

## 21.08 INFRASTRUCTURE

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This Clause provides the local content to support Clause 18.01 (Integrated Transport), Clause 18.02 (Movement networks), Clause 19.02 (Community Infrastructure), Clause 19.03-2 (Water supply, sewerage and drainage) and Clause 19.03-4 (Telecommunications) of the State Planning Policy Framework.

### 21.08-1 Integrated infrastructure planning

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#### Key issues

- Addressing the need for associated social and physical infrastructure as a focus for future development planning in Stonnington.
- Continually addressing safety, accessibility, mobility and parking for all forms of transport modes and their integration with land use planning and development, especially in activity centres and in higher density developments.

#### Objectives and strategies

##### Infrastructure (general)

1. **To ensure existing and new infrastructure is sustainable and meets the needs of residents, workers and visitors – current and future.**
  - 1.1 Advocate for improved state and federal infrastructure commensurate with the level of the projected increased demand in the City.
  - 1.2 Provide quality physical and community infrastructure that is appropriate, accessible, responsive and sustainable to the community.
  - 1.3 Direct higher density development to locations with existing adequate service capacity, including locations close to community hubs.

##### Integrated transport

2. **To integrate transport and land use planning and development to maximise accessibility, safety and sustainability of the transport network and the built environment.**
  - 2.1 Plan and manage land use and development to reflect the accessibility, traffic capacity and public transport availability of each area.
  - 2.2 Support new use and development in local areas which have the effect of localising employment, shopping, education, recreation and other daily activities and reducing the need to travel.
  - 2.3 Ensure new Structure Plan work includes:
    - proposals to improve connectivity (pedestrian and cycle links) within activity centres and with residential areas;
    - safe design / active frontage of pedestrian links to car parks and public transport;
    - traffic capacity limitations and a Sustainable Transport Plan; and
    - consideration of the cumulative impact of parking provision and traffic generation on the road capacity to minimise delays to public transport.

#### Implementation

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

**Policy guidelines**

- In the case of applications for major new developments, negotiating contributions towards improved infrastructure in the absence of an approved Development Contributions Plan. Contributions will be sought on the basis of need, nexus, accountability and equity.
- In the case of proposals which, in the opinion of the responsible authority, may generate a level of travel demand sufficient to impact on the provision of local transport infrastructure, requesting a traffic, parking and sustainable transport analysis prepared by a suitably qualified consultant which identifies:
  - opportunities to maximise access by walking and cycling and public transport;
  - the increase in car parking demand, whether the car parking can be accommodated on site and the impact of this on parking provision in the area;
  - the increase in the traffic volume and the impact on traffic management and road based public transport in the area;
  - the increase in the use of public transport and sustainable transport trips from the proposal;
  - how the site will be accessed by heavy vehicles, including the likely type and frequency of such vehicles and the routes that they may use to access the site; and
  - opportunities for loading and unloading facilities.

**Future strategic work**

- In conjunction with the relevant agencies:
  - undertaking an Infrastructure Capacity Audit of the utility (drainage, water and sewerage), transport (roads, paths and public transport) and community (open space and social) infrastructure in the City and surrounding region;
  - identifying areas with capacity for growth and areas for infrastructure improvement;
  - exploring integrated water management opportunities with relevant stakeholders and agencies;
  - preparing an Infrastructure Improvement Plan and a Sustainable Transport Plan for the City; and
  - preparing Development Contribution Plans and / or local policy to address the need for contributions to improve infrastructure.
- Preparing Development Contributions Plans for levying financial contributions for specific services in specific growth precincts.
- Undertaking an Integrated Land Use and Transport Study of all Stonnington’s main roads (in conjunction with relevant government agencies), addressing road capacity, preferred priority mode and traffic management treatments and the implications for adjoining land use.
- Undertaking movement capacity assessments of specific precincts identified for growth to assist in the fair and appropriate management of future parking provision, traffic management and accessibility by walking, cycling and public transport.

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**Sustainable transport**

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**Key issues**

- Creating a culture and environment conducive to increased use of sustainable transport modes.

