

Appendices

APPENDIX A:

EXISTING POLICY CONTEXT

GREATER DANDENONG PLANNING SCHEME

The Greater Dandenong Planning Scheme provides the high level strategic context within which the Green Wedge Management Plan needs to be considered.

STATE PLANNING POLICY FRAMEWORK (SPPF)

The SPPF (contained in clauses 11 to 19 of the Greater Dandenong Planning Scheme) sets out statewide planning policy. The most relevant policies include those contained in the 'Settlement', 'Environmental and Landscape Values' and 'Economic Development'.

SETTLEMENT

Clause 11.04-7 Green Wedges. This policy aims to protect Green Wedges of Metropolitan Melbourne from inappropriate development. Strategies to achieve this are:

- Ensure strategic planning and land management of each Green Wedge area to promote and encourage its key features and related values.
- Support development in the Green Wedge that provides for environmental, economic and social benefits.
- Consolidate new residential development within existing settlements and in locations where planned services are available and Green Wedge area values can be protected.

- Plan and protect major transport facilities that serve the wider Victorian community, such as airports and ports with their associated access corridors.
- Protecting important productive agricultural areas such as Werribee South, the Maribyrnong River flats, the Yarra Valley, Westernport and the Mornington Peninsula.
- Protect areas of environmental, landscape and scenic value.
- Protect significant resources of stone, sand and other mineral resources for extraction purposes.

ENVIRONMENTAL AND LANDSCAPE VALUES

Clause 12.04-2 Landscapes includes the strategy to:

- Improve the landscape qualities, open space linkages and environmental performance in Green Wedges and conservation areas and non-urban areas.

ECONOMIC DEVELOPMENT

Clause 17.02-3 State significant industrial land lists a few industrial areas of state significance including Dandenong South.

LOCAL PLANNING POLICY FRAMEWORK (LPPF)

Various sections of the Local Planning Policy Framework within the Greater Dandenong Planning Scheme have relevance to this study. A description of the relevant sections follows.

MUNICIPAL STRATEGIC STATEMENT (MSS)

The MSS is contained within the Greater Dandenong Planning Scheme (clause 21) and provides strategic direction for land use and development within the municipality. Particularly relevant to the *Green Wedge Management Plan* is *Clause 21.06 Open Space and Natural Environment*.

Clause 21.06-3 Non-Urban (Inclusive of Green Wedge) includes the following objectives and strategies:

- To ensure use and development protect and reinforce the existing rural landscape typology.
 - Ensure developments have low visual impact and respect the rural character of the surroundings.
- To protect and restore the ecological functions and values of the non-urban area.
 - Ensure land is developed and managed in keeping with ecologically sustainable development principles.
 - Encourage the regeneration, repair or creation of wetlands and flora and fauna habitats.
- To ensure that the design, appearance and construction of all development responds positively to the existing rural landscape and typology.
 - Require that all development protects visual corridors along major arterial roads.
 - Require that all development protects and improves the vistas of rural landscape.

LOCAL POLICY

Local planning policies (contained in clause 22 of the Greater Dandenong Planning Scheme) provide additional guidance in the planning process and

come into play when discretion is able to be exercised in the decision making process. The Green Wedge policy is of key relevance to this study.

Clause 22.02 Green Wedge Local Planning Policy applies to land within Greater Dandenong's portion of the South-East Non-Urban Area shown in the figure below. The map also identifies precincts within the Green Wedge area. All use and development proposals are to respond to the vision for each functional precinct. The policy's broad aims are:

- To further the "Green Space" vision for Greater Dandenong's Green Wedge area, as defined in the MSS at clause 21.06-3.
- To give effect to and clarify Council's vision with respect to various strategic studies undertaken of the wider non-urban area and its components within Greater Dandenong.
- To recognise and implement the Memorandum of Understanding signed with adjacent municipalities containing the South East Non-Urban Area.
- To encourage sustainable land use practices and provide optimal long term planning solutions for the use and development of land.
- To give effect to the objectives and strategies in the MSS at Clause 21.04-4 at a more detailed level.
- To recognise the particular functions, characteristics and contributions of the various precincts identified within the area and provide for appropriate development within each precinct.
- To provide guidance to stakeholders with regard to appropriate uses and forms of development which respond to the function and characteristics of each precinct.
- To provide a purpose and certainty to the uses of the land within identified precincts.

