

potential deposits of similar sands south of Cheltenham Road, east of Springvale Road.

2. The Dingley settlement, which contains high standard residential development in a local area of natural amenity.
3. The Moorabbin charter and training airport and its future development particularly in terms of noise levels.
4. The drainage problems associated with the flat terrain and run-off from the urban areas upstream.
5. The desirability of retaining at least portion of the intensive market garden area.
6. The open landscape which now separates the coastal development adjoining Port Phillip Bay, from urban development within the Dandenong-Berwick corridor and which should be conserved to a maximum degree.
7. The Braeside Purification Plant, which is a large area of public land, will become redundant within the next few years, and for which a suitable use must be found.
8. The need for adequate recreational opportunities for the population residing in the south-east of Melbourne.

The Mines Department has expressed the firm view that the coarse sand deposits should not be prejudiced and this coupled with the fact that virtually the whole of the same area is subject to high noise levels from the airport provide the main reasons why urban development should not take place beyond the present urban settlements. In addition this retains the non-urban wedge between the Frankston and Dandenong corridors.

Accordingly, it is proposed that the general area north of Lower Dandenong Road, now included in the rural zone in the metropolitan scheme, should be set aside for sand extraction in accordance with an acceptable programme for working and after-use of the land.

The present area reserved for a metropolitan park east of Warrigal Road has some problems as it is likely to be affected by freeway proposals in the Transportation Plan and also contains good quality sand. Accordingly it is proposed to make this available for sand extraction and replace the park from the eastern side of Braeside Purification Plant. The eastern side has tree cover and is attractive, the western side is flat and without character and this will be placed in industrial zoning compatible with adjoining use.

In the general area south of Cheltenham Road, southerly

to the boundary of the proposed freeway, the land is zoned for possible future urban development.

Southwards from this freeway, it is intended that market gardens should be retained, at least until the significance of sand deposits in this area have been determined.

Further reference is made to these proposals for sand extraction, recreation, and continuance of market gardening in Part 4 of this report.

The Dingley settlement, should generally not be extended. However, in view of a decision made by the Appeals Tribunal to permit housing adjoining the northern section of Howard Road, residential zoning has been extended to include this land.

Melbourne Airport

This international airport comprising 5,300 acres lies approximately 10 miles north-west of the city centre and apart from limited urban development around the south-eastern perimeter is surrounded by land in rural use.

It is now clearly recognised that the activities generated by an airport of this size, importance and character, which will intensify as air traffic increases from year to year, are generally quite incompatible with many types of urban development, especially residential and associated uses. Problems of aircraft noise caused both by air movements and ground running, which cannot be avoided if air transport operations are to be successfully and safely managed, have given rise to much distress and annoyance to inhabitants of houses, schools and other institutional uses where these have been permitted to occupy land in proximity to major airports. This is one of the major world problems affecting the operations of the international and domestic air transport industry.

In 1968 the Minister for Civil Aviation and the Minister for Local Government established the Victorian Airfields Committee to examine and report on the land use problems associated with airfields particularly in regard to noise. In a report on Melbourne and Essendon Airports, submitted in 1970 the Committee defined the areas around the airport likely to be affected by high noise levels in the future and indicated that these areas were not suitable for residential development.

The Committee went further and suggested that apart from present urban zoning the wedge between Calder Highway and



Mickleham Road containing the airport should be permanently non-urban.

The general recommendations of the Committee were accepted by the Commonwealth and State Governments and they have been followed closely by the Board in defining urban and non-urban zones in the area.

The Maribyrnong Valley

The catchment of the Maribyrnong and its tributaries has an area of about 515 square miles of which approximately 70% lies outside the Melbourne region. Within the Melbourne region, the inner part, including portions of the municipalities of Melbourne, Essendon and Footscray, has been fully developed for a number of years and within this part urban development has extended close to the river banks. Within the intermediate section of the valley which is now in the process of development, the metropolitan scheme contains extensive open space reservations which will enable the preservation of the local valley.

Beyond these committed areas, the Maribyrnong and its tributaries have a common unique characteristic, of deeply incised river valleys, which are in marked contrast to the flat terrain which predominates in areas to the north and west of Melbourne. In addition to this landscape characteristic, the valleys support significant flora and fauna, and geological features including the "organ pipes", as well as indications of previous aboriginal occupancy.

South of Keilor township a fertile natural amphitheatre is currently used for market gardening, and presents a unique opportunity for the establishment of a major recreation area servicing population in the general area.

Melbourne Airport, referred to earlier, will be a major constraint on residential development in the surrounding area.

Beyond the airport, the Sunbury settlement is the only major urban intrusion within the metropolitan region portion of the valley system. Opportunities exist for the extension of this settlement within local subcatchments, without detriment to the preservation of non-urban characteristics in the valley system as a whole. Here, an important consideration is that further urbanisation would result in the discharge of an increased runoff, which if not adequately controlled by retard-



ing works, could lead to increased levels of inundation within the present built up area.

