21.04 INFRASTRUCTURE

29/10/2009
C110

This clause provides local content to support Clause 18 (Infrastructure) of the State Planning Policy Framework.

21.04-1 Infrastructure Provision

29/10/2009
C110

Overview

Infrastructure planning is a significant task in a City on the urban fringe such as Hume. The competing demands for water and sewerage supply in particular must be balanced. The development of the Merri (Hume) Growth Corridor is dictated to some extent by the supply of those services and the timing of the introduction of various users must be managed.

At present in this Corridor, however, the demand for land is dictating the provision of services rather that the service provision limiting the land supply. Around Sunbury the land servicing is similarly adequate for urban subdivision. However, low density residential and rural living subdivision proposals invariably propose on-site effluent disposal methods, the cumulative effect of which is not always adequately assessed.

The provision of an adequate level of physical and social infrastructure is one of the major issues facing the Hume City Council over the coming decades. The timely provision of infrastructure is necessary to foster economic development, ensure wellbeing of the community and protect the environment.

Key Issues

- Providing for funding mechanisms to ensure the provision and maintenance of infrastructure in developing areas.
- Providing for adequate infrastructure within the 3 principle population centres (Broadmeadows, Craigieburn and Sunbury) to meet the needs of Hume residents.
- Coordinating infrastructure provision, in particular balancing the demands for water and sewerage supply.

Objective

- To ensure the timely provision of infrastructure in order to encourage economic development, ensure the well being for the community and protect the environment.

Strategies

- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- New urban residential development will be limited to those designated areas where development can be serviced most efficiently and is to be preceded by the preparation of a plan (such as a local structure plan) which shows and describes the overall pattern of development
- Ensure the timely delivery of infrastructure and services through effective planning and by advocating to the State and Federal Governments for appropriate funding and services

Implementation

When deciding on applications for subdivision, other development and infrastructure provision, consider, as appropriate:

Use of Policy and exercise of Discretion

- Approved Structure Plan.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- The matters set out in Section 60 of the Act.
- When developing precinct structure plans and other strategies consider the issue of infrastructure provision.

21.04-2 Freeways, Local Roads, Declared Arterial Roads

29/10/2009
C110

Overview

Hume City is well served by major roads and highways providing good connections to metropolitan Melbourne, the Melbourne-Sydney rail service passes through the eastern sector of the City and the Melbourne-Bendigo rail line passes through Sunbury (21.01-3; 21.01-4 infrastructure). The Hume Highway is a declared National Highway and of vital importance to Australia's economic competitiveness. For some years however, there has been a recognised need to improve the highway link between the Western Ring Road and Craigieburn to cater for the expected increase in development in the Merri (Hume) Growth Corridor and to separate intra and inter state traffic from local traffic using the Hume Highway. Similarly, in recognition of the expected increase in residential traffic in the Merri (Hume) Growth Corridor, a planning scheme reservation was placed in the planning scheme some years ago which provides for the construction of an arterial road (known as the E14) between the Western Ring Road and Craigieburn

The E14 arterial road and the Craigieburn By-pass are two major road transport routes proposed for the City. Both routes are long established proposals that will assist in relieving traffic congestion within the Hume Highway employment corridor and the separation of intra and inter-state traffic from local traffic.

Objective

To ensure the timely provision of road infrastructure in order to encourage economic development, ensure the well being for the community and protect the environment.

Strategies

- Ensure precinct structure planning incorporates the timely provision of road infrastructure.
- Ensure that developers contribute equitably to the provision of road infrastructure.

Implementation

When deciding on applications for subdivision, other development and road provision, consider, as appropriate:

Use of Policy and exercise of Discretion

- Approved Structure Plan.
- Approved Precinct Structure Plans.
- Approved Development Plans.

- The matters set out in Section 60 of the Act.
- When developing precinct structure plans and other strategies consider the issue of road provision.

