



Chapter 11.0 - Land Use and Planning

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Table of Contents

11.0	Land Use and Planning	11-1
11.1	Overview	11-1
11.2	Approach and Methodology	11-1
11.3	Description of Environmental Values	11-1
	11.3.1 Land Use Context	11-1
	11.3.2 Planning Context	11-9
11.4	Potential Impacts and Mitigation Measures	11-19
11.5	Summary	11-26

List of Tables

Table 11.1:	State Planning Policies	11-9
Table 11.2:	Potential Impacts and Mitigation Measures	11-20

List of Figures

Figure 11.1:	Planning Boundaries	11-2
Figure 11.2:	Sensitive Receptors	11-3
Figure 11.3:	Rainbow Forest Park	11-4
Figure 11.4:	Cliveden Park	11-4
Figure 11.5:	Marist Brothers College Rosalia Lavalla Sports Fields	11-4
Figure 11.6:	Clandon Street Residential	11-4
Figure 11.7:	Norman Street Residential	11-5
Figure 11.8:	Robertson Place Residential	11-5
Figure 11.9:	Fig Tree Common	11-5
Figure 11.10:	Fig Tree Pocket Early Childhood Centre and Preschool	11-5
Figure 11.11:	Sulting Street Residential	11-6
Figure 11.12:	Corner Shop on Fig Tree Pocket Road	11-6
Figure 11.13:	The Terraces Convenience Shops	11-6
Figure 11.14:	Cubberla Creek Reserve Sporting Fields	11-6
Figure 11.15:	Chapel Hill Community Kindergarten	11-6
Figure 11.16:	ABC Developmental Learning Centre	11-6
Figure 11.17:	Twilight Street Residential	11-7
Figure 11.18:	Yarawa Pony Club	11-7
Figure 11.19:	University of Queensland Moggill Farm	11-7
Figure 11.20:	Kingfisher Park	11-7
Figure 11.21:	Sunset Road BBQ Area	11-7
Figure 11.22:	Henry Clarkson Park	11-8
Figure 11.23:	Marshall Lane Residential	11-8
Figure 11.24:	Gladesville Street Residential	11-8
Figure 11.25:	Kenmore South Primary School	11-8
Figure 11.26:	View South along Piari Street towards Marland Street	11-9
Figure 11.27:	Rafting Ground Reserve	11-9
Figure 11.28:	Land Zoning	11-13
Figure 11.29:	Potential Growth Land Uses (BCC 2008)	11-15
Figure 11.30:	Land Tenure	11-17
Figure 11.31:	Native Title	11-18

11.0 Land Use and Planning

11.1 Overview

The objective of this chapter is to identify and discuss the impacts to the existing land uses and planning context of the KBP corridor. Potential impacts of the KBP in terms of land use and planning are identified and possible mitigation measures to alleviate those impacts are discussed.

11.2 Approach and Methodology

The existing and future land uses were described using a combination of a desktop review of the available information supplemented by field work aimed at identifying, verifying and recording sensitive uses. Sensitive uses encompasses schools, child care centres and aged care facilities containing occupants that are more susceptible to health related impacts than occupants of other land uses. The assessment was dealt with under the following framework:

- planning areas;
- future land use, including current development applications and approvals;
- existing land use;
- existing tenure and native title;
- regional development context; and
- State Planning Policies (SPP).

A study area has been defined for the purposes of this land use and planning assessment as illustrated in Figure 11.1. The study area boundaries were determined using statistical boundaries (Census Collection Districts) from the Australian Bureau of Statistics (ABS) in addition to physical boundaries such as roads, ridges and waterways. A number of sub-areas were selected to describe discrete land use and zoning characteristics within the study area.

Boundaries of sub-areas within the study area were formulated using a similar approach. These discrete sub-areas enable detailed analysis of planning scheme zonings and current land use. In total the study area contains six sub-areas, four located to the west of the Centenary Motorway and the two to the east.

An analysis of the potential impacts on existing and future land uses was then undertaken and, where appropriate, mitigation measures were developed to avoid or lessen those impacts. Both the construction and operation of the KBP will have the potential to affect land uses within and adjacent to the corridor.

11.3 Description of Environmental Values

11.3.1 Land Use Context

Land use investigations along the KBP corridor involved:

- review of relevant mapping and aerial photographs;
- identification of the predominant and sensitive land uses; and
- on-site verification and inspections.

