

3 regional planning policies

The Framework Plan

As previously indicated, the greater part of new development for residential, industrial and other purposes is likely to occur in areas outside present urban development.

It is now becoming essential that the direction and form new development should take in these areas should be defined more precisely. The Government's policy is that further urban growth should be encouraged to follow a corridor type of development, primarily along the general axes of the principal rail and road routes, enabling the permanent retention of substantial wedges of open country.

The framework now proposed defines and names corridors and wedges, and if acceptable, it is intended that they be adopted in an approved statement of planning policy. Within the defined wedges it is not intended that urban development should take place. Within the defined corridors it is envisaged that suitable land would be progressively set aside for short and medium term development allowing reasonable margins for growth.

In addition to the general matters mentioned by the Government, the Board has taken into account many other aspects in arriving at its definition of the proposed corridors and non-urban areas.

Constraints which relate to physical and economic aspects and their implications for development influence, but do not necessarily determine, planning policies. It is desirable that non-urban areas should include maximum portions of areas which contain significant landscape and habitat, have historic or scientific interest, significant agricultural resources, water catchments and flood basins.

By contrast, areas reasonably close to existing or planned major transport routes, which have terrain patterns suitable for urban use and which can be provided with service networks without undue cost, should provide the land required for urban use and should be sufficiently extensive to accommodate expected levels of growth.

Additional to the aspects of Government policy mentioned earlier the main factors that have been considered in defining potential urban and non-urban areas, are:

1. The development constraints indicated on Plan 4 and the overlays.

2. The containment of future urban development within major drainage catchments or subcatchments, so as to facilitate the planning and execution of major works in the gravity based systems of drainage and sewerage. Careful selection of these catchments can ensure a sharp contrast between urban development in one catchment and non-urban characteristics in another, and this assists in defining the corridor-wedge system.
3. The containment of future urban development within corridors generally not exceeding 4-6 miles in width, related to existing or potential major transport routes. Here, an important consideration is the fact that the terrain characteristics of the metropolitan area have had an important influence on the location of the existing major transport routes, especially within the main development areas to the east and south of Melbourne, and generally limit the scope for establishing additional radial routes to a large degree.

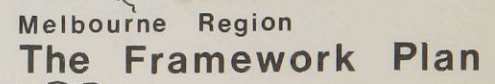
The resultant areas intended for potential urban development, and those intended for permanent preservation as non-urban areas are shown on Plan 5.

This is the framework plan, intended to form the basis of a statement of planning policy for which a draft is submitted in Appendix 1. Overlays 8 and 9 respectively show the Transportation Plan in relation to the framework plan and the catchments and sub-catchments in the region, on which it was largely based.

Urban Corridors

It is intended that all future outward development should be contained within these corridors, but that this type of development should not necessarily occupy the whole of each corridor at any point in time. For example the Melton corridor zone might include an expanded development at Melton, with westerly extensions from Deer Park limited to a defined area, or might include a progressive outward expansion of development which ultimately reaches and encompasses Melton, as illustrated in Plan 6.

The amending planning schemes define areas proposed for urban development within the corridors for at least the next 20 years, leaving the balance of the corridor for potential development. A subsequent stage of investigations will involve



PLAN 5

