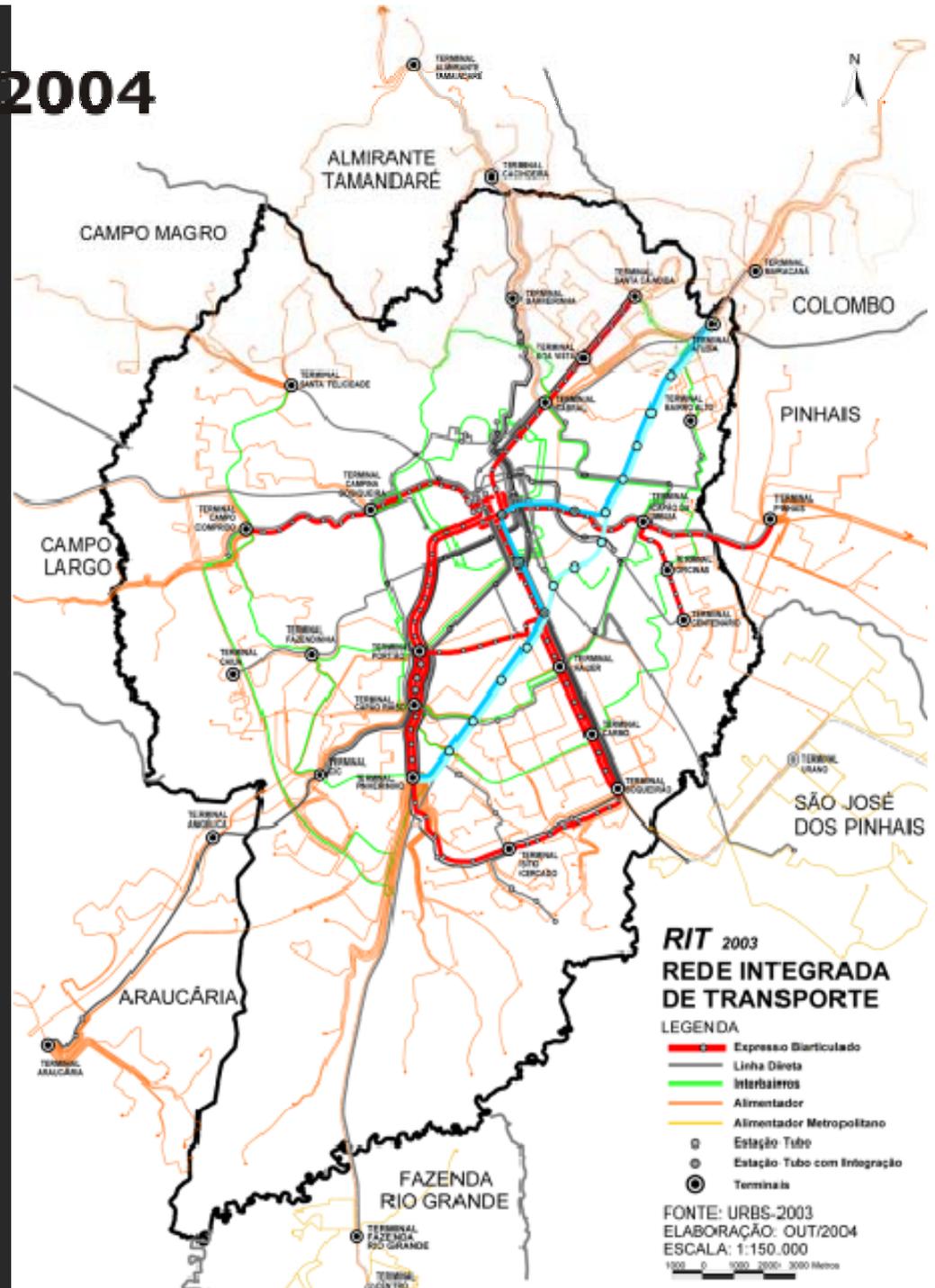
Tourism Line

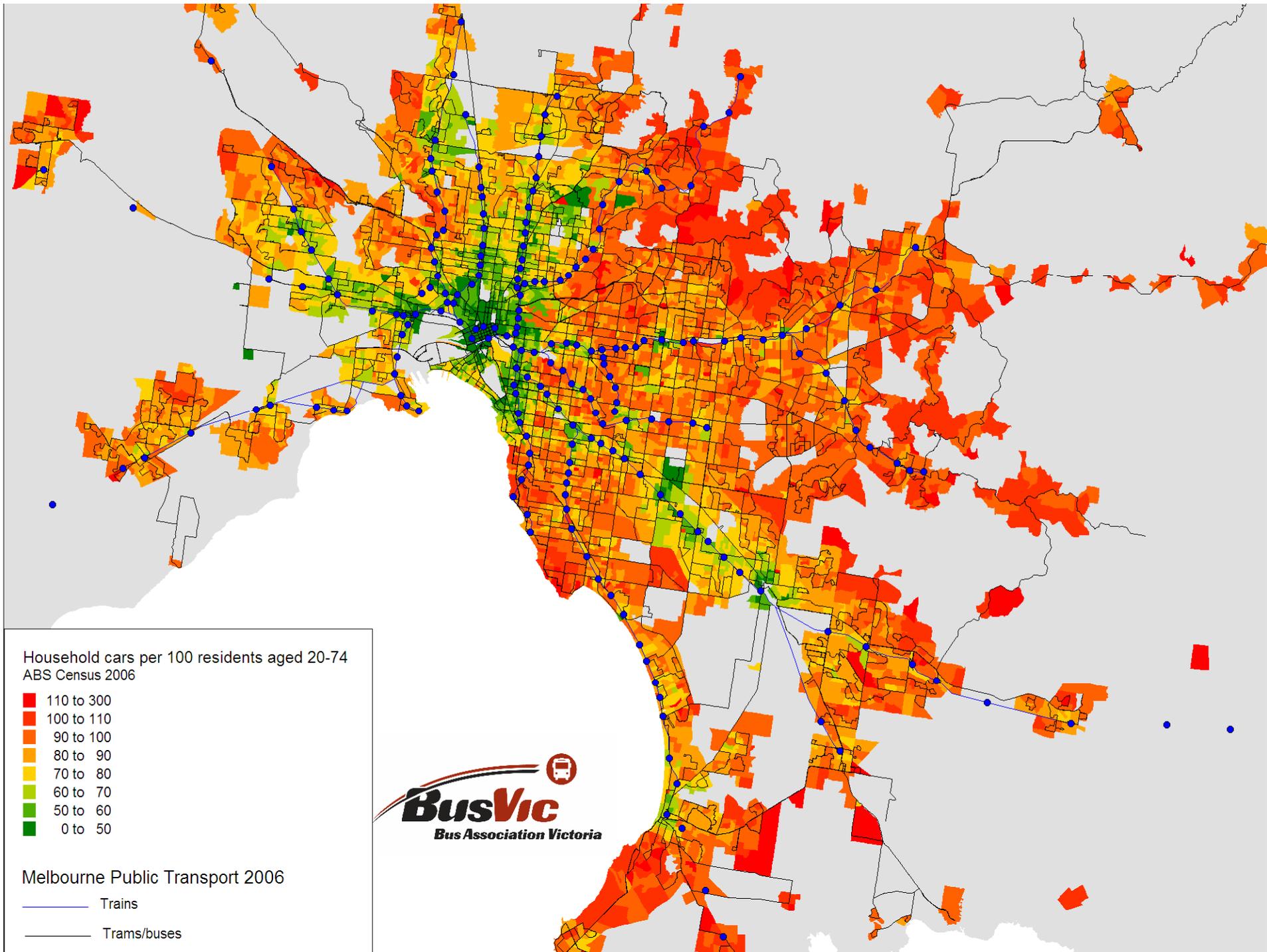


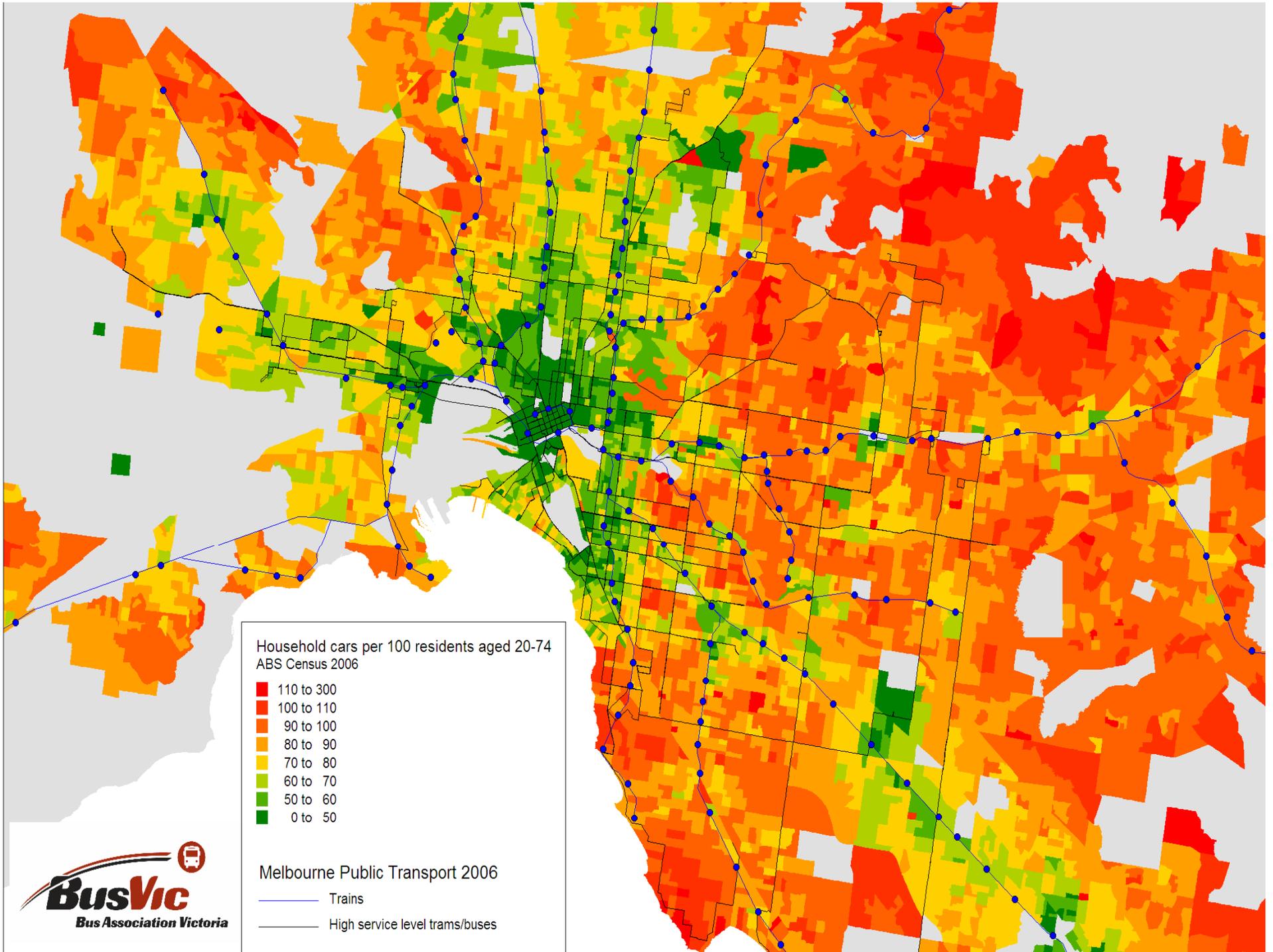
Direct Line



Double Articulated







Productive Suburbs

This comprises 94% of the metropolitan area and remains the 'Australian dream'.

- The home as a financially positive energy generator in support of the grid and large scale energy facilities achieved through gross feed-in tariffs.
- The backyard as productive food source.
- The street as linear forest-\$1 invested in tree planting delivers \$5.6 of value back to the city.
- The city as catchment.



NOW



Curtain Street, looking west to Nicholson Street

POSSIBLE FUTURE



Curtain Street - artists impression





AUSTRALIAN TALENT: See a picture gallery of Abbie Cornish and other actors at the 34th Toronto International Film Festival. theage.com.au/photography

Apartments selling best in real-estate revolution

Rapid change over past five years

By **MARIKA DOBBIN**
PROPERTY EDITOR

APARTMENTS are outselling houses in 64 Melbourne suburbs as demand for smaller and more affordable housing transforms the real-estate market.

Annual sales data compiled for *The Age* shows a rapid change in the city's housing

stock from just five years ago, when apartment sales outstripped houses in just 20 suburbs, according to the Real Estate Institute of Victoria.

Atop the list of suburbs where apartments reign are some of the most historic, such as Carlton, St Kilda, East Melbourne and South Yarra, which are better known for their streets of Victorian houses.

