



Providing the necessary infrastructure to support Darebin's growing population, economic activity and resilience to broader environmental impacts and congestion is a critical issue, and central to maintaining Darebin's high standard of liveability and amenity by virtue of its good access to transport, services and facilities.

Council supports a vision for well planned, efficient and equitable provision of transport and infrastructure across the municipality. This includes provision for sustainable transport such as walking, cycling and public transport, essential services and a range of community facilities, to meet growing community needs, enhance health and wellbeing and promote environmentally sustainable lifestyles.

Objectives and strategies to achieve these priorities are set out in the clauses below.

### **Strategic Transport Framework Plan**

The Strategic Transport Framework Plan highlights the key transport priorities for Darebin to ensure a liveable and sustainable future. An important part of this is the Darebin Road Space Management Framework, as set by the *Going Places, Darebin Transport Strategy 2007-2027* as follows:

*Strategic Corridors (Primary Arterial Streets)* – major roads intended to provide for significant regional and local movement. These roads are identified by VicRoads as “preferred traffic routes” for regional traffic movement. ‘Movement’ is prioritised and measured in terms of people and freight, rather than cars and trucks. A secondary priority is the provision of safe walking and cycling.

*Primary Multimodal Streets* – roads that form part of the Principal Public Transport Network and do not provide for significant regional traffic. High priority should be given to public transport in these streets, in conjunction with walking and cycling, particularly in activity centres and local centres.

*Secondary Multimodal Streets* – roads that provide for local traffic or local public transport. Priority should be given to pedestrians and cyclists in these streets, but may be given to public transport as appropriate if it would otherwise experience significant delays.

## **21.05-2 Integrated and Sustainable Transport**

01/06/2017  
C137

### **Overview**

*Going Places, Darebin Transport Strategy 2007-2027* was adopted in 2007 and is Council's key planning tool for transport priorities. This clause implements the land use planning aspects of the strategy.

Council seeks to promote sustainable ways of moving people and goods. Walking, cycling, public transport rail-freight and other alternatives to single occupant motor vehicle travel are encouraged.

Darebin is comparatively well serviced by regional road links and public transport networks. Public transport includes fixed rail (train and tram) radiating from the centre of Melbourne, and bus routes provide east-west connections. However, large sections of East and West Reservoir have poor connections to any public transport services and are highly car dependent.

A relatively fine grain network of streets provides a good network for walking, although safety and amenity are compromised on the major traffic arterials.

Darebin is experiencing strong, continuous growth in rates of cycling. This growth is related to the municipality's proximity to the Melbourne CBD and key education centres, its relatively flat landscape and changing demographics. Community awareness of the benefits of cycling is increasing and so is support for improved facilities to increase the safety and accessibility of cycling in the City of Darebin.

## Key Issues

- High levels of through traffic and road congestion, particularly east-west via Bell Street, and north-south on High Street, St Georges Road, and Plenty Road.
- Congestion on train and tram services at peak times, particularly affecting residents trying to access services in the southern parts of the municipality.
- Rail grade separation investments are required at Reservoir Junction and Bell Street to enable more frequent train services, reduce congestion on key east-west links and increase safety.
- Pressures on car parking in Darebin are increasing. Development with limited car parking spaces is perceived to absorb kerbside parking and generates adverse community reaction.
- Ensuring efficient commercial vehicle and truck access to core industrial areas.
- Adverse impacts of traffic, car parks and loading activities on pedestrian and cyclist amenity, particularly in activity centres.
- A significant number of Darebin residents do not have easy access to car travel either through age, economic disadvantage or disability. Accessibility, safety and quality of environments for walking, cycling and public transport use are therefore important.
- Quality of transport access is a key factor in attracting new employers to Darebin and providing local employment opportunities for Darebin residents.

## Objective 1 – Integration of Transport and Land Use

To facilitate an integrated approach to transport and land use planning.

