18 TRANSPORT

30/05/2014
VC106

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

18.01 Integrated Transport

30/05/2014
VC106

18.01-1 Land use and transport planning

30/05/2014
VC106

Objective

To create a safe and sustainable transport system by integrating land-use and transport.

Strategies

Develop transport networks to support employment corridors that allow circumferential and radial movements.

Plan urban development to make jobs and community services more accessible by:

- Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.

- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of the urban area.

- Concentrating key trip generators such as higher density residential development in and around Central Activities Districts, Principal, Major and Specialised Activity Centres on the Principal Public Transport Network.

- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

- Requiring that substantial increases in activity in employment corridors are connected to the Principal Public Transport Network.

- Providing routing, bus stop and interchange arrangements for public transport services in new development areas.

- Providing safe, convenient and direct pedestrian and cycling access to activity centres, public transport interchanges and other strategic redevelopment sites.

Integrate public transport services and infrastructure into new development.

Policy Guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).

- *Victorian Cycling Strategy* (State Government of Victoria, 2009).

18.01-2

Transport system

Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

Strategies

Require transport system management plans for key transport corridors and for major investment proposals.

Reserve land for strategic transport infrastructure.

Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to, and where possible enhance the service, safety and amenity desirable for that transport route in the short and long terms.

Encourage higher land use densities and mixed use developments near railway stations, major bus terminals, transport interchanges, tramways and principal bus routes. Pedestrian and cyclists access to public transport should be facilitated and safeguarded.

Ensure transport practices, including design, construction and management, reduce environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Policy guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Department of Transport, 2008).

- *Public Transport: Guidelines for land use and development* (Department of Transport, 2008).

- Any relevant highway strategy published by VicRoads.

18.02

Movement networks

18.02-1

Sustainable personal transport

Objective

To promote the use of sustainable personal transport.

Strategies

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.

Ensure cycling routes and infrastructure are constructed early in new developments.

18.02-2

Cycling

Objective

To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Strategies

Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport nodes and major attractions.

Cycling infrastructure (on-road bicycle lands off-road bicycle paths) should be planned to:

- Separate cyclists from other road users, particularly motor vehicles.

- Provide the most direct route practical.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end of trip facilities in commercial buildings.

Develop local cycling networks and new cycling facilities that link to and complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network.

Policy guidelines

Planning must consider as relevant:

- *Guide to Road Design, Part 6A: Pedestrian and Cycle Paths.*

- *Victorian Cycling Strategy* (State Government of Victoria, 2009).

18.02-3   Principal Public Transport Network

Objective

To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.

Strategies

Establish fast train services that serve key regional cities and townships and connect them with Central Activities Districts, Principal and Major Activity Centres along the radial routes connecting to Central Melbourne.

Improve connections to Central Activities Districts, Principal and Major Activity Centres that are not adequately serviced by the Principal Public Transport Network and public transport services and interchanges at stand alone shopping centres.

Provide a Principal Public Transport Network that allows for circumferential, in addition to radial movements.

Identify key strategic transport corridors capable of providing fast, reliable and frequent public transport services.

Support the Principal Public Transport Network with a comprehensive network of local public transport services.

Design local bus services to meet the need for local travel as well as providing for connections to the Principal Public Transport Network.

Achieve greater use of public transport by increasing densities, maximising the use of existing infrastructure and improving the viability of the public transport operation.

Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport by:

- Improving the movement, efficiency and reliability of the road-based public transport by road-space management measures including transit lanes, clearways, traffic-light prioritisation and stop design.

- Improving the rail network by identifying and treating rail 'red spots' and expanding rail corridor speed and loading capacities.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.

- Providing end of trip facilities for pedestrians and cyclists and public transport nodes.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).

- *The Victorian Transport Plan* (Department of Transport, 2008).

- *Victorian Cycling Strategy* (State Government of Victoria 2009).

18.02-4 Management of the road system

20/09/2010
VC71

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.

- Upgrading of key freight routes.

- Ongoing development in outer suburban areas.

- Higher standards of on-road public transport.

- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Improve road networks where public transport is not viable, and where the road development is compatible with the Neighbourhood Principles and urban design objectives.

Improve roads in developing outer-suburban areas to cater for car, bicycle, public transport, and freight, commercial and service users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

18.02-5 Car parking

19/04/2013
VC95

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking through the consolidation of car parking facilities.

Prepare plans for the design and location of local car parking to:

- Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.

- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.

- Create a safe environment, particularly at night.

- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Plan adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).

