

**21.03**

19/11/2015  
C97

**ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

This section details objectives and strategies for *Ecological Sustainability* under the themes of:

21.03-1 Environmentally Sustainable Land Use and Development

21.03-2 Sustainable Transport

**21.03-1**

19/11/2015  
C97

**Environmentally Sustainable Land Use and Development**

**Key Issues**

- The built environment has a significant impact on the wider natural environment and most current development practices are not sustainable in the long term. Council's aim is to create a City and region with the smallest possible ecological footprint. To achieve this goal, Council considers sustainable land use and development as essential, including the promotion of a built environment that:
  - Moves towards the elimination of the use of non-renewable resources (such as fossil fuel based energy, mains water and materials).
  - Moves towards the elimination of solid waste production.
  - Moves towards the elimination of air, soil and water pollution.
  - Creates healthy indoor environments.
  - Protects and enhances natural eco-systems and cycles.
- Designing and managing built form and physical infrastructure to better respond to a changing climate will contribute to improving the liveability and sustainability of local buildings and public spaces for the benefit of the wider community.

**Objectives and strategies**

**1. To promote sustainable design and development.**

- 1.1 Encourage resource-efficient design, material selection and construction techniques, that minimise negative and maximise positive environmental impacts.
- 1.2 Promote ecologically sustainable development through the use of industry standards and environmental performance assessment tools.
- 1.3 Encourage innovative landscape design that minimises water consumption and maximises biodiversity, including greater use of indigenous and drought tolerant plant species, recycled materials and water re-use and recycling, subject to heritage and urban character considerations.
- 1.4 Encourage water sensitive urban design in all new developments, to increase on-site stormwater retention and treatment to improve water quality to the bay, and to facilitate water conservation.
- 1.5 Encourage the retention of buildings or building elements that have significant potential for on-site reuse or can be adapted to a variety of uses.
- 1.6 Ensure industrial, commercial and retail uses are planned to allow environmental best practice methods of operation, including waste recycling, water-wise use and reuse, and more renewable sources of power.

- 1.7 Promote improved environmental performance and heritage conservation as mutually supportive planning considerations, including through the retention of building fabric, and the sensitive installation of sustainable building elements.

### **Implementation**

The strategies will be implemented by:

### **Policy Guidelines**

- Assessing all planning permit applications for new development against the objectives and strategies for ecologically sustainable design and development, and encouraging all developments to incorporate best practice sustainable design principles and techniques.
- Applying the Environmentally Sustainable Development Local Policy (Clause 22.13) to ensure that best practice sustainable design is achieved in new development.
- Applying the Urban Design Policy for Non-Residential Development and Multi-Unit Residential Development (Clause 22.06) to ensure that energy and resource efficiency is considered in the design of new non-residential development and residential developments over four storeys.

## **21.03-2**

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### **Sustainable Transport**

#### **Key Issues**

- Council's four principles of sustainable transport are to:
  - deliver priority (i.e. give preference to sustainable transport modes),
  - increase connections,
  - improve safety, and
  - raise the profile of sustainable transport.
- Walking is the most sustainable mode of transport and Council's goal is to encourage more people to walk more often.
- Commuter and recreational cyclists have different needs which must be recognised in planning for, and upgrading on road and off road, bicycle routes.
- Port Phillip has a well established public transport network that adequately serves the needs of most residents, however there are some parts of the municipality where convenient access to public transport is more limited.
- It is important that all road users are catered for and that the allocation of road space is fair and equitable. Council's aim is to reduce non-essential car travel where there is an alternative transport choice, as a means to reduce issues associated with contested and congested road space.
- Freight traffic needs to be directed to designated routes to maximise the efficiency of the transport network and minimise impacts on established residential areas.
- Port Phillip has a high rate of private vehicle ownership, which places pressure on the road infrastructure and creates high parking demand. Council is committed to sustainable transport initiatives that encourage alternative modes of transport and reduces the dependence on cars.

## Objectives and strategies

### 1. To facilitate the use of sustainable transport modes in preference to private vehicle use.

1.1 Ensure new use and development supports the prioritisation of transport modes in the following order:

- Walking
- Cycling
- Public transport
- Freight
- Multiple occupancy vehicles
- Single occupancy vehicles

1.2 Facilitate integrated, and direct walking, cycling and public transport links in association with new development.

### 2. To create a walking network that is integrated, safe and accessible and encourages more people to walk more often.

