

Planning Policy Framework, Integration version March 2014

Revised SPPF with draft *Plan Melbourne* and RGPs included, and showing potential integration of local policy.

This document has been prepared by the SPPF Review Advisory Committee.

This document is based on the Advisory Committee's interpretation of the October 2013 version of Plan Melbourne, and the December 2013 versions of Regional Growth Plans.

The Committee proposes that state policy appears in each scheme, but regional policy appears only in relevant schemes. Local policy would appear only in the scheme to which it applies. All state and regional policy would appear in the Victoria Planning Provisions, but local policy would not.

This version shows the how policy would apply in the:

PLANNING POLICY FRAMEWORK
Clause: 12 Transport

ABOUT THIS DOCUMENT

This document has been prepared by the SPPF Review Advisory Committee.

It is document a 'work-in-progress' of the Committee for comment. Comments are sought until 23 May 2014. An information package containing and explaining this document as well as general information about consultations and the actions of the Committee can be found on the website of the Department of Transport, Planning and Local Infrastructure at www.dtpli.vic.gov.au/planning. Go to the section listing current planning panels and advisory committees.

The Committee is headed towards an integrated version of state, regional and local policy to replace the SPPF and LPPF and provide a more streamlined and easy to interpret presentation of policy.

The Committee has benefited from feedback on its earlier 'foundation draft'. Two critical issues have emerged:

1. The 'rules of entry into the Planning Policy Framework (PPF), and
2. A more defined approach to language.

Mark up conventions

Clauses in this draft have been marked to identify where the policy has originated:

- [10.2p5] Clause and paragraph number from current SPPF. These policies may have been edited by the Committee.
- [New] New text introduced as part of a policy neutral review of the SPPF by the Committee.
- [Update] New text inserted after consultation with policy owners (State government departments and statutory authorities and agencies).
- [PM pg 10] [1.1.1.1] *Plan Melbourne* page reference or action reference
- [RGP] New text to implement Regional Growth Plans
- [DP] Metropolitan Planning Strategy Discussion Paper, 2012

Rules of entry

New policy must meet each of the rules of entry to be considered for inclusion in the PPF.

Rule 1. Status

1. At a state policy level, the policy must be formally adopted policy of the State Government.
2. At a regional policy level, the policy must be formally adopted policy of the State Government or all the affected councils.
3. At the local policy level, the policy must be formally adopted policy of the relevant planning authority, or the State Government.

Rule 2. Relevance

1. The policy must achieve at least one of the following four objectives:
 - (a) facilitate sound, strategic planning and co-ordinated action at State, regional and municipal levels
 - (b) facilitate the integration of land use and development planning and policy with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels
 - (c) facilitate development
 - (d) facilitate positive actions by responsible authorities and planning authorities to meet the planning objectives of Victoria.
2. The policy is best applied through the land use planning and development system.

Rule 3. Drafting

1. The text of the policy must be prepared in a form that meets the drafting conventions of the Planning Policy Framework.

Rule 4. Document references

1. Documents required to make or inform a planning decision, which meet Rule 1, may be included under “Guidelines for decision makers.”
2. Documents which do not meet Rule 1, but which form useful background as to why a policy has been drafted in a particular way, may be included as “Background Documents”.

Defined language

Strategies

The following matrix of strategy verbs presents the Committee’s approach to the use of verbs in strategies based on the policy approach to be taken and the type of action to which the policy is directed. It identifies whether the strategy has a focus of facilitation, regulation, further planning work or identifying matters for consideration.

Matrix of strategy verbs		APPROACH TO BE TAKEN		
		Make it happen (facilitate)	Support it happening (support)	Control what happens (should must)
ACTION THEMES	Build new	Facilitate Provide	Support Create	Require
	Repair	Upgrade	Improve	Restore
	Reinforce	Maintain	Conserve	Protect Reinforce
	Preserve	Reduce (the adverse impact)	Minimise (the adverse impact)	Avoid (the adverse impact)
	Decide	Recognise Balance		
	Plan	Prepare (a specific type of plan) Plan/design Use (a specific technique or approach)		

Particular provisions

Particular provisions relevant to the policy matter have been listed to aid the decision maker.

Guidelines for decision makers

These include:

1. Relevant matters to be considered
2. Information to be supplied with permit applications
3. Standards that should be met in planning decisions.

Documents to be considered as relevant hold weight in decision making, at the discretion of the decision maker.

