

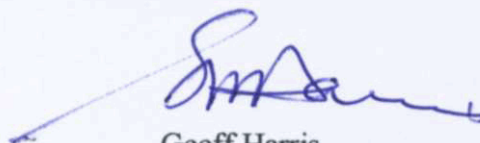
Melbourne 2030 based on outdated Green Wedge Plan

According to the Victorian Department of Infrastructure's report, *Melbourne 2030* October 2002 "*Melbourne 2030* reaffirms and strengthens the policy of focusing fringe development in growth areas based around major regional transport corridors--." (p.33) It later says "The corridor pattern of development will allow the retention of areas of open land close to most development areas. These green wedges, identified in the 1971 report "*Planning Policies for the Metropolitan Region*", are a valued feature of metropolitan Melbourne and have practical and aesthetic benefits".--- "Statutory protection will be provided for the green wedges including the Yarra Valley, the Dandenong and Yarra Ranges, Westernport and the Mornington Peninsula to protect those areas from uncontrolled growth."

Whilst the government's intent to continue the growth corridor/ green wedge concept is admirable, reversion to outdated provisions is totally unacceptable. The plans and statements contained in the 1971 MMBW report related to a **proposed** metropolitan Planning Scheme, and the final form of that Planning Scheme in 1984, prior to transfer of metropolitan planning powers to State Government, contained material changes, and those changes must be taken into account.

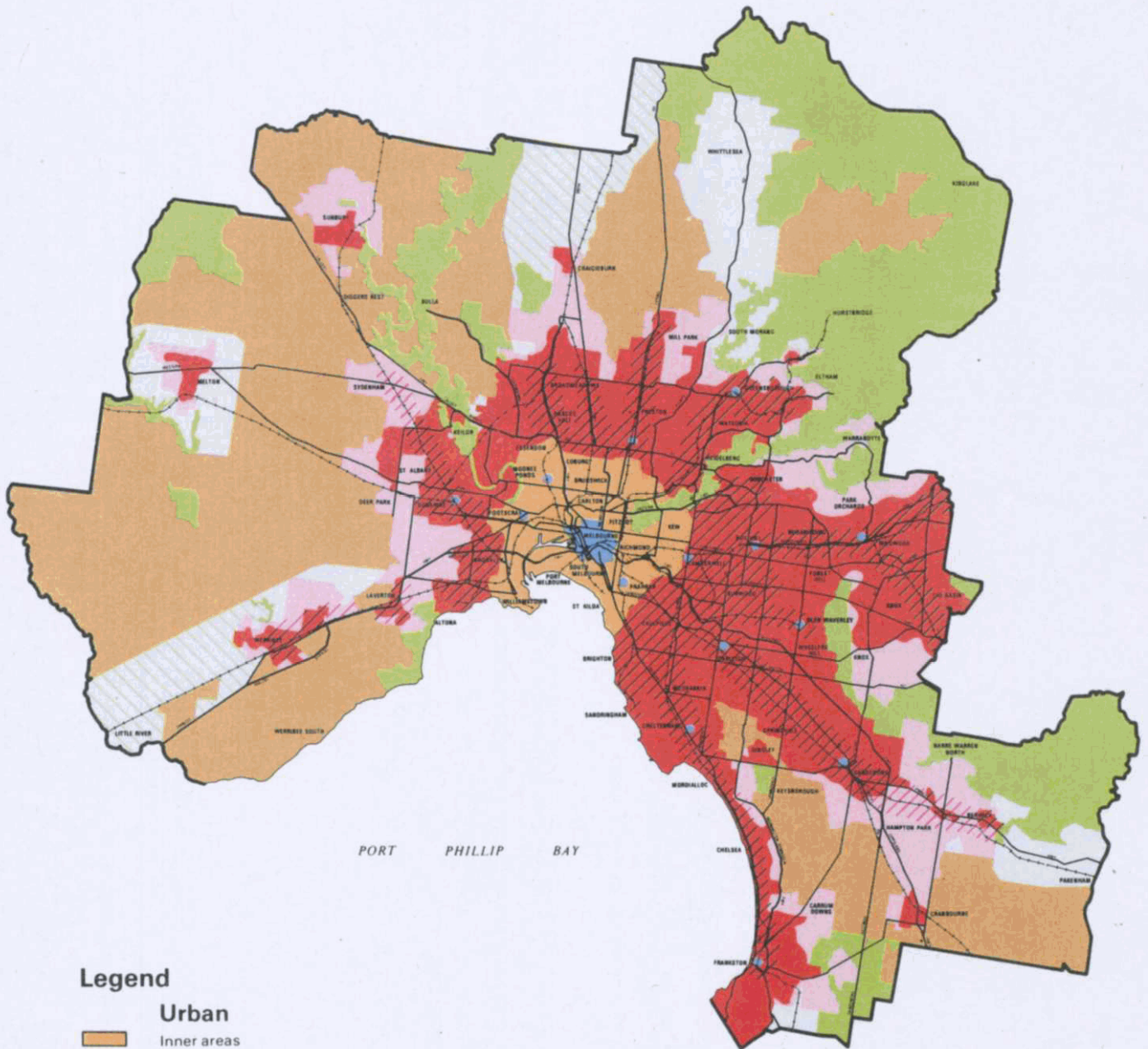
In particular, a Strategic Framework Plan was introduced into the Melbourne Metropolitan Planning Scheme in 1984, which amongst other things, contained a green wedge (non-urban area, of high ecological and landscape interest value) along the Yarra River, extending inwards to include the Kew Cottages land. It is my view, that in the consideration of any proposal for the rezoning of such lands for housing, this strategic matter is one which should be taken into account, and it is my view that this information should have been drawn to attention prior to approval of Governor in Council, particularly in that *Melbourne 2030* implies continuance of past wedge policy. It may be that, in the absence of such a disclosure, a significant procedural defect has arisen.