This aspect could be of significance within the lower reaches of the river, bordering the municipalities of Essendon and Footscray, where development is located in close proximity, and where some existing development is already located below historic flood levels.

In view of these circumstances, the potential urban areas defined in the framework plan, within the Maribyrnong valley, upstream of Keilor, are based on the existing settlement of Sunbury. Beyond the metropolitan region, the opportunity exists for some further development to extend to the foothills of the Macedon Ranges, within the same sub-catchments. It is intended that the Sunbury area and any settlement to the north would remain permanently separated from the present built up area, south-easterly from the Melbourne Airport, consequently, careful consideration would need to be given as to the long term means by which waste waters arising from further development should be dealt with, so as not to impair the beneficial use of receiving waters.

Apart from these potential urban areas, it is intended the existing characteristics of the valley system should be conserved, and that a major open space reservation be provided in the part south of the Keilor township.

Derrimut

Special use zone 7 in the current metropolitan planning scheme covers an area of approximately 2,500 acres. It lies approximately 10 miles due west of the central city area and at present separates the industrial complex around Brooklyn and Derrimut from the open rural lands contained within the Werribee and Melton shires.

The primary objective which has led to the retention of the majority of this special use zone is to ensure that adequate space is available in a strategic location to satisfy likely future requirements for stock saleyards, abattoirs and ancillary use which may be expected as a result of metropolitan growth and the future export potential for home produced meats and their by-products.

A further and important reason concerns longer term decisions which will have to be made concerning the future of present stock holding saleyards and abattoir facilities which are predominantly located within the inner city suburb of

Newmarket and in nearby localities. This area will become increasingly congested as the metropolis expands and will result in other land-use demands which may be expected to bring about economic and social pressures for the removal of these uses, which are quite incompatible with modern inner city development. The State Government has in part recognized this situation by acquiring 380 acres of land within special use zone 7 to ensure its future use for abattoir and stockholding purposes.

The other planning reasons for retaining a major portion of special use zone 7 are:

1. The area is at present largely unoccupied rural land.
2. It has problems of drainage both as regards surface water and sewage disposal which would be expensive to solve, and it is flat, rocky, with little natural tree growth.
3. To the north and west are well-established dangerous industrial zones which need large open spaces surrounding them for safety reasons.
4. On the southern and south-eastern fringes of special use 7, noxious and heavier type industrial activities are occupying the industrial zones which have been purposefully located in these positions having regard to the intended type of land use expected to occupy adjacent land.
5. Physical characteristics, of the land and adjoining use occupancies plus the relationship of the land to the Western Highway and Princes Highway transportation corridors located to the north and south, provide a sound planning basis for incorporating this intervening Derrimut land as part of a western green wedge.

Various submissions and suggestions over the past few years have advocated the abandonment of the area for the purpose contemplated. However, a more recent development concerns a proposal by one of the country's major meat processing companies to reorganise and rebuild its works complex at an estimated cost of some \$5m. This company which owns land within special use zone 7 has shortly to make a decision on whether to redevelop its existing inner city location or to transfer its operations to the Derrimut site.

The Board believes the grounds for retaining and utilising the Derrimut area for the purposes currently set down in the planning scheme are soundly based and would in the longer term greatly benefit the future development of the western sector.

Point Cook

The Board's proposals to the south-west of Melbourne broadly entail the limitation of future urban development to a corridor north of the Princes Highway, so that the coastal strip, incorporating a series of major public uses, including the Agricultural Department research farm, the Point Cook aerodrome, and the Board's Werribee farm and the highly productive Werribee delta, are retained within a non-urban area. However, the section of this general area extending from the existing Laverton settlement to the bay foreshore at Point Cook contains land which has potential for urban development, and in view of this, its proximity to existing settlement and the Government's policy to give encouragement to settlement to the west and north of Melbourne, it is considered that the area warrants special consideration.

While there is a case for reserving large parts for a major recreation area, the Board has received proposals for the development of land at Point Cook, and these have been accompanied by a preliminary evaluation of servicing implications. The proposal entails the development of a high quality housing estate, related to a series of waterways. It is believed that there is merit in the proposal, however, in view of the high development costs which would need to be met by the developer, the Board is not yet satisfied as to the viability of the proposal and is concerned at problems associated with the establishment and maintaining of the waterways. In view of these circumstances, the land has not been included in an urban zone but an area extending from the Princes Highway to the Point Cook area has been included in an area for potential future urban development, retaining a substantial area for recreational purposes along the foreshore. If and when the Board is satisfied as to the viability of development proposals within the general area, appropriate portions could be included in urban zones in a further amending planning scheme.