Strategic planning guidelines

The strategic planning guidelines are intended to indicate desirable further strategic work within a framework of continuous improvement.

List of strategic planning guideline verbs	a)	Monitor, consider
	b)	Review
	c)	Plan, Prepare (a specific type of plan), Identify
	d)	Use

Background documents

These are reference documents that provide background information to assist in understanding the context within which objectives, strategies and guidelines have been framed.

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12 TRANSPORT

12.01 THE TRANSPORT SYSTEM

12.01-S-01 The transport system

State Policy

VC## dd/mm/yyyy

Effective and efficient transport provision for all Victorians is best supported by clustered land use creating concentrated movement demand, clearly defined transport networks and land use that reinforces the functions of those networks. Victoria's transport system includes principal transport networks, comprised of the Principal Public Transport Network (PPTN), Principal Traffic Flow Network (PTFN), Principal Freight Network (PFN), and Principal Bike Network and to enable effective integration of the transport and land use.

Principal Pedestrian Networks and local transport networks cater for more localised movements or provide access to the principal transport networks. The planning, implementation and management of these networks and their interfaces with land use needs to be undertaken with regard to the TIA and interface with the principal transport networks in a way that does not compromise the functionality and efficiency of the principal transport networks.

Objectives and strategies

Objective 1 To ensure use and development responds to and strengthens integrated transport and land use outcomes. [Update]

- Strategy 1.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions. [7.3.1.1]
- Strategy 1.2 Maximise the development opportunities of areas currently well-served by transport infrastructure. [18.02-3p5]
- Strategy 1.3 Facilitate development in growth and urban renewal areas that enables the cost-effective delivery of new transport infrastructure and to serve the development.
- Strategy 1.4 Facilitate use and development that reinforces the functions of the principal transport networks of the:
 - a) Principal Pedestrian Network (PPN)
 - b) Principal Bicycle Network (PBN)
 - c) Principal Public Transport Network (PPTN)
 - d) Principal Traffic Flow Network (PTFN)
 - e) Principal Freight Network (PFN) [Update]
- Strategy 1.5 Protect transport corridors. [Update]
- Strategy 1.6 Avoid adverse cumulative impacts of use and development in transport corridors to avoid increasing travel times and reducing reliability of public transport. [Update]
- Strategy 1.7 Plan road and rail reservations to provide adequate space for flexible response to future transport and service infrastructure needs. [Update]
- Strategy 1.8 Improve transport links that strengthen the connections to Melbourne and adjoining regions. [RGP]
- Strategy 1.9 Facilitate the development of a transport network which supports connectivity and access between settlements [RGP]

Objective 2 To ensure transport networks planning strengthens integrated transport and land use outcomes. [Update]

- Strategy 2.1 Plan and design transport routes to achieve the greatest overall benefit to the community with regard to the Transport Integration Act and considering:
 - a) Making the best use of existing social, cultural and economic infrastructure.
 - b) Minimising impacts on the environment.
 - c) Optimising accessibility, safety, emergency access, service and amenity.

- d) Minimising disruption of residential communities and their amenity. [18.01-2p6, 18.01-2p5]
- e) Achieving quality urban design outcomes. [15.01-1p7edited]
- Strategy 2.2 Provide walking and cycling infrastructure in all major new road projects. [18.01-2p4]
- Strategy 2.3 Reduce environmental noise and air quality impacts using a range of transport practices, including regulation, design, construction and management. [5.4.1, 18.01-2p9]
- Strategy 2.4 Plan carparking to support the efficient function of the transport system, particularly in locations which will have higher trip intensity.
- Strategy 2.5 Require grade separation at railway crossings (vehicle and pedestrian) except with the approval of the Minister for Transport. [18.02-4p3]
- Strategy 2.6 Facilitate level crossings removal. [3.2.3.2]
- Strategy 2.7 Plan adequate provision for public transport (including public transport stops), including taxi ranks as part of activity centres, employment areas and community infrastructure. [18.02-5p10]
- Strategy 2.8 Plan for expanded bus services within a land use pattern that supports service delivery in growth areas. [3.3.2.1]

Particular provisions

1. Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments. [18.01-2p11]
2. Require integrated transport plans or Green Travel Plans for major residential, commercial and industrial developments. Plans should address walking, cycling and public transport and any mitigation works required to protect travel time efficiency and reliability. [18.01-1p7]