18.03 Ports

04/07/2012
VC94

18.03-1 Planning for ports

04/07/2012
VC94

Objective

To recognise the transport and logistics role of Victoria's commercial trading ports at Melbourne, Geelong, Hastings and Portland in supporting the State's economy and to facilitate their ongoing sustainable operation and development.

Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels.

Strategies

Provide for the ongoing development of ports in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration light spill, noise and air emissions from port activities.

Plan the development of the Port of Hastings to handle containerised freight in the medium term to complement the role of the Port of Melbourne.

Policy guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan (Department of Transport, 2008).*

- *Victorian Ports Strategic Framework (Department of Transport, 2004).*

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria (Department of Transport, 2008).*

- *Statement of Planning Policy No 1 - Western Port (1970-varied 1976).*

- *Port Futures (State Government of Victoria, 2009).*

- *Port of Hastings Land Use and Transport Strategy (Port of Hastings Corporation 2009).*

- *Port of Portland - Port Land Use Strategy (Port of Portland Pty Limited 2009).*

- *Port of Geelong- Port Land Use Strategy (GeelongPort and Department of Transport 2009).*

- *Port Development Strategy 2035 Vision (Port of Melbourne Corporation 2009).*

18.03-2   Planning for port environs

04/07/2012
VC94

Objective

To plan for and manage land in the environs of commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses which depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility.

Ensure that any use or development within port environs:

- is consistent with policies for the protection of the environment.

- takes into account planning for the port.

Policy guidelines

Planning must consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria (Department of Transport, 2008).*

- *Statement of Planning Policy No 1 - Western Port (1970-varied 1976).*

- *Port Futures (State Government of Victoria, 2009).*

- *Port of Hastings Land Use and Transport Strategy (Port of Hastings Corporation 2009).*

- *Port of Portland - Port Land Use Strategy (Port of Portland Pty Limited 2009).*

- *Port of Geelong- Port Land Use Strategy (GeelongPort and Department of Transport 2009).*

- *Port Development Strategy 2035 Vision (Port of Melbourne Corporation 2009).*

18.04 Airports

20/09/2010
VC71

18.04-1 Melbourne Airport

20/09/2010
VC71

Objective

To strengthen the role of Melbourne Airport within the State's economic and transport infrastructure and protect its ongoing operation.

Strategies

Ensure the effective and competitive operation of Melbourne Airport at both national and international levels.

Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

Ensure any new use or development does not prejudice the curfew-free operation of Melbourne Airport.

Protect the curfew-free status of Melbourne Airport.

Policy guidelines

Planning must consider as relevant:

- *Melbourne Airport Master Plan* (Australia Pacific Airports (Melbourne) Pty Ltd, September 2008).

- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement* in relation to planning decisions affecting land in the vicinity of the Melbourne Airport.

18.04-2 Planning for airports

20/09/2010
VC71

Objective

To strengthen the role of Victoria's airports within the State's economic and transport infrastructure and protect their ongoing operation.

Strategies

Protect airports from incompatible land-uses.

Ensuring that in the planning of airports, land-use decisions are integrated, appropriate land-use buffers are in place and provision is made for associated businesses that service airports.

Ensuring the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contributes to the aviation needs of the State.

Protect the environs of Avalon Airport so it can operate as a full-size jet airport focusing on freight, training and services.

Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.

Recognise Moorabbin Airport as an important regional and State aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the State's aviation industry and supporting opportunities to extend activities at the airport that improve access to regional Victoria.

Maintain Point Cook Airfield as an operating airport complementary to Moorabbin Airport.

Preserve long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.

Policy guidelines

Planning must consider as relevant:

- *Avalon Airport Strategy* (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts.

18.04-3 Planning for airfields

20/09/2010
VC71

Objective

To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.

Strategies

Avoid the location of new airfields in areas which have greater long-term value to the community for other purposes.

Plan the location of airfields, existing and potential development nearby, and the land-based transport system required to serve them as an integrated operation.

Plan the visual amenity and impact of any use or development of land on the approaches to an airfield to be consistent with the status of the airfield.

Plan for areas around all airfields such that:

- Any new use or development which could prejudice the safety or efficiency of an airfield is precluded.

- The detrimental effects of aircraft operations (such as noise) is taken into account in regulating and restricting the use and development of affected land.

- Any new use or development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield is precluded.

18.05 Freight

20/09/2010
VC71

18.05-1 Develop freight links

20/09/2010
VC71

Objective

To further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

Strategies

Improve the freight and logistics network to optimise freight handling.

Ensure suitable sites for intermodal freight terminals at key locations around Metropolitan Melbourne including Altona, Tottenham, Somerton, Dandenong and Beveridge are protected.

Policy guidelines

Planning must consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Department of Transport, 2008).