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VC37**INFRASTRUCTURE & TRANSPORT****Overview**

Growth and development potential in the Shire will depend on the timely and adequate supply of infrastructure and community services. Generally water supply is adequate across most urban parts of the Shire. Reticulated water supply is available within the larger towns. Maintaining water supply quality will continue to be important for serviced towns and settlements. The provision of reticulated sewerage to identified growth areas and key towns within the Shire is also an important objective. The lack of reticulated sewerage to other villages and rural settlements will constrain future development potential in these areas.

Maintenance of the Shire road network is critical to the long-term economic prosperity of the Shire. Appropriate localised traffic management plans should be developed to consider increasing motor vehicle usage within the key towns and rural settlements.

Larger urban centres in the Shire generally are well serviced with key community facilities. Facilities in the smaller villages are more limited and rely on access to the larger towns.

Key Issues

- Maintenance of key transport routes including the Midland Highway, Daylesford-Ballan Road, Creswick-Newstead Road, Creswick-Maryborough Road and Daylesford-Woodend Road.
- Maximisation of existing reticulated water and sewerage systems in residential and commercial/industrial areas.
- Management of increasing traffic volumes.
- Protecting resources and environmental values during infrastructure development and maintenance.
- Provision of infrastructure and services to geographically diffuse population centres and rural residential areas.
- Ability to provide road infrastructure upgrades required due to increased residential opportunities in rural areas

Objective 1

To encourage appropriate development in serviced areas, support industrial and residential growth and to encourage alternative on-site effluent disposal.

Strategies

- Encourage infill development in existing or proposed serviced urban areas and provide scope for diverse development options.
- Require development contributions for infrastructure provision when considering larger development proposals including those in low-density residential areas, to support the capacity for appropriate expansion of reticulated services.
- Encourage expansion and new industrial development opportunities in areas with service capacity, as shown in relevant structure plans.

Objective 2

To encourage effective uses of the existing road networks and maintain the integrity of key transport corridors throughout the Shire.

Strategies

- Encourage development in areas with low road maintenance requirements.
- Require development contributions for new road provision.
- Discourage development that adversely affects access and usage of key transport routes.
- Encourage road maintenance and development that recognises key environmental and resource values within the Shire.
- Provide for ongoing road network improvements that improve access from remote areas to larger centres in the Shire.

Objective 3

To assist and work with relevant servicing agencies and authorities to provide for ongoing improvement to infrastructure facilities in Hepburn Shire.

Strategies

- Provide for improvements to infrastructure and community services according to projected patterns of population and urban growth.
- Ensure development does not compromise existing or proposed infrastructure facilities.

Implementation

Through the application of Zones and Overlays

- Applying the Road Zone, utilising advice from VicRoads regarding road status.
- Applying the Vegetation Protection Overlay on roadsides with identified significant vegetation.
- Applying the Industrial 1 Zone to encourage industrial development in areas with infrastructure capacity.
- Applying the Development Plan Overlay to guide development within and surrounding specific infrastructure facilities.
- Applying the Development Plan Overlay to identify sensitive industrial type uses in rural areas and establish development standards for these land uses.
- Applying the Environmental Significance Overlay to broader catchment areas to protect water quality and quantity throughout the region.

Through the use of policies and discretion in decision-making

- Using the Settlement Policy to promote appropriate consolidation of development into serviced areas and areas where reliance on vehicle use is less.
- Using the Catchment and Land Protection Policy to constrain inappropriate development in areas at risk of land and water degradation.

- Using Roadside Management Plans to prevent unnecessary vegetation removal and damage on roadsides, protecting identified environmental, landscape and heritage values.
- Using the structure plans to promote development in areas where access to key transport options is maximised and discourage development that may compromise these options.

Through further strategic work and other actions

- Developing an industry strategy that explores needs and options for industry proposing to locate in the Shire, reflecting local land use conflicts and infrastructure potential.
- Development of a Roadside Conservation Strategy aimed at the protection of significant vegetation and heritage places.
- Development of a Development Contributions Policy and Plan aimed at requiring appropriate infrastructure contributions to development in the Shire.
- Development of traffic management plans for key towns and rural areas experiencing increased traffic volumes as a result of day visitor and tourist visits.

Reference Documents

Hepburn Shire Corporate Plan 1999-2002

Daylesford Shire Roadside Vegetation Management Working group & The Roadside Conservation Committee (unpublished data) Roadsides of High, Medium and Low conservation Status within the (former) Shire of Daylesford and Glenlyon.