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Plan development to reinforce at a regional level the:
 - (a) Principal Bicycle Network (PBN)
 - (b) Principal Public Transport Network (PPTN)
 - (c) Principal Traffic Flow Network (PTFN)
 - (d) Principal Freight Network (PFN) [Update]
2. Identify a local level a Principal Pedestrian Network (PPN) [Update]
3. Identify safe, convenient and direct walking and cycling access to areas of high trip generation such as activity centres, public transport interchanges and other strategic redevelopment sites. [18.01-1p10]
4. Reserve land for strategic transport infrastructure. [18.01-2p3]
5. Plan or regulate new uses or development of land close to an existing or proposed transport route to avoid detriment to, and where practicable enhance the service, safety and amenity desirable for that transport route in the short and long term. [18.01-2p7]
6. Plan for the cost-effective and integrated grade separation of existing level crossings by protecting land required for future crossings, identifying future development opportunities and managing site access and the local street network on the approaches to the rail crossing.
7. Identify a transport corridor for the Port of Hastings for both road and rail connections. [3.6.1.3]

12.01-gnut-01 The transport system

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.02 WALKING NETWORKS

12.02-S-01 Walking

State Policy

VC## dd/mm/yyyy

Walking networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To ensure use and development promote walking. [\[18.02-1p1\]](#)

Strategy 1.1 Support development that furthers the development of the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.2 Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways. [\[3.4.1.1\]](#)

Strategy 1.3 Reinforce the function of the Principal Pedestrian Network including providing high quality pedestrian access. [\[Update\]](#)

Strategy 1.4 Consider pedestrian crossing opportunities and desire lines through, into and around development. [\[Update\]](#)

Strategy 1.5 Require developments to contribute to and facilitate the development of a high quality public realm when located on the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.6 Avoid vehicular crossovers on the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.7 Reduce the number and impact of vehicle crossing points on the Principal Pedestrian Network. [\[Update\]](#)

Objective 2 To create a network of higher quality walking environment on key routes to activity centres, employment areas, community facilities, and transport hubs. [\[Update\]](#)

Strategy 2.1 Recognise the importance of integrating planning for pedestrian friendly environments with land use and development planning. [\[Update\]](#)

Strategy 2.2 Create environments that are safe and attractive for walking, especially on the Principal Pedestrian Network. [\[18.02-1p2\]](#)

Strategy 2.3 Create high quality walking environments that are accessible to footpath-bound vehicles that meet Disability Discrimination Act requirements such as wheelchairs, prams and scooters. [\[18.02-1p3\]](#)

Strategy 2.4 Facilitate walking access to public transport including the provision of direct and safe pathways to stops and stations. [\[18.01-2p8part\]](#)

Guidelines for decision makers

Guidelines:

1. Development should provide safe and attractive opportunities for walking. [\[18.02-1p4split\]](#)

Consider as relevant: [\[18.02-2p10\]](#)

1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths – AGRD 06A-09 (Austroads, 2009). [\[18.02-2p11\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify at a local level the Principal Pedestrian Networks. [\[3.4.1.3\]](#)
2. Plan local networks to support Principal Transport Networks. [\[Update\]](#)

Background documents

Guidelines for the Development of Principal Pedestrian Networks (Department of Transport Planning and Local Infrastructure, 2013)

12.02-M00-01 Walking

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To make employment areas pedestrian friendly [\[3.4.1\]](#)

Strategy 1.1 Provide key pedestrian routes and improve pedestrian crossing times in the Central City. [\[3.1.5.1\]](#)

Strategy 1.2 Provide better footpaths, shade trees and reduced delays at pedestrian crossing points in National Employment Clusters, Metropolitan Activity Centres, Activity Centres, urban renewal areas and other job-rich centres. [\[3.4.1.2\]](#)

Strategic planning guidelines

Strategic planning should:

1. Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones. [\[3.4.1.4\]](#)
2. Consider walking, cycling and healthy living in urban renewal structure plans. [\[4.3.1.3\]](#)
3. Plan for new links across natural barriers to enhance the walking and cycling capacity of the Central Subregion and inner northern suburbs. [\[4.3.1.4\]](#)

12.02-gnut-01 Walking

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.03 CYCLING NETWORKS

12.03-S-01 Cycling networks

State Policy

VC## dd/mm/yyyy

Cycling networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To create a network of cycle routes that help people cycle for transport. [\[Update\]](#)

Strategy 1.1 Facilitate development that reinforces the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.2 Recognise the importance of the Principal Bicycle Network in all stages of transport and land use planning. [\[Update\]](#)