The change has been most dramatic in the former working-class suburbs of Collingwood and neighbouring Abbotsford, where the number of apartment sales has more than quadrupled in just five years.

Just 50 houses were sold in Collingwood in the past year, compared with 105 apartments or units.

Sales director Arch Staver, of Nelson Alexander, said Collingwood was historically an industrial area with a few modest houses.

"What we've seen in the last 10 years is the redevelopment of these large factories, with entire blocks of high-density real estate," he said. "Warehouse conversions are a style of property that are snapped up immediately because it appeals to a buyer that likes to be close to town, surrounded by galleries and affordable cafes and restaurants."

In Carlton, where apartments outsell houses by five to one, developer Michael Piccolo said he sold all but four of 49

luxury apartments in the proposed Garden House development opposite the Royal Exhibition Buildings in less than a fortnight.

"We knew we had a good site but we didn't expect 830 registered expression of interest," he said. "How do you deal with that? We had to narrow it down to the first 100 and offer it to them first."

They sold off-the-plan for between \$450,000 to more than \$2 million this month.

In South Yarra, where 80 per

cent of residential sales are already apartments, thousands of extra people are expected to move into high rises in the developing Forest Hill precinct beside the train station within three years.

While the apartment boom is most evident within five kilometres of the central business district, units have become more popular than houses in many middle and outer suburbs.

Leading the charge for denser housing are suburbs such as

Maribyrnong, Moonee Ponds, Preston and Pascoe Vale, where the number of units and apartment sold has more than tripled in five years.

It is a similar story in outer suburbs.

Head of the REIV Enzo Raimondo said demand for units and apartments had resulted in their capital growth outperforming that of houses over the past five years, with the median apartment price up 34 per cent, compared with 20 per cent for houses.

"For many, the advantages of medium or high-density living is clear: for the same price as a detached house 20 kilometres from the CBD you can live in the city close to work, entertainment precincts and parks," he said.

However, certified valuer Paul Menegazzo, of All Suburb Valuers, said real estate with a land component was a better investment in the long run.

"The golden rule is that land appreciates and buildings depreciate," he said.

Cup still rosy but maybe a tad early

By **BRIDIE SMITH**
SCIENCE AND TECHNOLOGY REPORTER

IN 2080, the Melbourne Cup may have to be run before the AFL grand final if organisers want Flemington's famous roses to bloom on race day.

Research using data dating back to 1850 from Edinburgh's Royal Botanic Garden has helped scientists develop a statistical forecasting model of when the first flowers of spring will appear.

Their findings show that low-lying coastal parts of the world such as Victoria will experience an earlier spring and some plants, including fruit trees and some ornamental plants, such as roses, are also forecast to flower up to 35 days earlier than they do now.

Monash University mathematician Malcolm Clark worked with Roy Thompson, of Scotland's University of Edinburgh, to develop the model, which is based on the relationship

between air temperature and first flowering data.

They found that for every degree the climate warmed, spring would begin about 11 days earlier in Scotland, with species such as cherry blossom, ornamental pear, peach and grapevines most affected.

In Victoria, Lina and Tony Siciliano's 2.4-hectare garden in East Keilor boasts 100 fruit and 300 olive trees, as well as grapevines.

Mr Siciliano said shoots on his chardonnay grapes were already at 15 centimetres.

"We wouldn't normally see that until October," he said.

The nectarines, peaches and pears were fruiting up to three weeks early, while the apple trees had produced two crops of apples in one season.

Dr Clark said the rose was another example of an early bloomer.

Flemington racecourse's assistant manager of grounds and gardens, Mick Ryan, said three years ago staff started pruning roses in late May, but they now waited until the first week of June.

"It's getting later and later by a couple of days each year," said Mr Ryan, who has worked at the racecourse for 20 years.

Traditionally, spring starts on September 1. But historical weather and botanical records for 79 species were used to create models that predicted that by 2080, some plants could start flowering as early as July. The study will be published in



Beyonce shines, a world away from scandal



Psychologist had 'intense emotional' affair with patient

By **STEVE BUTCHER**

A FORMER teenage street kid with a heroin addiction who turned her life around to become a psychologist now faces professional ruin after admitting to an affair with a patient.

Margaret Schirmer and the man started a 19-month "intense emotional relationship" after she counselled him from 2005 with victims-of-crime assistance funding following a serious assault.