### Strategies

- Support and facilitate a mix of land uses and greater housing densities in and around activity centres and train stations to enable shorter trips to employment, shops and services and support the use of public transport.
- Identify opportunities for accommodating key destinations and higher housing densities, particularly around train stations, in structure plans and precinct plans.
- Prioritise and facilitate a mix of land uses and greater housing densities in identified strategic corridors and precincts, and identified strategic opportunity sites generally within 400 metres of a train station or tram route.
- Encourage transit-oriented development incorporating new housing and employment on land unlocked for urban renewal through rail grade separation investments at Bell Street (Bell Station) and Reservoir Junction and other opportunities such as Alphington Station.
- Encourage apartment development in the Northland residential neighbourhood precinct which extends from Murray Road in the Northland East Preston Activity Centre to (and including) Summerhill Road and between the Albert Street corridor and the Darebin Creek to support investment in public transport and growth of the La Trobe National Employment Cluster.
- Encourage new businesses that rely heavily on road travel, such as manufacturing, transport and warehousing, to locate in locations with easy access to arterial roads.
- Enhance pedestrian accessibility and amenity around train stations and other public transport nodes and interchanges to encourage the use of public transport.
- Encourage the provision of high quality pedestrian and cycling links and facilities in structure plans, precinct plans, and major development plans.

- Encourage businesses to install cycle parking facilities on their property for employees and visitors and work with large businesses to promote cycle commuting and fleet bikes for work-related journeys.

### **Objective 2 – Accessible Transport**

To improve access, safety and quality of environment for walkers, cyclists and people with limited mobility.

#### **Strategies**

- Encourage good urban design standards in built environments to support walkability and pedestrian amenity in accordance with the objectives and strategies of Clause 21.02-3.
- Require the design of new developments to contribute to a safe, attractive and comfortable pedestrian environment in streets and public open spaces through:
  - building orientation to achieve passive surveillance
  - wide footpaths and verandas on street frontages
  - minimal footpath interruptions by vehicle crossings
  - effective traffic management and signage
  - designated pedestrian routes through car parks and connections to public transport.
- Ensure the development of large strategic opportunity sites incorporates public pedestrian and cycle links and through-routes.
- Require Development Contributions to fund sustainable transport facilities such as bus shelters, signage, footpath widening and special paving for the mobility-impaired in accordance with an adopted Development Contributions Plan.
- Increase pedestrian and cycle priority over motor vehicles within activity centres and along local streets.
- Balance pedestrian and cycling needs with freight vehicle access needs in the design of streets in activity centres.
- Provide service access at the rear of shops and businesses wherever possible, particularly in activity centres and strategic development precincts to minimise conflicts with pedestrians and other activity along a property frontage.
- Incorporate access for people with disabilities and limited mobility in all streets, public transport infrastructure and public and commercial buildings.
- Ensure new retail development incorporates verandahs over footpaths.
- Provide secure and convenient parking, storage and shower facilities for cyclists in coordination with public transport interchange points, recreational facilities and key destinations on the Principal Bicycle Network.

### **Objective 3 – Car Parking**

To manage the provision of car parking and congestion of car parking in Darebin and encourage use of sustainable transport modes to reduce car parking demand.

#### **Strategies**

- Consider existing public transport opportunities when assessing applications to waive or reduce car parking.
- Take into consideration existing car parking demand levels when considering applications to waive car parking and ensure there is demonstrated on-street

capacity before waiving an on-site car parking requirement, particularly in locations outside of activity centres.

- Consider requiring Travel Plans as a condition of approval for new uses and developments where there is a substantial reduction in car parking from Clause 52.06 requirements.
- Investigate specific parking requirements at a precinct level leading to more localised and area specific provisions.
- Ensure the design of new developments address interfaces with the public realm and support walking, cycling and public transport access, in accordance with the Objectives and Strategies in Clause 21.02-3.

## **Implementation**

The strategies in relation to transport will be implemented through the planning scheme as follows:

### *Application of Zones and Overlays*

- Apply the following zones and overlays to encourage use of sustainable transport via urban design frameworks and guidelines:
  - Activity Centre Zone or other appropriate zone in the Preston Central, Northland East Preston, Northcote and Reservoir Activity Centres.
  - Design and Development Overlay in strategic corridors along High Street, St Georges Road and Plenty Road reflecting urban design guidelines developed for these areas.
- Apply the Parking Overlay to selected activity centres and other precincts where variations to standard car parking rates are required and/or where financial contributions for the provision of shared car parking are sought.

### *Further Strategic Work*

- Prepare guidelines for the preparation of Travel Plans to developers of large sites.
- Develop a Darebin Car Parking Strategy to determine responses to various car parking and transport issues across the municipality.
- Develop specific car parking provisions for activity centres and strategic development precincts as required, including establishing acceptable variations to standard car parking rates and options for financial contributions for shared car parking.
- Prepare urban design frameworks and guidelines for new developments which address the interface of private development with the public realm, and how new developments can support walking, cycling and public transport access, in accordance with the Objectives and Strategies in Clause 21.02-3.

