

### 3.3.8 Strategic Objectives: Natural Conservation

The Natural Conservation Strategic Objectives in Amendment 150 are:

- to conserve the resources of soil, flora and fauna and the significant natural features of areas coloured and delineated as areas of high ecological and landscape interest value on the Strategic Framework Plan;
- to provide for the existing and potential functions of watercourses and floodways for drainage, ecological and recreational purposes; and
- to facilitate the management and development of areas of proven stone resources and to protect such areas from competing land uses.

The Board recognises the economic constraints affecting the metropolitan area and will ensure a balance between the utilisation of resources and the need to conserve unique features.

Natural Conservation is discussed in Chapter 16, 'Metropolitan Countryside'.

### 3.3.9 Strategic Objectives: Metropolitan Countryside

The Non-Urban Land Management Strategic Objectives in Amendment 150 are:

- to encourage the use of areas coloured and delineated as areas suitable for broadscale, mixed or intensive farming on the Strategic Framework Plan for such purposes;
- to minimise the need for urban works and services in the non-urban area;
- to encourage community services required by residents of the non-urban area to be located in existing townships; and
- to encourage uses compatible with the physical capability of the land.

Retention of permanent rural areas within the metropolitan planning region is an established part of Melbourne's planning policy. The non-urban wedges separate the urban-suburban corridors. They also define the satellite urban areas of Melton and Sunbury and the urban fringe generally.

The metropolitan countryside is discussed in Chapter 16.



### 3.3.10 Strategic Objectives: Transport

The Transport Strategic Objectives in Amendment 150 are:

- to encourage transportation policies that support and positively assist the desired future pattern and nature of development in the metropolitan area;
- to ensure that sufficient land is set aside for the present and future transport needs of the metropolitan population;
- to encourage the development of transportation systems in a manner that is integrated with the pattern of land use development, has regard to the relationship between activities and the need to move people and goods at reasonable cost;
- to ensure that conflict between transport and land use activities is minimized in the pursuit of high levels of both mobility and environmental quality;
- to encourage the development of a balanced transport system which has regard to the role of the various modes of transport, including convenient and safe pedestrian, cyclist and public transport facilities; and
- to encourage the development of a road system within the non-urban area which is compatible with its rural character.

Melbourne people - of all ages, occupations and lifestyles - need to travel. The travel patterns they use or prefer are complex, and no one transport method serves all needs. Provision must therefore be made for land for cars, trains, trams, buses, taxis, pedestrians, bicycles and commercial vehicles of all types.

There is also a need for a balance between public and private transport. Measures to maintain such a balance have already been advocated in the Ministry of Transport draft 'Transport Plan, 1978, for Victoria'.

Transportation is discussed in Chapter 17.

## 3.4 Zone Objectives

Inclusion of Zone Objectives in Amendment 150 will provide greater certainty as to how zone controls will be administered.

The Metropolitan Planning Scheme has always provided for the 'primary purpose for which the land is zoned' to be taken into account in considering development applications. In most instances this primary purpose was implied through the control associated with the zone rather than explicitly stated in the Scheme. The Town and Country Planning (General Amendment) Act, 1979 which provides for objectives, allows the inclusion of Zone Objectives to extend the concept of the primary purpose of the zone. Zone Objectives show how the Strategic Objectives can be furthered by applying the zone provisions.

Amendment 150 sets out objectives for each zone; it also includes objectives for each control clause not associated with a particular zone. In part the objectives are to be met by defining conditions under which uses will not need a planning permit.