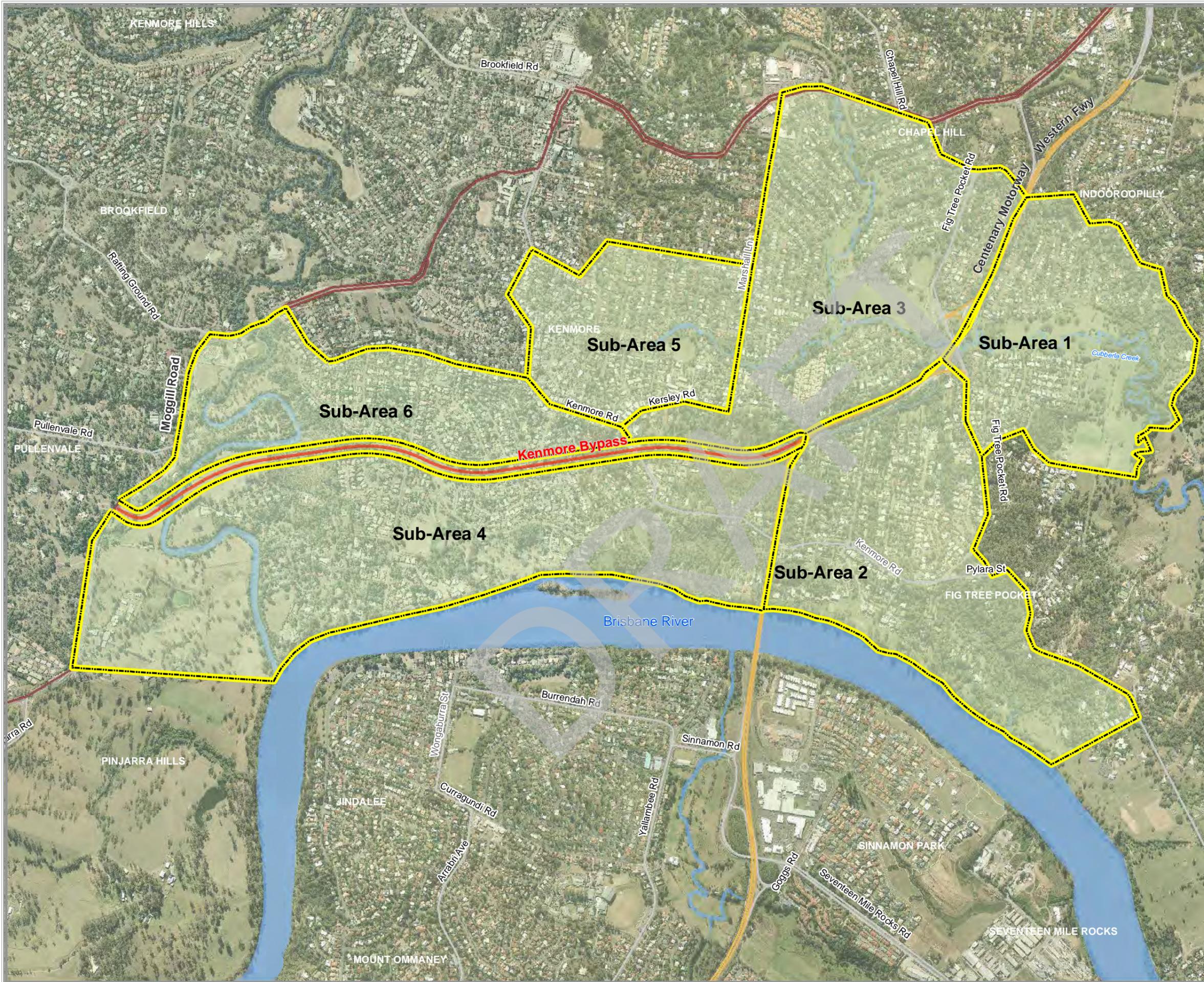
Generally land use in the Kenmore area can be characterised by low density housing and extensive corridors of fragmented vegetated open space facilitated by the preserved transport corridor. Within this general character, the area can be split into 6 sub-areas which have a number of specific land uses and activities as highlighted in Figure 11.2.

For the purposes of land use investigations sensitive receptors are any locations of public gathering within the land use and planning study area boundaries. The following sections describe each sub-area.



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Legend

-  Centenary Motorway
-  Kenmore Bypass
-  Moggill Road
-  River/creek
-  Planning Study Area

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**KENMORE BYPASS
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Planning Boundaries

Figure 11.1



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Legend

- Centenary Motorway
- Kenmore Bypass
- Moggill Road
- Park and Garden
- Sporting Ground
- Golf Course
- River/creek
- Fire Station
- Ambulance Station
- Police Station
- Shopping Centre
- Primary School
- High School
- Hospital
- Church
- Sensitive Receptors

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Sensitive Receptors



Figure 11.2

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Sub-area 1

Sub-area 1 contains Rainbow Forest Park (Figure 11.3) and Cliveden Park (Figure 11.4) situated on Cubberla Creek that runs through the centre of the sub-area. Rainbow Forest Park fronts Dorell Street and has two access points while Cliveden Park maintains a frontage along the entire length of Moorfields Street. The south-east corner of the sub-area contains the Lavella Sports Fields, owned by the Marist Brothers College Rosalie, adjoining Cubberla Creek and accessible via Sprenger Street (Figure 11.5). The majority of land uses in this sub-area comprise of well established detached dwellings (Figure 11.6).



Figure 11.3: Rainbow Forest Park



Figure 11.4: Cliveden Park



Figure 11.5: Marist Brothers College Rosalia Lavalla Sports Fields



Figure 11.6: Clandon Street Residential

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Sub-area 2

The residential development in Sub-area 2 is divided by Kenmore Road that runs along a ridgeline, passing through its centre. To the north of Kenmore Road, the residential lots are generally large and contain detached dwellings (Figure 11.7). South of Kenmore Road towards the Brisbane River, dwelling footprint and bulk increases in addition to larger lot sizes (Figure 11.8). The area is connected to the Centenary Motorway Bikeway at a number of points and includes one small park – Fig Tree Common, which contains a number of mature trees (Figure 11.9). To the north, some remnant vegetation has been retained on lots when the area was subdivided. Fig Tree Pocket Early Childhood Centre and Preschool (Figure 11.10) is located on Fig Tree Pocket Road and is a sensitive land use.



Figure 11.7: Norman Street Residential



Figure 11.8: Robertson Place Residential



Figure 11.9: Fig Tree Common



Figure 11.10: Fig Tree Pocket Early Childhood Centre and Preschool

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Sub-area 3

Sub-area 3 is predominantly residential in the form of established detached dwellings (Figure 11.11). The area also contains two small commercial centres (Figure 11.12 and Figure 11.13) that provide convenience shopping. Cubberla Creek and Reserve located on Hepworth Street (Figure 11.14) divide Sub-area 3 into three areas of residential land use. Cubberla Creek Reserve includes AFL, rugby and soccer clubs. Cubberla Creek forms an area of linear open space throughout the middle of the sub-area with continuous road frontages along Akuna and Sulting Streets. Chapel Hill Community Kindergarten (Figure 11.15) located on Fawkner Street and ABC Developmental Learning Centre Kenmore (Figure 11.16) located on Kersley Road are sensitive land uses found in this sub-area.



