

Melbourne 2030 Audit General Submissions

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This submission is, of necessity, brief due to the late notification of the process and therefore lack of opportunity to convene the group to discuss the issues more fully.

Please provide a summary of the key issues and themes raised in your submission.

Green Wedge
Traffic and transport

Outline what has worked well in relation to implementation of *Melbourne 2030*?

For our group it is the clear definition of the urban boundary and Green Wedge strategies Warrandyte has been well served by an overlay limiting the subdivision area to 1000m²

What do you consider to be the biggest challenges in implementing *Melbourne 2030*?

- Pressure for affordable housing leading to the fragmentation of the Green Wedge policy (see the Delfin proposal in The Age Monday 24 September 2007)
- Inability of 2030 to respond to rapid changes in external environments (eg who would have thought that climate change, and water management (in response to the drought) and housing affordability would become major issues so quickly and require responses.
- Provision of mechanisms to allow for change when external environments demand it.
- Lack of a body such as the previous Urban Land Authority which provided a counter to private development of land and allowed for innovation and lower prices.
- Balancing the needs of the public transport system against the demands of the car owner representatives and the motor industry.

Outline which aspects of *Melbourne 2030* implementation you consider to be vital for Government and/or Councils to focus on in the next five years.

- Translating the words into actions.
- Addressing issues such as climate change through specific policy development and implementation of incentives
- Traffic and transport –
 - how to improve public transport to (and within) small outer areas like ours and
 - how to improve connectivity of road networks and freeways to facilitate cross city movements and reduce emissions.
 - integrating rail and road networks to eliminate crossings and delays on both systems.
- Addressing housing affordability through mechanisms other than the release of green wedge land.
- Constantly improving the planning system and VCAT to streamline the process while protecting values and local character.

Are there any issues particular to your local area relevant the Audit of *Melbourne 2030* that you wish to highlight?

One of the Association's objectives is the protection of the green wedge. Green wedge issues are therefore of great importance to the amenity of our area, and we note the increasing pressure building to develop within our green wedge using leverage such as provision of eco-villages and aged housing.

Warrandyte, with its river crossing, suffers from too much road traffic as it is used as an access to freeways, this may increase once Eastlink is opened.

Warrandyte is divided by the Yarra River between two municipalities which sometimes is problematic in planning, road and transport issues.

Warrandyte suffers from being at the end of bus networks which means travel times can be long, yet providers do not want to provide express services which would encourage greater use.

If we wish to comfortably provide for our younger and older residents, reduce car use and emissions then good, local transport solutions are required

Supporting landowners in the green wedge to manage their properties in line with the aims of the green wedge zone.

Is there anything else you would like to add in relation to implementation of *Melbourne 2030*?

There is such emphasis on growth areas, activity centres and housing that areas such as ours sometimes find it difficult to see the impacts/benefits of Melbourne 2030. Some area specific (? municipality wide) information across all the priorities/issues may assist residents in understanding just what 2030 means to them

This appears to be only an audit rather than a change mechanism though perhaps after only five years change was seen as too early. However given the rapid environmental, financial, and planning changes stimulated by the drought, housing markets, climate change there is a need for updating mechanisms to allow for more rapid adjustments to be incorporated and implemented to ensure Melbourne 2030 is a living document.

24 September 2007