The 1984 Strategic Framework Plan and relevant Ordinance provisions are attached.



Geoff Harris
(Former Acting Director of Planning, MMBW)

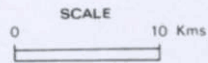
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Legend

- Urban**
- Inner areas
- Outer areas
- Established areas
- Central Melbourne
- District centres
- High public transport accessibility within established and outer areas
- Potential urban
- Deferred potential urban

- Non urban**
- High ecological and landscape interest value
- Broadscale mixed or intensive farming
- Planning boundary



MELBOURNE METROPOLITAN PLANNING SCHEME 1984

Strategic Framework Plan

5D. (7) Cont'd...

- (b) to encourage continued occupation and maintenance of buildings of architectural or historic significance; and
- (c) to provide for new development which is compatible with areas containing groups of buildings or features of special character, including parks, special gardens or landscapes and ensure that new uses do not adversely affect the amenity of these areas.

(8) The natural conservation strategic objectives are -

- (a) to conserve the resources of soil, flora and fauna and the significant natural features especially within areas shown as areas of high ecological and landscape interest value on the strategic framework plan;
- (b) to provide for the existing and potential functions of watercourses and floodways for drainage, ecological and recreational purposes;
- (c) to facilitate the management and development of areas of proven stone resources and to protect such areas from competing land uses; and
- (d) to ensure the conservation and protection of designated archaeological sites and areas within the meaning of the Archaeological and Aboriginal Relics Preservation Act 1972.

(9) The non-urban land management strategic objectives are -

- (a) to encourage the use of areas shown 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.

(10) The transport strategic objectives are -

- (a) to encourage transportation schemes that support and positively assist the desired future pattern and nature of development in the metropolitan area;
- (b) to encourage the development of a balanced transport system which has regard to the roles of the various modes of transport, including convenient and safe facilities for pedestrians, cyclists and public transport users;
- (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 ensure that sufficient land is set aside for the present and future transport needs of the metropolitan population; and
- (f) to encourage the provision of roads within the non-urban area which are compatible with rural land use and the rural environment and which serve the expected needs of rural and inter-urban traffic.