### *Other Actions*

- Work with VicRoads to improve Bicycle Priority Routes and the Principal Bicycle Network for cyclists.
- Advocate for reduced speed limits in local streets and other areas where cycling and walking are priority modes.
- Advocate for rail grade separation at Reservoir Junction and Bell Street (Bell Station).

## Reference Documents

Community Health and Wellbeing Plan 2009-2013  
 Darebin Cycling Strategy 2013-2018  
 Darebin Housing Strategy 2013 (Revised 2015)  
 Darebin Safe Travel Strategy 2010-2015  
 Disability Access and Inclusion Plan 2009-2013  
 Going Places – The Darebin Transport Strategy 2007-2027  
 Northland Residential Neighbourhood Precinct Structure Plan, 2014  
 Plenty Road Integrated Land Use and Transport Study 2013  
 Reservoir Structure Plan, 2012  
 Urban Renewal Strategy (High Street and Plenty Road), 2011

### 21.05-3

01/06/2017  
 C137

## Physical and Community Infrastructure

### Overview

Meeting development needs and ensuring the quality and capacity of infrastructure, including essential services (such as energy supply, drainage, sewerage and communications) as well as community infrastructure (such as open space, libraries, community centres, health centres and the like) are essential considerations for land use planning in Darebin.

Planning for urban growth requires consideration of the ability of existing infrastructure to service new and more intensive development, and to identify upgrades and investments where existing capacity is expected to fall short of anticipated requirements.

This requires formulating short term responses to existing inadequacies and pressures, as well as long term planning to ensure infrastructure needs of future residents, workers and visitors to Darebin can be met.

### Key Issues

- There is a need for a long term, sustainable approach to the planning, provision and management of physical and community infrastructure.
- Balancing long term investments with more urgent needs for upgrades and facilities.
- Darebin's infrastructure tends to be older and in greater need of repair and replacement, particularly in the earlier-developed southern part of the municipality.
- More intense development is imposing additional demands on infrastructure capacity. In the future, these pressures will extend throughout the municipality.
- An increasingly affluent population has higher expectations about infrastructure standards and quality. At the same time, there are pockets of under-privilege in the municipality that deserve better access to services and facilities.
- Maximising the use of existing infrastructure by encouraging appropriate developments close to existing facilities and identifying the capacity of and the need for new infrastructure in areas in transition is essential.

- There is potential for community services to be delivered more locally or co-located, such as maternal and child health centres, kindergartens and toy libraries. However, some community services have to be centrally located due to their size and catchment.

### **Objective – Infrastructure Provision**

To ensure the provision and planning for physical and community infrastructure meets existing and future needs of the community.

### **Strategies**

- Provide appropriate levels of physical and community infrastructure across the municipality in response to identified community needs and trends.
- Prioritise the delivery of physical and community infrastructure in accordance with the strategic vision for growth and change identified in the Strategic Framework Plan at Clause 21.01-6 and other relevant strategies.
- Ensure that provision for physical and community infrastructure, and strategies for implementation and delivery, is incorporated in Structure Plans and other strategic plans and frameworks.
- Require a Development Contribution from developers to fund the provision of physical and community infrastructure in accordance with an adopted Development Contributions Plan.
- Maintain and further develop infrastructure to keep pace with industry needs, particularly the road infrastructure network.
- Encourage business, housing and mixed use development that will contribute to the development of a digital economy
- Manage and improve the City's stormwater system and infrastructure to reduce the effect of stormwater discharge, in terms of pollution, flooding and flushing events.
- Consider the potential for community services to be delivered more locally in formulating plans for activity centres, strategic development precincts and strategic development sites.

### **Implementation**

Apply the Development Contribution Plan Overlay to all land in Darebin to levy development for funds to supplement the provision of public works, services and facilities.

#### *Further strategic work*

- Review and update the City of Darebin Development Contributions Plan
- Undertake community infrastructure mapping and demand analysis in all areas.
- Undertake a strategic review of infrastructure, access, maintenance and service provision for Darebin's activity centres.

### **Reference Documents**

Asset Management Strategy 2013

Business Development and Employment Strategy 2012-2015

Darebin Digital Strategy 2013-2018

Darebin Early Years Infrastructure Plan 2011-2021

Darebin Housing Strategy 2013 (Revised 2015)

Development Contributions Plan

Drainage Strategy 2009

Leisure Strategy 2010-2020

Playspace Strategy 2010-2020

Stormwater Management Plan Review, 2007