- To give effect to and clarify Council’s vision with respect to various strategic studies undertaken of the wider non-urban area and its components within Greater Dandenong.
- To encourage sustainable land use and development practices within the policy area.

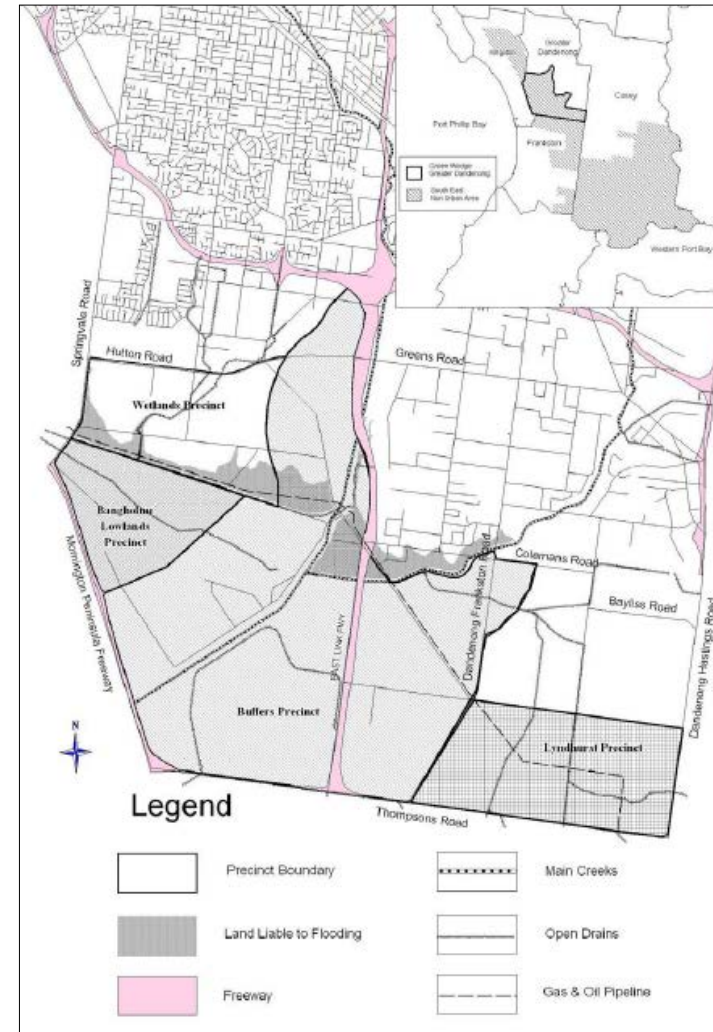


FIGURE 11: Green Wedge Precincts at Cl. 22.02

The Green Wedge Local Planning Policy (Clause 22.02) divides the municipality's Green Wedge land into four distinct precincts with the following characteristics and future visions.

WETLANDS PRECINCT

Existing

This precinct is adjacent to the existing and proposed urban area. The land is generally characterised by an open rural landscape that has been maintained by the existing land use and subdivision pattern with a number of large landholdings, particularly along the Hutton Road, Springvale Road and Chapel Road frontages and along the northern side of the Mordialloc Creek. Landscape features and some existing buildings display some of the City's cultural heritage and the current land use has maintained this heritage.

The general absence of extensive development allows short and long vistas through the precinct from Springvale, Hutton and Greens Roads. An extensive floodplain on the north side of Mordialloc Creek provides flood storage for stormwater from urban areas to the north that enters the floodplain from several drainage channels and overland flow paths that traverse the area forming ephemeral wetlands with flora and fauna habitats.

This precinct, together with the adjacent area to the east to Perry Road (Buffers precinct), contains a high density of Aboriginal heritage sites, most of which are scarred trees. The area may also contain a range of buried archaeological sites which are important to the interpretation of Aboriginal prehistory in Victoria.

The southeast trunk sewer crosses the western sector of the precinct on a northwest to southeast alignment. The Westernport Altona Geelong Pipeline Pty Ltd (WAG Pipeline Pty Ltd) follows the northern side of Mordialloc Creek supplying crude oil from Westernport to the petrochemical industries and refineries at Altona and Geelong.

Future Vision

An open rural landscape character throughout this precinct will remain a feature and be enhanced. Council will pursue implementation of the Mordialloc Creek Strategy Plan over time. Public and private sector funding will be required so that its future aesthetic, habitat and recreational values are protected and greatly enhanced and the principles of total catchment management and environmentally sustainable development are achieved.