Strategy 1.3 Provide separated bike lanes from other incompatible uses, where feasible on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.4 Provide bicycle facilities for all types of cyclists of all ages and abilities. [\[Update\]](#)

Strategy 1.5 Avoid vehicular crossovers on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.6 Reduce the number and impact of vehicle crossing points on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.7 Require bicycle parking and related facilities to meet demand. [\[Update\]](#)

Particular provisions

1. Clause 52.24 – Bicycle Facilities

Guidelines for decision makers

Guidelines:

1. Consider the quality of bicycle access to the Principal Bicycle Network. [\[Update\]](#)
2. Development should provide safe and attractive opportunities for cycling. [\[18.02-1p4split\]](#)

Consider as relevant: [\[18.02-2p10\]](#)

1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths Paths – AGRD 06A-09 (Austroads, 2009). [\[18.02-2p11\]](#)
2. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify local cycling networks and new cycling facilities that link to and complement the metropolitan wide network of cycling routes, especially the PBN.

12.03-M00-01 Cycling networks

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To support cycling to the central City.

Strategy 1.1 Plan strategic cycling corridors to provide cyclists with safe and separated cycling access to and around the Central City. [\[3.1.5.2\]](#)

12.03-gnut-01 Cycling networks

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.04 PUBLIC TRANSPORT NETWORKS

12.04-S-01 Public transport networks

State Policy

VC## dd/mm/yyyy

Public transport networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To maximise development opportunities in areas that can be well-served by public transport. [\[Update\]](#)

Strategy 1.1 Facilitate development that reinforces the function of the Principal Public Transport Network. [\[Update\]](#)

Strategy 1.2 Plan for uses that generate significant public transport trips, or rely on public transport, to locate with walking distance of Principal Public Transport Network stops and interchanges. [\[Update\]](#)

Strategy 1.3 Improve access to the public transport network by providing direct and safe walking and cycling pathways to stops and stations, including providing direct pathways across development sites. [\[18.02-3p12\]](#) [\[18.02-3p13\]](#)

Strategy 1.4 Plan for long-term corridors and infrastructure for future expansion of the public transport network. [\[Update\]](#)

Strategy 1.5 Plan development to support the efficient location of stops and interchanges. [\[Update\]](#)

Strategy 1.6 Facilitate urban renewal opportunities associated with upgrades to interchanges. [\[1.6.1.5\]](#)

Objective 2 To improve the movement, efficiency and reliability of trams and buses. [18.02-3p10]

- Strategy 2.1 Consider opportunities for development to improve the efficiency and reliability of trams and buses, particularly in areas that are expected to undergo significant change or about the Principal Public Transport Network [Update]
- Strategy 2.2 Avoid the cumulative impact of delays caused by individual developments, including small scale developments, on light rail, tram and bus routes. [Update]
- Strategy 2.3 Avoid access arrangements, car parking and traffic management regimes that adversely affect the efficiency, safety and reliability of public transport services. [Update]
- Strategy 2.4 Minimise access points and manage parking on tram and bus routes. [Update]

Objective 3 To provide a safe environment around public transport corridors, particularly heavy rail corridors. [Update]

- Strategy 3.1 Develop a safe and secure environment at stations and stops and along rail corridors and level crossings. [Update]

Particular provisions

1. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Development should provide opportunities for public transport. [18.02-1p4split]

Consider as relevant: [18.02-3p15]

1. Any approved Integrated Transport and Landuse Guidelines. [Update]
2. Public Transport Guidelines for Land Use and Development (Department of Transport, 2008). [18.02-3p17]

Background documents

Network Development Plans. [Update]

Public Transport Demand Forecasts. [Update]

Any relevant public transport strategy published by Public Transport Victoria. [Update]

12.04-M00-01 Public transport networks

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve transport infrastructure and services. [3.3]

- Strategy 1.1 Plan for a metro system and identify associated development opportunities, including planning of rail links to Rowville, Doncaster and Melbourne Airport. [3.1.2.4]
- Strategy 1.2 Protect land for future rail extensions and stations in the urban growth areas and outer suburbs. [3.3.2.4]
- Strategy 1.3 Upgrade railway stations and transport interchanges including urban renewal opportunities. [1.6.1.6]
- Strategy 1.4 Upgrade tram routes to light rail standard, where appropriate. [3.1.3.6]
- Strategy 1.5 Improve public transport interchanges and their pedestrian access. [3.2.2.3]
- Strategy 1.6 Upgrade major multi-modal interchanges serving National Employment Clusters. [3.2.2.4]

