

NOVEMBER
2015



IDENTIFIED GROWTH AREA ANALYSIS

Moreton Bay —
Sunshine Coast
INTER-URBAN BREAK



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TABLE OF CONTENTS

Executive Summary	1
1 Introduction.....	2
1.1 Purpose	2
2 IGA Background	3
2.1 Halls Creek IGA.....	3
2.2 Beerwah East IGA	4
3 Planning Context	7
3.1 Regional Planning Context	7
3.1.1 SEQ Regional Plan 2005.....	7
3.1.2 SEQ Regional Plan 2009.....	8
3.1.3 Defining Criteria	9
3.2 Local Planning Context.....	9
3.2.1 Defining Criteria	11
3.3 Summary Discussion	11
4 Literature and Case Studies	12
4.1 History Of Inter-Urban Breaks	12
4.2 Literature Review for Inter-Urban Breaks.....	12
4.2.1 Managing Urban Development.....	13
4.2.2 Safeguarding Natural and Productive Areas from Encroachment	13
4.2.3 Preserving Character.....	13
4.2.4 Management.....	14
4.2.5 Defining Criteria	14
4.3 Policy Approaches to Inter-Urban Breaks	14
4.4 Case 1 – London’s Green Belt	15
4.4.1 Policy	15
4.4.2 Mapping Approach	15
4.5 Case 2 – Adelaide’s Green Space System	16
4.5.1 Policy	16
4.5.2 Mapping Approach	18
4.6 Case 3 – Melbourne	20
4.6.1 Policy	20
4.6.2 Mapping Approach	21
4.7 Key Findings	24
4.7.1 Defining Criteria	24
5 Moreton Bay-Sunshine Coast – Inter-Urban Break Assessment	26
5.1 Assessment Summary.....	30
6 Recommendations	31
Disclaimer	33
7 Bibliography.....	34
7.1 Legislation.....	36

Appendix A Preliminary Moreton Bay-Sunshine Coast Inter-Urban break

FIGURES:

Figure 1 - Halls Creek Identified Growth Area.....	3
Figure 2 - Halls Creek Preliminary Precinct Plan	4
Figure 3 - Aerial Map of Beerwah East IGA (Source: Nearmap).....	5
Figure 4 – IGAs and the SEQ Regional Plan	6
Figure 5 - Strategic Framework Land Use Elements Map Extract (Source: Sunshine Coast Regional Council)	10
Figure 6 - Strategic Framework Community Identity, Character and Social Inclusion Elements Map Extract (Source: Sunshine Coast Regional Council)	10



Executive Summary

This report provides evidenced-based boundary criteria for establishing the limits of the Moreton Bay-Sunshine Coast inter-urban break.

A review of the SEQ Regional Plan indicates that there has always been a regional policy intent that the Moreton Bay-Sunshine Coast inter-urban break would be more clearly defined by future planning processes. It is important to focus on a more accurate determination of the inter-urban break boundary which this study seeks to provide.

An analysis has been undertaken of the '**Halls Creek**' and '**Beerwah**' Identified Growth Areas (IGAs) against research across relevant policies, literature and case studies both internationally and nationally. Both IGAs are identified as such under the SEQ Regional Plan, however are located outside the Urban Footprint.

A review of the available literature indicates a number of emerging criteria around the purpose and management of inter-urban breaks, including as a tool for managing development of fringe urban areas, protection of areas of natural and agricultural significance and protection of a city's identity. The literature also emphasises the importance of conveying the purpose of the inter-urban break, to ensure clarity and flexibility in its ongoing management.

Important case studies were also explored in order to determine the purpose of the inter-urban break in each case, and any criteria which were used to inform mapping and revisions of the urban boundary.

Eight key criteria have been identified being the protection of high quality agricultural activities, extractive industries and places of cultural heritage significance; limiting impacts on ecological communities and catchments; preserving important landscape features and key views and vistas; and providing trunk services and public transport initiatives.

The defining criteria gained from the policy, literature and case study reviews were collated and used to assess the suitability of both the Halls Creek and Beerwah IGAs for exclusion from the Moreton Bay-Sunshine Coast inter-urban break.