The precinct forms an important transition from the urban area to the north where urban conversion is likely to occur, to the balance of the non-urban area to the south and east where rural land use is dominant.

Council will pursue the opportunity to create a system of linear open space trails, wetlands and linkages utilising drainage lines and overland flow paths to the Bay to the west, to Braeside Metropolitan Park to the north-west, to Keysborough to the north and to the Dandenong Creek system to the east. Any change of land use and associated development will contribute to and be subservient to the 'Green Vision' concept, achievement of the Mordialloc Creek Strategy Plan and management of identified places of heritage significance.

The potential for Wetlands Sensitive Development as described below is limited in this precinct due to environmental constraints and Council's strategy of maintaining the non-urban 'Green Vision' concept. However, opportunities exist where large landholdings remain and subdivision potential allowed by the planning scheme has not been realised. The concept of Wetlands Sensitive Development should be subservient to an environmental benefit, which complements and enhances local environmental values and is based on comprehensive environmental management plans. The concept will inevitably result in high proportions of open space. These areas are to be managed to achieve a broader environmental outcome implementing the 'Green Vision' concept and the Mordialloc Creek Strategy Plan. One method of achieving such managed open space would be to combine the concept of Wetlands Sensitive Development with a recreation, institutional or tourist related use.

BANGHOLME LOWLANDS PRECINCT

Existing

This precinct comprises just under half of the triangle of land bounded by the Mordialloc and Dandenong Creeks, the Mornington Peninsula Freeway and, for a short length, Springvale Road. The balance of this larger area is included in the Buffers Precinct, being in close proximity to the Eastern Treatment Plant. Lots vary in size from between 2 and 4 hectares towards Springvale Road and between 20 and 25 hectares on the eastern side of the precinct.

The land is open and low lying, with poor drainage and significant overland flow paths. A substantial levee bank along the south side of the Mordialloc Creek protects the precinct from inundation from that waterway, but inhibits the re-creation of wetlands in this area. It is crossed by the south-eastern trunk sewer and a number of properties have had their titles split by this facility. An open drainage channel known as Smythes Drain also bisects the precinct on an east-west alignment.

The land is primarily used for open grazing, hobby farms and some small institutional uses such as the Dog Obedience Club. There are little or no intensive agricultural activities in this precinct. Road access to and within the precinct is limited and the area is remote from community facilities of all kinds.

Future Vision

The precinct, which borders both the environmentally significant wetlands precinct and the non-urban core of the buffers precinct, will continue to reinforce the differentiation between urban and non-urban land use within the Green Wedge. The notion of developing hamlets, a small suburb or similar increased residential clustering is discouraged in this precinct.

The location of this precinct and its visibility from the major traffic routes of Springvale Road and the Mornington Peninsula Freeway emphasise the need for any development to preserve short and long range vistas across an open rural landscape to maintain the "Green Space" vision. This impact will be one of the major factors in the assessment of any proposed development in this precinct.

This area will retain an open rural landscape character with a diverse mix of hobby farm lot sizes, low density recreational (such as existing school playing fields) and other non-residential activities which do not require intensive development. Constraints on residential development include isolation from community facilities, limited vehicular access and poor drainage. The majority of the land has already been subdivided below the current zoning provisions.

A range of alternative agricultural activities may be assisted by access to recycled water from the Eastern Treatment Plant. The opportunities for development of this resource and its potential for assisting in the rehabilitation of degraded land require investigation.

BUFFERS PRECINCT

Existing

This precinct has an area of 23.5 square kilometres and forms the core of the non-urban area in Greater Dandenong. The EastLink Freeway reservation runs north-south through the centre of the precinct and is under construction.

The area is generally flat, but rises slightly to the north. Land use across the precinct is mixed. The western sector is characterised by rural lots around 20 ha in area, but includes a 22 lot rural-residential subdivision with lots averaging 2.5 hectares in size. The central sector is occupied by the Eastern Treatment Plant. The eastern sector includes broad acre farming along with two caravan parks and a cemetery. There is also an area of intensive agriculture east of Frankston-Dandenong Road.

The precinct is based on a 1500 metre buffer around the Industrial 2 zone and the existing Environmental Significance Overlay around the Eastern Treatment Plant (ETP). The Industrial 2 Zone is one of only three such areas in Melbourne where industries requiring extensive buffers from sensitive uses can be accommodated. The ETP is one of the main plants for treatment of Melbourne's waste water. The buffers overlap in the centre of the precinct as shown on the precinct map.

