

21.07 INFRASTRUCTURE AND TRANSPORTATION

10/08/2017
C143

This section covers infrastructure and transportation issues under the themes of:

- Physical, community and cultural infrastructure
- Public Transport
- Walking and cycling
- Cars and parking
- Transport services

Environmental Issues - Rapid growth in the Casey-Cardinia growth corridor is expected to have a pronounced effect on Greater Dandenong. By 2021 it is estimated that there will be an additional 120,000 residents in these municipalities. This is likely to generate additional traffic into and through Greater Dandenong, to destinations closer to central Melbourne.

The impacts of increasing travel particularly by car will be felt in congestion, pollution and increased greenhouse gas emissions.

While public transport mode share in Greater Dandenong is the highest of any municipality in the eastern suburbs of Melbourne, it is only 8 percent of all trips. The train system is overcrowded and bus services are poor by metropolitan standards, having a poor reach on weekends and restricted operating time during the week.

Transport in Greater Dandenong needs to be planned in an integrated manner that connects and reinforces desired land use patterns, contributes positively to the environment and reduces adverse impacts of some modes of transport by encouraging a shift to more sustainable modes.

Cycling is a form of transport that is environmentally sustainable. A safe, easily accessible and continuous bicycle network needs to be provided to deliver benefits to the community. Likewise encouraging walking by progressively upgrading the walking-path network provides residents with a high level of liveability.

The visual amenity of the built environment is affected by the overhead cables and electricity poles. Phased elimination of these cables and poles will have a positive impact on the visual amenity of the built environment and will protect the natural landscape.

Economic Issues - Enormous costs are involved in upgrading existing infrastructure and building new infrastructure. Ensuring new developments contribute to the cost of new infrastructure will have huge economic savings to the community and in sustaining residential, commercial and industrial development in Greater Dandenong.

Council has successfully introduced a Development Contribution Plan (DCP) for the provision of physical and community infrastructure in a recent new residential area. It is considered appropriate to prepare DC Plans as well as cash-in-lieu schemes for future residential, commercial and industrial areas for the provision of physical, community infrastructure including open space and shared car parking facilities.

Facilitating economic growth requires a well planned and flexible transport system to accommodate, new, expanding and changing industries within Greater Dandenong and the wider region.

A third track between Caulfield and Dandenong and a second track between Dandenong and Cranbourne, a gap in the network, if implemented will significantly increase the number of trains in this portion of network and lessen travel times for long distance commuters.

Support for the long-term viability of transport links to strategic regional infrastructure, such as ports, airports and major industry as well as the local street network and good access to public transport are important to achieve economic efficiency and growth.

The Integrated Transport Strategy 2005 promotes the development of road and rail transfer facilities, which can encourage increased freight transport by rail, particularly freight access to the potential development of a deep water port at Hastings. Development of the East Link as an integrated transport corridor, the future development of a deep water port

will see Greater Dandenong as a major freight and logistics hub bringing in many economic benefits.

Social Issues - In 2031 an extra 628,000 persons aged more than 60 years are forecast for metropolitan Melbourne, of whom it is estimated 42,000 will reside in Greater Dandenong.

This increase in the population of older residents will raise the demand for aged and disability services provided by both the public and private sectors. Efforts may be required to address the challenge of catering for the aged population in the form of smaller infill dwellings, retirement accommodation and where possible co-located with community facilities, welfare services and recreational facilities within activity centres close to public transport.

While the total demand for services and facilities used by people in the age group under 35 - particularly children's services - may not be expected to change significantly, it is anticipated that younger families will move into new developments planned and developed in the municipality, requiring timely consideration of the availability and distribution of these facilities.

It is also important to assess social and community impacts of all transport modes; ensure that issues of safety and accessibility (including for the elderly and people with disability) are considered. Access to sustainable modes of transport can be a significant factor in full participation in the social life of the community as well as improving the overall health and well being of the community.