- Providing greater safety for vulnerable road users (pedestrians and cyclists).
- Giving priority to pedestrians, cyclists and public transport.
- Addressing missing links in the path network to better link separated open space, public transport interchanges and activity centres with residential hinterlands.
- Building on the existing public transport system to increase its capacity and improve its operation.
- Improving safety at night-time around railway stations and links from stations to car parking areas.

### **Objectives and strategies**

#### **Sustainable transport (general)**

- 1. To facilitate the use of sustainable transport modes in preference to private vehicle use.**
  - 1.1 Encourage and provide for sustainable transport, particularly active modes such as walking and cycling.
  - 1.2 Ensure new use and development supports the prioritisation of transport modes in the following order:
    - walking;
    - cycling;
    - public transport;
    - commercial vehicles serving local businesses and institutions;
    - multiple occupancy vehicles; and
    - single occupancy vehicles.
  - 1.3 Facilitate integrated and direct walking, cycling and public transport links in association with new development.

#### **Walking**

- 2. To create a walking network that is integrated, safe and accessible and encourages more people to walk more often.**
  - 2.1 Create pedestrian-friendly built environments, streets and public spaces.
  - 2.2 Encourage improved connectivity (pedestrian and cycle links) between residential areas and activity centres, key community hubs and facilities and public transport nodes.
  - 2.3 Increase the safety of walking around schools and retail precincts and to and from public transport.
  - 2.4 Ensure that walking routes are located and designed to:
    - increase permeability throughout local neighbourhoods;
    - be wide enough for comfort and to have a comfortable surface to walk on;
    - make road crossing safe, easy and reduce delays for pedestrians;
    - be uncluttered and well lit;
    - incorporate clear signage;
    - provide legible links to and from major destinations; and
    - provide direct access to public transport for people of all abilities.

- Provide support infrastructure for pedestrians such as footpaths, way-finding signage, street furniture, lighting and toilet facilities in the development of public streets and spaces and railway stations.

### **Cycling**

- 3. To create a cycling network that is integrated, safe, accessible and encourages more people to cycle more often.**
  - 3.1 Support the extension of the existing network of dedicated cycle routes to improve the connections and safety for all cyclists.
  - 3.2 Ensure cycle routes are continuous and connected to key locations.
  - 3.3 Ensure new development provides passive surveillance of the bicycle network.
  - 3.4 Advocate for improved regional cycle ways, including the proposed priority link (Cremorne to Sandringham Railway Station).
  - 3.5 Ensure adequate end-of-trip facilities (showers, change rooms and secure bicycle lock-up facilities) are provided as appropriate in new / recycled buildings.

### **Public transport**

- 4. To facilitate an increase in the use of public transport.**
  - 4.1 Support improvements to the overall convenience, accessibility and safety of public transport including public transport stops, railway stations and associated car parks and interchanges.
  - 4.2 Ensure major entertainment, retail, recreation, education and employment uses are accessible by public transport.
  - 4.3 Direct land use and development which increases housing density, employment and visitation to locations which offer greatest access to public transport.
  - 4.4 Advocate for road space changes and other infrastructure improvements to reduce travel time and increase priority of buses and trams relative to private vehicles on key routes.
  - 4.5 Ensure access arrangements for proposed new developments minimise conflicts of movements with public transport.
  - 4.6 Seek a direct new fixed rail public transport link to Chadstone Shopping Centre.

### **Implementation**

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

#### **Policy guidelines**

- When deciding on applications for large developments, considering opportunities for improved provision of the following (as applicable):
  - walking connectivity and permeability;
  - cycling, access to cycle paths and provision of on-site bicycle storage;
  - access to public transport; and
  - car sharing.

**Future strategic work**

- Liaising with the State government regarding the provision of a direct new fixed rail public transport link to Chadstone Shopping Centre.
- Preparing Sustainable Transport Plans as part of the preparation of Structure Plans for the activity centres.

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**Roads and parking**

**Key issues**

- Managing the high traffic volumes, fast-moving vehicles and traffic congestion which substantially undermine the quality of life in some parts of Stonnington.
- Managing use and development in relation to accessibility and private vehicle and public transport traffic capacities in the various areas of the City.
- Improving road safety.
- Addressing the dilemma of accommodating increased parking demand associated with new development and its impact on congestion and residential amenity.