The primary function of the buffers is to protect the operations of the ETP and the Industrial 2 Zone, by restricting uses that would compromise their activities. These are resources of metropolitan and State significance.

Future Vision

Land within this precinct has limited development potential due to its function in protecting the State significant resources of the Eastern Treatment Plant (ETP) and the Industrial 2 zone. This precinct forms the core of Greater Dandenong's non-urban area. The existing subdivision pattern will be maintained and small lot subdivision will be particularly discouraged.

New uses will be supported that are consistent with Council's "Green Space" vision and can demonstrate that the use of land will not compromise the operation of the significant resources the buffers are designed to protect. This will usually mean that development that generates additional permanent residents or gatherings of large numbers of people on a regular basis for prolonged time periods will not be supported. Some existing uses have developed that are not consistent with this function and these will not be encouraged to expand, if in conflict with the uses the buffers are designed to protect.

The construction of EastLink Freeway within this precinct will have both positive and negative effects on the environment. Council will ensure that the development is consistent with the "Green Space" vision as far as practicable, whilst ensuring the wider needs of the transport system are accommodated. Council will pursue the development of open space links and creation of wetland habits along the corridor to be developed concurrently with the construction of the road.

The area to the east of the ETP will be incorporated into the proposed Framework Plan discussed under the Lyndhurst Precinct. Any change of vision for that part of this precinct will be incorporated into this local policy by a planning scheme amendment.

The operation and extent of the buffers will need to be monitored over time to ensure that changing industrial development and operations of the ETP do not unnecessarily restrict the use and development potential of private land.

LYNDHURST PRECINCT

Existing

This precinct comprises large lots up to 40 hectares and is generally used as grazing land. The precinct is bounded to the east and west by important north-south arterial roads, the Frankston-Dandenong Road and the Western Port Highway. These roads provide some of the more visible and accessible parts of the non-urban area and provide important entry points to the wider South-East Non-Urban Area. High visibility and good accessibility have also caused significant pressure for commercial activities along these routes.

The eastern boundary of this precinct, follows Frankston – Dandenong Road to Glasscocks Road and Western Port Highway. The adjacent residential suburb of "Lynbrook", in the City of Casey, will further develop over the next decade.

The north of the precinct is bounded by industrial land and major landfill operations, an area of environmental significance and a small pocket of intensive agriculture. These uses require adequate buffering from sensitive uses.

The precinct has an open rural character, dispersed with remnant Redgums, which are a significant environmental asset and which contribute to the character of the area. Some of these trees are known Aboriginal scarred trees and the area is likely to contain other items and places of Aboriginal heritage significance. This area also supports a drainage function, carrying runoff from urban areas to the east to the Dandenong Creek. Environmental drainage improvements are scheduled by Melbourne Water.

Future Vision

The vision and response for this precinct will be assisted by the forthcoming strategic review. Objectives of the Framework Plan may include, but not be restricted to:

- Retaining an open rural landscape character.*
- Retaining broadscale farming activities.*
- Maintaining opportunities for further development of low density tourism, recreational, educational, institutional, cultural and other land extensive activities, which enhance the "Green Space" vision.*
- Protecting significant vegetation remnants and items/places of heritage significance.*

STATEWIDE STRATEGIC DOCUMENTS

PLAN MELBOURNE: A NEW METROPOLITAN PLANNING STRATEGY

The Victorian government has commenced preparation of a new Metropolitan Planning Strategy to manage Melbourne's growth and change as it moves beyond a city of four million people. The strategy will consider where new housing and business activities should be concentrated as well as transport connections, health services, schools, sports grounds and parks. It will place a strong emphasis on planning for Melbourne's growth and change and on strengthening the linkages between Melbourne and regional Victoria.

A Discussion Paper titled "Melbourne- Let's talk about the future" has been released to prompt debate around Melbourne's future. Principles six and seven begin to define how Melbourne should be managed within a spatial context at a metropolitan scale and local scale.

Reference is made to the 'conservation of green spaces and native vegetation' as a key idea. It states that 'net gain' requirements – the requirement that if native vegetation is removed an equivalent or larger area of vegetation must be preserved elsewhere – have assisted biodiversity conservation across Melbourne, and that there are opportunities for net gain offsets to be better integrated with open space planning.

