

**21.11 TRANSPORT**10/09/2015  
C84

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

**Overview**

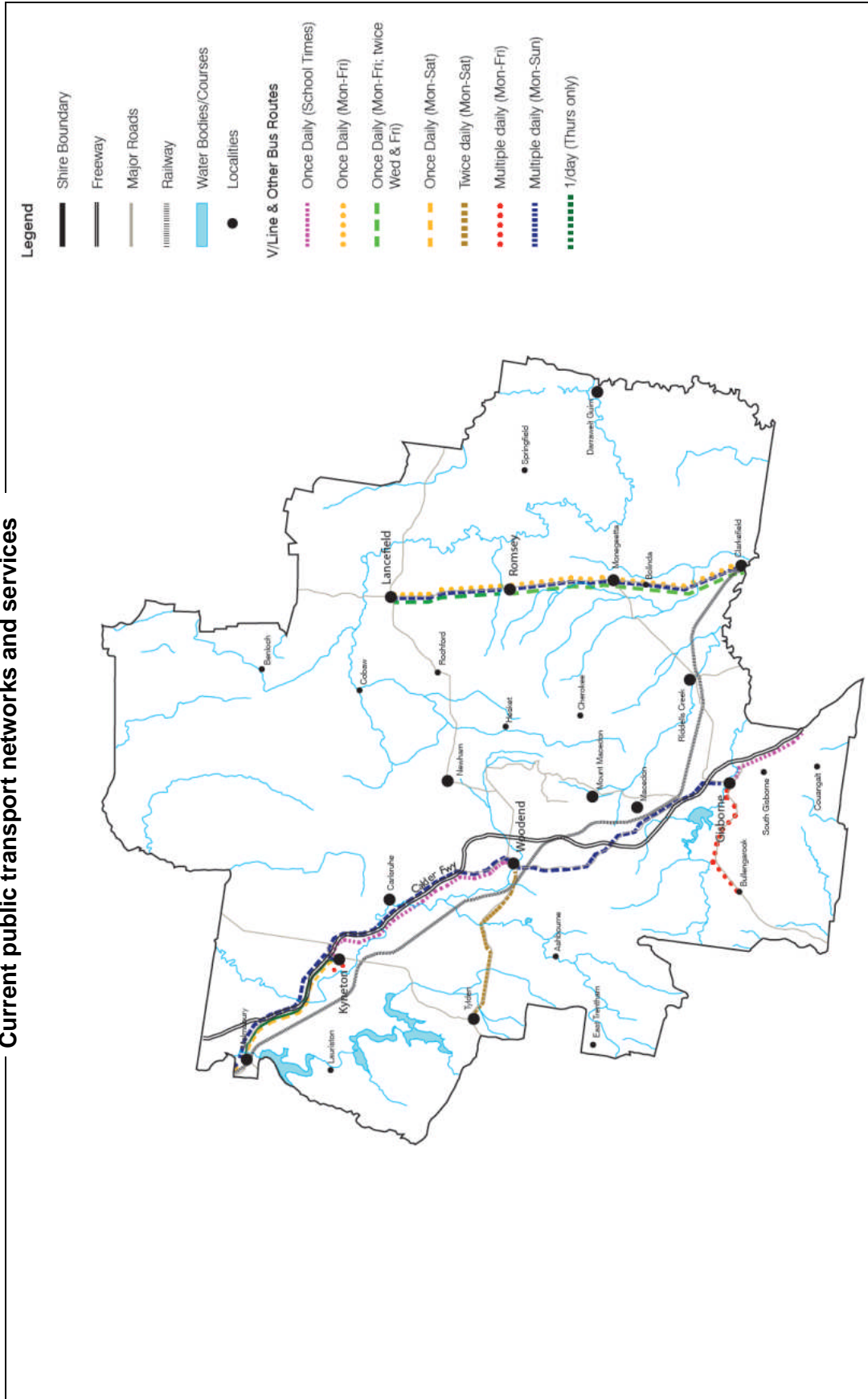
The larger settlements in the western half of the Shire have excellent transport infrastructure in the form of the Calder Freeway and the Bendigo Railway line. While bus services to Romsey and Lancefield are scheduled to be improved, they will remain very limited for the foreseeable future. The Roads Corporation has indicated that it does not have any plans for a substantial upgrade of the Melbourne-Lancefield Road which provides a key link for this part of the Shire. There are also opportunities to improve the recreational, cycling and riding trails.

The public transport infrastructure also provides possible opportunities for growth in well serviced locations, subject to consideration of other factors such as landscape/character impacts and access. There are substantial areas of vacant land within walking distance of railway stations (and in some cases town centres) in New Gisborne, Kyneton and Riddells Creek.