**Objectives and strategies**

**Management of road system**

- 1. To plan and manage the transport network by supporting the existing hierarchy of roads and promoting safe and efficient movement.**
  - 1.1 Use the *VicRoads Plan 'Road Use Hierarchy' 2010* as a guide to managing traffic, road treatments and adjoining land use on main roads in the City.
  - 1.2 Seek the introduction of traffic management measures to significantly reduce through traffic through the municipality.
  - 1.3 Discourage heavy freight vehicles from using residential streets.
  - 1.4 Protect residential areas from non-local traffic and parking, and from excessive traffic speeds.

**Car parking**

- 2. To encourage reduced reliance on parking provision in the City and high levels of design and amenity associated with its provision.**
  - 2.1 Reduce provision of on-site parking and permit parking for developments close to public transport.
  - 2.2 Plan and manage car parking by setting priorities for the most efficient use of parking spaces.
  - 2.3 Plan and manage land use and development to reflect the parking capacity of each area and the need for off-street parking.
  - 2.4 Require parking provided on site to be designed to:
    - respect the streetscape and character of the area;
    - ensure the safety and security of the users; and
    - protect the amenity of adjoining properties, particularly residential properties such as by providing landscaped buffers.
  - 2.5 Identify areas where different / lower parking rates are acceptable (including the Forrest Hill Precinct).

## Implementation

The strategies in relation to roads and parking will be implemented through the planning scheme by:

### Policy guidelines

- When deciding on an application to reduce / waive car parking, considering the following matters:
  - whether public transport is available and likely to be used by residents, workers and patrons accessing the site;
  - whether the amenity of nearby residents is likely to be affected by increased through traffic or on-street parking on local streets arising from the proposed use;
  - whether the proposal facilitates the renovation, recycling or upgrading of existing older style or heritage buildings, the effective use of upper floors of commercial buildings, shop top housing or residential development in commercial areas; and
  - whether the proposal facilitates medical and other service uses locating in commercial rather than residential areas, particularly in Group 4 commercial centres.

### Application of zones and overlays

- Applying the Public Acquisition Overlay to land identified by the Roads Corporation and by Stonnington City Council as necessary to improve the road network.

### Future strategic work

- Applying Parking Overlays to specific areas.

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## Drainage and utility services

### Key issues

- Acknowledging that new development and increased population density in the City will place added pressure on the ageing infrastructure.
- Ensuring future use and development occurs in appropriate locations and at an appropriate scale and density taking into account the capacity of local infrastructure.
- Ensure there is appropriate funding for facilities to improve local infrastructure in relation to new developments.

### Objective

1. **To ensure that essential engineering services are maintained and enhanced such as drainage, sewerage, water, power and telecommunications to acceptable health, safety and engineering standards.**

### Strategies

- 1.1 In association with State government agencies, assess the infrastructure capacity, and prepare a plan for improvements, in areas identified for higher density areas.
- 1.2 Encourage the storage and re-use of stormwater on site.
- 1.3 Renew and upgrade the drainage system for future development so that:
  - easement drainage has capacity to carry stormwater for a storm with an Average Recurrence Interval (ARI) of 1 in 5 year.
  - road drains have the capacity to carry stormwater for a storm with a 1 in 10 year ARI; and

- drains in flood areas have the capacity to carry stormwater for a storm with a 1 in 20 year ARI.

- 1.4 Investigate options, where appropriate, to assist in funding to upgrade services to meet anticipated future demand.
- 1.5 Seek opportunities to underground power and telecommunication services.

**Implementation**

The strategies in relation to drainage and utility services will be implemented through the planning scheme by:

**Future strategic work**

- In conjunction with the relevant agencies, undertaking an Infrastructure Capacity Audit of the utility (drainage, water and sewerage) infrastructure in the City and surrounding region.