21.07-1

13/08/2015
C192

Physical, community and cultural infrastructure

Objective

1. To minimise the visual impact of physical infrastructure on the built and natural environment.

Strategies

- 1.1 Ensure that the communication infrastructure and utilities do not have unreasonably adverse impact on the visual amenity of the built environment, open space and parkland areas and the natural environment.
- 1.2 Encourage the undergrounding of overhead powerlines and cables.

Objective

2. To manage the impact of discharge of stormwater to minimise pollution and flooding.

Strategies

- 2.1 Promote water sensitive urban design principles.
- 2.2 Require Environmental Management Plans for large developments.

Objective

3. To minimise damage to physical infrastructure (including trees) from development.

Strategies

- 3.1 Ensure that developments are appropriately designed and sited to minimise damage to the physical infrastructure.
- 3.2 Ensure works associated with development minimise the impact on tree roots.

Objective

4. To ensure new developments meet the cost of infrastructure.

Strategies

- 4.1 Identify the requirements of infrastructure (land, works and facilities) and put in place funding arrangements with reference to:

- The type and capacity of infrastructure already in place.
- Accepted standards of infrastructure provision.
- The need to improve local air quality and the quality and management of storm water run-off

Objective

5. To provide for a range of community facilities and services appropriate to the needs of the diverse community of Greater Dandenong.

Strategies

- 5.1 Encourage the type of community facilities, which respect the locality's population profile and residents' lifestyles.
- 5.2 Encourage the co-location of appropriate community facilities where possible with activity centres, community and transport nodes.

21.07-2

Public transport

24/02/2011
C73

Objective

1. To increase the use of public transport

Strategies

- 1.1 Encourage development in locations which can maximise the potential use of public transport.
- 1.2 Encourage medium-density housing and mixed use development to locate;
- near activity centres which have access to public transport, or
 - are within walking distance (300m) of the Principal Public Transport Network (PPTN).
- 1.3 Give priority in a descending preferential hierarchy to walking, cycling, public transport, transit goods movement then private automobiles, particularly in relation to urban design and infrastructure planning decisions.

Objective

2. To integrate transport and land use

Strategies

- 2.1 Ensure residential, commercial and industrial development provides for safe and accessible pedestrian/bicycle movement to the public transport network.
- 2.2 Encourage the co-location of services and facilities.
- 2.3 Encourage higher density and mixed use development (including rezoning if necessary) within 400m of transport nodes.
- 2.4 Develop and implement Developer Contribution Schemes to link new developments to new transport infrastructure and service improvements.
- 2.5 Facilitate the setting aside of land in Dandenong South for the development of new station(s) on the Cranbourne railway line.

21.07-3

Walking and cycling

12/05/2011
C136

Objective

1. To promote and facilitate walking and cycling

Strategies

Ensure walking and cycling are important design elements in all land use and development decisions.

- 1.1 Require developers to undertake an assessment of the extent, contents and quality of the 'walkable catchment' for major development proposals.
- 1.2 Ensure use and development proposals have regard to the municipal bicycle and other transport strategies.
- 1.3 Ensure that pedestrian linkages are established between principal public transport nodes and activity areas.
- 1.4 Discourage vehicle cross-overs where they have a significant impact on pedestrian movements.
- 1.5 Encourage safe and well lit pedestrian linkages within and across activity centres.

21.07-4 Cars and parking

12/05/2011
C136

Objective

- 1. To promote significant modal shift away from the car

Strategies

- 1.1 Require developers to submit integrated transport plans and transport impact assessments for major development proposals.
- 1.2 Ensure that developments, where appropriate, contribute to the supply of shared public car parking in and around activity centres.
- 1.3 Manage parking supply, where appropriate to encourage sustainable modes of transport.
- 1.4 Require major activity generating developments to contribute funds for traffic management and streetscape upgrading.
- 1.5 Reduce the environmental impact and improve the sustainability of new development in activity centres.
- 1.6 Reduce dependence on the use of motorised vehicles for transport by encouraging new development to locate in key transport corridors.

