

21.0606/04/2017
C54**TRANSPORT**

This clause provides local content to support Clause 19 (Transport) in the State Planning Policy Framework.

21.06-106/04/2017
C54**Transport network****Overview**

The main road transport corridor in the region is the Western Highway (a National Highway), which connects Horsham, Stawell and Nhill with Melbourne (via Ballarat) and Adelaide. The roles of road traffic and freight are strongly linked to settlement, economic development and tourism activity within the Northern Grampians Shire. Other important road corridors include the Sunraysia Highway, which runs north west to south east through the region and the Wimmera Highway providing a regional east west link. The road infrastructure drives pressure for land use development.

Rail service is also of utmost importance to the success of the region's economy. The shire has two main rail lines, with Stawell and Glenorchy located on the interstate rail corridor which connects Melbourne to Adelaide and St Arnaud on the freight line which connects Maryborough to Mildura. These lines allow good access to the ports of Portland, Geelong and Melbourne.

Key Issues

- The importance of the Western Highway for urban development, economic growth and tourism in the Shire.
- Grampians Road, Stawell-Avoca Road, Sunraysia Highway and St Arnaud-Ararat Road provide critical regional connectivity for community, economy and regional development.
- The importance of the passenger and freight rail infrastructure to the community and the local economy.
- The importance from a safety and road maintenance perspective of using rail to move the majority of the region's produce.
- The region's railway infrastructure is constructed at different gauges, which constrains connectivity and the ability to provide passenger services to the region

Objective 1 To encourage a transportation system that provides a diverse range of mobility options for all and provides appropriate access to employment, housing, services, and recreation areas, and facilitates economic growth within the shire.

Strategy 1.1 Encourage land use planning to reduce reliance on car use, particularly in the main townships by improving pedestrian and cyclist connectivity, clustering employment, shops and community facilities in activity centres where they can support multi-purpose trips and supporting residential infill close to public transport nodes and improving pedestrian amenity and facilities.

Strategy 1.2 Improve the safety of pedestrian and bicycle links to public transport, activity centres, tourism precincts and attractions, community and recreation facilities, and industrial areas within the municipality.

Strategy 1.3 Encourage truck movements on identified truck priority routes, including the Western Highway, to link freight hubs and reduce conflict with other transport modes, developing Stawell as a logistics hub, and discourage the development of freight and logistics related facilities in locations that require transport to use roads through residential areas.

Strategy 1.4 Support inter-modal (road-to-rail, road-to-air freight) transfer facilities to make efficiencies in freight movement into the future.

Strategy 1.5 Increase public transport opportunities between major towns and smaller settlements.

Objective 2 To develop and maintain a network of road and rail corridors suitable for multiple forms of transport.

Strategy 2.1 Ensure access to the shire is maintained by the dual carriageway on the Western Highway, between Melbourne and Stawell, the Sunraysia Highway, between Ballarat and St Arnaud and passenger and freight train services.

Strategy 2.2 Encourage the use of key routes and corridors that link all major heavy truck businesses and traffic generators between developing areas and established areas.

Strategy 2.3 Support improvements in the capacity, safety and function of the region's rail corridors.

Implementation

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

Application of zones and overlays

- Applying the Road Zone to protect the function of the road network in the shire and ensure appropriate subdivision of adjoining land.
- Applying the Public Use Zone to protect the rail network.

Further strategic work

- Review the Northern Grampians Transport Study.

21.06-2

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Western Highway

Overview

The Western Highway is a principal road linking Melbourne and Adelaide and is a designated National Highway. Planning for land use and development in the vicinity of the Western Highway must consider impacts on this National Highway.

Key Issues

- Protecting the role and function of the Western Highway as a National Highway.
- Encouraging land use and development that compliments the role of the Western Highway.

Objective 1 To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Western Highway.

- Strategy 1.1 Ensure urban development is appropriately setback from the Western Highway to maintain its role as a national highway.
- Strategy 1.2 Encourage development and land use in the vicinity of the Western Highway that complements its role as a national highway.
- Strategy 1.3 Encourage the development of land to support the duplication of the Western Highway through to Stawell.
- Strategy 1.4 New use and development in the vicinity of the Western Highway should consider the movement of local traffic, cyclists, pedestrians and other road or footpath in the vicinity of the Western Highway, to ensure there is easy and safe movement between localities without the need to access the Western Highway.

Objective 2 To minimise any adverse effects of noise from traffic using the highway, particularly where the highway passes through Stawell and Great Western.

- Strategy 2.1 Ensure use and development with frontage to the Western Highway has regard to its importance as a national highway.
- Strategy 2.2 Ensure use and development including residential development fronting the Western Highway considers impacts from road traffic noise including the benefit of an acoustic report that outlines any necessary measures to reduce noise impacts and any relevant standards or guidelines with respect to building construction and siting.

Implementation

The strategies in relation to the Western Highway will be implemented through the planning scheme by:

Application of zones and overlays

- Applying specific controls to facilitate the Western Highway Project: Section 3-(Ararat to Stawell) project.
- Applying the Public Acquisition Overlay to reserve land for the duplication of the Western Highway.

21.06-3

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Stawell Aerodrome

Overview

The Stawell Aerodrome is a valuable regional and strategic asset economically and a major emergency response base. The aerodrome caters for the general aviation needs of the region and is home to many aviation-related businesses, such as fire bombing, aircraft maintenance and restoration, crop-spraying, flying instruction, charter and recreational flight services. Planning must seek to protect the Stawell Aerodrome, as a key element in the local transport infrastructure of the region.

Key Issue

- Protecting the safe operation and future expansion of the Stawell Aerodrome.

Objective 1 To ensure that future development does not infringe the current and future use of the Stawell Aerodrome.

Strategy 1.1 Ensure future development does not restrict the use of the aerodrome.

Strategy 1.2 Ensure tall structures do not impact any designated existing or future obstacle limitation surfaces (OLS).

Strategy 1.3 Facilitate the future extension of Stawell Aerodrome Runway 11/29.

Strategy 1.4 Ensure that the use and development of hangar sites supports the safe operation and future expansion of the airport.

Implementation

Application of zones and overlays

- Apply the Airport Environs Overlay to protect the ongoing operation and future expansion of the Stawell Airport.
- Apply the Design and Development Overlay to maintain the efficiency and safety of aircraft operations at the Stawell Aerodrome.

Further strategic work

- Review the Airport Environs Overlay to identify areas subject to high levels of aircraft noise, areas where the use of land for uses sensitive to aircraft noise need to be restricted and to ensure land use and development is compatible with the safe operation of the Stawell Aerodrome with safe air navigation for aircraft landing and take-off.

Reference document

Stawell Aerodrome Master Plan Review, 2014