

21.09 TRANSPORT28/05/2015
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This clause provides local content to support Clause 18 (Transport) of the State Planning Policy Framework. Specific references to individual suburbs and towns are also included in Clause 21.11 (Local Areas).

21.09-1 Integrated transport networks28/05/2015
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Wyndham's transport network will experience pressure from rapid population growth. While the demand for transport will be met primarily through private car use, strategies to facilitate major increases in use of public transport are required. Both road and rail transport will face increasing capacity constraints as demands increase. Effective resolution of major passenger and freight transport planning issues will also require significant regional co-operation.

Wyndham's reliance on cars for transport displaces some of the more active transport options like walking, cycling and using public transport. However, using active transport options involving greater physical activity can alleviate a variety of health problems. The application of safer design principles and treatments can encourage people to leave cars at home, improving activity levels, overall health, safety and wellbeing and the pressure on health and hospital services. Public transport and transport options that meet the needs of the young, elderly and disabled especially critical.

Key issues

- Providing improved and accessible transport options.
- Maintaining and enhancing existing road infrastructure.
- Acknowledging the environmental, economic and public health benefits of alternative transport nodes.
- Linking the walking and cycling network.
- Recognising the social and health benefits of reduced commuting times.

Objective 1

To improve and upgrade transport infrastructure to meet existing and future population.

Strategies

- 1.1 Provide for an integrated, safe and efficient transport network.
- 1.2 Ensure new development is provided with safe and efficient vehicular access.
- 1.3 Identify options for future railway lines and stations, freight centres, freeways, interchanges and arterial roads.
- 1.4 Ensure that the competitive advantage of rail connections are maximised through integrated land use and transport planning.
- 1.5 Ensure that the planning and design of transport corridors is sympathetic to and not at the expense of the natural environment and landscape.

Objective 2

To provide safe walking and cycling routes to connect people to destinations.

Strategies

- 2.1 Ensure that walking and cycling infrastructure is incorporated into the design and development of all new neighbourhoods.
- 2.2 Ensure new residential estates include a bicycle network linking with the principal bike routes.
- 2.3 Ensure connectivity through local streets and open spaces to link with employment, retailing, education, transport and community facilities.
- 2.4 Provide for the safe storage of bicycles at all public destinations such as town centres and railway stations.

Objective 3

To provide for the safe, efficient and effective operation of public transport.

Strategies

- 3.1 Provide priority for buses at key intersections and on the Principal Public Transport Network.
- 3.2 Plan for and protect opportunities for the grade separation or upgrade of existing level crossings.

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Implementation

The strategies will be implemented through the planning scheme by:

Application of zones and overlays

The objectives, strategies and policy guidelines in the Planning Scheme are implemented through the application of appropriate zones and overlays.

- Apply Schedule 1 to the Design and Development Overlay to maintain the boulevard appearance of the Princes Highway.
- Apply Design and Development Overlays to areas requiring specific design solutions.

Policy Guidelines

The objectives, strategies and policy guidelines in the Planning Scheme will be implemented through the application of the following local planning policy.

- Clause 22.01 (Non-Residential Uses in Residential Zones Policy) seeks to provide direction on a range of discretionary use and development options in residential zones.

Further strategic work

- Identify the transport infrastructure required so that the community has a variety of transport options to access jobs, education, recreation, shopping and services.
- Develop a transport network strategy to achieve an integrated strategy that addresses short, medium and long-term transport needs.
- Investigate appropriate strategies for freight handling facilities and transport corridors.
- Develop local area traffic management schemes to reduce the impact of traffic speeds and volumes.

- Investigate the application of the Public Acquisition Overlay.

Reference documents

- *Western Melbourne Transport Strategy 2012-2030.*
- *Bicycle Network Strategy (2011).*