

9.3 RESPONSE TO NOTICE OF MOTION NO. 948 FOR MULTIPLE ACCESS AND EGRESS POINTS FOR NEW DEVELOPMENTS

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Attachments: Nil

SUMMARY

This report provides a response to Notice of Motion No. 948 which relates to multiple access points into new developments and subdivisions.

RECOMMENDATION

THAT Council receives and notes the information contained in this report.

BACKGROUND

At the Ordinary Council meeting of 20 August 2018, a Notice of Motion was moved and resolved as follows:

“That Officers prepare a report on:

- a) *How NOM 807 from 20 April 2015 has been implemented into the Mitchell Shire Planning Scheme and planning practice in Mitchell Shire; and*
- b) *Ways in which the NOM can be incorporated into State Planning Policy as a general principle or to highlight/reinforce provisions already there.”*

Notice of Motion 807 from 2015 requested that appropriate consideration is given to connector roads and the provision of multiple vehicle entry and exit points on large subdivisions to improve connectivity and linkages within towns as well as safety in the event of fires, accidents or other unforeseen emergencies.

Given the current phase of growth the Shire of Mitchell is now experiencing, it is important to plan for appropriate access and egress, particularly for large-scale greenfield subdivisions and those developments that are located within, or close, to existing townships, facilities and services.

ISSUES AND DISCUSSION

The main townships within Mitchell Shire have been growing steadily for a number of years. Over recent times, Council has commenced the preparation of structure plans that relate to the main townships of Seymour, Kilmore, Broadford and Wallan. Similarly, Precinct Structure Plans (PSPs) are prepared for land inside the Urban Growth Boundary (UGB), which includes land around Beveridge and Wallan. The primary role of the township structure plans and PSPs is to guide future land use, planning and development outcomes that implement State and Local planning policy.

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How NOM 807 from 20 April 2015 has been implemented into the Mitchell Shire Planning Scheme and planning practice in Mitchell Shire

The Notice of Motion from 2015 stated the following:

That Council ensure consideration is given to connector roads and the provision of multiple vehicle entry and exit points on large subdivisions to improve conductivity and linkages within towns as well as safety in the event of fires, accidents or other unforeseen emergencies through:

- *Structure Planning processes; and*
- *Seeking an amendment to the Local Planning Policy Framework as part of the next available general planning scheme amendment to include additional strategies to objective 1 at Clause 21.04-5 'Bushfire Risk' and to objective 1 at Clause 21.09 'Transport'.*

Historically, the planning approach across our townships has resulted in disjointed land use and development (subdivision) outcomes. Therefore, in some instances, it has resulted in poor access to existing road infrastructure that connects our communities.

The current approach to managing the transport and access needs as identified in our structure plans, is to incorporate a clear and legible network to provide for safe, efficient and effective road, public transport, pedestrian and cycle networks to serve the needs of existing and future residents.

This provides a greater level of certainty to our community, landowners, developers and key stakeholders in terms of what is expected to be planned and delivered through future development works.

This approach has also allowed our key stakeholders, such as the CFA to understand and appreciate the longer-term view of our growth and how emergency services can proactively plan to service the needs of our emerging communities.

Ways in which the NOM can be incorporated into State Planning Policy as a general principle or to highlight/reinforce provisions already there

Presently, a key objective of the Planning Policy Framework (State) in relation to land use and transport states that *'equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas (Clause 18.01-1S)'.*

At the local neighbourhood street network level, such as the subdivision design/layout, the Mitchell Planning Scheme calls up the provisions of *Residential Subdivision (Clause 56)* with a clear focus on *access and mobility management*.

The key objective of the neighbourhood street network is:

'To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network'.

It is at this point that the objectives and standards of this provision are considered through the subdivision approval process. For example, *Standard C17* of this provision states the following:

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The neighbourhood street network must:

- *Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.*
- *Provide clear physical distinctions between arterial roads and neighbourhood street types.*
- *Comply with the Roads Corporation's arterial road access management policies.*
- *Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.*
- *Provide safe and efficient access to activity centres for commercial and freight vehicles.*
- *Provide safe and efficient access to all lots for service and emergency vehicles.*
- *Provide safe movement for all vehicles.*
- *Incorporate any necessary traffic control measures and traffic management infrastructure*

In addition, and importantly, significant changes were introduced into all Victorian planning schemes last year in relation to *Bushfire Planning* with the clear principal of protecting human life.

This is now included in the Mitchell Planning Scheme at *Clause 13* where it states the need to ensure '*availability of, and safe access to, areas where human life can be better protected from the effects of bushfire*'. It is also important to note that as part of the strategic work prepared to inform structure plans and the like, Council now undertakes a review and prepares Bushfire Planning Assessments which, at the strategic level, respond to the likely risks associated with change and growth. This can then inform the overall layout and interface challenges with development fronts, including the identification and locations of access points for new developments and existing urban areas.

There are a number of existing provisions within the planning scheme that raise the importance of appropriate and safe access to existing and proposed residential communities. In addition, the recent introduction of the new bushfire planning controls also guide the approach to the overall planning for new growth and provides direction on a number of matters, including vegetation management, access arrangements and achieving appropriate setbacks to new development.

CONSULTATION

Nil

FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There are minimal financial and resource implications associated with this Notice of Motion as it is reporting on transport and access matters in relation to subdivisions and new developments.

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POLICY AND LEGISLATIVE IMPLICATIONS

Relevant policy and legislation considered through the drafting of this report includes the following:

- *Planning & Environment Act 1987*
- Mitchell Planning Scheme
- Township Structure Plans
- Precinct Structure Plans

SUSTAINABILITY IMPLICATIONS (SOCIAL AND ENVIRONMENTAL)

The long-term planning for our growth areas and townships emphasise the importance of ensuring appropriate level of access is provided to our existing and emerging communities.

CHARTER OF HUMAN RIGHTS IMPLICATIONS

The rights protected in the *Charter of Human Rights and Responsibilities Act 2006* were considered in preparing this report and it's determined that the subject matter does not raise any human rights issues.

CHILDREN AND YOUNG PEOPLE IMPLICATIONS

Nil.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The approach of preparing township structure plans (and the like) provides guidance on land use change over time with a key focus on access and movement.

This also establishes, at the early stages, a clear road/transport network with the required level of physical access needed to facilitate safe access into new and emerging development fronts.

Historically, this approach was lacking and has resulted in some substandard outcomes.

Although the Mitchell Planning Scheme and Planning Policy Framework identifies several requirements in this area, it is vital we continue to ensure the long-term planning through our structure planning processes incorporates appropriate levels of access into new and emerging development fronts.

There is also an opportunity to further investigate how Council can bolster access and egress requirements through the Planning Scheme Review which is now under preparation.