Strategic planning guidelines

Strategic planning should:

1. Prepare plans for urban renewal opportunities associated with upgrades to interchanges. [\[1.6.1.5\]](#)
2. Prepare plans with associated development opportunities to remove level crossings. [\[3.2.3.2\]](#)
3. Identify inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network. [\[3.1.3.2\]](#)
4. Prepare a road-use strategy to ensure trams and buses can operate efficiently alongside other vehicles, particularly as land uses change. [\[3.1.3.1\]](#)
5. Consider extending tramlines, where needed, to support new development sites around inner Melbourne and in clusters including determining the feasibility of a new tramlines to Central City urban renewal areas. [\[3.1.3.5\]](#)

12.04-gnut-01 Public transport networks

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.05 WATER TRANSPORT

12.05-S-01 Water transport

State Policy

VC## dd/mm/yyyy

Water transport networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To establish water transport as an integral part of Victoria's transport system. [\[Update\]](#)

Strategy 1.1 Facilitate ferry services in the west of Port Phillip Bay. [\[3.3.3\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify potential ferry berth locations. [\[3.3.3.2\]](#)
2. Identify bayside and waterway locations that may sustain a viable water transport service. [\[3.3.3.4\]](#)
3. Consider ways to deliver suitable ferry berths and associated infrastructure. [\[3.3.3.3\]](#)

12.05-gnut-01 Water transport

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.06 ROAD NETWORK

12.06-S-01 Road network

State Policy

VC## dd/mm/yyyy

Traffic flow networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To manage the road network and abutting land uses to achieve an efficient and safe network, making the most of existing infrastructure. [\[18.02-4p1 edited\]](#)

Strategy 1.1 Plan and design road space to complement land use and meet community and business needs. [\[18.02-4p14\]](#)

- Strategy 1.2 Avoid vehicle access arrangements and car parking regimes and traffic management that adversely affect the efficiency, safety and reliability of the the principal transport networks including Principal Traffic Flow Network and declared arterial roads. [\[Update\]](#)
- Strategy 1.3 Consider options for development on the Principal Traffic Flow Network and Principal Public Transport Network to gain access from local roads where practicable. [\[Update\]](#)
- Strategy 1.4 Plan and design transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places. [\[18.02-4p2\]](#)
- Strategy 1.5 Improve the use of existing roads to more efficiently move people and freight by separating incompatible road uses where practicable. [\[18.02-4p4\]](#)
- Strategy 1.6 Upgrade the national road network connecting key regional centres to export gateways. [\[6.4.2.1\]](#)

Particular provisions

1. Clause 52.29 – Land Adjacent to A Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.30 – Freeway Service Centre

Guidelines for decision makers

Consider as relevant: [\[13.04-1p3\]](#)

1. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)
2. A Guide to the Reduction of Traffic Noise (VicRoads, 2003). [\[13.04-1p7\]](#)
3. Any Local SmartRoads Network Operating Plans. [\[New\]](#)
4. Safe System Approach (Guide to Road Safety Part 1: Road Safety Overview (Austroads, 2013). [\[New\]](#)
5. Guidelines for Access Management (Guide to Traffic Management Part 5 Section 2.1) (Austroads, 2008). [\[New\]](#)

12.06-M00-01 Road network

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs. [\[3.2\]](#)

- Strategy 1.1 Maintain the protection of the Outer Metropolitan Ring Road/E6 Transport Corridor reservation and its links to the proposed Western Interstate Freight Terminal. [\[3.5.1.3\]](#)
- Strategy 1.2 Improve access to jobs and services in Melbourne's suburbs by improving the road network, including bridges, interchange upgrades and road extensions. [\[3.2.4.1\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify options for a North East Link connecting the M80 Ring Road to the Eastern Freeway/EastLink. [\[3.2.1.1\]](#)
2. Review options for improved access to the La Trobe Employment Cluster and adjacent business parks as part of North East Link planning. [\[3.2.1.2\]](#)

12.06-gnut-01 Road network

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.07 FREIGHT AND LOGISTICS

12.07-S-01 Freight and logistics

State Policy

VC## dd/mm/yyyy

Road and rail freight networks need to be planned as part of an integrated transport network.

