

5. Metropolitan Planning Scheme Recommendations

Some confusion has arisen regarding the concept of the proposed corridor and non urban zoning, particularly in connection with the expectation that all parts of all corridor zones would as a matter of course become available for urban purposes at some future stage. The 1971 Report made it quite clear that this was not the Board's intention, although it is believed that the basic concept has been of considerable value in establishing the intended image of permanent non urban areas.

In the current situation of changing attitudes of Governments and the public, it is considered that the basic concept of the corridor zone is sound and that it should be retained, but with different emphasis. It should not be given particular recognition as a potential area for future urban development but rather should be regarded as a non-urban zone set aside to provide an option for longer term decision making.

It is considered that this strategy will make for better understanding of its purpose, while still providing opportunities for later determinations following assessments of the effectiveness of current government efforts to slow down the growth rate of Australia's major urban areas.

The technique recommended for defining sections of the corridors intended for future development is to declare certain portions of the corridor zones, now considered potentially suitable for future development, as Investigation Areas, execute joint studies within these areas, to determine the implications of development within such areas, and prepare outline plans for appropriate portions which should then be included within deferred development zones in the Planning Scheme.

Declaration of such areas under Section 4 of the Development Areas Act 1973 would enable the Government or its agency to acquire land wherever it wishes to encourage or contain development in the future, and the basis for land purchase provided by this legislation should

act as a constraint on land price increases, which might otherwise arise through concentration of development potential in the areas. In addition, the declaration of the areas would enable the Government to make policy decisions on them after community debate.