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**Community infrastructure**

**Key issues**

- Acknowledging the importance of public institutions to the economic and social viability of the City.
- Addressing the potential impacts of many institutional uses on residential amenity in residential areas
- Providing residents and institutional bodies effective guidance and greater certainty about the development of schools, hospitals and similar facilities, especially in residential areas.
- Addressing future community needs in response to increasing demand and the uneven distribution of community services (currently concentrated in the west of the City).

**Objective and strategies**

**Institutional uses (health and education)**

- 1. To ensure the effective management and community integration of the use and development of institutional uses including health, educational and recreational facilities.**
- 1.1 Encourage the preparation of master plans for institutions.
- 1.2 Investigate implementation measures which complement Clause 22.16 (Institutional Uses Policy), including more detailed guidelines for masterplans.
- 1.3 Ensure adequate measures are in place to minimise the detriment to local amenity from the operation and further expansion of institutions.
- 1.4 Seek opportunities for a public secondary school on a well-located site in the City.

**Community uses**

- 2. To provide community services that are equitably accessible and flexible and can be adapted to a changing population and changing community needs.**
- 2.1 Maintain and improve existing leisure and community services, while directing additional services to areas with the greatest need.

- 2.2 Maximise the benefits to the community through the location, design and utilisation management of facilities and services, while minimising their impact on surrounding properties.
- 2.3 Promote opportunities for community connectedness and reduce social isolation.
- 2.4 Assess the community infrastructure capacity and prepare a plan for improvements with particular reference to areas identified for higher density development.
- 2.5 Proactively locate major and minor one-stop, multi-use, community hubs to reinforce a strong, hierarchical, linked network of communities across Stonnington, taking into account predicted future growth patterns and needs.
- 2.6 Promote libraries as the anchor of community hubs.
- 2.7 Encourage the provision of additional leisure and community facilities as part of a major development or where the responsible authority identifies a need in a comprehensive Development Contributions Plan or as identified in a Social Impact Assessment.

### **Implementation**

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

#### **Policy guidelines**

- Using the Institutional Uses Policy (Clause 22.16) in the consideration of planning applications.

#### **Application of zones and overlays**

- Applying the Incorporated Plan Overlay to encourage the preparation of master plans for institutional uses.

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### **Social impact assessments**

#### **Key issues**

- Acknowledging the potential social impacts of major development proposals and the need to maintain and enhance the health, safety and well-being of the community.

#### **Objective**

1. **To ensure major land use and development proposals deliver a positive social and physical benefit to the community.**

#### **Strategies**

- 1.1 Requiring a Social Impact Assessment for large-scale capital works and development or review of a policy, strategy, program or structure plan having regard to Council's *Social Impact Assessment Policy 2012*.
- 1.2 Ensuring that the social impacts are considered in balance with other considerations when making a decision on an application.

#### **Implementation**

The strategies in relation to Social Impact Assessments will be implemented through the planning scheme by:

#### **Policy guidelines**

- Requiring a Social Impact Assessment for proposed new or substantially increased:

- development with 50 or more dwellings;
  - student accommodation;
  - other large scale development, including provision of major infrastructure, major institutions and major out-of-centre commercial developments;
  - electronic gaming machines and gaming venues; and
  - licensed hotels, night clubs and taverns located in or adjoining a residential zone and operating after 11pm.
- When deciding on an application, considering the following matters:
    - whether the proposal will improve the health and wellbeing of the residents, workers and the community (taking into account the strategies in Clause 21.06-11 in relation to safety, universal access, social inclusion, child-friendly environments and community connectedness) and other social issues as applicable;
    - whether the proposal will impact on the provision of community services; and
    - whether to seek a development contribution towards improved provision of a community service on-site (as part of the development proposal) or by a financial contribution (towards the improvement of a community service elsewhere).
  - Preparing and reviewing of Structure Plans, Development Plans and Urban Design Frameworks.
  - Planning Scheme Amendments: rezoning, review or development of policy which will allow for a substantial change in use or increase in development.

The responsible authority may waive or reduce the requirement for a Social Impact Assessment if it considers it is not warranted for a particular proposal.

A Social Impact Assessment is not required if the form, density or proposed use is consistent with existing policy in the Planning Scheme or supporting adopted strategic plans (including Structure Plans, Development Plans and Urban Design Frameworks).