

21.08 TRANSPORT AND INFRASTRUCTURE10/11/2016
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This clause provides local content to support Clause 18 (Transport) and Clause 19 (Infrastructure) of the State Planning Policy Framework.

This clause implements the following core themes of the Council Plan:

- *Maximise use of existing public infrastructure to accommodate growth (p. 15);*
- *Increase in length of on-road and off-road shared (including cycling) paths (p. 16); and*
- *Plan and provide recreational services that respond to community needs (p. 18).*

Specific references to individual towns are also included in Clause 21.09 (Local Areas).

21.08-1 Integrated transport networks10/11/2016
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A number of transport principles are reflected in the Loddon Mallee North Regional Growth Plan, 2014 and the Loddon Campaspe Integrated Transport Strategy, including:

- Strategically direct growth to locations with good existing infrastructure and with capacity for enhancement.
- Maximise growth along existing transport corridors and networks.
- Ensure that the current and future operation of highways, railways and airports is not adversely affected by urban development in adjacent areas.
- Protect the capacity and function of the freight transport network from urbanisation.

A review of car parking within the Echuca CBD and Historic Port Precinct through the *Parking Strategy for Echuca CBD and Historic Port Precincts - 2008* has been prepared to encourage commercial and tourism development. This will be achieved through the efficient use of new and existing parking facilities and the orderly provision of new car parking facilities to meet current and future demands, whilst minimising adverse impacts as a result of increased parking on amenity, traffic and pedestrian movements within these precincts.

The growth of Echuca-Moama will eventually lead to the need for an additional crossing of the Murray River to the north-west of the town centre as an extension of the Murray Valley Highway. This is important for cross-border communities who rely on access to goods, services, education and employment, as well as providing important freight and logistics links.

Objective 1

To create a local road network to service new development that is well laid out, highly inter-connected and provides convenient access to arterial roads and the rail network.

Strategies

- 1.1 Provide for an integrated, safe and efficient transport network.
- 1.2 Ensure new development is provided with safe and efficient vehicular access.
- 1.3 Ensure connectivity through local streets and open spaces to link with employment, retailing, education, transport and community facilities.

Objective 2

To provide safe and convenient walking and cycling routes to connect people with destinations.

Strategies

- 2.1 Ensure that walking and cycling infrastructure is incorporated into the design and development of all new neighbourhoods and major redevelopments.
- 2.2 Ensure new residential estates include a bicycle network linking with the principal cycling routes.
- 2.3 Provide for the safe storage of bicycles at all public destinations such as town centres and railway stations.

Objective 3

Support safe, efficient and sustainable transport of goods.

Strategies

- 3.1 Ensure any new development avoids adverse impacts on local and regional freight movement networks.

Objective 4

To ensure an adequate provision of off-street car parking.

Strategies

- 4.1 Provide car parking at a rate which is appropriate to the use of the land in the context of the central business district and the Historic Port Precincts.

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Echuca Aerodrome

The Echuca Aerodrome is an important regional community, economic and recreational asset. The Echuca Aerodrome Master Plan 2010 provides direction to guide the future growth and development of the aerodrome site. It identifies opportunities for aviation growth at the aerodrome, including some airfield improvements and further hangar developments. The master plan also identifies several areas of surplus land which are not required for existing or future aviation purposes. There is scope to use and develop this land for non-aviation industrial or commercial purposes, provided the use does not prejudice the ongoing operation of the aerodrome.

Objective 5

To promote the Echuca Aerodrome as a recreational, tourism and emergency facility for the local and regional community centered on aviation.

Strategies

- 5.1 Ensure development on and around the aerodrome does not compromise the operation of the aerodrome.

- 5.2 Ensure that the use and development of aerodrome land is undertaken having regard to the Echuca Aerodrome Master Plan 2010.
- 5.3 Allow the development of surplus land at the Echuca Aerodrome site that is not required for aviation purposes, provided the use does not prejudice the ongoing operation of the aerodrome.
- 5.4 Ensure that future development of the site is provided with appropriate infrastructure services, particularly reticulated water and a water supply for fire fighting purposes that meets the Country Fire Authority's requirements.

21.08-310/11/2016
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One of the greatest challenges for the Shire of Campaspe is to keep up with the demand for infrastructure and services, and to maintain and build the sense of community needed to assure the safety and wellbeing of people. Rapid growth can also challenge the social fabric, where the sense of community will need to be a high priority to assure the safety and wellbeing of people. There will be extra demand for frontline health care, hospital and emergency services and social and emergency housing solutions. Council also has a role in planning, developing and providing physical and social infrastructure to build diverse, inclusive, well designed and accessible local communities.

One of the key challenges identified in 'Campaspe: Our Future' is the increasingly older population. As Campaspe's population increases, so too does the number and percentage of older residents, and this trend will continue into the future. This is because:

- People are living longer than they ever have before.
- Greater numbers of retired people are moving to the area.
- Younger people are leaving the area, often never to return.

Objective 6

To promote physical activity and walkability in all towns by ensuring all dwellings are within close walking distance of a community centre.

Strategies

- 6.1 Encourage residential developments to plan for maximum connectivity of open space networks, local services and facilities, to avoid predictive route movements, and encourage residents to walk within and around the greater neighbourhood.
- 6.2 Ensure all residential subdivision developments in townships include community spaces or buildings that are provided within a walkable distance (approximately 400-800 metres), where appropriate.

Objective 7

To provide for the development of new physical, social and economic infrastructure to meet the needs of the community during rapid growth.

Strategies

- 7.1 Support convenient access to a greater range of health, educational, social and recreational facilities and services.
- 7.2 Support hubs of integrated community services.