Figure 11.11: Sulting Street Residential

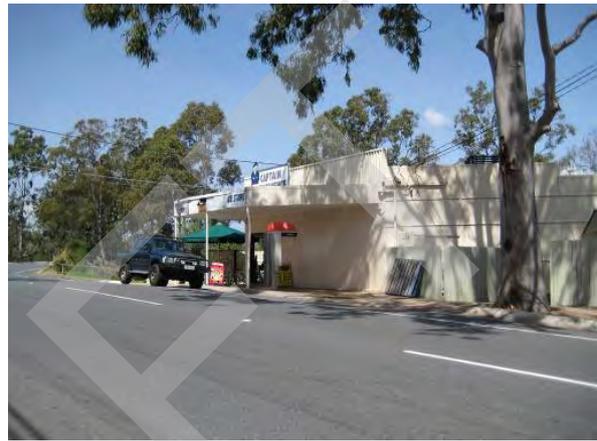


Figure 11.12: Corner Shop on Fig Tree Pocket Road



Figure 11.13: The Terraces Convenience Shops



Figure 11.14: Cubberla Creek Reserve Sporting Fields



Figure 11.15: Chapel Hill Community Kindergarten



Figure 11.16: ABC Developmental Learning Centre

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Sub-area 4

Sub-area 4 around Twilight Street is directly adjacent to the proposed alignment and is a residential area comprised of detached dwellings (Figure 11.17). To the south of Kingfisher Park is recently developed housing. The predominant land uses within Sub-area 4 are residential and open space. . At the eastern and western extremities of the sub-area the residential uses are predominantly well vegetated large lot residential. The western end of Sub-area 4 has a rural character and includes the Yarawa Pony Club (Figure 11.18) and University of Queensland Veterinary Science Farm (Figure 11.19). Several parks are located in Sub-area 4, most of which are passive recreation areas with no developed amenities. Kingfisher Park is a sports field servicing the Kenmore Churches Soccer Club (Figure 11.20) and a park at Sunset Road contains barbeque facilities (Figure 11.21).



Figure 11.17: Twilight Street Residential



Figure 11.18: Yarawa Pony Club



Figure 11.19: University of Queensland Moggill Farm



Figure 11.20: Kingfisher Park



Figure 11.21: Sunset Road BBQ Area

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Sub-area 5

Sub-area 5 is predominantly residential homes comprising detached dwellings with Henry Clarkson Park as open space (Figure 11.22, Figure 11.23 and Figure 11.24). Kenmore South Primary School is situated in this sub-area with primary access via Kersley Road (Figure 11.25). A creek with no public access forms a rear boundary for a number of properties.



Figure 11.22: Henry Clarkson Park



Figure 11.23: Marshall Lane Residential



Figure 11.24: Gladesville Street Residential



Figure 11.25: Kenmore South Primary School

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Sub-area 6

Sub-area 6 around Marland Street is directly adjacent to the proposed alignment and is a residential area comprised of detached dwellings (Figure 11.26). The topography in the area is hilly resulting in the KBP being highly visible to some residences in this area. An area of open space is found along Moggill Creek in the western portion of the area as well as Rafting Ground Reserve, which is a large, developed park with picnic and barbeque facilities (Figure 11.27).



Figure 11.26: View South along Piari Street towards Marland Street



Figure 11.27: Rafting Ground Reserve

11.3.2 Planning Context

The planning framework within which the KBP is being undertaken comprises;

- State level – State Planning Policies (SPP);
- Regional – South East Queensland Regional Plan (SEQRP 2005-2026); and
- Local – Brisbane City Plan 2000 (BCC Planning Scheme).

For further information regarding approvals and the planning framework refer to Chapter 2 (Legislative Framework).

11.3.2.1 State Planning Policies

SPP express the Queensland government's interests in those development-related economic, social, or environmental issues that can be implemented through planning schemes and development assessment. A review of the relevant SPP was undertaken and their implications for the KBP are discussed below Table 11.1.

Table 11.1: State Planning Policies

State Planning Policy	Intent/Impact	Applicable	Comments/Assessment
SPP1/92 Development and the Conservation of Good Quality Agricultural Land (GQAL)	GQAL is a valuable resource and must, where possible, be protected from incompatible development.	Unlikely	It is highly unlikely GQAL exists within the KBP corridor due to the high likelihood that Acid Sulfate Soils (ASS) exist on the rural lands that are affected by the KBP corridor.
State and Regional Coastal Management Plans (SCMP and RCMP)	The SCMP describes how the coastal zone is to be managed as required by the <i>Coastal Protection and Management Act 1995 (CPM Act)</i> .	Yes. Moggill Creek Inlet.	The KBP falls within the SEQ RCMP District at the Moggill Creek (inlet) crossing. Therefore the requirements of the RCMP must be considered during design,

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State Planning Policy	Intent/Impact	Applicable	Comments/Assessment
	<p>The <i>CPM Act</i> provides for SCMP and RCMP. SCMP and RCMP apply to this area. For the purposes of <i>Integrated Planning Act 1997 (IPA)</i> the documents have the effect of an SPP.</p>		<p>construction and operation. Particularly, any disturbances to the existing aquatic ecology will need to be managed and mitigated to prevent environmental harm. Details of mitigation measures can be found in the Chapters 6 and 7 (Fauna and Flora). Subject to detailed design there is potential that an Integrated Development Assessment System (IDAS) application for tidal works may be required.</p>
<p>SPP 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities</p>	<p>Work beneath, or in the vicinity of, the airports' operational airspace</p>	<p>Unlikely</p>	<p>It is highly unlikely that this planning policy applies however, it is recommended that the Civil Aviation Safety Authority (CASA) is advised at the detailed design stage.</p>
<p>SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils</p>	<p>Part of the alignment at or below 5 meters AHD.</p> <p>The project also involves excavating in excess of 100m³ of soil or sediment, and filling of land involving 500m³ or more of material at an average width of 0.5m.</p>	<p>Yes. Land surrounding Moggill Creek.</p>	<p>Testing to be conducted prior to construction to confirm the location of potential acid sulfate soils, in areas at or below 5m AHD, where the KBP will cause disturbance. EMP (C) to contain mitigation measures and monitoring program for management of ASS issues.</p>
<p>SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide</p>	<p>Mitigate the potential adverse impacts of bushfire for the KBP. The threshold for determining a bushfire natural hazard management area is land identified as medium and high risk by the Queensland Fire and Rescue Service mapping.</p>	<p>Yes. eastern end of the corridor south of Kersley Road.</p>	<p>The potential for bushfire risk will be reduced during construction through fire barriers.</p>
	<p>Mitigate possible adverse impact of landslide for the KBP. The threshold for determining a landslide natural hazard management area is land with a slope greater than 15%.</p>	<p>Yes. Land west of Gem Road.</p>	<p>The mapping for slope shows that some land in the KBP Corridor as being equal to or greater than 15% slope. It is likely that design, construction and operation will incorporate slope shoring.</p>
	<p>Mitigate possible adverse impacts from flooding on adjacent land and the KBP corridor</p>	<p>Yes.</p>	<p>Flooding issues associated with the KBP are addressed in Chapter 5 (Hydrology and Hydraulics).</p>

