

21.09 TRANSPORT

16/08/2018
C75

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

21.09-1 Integrated transport and movement network

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Context and issues

- Long-term transport planning must be integrated with land use planning.
- The North Eastern railway line and Hume Freeway represent major interstate and intrastate transport routes and are critical to the economic performance of the municipality.
- Improved access for heavy vehicles to and from the Hume Freeway, and other external freight sources and destinations, is a high priority for local businesses and industry.
- Key local industry sectors, including agriculture, forestry, quarrying and tourism, depend on a network of local roads (many of which are unsealed) for their continued growth. This network is being placed under great stress by the increasing demands for access by high productivity vehicles. A strategic approach needs to be taken to ensure that future road capacity is matched to emerging demand and that potential conflicts between the different categories of users are identified and addressed.
- There is limited public transport in the municipality. The pending release of land in the North-western and Southern Growth Areas has emphasised the need for a careful and comprehensive review of the options available to address this issue.
- The municipality now has important recreational cycling infrastructure, including extensive shared path networks within and beyond the urban area, and the ‘Murray to Mountains Rail Trail’, connecting Wangaratta to Beechworth and Bright. However cycling plays only a minor role in conveying people to and from work. Further attention needs to be given to establishing how the actual and perceived barriers to such travel can be addressed.
- There is opportunity to extend the existing trail network.
- The Road Management Plan outlines the current road hierarchy and management for the municipality but does not explicitly address longer-term infrastructure needs.



Objectives and strategies

Objective 1 To implement integrated transport and land use planning for future growth.

- Strategy 1.1 Provide safe and effective local transport infrastructure including roads, bridges, paths and public transport services with capacity for growth.
- Strategy 1.2 Provide infrastructure for growth in a timely manner.
- Strategy 1.3 Support public transport services that allow residents access to community facilities.
- Strategy 1.4 Support improved passenger rail services to and from Wangaratta including fast rail services.
- Strategy 1.5 Support passenger rail services at Glenrowan.

Objective 2 To have adequate and flexible public transport in the municipality to meet current and future growth needs.

- Strategy 2.1 Facilitate improved public transport services in Wangaratta Regional City and the rural areas of the municipality.
- Strategy 2.2 Support car sharing and on-demand services.
- Strategy 2.3 Support park and ride opportunities for the residential growth areas.
- Strategy 2.4 Provide a bus interchange site in the Wangaratta Central Activity Area within walking distance of the train station and key health and education facilities.

Objective 3 To increase the share of commuting journeys undertaken on foot or by cycle.

- Strategy 3.1 Support development that addresses the actual and perceived barriers to walking and cycling.
- Strategy 3.2 Support employer provision of appropriate facilities for pedestrians and cyclists.
- Strategy 3.3 Support recreational cycling and provide facilities where appropriate.

Objective 4 To have an efficient road network and appropriate access to carparking.

- Strategy 4.1 Provide sufficient and appropriate light and heavy vehicle parking facilities.

Implementation

Further strategic work

- Implement the key recommendations of the *Wangaratta Transport Study* (2014).

21.09-2

Airports

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Context and issues

- Wangaratta Airport is a large regional airport including a large terminal, commercial kitchen, airplane repair and restoration services and several hangars that house light aircraft.
- The main runway is sealed and lit, with a total length of 1640 metres. There is a second grass runway approximately 600 metres long.
- Refuelling facilities are available on site with AvGas and diesel fuel.
- The airport is used as a base by the fire services during the fire season and is also used by the air ambulance and Australia Post.
- Council owns approximately 90 acres of vacant land adjacent to the airport which can be used for future development.

- Potential development of the airport includes a pilot training school and an international logistics / distribution centre to transport agricultural freight to Asia.
- In order to reach the potential of the airport, flooding issues need to be resolved, a longer runway may be required to accommodate Boeing 757 and 777 aircraft and an upgrade of the terminal to handle large volumes of freights.

Objectives and strategies

Objective 1 To facilitate the development of Wangaratta Airport.

- Strategy 1.1 Reduce the adverse impact of flooding across Wangaratta Airport.
- Strategy 1.2 Protect Wangaratta Airport from encroachment by sensitive uses.
- Strategy 1.3 Locate pilot training facilities at Wangaratta Airport.
- Strategy 1.4 Support complementary business services on suitably zoned land adjacent the Wangaratta Airport.

Implementation

Further strategic work

- Investigate upgrade of infrastructure including runway length and terminal facilities to facilitate the growth of the Wangaratta Airport.

21.09-3

Freight

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Objectives and strategies

Objective 1 To mobilise the social and economic potential created by proximity to major transport routes.

- Strategy 1.1 Improve heavy vehicle access to and from the Hume Freeway.
- Strategy 1.2 Support the establishment of enhanced freight handling and packing facilities to serve regional industries.

Objective 2 To ensure that freight routes within the municipality meet emerging needs.

- Strategy 2.1 Improve heavy vehicle access routes within and around the urban area.
- Strategy 2.2 Upgrade key rural roads to support industry and tourism.
- Strategy 2.3 Provide a Western Freight Route to reduce the impact of heavy vehicles on urban areas as shown on Figure 5.

Implementation

Further strategic work

- Prepare a ten-year plan for progressive development of the municipal road network.
- Reserve land as appropriate to implement improvements to the municipal road network.
- Investigate the feasibility of developing an inter-modal freight handling centre in south Wangaratta.
- Develop a Freight and Land Use Strategy to identify the best option for a western freight route.
- Investigate the feasibility of developing a regional facility for packing and forwarding high value and time critical agricultural and industrial products, ideally located at Wangaratta Airport.