

## 21.10 TRANSPORT AND INFRASTRUCTURE

08/08/2013  
C152

### Key Issues

### 21.10-1 Sustainable Transport

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Brimbank has a disconnected public transport system that does not serve the whole of the municipality effectively. The priority is to promote sustainable transport options and advocate for improvements to the public transport network, including the electrification of the rail system to Sunbury and Melton.

Additionally, the city's walking and cycling network is fragmented and should be expanded. Council will develop an integrated network to ensure connections through the municipality, to adjoining municipalities, to activity centres and community and recreation facilities in accordance with Brimbank's *Cycling and Walking Strategy 2008* and the VicRoads 'Principal Bicycle Network'.

Brimbank will advocate for better transport connections in the municipality and ensure that it provides the planning framework to enable the best transport outcomes for the community.

Brimbank's location within the Western Region, its proximity to the major growth corridors of Melton and Wyndham, its access to Airports and Ports, connections to the CBD and interstate, and the amount of available industrial land provide a great opportunity for high quality, high capacity and well connected sustainable freight movement consistent with the State Government's *Freight Futures* initiative.

### Objective 1

To improve access to sustainable transport options.

### Strategies

- 1.1 Encourage development that provides:
  - On and off road walking and cycling paths.
  - Bicycle parking facilities.
  - Connections to the public transport network.
  - Physical improvements such as bridges, intersection changes, pedestrian crossings and new paths and traffic management solutions that encourage walking and cycling.
- 1.2 Encourage the co-location of bus interchanges with train stations to provide for the efficient transfer of passengers between modes.
- 1.3 Encourage Park and Ride facilities to provide access to the principal public transport network.
- 1.4 Encourage the development of new train stations at Calder Park and Keilor Park.

### Objective 2

To develop a variety of sustainable transport options for the movement of people and goods within and through the municipality.

## Strategies

- 2.1 Improve the safety of pedestrian and bicycle links to public transport, activity centres, community and recreation facilities and industrial areas within the municipality.
- 2.2 Encourage the installation of bicycle facilities at all activity centres, and community and recreation facilities.

### 21.10-2

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## Road Network

Car travel in Brimbank is the most commonly used and convenient mode of transport for travelling to work and for other general purpose trips. This has resulted in high levels of car ownership within the municipality.

There are many congestion points throughout the road network and this pressure is expected to increase due to the very high levels of growth expected in Melton and Wyndham. Brimbank will see increasing levels of through traffic from these municipalities and this will place considerable pressure on the road network throughout the municipality.

### Objective 1

To develop safe, efficient and convenient road network that provides for the movement of pedestrians, cyclists, freight and vehicles within and through the municipality.

## Strategies

- 1.1 Ensure that development adjacent to a Road Zone 1 minimises the impact on traffic movements on the road network, through the provision of safe and effective access and well located car parking areas.
- 1.2 Ensure Brimbank's road network creates a hierarchy that gives priority to pedestrians, cyclists, public transport, freight and private vehicles.
- 1.3 Encourage traffic calming measures that improve the safety of the road network and enhance the entrance to key locations such as activity centres.
- 1.4 Facilitate development of the cycling and walking network as outlined in the Brimbank Cycling & Walking Strategy.
- 1.5 Encourage landscaping and public realm improvements that improve the appearance and amenity of Brimbank's main roads.
- 1.6 Encourage the grade separation of Brimbank's level crossings, with Main Road, Furlong Road and Anderson Road crossings a priority.
- 1.7 Protect established residential areas from amenity impacts of heavy truck and rail freight movements.
- 1.8 Encourage truck movements on identified truck priority routes that link freight hubs and reduce conflict with other transport modes.
- 1.9 Encourage development of the Calder Freeway interchanges at Kings Road, Sunshine Avenue and Calder Park Drive.

## Application Requirements

An application for development adjacent to a Road Zone 1 must be accompanied by the following information, as appropriate:

- A traffic assessment where the development is likely to significantly increase traffic volumes and movements.
- Details of intersection treatments where appropriate.
- Mitigation works to minimise detrimental impacts on the road network.

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**Car Parking**

The lack of connectivity between Brimbank's activity centres and community and recreation facilities, and the public transport network has resulted in a reliance on car based travel and a demand for car parking areas.

Car parking needs to be managed, planned and designed to ensure that it is effectively integrated into its surrounds and does not detract from the public realm.

**Objective 1**

To ensure car parking areas do not dominate the public realm and are attractive, high amenity spaces that incorporate good passive surveillance.

**Strategies**

- 1.1 Encourage car parking areas to incorporate active frontages and provide visual interest at ground floor level.
- 1.2 Encourage the consolidation of car parking and the reduction of large, open at grade car parking areas.
- 1.3 Reduce the dominance of car parking areas through the planting of trees, kerb outstands and breaks in car parking areas.
- 1.4 Remove old and redundant vehicle crossovers.

**Objective 2**

To improve the location and function of car parking areas.

**Strategy**

- 2.1 Ensure car parking areas are well connected to the uses that they service.
- 2.2 Incorporate active interfaces surrounding car parking areas where possible.

