

21.0917/11/2016
C89**TRANSPORT AND INFRASTRUCTURE**

This Clause provides local content to support Clause 18 (Transport) and Clause 19 (Infrastructure) of the State Planning Policy Framework.

The Council Plan 2009-2013 is committed to the following in terms of transport and infrastructure issues:

Ours will be a community:

- *With well maintained, sustainable and accessible roads, buildings and facilities;*
- *With appropriate, integrated and sustainable land use, development and infrastructure provision; and*
- *That maximises use of existing facilities.*

21.09-117/11/2016
C89**Urban and transport infrastructure****Overview**

The municipality and surrounding region are served with a range of transport infrastructure including:

- State Highways (Calder, Sunraysia, Mallee, Murray Valley, Sturt and Silver City).
- Railways (Yelta, Murrayville and Kulwin).
- Airports (Mildura, Wentworth, Ouyen, Pooncarie, and numerous airstrips on grazing properties).
- Public transport (coach services from Mildura to Melbourne, Broken Hill and Wentworth, numerous bus routes radiating from Mildura town centre and servicing the township and immediate vicinity, numerous school bus services, local taxi service, and airline services to Adelaide, Broken Hill, Melbourne and Sydney).

Recent studies have indicated a need to address issues such as car parking provision and location; traffic flow for domestic and commercial traffic; bicycle links; extension, re-definition and upgrade of several major transport arteries; establishment of a bypass of Mildura; relocation of railway infrastructure such as the Freight Gate; development of freight intermodal terminals; business development opportunities associated with Mildura Airport and the establishment of a transport corridor. The majority of these issues have significant implications for the future land use and development pattern of the municipality.

Council has adopted recommendations of the *Mildura Transport Plan for Long Term Regional Development May 2005* which articulates a staged program of highway and rail upgrades to address the passenger and freight transport needs of the municipality and surrounding region.

The authorities that control and operate water and sewerage services in the municipality are currently capable of, and committed to, effectively servicing local demand. In order to do this they require notification of relevant development applications. Due to urban expansion and improved irrigation practices, some of the agencies are not utilising their annual water allocations. This has resulted in current investigations for the potential to develop new irrigation areas to increase their customer base.

Power and communication agencies have indicated that they can generally service new development in the municipality, while piped natural gas has recently been made available.

A feasibility study is currently underway to determine if passenger rail can return.

Objective 1

To protect existing infrastructure and effectively plan and implement the development of new infrastructure that meets the needs of the growing community.

Strategies

- Strategy 1.1 Provide drainage and other relevant infrastructure on at least two or ideally three development fronts within the identified Main Urban Area (Mildura, Irymple and Nichols Point).
- Strategy 1.2 Encourage proposals for residential development that can be serviced by Council's infrastructure program as indicated on the Town Structure Plans in preference to on-site infrastructure provision.
- Strategy 1.3 Recover Council's upfront construction costs for the development of physical and community infrastructure on a staged basis through the application of Development Contribution Plans.
- Strategy 1.4 Encourage the application of water sensitive urban design principles in subdivision and development.
- Strategy 1.5 Protect water and drainage infrastructure servicing farming communities from unplanned urban encroachment.
- Strategy 1.6 Ensure that the placement and maintenance of services occurs in a way that minimises detrimental impacts to environmental and cultural heritage values.
- Strategy 1.7 Encourage the co-location of infrastructure such as water, electricity and natural gas.
- Strategy 1.8 Consider proposals for the staged delivery of infrastructure where this does not compromise long term planning or equitable contributions to infrastructure costs.

Objective 2

To develop a safe and efficient traffic, transport, freight and pedestrian network.

Strategies

- Strategy 2.1 Improve the gateway to Mildura for tourist traffic.
- Strategy 2.2 Avoid the proliferation of further ribbon development along the main highways which may prejudice the function of the highways.
- Strategy 2.3 Improve the appearance of major transport routes into and within the towns through street side landscaping, preferably using native species, with an emphasis on local or indigenous species.
- Strategy 2.4 Require the provision of service roads in appropriate locations along major roads that serve new development.
- Strategy 2.5 Liaise with stakeholders to achieve the timely and staged implementation of the recommendations of the *Mildura Transport Plan for Long Term Regional Development (May 2005)*.
- Strategy 2.6 Prioritise active transport linkages in the development of new growth areas.

