

12. Land use planning

12.1 Introduction

To reduce any negative impacts on the community, the environment and service providers, such as business operators and emergency services, it is essential that land use planning investigations are coordinated with the design and construction phases of the South East Busway extension from Rochedale to Springwood. Previous studies (outlined below) indicate that car ownership and use in Rochedale South and Springwood is high. The busway extension will assist in supporting population and business growth in the area, reduce the growth in private car use, and promote a sustainable environment.

12.2 Methodology

Relevant previous studies are summarised in Section 12.2.1 below. A number of statutory documents were also consulted and the relevant strategies are presented in this chapter. This is followed by investigations into the existing and future situations.

As the project will not be delivered in the short term, the information in this report will be investigated further in future planning phases. The existing land uses in the Rochedale to Springwood area may change significantly over time as statutory documents and relevant planning schemes are reviewed and altered. Further analysis will ensure that any implications surrounding land use planning will be managed accurately and appropriately.

12.2.1 Previous investigations

Springwood Town Centre Master Plan — Issues and Options Paper

The South East Queensland Regional Plan 2009–2031 identifies Springwood as a ‘principal activity centre’. It is the only principal activity centre designated in Logan City. The Greater Springwood Master Plan, currently being undertaken by Logan City Council, provides strategic direction for future development of the Springwood town centre. The master plan aims to provide for extensive redevelopment of the commercial precinct and emphasises the importance on having good road, cycle and pedestrian networks within the study area.

The busway extension, and in particular the linkage of the extension to the existing Springwood bus interchange, will provide a critical part of the infrastructure framework to support the proposed renewal of the Springwood town centre area.

The Springwood Town Centre Master Plan — Issues and Options Paper was released in January 2007 to address development opportunities and challenges of the area and respond to the requirements of the South East Queensland Regional Plan and community stakeholder expectations.

12.2.2 Additional investigations

The scope of this report includes a desktop analysis that identifies and describes the existing and future land use patterns within the identified corridor and the environment surrounding the busway extension. This was largely informed by previous studies and analysis of aerial maps. A review of relevant plans and strategies was also undertaken to ensure that future planned growth was included in the assessment. Potential impacts and opportunities are outlined along with typical management strategies.

12.3 Preliminary analysis

12.3.1 Existing situation

Current land uses

The Pacific Motorway divides Logan City in two, with large sections of the land immediately to the east of the motorway in the study area dominated by low to medium density residential development. This locality is a large feeder for workers accessing the Brisbane central business district and surrounding areas. The Pacific Motorway provides a major access corridor for residents from the Springwood area as well as those living further south of the Brisbane central business district. The Queensland Rail alignment that provides connection from the Gold Coast to Brisbane is not easily accessible to residents to the east of the Pacific Motorway.

Access and capacity constraints to the rail line have resulted in the motorway being used as the dominant access route for the majority of southern Brisbane and Logan City residents to the Brisbane city centre and other communities. Currently, the South East Busway terminates at Eight Mile Plains and is not easily accessible to residents from Rochedale and Springwood.

Planned growth

National demographic changes such as an increase in population and the number of households are evident and predicted for the northern Logan City area which will create pressure on existing modes of transport used by the Rochedale South and Springwood communities. As significant retail and commercial expansion is also expected at Springwood, the Logan Hyperdome and Beenleigh centres will become destinations of choice and offer greater employment opportunities. In addition significant expansion of industrial-based employment is also planned surrounding the Pacific Motorway to the south.

Springwood is identified in the South East Queensland Regional Plan as a principal activity centre, which is recognised as a key node in the regional public transport system to be serviced by multimodal public transport services. There is an existing bus station at Springwood and it is located at a key point in the local road network. The existing Springwood bus station is connected to the Brisbane to Gold Coast railway line by a variety of bus routes to the Loganlea Railway Station, offering a link to a further mode of public transport. Direct access to the busway extension would be consistent with the objectives of the South East Queensland Regional Plan to support residential and employment growth through improvements to public transport. The busway extension will provide one critical part of the infrastructure framework to support the proposed renewal of the Springwood town centre currently being planned by Logan City Council.

Figure 12-1 provides an overview of the existing land use zones within the study area.