Schirmer later diagnosed the man, who cannot be named, with post-traumatic stress disorder with depressive features that included anxiety and thoughts of suicide.

Andrew Clements, for the Psychologists Registration Board of Victoria, told the Victorian Civil and Administrative Tribunal that the man was surprised when Schirmer phoned him in February 2006 to meet at a hotel where she revealed problems with her husband.

Mr Clements said they slept that night without having sex, but from then on they lived together until the relationship ended acrimoniously in October 2007, after Schirmer reported to police he had raped and assaulted her, which he denied.

He illustrated the depth of her feelings for him in a Christmas card in which she described him as her "total man", their



Margaret Schirmer yesterday.

tions of professional misconduct by having an inappropriate sexual relationship and illicit drug use.

Mary Anne Hartley, for Schirmer, said her client admitted she had conducted an inappropriate relationship "at the most serious level".

Ms Hartley said Schirmer also admitted smoking marijuana with the man, but denied using heroin and speed in the "tumultuous" relationship in which he was "physically and emotionally" abusive.

When she indicated she wanted to end the relationship, Schirmer claimed he threatened to report her to the board and threatened the wellbeing of her three children.

The man said in a statement he felt better and no longer suicidal after Schirmer's help. But in another document he



METRO ALIGNMENT

DEFAULT ALIGNMENT
NET POPULATION GROWTH

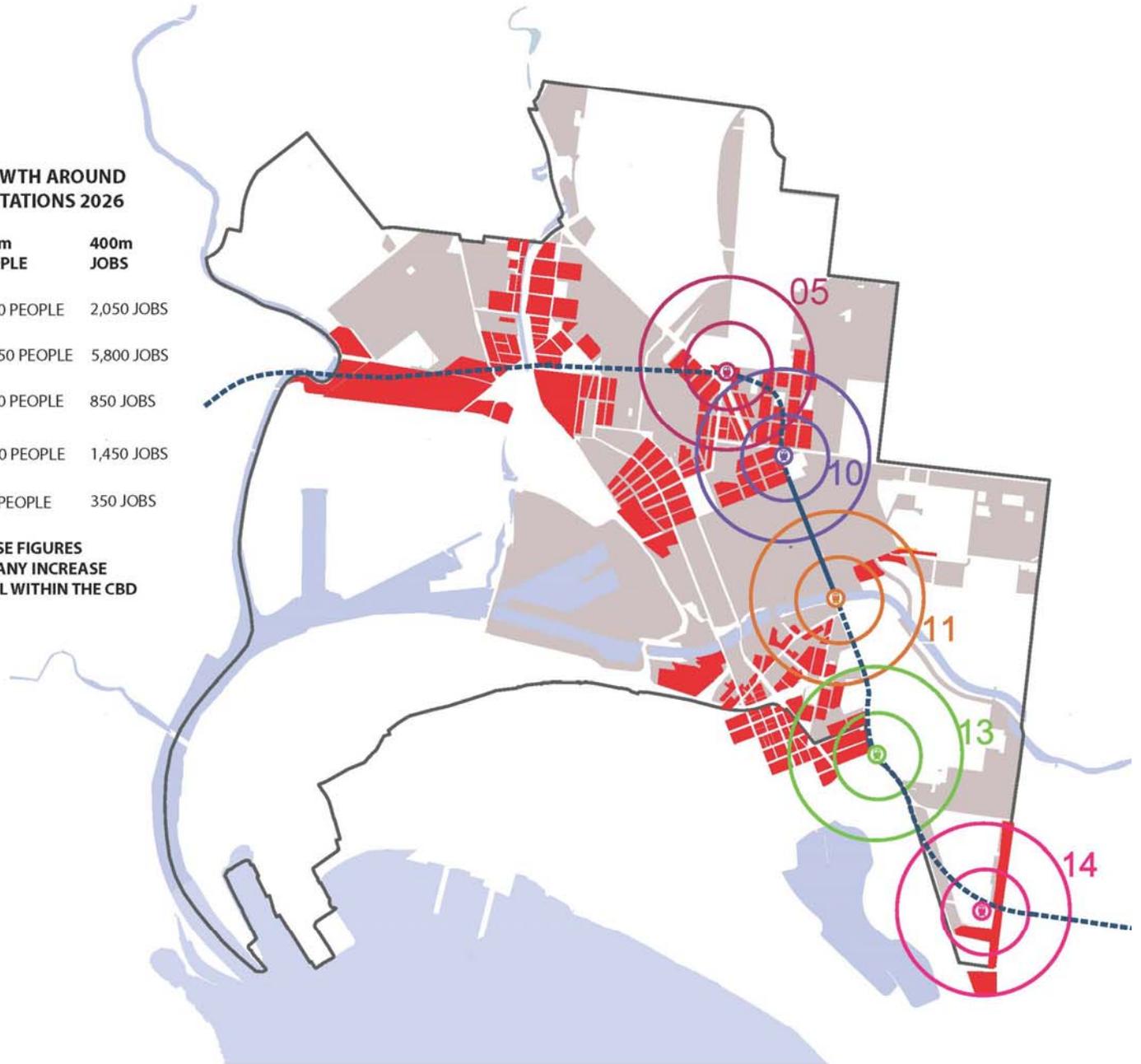
31,700 PEOPLE

10,500 JOBS

NET GROWTH AROUND
METRO STATIONS 2026

	800m PEOPLE	400m JOBS
05	6,200 PEOPLE	2,050 JOBS
* 10	10,550 PEOPLE	5,800 JOBS
* 11	9,800 PEOPLE	850 JOBS
13	4,450 PEOPLE	1,450 JOBS
14	700 PEOPLE	350 JOBS

NB * THESE FIGURES
EXCLUDE ANY INCREASE
POTENTIAL WITHIN THE CBD







NEWS

Coal giants backed on water bid

Minister supports secure supply

By PETER KER
and SARAH-JANE COLLINS

AN AMBITIOUS bid by coal-fired power generators to take more control of Victoria's water resources has received a boost from within the cabinet ranks of the Brumby Government.

Resources Minister Peter Batchelor has thrown his support behind two of the suggestions put to the Government by Victoria's coal giants.

The support comes despite councils in the Latrobe Valley warning that water provision in the region has become unbalanced in favour of the power industry over community.

The Age revealed last week that coal-fired power generators had sought a raft of changes to rules limiting their water use, including relaxation of some waste-water standards.

Central to their requests was a desire for their water supplies to become guaranteed rather than subject to availability as for farmers and other groups.