The work undertaken by this study has identified a preliminary inter-urban break boundary, included in **Appendix A**. The key elements which have defined this mapping include significant ecological corridors, state reserves, and an inter-urban break investigation area within the Moreton Bay Regional Council Local Government Area.

It is demonstrated that both IGAs can meet many of the key boundary criteria identified.

Halls Creek benefits from the extensive analysis that has been undertaken of site constraints and proposed investment of infrastructure in Caloundra South.

Beerwah East requires more analysis to determine how the site would perform against some of the criteria identified particularly with respect to its impact on infrastructure investment and environmental impacts.

On balance, the Halls Creek IGA clearly is able to meet the extensive list of criteria identified and should not be classified as an integral part of the inter-urban break.

The proponents of both the Halls Creek and Beerwah East IGAs need to be afforded the opportunity to establish their inter-urban breaks through a future planning process which identifies potential urban areas within the IGAs, any constrained areas, and any part which may form part of the inter-urban break.



1 Introduction

Urbis on behalf of Stockland Developments Pty Ltd has prepared this report to inform the review of the *South East Queensland Regional Plan 2009* (SEQ Regional Plan). This report aims to provide preliminary defining criteria for the Moreton Bay – Sunshine Coast inter-urban break as it relates to the key Identified Growth Areas of Caloundra South-Halls Creek and Beerwah-Caloundra South Corridor.

1.1 PURPOSE

This report is intended to inform the review of SEQ Regional Plan and provides:

- A snapshot of the 'Halls Creek' and 'Beerwah' Identified Growth Areas (IGA);
- A background to the concept of inter-urban breaks and the SEQ Regional Plan and identification of key inter-urban break defining criteria;
- A literature review of best practice relevant to the concept of inter-urban breaks and identification of key inter-urban break defining criteria;
- A review of approaches internationally and in Australia with respect to inter-urban breaks and identification of key inter-urban break defining criteria;
- An analysis of the Halls Creek and Beerwah IGAs against the defining criteria with a view to establishing a preliminary map of the Moreton Bay – Sunshine Coast inter-urban break (focused on the Sunshine Coast segment of this inter-urban break); and
- Recommendations with respect to next steps that can be adopted in the regional planning review process.

