

Minister for Civil Aviation and the Minister for Local Government, Victoria, to report on land use in the vicinity of airfields in Victoria. In May, 1970 it submitted its first report on the control of land use in the vicinity of Melbourne (Tullamarine) Airport. Later in this report reference is made to the committee's recommendations.

## This Report

This report contains the Board's recommendations for a long-term planning policy for the metropolitan region over the next 30 years, and within the framework of the long-term objectives the Board has prepared two amending planning schemes.

One (Amendment No. 3) extends the metropolitan planning scheme from the original 688 square miles to take in the extensions to the planning area to give a total area of 1,942 square miles.

The second (Amendment No. 21) amends the present metropolitan planning scheme to accord with Amendment No. 3 and the long-term policy.

Together the amending schemes give a margin for urban growth of about 20 years. By defining the corridors where future urban growth will be permitted and the non-urban areas in which this type of growth will be prohibited, the proposals provide a clear planning guide for members of the public, private developers and the public authorities. The report and the two amending schemes are being released together because they are closely related.

If the proposed long-term policy is acceptable, it is proposed that Government approval be given by the issuing of one or more statements of planning policy.

The amending planning schemes, being statutory schemes under the Town and Country Planning Act, carry the right of objection and the amendments will be placed on statutory exhibition. Ample opportunity will be given for the proposals to be considered and objections made.

Meanwhile the proposals will be protected in the existing planning area by the existing planning scheme, which will continue to operate until Amendment No. 21 has been approved in its present or some amended form. Within the

extended planning area however, existing municipal schemes and interim development orders do not provide adequate protection and accordingly a new interim development order is proposed over the whole of the extension area, based on proposals in Amending Scheme No. 3.

The interim development control period has the advantage of flexibility, it enables the effectiveness of the proposals to be tested and if necessary adjustments made before final approval.

## Regional Planning Objectives

Planning restricts some rights; but it also confers benefits which could not be attained without the restrictions.

The success or failure of a planning scheme is ultimately measured by how it fulfills human needs.

How does the plan affect the individual? Within the reasonable restraint of not harming others or acting against the general public interest can he do the things he wants to do?

Can he find a piece of land with essential services on which to put his house?

Can he get a job when he needs one; move easily about his city in safety and without hindrance; find shops nearby which offer him a choice of goods? Is there a school close at hand for his children and opportunities to make friends with his neighbours?

Are places of entertainment and recreation within reasonable distance; some bushland and rivers and the sea where he can breathe fresh air or laze in the sun?

Are there places in the city to provide a focus that gives him a sense of pride, and belonging, a feeling of history?

Modern cities should be places of infinite variety and be capable of exciting the human spirit, not every day perhaps, but at least some of the time.

Not all of these are tangible values, but without them the city becomes a drab place to live in. A planning scheme, of itself, cannot create them but it can and should provide the framework in which they can find expression.

It was with these sorts of values in mind that a set of objectives was drawn up to guide the preparation of these proposals. The things the policy and planning schemes should strive to achieve, it was considered are:

## Objectives

1. **Orderly settlement of new population, commerce and industry in well planned pollution-controlled environments, based on whole catchments or sub-catchments and developed through a close integration of land release with the extension of utility services and other public works.**
2. **The conservation of open areas of forest, bush and farmland which can provide breathing spaces and areas of visual stimulation and recreation close to the settled areas.**
3. **The provision for easy access to all parts of the planning area through well planned transport networks.**
4. **The provision of adequate space for active and passive recreation within the existing and proposed built up areas.**
5. **The encouragement in the older areas of the city of carefully planned programmes of redevelopment, rehabilitation and preservation.**
6. **The provision for opportunity for diversity in urban living, recreation and community services.**
7. **The conservation for future use of proved deposits of minerals required for road building and other construction works, and the controlled management of their exploitation.**
8. **The involvement and participation of the public in the planning process.**