State Planning Policy	Intent/Impact	Applicable	Comments/Assessment
SPP 1/07 Housing and Residential Development	The housing needs of the community must be identified. Barriers that prevent opportunities for providing a range of housing options that respond to the housing needs of the community must be mitigated.	No	This planning policy applies only to development for new housing.
SPP2/07 Protection of Extractive Resources	There is a need to maintain the long-term availability of major extractive resources. This can be achieved by protecting these resources and their main transport routes from incompatible land uses.	No	There are no Key Resource Areas or transport routes identified as adjacent to the alignment.

From Table 11.1 it is evident that the following SPP are of some relevance to the KBP:

- SCMP and RCMP: Moggill Creek Inlet falls within the SEQ RCMP. An application may be required for tidal works subject to detailed design (See Chapter 2, Legislative Framework);
- SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils: land surrounding the Moggill Creek inlet is highly likely to contain at least one ASS layer (Refer to Chapter 8, Topography, Geology and Soils for further details); and
- SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide: there are areas that are equal to or greater than 15% slope, land surrounding the eastern end of the corridor is listed as medium and high bushfire risk, corridor land at Moggill Creek and to the north of Sunset Road is flood-prone (Refer to Chapter 8, Topography, Geology and Soils for further details).

The implications of the relevant SPP on the KBP need to be taken into account through appropriate design standards and mitigation measures for the KBP. These are outlined in Chapter 2 (Legislative Framework).

11.3.2.2 Regional Planning

The SEQRP is the principal regional strategy establishing the planning framework for managing growth and development in the SEQ region to the year 2026.

The SEQRP acknowledges that whilst the development of public transport is a key priority, the majority of trips in SEQ will continue to be car based. New roads, better orbital road networks and improvements to existing roads are being planned to address the most congested parts of the network and ensure effective regional connections. Therefore, existing and future transport sites and corridors should be identified, protected and managed. In particular the plan identifies the need to investigate the transport needs of western Brisbane as a priority.

The SEQ Infrastructure Plan and Program 2008-2026 (SEQIPP) outlines the Queensland Government’s infrastructure priorities to support and deliver the outcomes envisaged in the SEQRP. The SEQIPP identifies regionally significant infrastructure projects (including associated timeframes and project budgets) that collectively total an \$82 billion commitment to the planning and delivery of priority infrastructure to support the region’s growth and development over the next 20 years. The KBP is identified in SEQIPP.

11.3.2.3 Local Planning

The KBP is located within the BCC local government area. A review was conducted of the draft CityShape (Local Growth Management Strategy (LGMS)) and the Brisbane City Plan 2000 as it applies to land within and adjacent to the KBP corridor.

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The draft CityShape Implementation Strategy outlines BCC's response to the SEQRP. Although the KBP is not specifically mentioned, the Integrated Transport Strategy element of CityShape addresses a number of core SEQRP matters including the need for a high quality transport network to enable access to employment destinations.

The current BCC Planning Scheme, the Brisbane City Plan 2000, took effect in 2000 and was last amended in July 2008. The planning scheme was prepared in accordance with the provisions of the *IPA*. The major components of the planning scheme include:

- Desired Environmental Outcomes and Strategies for the City;
- overall outcomes and level of assessment for zones referred to as areas and local areas; and
- specific outcomes for areas, codes and local areas.

The areas, overlays and codes are intended to control future development of land.

As shown in Figure 11.28, Kenmore is largely developed, with the majority of the area zoned for residential uses (primarily low density residential) and uses associated with residential activities, such as park land and community uses. There is very little diversity in zoning throughout the study area, which reflects its current residential use.

DMR road planning, design and construction is exempt for the BCC Planning Scheme, as per the provisions of *IPA*.



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Legend

- Centenary Motorway
- Kenmore Bypass
- Moggill Road
- River/creek
- Planning Study Area

