

PLANNING SCHEME

Actions the Board proposes through the Metropolitan Planning Scheme.



STRATEGIC OBJECTIVES

Metropolitan Countryside

5B (13) The non-urban land management strategic objectives (as they relate to the metropolitan countryside) are:

- (a) 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;
- (b) To minimise the need for urban works and services in the non-urban area;
- (c) To encourage community services required by residents of the non-urban area to be located in existing townships; and
- (d) To encourage uses compatible with the physical capability of the land.

(Numbers are clause numbers in Amendment 150)

HOW OBJECTIVES CAN BE ACHIEVED

In Amendment 150:

- 1.1 Areas suited to broadscale farming and intensive farming activities are included in new zones.
- 1.2 The matters which must be taken into account in decision making within non-urban zones are clarified and extended.

Ongoing Programme:

- 1.3 Include a Rural-Residential Zone at selected locations within existing urban zones or corridors adjoining urban areas, where limited public services will be available.
- 1.4 Develop a functional rural road system that supports the policy of maintaining the rural character of the metropolitan countryside and which caters for the various traffic demands of both rural and urban dwellers.

LOCAL DEVELOPMENT SCHEMES

Actions the Councils are expected to take through Local Development Schemes.

- 2.1 The non-urban zones are of metropolitan strategic significance and therefore planning control will continue to be implemented by the Metropolitan Authority. In specific rural-residential areas, small lot restructure subdivision and townships may be considered for inclusion within local development schemes subject to detailed locational, site capability and performance standards.

SUPPORTING MEASURES

Actions the Board and Councils can take.

- 3.1 Continue to publish reports identifying farming problems and recommending solutions; increase planning liaison and advisory services to landowners.

ADVOCACY

Actions which the Board will urge other authorities to take.

- 4.1 Promote a review of rural land management and subdivision policies in the Port Phillip District to enable consistency of approach to rural planning.
- 4.2 Encourage and support initiatives of government bodies to maintain the land resource and improve the landscape and environment of the non-urban and farming resources of the metropolitan planning area.
- 4.3 Encourage the application of a valuation and rating system based on valuation for rural land use.
- 4.4 Seek legislation to require land sellers in non-urban zones to advise prospective purchasers where construction of a detached house on such land is prohibited under existing planning controls.
- 4.5 Liaise with the Department of Planning to achieve a rationalisation of approach to the implementation of restructure plans for small lot subdivision.
- 4.6 Encourage government action to implement the recommendations of the Board's report 'Study of the Dog Problem in Fringe Farming Areas of Melbourne' so as to reduce dog attacks on livestock.
- 4.7 Increase promotion of advisory services to rural land holders.



STRATEGIC OBJECTIVES

Transport

5B (14) The transport strategic objectives are:

- (a) To encourage transportation policies that support and positively assist the desired future pattern and nature of development in the metropolitan area;
- (b) To ensure that sufficient land is set aside for the present and future transport needs of the metropolitan population;
- (c) 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;
- (d) To ensure that conflict between transport and land use activities is minimised in the pursuit of high levels of both mobility and environmental quality;
- (e) 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
- (f) To encourage the development of a road system within the non-urban area which is compatible with its rural character.

(Numbers are clause numbers in Amendment 150)

HOW OBJECTIVES CAN BE ACHIEVED

In Amendment 150:

- 1.1 Changes are made to the designation of main and secondary roads arising from the recommendations of the Hierarchy of Roads Study.
- 1.2 Changes are made to the requirements for the provisions of parking, which involve distinguishing between limitation and generation areas, in general accordance with the findings of the Metropolitan Parking Study.
- 1.3 Melbourne central business district is declared as a parking limitation area.

Ongoing Programme:

- 1.4 Investigate appropriate provision for roads in the metropolitan country-side.
- 1.5 Provide adequate reservations for proposed roads, road widenings, railways and tramways.
- 1.6 Provide for long-term transport options to be preserved through appropriate reservations.
- 1.7 Investigate means of further implementing the recommendations of the Hierarchy of Roads Study.
- 1.8 Monitor and review the Metropolitan Planning Scheme provisions in relation to the transportation needs of the population.

LOCAL DEVELOPMENT SCHEMES

Actions the Councils are expected to take through Local Development Schemes.

- 2.1 Ensure that local development schemes are consistent with the metropolitan transport context.
- 2.2 Require a road and street system which recognises functional differences, and promotes a safe traffic environment.
- 2.3 Ensure that convenient and safe provision is made for the needs of pedestrians and cyclists.
- 2.4 Ensure that detailed planning is integrated with public transport services and systems.
- 2.5 Ensure that there is adequate provision for traffic circulation, particularly in relation to buses.
- 2.6 Make adequate provision for car parking.

SUPPORTING MEASURES

Actions the Board and Councils can take.

- 3.1 Prepare guidelines for the management of traffic-protected areas.
- 3.2 Update guidelines for the preparation of outline development plans to take into account traffic generation, environmental sensitivity, pedestrian, bicycle and bus routes.
- 3.3 Prepare guidelines to achieve a measure of compatibility between land uses and each road category in the urban system.

ADVOCACY

Actions which the Board will urge other authorities to take.

- 4.1 Promote the adoption of the Hierarchy of Roads Study with a view to obtaining uniformity of road classification.
- 4.2 Support the State Bicycle Committee's approach to provision of bicycle paths and bicycle-oriented improvements to the existing road system.
- 4.3 Promote measures which seek to relieve traffic congestion in peak periods by dispersing peak demand.
- 4.4 Promote the provision of an adequate level of public transport in all urban areas.
- 4.5 Support policies and practices that are consistent with the maintenance of the rural character of the metropolitan countryside.
- 4.6 Support measures in the Government's Draft Transport Plan, 1978.
- 4.7 Upgrade public transport services to and between district centres.