[\[Update\]](#)

Objectives and strategies

Objective 1 To provide adequate capacity at key freight gateways and freight precincts of State and national significance in a timely manner. [\[Update\]](#)

Strategy 1.1 Facilitate adequate freight capacity gateway at ports, airports and interstate rail and road terminals in line with demand in international and domestic freight markets. [\[Update\]](#)

Strategy 1.2 Protect the effective and competitive operation of freight gateways and key freight precincts. [\[Update\]](#)

Objective 2 To improve the efficiency and productivity of the freight network and key freight links. [\[Update\]](#)

Strategy 1.3 Support the development of the Long-Term Freight Regional Network Vision included in this clause. [\[New\]](#)

Strategy 2.1 Facilitate development that reinforces the function of the Principal Freight Network and freight precincts. [\[Update\]](#)

Strategy 2.2 Provide improved freight efficiency and productivity on the existing Principal Freight Network. [\[Update\]](#)

Strategy 2.3 Support upgrades to network capacity to meet State and national demands.

Strategy 2.4 Improve access for freight users to the Principal Freight Network and precincts where production and logistics activities are concentrated. [\[Update\]](#)

Objective 3 Manage land development close to freight gateways and precincts and the Principal Freight Network to:

- be compatible with freight operations
- provide reasonable amenity expectations. [\[Update\]](#)

Strategy 3.1 Reduce adverse impacts of freight movements and their community interfaces. [\[Update\]](#)

Strategy 3.2 Protect freight gateways, freight precincts and the Principal Freight Network from encroachment by sensitive use and development incompatible with their freight and logistics operations. [\[Update\]](#)

Strategy 3.3 Plan the environs of freight gateways and freight precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [\[Update\]](#)

Particular provisions

1. Clause 52.33 – Shipping Container Storage

Guidelines for decision makers

Guidelines:

1. Any use or development of land for freight gateways or freight precincts and the Principal Freight Network should minimise impacts of their development and operations on other urban development. [\[Update\]](#)

2. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should not prejudice their efficient and curfew-free operations. [\[Update\]](#)
3. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should take into account planning for those facilities and the network. [\[Update\]](#)

Consider as relevant:]

1. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)

Strategic planning guidelines

Strategic planning should:

1. Plan to integrate freight infrastructure and operations with broader transport and land use planning. [\[New\]](#)
2. Identify and protect future freight gateways, freight precincts and corridors, and the Principal Freight Network to accommodate projected growth. [\[New\]](#)
3. Plan the land around freight gateways and precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [\[New\]](#)
4. Use buffers to protect state-significant freight facilities and precincts from encroachment of sensitive use and development incompatible with their freight and logistics operations. [\[3.5.3.4\]](#)

Background documents

Victoria: The Freight State, The Victorian Freight and Logistics Plan (State Government of Victoria, 2013). [\[18.05-1p5\]](#)

National Land Freight Strategy: A place for freight (Standing Council on Transport and Infrastructure, Commonwealth of Australia, 2012)

12.07-S-02 Long-Term Regional Freight Network Vision

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-RV-01 Freight and logistics

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the roles of freight gateways, freight precincts and the Principal Freight Network in regional Victoria within the State's economic and transport infrastructure. [6.4.2.3]

Strategy 1.1 Upgrade the national network connecting key regional centres to export gateways, including Princes Highway West, Calder Freeway, Western Highway and Princes Highway East. [6.4.2.1]

Strategy 1.2 Upgrade regional freight networks consistent with industry drivers and supply chain trends. [6.4.2.3] [RGP]

12.07-M00-01 Freight and logistics

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen the roles of metropolitan freight gateways, freight precincts and the Principal Freight Network within the State's economic and transport infrastructure. [6.4.2.3]

Strategy 1.1 Support the development of the Principal Freight Network and Long-Term Freight Metropolitan Network Vision included in this clause. [Update]

Objective 2 To increase the volume of freight carried on rail. [3.5.2]

Strategy 2.1 Facilitate port rail shuttle operations by the private sector as part of a Metropolitan Intermodal System. [3.5.2.1]

Strategy 2.2 Plan a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection. [3.5.2.2]

Strategy 2.3 Support new interstate freight terminals in the west and north of Melbourne. [3.6.2.4]

Strategic planning guidelines

Strategic planning should:

1. Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections. [3.6.1.3]
2. Plan for and protect the potential long-term role of the Beveridge precinct as an interstate freight gateway. [3.6.2.3]
3. Identify the long-term economic freight and logistics opportunities related to Avalon Airport. [6.4.2.2]

12.07-M00-02 Long-Term Regional Freight Network Vision

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-gnut-01 Freight and logistics