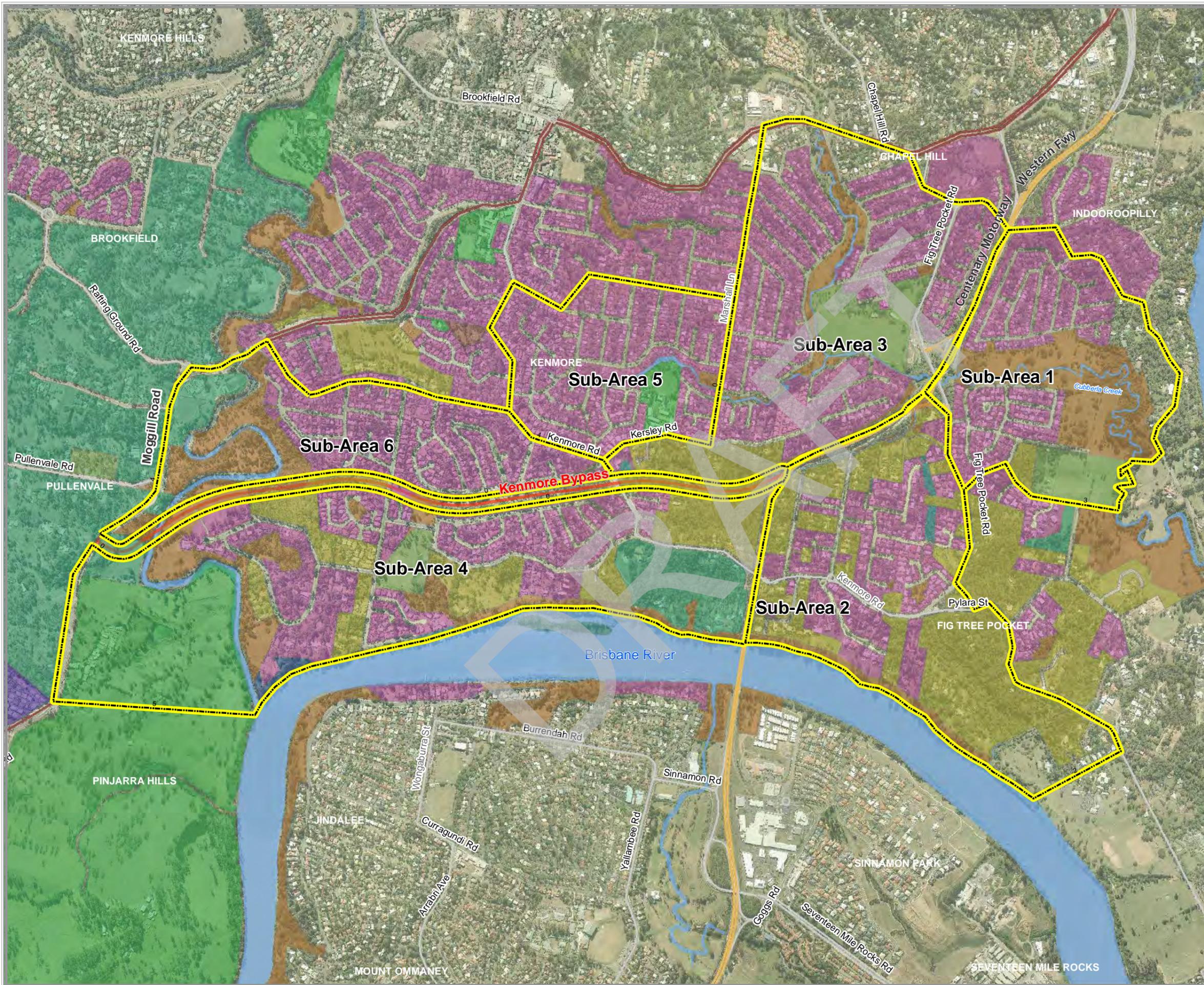
Planning Zones

- Community Use Community Facilities
- Community Use Education Purposes
- Community Use Health Care Purposes
- Conservation
- Emerging Communities
- Environmental Protection
- Low Density Residential
- Park Land
- Rural
- Sport And Recreation

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Land Zoning

Figure 11.28

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There are areas within Sub-areas 2, 3 and 4 (Figure 11.1) that are zoned Emerging Community Area (ECA). ECA Land under the City Plan is generally considered to be suitable for future urban purposes. However, the areas are subject to further investigation and may contain land with development potential.

Sub-area 2 contains significant areas zoned ECA in the eastern portion of the sub-area and adjacent to the Centenary Motorway. This provides significant potential for future urbanisation and growth.

Land zoned ECA in the Sub-areas 3 and 4 is unlikely to be further developed with any great intensity due to external constraints. Within Sub-area 3 the topography of the area and the KBP may limit future development potential. Within Sub-area 4 the KBP is likely to prevent the development of much of the ECAs as it would be considered an incompatible use and the areas by the river are likely to be undevelopable due to environmental constraints.

In addition to the ECA land, there is also a large area zoned for Sport and Recreation and Parkland throughout the study area. The Parkland zoned land provides for informal recreation, while the Sports and Recreation zoned land provides for formal and informal recreation and sporting activities. Both of these zones aim to improve the liveability of the area through providing visual relief from the built environment and to accommodate a wide range of formal and informal sporting, recreational and cultural activities at a local, district and City wide level.

As discussed in Chapter 13, the construction of the KBP will detract from the visual amenity of the existing parklands in certain locations. Additionally, the accessibility of the areas may be impacted from a local and district level due the KBP severing pedestrian and vehicular access in the vicinity of Gem Rd.

In addition to the land use zonings within the study area, Sub-area 2 and part of Sub-area 1 are included in the Fig Tree Pocket Local Plan. Local Plans provide locally focused, desired land use and built form outcomes for a discrete area. The Fig Tree Pocket Local Plan aims to protect and enhance the distinctive landscape character of the area and to achieve a balance between population increase and ecological protection.

Specifically, the Fig Tree Pocket Local Plan identifies the need to achieve moderate population growth through Low Density Residential development, well connected by roads, footpaths and bike paths whilst maintaining landscape character and ecological values. The KBP is unlikely to compromise this intent for the area.

Within the residential area surrounding Yarawa Street and Scenic Road, lot sizes range from 600m² to 10,000m². The area is zoned Low Density Residential, Open Space and ECA (Figure 11.29) containing approximately 75 low density residential lots, of which the minimum size is 450m². It should be noted; however, that a number of lots are constrained by a waterway corridor. Approximately 15 lots are also constrained by a dual residential and open space zoning. There is potential for future subdivision of these lots that could increase local traffic on Sunset Road.

