

22.04 INFRASTRUCTURE

19/01/2006
VC37

22.04-1 General infrastructure provision

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This policy applies to urban and residential development.

Policy basis

The towns of Portland, Casterton and Heywood have water and sewerage capacity to accommodate further residential development.

Sewerage treatment is required for Nelson and for other unserviced urban areas including Merino, Dartmoor, Digby, Narrawong and Bridgewater should these towns experience substantial residential growth.

Expansion of the unserviced urban areas is not to occur unless water and sewerage treatment infrastructure plants are proposed to treat all wastes emanating from development.

The focusing of new development in and around the Shire's towns provides an opportunity to improve infrastructure and thereby improve the level of amenity and services.

The augmentation of infrastructure in the smaller towns is required to:-

- lessen pollution of watercourses, water catchments of the Glenelg River and surrounding agricultural land;
- improve housing development, lifestyle choice and township amenity;
- increase the population of towns to ensure the future of community facilities such as schools, hospitals and community centres.

Objectives

It is policy to:

- Ensure that all urban areas can be provided with reticulated water, sewerage, power, stormwater and sealed roads.
- Establish criteria to guide the process for the future conversion of rural land to residential uses.
- Ensure that incompatible urban and rural uses are separated.

Implementation

It is policy that:

- Land in agricultural production be protected from adjoining uses and development inconsistent with normal farming practices. Zoning will be used to provide a clear urban growth boundary.
- The rezoning of additional land for urban purposes should demonstrate that it can meet the following criteria:-
 - the demonstrated need for additional urban land having regard to current urban zoning and land supply;
 - the availability of alternative suitable locations;
 - the environmental, energy, social and economic consequences of the conversion of the area to an urban use;
 - the retention of productive agricultural land;

- the compatibility of the proposed urban use with agricultural land uses;
- proposed internal buffer areas to separate residential land uses from non residential uses particularly industrial land uses;
- the efficient and orderly provision of public facilities;
- the capacity to accommodate population growth, in particular the need for housing, housing choice, employment opportunities and livability;
- the efficiency of land uses within and on the fringe of the existing urban areas;
- the minimisation of the environmental, energy, and social consequences of urban sprawl;
- the minimisation of the loss of agricultural land to urban uses;
- the compatibility of proposed urban uses with adjacent and nearby agricultural activities.

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Road Construction and Access in Rural Zones

This policy applies to the construction of new roads and access to land in rural areas.

Policy Basis

The provision of road infrastructure for new development in rural areas is critical to ensure access.

Objectives

- To ensure that the upgrading of roads and infrastructure is commensurate with the expected impacts of proposed uses and developments.
- To ensure that proposed uses and developments do not restrict existing road access.
- To ensure that all new uses and developments are provided with two way access and that access is safe and efficient.

Implementation

It is policy that:

The assessment of new uses and developments shall take into account:

- The need for all-weather road access and egress to the site.
- Road alignment and safety of road users.
- The condition of all infrastructure, including road surface and the likely impacts that the use and development of land will have on such infrastructure.
- The impacts that may occur due to the proposed use and development of land.
- The design and alignment of the road, its surface and the likely effects that new uses and developments of land may have on the future surface and condition of the road.

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Residential infrastructure requirements

This policy applies to the provision of infrastructure in new residential areas.

Policy Basis

New residential development should be provided with essential infrastructure.

Objectives

- To ensure that all forms of residential development, including where practical rural residential development, are connected to reticulated water, sewerage, power and stormwater facilities.
- To ensure that the environment and water quality downstream of residential development is not detrimentally affected.
- To ensure that all roads that service residential development are fully constructed.

Implementation

It is policy that proposals for the use, development and subdivision of land for residential purposes should be accompanied by a report which demonstrates:-

- How stormwater is to be disposed of and what downstream retardation works will be provided to alleviate flooding, siltation of watercourses or erosion of properties.
- How the site can be connected to reticulated water, sewerage and power. Comments from all servicing authorities should be submitted with this report.
- That the standard of construction of all roads will be sufficient to accommodate the expected volume of traffic.

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Water infrastructure

This policy applies to new residential development in areas not currently serviced by reticulated water.

Policy basis

The provision of water for residential development in unserviced areas needs to be considered in order to ensure that there are adequate supplies for domestic and fire fighting purposes.

Objectives

- To ensure that the use and development of land for residential purposes will have an adequate water supply for domestic purposes and for fire fighting purposes.

Implementation

It is policy that:

All new residential development will demonstrate to the satisfaction of the responsible authority that they have an adequate water supply for domestic purposes and for fire fighting purposes. The responsible authority will take into account the following methods of supply:

- a reticulated supply;
- an onsite dam;
- a private community water supply system;
- a water bore or well capable of supplying 4,500 litres of potable water;
- a right of access to a permanent river or stream.

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Transport

This policy applies to the use and development of land associated with transport facilities.

Policy basis

Transport infrastructure is critical to the future economic development of the Shire and the Greater Green Triangle region.

Transport links, particularly to and from Portland, provide much of the basis of the Shire's future economic development opportunities.

Transport infrastructure includes:-

- a major deep water port;
- standard gauge rail connection;
- inter and intrastate road and rail connection;
- airport facilities at Portland and Casterton.

Increasingly, commodities such as timber, grain, livestock and manufactured goods will require access to the port. The port will continue to expand its operations and will rely upon links to other transport modes.

The airport facilities at Portland, which are able to be substantially upgraded, are able to support night flying, full domestic servicing and storage facilities for helicopters.

Objectives

- To ensure that future planning reinforces the function and utility of the transport infrastructure.

Implementation

It is policy that:

The responsible authority consider the long term development of the Shire's transport infrastructure when considering applications for use and development associated with such facilities.