Objective

- 2. To protect residential and other sensitive uses from adverse impacts of vehicular traffic.

Strategies

- 2.1 Ensure that non-residential use and development are planned and managed so that traffic generation does not impact on the amenity of residential areas.
- 2.2 Ensure that appropriate traffic management measures are implemented where new land uses and development generate significant volumes of traffic.
- 2.3 Support the protection and enhancement of the existing operation and safety of arterial roads for all road users through ongoing management of vehicular access points.

21.07-5 Transport services

10/08/2017
C143

Objective

- 1. To ensure that provision and location of transport related uses and services have no adverse impacts on residential areas.

Strategies

- 1.1 Discourage the development of freight and logistics related facilities in locations that require transport to use roads through residential areas.
- 1.2 Discourage industries that are dependent on heavy road transport or high volumes of traffic from locating near residential areas.

Objective

2. To enhance the efficiency of freight movement.

Strategies

- 2.1 Support inter-modal (road to rail) transfer facilities that reduce truck traffic.
- 2.2 Support the protection and enhancement of the existing operation and safety of arterial roads for all road users through ongoing management of vehicular access points.

Implementation

These strategies will be implemented by:

Policy and exercise of discretion

- Application of the Central Dandenong Local Planning Policy at Clause 22.07.
- Application, upon approval, the respective Local Planning Policies for the major activity centres of Springvale and Noble Park.
- Application of the policy directions of the City of Greater Dandenong Integrated Transport Strategy (2005).
- Application of the Springvale Activity Centre Local Planning Policy at Clause 22.10.
- Implementation of the Greater Dandenong Green Wedge Management Plan (*Revised, January, 2017*).

Zones and overlays

- Application, upon approval, the zones and overlays to identified sites in and around the Major Activity Centres.
- Application, upon approval, zones and overlays identified in various studies and strategies as appropriate.

Further strategic work

- Prepare Transit Orientated Development (TOD) plans to guide future development in and around Central Dandenong, Springvale, Noble Park and Parkmore activity centres.
- Review car parking requirements including preparing parking precinct plans where access to public transport is within easy walking distance and readily available.
- Prepare a micro-simulation model for Central Dandenong to guide pedestrian access, traffic, parking and public transport.
- Prepare parking precinct plans for Central Dandenong, Springvale, Noble Park and Parkmore activity centres including investigation of where future cash-in-lieu of car parking will be expended on public transport and associated infrastructure.
- Establish and maintain a database of land-use, parking supply and parking usage to monitor the appropriateness and adequacy of parking arrangements.
- Develop Local Area Traffic Management Plans (LATM).
- Undertake a strategic review of all activity centres with a view to consolidate the location of community facilities in these centres.
- Prepare a 'whole of route' way finding strategy to improve connections to key destinations within the Greater Dandenong Green Wedge.

Other actions

- Implement the Central Dandenong Design and Mobility Plan.
- Implement the vision and philosophy identified in the Dandenong Railway Precinct Comprehensive Development Plan, Tract Consultants, August 2012.
- Implement priority actions identified in the City of Greater Dandenong Integrated Transport Strategy (2005).
- Promote competitive advantages of using public transport or bicycle and pedestrian networks through education and awareness programs.
- Develop a system of provision of community services that respects population distribution, age structure, urban form.
- Encourage investment in community facilities such as day care centres, nursing homes/hostels to meet particular needs of the present and projected population in the different suburbs of Greater Dandenong.
- Ensure equitable distribution of facilities and services by collaborating with other providers of community infrastructure.
- Provide active support for the festivals and events that promote social interaction through cultural, recreational and leisure opportunities.
- Support community organisations to provide diverse and high quality cultural events.

Strategic Transport Framework