Limited potential for subdivision exists on lands west of the KBP that are zoned Environmental Protection and Rural area. Most of the land is situated within the Regional Landscape and Rural Production area and a small proportion is located within the Urban Footprint. Rural subdivisions within the Urban Footprint are required to create lots with a minimum size of 10 ha and subdivisions in the Regional Landscape and Rural Production area must create lots no smaller than 100 ha. Some further subdivisions may occur; however, it is likely to be limited and it is unlikely for significant growth to occur in these areas.

Moggill and Bellbowrie are residential areas to south-west of the KBP. The residential land use zoning comprises Low Density Residential and ECA. These areas are currently being subdivided and developed.

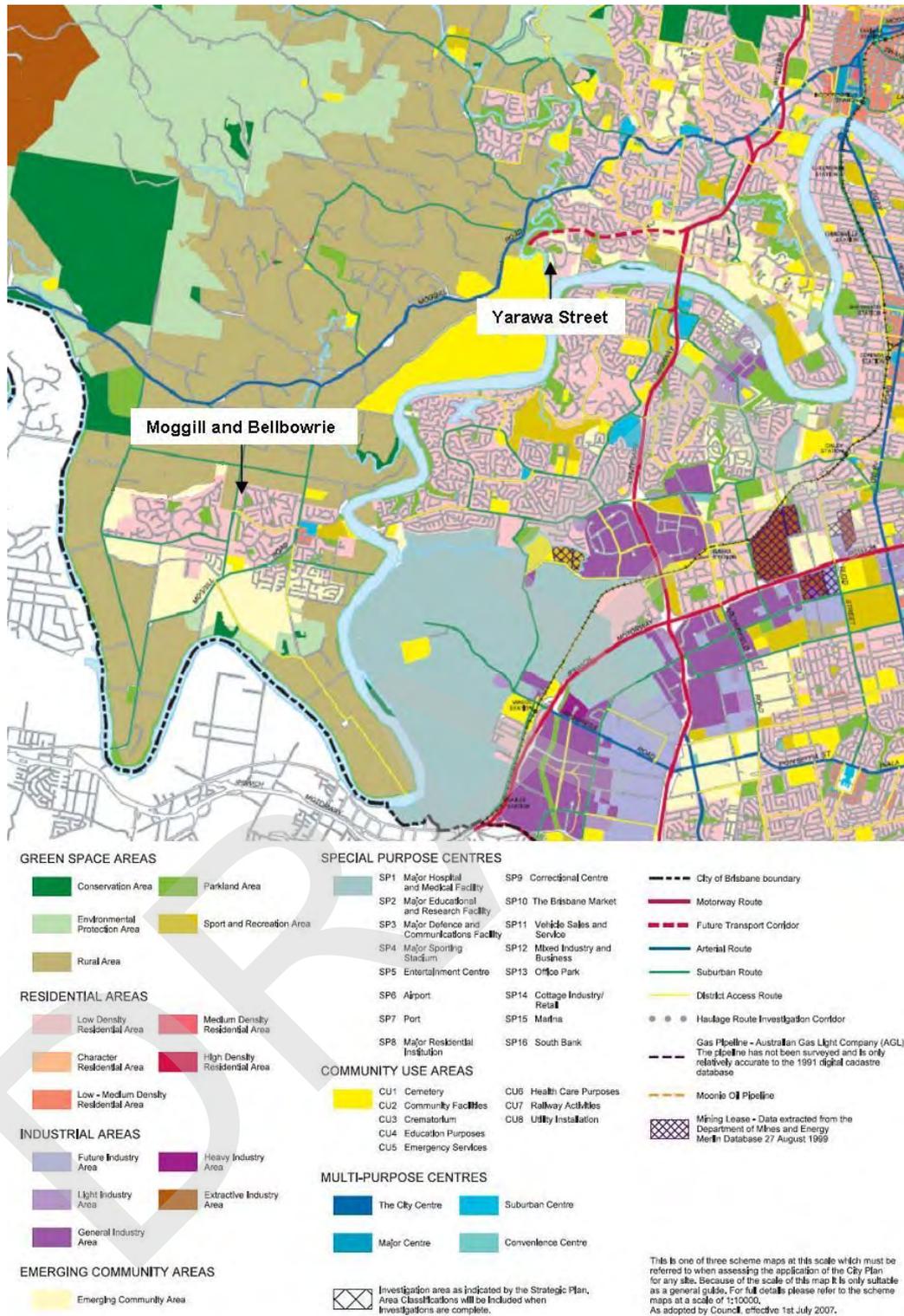


Figure 11.29: Potential Growth Land Uses (BCC 2008)

11.3.2.4 Development Applications

A search was conducted within the study area for development applications lodged with BCC within the last four years. The majority of the applications identified relate to building and operational work and therefore are not likely to be affected by the KBP. The remainder of the applications comprise Material Change of Use and Reconfiguration of a Lot. The applications do not seek to change the

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general residential fabric of the area, rather they project a moderate intensification in the residential use in the area.

There are a number of applications that are situated on lots directly adjacent. These applications pertain mainly to small residential subdivisions and also include an application to extend a child care centre. The KBP will not directly prejudice these applications; however, the new uses would potentially be sensitive to a new road.

11.3.2.5 Tenure and Native Title

The existing land tenure within the KBP was determined by conducting title searches for all the properties in the study area. Additionally, the study area was searched for registered Native Title Claims.

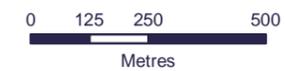
Land Tenure

As shown in Figure 11.30, land tenure within the study area is predominantly Freehold Land meaning that the owner of the land has exclusive right to the land for an indefinite period. The KBP is entirely Freehold Land with the majority owned by the DMR and BCC. There are a number of parcels of Reserve Land adjacent to the corridor. Areas classified as reserve are generally parks or public open space and are maintained by the administering local government for the benefit of the public.

Native Title

As shown in Figure 11.31, the Jagera People 2 have a Native Title Claim (QC03/15) that applies to a large area of SEQ to the south of the Brisbane River. North of the Brisbane River there are a number of claims that belong to the Turrbal People over State lands such as parks and creeks (QC98/26), potentially including those in Kenmore. A check of the National Native Title Tribunal (NNTT) register will need to be completed as part of the planning process.

