

## **18**

19/01/2006  
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## **INFRASTRUCTURE**

### **18.01**

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### **Declared highways, railways and tramways**

#### **18.01-1**

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#### **Objective**

To integrate land use and transport planning around existing and planned declared highways, railways, principal bus routes and tram lines.

#### **18.01-2**

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#### **General implementation**

Transport routes should be located 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.

New transport routes and adjoining land uses should be located and designed to minimise disruption of residential communities and their amenity.

New uses or development of land near an existing or proposed transport route should be planned or regulated to avoid detriment to, and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.

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

The design of transport routes and nearby areas should be planned and regulated 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.

The design of transport routes must provide for grade separation at railway crossings except with the approval of the Minister for Transport.

#### **18.01-3**

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#### **Geographic strategies**

Planning and responsible authorities should have regard to any relevant highway strategy published by VicRoads when preparing planning scheme amendments or considering permit applications for the location of transport routes or developments that are in proximity to major transport routes.

### **18.02**

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### **Car parking and public transport access to development**

#### **18.02-1**

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#### **Objective**

To ensure access is provided to developments in accordance with forecast demand taking advantage of all available modes of transport and to minimise impact on existing transport networks and the amenity of surrounding areas.

#### **18.02-2**

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#### **General implementation**

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

The integration of public transport services should be encouraged in new development.

In allocating or requiring land to be set aside for car parking, planning and responsible authorities should:

- Have regard 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.

Planning and responsible authorities should prepare or require parking precinct 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 for users, particularly at night.
- Facilitate the use of public transport.

The amenity of residential precincts should be protected from the effects of road congestion created by on-street parking.

Adequate provision for taxi ranks should be planned as part of activity centres, transport interchanges and major commercial, retail and community facilities.

### **18.02-3**

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#### **Geographic strategies**

In the City of Melbourne, on-site car parking in the CBD and Southbank is to be limited in view of limited road capacity, good access to public transport and the need to preserve pedestrian amenity.

### **18.03**

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#### **Bicycle transport**

### **18.03-1**

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#### **Objective**

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

### **18.03-2**

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#### **General implementation**

Wherever possible, off-road bicycle networks should be planned for in new urban development.

Responsible authorities should require that adequate bicycle parking and related facilities to meet demand be provided at education, recreation, shopping and community facilities when issuing planning approvals. Bicycle facilities should be developed in accordance with Guide to Traffic Engineering Practice Part 14-Bicycles (AUSTROADS 1993).

### **18.03-3**

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#### **Geographic strategies**

Planning and responsible authorities should have regard to Victoria for Bikes (State Bicycle Committee 1994) in their decision-making affecting bicycle plans, including the location of routes.

## **18.04 Airfields**

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### **18.04-1 Objective**

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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.

### **18.04-2 General implementation**

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New airfields should not be located in areas which have greater long-term value to the community for other purposes.

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

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

Planning for areas around all airfields should:

- Preclude any new use or development which could prejudice the safety or efficiency of an airfield.
- Take into account the detrimental effects of aircraft operations (such as noise) in regulating and restricting the use and development of affected land.
- Preclude 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.

### **18.04-3 Geographic strategies**

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#### **Melbourne Airport**

Planning for areas around Melbourne Airport should:

- Strengthen the role of Melbourne Airport as a key focal point within the State's economic and transport infrastructure.
- 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.

Planning and responsible authorities must have regard to the Melbourne Airport Master Plan (Australia Pacific Airports (Melbourne) Pty Ltd, December 1998), the 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. In making decisions, reference should be made to the Melbourne Airport Ultimate Capacity (1998) Australian Noise Exposure Forecast (ANEF) endorsed for technical accuracy by the Manager, Environment Monitoring Section, Air Services Australia, Canberra on 25/9/98.

#### **Avalon Airport**

Planning and responsible authorities should have regard to the Avalon Airport Strategy (Department of Business and Employment/AeroSpace Technologies of Australia 1993) and its associated Aircraft Noise Exposure Concepts.

## **18.05 Ports**

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### **18.05-1 Objective**

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To recognise the importance to Victoria of economically sustainable major ports (Melbourne, Geelong, Portland, Hastings) by planning for appropriate access, terminal areas and depot areas.

To plan the land resources adjacent to ports to facilitate the efficient operation of the port and port-related uses and minimise adverse impacts on surrounding urban development and the environment.

### **18.05-2 General implementation**

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The land resources adjacent to ports should be protected to preserve their value for uses which depend upon or gain significant economic advantage from proximity to the ports' particular shipping operations.

Port and industrial development should be physically separated from sensitive urban development by the establishment of appropriate buffers which reduce the impact of vibration, intrusive lighting, noise and air emissions from port activities.

Planning for the use of land adjacent to ports should aim to achieve and maintain a high standard of environmental quality, be integrated with policies for the protection of the environment generally and of marine environments in particular and take into account planning for adjacent areas and the relevant catchment.

### **18.05-3 Geographic strategies**

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Planning for land-based port and port-related facilities adjacent to the deep channel in the North Arm of Western Port Bay (the mainland between Hann's Inlet and Watson's Inlet and to the east of the Tyabb Fault and the Clyde Monocline) should have regard to Statement of Planning Policy No 1 - Western Port (1970-varied 1976).

Planning for the future development of the Hastings port industrial area is to be undertaken in accordance with the Hastings Port Industrial Area Land Use Structure Plan (Department of Planning and Development 1996).

## **18.06 Health facilities**

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### **18.06-1 Objective**

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To assist the integration of health facilities with local and regional communities.

### **18.06-2 General implementation**

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Planning and responsible authorities should facilitate the location of health-related facilities (including acute health, aged care, disability services and community care facilities) with consideration given to demographic trends, the existing and future demand requirements and the integration of services into communities.