2.1 Establish priority walking routes within and / or to:

- Major, neighbourhood and local activity centres
- Key facilities such as schools, community services / facilities and shops
- Key visitor destinations including St Kilda foreshore and Station Pier / Port Melbourne foreshore
- Employment nodes including St Kilda Road, Fishermans Bend Urban Renewal Area and the Port Melbourne industrial area
- Public transport nodes including Balaclava Train Station
- Key open space areas including the foreshore and Albert Park Reserve

2.2 Ensure that walking routes are located and designed to:

- Increase permeability throughout local neighbourhoods.
- Be wide enough for comfort and to have a comfortable surface to walk on.
- Make road crossing safe, easy and reduce delays for pedestrians.
- Be uncluttered, safe and well-lit.
- Incorporate Crime Prevention Through Design Principles.
- Incorporate clear signage.
- Provide legible links to and from major destinations.

2.3 Provide support infrastructure for pedestrians (such as footpaths, street furniture, lighting, and toilet facilities) in the development of public streets and spaces.

2.4 Ensure that land use and development which generates a high number of trips are located within activity centres and are easily accessible by walking

2.5 Ensure that priority is given to pedestrian access to, through and within new developments, including 'mid block' links through key development sites.

2.6 Apply Crime Prevention Through Environmental Design principles to all new development.

2.7 Encourage vehicle access to be provided from the rear of lots, via laneways. Where vehicle crossovers are supported on street frontages, ensure that they are designed to minimise any reduction in the continuity of the footpath.

**3. To create a cycling network that is integrated, safe and accessible and encourages more people to cycle more often.**

Support the extension of the existing network of dedicated cycle routes to improve the connections for on-road and off-road cyclists.

3.1 Ensure cycle routes are continuous and connected to key locations in Port Phillip including St Kilda Foreshore, Fishermans Bend Urban Renewal Area, Station Pier, Albert Park Reserve, St Kilda Road, and the activity centres.

3.2 Ensure that adequate end-of-trip facilities (showers, change rooms and secure bicycle lock up facilities) are provided, as appropriate.

3.3 Ensure new development provides passive surveillance of the bicycle network identified on the Sustainable Transport Framework Plan.

3.4 Minimise the impact of new development, including vehicle crossovers, on the bicycle network identified on the *Sustainable Transport Framework Plan*.

**4. To facilitate an increase in the use of public transport.**

4.1 Support improvements to the overall convenience, accessibility and safety of public transport, including public transport stops and interchanges.

4.2 Ensure major entertainment, recreation, retail, education and employment uses are accessible by public transport.

4.3 Direct land use and development which increases housing density, employment and visitation to locations which offer greatest access to public transport.

Support new route connections and extensions to address network gaps, in particular:

- South Melbourne to Docklands
- Fishermans Bend to Docklands, Southbank, Central City, South Melbourne, and Port Melbourne
- Port Melbourne to St Kilda and Elwood
- Link between the Route 112 tram and St Kilda Esplanade – Balaclava Road
- Link between the Park Street tram and the St Kilda Road tram.

4.4 Advocate for road space changes to reduce the travel time of buses and trams relative to private vehicles on key routes.

**5. To reduce the impact of vehicles on local areas.**

5.1 Facilitate a reduction in travel demand by ensuring that activity centres provide access to a concentrated and diverse mix of goods and services.

5.2 Require all new use and development to be self-sufficient in on-site parking.

5.3 Allow for a reduction in the required number of on-site parking spaces where the provision of sustainable transport facilities / initiatives can reduce the demand for parking through increased use of alternative modes of transport: walking, cycling, and public transport.

5.4 Support shared parking facilities in retail shopping strips.

5.5 Ensure that the cumulative traffic and parking impact of developments on an area is considered.

5.6 Encourage vehicle crossings to be located at the rear, via laneways, as the preferred location. Where this is not possible, encourage vehicle crossings to be shared between 2 or more dwellings.

5.7 Support traffic calming and parking management measures to improve safety and amenity.

**6. To minimise the impact of heavy freight vehicles on the local road network.**

6.1 Encourage heavy freight vehicles to use over-dimensional routes or identified freight routes.

6.2 Discourage heavy freight vehicles from using residential streets unless a specific destination applies to that area.

**Implementation**

**Policy Guidelines**

Require all applications in retail shopping strips, commercial areas, Fishermans Bend Urban Renewal Area, and industrial area that will result in an increase in through traffic in the surrounding residential area, or that seek a dispensation in car parking, to be accompanied by a traffic and parking analysis prepared by a suitably qualified consultant. The analysis should identify:

- What the increase in car parking demand will be.
- What impact this will have upon car parking demand in the area.
- Whether the car parking can be accommodated on site, and what the impact of this will be upon street parking.
- Where applicable, how the site will be accessed by heavy vehicles including the likely type and frequency of such vehicles, and the routes that they may use to access the site.
- What the increase in traffic volume will be.