21.04-3 Public Transport

29/10/2009
C110

Overview

The State Government has committed to funding the electrification of the Melbourne-Sydney rail line between the current terminus of electric train services at Broadmeadows and Craigieburn. The project involves full electrification of the rail line, as well as the redevelopment of the Craigieburn train station and the construction of a new rail station at Roxburgh Park

A Transport Priorities Plan was completed in 2004. The plan provides a strategic framework for transport planning in the City. The plan makes a number of key recommendations that provide a policy basis framework for delivery of sustainable transport directions along with a number of projects to progress the recommendations. The E14 arterial road, Craigieburn By-pass and Craigieburn Rail Electrification are major infrastructure projects which have the potential to significantly impact upon the eastern half of the City in coming years.

Key Issues

- Providing for new railway stations and upgrades of existing railway stations.
- Some areas have inadequate access to regular and convenient public transport services

Objective

Provision of a range of safe, efficient, affordable and accessible public transport infrastructure for the movement of people, goods and services within, into and out of the municipality.

Strategies

Design and Integration

- Facilitate better integration and coordination between public and community transport services.
- Encourage improved integration between bus and rail services within the municipality.
- In Roxburgh Park support the integration of bus and train services and reduction of the barrier to east-west circulation created by Pascoe Vale Road and the railway, through improvement of the underpass, redesign of the bus terminus at Pascoe Vale Road, and streetscape works to improve the safety and convenience of pedestrian crossings.
- Within the Broadmeadows Central Activities District ensure that there is Integration of bus and train services and reduction of the barrier to east-west circulation created by Pascoe Vale Road and the railway. This is to be achieved through improvement of the underpass, redesign of the bus terminus at Pascoe Vale Road, and streetscape works to improve the safety and convenience of pedestrian crossings.
- Advocate and work with the State Government and the Department of Transport to develop a strategy for the establishment and expansion of public transport facilities in the City.

Railway Station

- Support the establishment of a railway at Roxburgh Park which will offer opportunities to provide a public transport node and create a major focal point for Roxburgh Park.
- Support the electrification of the railway line to Craigieburn and the construction of two additional railway stations in the vicinity of Roxburgh Park.
- Advocate to and work with the Department of Transport to provide for the proposed electrification of the railway line north of the Broadmeadows railway station and continue to lobby for the construction of a new station in the vicinity of Barry Road.

Bus routes

- Ensure that any future Activity Centre design includes taking full advantage of key architectural and landscape themes, vehicle access and internal traffic circulation, well planned bus access arrangements.

Implementation

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

Use of Policy and Exercise of Discretion

When deciding on applications for new subdivision and other development, consider as appropriate:

- Approved Structure Plan.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- Approved reference documents, including but not limited to, Transport Priorities Plan (2004).
- The matters set out in Section 60 of the Act.
- When developing Precinct Structure Plans and Other Strategies, consider the issue of access to public transport.

21.04-4 Pedestrian and Bicycle Network

29/10/2009
C110

This section includes local content to support Clause 18.03 (Bicycle Transport) of the State Planning Policy Framework.

Overview

Providing infrastructure to facilitate alternative transport options such as walking and cycling is important in developing environmentally, socially and economically sustainable communities. Walking and cycling are important recreational pursuits, and are also becoming increasingly popular ways of travelling to places of work, education and retail activity.

Objective

To create a physical environment within the City that supports safe cycling.

Strategies

- Encourage the establishment of a safe and continuous off-road network
- Encourage bicycle facilities at key destination points such as schools, shops, workplaces and railway stations.
- The integration of the above components of the Major Activity Centre, including use of strong 'gateway' elements, taking full advantage of the safe, direct, convenient pedestrian and cycle access and circulation systems.

Implementation

The strategies in relation to pedestrian and bicycle networks will be implemented through the planning scheme.

When deciding on applications for new subdivision and other development, consider as appropriate:

Use of Policy and exercise of Discretion

- Approved Structure Plan.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- The matters set out in Section 60 of the Act.
- When developing Precinct Structure Plans and Other Strategies, consider the issue of pedestrian and bicycle networks.