

21.05 TRANSPORT AND INFRASTRUCTURE

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C19

This Clause provides local content to support Clause 18 (Transport) and Clause 19 (Infrastructure) of the State Planning Policy Framework.

Overview

The sparsity of settlement throughout the municipality means that planning for infrastructure and transport must be efficient, logical and equitable. Utilising existing infrastructure and forward planning for the provision of future infrastructure are of equal importance for Buloke Shire, as its maintenance has a fundamental economic impact.

The principal transport infrastructure connecting the municipality to the region and beyond consists of railways and highways. All the main towns in the municipality have silo facilities at the railway terminals. A significant network of highways and secondary roads connects the municipality to Melbourne, Sydney, Adelaide, Ballarat, Mildura and Bendigo. The Calder Highway tends to be used mostly by heavy vehicles and road transports from Melbourne, while the Sunraysia Highway is more generally used by rural transports and tourists visiting Mildura. Increasing traffic volumes are being experienced through grain transports using major roads from Rainbow, Beulah, Birchip and Wycheproof. Local roads, which are the responsibility of Council, are a major liability in terms of cost.

The municipality has limited air transport infrastructure. The airstrips at Birchip, Charlton, and Donald have sealed runways and lighting, while Sea Lake and Wycheproof have grass runways.

Key Issues

- Maintaining and improving the municipality's transport connectivity, internally and to the wider region, state and beyond.
- Minimising travel times for the community.
- Managing the costs and demands of local infrastructure provision and maintenance given scarce resources and sparse population.

21.05-1 Transport

23/04/2015
C19

Objective 1

To ensure new development is managed to take advantage of the existing road network without unnecessarily increasing the works requirements of Council.

Strategies

- Direct development (especially development that generates substantial traffic) to those roads that are able to support it.
- Require developers to meet (where appropriate) the cost of upgrading roads for new development, so that these costs are not unfairly imposed on the community.

Objective 2

To improve the municipality's transport connectivity and reduce travel times, particularly given scarce resources and long distances.

Strategies

- Reduce the need for travel by maximising the availability and accessibility of internet resources and tools for the community, particularly given the anticipated connection to the wireless National Broadband Network and the potential for future optic fibre connection.

21.05-2

23/04/2015
C19

Renewable energy

Objective 1

To facilitate the development of a more sustainable, renewable energy industry for the municipality.

Strategies

- Encourage the use and development of land in the municipality for renewable energy facilities.
- Support community initiatives in relation to renewable energy.
- Encourage the upgrade of existing energy infrastructure to accommodate renewable energy projects.

21.05-3

23/04/2015
C19

Telecommunications

Objective 1

To provide the municipality with access to efficient, affordable and modern telecommunication infrastructure.

Strategies

- Encourage new telecommunications providers into the municipality to increase competition.
- Recognise the positive contribution modern telecommunications make to economic development, including employment.
- Facilitate upgrades and new installations of telecommunications infrastructure.
- Acknowledge the role of telecommunications in reducing isolation.

21.05-4

23/04/2015
C19

Infrastructure

Objective 1

To maintain and enhance the quality of infrastructure in the municipality.

Strategies

- Require satisfactory waste disposal in non-sewered settlements.
- Advocate for implementation of sewerage infrastructure in smaller townships and support the preparation of domestic waste water management plans for each settlement.

- Advocate for upgrades to power supply infrastructure and capacity in the municipality.
- Support the viability of community, health and education infrastructure in the municipality by encouraging greater use.
- Encourage the use of existing infrastructure, including transport infrastructure, and the use of public transport facilities.
- Protect areas of possible future transport expansion, including road reserves, from inappropriate development.

Objective 2

To encourage the efficient use, development and maintenance of infrastructure.

Strategies

- Encourage co-location of development where appropriate.
- Educate the community about costs associated with infrastructure maintenance.

Objective 3

To encourage development in the main towns, where the provision of reticulated water, sewerage, electricity, telecommunications, drainage and sealed roads is readily available.

Strategies

- Encourage development in locations that have existing service connection options.
- Discourage developments that require an extension of services, unless costs are met by the developer.

Implementation

The strategies in relation to transport and infrastructure will be implemented through the planning scheme by:

Policy Guidelines

- Require that all roads that service residential development be fully constructed and sealed.
- Require that all forms of residential development, including low density residential development, be connected to reticulated water, sewerage, electricity, and stormwater facilities, where available.
- Direct significant development to the established road network wherever possible.
- Require applications that may affect a road in a Road Zone, Category 1 to be referred to the relevant road authority.
- Require the use of alternative effluent disposal systems such as package treatment plants and compost toilets where sewerage is unavailable and environmental conditions prevent the disposal of waste by septic tank.
- Require that residential subdivision applications be accompanied by a report which demonstrates:

- How stormwater is to be disposed of and what downstream retardation works will be provided to alleviate flooding, siltation of watercourses or erosion of properties.
- That the standard of construction of all roads will be sufficient to accommodate the expected volume of traffic. Such a report will also consider traffic management works that may be necessary to obtain safe access and egress from the site.
- That the comments of the relevant road Authority have been considered where the site is serviced from a Road Zone - Category 1.
- That comments from the relevant water authority have been sought on development proposals that generate significant demand for water infrastructure.
- That a water supply is available for the proposed use and development to the satisfaction of the responsible authority and is adequately provided by:
 - reticulated supply;
 - two-megalitre capacity dam;
 - private community water supply system;
 - water bore or well capable of supplying 4,500 litres of potable water per day; or
 - right of access to a permanent river or stream,
- Require that all new roads be constructed to the following minimum standards unless otherwise agreed by the responsible authority:
 - Formation width - 6 metres or passing bays every 200 metres.
 - Pavement width - 4 metres.
 - Pavement depth - 150 mm of compacted road making gravel.
 - Minimum grade - 1 in 8 unless sealed
- Require the developer to contribute to the upgrade of the road if the use or development of land requires a standard of road greater than that currently provided by responsible authority,
- Require referral of developments requiring significant water infrastructure to the relevant water authority.

Applying Zones and Overlays

- Applying the Road Zones to ensure appropriate consideration of development that may affect significant transport routes.

Further strategic work

- Advocating for the ongoing maintenance of transport routes by responsible authorities.
- Educate and consult with the community about infrastructure use and the prioritisation of essential infrastructure.
- Advocate for the maintenance of threshold populations to support the viable provision of infrastructure.