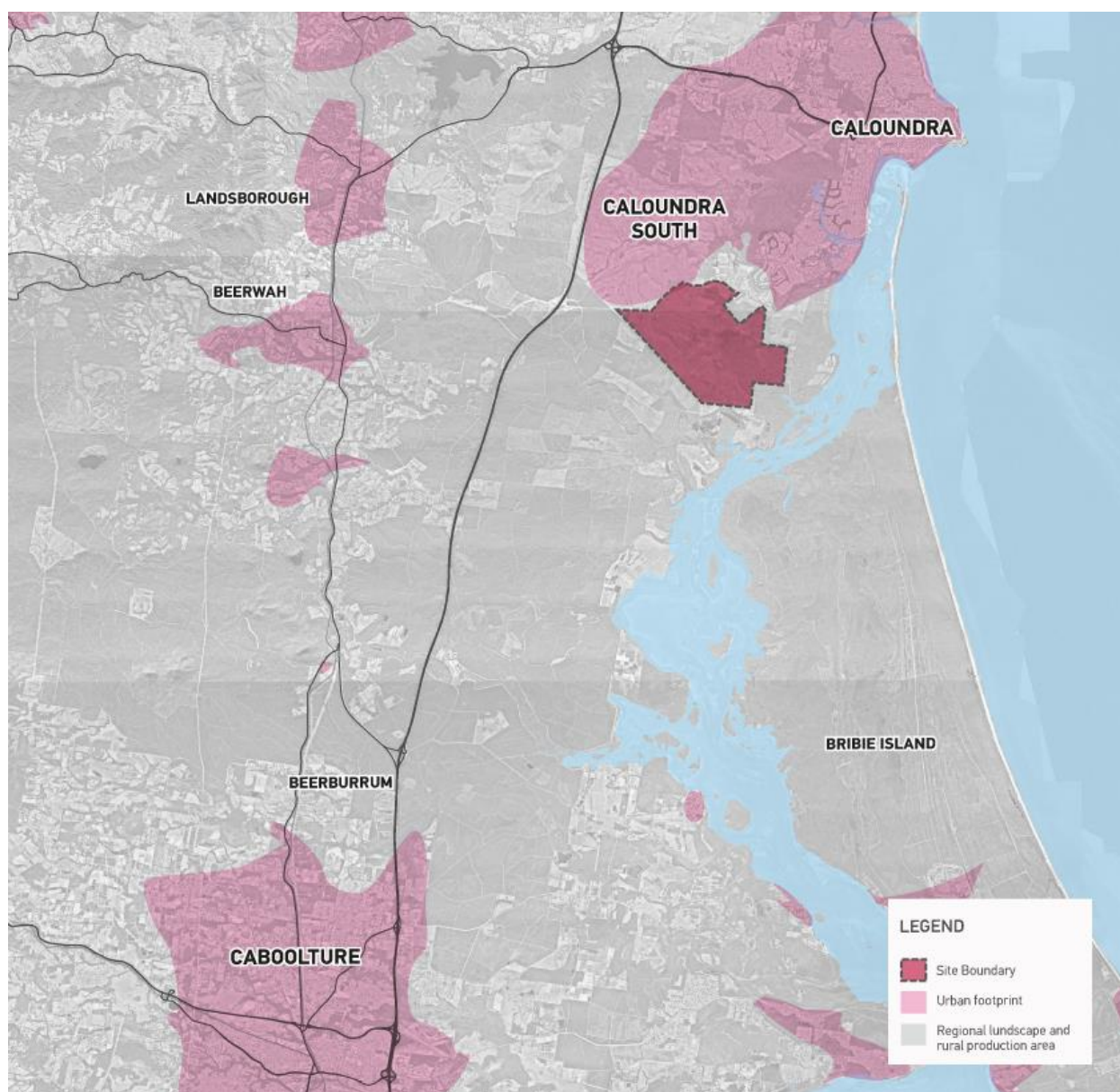


2 IGA Background

2.1 HALLS CREEK IGA

The relevant landholding consists of 1,278ha of land on Bells Creek Road and Coochin Creek comprising Lot 1 and 2 on RP910848. The site is a former pine plantation located immediately south of the Caloundra South Priority Development Area. The site will have access to the new interchange on the Bruce Highway at the Roys Road and Bells Creek Road intersections once construction is finalised, and is located adjacent to the new Caloundra South Centre, future rail and road infrastructure, as well as the existing centre at Caloundra.

FIGURE 1 - HALLS CREEK IDENTIFIED GROWTH AREA



The site has been used for forestry or grazing purposes for the past 40 years, with large parts of the site significantly degraded and of limited environmental value. Overall, approximately 85% of the site (approximately 1,100ha) has been previously cleared and used for pine plantation and rural uses. The bulk of the site is currently cleared for grazing purposes.



A previous study was undertaken by Urbis to review and analyse the suitability of the site for urban development. Following consideration of the opportunities and constraints affecting the site, a preliminary high level precinct plan was developed (refer to **Figure 2** below). The preliminary precinct plan divides the site into a 782ha investigation area to the east and a 498ha Wetland and Conservation precinct to the west. A buffer zone is likely to form the boundary between the precincts depending on the results of further land use investigations. As the core wetland precinct of 140ha has been significantly degraded over time, the precinct plan designates this as a rehabilitation area.