Implementation

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

Policy guidelines

- When deciding an application for any subdivision of land (including 2 lot subdivisions); realignment of boundaries; new irrigation development; water storage; channel construction; or buildings and works within 10 metres of Lower Murray Water infrastructure, it is policy:
 - To seek the comments of Lower Murray Water where the land is:
 - Within the Authority's Districts
 - Subject to a water supply licence or water supply agreement issued by the Authority
 - That notification pursuant to Section 52 of the *Planning and Environment Act 1987* is not required to Lower Murray Water if a condition is placed on any permit which has the following effect:

That the holder of this permit or authorised agent must consult with and is responsible for meeting the requirements, conditions and terms of the Authority in regard to services provided by the Authority, including any cost associated with providing such services.

Application of zones and overlays

- Applying the Public Acquisition Overlay (PAO1) and modifying its schedule to include additional properties on Benetook Avenue to be acquired by VicRoads for road widening.
- Applying the Public Acquisition Overlay (PAO2) and modifying its schedule to include properties in the greenbelt corridor between Fourteenth Street and Fifteenth Street to be acquired by Mildura Rural City Council for linear open space.
- Applying the Public Acquisition Overlay (PAO3) and modifying its schedule to include properties on Fifteenth Street to be acquired by Grampians Wimmera Mallee Water for a waste water treatment facility.
- Applying the Development Contributions Plans Overlay to future residential areas in Mildura and Mildura South and to the Low Density Residential zone at Lake Hawthorn adjacent to the rail line.
- Applying the Parking Overlay (PO1) to land in the Mildura central business district

Further strategic work

- Prepare Development Contributions Plans as required. (Key responsibility – Council).

Reference documents

- A Management Plan for the Improvement of Urban Stormwater Quality for the Mildura Rural City Council 2001
- Mildura Stormwater Quality Improvement Plan 2008 – 2013
- Mildura Strategic Bicycle Plan 2003
- Public Open Space Strategy 2004
- Sunraysia Drainage Strategy 2002
- Car Parking Policy in the CBD Area – Mildura Rural City Council 2005
- Mildura Transport Plan for Long Term Regional Development May 2005

- Mildura Housing and Settlement Strategy 2013

21.09-213/03/2014
C64**Mildura Airport Special Use Precinct****Overview**

Mildura Airport is the largest and busiest Regional airport in Victoria, based on the number of Regular Public Transport (RPT) services operating to and from the facility. It is serviced by three national and regional airlines and was projected to have 215,000 passengers from 3500 RPT services for the 12 months ending December 2010. Mildura Airport is a vital transportation asset in the region and a contributor to the regional economy. It is important that the Mildura Airport is protected and promoted for the benefit of Mildura and the wider area. The *Mildura Airport Master Plan 2010* provides a framework for the future growth and development of the airport precinct and for the use and development of land around the airport precinct. Council owns the airport site and it is run by an independent body.

Objective 3

To develop the Mildura Airport Special Use precinct and its environs into Australia's busiest regional airport and co-locate allied uses in the technology/business park.

Strategies

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| Strategy 3.1 | Ensure that the future growth and development of the Mildura Airport Special Use precinct is undertaken in accordance with the <i>Mildura Airport Master Plan 2010</i> and its associated structure plan. |
| Strategy 3.2 | Promote and encourage the ability for the Mildura Airport Special Use precinct to cater for increased air traffic and to operate as an efficient transport hub/interchange. |
| Strategy 3.3 | Support the development of a technology/business park at the Mildura Airport Special Use precinct. |

Objective 4

To ensure that the operations of the Mildura Airport Special Use Precinct are not impacted by inappropriate use, development or subdivision within or around the airport site.

Strategies

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|--------------|---|
| Strategy 4.1 | Ensure that use and development of land within and around the airport precinct is consistent with the <i>Mildura Airport Master Plan 2010</i> . |
| Strategy 4.2 | Ensure that land use and development is compatible with the function and operation of the Mildura Airport Special Use precinct. |

Reference documents

- Mildura Airport Master Plan 2010