Further reference is made to applying a more holistic approach to managing the 'green edge' around Melbourne in order to strengthen its natural and landscape character and help manage these areas. The discussion paper recognises the importance of 'brown wedges' which are 'home to a range of uses such as boarding kennels, sporting clubs, quarries and waste management and recycling operations.'

MELBOURNE 2030

Melbourne 2030 (2002) is the Victorian Government's long term plan for managing Melbourne's growth and development. It focuses primarily on the metropolitan Melbourne urban area and nearby non-urban areas. An important implementation element of Melbourne 2030 is the Urban Growth Boundary, which clearly defines the urban area from non-urban areas, the latter labelled 'green wedges'. Whilst green wedges have had a long history in the planning of the metropolitan area, Melbourne 2030 has reinforced the significance of green wedges in policy and in the statutory planning framework.

REFORMED ZONES FOR VICTORIA

Planning zones within Victoria were recently reformed by the State Government to ensure that they are still relevant and adequately reflect the aspirations of all Victorians. The zone reforms seek to simplify requirements, allow a broader range of activities to be considered, and improve the range of zones to better manage growth.

As part of the State Government zones review and reform process, a number of changes have been made to the existing zones throughout the Greater Dandenong Green Wedge. Most notably, changes to the Green Wedge Zone included:

- New purpose statement to provide for the use of land for agriculture
- Making many agricultural uses exempt from a permit requirement
- Removing permit requirements for other uses such as primary produce sales and rural store
- Removing the prohibition on primary and secondary schools

- Removing the requirement for a mandatory Section 173 Agreement which restricts future subdivision after an initial subdivision is proposed
- Increasing the threshold for persons that can be accommodated in a bed and breakfast from six to 10 without a permit
- Retaining in conjunction with other related conditions for function centre, group accommodation, research and development centre, research centre, residential building, residential hotel and restaurant
- Including additional decision guidelines for primary and secondary schools

The proposed changes do not represent a major policy or land use shift in the Green Wedge, but may facilitate greater investment and variety of land uses such as agricultural business and new uses such as schools and medical facilities.

UGB ANOMALIES ADVISORY COMMITTEE REPORT

In 2011 The Minister for Planning appointed the Urban Growth Boundary Anomalies Advisory Committee (the Committee) to provide advice on the suitability of including sites identified by non-growth area Councils as significant anomalies to the Urban Growth Boundary (UGB). The committee recommended that three sites within the study area be included in the UGB applying the Residential Zone 1 (now General Residential Zone): 159-171 and 173-191 Clarke Road, 462 Springvale Road and 81-143 Clarke Road, and 516-522 Springvale Road, Springvale South. In addition the Committee considered a 337ha site within the Green Wedge Zone defined as the Bangholme Precinct, bounded by Eumemmerring Creek, Frankston Dandenong Road, Harwood Road and EastLink. The committee resolved to not include the Bangholme Precinct within the UGB as it did not constitute a 'planning anomaly', but instead represent a major policy change which was beyond the scope of the committee. The committee recommended that the

possibility of an urban future for the area should be further investigated via the Council's Green Wedge Review.

FUTURE DIRECTIONS FOR NATIVE VEGETATION IN VICTORIA

The Department of Sustainability and Environment's *Future Directions for Native Vegetation in Victoria* - Consultation Paper (2012) is a review of Victoria's native vegetation permitted clearing regulations. Since the introduction of the NVMF in 2002, Victoria's environment, economy and demography have changed, and science and technology have advanced. In response to these changes, and to the findings of previous reviews, the Victorian Government considered it timely to undertake a review of Victoria's native vegetation policy.

VICTORIA'S NATIVE VEGETATION MANAGEMENT: A FRAMEWORK FOR ACTION

Victoria's Native Vegetation Management: A Framework for Action (NVMF) was released in 2002. The framework stands as the principal policy for managing Victoria's native vegetation, including the removal of native vegetation. The NVMF is incorporated into Victoria's planning schemes to inform the application of the permitted clearing regulations.

In May 2013, the Victorian Government announced the repeal of the NVMF. Changes to the regulatory framework are outlined in *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines*, in which a 'no net loss' approach rather than the previous net gain approach to native

vegetation management. A package of reforms released by the State government included:

- Amending and clarifying the objective of the rules applying to the clearing of native vegetation in Victoria;
- Introducing new systems of measurement and classification for native vegetation;
- Implementing a risk-based approach to assessing applications for permits to remove, destroy or lop native vegetation; and
- Ensuring the offsets set out in permit conditions achieve the required biodiversity outcomes

VC105 implements these reforms by incorporating them into the Victorian Planning Provisions, and took effect in December 2013.