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.08 PORTS

12.08-S-01 Ports

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels. [18.03-1p2]

Strategy 1.1 Provide for the ongoing development of ports in accordance with approved Port Development Strategies. [18.03-1p3]

Strategy 1.2 Plan for an increase in container capacity at the Port of Melbourne. [3.6.1.1]

Strategy 1.3 Plan the Port of Hastings to supplement the capacity of the Port of Melbourne from the mid-2020s. [3.6.1.2, 18.03-1p6]

Strategy 1.4 Minimise the impact of vibration, light spill, noise and air emissions from commercial trading port activities and any related industrial development on nearby sensitive uses. [18.03-1p5]

Guidelines for decision makers

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines

Strategic planning should:

1. Identify and protect key transport corridors linking ports to the broader transport network. [18.03-1p4]

12.08-A03-01 Port environ areas

Regional Policy: Port environ areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To plan for and manage land in the environs of commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations. [18.03-2p1]

Strategy 1.1 Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs. [18.03-2p2]

Strategy 1.2 Manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations. [18.03-2p3part]

Strategy 1.3 Maintain industrially zoned land within the environs of a commercial trading port to support the role of the port. [18.03-2p4]

Strategy 1.4 Protect key transport corridors linking ports to the broader transport network. [18.03-2p5]

Guidelines for decision makers

Guidelines:

1. Any new use or development within the environs of a commercial trading port should not prejudice the efficient and curfew free operations of the port. [\[18.03-2p6\]](#)
2. The use and intensity of development should not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility. [\[18.03-2p7\]](#)
3. Use or development within port environs should be consistent with policies for the protection of the environment. [\[18.03-2p8, 18.03-2p9\]](#)
4. Use or development within port environs should take into account planning for the port. [\[18.03-2p8, 18.03-2p10\]](#)

Strategic planning Guidelines

Strategic planning should:

1. Plan land in the port environs to accommodate uses that depend on or gain significant economic advantage from proximity to the port's operations. [\[18.03-2p3part\]](#)

Background documents

Victoria: The Freight State, The Victorian Freight and Logistics Plan (State Government of Victoria, 2013). [\[18.03-1p10\]](#)

Port Development Strategy 2035 Vision (Port of Melbourne Corporation, 2009). [\[18.03-1p16\]](#)

Port of Geelong- Port Land Use Strategy (Victorian Regional Channels Authority, 2009). [\[18.03-1p15\]](#)

Port of Hastings Land Use and Transport Strategy (Port of Hastings Corporation, 2009). [\[18.03-1p13\]](#)

Port of Portland - Port Land Use Strategy (Port of Portland Pty Limited, 2009). [\[18.03-1p14\]](#)

National Ports Strategy Infrastructure for an economically, socially and environmentally sustainable future (Infrastructure Australia and National Transport Commission, 2011)

12.08-gnut-01 Ports and port environ areas

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.09 AIRPORTS, AIRBASES AND AIRFIELDS

12.09-S-01 Airports and airfields

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the economic, defence and social roles of Victoria's airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operations. [\[18.04-2p1\]](#)

Strategy 1.1 Facilitate the development of new and existing airports and airfields. [\[Update\]](#)

Strategy 1.2 Support activities that complement the tourism, transport and logistics roles role of an airport and enable the operator to develop the airport to be efficient, functional and contributes to the aviation needs of the State. [\[18.04-2p4\]](#)

Strategy 1.3 Plan for associated businesses that depend on or gain significant economic advantage from proximity to an airport, airbase or airfield. [\[Update\]](#)

Strategy 1.4 Provide good, well-integrated connections to the land-based transport networks required to serve airports and airfields. [\[Update\]](#)

Objective 2 To safeguard airports and aviation operations. [\[Update\]](#)

Strategy 2.1 Protect the safety, efficiency and operational integrity of airports. [\[3.6.3.2\]](#)

- Strategy 2.2 Plan airports as an integral part of local and regional land use and transport planning. [\[3.6.3.2\]](#)
- Strategy 2.3 Balance and protect both airport/aviation operations and community safety and amenity expectations. [\[3.6.3.2\]](#)
- Strategy 2.4 Protect operational airspace around airports in the interests of both aviation and community safety. [\[3.6.3.2\]](#)
- Strategy 2.5 Manage the adverse impacts of aircraft noise. [\[3.6.3.2\]](#)
- Strategy 2.6 Use land use-buffers to protect airports from incompatible land uses and development. [\[Update\]](#)