- 7.3 Support an expansion of the range of educational facilities and services, in response to growth and the needs of the community at all stages in its life cycle.
- 7.4 Develop and maintain community facilities that are multifunctional and accessible to the community in terms of cost, location, administration and design.
- 7.5 Support appropriate recreation and community facilities that are compatible with the needs, character and socio-economic profile of the local area.

Objective 8

To provide new urban services in a co-ordinated manner, based on sound strategic planning.

Strategies

- 8.1 Develop flexibility in facilities to cater for changing demands of the community.
- 8.2 Ensure integration of roads, cycling paths, footpaths and public transport options.
- 8.3 Promote and support development and the provision of infrastructure in small town communities.
- 8.4 Ensure all proposed developments enhance the liveability and sustainability of the community.

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Development infrastructure

The design, management and delivery of infrastructure are key issues for Council. The efficient delivery of infrastructure is a fundamental element in providing affordable and diverse housing, generating economic growth and managing the municipality in a sustainable manner.

Standardised infrastructure design requirements provide the opportunity to improve the efficient assessment and development of infrastructure. The *Infrastructure Design Manual – Local Government Infrastructure Design Association* ('the Manual') has been adopted by Council to assist in this assessment.

The Manual specifies criteria for the design and construction of infrastructure within the municipality. The Manual includes engineering standards for the design and construction of (among other things) roads, drainage, stormwater, car parking, landscaping, access, earthworks, landscaping, public lighting and intersection infrastructure.

The Manual will complement the objectives and standards of Clause 56 for residential subdivision applications. The Manual will also be used to assess subdivision and development application in all other zones and in the development and assessment of precinct structure plans and development plans.

There is in-principle support for the introduction of development contributions plans to ensure that required services and infrastructure are funded and provided in a more transparent manner than they are at present (which is usually via permit conditions and legal agreements under Section 173 of the *Planning and Environment Act 1987*). Council acknowledge that this is a critical issue, especially in Echuca West, as to whether a Development Plan Overlay (with a development contributions plan) is required.

Objective 9

To provide clear and consistent guidelines for the planning, design and construction of infrastructure.

Strategies

- 9.1 Encourage a consistent approach to the design and construction of infrastructure across the municipality.
- 9.2 Encourage an integrated approach to the planning and engineering assessment of new subdivision and development.
- 9.3 Facilitate new subdivision and development having regard to the objectives and requirements of the Manual or an approved precinct structure plan.
- 9.4 Encourage the provision of infrastructure that is responsive to township character.

Objective 10

To ensure that requisite urban infrastructure provided at the local level is determined on a transparent and equitable basis.

Strategies

- 10.1 Ensure that development and infrastructure contributions are provided as required.
- 10.2 Ensure that development contributions are specified in development contributions plans.

Objective 11

To ensure the provision of adequate physical infrastructure for future development needs.

Strategies

- 11.1 Ensure that all forms of residential development are connected to appropriate infrastructure, including reticulated water, sewerage, telecommunications, power and stormwater facilities.
- 11.2 Ensure walking and cycling infrastructure is incorporated into the design and development of new neighbourhoods and with end-of-trip facilities.
- 11.3 Ensure services meet known and anticipated demands for physical and population growth.

Objective 12

To provide clear and consistent guidelines for developers regarding engineering standards for precinct structure plans, development plans, residential subdivision and development.

Strategies

- 12.1 Ensure that the staging and sequencing of development allows for efficient infrastructure provision.
- 12.2 Encourage innovative and sustainable infrastructure provision.
- 12.3 Co-locate community services to enable shared use of facilities and flexibility in service provision.
- 12.4 Provide appropriate stormwater detention/retardation systems for all new industrial development.

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Implementation

The strategies in relation to transport and infrastructure will be implemented through the planning scheme by:

Policy guidelines

- When deciding on applications for use and development that may impact on transport or infrastructure, considering, as appropriate:
 - Using local policy at Clause 22.07 Water Sensitive Urban Design (Stormwater Management) Policy to require water sensitive urban design.

Application of zones and overlays

- Applying the Public Use Zone to Council owned land.
- Applying the Special Use Zone to the Echuca Aerodrome site and to land affected by the aerodrome's Obstacle Limitation Surfaces Plan.
- Applying the Road Zone to identify existing significant roads.
- Applying the Design and Development Overlay, Schedules 5, 6 and 7 to land affected by the Echuca Aerodrome's Obstacle Limitation Surfaces Plan.
- Applying the Development Plan Overlay, Schedule 8 to land affected by the Echuca Community for the Aged Development Plan.
- Applying the Public Acquisition Overlay to identify land proposed to be acquired by a public authority.
- Applying the Road Closure Overlay to identify a road that is proposed to be closed.
- Applying the Parking Overlay to identify areas where local car parking rates apply.

Further strategic work

- Developing precinct structure plans for the precincts identified in the Echuca West Framework Plan and Infill Development Framework Plan.
- Completing a Development Contributions Plan for Echuca West and for the infill development precincts identified in the Echuca Housing Strategy, 2011.
- Developing a policy for public open space contributions.
- Identifying and investigating sites for a new Echuca Cemetery.
- Assessing the implications of an ageing population and the expansion of the health sector.

- Developing a Master Plan for the Echuca Rail Station Precinct.

Reference documents

Shire of Campaspe Roadside Conservation Strategy, Shire of Campaspe, 2010

Campaspe Stormwater Management Plan, Shire of Campaspe, 2001

Campaspe Walking and Cycling Strategy, 2007

Echuca Aerodrome Master Plan, 2010

Infrastructure Design Manual – Local Government Infrastructure Design Association

Loddon Campaspe Integrated Transport Strategy, 2016

Council Plan 2013-2017