Macedon Ranges Shire is located within the Melbourne-Bendigo corridor and supports key infrastructure including the Calder Freeway (National-Auslink Corridor) and the Melbourne Bendigo railway line. These transport corridors play an increasingly important role in safety, moving people and freight and providing connections to other services. Improvements to this infrastructure have significantly enhanced accessibility to Melbourne and the airports. Council and the Roads Corporation manage extensive secondary and local road networks linking communities within and outside of the Shire.

The map on the following page provides information on current public transport networks and services.

Current public transport networks and services



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**Integrated transport**

**Objective 1**

To integrate transport with land use and development in the Shire to facilitate efficient transport use.

**Strategies**

- Strategy 1.1 Promote the provision of adequate transport facilities within the urban area to provide access to social, commercial and education facilities.
- Strategy 1.2 Ensure land use and development proposals have regard for the existing and planned transport network.
- Strategy 1.3 Focus growth in the larger towns adjacent to the Calder corridor and the railway line.
- Strategy 1.4 Encourage development to locate in proximity to key transport linkages.

**Objective 2**

To provide a safe and efficient road transport network.

**Strategies**

- Strategy 2.1 Minimise new access points to roads within the Road Zone, Category 1.
- Strategy 2.2 Encourage new development to locate where access can be safely provided from the existing sealed road network to minimise the creation of new roads.
- Strategy 2.3 Locate new development adjacent to major arterial roads in such a way as to minimise the impact on traffic movements on the adjoining road network and provide:
- Safe and efficient access.
  - Adequate and well located car parking areas.
- Strategy 2.4 Ensure development is designed to provide access to allow safe concurrent ingress and egress of residents and emergency vehicles in areas considered to be subject to bushfire risk.

**Objective 3**

To encourage the use of more sustainable transport modes and reduce distances travelled.

**Strategies**

- Strategy 3.1 Encourage development in the settlements near existing transport infrastructure.

**Objective 4**

To facilitate public transport use in the Shire.

## Strategies

- Strategy 4.1 Enhance inter and intra town transport linkages to maximise access throughout the Shire and in particular within the eastern areas and to the rail and Calder Freeway network.
- Strategy 4.2 Ensure new subdivisions and developments are designed to allow access for potential future bus services.

## Objective 5

To facilitate the use of alternative transport modes in the Shire, in particular walking, cycling and riding.

## Strategies

- Strategy 5.1 Facilitate improvements to the network of recreational paths throughout the Shire.
- Strategy 5.2 Encourage new subdivisions to include path networks to maximise walkability.

## Decision guidelines

When deciding on an application to use, develop or subdivide land, the following matters may be considered, as appropriate:

- Whether the proposal generates any additional demand on the existing rural road network.
- Whether there is any need for the proposal to provide access from a road of a higher standard than that currently provided. The responsible authority may require the applicant to upgrade the road to an appropriate standard to the satisfaction of the responsible authority at the cost of the developer.

When deciding on an application for industrial and commercial development, including tourism facilities, the following matters will be considered, as appropriate:

- The need for all weather access and egress to the site.
- The need for an adequate road alignment.
- The safety of all road users.
- The existing condition and suitability of road infrastructure, including road surfaces, and the likely impacts that the proposed use and development of land will have on such infrastructure.

## Criteria

An application for land within 100 metres of the Calder Highway and Calder Freeway: should meet the following criteria:

- Dwellings should be designed and constructed to acoustic standards as set out in AS3671-1989 “Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction” where the noise level is in excess of 60dB(A). (Note: Noise levels quoted are free field L10[18hr]).
- Other buildings providing for noise sensitive uses, should be designed and constructed to acoustic standards with interior noise levels not greater than those set out in AS2107-

1987 “Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.”

- Subdivision of land that creates a lot for a dwelling should have sufficient space for a dwelling to be sited where noise does not exceed 70dB(A).

### **Specific implementation**

- Apply the Public Use Zone (PUZ4) to recognise public land used for transport services and facilities.
- Apply the Road Zone, Category 1 and the Road Zone, Category 2 to identify significant existing roads in the Shire.
- Apply the Design and Development Overlay (DDO12) to land near the Calder Freeway to ensure that new development is undertaken with noise attenuation measures to minimise the impact of traffic noise on noise sensitive activities.
- Apply the Public Acquisition Overlay to identify and reserve land proposed to be acquired for future arterial roads in the Shire (PAO1).
- Apply the Development Contributions Plan Overlay (DCPO1 and DCPO2) or implement a voluntary agreement to facilitate a ‘users pay’ approach to the upgrade of roads where there is a direct nexus between the use and development of land and the need to upgrade access.
- Consider public transport issues and alternative transport modes when preparing town structure plans or outline development plans.
- Seek the input of the relevant roads authority into the review of growth strategies, outline development plans or structure plans for settlements and identify links to arterial roads and the Calder Freeway.

### **Further strategic work**

- Undertake work to understand the requirement for additional or improved path networks in the Shire.

### **Reference document**

Walking and Cycling Strategy 2014-2024