Native title is not likely to present a significant issue as the KBP consists entirely of Freehold land that extinguishes the potential for any claims. Native title may potentially be an issue should the corridor be expanded to include adjacent parcels of State Lands.



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Legend

-  Centenary Motorway
-  Kenmore Bypass
-  Moggill Road
-  River/creek
- Land Tenure**
-  ACTION PENDING
-  FREEHOLD
-  HOUSING LAND
-  LAND LEASES
-  RESERVE
-  RAILWAY
-  STATE LAND

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Land Tenure

Figure 11.30





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GDA

MG94 Zone 56



Legend

Centenary Motorway

Kenmore Bypass

Moggill Road

River/creek

Native Title Applications

Turrbal People

Jagera People #2 and Turrbal People

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Native Title

Figure 11.31

11.4 Potential Impacts and Mitigation Measures

The KBP is intended to relieve congestion on Moggill Road providing an alternative link between Pinjarra Hills and the Centenary Motorway. The KBP will facilitate improved public transport services on Moggill Road, reducing through traffic past schools and a shopping centre on Moggill Road through Kenmore Village.

At a local level the zoning arrangements for the study area for the most part will remain the same with the exception of the land on which the KBP will be developed where zoning will no longer apply.

Areas of publicly accessible open space are the land uses that are likely to be affected by the proposed KBP. Areas zoned parkland north of Sunset Road and adjacent to Moggill Creek and the preserved open space between Marland Street and Twilight Street will cease to function as connected public open space. This connection has been facilitated by a preservation of the road corridor since the late 1970s.

Properties surrounding the proposed KBP corridor may be impacted through a change in amenity particularly during construction. Construction related impacts may include increased noise and vibrations as well as a change in visual amenity, these are addressed in other chapters of this EAR (Chapter 9 - Noise, Chapter 10 - Air Quality and Chapter - 13 Landscape and Visual Amenity). Local access south of the proposed corridor may also be impacted due to the severance of Gem Road. The local commercial centre on the corner of Kenmore Road and Kersley Road may potentially benefit from the likely increased traffic volumes on Kenmore Road.

Land use and planning impacts potentially caused by the KBP can be mitigated through appropriate strategies during both construction and operation. The measures required for mitigating land use and planning impacts during construction and operation are detailed in Table 11.2.

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Table 11.2: Potential Impacts and Mitigation Measures

Reference Code	Project Phase	Potential Impact	Trigger	Potential Mitigation Measures
LU 01	Design	Residential Displacement/ Fragmentation: there is a potential for residential communities to be fragmented or displaced as a result of the KBP.	Communities physically fragmented and isolated as a result of the roadway cutting access to parts of the existing community.	Alternative access in design for existing residential areas so that the residents may still access their community.
LU 02			Communities left with a loss of access to transport networks, including public transport, suburban collector roads and local roads.	Alternative access and pedestrian over/under passes in design in existing residential areas so that the residents may still access their community.
LU 03		Interrupted Local Access: local access in the area of the alignment may be interrupted as a result of the operation of the KBP.	Community isolation and disruption through the loss of local access.	Allow for both pedestrian and vehicle under/over passes in the design in existing residential areas so that the residents may still access their entire community.
LU 04			Pedestrian and cycle access interruption due to closure of public access ways.	Provision of appropriate alternative public access ways.
LU 05	Construction	Reduced Residential Amenity: there may be a reduction in the residential amenity as a result of the construction of the KBP.	Increase in ambient noise and vibration and incidental and repetitive noises as a result of the construction of the KBP.	Timely provision of noise attenuation measures for sensitive receivers as defined by the DMR <i>Road Traffic Noise Management -COP</i> (2008). Refer to Chapter 9 (Noise).
LU 06				Implementation of a construction management plan to document and report complaints regarding noise. Refer to Chapter 9 (Noise).
LU 07			Increase in the occurrence of noise and vibrations from heavy construction equipment and construction activities.	Timely provision of noise attenuation measures for sensitive residential receivers as defined by DMR COP (2008). Refer to Chapter 9 (Noise).

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Reference Code	Project Phase	Potential Impact	Trigger	Potential Mitigation Measures			
LU 08	Construction			Implementation of a complaints register as part of Construction Management Plan that sets out recording person responsible and action.			
LU 09				Increase in dust pollutants from heavy construction vehicles and construction work	Refer to Chapter 10 (Air Quality).		
LU 10					Dust suppression undertaken during dust generating activities.		
LU 11					Implementation of a complaints register as part of Construction Management Plan that sets out recording person responsible and action.		
LU 12				Loss of visual amenity from the nature of the construction phase.	Keep construction timeframes as short as possible and maintain a tidy worksite with appropriate fencing.		
LU 13				Interrupted Local Access: local access in the area of the alignment may be interrupted during the construction of the KBP.	Temporary (and changeable) road disruptions, such as traffic diversions and delays, throughout the entire alignment during the construction phase.	Implementation of a Traffic Management Plan to minimise disturbances through monitoring and management of construction activities.	
LU 14						Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.	
LU 15						Traffic diversion and delays during construction likely to increase traffic on local roads.	Minimise disturbances through monitoring and management of construction activities.
LU 16						Pedestrian and cycle access interruption during construction due to closure of public access ways.	Provision of appropriate alternative public access ways during construction.
LU 17							Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.
LU 18	Undertake regular community engagement so as to inform the community of how they will be affected and protected.						