VICTORIAN COASTAL ACID SULFATE SOILS GUIDELINES

The *Victorian Best Practice Guidelines for Assessing & Managing Coastal Acid Sulfate Soils* (2010) aims to guide landowners, developers, planners and decision makers through a risk identification approach when making decisions about coastal acid sulfate soils.

VICTORIAN COASTAL ACID SULFATE SOILS STRATEGY

The purpose of the *Victorian Coastal Acid Sulfate Soils Strategy* (2009) is to prevent the harmful effects on the environment, humans and infrastructure which can occur when coastal acid sulfate soils are disturbed. It identifies the Dandenong Green Wedge as having land with the potential to contain coastal acid sulfate soils.

LINKING PEOPLE + SPACES

Linking People + Spaces is a Metropolitan Open Space Strategy developed by Parks Victoria in 2002. The Strategy identifies the following 4 to 9 year actions for the development of the Metropolitan Trail Network:

- Link Mordialloc Beach to the Dandenong Creek Trail along the Mordialloc Creek.
- Link Berwick Springs to the Dandenong Creek Trail via the Hallam Main Drain and north along the Eumemmerring Creek.

MAINTAINING MELBOURNE'S GREEN WEDGES

The report *Maintaining Melbourne's Green Wedges* (2002) was prepared by Michael Buxton and Robin Goodman of RMIT University. The report provides analysis of green wedges, their context and existing conditions, and recommendations regarding policy development and implementation. The report includes analysis of past pressures to rezone land in the Dandenong Green Wedge.

PRINCIPAL BICYCLE NETWORK

VicRoad's strategy for bicycles is to development the Principal Bicycle Network. Major on-road routes identified by VicRoads include:

- Greens Road (just north east of the study area)
- Thompsons Road
- Springvale Road
- Frankston Dandenong Road
- Dandenong Hastings Road

Major off-road trails identified include:

- Mordialloc Creek
- Eumemmering Creek
- Eastlink Tollway (previously referred to as Scoresby Freeway)

MUNICIPAL WIDE STRATEGIC DOCUMENTS

SOUTH EAST GREEN WEDGE ISSUES PAPER

In 2008, the DPCD in conjunction with the Councils with responsibility for the South East Green Wedge (SEGW) prepared a Background Report and an Issues Paper for the South East Green Wedge. The paper provides a collection of information and analysis for the South East Green Wedge in the Cities of Kingston, Greater Dandenong, Frankston and Casey. Its Background Report and Issues Paper provide a useful starting point for the development of the Dandenong Green Wedge Management Plan.

STATE OF THE ENVIRONMENT REPORT 2011-2012

The State of the Environment 2011-12 (2012) report for Greater Dandenong provides an assessment of environmental trends and the municipality's environmental performance. The report highlights the poor to moderate quality of the waterways throughout the Green Wedge, as well as the adverse impact of increased residential and industrial land in Dandenong South and Keysborough on the remaining remnant vegetation in these areas.

MUNICIPAL HOUSING STRATEGY STATEMENT OF INTENT

Greater Dandenong's *Municipal Housing Strategy Statement of Intent* (2012) establishes the scope of direction for the future Housing Strategy and states Council's position on a number of housing-related matters. It touches on housing-related financial stress, housing design and diversity, liveability, population growth and poor quality housing as key issues. The report does not refer to the Green Wedge or the Urban Growth Boundary. It promotes housing development away from these areas to near activity centres, public

transport, medical services, shops, entertainment, cultural facilities and other essential infrastructure.

HOUSING IN GREATER DANDENONG BRIEFING PAPER

The Briefing Paper *Housing in Greater Dandenong: Filling the gap between need and availability* (2012) summarises the major housing challenges and opportunities and summarises the results of research and consultation undertaken during March to June 2012. The paper states that planning for future urban growth should curb expansion into the urban fringe or green wedge areas. It also notes that planning policies favour housing near major shopping centres and public transport.

CITY OF GREATER DANDENONG GATEWAYS STRATEGY

The *City of Greater Dandenong Gateways Strategy* (2011) defines different types of gateways, identifies those that are most important to the image of the City of Greater Dandenong, and provides strategic urban design and planning guidance for each of the 19 gateway locations. A number of gateways are located within the Dandenong Green Wedge and need to be considered in the development of the Green Wedge Management Plan.