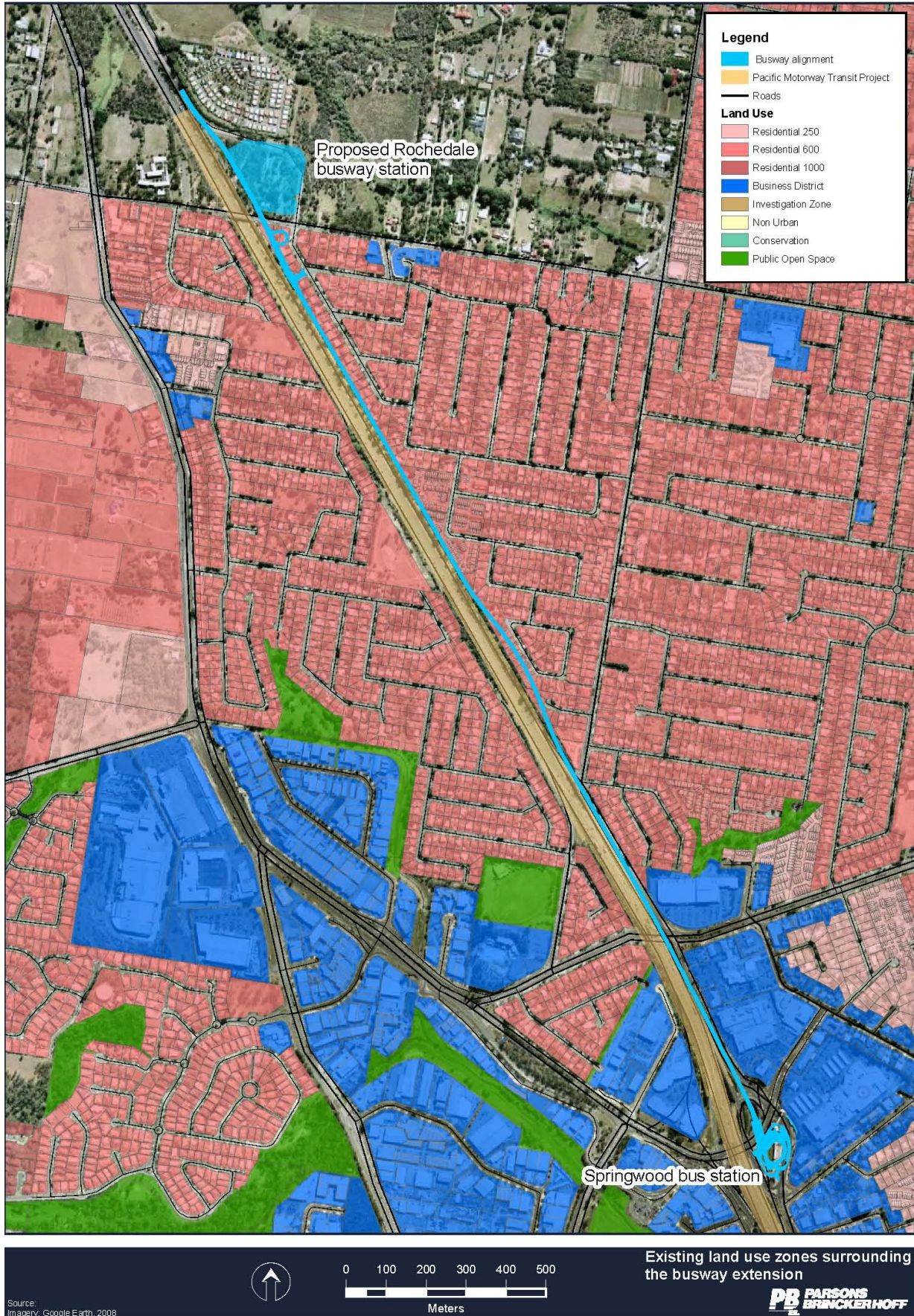


Figure 12-1: Existing land use zones surrounding the busway extension

Existing plans and strategies

Logan Planning Scheme

The Logan Planning Scheme provides direction toward regulating the future planning of development and in achieving Logan City's objectives towards a city for families, lifestyle and business.

Logan City local growth management strategy

The local growth management strategy is a tool to help Logan City Council implement the South East Queensland Regional Plan 2009–2031 at the local level. The local growth management strategy sets out strategies for achieving the urban development aspects of the South East Queensland Regional Plan.

Centres such as Springwood — identified as a 'regional activity centre' — are currently developed but still have significant potential for future employment growth. They are strategically located on line haul routes of the transit network of the Greater Brisbane urban area. The regional activity centres are areas with high potential to achieve compact and mixed use development, which encourages the consolidation of development to create areas where people can both live and work.

Shaping Up

Shaping Up is a guide developed by Queensland Transport (now known as the Department of Transport and Main Roads) to better practice the integration of transport, land use and urban design. The guide states that effective land use planning should combine land use planning with transport objectives to improve economic viability, social vitality and the environmental sustainability of communities.

This document presents the main issues with public transport and ways to implement better public transport to create greater flexibility to meet both demands of passengers and users. Urban growth often takes places along corridors created by major highways. Corridor planning and the distribution of land use also impacts significantly on public transport costs, operational efficiency and funding requirements.

TransLink Network Plan 2004–2014

The TransLink Network Plan 2004–2014 sets out a network strategy for TransLink's public transport network which provides a 10-year plan for developing the public transport network (2004 to 2014) and a rolling 4-year program of public transport service and infrastructure improvements (2004–05 to 2007–08). Springwood is identified as a key transfer location and high growth primary network, with high growth along the Pacific Motorway. It also shows links to train stations at Woodridge and Loganlea.