They also want to get access to an unallocated portion of water within Gippsland's Blue Rock reservoir, which currently belongs to no one but has been promised by the Government to environmental flows.

The unallocated portion is likely to be worth 18-26 billion litres a year, and Mr Batchelor said it was "always envisaged" Blue Rock water would be used for power stations and other industries. "We've used Blue Rock unallocated water in the past during the drought to help keep the lights on and electricity going," he said.

Despite uncertainty over how much water will be available in future, given climate change, Mr Batchelor said it would be logical to give power generators a guaranteed annual minimum amount of water.

"If we want to have electricity in Victoria, you need to be able to ensure that the generators who use water as part of the cooling process get a guaranteed supply," he said.

"If the drought continues and if you haven't got the water for cooling, you face the potential for blackouts."

Water Minister Tim Holding declined to comment on whether generators should get a guaranteed water supply.

Government spokesman Luke Ewright said such matters would be considered under the 50-year water strategy for Gippsland, expected to be released next year.

Latrobe City Council has complained to the Government that the water needs of the power industry are harming important recreational water bodies such as Lake Narraacan. It says if water from Blue Rock is to be tapped, some of it should be added to Lake Narraacan for social and recreational needs.

Water is crucial to coal-fired power generation, with Latrobe Valley power stations already using about one-third as much water as Melbourne consumes each year.

Water consumption may rise in coming years when the power stations begin trying to reduce their greenhouse emissions using "clean coal" methods such as geosequestration.



Electricity suppliers say they cannot guarantee the state will have enough power if last summer's extreme conditions are repeated.

PICTURE: REBECCA HALAS

Power threat if state sizzles again this summer

By JASON DOWLING
CITY EDITOR

POWER blackouts could hit Melbourne again this summer if there is a repeat of January and February's extreme weather conditions, electricity suppliers have warned.

A spokesman for Australia's national power industry body, Australian Energy Market Operator, said Victoria had enough power to cope with average summer temperatures, but would struggle if the extreme conditions experienced last summer were repeated.

The city was thrown into chaos in January when more

than 100,000 homes and businesses lost power as soaring temperatures threw the electricity grid into meltdown.