SPORTS FACILITIES PLAN

Greater Dandenong's *Sports Facilities Plan: The future of sport in CGD* (2011) was prepared to plan for the provision of sport in the municipality. The plan noted that the south of the municipality lacks population and real need for sporting land though it has potential for a site to be acquired and set aside. It specifies that one or two up to 30ha sites would be adequate for a premier level sporting reserve which would attract a regional catchment. Premier Level Reserves are defined as sites that:

- Are large with multiple playing fields and facilities

- Accommodate a number of users and offer multi-use and effective sharing facilities
- Are well located with good access & distributed centrally in the municipality
- Offer “premier” level facilities for specific sports

The plan identifies a short term goal of identifying an additional site for premier level soccer / rectangular field development.

SPORT & RECREATION PARTICIPATION STUDY

The *Sport & Recreation Participation Study* (2011) for Greater Dandenong was undertaken to inform other strategic projects over the coming years. It identifies the top sport and recreation activities in the municipality and what that means for the *Sports Facilities Plan*. Of particular interest is that three of the top four most popular activities generally require good linkages and shared pathways.

CITY OF GREATER DANDENONG OPEN SPACE STRATEGY

Places for People: Open Space in Greater Dandenong (2009) is an open space strategy prepared by the City of Greater Dandenong. The strategy maps out a way to achieve a quality public park and reserve network, in order to meet the recreational and social needs of the existing and future Greater Dandenong community, over the next 20 years. Key objectives of the strategy are to provide:

- A range of public parks and reserves within walking distance from most residents that are attractive, interesting, safe, readily accessible and comfortable places to be.

- A comprehensive open space network that delivers environmental, social, health and well-being, and economic benefits to the community.

AMENDMENT C87

Amendment C87 to the Greater Dandenong Planning Scheme affects three areas referred to as: the 'Keysborough site', the 'Lyndhurst site' and the 'Thompsons Road retarding basin'. The Amendment proposes to rezone a substantial portion of land adjacent to the Green Wedge site from Farming and Public Use Zone to Industrial 1 Zone.

The land referred to as the 'Thompsons Road retarding basin' falls within the Green Wedge and is to be developed and used as a retarding basin. It covers an area of approximately 108 hectares.

The Amendment was approved in 2009 and rezoning has now occurred.

DANDENONG SOUTH INDUSTRIAL EXTENSION STRUCTURE PLAN

In 2007 the Dandenong South Industrial Cluster was extended to two areas in Keysborough and Lyndhurst, on land adjacent the Green Wedge. The Structure Plan was incorporated into the Greater Dandenong Planning Scheme in January 2007. The plan points out that the Greater Dandenong economy is an extensive employer and ranked third out of all LGAs in Metropolitan Melbourne in terms of the number of jobs offered. It is the largest provider of manufacturing jobs out of all metropolitan Melbourne LGAs. Manufacturing activity in the local region includes that related to agriculture, textiles clothing and footwear, metal product and machinery and equipment manufacturing. However, the Greater Dandenong region has not been a dominant player high-value, niche market manufacturing (e.g. scientific equipment, industrial machinery etc.).

The structure plan vision is for a future cluster is for a “new economy” in manufacturing, wholesaling, transport and storage business. The plan estimates that around 400 to 825 hectares of industrial land will be required in Greater Dandenong over the next ten years. This estimate was provided before the establishment of the Eastlink Freeway which would further increase demand for industrial land.

LYNDHURST STRATEGIC LAND USE STUDY

The *Lyndhurst Strategic Land Use Study* (2003) aims to provide a long term strategy for land in Lyndhurst. Most of the study area is located within the Dandenong Green Wedge. The report includes maps and detailed analysis in regards to production, resources, land suitability and the environment.

CITY OF GREATER DANDENONG BICYCLE STRATEGY

The *City of Greater Dandenong's Bicycle Strategy* (2002) sets policy and infrastructure direction for Council to continue providing quality cycling and integrated transport options that meet community needs. It recommends that VicRoads be encouraged to development the Principal Bicycle Network in the municipality in a staged manner and develop a local network identified in the overall works program.

CITY OF GREATER DANDENONG ABORIGINAL HERITAGE STUDY

The *City of Greater Dandenong Aboriginal Heritage Study* (2001) identified and assessed Aboriginal heritage sites throughout the municipality. The study is important to the project because it finds that the study area has known and potential State Aboriginal cultural heritage values. This is particularly evident through known scarred trees.