South East Queensland Infrastructure Plan and Program 2009–2026

The Department of Infrastructure and Planning review the South East Queensland Infrastructure Plan and Program annually to prioritise investments over the years up to 2026. The transport section of the South East Queensland Infrastructure Plan and Program has placed a high priority on managing congestion and demand for public transport to address traffic congestion issues across south-east Queensland. Across government agencies, extensive planning and investigations have set a broad range of initiatives which include:

- land use and planning
- pricing and travel demand
- travel options
- efficiency
- capacity.

South East Queensland Regional Plan 2009–2031

As mentioned before, Springwood has been identified as a regional activity centre. Regional activity centres are a concentration of business, employment, research, education, services, higher-density living and social interaction. A strong and successful network of regional activity centres provides a community focus and can help to achieve compact, self-contained and diverse communities. They facilitate an efficient public transport system, provide a focus for government investment in infrastructure and services, promote commercial confidence and encourage complementary private sector investment. Springwood is ideally suited to be designated as a regional activity centre as the locality has the capacity through strategic planning to:

- achieve economic growth by co-locating a mix of land uses
- achieve a more efficient concentration of goods and services
- to be an appropriate location for government investment in public transport, health, education, cultural and entertainment facilities
- provide a focus for community and social interaction
- manage private travel demand by encouraging multipurpose trips and shorter travel distances through projects such as the South East Busway extension from Rochedale to Springwood
- provide better opportunities for land use and transport integration, particularly walking, cycling and public transport
- accommodate higher-density residential development and land uses that support high levels of employment and facilitate transit-oriented development.

12.3.2 Managing issues and opportunities

Land use and tenure implications

The busway extension will be new infrastructure and is proposed to realign some local roads (e.g. Rochedale Road) and the Rochedale Road off-ramp and associated Pacific Motorway Transit Project works.

Once the busway alignment is gazetted, the Department of Transport and Main Roads places a requirement on the properties impacted by the busway. This may place a constraint on potential future development on adjacent properties. Ongoing consultation between the Department of Transport and Main Roads, Logan City Council and development proponents will be required to ensure that any future development proposed within the busway extension corridor is consistent with the proposal and the redevelopment of Springwood town centre.

Upon construction and commission of the busway infrastructure, a review of property holdings within the corridor should be undertaken to determine what land should stay in government ownership and what can be given back to the market/community. This review will be undertaken in consultation with other government agencies, for example the Department of Housing and the Department of Education, to determine a suitable outcome for the land.

A review of potential native title claims will be required. Any land held under deed of grant in trust or that is in leased/vacant crown land would be subject to native title implications. This is discussed in greater detail in Chapter 15.

Future development applications

The legislation and approval frameworks available to the Department of Transport and Main Roads to facilitate the development provide for varying levels of exemption. These approval exemptions relate specifically to development that is associated directly with the busway extension.

As mentioned above, the Department of Transport and Main Roads is given concurrence agency powers in any future development application within or adjacent to the busway extension upon gazettal of the corridor. The Department of Transport and Main Roads would assess any such proposals to ensure that the development is consistent with the busway planning and mutually beneficial land use outcomes can be achieved.

Future land use opportunities

State government investment in busway infrastructure may help lead the redevelopment of Springwood town centre. The Department of Transport and Main Roads will continue to work with Logan City Council to capture strategic land use planning opportunities, where the integration of busway planning and master planning can support the following beneficial outcomes:

- sufficient pedestrian paths and facilities to encourage walking to public transport
- community values enhanced through connectivity
- mobility improved through efficient links between residential areas to commercial and community destinations
- minimal disruption during construction of busway infrastructure
- economic benefits enhanced through improved services and employment opportunities.

Potential property impacts

Impacts on indirectly and directly affected property owners should be considered in planning processes. It is also important that key information about construction timing and impacts are communicated to the study area and broader community. It is important to ensure that directly and indirectly affected property owners receive support during resumption and relocation processes.

12.4 Future investigations

Planning and design of the extension may change over time, along with community views and attitudes towards the project, as will planning legislation and approval processes. The information provided in this section of the report is correct at the time of authorship, however, it must be recognised that the *Integrated Planning Act 1997* (Queensland) and related legislation as well as the South East Queensland Regional Plan are currently under review and there is a potential that planning processes will alter prior to land use planning actions are commenced in the future to support this development.

A detailed review of actual land uses and zoned land uses need to be undertaken in future planning phases to inform impact management strategies.

12.5 References

Connell Wagner 2008, 'Pre-Feasibility Study, South East Busway Extension Stage 2 – Rochedale to Springwood, report for Queensland Department of Main Roads/TransLink, Brisbane.

Connell Wagner 2006, 'Environmental Approval Report – Section A Pacific Motorway Transit Project', report for Queensland Department of Main Roads, Brisbane

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Queensland Transport, *Shaping Up – Shaping urban communities to support public transport, cycling and walking in Queensland*, Queensland Transport.

Queensland Transport 2007, *South East Queensland Principal Cycle Network Plan*, Queensland Transport.

Queensland Transport 2007, *TransLink Network Plan*, Queensland Transport.