

21.08

27/11/2014
C104(Part 1)

TRANSPORT AND INFRASTRUCTURE

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Vision

Council will consider planning applications and make decisions in accordance with the following vision:

To improve the quality of residential and rural lifestyles and support economic development through the timely provision of infrastructure

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Overview

Infrastructure is a key contributor to quality of life. Provision of appropriate infrastructure is fundamental to urban and rural living and to facilitating economic activity. Council’s planning scheme seeks to balance the competing objectives of achieving higher standards of living through economic development, protecting and enhancing the environment and striving for the equitable distribution of benefits provided by infrastructure.

Infrastructure provision should occur in a timely fashion to cater for the changing needs of the community and emerging needs of developing areas. As custodian of significant infrastructure assets, Council has adopted standards for infrastructure provision. Such standards help to optimize the life-cycle costs for each infrastructure asset and set a framework for the consistent provision and maintenance of infrastructure. This maximizes the benefit each infrastructure asset provides the community.

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Transport

Overview

Transport facilities include roads, paths, rail networks and public transport. All are necessary to provide for economic production, social and cultural development, leisure, work and health. Transport networks involve public and private stakeholders. Transport networks contribute to lifestyle values and tourism growth.

The Shire is served by high quality infrastructure in the form of the Princes Freeway and the Gippsland rail line. A network of major roads serves the rural areas and various towns. These facilities provide the transportation basis for the Shire’s overall planning and development.

Pressures for residential, commercial or industrial development will be mainly experienced along the Princes Highway and Melbourne-Gippsland railway corridor servicing eastern Victoria and the Shire.

The Shire is strategically located in terms of its association with other highly productive agricultural areas in Gippsland and accessibility to major markets.

Council has limited input into public transport and major roads. Arterial roads and freeways are planned and managed by VicRoads whilst railways and bus services are controlled by the respective operators and the peak body Public Transport Victoria (PTV). Council has an important role in this process to lobby the responsible authorities to ensure ratepayers receive the best possible public transport services which harmonise with local requirements.

Objective 1

To develop an appropriate multi-modal transport network that works effectively, with positive outcomes for amenity, safety and environmental values.

- Strategy 1.1 Support better access to tourist and recreation facilities.
- Strategy 1.2 Support the Princes Highway and rail transport corridor as an efficient transport facility linking the main urban areas of the Shire with Melbourne and neighbouring employment centres.
- Strategy 1.3 Recognise the importance of improved public transport community links.

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Strategy 1.4	Support the improvement of access to places of interest by the public while protecting their quality by sound management practices.
Strategy 1.5	Provide for safe and direct access for pedestrians and cyclists in the design of residential subdivisions in order to reduce the need for use of motor vehicles and to assist in improving community health and wellbeing.

Implementation

- Use the Active by Design Subdivision Guidelines and Checklist for Residential Development – 2009. These provide guidelines on how to ensure ‘active by design’ standards are included in residential subdivisions. Compliance with the Guidelines will be deemed to satisfy the objectives under clause 56.05-2 Public open space provision objectives, clause 56.06-2 Walking and cycling network objectives, clause 56.06-5 Walking and cycling network detail objectives and contribute to satisfying other objectives.
- An opportunity exists to also use these guidelines to integrate industrial and commercial areas with neighbourhoods through active linkages.

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20/04/2020
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Infrastructure Planning, Design and Construction

Overview

Infrastructure provides the basic services required for urban and rural living and production. Its provision has to meet standards and objectives relating to reliability, safety, cost, maintainability and economic efficiency but also environmental sustainability and quality. Infrastructure can be provided in a way that meets all needs, and adds positively to the urban or rural experience.

The design, management and delivery of infrastructure are key issues for Council. The Infrastructure Design Manual (IDM) prepared by the Local Government Infrastructure Design Association has been adopted by Council and includes guidelines for the design and construction of infrastructure within the municipality, including (among other things) roads, drainage, stormwater, car parking, landscaping, access, earthworks, public lighting and intersection infrastructure. The IDM complements the objectives and standards of Clause 56 for residential subdivision applications.

Objective 1

To support the maintenance of environmental quality by ensuring a co-ordinated approach on the location, layout, siting and timing of development and the provision of infrastructure.

Strategy 1.1	Rezone additional land in Warragul and Drouin, to accommodate expected demand for industrial, commercial and residential land.
Strategy 1.2	Develop a Shire-wide Strategy to set out a coordinated approach in infrastructure provision.
Strategy 1.3	Prepare and update development contributions schemes for infrastructure to co-ordinate the equitable provision of services.
Strategy 1.4	Enable the implementation of the National Broadband Network rollout to support the introduction of new technology.

Objective 2

To provide clear and consistent guidelines for the planning, design and construction of infrastructure.

Strategy 2.1	Encourage a consistent approach to the design and construction of infrastructure across the municipality.
Strategy 2.2	Encourage new subdivision and development that has regard to the objectives and requirements of the IDM or an approved Precinct Structure Plan.

Unsewered Land

Overview

Facilities to support the provision of high quality water and the treatment of effluent are critical for the economic well being of the Shire, protection of public health and the maintenance of environmental quality.

Objective 1

Advocate for the installation of reticulated sewerage systems in all urban areas where the population base supports the viability of the investment.

Strategy 1.1 Develop a partnership with Gippsland Water to install sewerage services in residential locations and townships where there is community support or major environmental problems to be overcome. Small towns (as defined by Council's Settlement Management Plan 2013) currently not connected to sewer include:

- Darnum
- Nilma
- Erica
- Walhalla
- Thorpdale
- Buln Buln
- Noojee
- Tanil Bren

These small towns will not grow to a level to make reticulated sewer economically viable, however Council will continue to advocate for sewer services being provided through the Council's Domestic Waste Water Management Plan.

Strategy 1.2 Ensure where possible future residential development to have fully reticulated sewerage services.

Objective 2

Development which cannot be serviced by a reticulated sewerage system must be designed, sited and developed to prevent pollution of land and water resources.

Strategy 2.1 A minimum lot size of 4000m² will be required. Lots smaller than 4000m² are considered high risk in relation to wastewater treatment and disposal. Applications to create lots smaller than 4000m² must be supported by documentation that demonstrates they are capable of effective wastewater treatment and disposal.

Strategy 2.2 All wastewater (effluent) treatment and disposal systems must be installed in accordance with the Environment Protection Authority's Guidelines for Environmental Management: Code of practice – Onsite wastewater management.

Strategy 2.3 Package treatment plants and other alternative methods of waste water treatment that recycle waste water for use in domestic gardens and irrigated areas should be considered where appropriate. Certification that the proposed systems are licensed to operate in Victoria must be provided.

Strategy 2.4 Topographic maps, detailing areas which may be irrigated without discharging waste water from the site, must be provided with each application.

Strategy 2.5 Septic tanks and other forms of waste water treatment must be managed to prevent effluent entering watercourses.

Strategy 2.6 Suitable reports for proposed density, design and location of septic tanks and/or soil tests for each lot may be required at the discretion of Council's Environmental Health Surveyor.

Reference Documents

- Baw Baw Shire Development Contribution Plan, 23 March 2007
- Baw Baw Shire Community Services Planning Framework, January 2013
- Warragul Urban Drainage Strategy, 26 February 2007
- Active by Design Subdivision Guidelines and Checklist for Residential Development – 2009

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- '*BawBaw 2050 –Community Vision 2010*', Baw Baw Shire Council
- Guidelines for Environmental Management: Code of practice – Onsite wastewater management (EPA 2013)