Paul Bird, spokesman for the energy market operator, said Melbourne had enough power to meet demand and have some in reserve if the extreme temperatures were not repeated.

"Based on the projections for this summer... there is sufficient supply to meet that demand level, but it is dependent on how many extreme days we get," he said.

Bureau of Meteorology senior forecaster Scott Williams said there was a slightly-above-average chance Melbourne

would have a hotter summer than normal this year. "The probability of being above the average is a little bit elevated for this summer... about 55 per cent probability of being above average, according to the latest climatological estimate," he said.

But he said a repeat of last year's blistering temperatures was unlikely. "It was an extraordinary event last year, both the one-off day (Black Saturday) and the heatwave set new 155-year records, so the probability of that happening again the very next year is extremely small."

In late January, Melbourne recorded its only run of three

days in a row of temperatures above 43 degrees, and on Black Saturday, February 7, its highest ever city temperature of 46.4 degrees. The temperatures and increased use of air conditioners saw Victoria smash its electricity use record from 9818 megawatts to 10,494 on January 29.

Victoria's electricity demand is increasing by 3 per cent a year as the population soars — up by 1800 a week — and air conditioner use increases.

Opposition energy spokesman Michael O'Brien said: "The Brumby Government has already said that it expects this year to be as bad as last year in

terms of fire risk, which suggests equally high temperatures. This means the Government has an obligation now to guarantee that Victorians will have a reliable electricity supply this summer."

"Last summer we saw the fruits of this Government's failures with widespread blackouts and widespread public transport disasters."

"Given the experiences of last summer, the Government can't say it hasn't been warned about what we face this summer," he said.

Energy Minister Peter Batchelor declined to discuss Melbourne's power supply.

RISE OF THE IZAKAYA: The Japanese version of tapas is taking Melbourne by storm.
JANE FAULKNER EPICURE TOMORROW



IN BRIEF

PLANNING Madden in hot seat

PLANNING Minister Justin Madden will be asked to explain to State Parliament how and why he is delegating his planning decisions to members of his department.

Greens MP Greg Barber will move a motion in Parliament tomorrow calling for Mr Madden to table the reasons why decisions were being delegated to the department by December 8. The Planning Minister came under intense scrutiny recently when it was revealed he did not know his department had approved plans for a 750-patron late-night tavern for Docklands.

Mr Madden said he would investigate why his department had not told him of the decision. Mr Barber said it was important for the public to know why the department had become the decision maker.

POLICE Third murder charge

POLICE have charged a third person with the murder of a man shot dead in Geelong in October.

A 26-year-old truck driver, Brock Nightingale, was fatally shot at a house in the Geelong suburb of Corio on October 24.

Four days later, two Geelong men, Matthew Gottheer, 29, and Jayden Bishop, 21, were arrested and charged with murder.

Homicide squad detectives have since charged a third man, David Fuglia, 30, from the Geelong suburb of Newtown, who appeared in an out-of-sessions hearing yesterday.

He was charged with one count of murder and was remanded in custody to appear in the Geelong Magistrates Court today.

CRASH Glider man killed

A MAN has plunged to his death in a gliding accident in northern Victoria. The man, in his 50s, was killed at Wehring, near Nagambie, about 1.30pm yesterday. Ambulance Victoria spokesman John Mullen said it was unclear whether the glider had crashed during take-off or landing.

"It's (the glider) hit the ground pretty hard," he said.

He said paramedics had confirmed the man was dead.

Police were at the site but have yet to release full details.

The opportunity



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- Move beyond conventional developments and investment patterns which will only reinforce existing problems
- Transformational infrastructure solutions can produce world leadership
- Potential new population capacity excluding growth areas and infill sites is 3,300,000 people on 6% of Metropolitan area.

Acknowledgements

City of Melbourne Project Team

Prof. Rob Adams AM Project Director
Dr. Serryn Eagleson Research co-ordinator
Ralph Webster
Fiona Whitworth
Scott Przibella
Simon Goddard
Tim Sidebottom

Prof. John Stanley
Chris Loader Bus Association of Victoria
Prof. Peter Newman

Victorian Department of Transport

Victorian Department of Planning and Community Development

Design Urban

SGS Economics and Planning
Curtin University and Parsons Brinckerhoff
Griffith University
Streamer Design and Communications