**Objective 3**

To ensure that the location and function of car parking spaces are safe for pedestrians and motorists.

**Strategy**

- 3.1 Ensure crossovers are located to maximise driver visibility for vehicles entering and exiting the site for pedestrian safety.
- 3.2 Ensure that car parking areas incorporate clearly defined and safe pedestrian routes and connection.

- 3.3 Ensure car parking areas and connections to car parking areas are well lit, avoid blind spots, incorporate surveillance cameras with accompanied signage, and be visible at all site access points.
- 3.4 Ensure that low shrubs to a maximum height at maturity of 900mm, and high canopy trees are used to provide clear site lines.
- 3.5 Ensure car parking design does not compromise pedestrian and cycling movements.
- 3.6 Ensure car parking is designed for and accessible to people of all abilities.

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#### **Infrastructure**

Continued investment in Council's infrastructure, roads, drainage and paths will ensure the visual appearance of the municipality is maintained and improved.

Flooding from the rivers and creeks within the municipality can result in damage to community property and assets. The identification of areas prone to flooding will assist in the management of land use within these locations.

The provision of telecommunications is also seen as an important community resource. A significant proportion of residents in the municipality do not have sufficient access to telecommunication services.

#### **Objective 1**

To reduce storm water flows and peak discharges.

#### **Strategies**

- 1.1 Encourage the design of new development to incorporate the use of on-site stormwater treatments.
- 1.2 Maximise use of permeable surfaces and encourage use of water harvesting and water re-use schemes to reduce storm water run off.
- 1.3 Encourage the use of on-site stormwater detention systems to manage peak stormwater flows.

#### **Objective 2**

To protect the community from the impacts of flooding.

#### **Strategies**

- 2.1 Control development within areas liable to flooding.
- 2.2 Ensure development does not impede floodwater flows and temporary flood storage.

#### **Objective 3**

To ensure the entire municipality's residential, commercial and industrial areas are serviced by high speed telecommunications infrastructure.

#### **Strategies**

- 3.1 Ensure the provision of conduits for optical fibre cabling to facilitate broadband telecommunications services in a timely, efficient and cost effective manner.

- 3.2 Ensure telecommunications facilities are located to minimise their visual impact on the public realm, particularly where they are sited on top of or close to heritage buildings.
- 3.3 Ensure new subdivisions are provided with underground conduits to carry optical fibre cabling.

### **Policy Guidance (criteria for the exercise of discretion)**

It is policy that, as appropriate:

- New industrial buildings, commercial developments and residential developments that result in three or more dwellings should incorporate on-site storm water detention, re-use and/or treatment facilities.
- New development should maximise permeable surfaces and minimise hard surface or paved areas to increase water infiltration and reduce storm water runoff.
- Discharge points should be designed to maximise natural water filtration.
- New development should not prejudice the natural re-instatement of constructed waterways.
- The provision of water sensitive urban design to treat storm water can include wetlands, retarding basins, rain gardens, revegetation and litter traps.
- New development should include the provision of porous pavements on accessways, car washing areas and common property.
- New development should minimise impacts in areas prone to flooding or inundation, through appropriate design and location.
- Consider opportunities to incorporate stormwater management into existing open space areas.
- Consider opportunities to improve the quality of stormwater through at-source treatments.
- New development should make provision for underground conduits to carry optical fibre. This may be waived or varied if the responsible authority considers provision is unwarranted because the subdivision is remote or of insufficient scale or density.
- All subdivision applications include a plan showing the conduit network for the subdivision, to the satisfaction of the responsible authority.

### **Application Requirements**

An application to subdivide land, construct an industrial building or construct a residential development that results in three or more dwellings, must be accompanied by the following information, as appropriate:

- A Storm Water Management Plan that outlines the location and design of proposed permanent storm water retention, treatment and / or re-use facilities to retard, treat and/or re-use storm water before it is discharged into the environment.
- A Construction Management Plan that identifies the capacity, location and type of facilities proposed to store construction waste and fill and prevent silt and sediment laden runoff from entering local drains and watercourses.

## **21.10-5 Implementation**

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### **Zones and Overlays**

- Apply the Road Zone Category 1 to main roads managed by VicRoads.
- Apply the Public Acquisition Overlay to areas to be acquired for roads.
- Apply the Special Building Overlay and the Land Subject to Inundation Overlay to flood prone areas identified by Melbourne Water.

#### **Further Strategic Work**

- Prepare and implement Development Contributions Plans for infrastructure improvements.
- Advocate for better access to telecommunications facilities.
- Liaise with Melbourne Water to implement best management practice of stormwater management and correctly identify those areas subject to flooding to better protect the community from the impact of flooding and stormwater discharge and improve the quality of water.

#### **Reference Documents**

Brimbank Cycling & Walking Strategy, 2008.

Brimbank Integrated Transport Strategy, April 2007.

Stormwater Management Plan for Brimbank City Council, 2004.

Sydenham Transit City Connections Study, SJB Urban, 2008.

National Broadband Network Telecommunications Policy, 2009.

BRIMBANK PLANNING SCHEME