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Reference Code	Project Phase	Potential Impact	Trigger	Potential Mitigation Measures	
LU 19	Construction	Reduced Functionality: there is the potential for a negative impact on the functionality of some sites and uses during the construction of the KBP.	Partial and whole property resumptions may cause a loss in the functionality of certain land uses.	Ensure appropriate engagement with affected property owners to minimise the impact on site functionality.	
LU 20			Functional open space currently providing linkages and access ways may be severed during construction	Provision of appropriate alternative public access ways during construction.	
LU 21				Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.	
LU 22			Changes to the access arrangement for the Kenmore Churches Soccer Club may affect its ability to function as a local, district and city wide formal sport and recreation facility.	Appropriate and well-signed pedestrian and vehicular detours provided during construction phase.	
LU 23				Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.	
LU 24			Changes to Existing Land Uses: the KBP may change several of the existing uses within and adjacent to the corridor.	Road reserve currently utilised by local community as open space and pedestrian access will be closed to the public removing this informal use.	Undertake regular community engagement so as to inform the community of how they will be affected and protected.
LU 25					Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.
LU 26					Ensure public safety through restricted access to worksites.
LU 27				Yarawa Pony Club operating on DMR land is likely be displaced as the operating space will be significantly reduced by the construction of the KBP.	Notification with appropriate lead time of the KBP works to allow the club to re-site its activities.
LU 28	Operation	Reduced Residential Amenity: there may be a reduction in the residential amenity as a result of operation of the KBP.		Increase in noise levels above DMR's Code of Practice Noise Criteria as a result of the operation of the KBP.	Timely provision of noise attenuation measures for sensitive residential receivers as defined by the DMR COP (2008). Refer to Chapter 9 (Noise).

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Reference Code	Project Phase	Potential Impact	Trigger	Potential Mitigation Measures
LU 29			Increase in the occurrence of vibrations from large volumes of vehicles.	Timely provision of noise attenuation measures for sensitive residential receivers as defined by the DMR COP (2008). Refer to Chapter 9 (Noise and Vibration).
LU 30			Increase in air borne pollutants from vehicles.	Refer to Chapter 10 (Air Quality).
LU 31			Shadowing may occur for residences that are close to large structures.	Refer to Chapter 13 (Landscape and Visual Amenity).
LU 32			Loss of visual amenity for residences from large structures and also from vehicles using the KBP.	Where practicable, utilise strategies to mitigate the visual impact of the road on sensitive receptors.
LU 33			Residential Displacement/ Fragmentation: there is a potential for residential communities to be fragmented or displaced as a result of the KBP.	Communities left with a loss of access to transport networks, including public transport, suburban collector roads and local roads.
LU 34	Operation	Reduced Functionality: there is the potential for a negative impact on the functionality of some sites during the operation of the KBP.	Functional open space currently providing linkages and access ways may be severed	Provision of appropriate alternative public access ways.
LU 35				Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.
LU 36			Changes to access to the Kenmore Churches Soccer Club may affect its sporting activities.	Appropriate and well-signed pedestrian and vehicular alternative routes provided.
LU 37				Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.

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Reference Code	Project Phase	Potential Impact	Trigger	Potential Mitigation Measures
LU 38			Loss of land value due to the loss in amenity and potential part land resumptions.	Current Queensland Government policy allows for compensation for directly affected landowners (i.e.: land required for the road corridor) through either hardship or acquisition processes. Notably there is no provision for the payment of monetary compensation to indirectly affected landowners who benefit or are detrimentally affected by Government projects.
LU 39		Changes to Existing Land Uses: the KBP may significantly change several of the existing uses within and adjacent to the corridor.	Loss of the informal use of the road reserve for open space and pedestrian access.	Undertake community engagement prior to construction so as to inform the community of how they will be affected and how they will be protected.
LU 40	Keep the local and wider community informed of changes through ongoing community engagement and appropriate notice.			
LU 41	Engagement with appropriate lead time about the KBP to allow the club to re-site its activities.			
LU 42	Operation	Existing Development Approvals Disrupted: there may be a negative impact on proposed developments within or adjacent to the alignment during the operation of the KBP.	Access to sites with Development Approval may be changed.	Well signed and highly visible alternative access routes to prevent delays to construction on sites.
LU 43		Business Impacts	Potential positive impacts on local business as a result of changed traffic flow.	Minimal impacts are expected from the KBP.

11.5 Summary

The existing land use surrounding the KBP can be generally characterised as residential comprised of single detached dwellings. The area also comprises parks, sporting fields, a primary school and two retail locations.

Regionally, the SEQRP identifies the need to protect and manage future transport sites and corridors, particularly the plan identifies the need to investigate the transport needs of the Western Corridor. SEQIPP identifies the need to further investigate the KBP within the Western Corridor.

Whilst the project has a range of transport benefits locally to the western suburbs, impacts are not likely to be experienced at this level from a land use and planning perspective. Land use and planning impacts are likely to be localised to existing reserved open space areas and a reduced capacity to fully develop new communities on vacant lots as intended in the Brisbane City planning scheme.

In terms of land use, the KBP affects the local area in a range of ways. Land uses surrounding the KBP may be impacted through reduced amenity and access as well as a discontinuation of the current open space that exists in the KBP corridor.

More specifically, localised land use and planning impacts potentially caused by the project include:

- reduced residential amenity through increased levels of ambient noise, vibrations and construction dust as well as decreased visual amenity and shadowing;
- interrupted local access through road closures and disruptions to pedestrian and cycle routes;
- reduced functionality of sites and uses due to resumptions, loss of open space, decreased access and reduced amenity;
- residential displacement and fragmentation through road closures and decreased pedestrian and cycle access; and
- changes to local land use through a loss of functional Yarawa Pony Club land and functional open space.

Alleviation of the potential impacts of the KBP on the local community has been developed through the planning process and the development of appropriate mitigation measures, including general measures to mitigate community wide impacts and also more targeted measures for affected significant land uses. General mitigation measures for both construction and operational impacts include:

- provision of noise attenuation measures;
- preparation of construction and operation management plans;
- dust suppression where necessary;
- regular community engagement;
- consideration of both pedestrian and vehicle under/over passes in the design in existing residential areas;
- ensuring access points are well signed and easily accessible; and
- increasing the capacity of the local road network to cater for increased local traffic.