Consideration should be given to planning public and private developments together and to including some degree of flexibility in use.

Hospitals and other large health service facilities should be located in areas highly accessible to public and private transport.

Adequate car parking facilities should be provided for staff and visitors.

## **18.07 Education facilities**

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### **18.07-1 Objective**

19/01/2006  
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To assist the integration of education facilities with local and regional communities.

### **18.07-2 General implementation**

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Secondary and tertiary education facilities should be located in areas which are highly accessible to public transport. Primary education facilities should be located to maximise access by walking.

Tertiary education facilities should be encouraged to locate within or adjacent to activity centres.

In planning for the location of education facilities, planning authorities should consider demographic trends, the existing and future demand requirements and the integration of facilities into communities.

In planning areas near to education facilities, adjoining streets and accessways should be designed to encourage safe bicycle and pedestrian access.

## **18.08 Survey infrastructure**

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### **18.08-1 Objective**

19/01/2006  
VC37

To protect geodetic sites (survey marks) that support infrastructure projects, land development, survey, mapping and geographical information systems.

### **18.08-2 General implementation**

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Planning and responsible authorities should be aware of the location of survey marks established by the Office of the Surveyor-General and ensure that planning decisions do not prejudice their safekeeping.

## **18.09 Water supply, sewerage and drainage**

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### **18.09-1 Objective**

19/01/2006  
VC37

To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.

### **18.09-2 General implementation**

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Planning and responsible authorities should ensure that water quality in water supply catchments is protected from possible contamination by urban, industrial and agricultural land uses.

Urban development must be provided with sewerage at the time of subdivision, or lots created by the subdivision must be capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot consistent with the Guidelines for Environmental Management - Septic Tanks Code of Practice, Publication 891 (EPA 2003) and relevant State environment protection policies.

Planning and responsible authorities should ensure that:

- planning for urban stormwater drainage systems considers the catchment context and is coordinated with adjacent municipalities.
- best environmental management practice is used where practicable in the design and management of urban stormwater drainage systems, including measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.
- drainage systems are protected where practicable from the intrusion of litter, in accordance with strategies set out in Victoria's Litter Reduction Strategy (EPA 1995).

The re-use of wastewater including urban run-off, treated sewage effluent and run-off from irrigated farmland should be encouraged where appropriate, consistent with the Guidelines for Wastewater Re-use (EPA 1996).

### **18.09-3 Geographic strategies**

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Metropolitan councils should have regard to the Litter Prevention and Control Strategy for the Greater Melbourne Area (Waste Management Council 1995).

Planning and responsible authorities should have regard to the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999).

### **18.10 Waste management**

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#### **18.10-1 Objective**

19/01/2006  
VC37

To assist control of the generation, transport and disposal of wastes so as to prevent pollution and land degradation.

#### **18.10-2 General implementation**

19/01/2006  
VC37

The siting and management of waste disposal facilities must be in accordance with State environment protection policy (Siting and Management of Landfills Receiving Municipal Wastes) and relevant regional waste management plans.

#### **18.10-3 Geographic strategies**

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Planning authorities should have regard to Victoria's Litter Reduction Strategy (EPA 1995) and participate in the development of regional waste management plans.

Planning and responsible authorities in the metropolitan area should have regard to the Litter Prevention and Control Strategy for the Greater Melbourne Area (Waste Management Council, 1995).

### **18.11 High pressure pipelines**

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#### **18.11-1 Objective**

19/01/2006  
VC37

To plan for the development of pipeline infrastructure subject to the Pipelines Act 1967 to ensure that gas, oil and other substances are safely delivered to users at minimal risk to people and the environment.

## **18.11-2**

19/01/2006  
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### **General implementation**

Existing transmission-pressure gas pipelines should be recognised in planning schemes and protected from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided.

The siting of new pipelines should be planned along routes with adequate buffers to residences, zoned residential land and other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites.

Planning for pipeline easements should ensure appropriate provision for environmental management during construction and on-going operation.

## **18.12**

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### **Developer contributions to infrastructure**

## **18.12-1**

19/01/2006  
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### **Objective**

To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans.

## **18.12-2**

19/01/2006  
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### **General implementation**

Development Contributions Plans, prepared and approved under the Planning and Environment Act 1987, should be used to manage contributions towards infrastructure.

Development contributions may be collected on the basis of an approved Development Contributions Plan.

When preparing Development Contributions Plans planning authorities should have regard to the Development Contributions Guidelines (Department of Sustainability and Environment, June 2003).

## **18.13**

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### **Telecommunications**

## **18.13-1**

19/01/2006  
VC37

### **Objective**

To recognise the importance of telecommunications to all aspect of modern life and the essential and beneficial contribution of modern telecommunications facilities to local communities and the State and national economy.

## **18.13-2**

19/01/2006  
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### **General implementation**

Planning decisions should recognise that telecommunications is an essential utility service and, in particular, should:

- Facilitate the upgrading and maintenance of telecommunications facilities.
- Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.
- Facilitate the orderly growth of telecommunications by recognising that new communications technology needs to meet the continuous and growing demand for better communications and multi-media facilities in business, domestic, entertainment and community services.
- Reflect the economic contribution of telecommunications through improvements in business and industrial technology, rapid communication, and helping business and industry remain competitive and provide increased employment opportunities.

Planning schemes should not prohibit the use of land for a telecommunications facility in any zone.

Planning decisions should reflect a reasonable balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Planning decisions should reflect the national implications of a telecommunications network and the need for consistency in infrastructure design and placement. A *Code of Practice for Telecommunications Facilities in Victoria* should be used in the consideration of applications for the use and development of telecommunications facilities and sites.