

On 18/11/12 9:40 PM, "Save Our Suburbs Inc. (Vic)" wrote:

## NOTES ON METRO PLANNING STRATEGY DISCUSSION PAPER LAUNCH, OCT.26

### SOS criticism of the Metro Planning Strategy Discussion Paper Launch:

The MAC approach seems to be more of the same, being based on existing growth policies and "the best bits from previous metro strategies like Melbourne 2030 and Living Suburbs" but with less regulation and a bit more focus on rail, coupled with a simplistic and fatalistic approach to population growth.

There has been no reference to any new strategic research that may underpin a new approach to the vision for a Metro Planning Strategy .

Interestingly, given the clear intention for less regulation, there is also recognition of the need for better governance processes and perhaps a Metro Planning Authority.

And there is recognition of the need for a comprehensive implementation plan prior to the launch of the MPS, unlike the way M2030 was introduced. And some acknowledgment of the need to reign in further expansions of the UGB at least in the near future (not surprising, given the housing slump). The accent is on not so much business as usual but rather MORE business as usual – more growth & productivity, without acknowledging that there are major permanent economic, environmental, technological and sociological changes underway that we need to respond to.

There were the usual references to consulting the community and acknowledgment that residents no longer trust planners or VCAT. But there was little discussion (except from a few of the other speakers in the morning session) of the need to actually engage residents in a two-way, educative and deliberative consultation process, where informed citizen contributions guide the actual formation of the master strategy, as has been successfully done in overseas cities like Vancouver, and even to some extent a few years ago in Perth. Those cases show clearly that a bi-partisan, well-researched, long-term strategy will only be successful if residents have a meaningful role in guiding its formation and can therefore "own" the resulting policy.

There were some encouraging references from some speakers about the need for transport policies to focus on rail, not road. The following reference explains why building new public transport rail in parallel with existing freeways is the most effective way to permanently improve transport and traffic congestion: [http://en.wikipedia.org/wiki/Downs-Thomson\\_paradox/](http://en.wikipedia.org/wiki/Downs-Thomson_paradox/)

Download summary notes from the Oct.26 meeting here:

<http://www.sos.asn.au/sites/default/files/images/MPS%20DP%20Launch-Summary.pdf>.

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