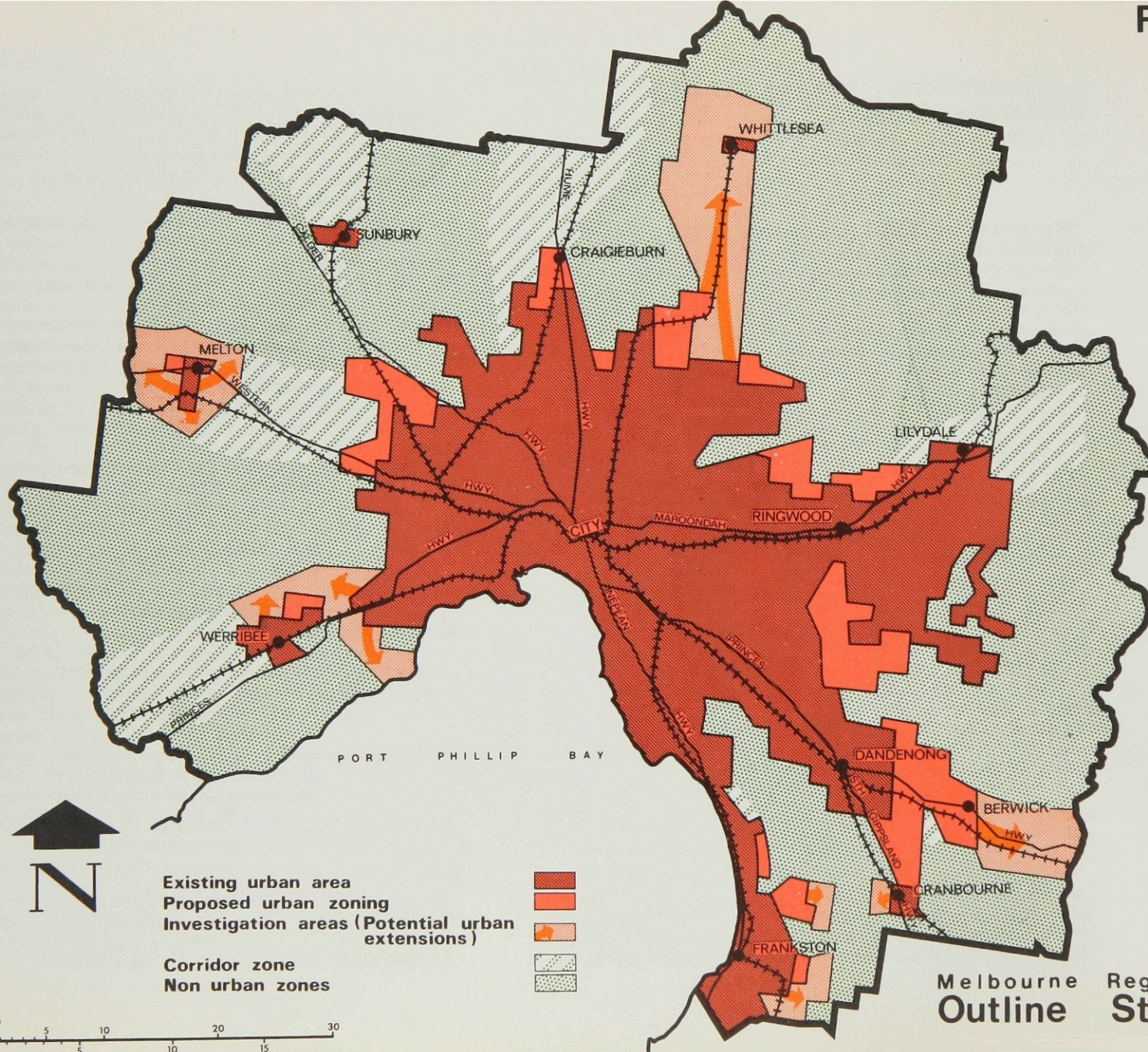
Investigation Areas

The following corridors and sections of corridors should be declared as investigation areas within which deferred development zones would be defined—

- Werribee —generally east of present urban zoning at Werribee township.
- Melton —within Werribee River catchment. This is subject to the Government determining that adequate physical and economic resources will be made available for accelerated, large scale, comprehensively planned development. This is discussed in section 6.
- Plenty —current active development programmes at the south end will stimulate further development in a northerly direction. The country is more attractive to settlement than most of the land in the Merri Corridor and bears a stronger physical relationship to the Lilydale Corridor, which in part it is intended to replace.
- Berwick and Cranbourne—
—particular regard will need to be taken of environmental implications, particularly with respect to impact on Westernport Bay. The south-eastern study now being undertaken should cover this aspect.
- Frankston —whilst the corridor zone is only of small extent at this location, proposals for the general area need to be effectively integrated with those for the Westernport Region.

Corridor Zones

The following corridors and sections of corridors should now be excluded from consideration as investigation areas, and thus be maintained as corridor zones—with a changed emphasis as previously mentioned—



- Lilydale —because of the significance of urban development in this area, on the Yarra Brae water storage proposals and the Yarra Valley in particular.
- Merri —although this has been favoured for possible development in some quarters by reason of the fact that it lies astride the main public transport route connecting Sydney and Melbourne, from a metropolitan viewpoint this is not particularly significant and it is generally less attractive than the Plenty Corridor.
- Sunbury —although some additional rezoning for urban purposes to accommodate local growth demands should be provided, the remainder should be retained in corridor zone.
- Melton (East of the Werribee River catchment)—
—whilst there are local viewpoints to the contrary, there would appear to be considerable advantages in maintaining the separation of the growing Melton township area from the present urban mass as the development is of a different character and this character should be maintained. The question of further expansion of the Melton township is raised in section 6.
- Werribee (West of the River catchment)—
—there are problems in the development of this area which is of flat grade and at this stage there would seem to be advantages in maintaining a separation between Melbourne and Geelong.

Proposed Urban Zones

Whilst some general objections relate to proposed urban zoning to the north and west of Melbourne, it is considered that such zoning is generally consistent with the recommended interim strategy.

The Shire of Berwick's concern that its area should develop in accordance with the best planning principles is supported and this must be achieved through planning

measures. The question of a physical separation between Berwick development and the rest of the urban zone is not one that can be justified from a metropolitan viewpoint but as a local concept with financial backing could well be valid. See section 6.

Subject to decisions on Melton and Sunbury, further urban zoning or deferred development zoning may be appropriate.

In general, the urban zones proposed in the Amending Schemes should be supported in principle, subject to consideration of the above matters, and to further detailed adjustments following assessment of individual objections.

Plan 2 "Outline Strategy" indicates the recommended investigation areas, (potential urban extensions) corridor zones and proposed urban and non-urban zones.

Deferred Development Zones

The deferred development zones, (when defined) would carry no immediate development rights, but would be earmarked for future urban use and would require Government approval for conversion to urban zones.

Staging of Development and Works

It is stressed that it is vital that short term urban development be contained within the defined urban zones, if economies are to be achieved in providing utility and community services, while providing satisfactory living conditions for the expanding population.

In order that effective integration of development works and services within urban zones can occur, it is necessary that a positive staging plan for new development should be established, and adopted as the basis for all works and services.

Development in accordance with such a staging plan may be assisted through the establishment of consortia of developers. The Urban Development Institute of Australia has indicated that land developers are prepared to group into consortia, and finance sewerage, water supply, drainage and electricity services, in addition to roads and parklands. There could well be advantages in the Board and such consortia undertaking negotiations on the servicing, layout, and other matters relating to the development of urban zones.