Objective 3 To plan for and strengthen the roles of Melbourne Airport and Avalon Airport as Victoria's major airports serving both international and domestic passenger and freight. [\[Update\]](#)

- Strategy 3.1 Protect the curfew free status of Melbourne Airport and Avalon Airport. [\[18.04-1p5\]](#)
- Strategy 3.2 Support the effective and competitive operation of Melbourne Airport and Avalon Airport at both national and international levels. [\[18.04-1p2\]](#)
- Strategy 3.3 Avoid use or development that would prejudice the ultimate development of Melbourne Airport and Avalon Airport. The ultimate development of an airport is expressed in the current airport master plan approved by the Commonwealth Government. [\[18.04-1p3\]](#)

Particular provisions

1. Clause 52.15 – Heliport

Guidelines for decision makers

Guidelines:

1. Where land is affected by aircraft flight paths or the prescribed airspace associated with an airport, airbase or airfield, the visual amenity and impact of any use or development of should be consistent with the status of the airport, airbase or airfield. [\[Update\]](#)

Consider as relevant:

1. Melbourne Airport Master Plan (Australia Pacific Airports (Melbourne) Pty Ltd,2008). [\[18.04-1p7\]](#)
2. Melbourne Airport Strategy (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated Final Environmental Impact Statement in relation to planning decisions affecting land in the vicinity of the Melbourne Airport. [\[18.04-1p8\]](#)
3. Avalon Airport Strategy (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts. [\[18.04-2p11\]](#)
4. Avalon Airport Master Plan (2001).

Strategic planning guidelines

Strategic planning should:

1. Identify and protect appropriate land-use buffers. [\[18.04-2p3part\]](#)
2. Provide for businesses that support airport operations. [\[18.04-2p3part\]](#)
3. Plan land in the environs of airports, airbases and to be compatible with airport operations and provide reasonable amenity expectations.

Background documents

National Airports Safeguarding Framework (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012).

Victoria – The Freight State: The Victorian Freight and Logistics Plan (State Government of Victoria, 2013)

Australian Standard 2021-2000: Acoustics—Aircraft noise intrusion—Building siting and construction - AS2021-2000 (Standards Australia, 2000)

12.09-RV-01

Airports and airfields

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the role of airports and airfields as focal points within the State's economic and transport infrastructure. [18.04-3p1]

Strategy 1.1 Recognise the location of airports and airfields, existing and potential development nearby, and the land-based transport system required to serve them as an integrated operation. [18.04-3p3]

Strategy 1.2 Avoid the development of new airports or airfields in areas which have greater long-term value to the community for other purposes. [18.04-3p2]

Guidelines for decision makers

Guidelines:

1. Consider the detrimental effects of aircraft operations (such as noise) in regulating and restricting the use and development of affected land. [18.04-3p5][18.04-3p7]
2. The visual amenity and impact of any use or development of land on the approaches to an airfield should be consistent with the status of the airfield. [18.04-3p4]
3. Use or development which could prejudice the safety or efficiency of an airfield should be precluded from area around the airfield. [18.04-3p5][18.04-3p6]
4. Use or development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield should be avoided. [18.04-3p5][18.04-3p8]

12.09-M00-01

Airports and airfields

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen the role of airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operation. [18.04-2p1]

Strategy 1.1 Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment precinct that builds on the current functions. [18.04-2p6]

Strategy 1.2 Recognise Moorabbin Airport as an important regional and State aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the airport and support opportunities to extend activities at the airport that improve access to regional Victoria. [18.04-2p7]

Strategy 1.3 Recognise RAAF Williams Point Cook Airbase as an operating airport and as a site of national heritage significance. [18.04-2p8]

Strategic planning guidelines

Strategic planning should:

1. Identify long-term options for a new general aviation airport to serve the aviation needs of south-east Metropolitan Melbourne and Gippsland and ensure urban development does not encroach on possible sites, buffer zones or flight paths. [1.5.6.1, 18.04-2p9]
2. Identify future transport network options for access to Melbourne Airport. [3.6.3.4]

12.09-R02-01 Airports and airfields

Regional Policy: G21 – Geelong Region Alliance

VC## dd/mm/yyyy

Strategic planning guidelines

Strategic planning should:

1. Identify and protect a transport corridor to Avalon Airport when planning the Melbourne – Geelong corridor. [\[3.6.3.5\]](#)

12.09-gnut-01 Airports and airfields

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