CITY OF GREATER DANDENONG HERITAGE STUDY

The *City of Greater Dandenong Heritage Study* (1999) provides an assessment of each of the 96 places of post-contact cultural significance within the municipality.

LYNDHURST (RED GUM SWAMP) & RAIL RESERVE

The *Lyndhurst (Red Gum Swamp) & Rail Reserve* (1997-1998) is a preliminary assessment report prepared for the City of Greater Dandenong regarding the general condition and characteristics of environmental values of Lyndhurst (Red Gum Swamp) & Rail Reserve. The sites are located just outside the study area, to its north east.

SOUTH EAST NON-URBAN STUDY

The *South East Non-Urban Study* (1997) developed policies and actions to guide the use and development of land in the South East Green Wedge which includes the Dandenong Green Wedge. This study informed the Green Wedge local policy in the Planning Scheme.

FACTORS AFFECTING RIVER RED GUM HEALTH

The report *Factors Affecting River Red Gum Health* (1993) was prepared for the former City of Springvale to mitigate and reverse the decline of the River Red Gum in the area. The majority of the Dandenong Green Wedge is located within the study area.

OTHER RELEVANT DOCUMENTS

EPA SEPARATION DISTANCES

In March 2013, the EPA released a guideline relating to *Recommended Separation distances for industrial residual air emissions (1518)*.

The guideline "contains a list of recommended minimum separation distances that aims to minimise the off-site impacts on sensitive land uses arising from unintended, industry-generated odour and dust emissions".

The guideline includes an index of industry categories for which certain separation distances are recommended. Uses identified in the index which currently operate within the GDGW have separation distances which are not explicitly prescribed in the guideline but are to be calculated with reference to other guidelines, as follows:

- Poultry – Egg production – separation distance required under the Environmental Guidelines for the Australian Egg Industry;
- Sewerage Treatment Plant – to be determined in consultation with EPA depending on the type of facility and other factors such as wind regimes, topography, waste loading and disposal methods.

The table below identifies examples of land uses that can be located within separation distances as outlined in the guideline. The guideline notes that this list is not exhaustive.

INTERFACE LAND USES

Suitability	Examples of interface land use
To be encouraged	Agriculture, car parks, cinema based entertainment, emergency services, natural systems, offices, research centres, service stations and veterinary clinics.

Suitability	Examples of interface land use
To be considered (subject to assessment)	Light industry with no adverse amenity potential and utilities (except for sewerage works)
To be prevented	Sensitive Land Uses and industrial land uses that require separation distances as listed in the index.

Source: EPA Guideline 1518.

KINGSTON GREEN WEDGE PLAN

The *Kingston Green Wedge Plan* (2012) provides a clear direction for that part of the South East Green Wedge Green Wedge within the City of Kingston. The Plan addresses issues such as agricultural sustainability, land use viability and conflicts, resource management, major transport changes, environmental and ecological protection and water quality improvement. The Plan provides the Council, landowners, business operators and residents with certainty about the future of the Kingston Green Wedge and all the land within it.

LIVING LINKS MASTER PLAN PROJECT 2

The *Living Links: Corridors of Connectivity Master Plan Project 2 Discussion Paper* (2010) was prepared by Port Phillip and Westernport Catchment Management Authority to assist in the development of a web of living corridors in the region which extends from the Dandenong foothills to Port Phillip Bay foreshore. The corridors are intended to connect conservation reserves, parks, wetlands, pathways and shared trails, open spaces, recreation facilities, fragmented patches of native vegetation, sites of cultural significance and places where people congregate. The discussion paper was prepared to inform the development of the final master plan.

The Dandenong Green Wedge sits within this region and includes parts of two of the thirteen proposed living links corridors. These include Corridor 9: Mordialloc Creek and Braeside Park, and Corridor 10: Patterson River.

PRINCIPLES, ISSUES AND GUIDELINES FOR THE PREPARATION OF A GWMP

The *Principles, Issues and Guidelines for the preparation of Green Wedge Management Plan* (2005) is a practice note developed by the Department of Sustainability and Environment (DSE) to assist Councils in the preparation of their Green Wedge Management Plans.

The document is designed to provide a basis for an appropriate level of consistency in the preparation of a GWMP and in particular to ensure that the processes used in the preparation of such plans are transparent, inclusive and provide for wide ownership of such plans and their implementation.