FIGURE 2 - HALLS CREEK PRELIMINARY PRECINCT PLAN



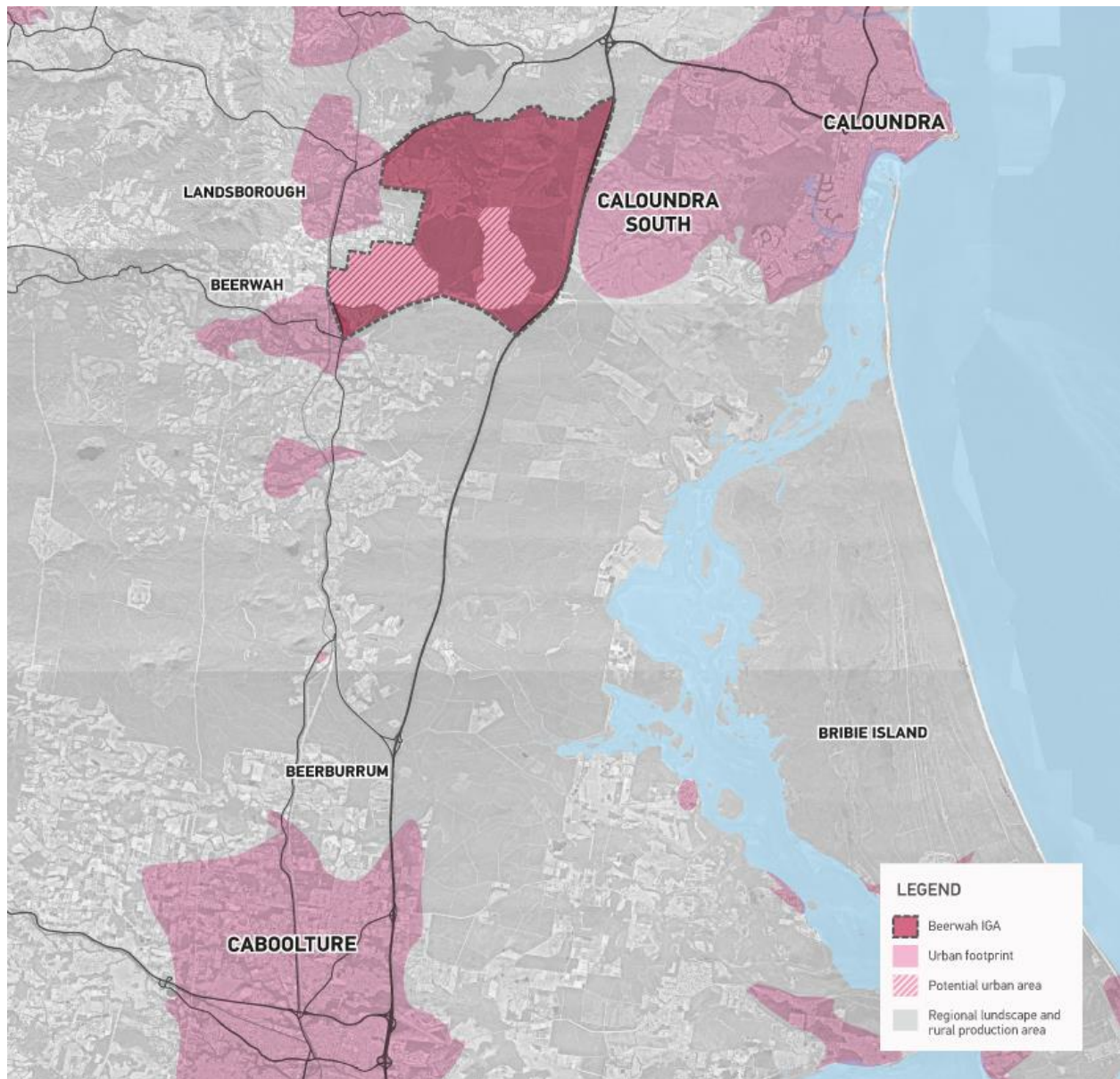
2.2 BEERWAH EAST IGA

The Beerwah-Caloundra South Corridor IGA (Beerwah East) is located west of the Bruce Highway and generally east of the communities of Beerwah and Landsborough. The Local Growth Management Strategy prepared by Caloundra City Council prior to amalgamation had flagged an additional 1,800 dwellings to be constructed in Beerwah in the 2004-2026 period. The IGA has a land area of 5,200ha. The Beerwah East IGA currently comprises large tracts of vegetated areas, as well as cleared agricultural parcels (refer to **Figure 3** below) and further investigations are needed to determine the ultimate likely development footprint.

The South-East Queensland Regional Plan 2009-2031 designated Beerwah East as a “residential and employment” IGA within the Sunshine Coast area, with the potential to accommodate long-term employment growth, and contribute to economic diversity and employment in the sub-region.



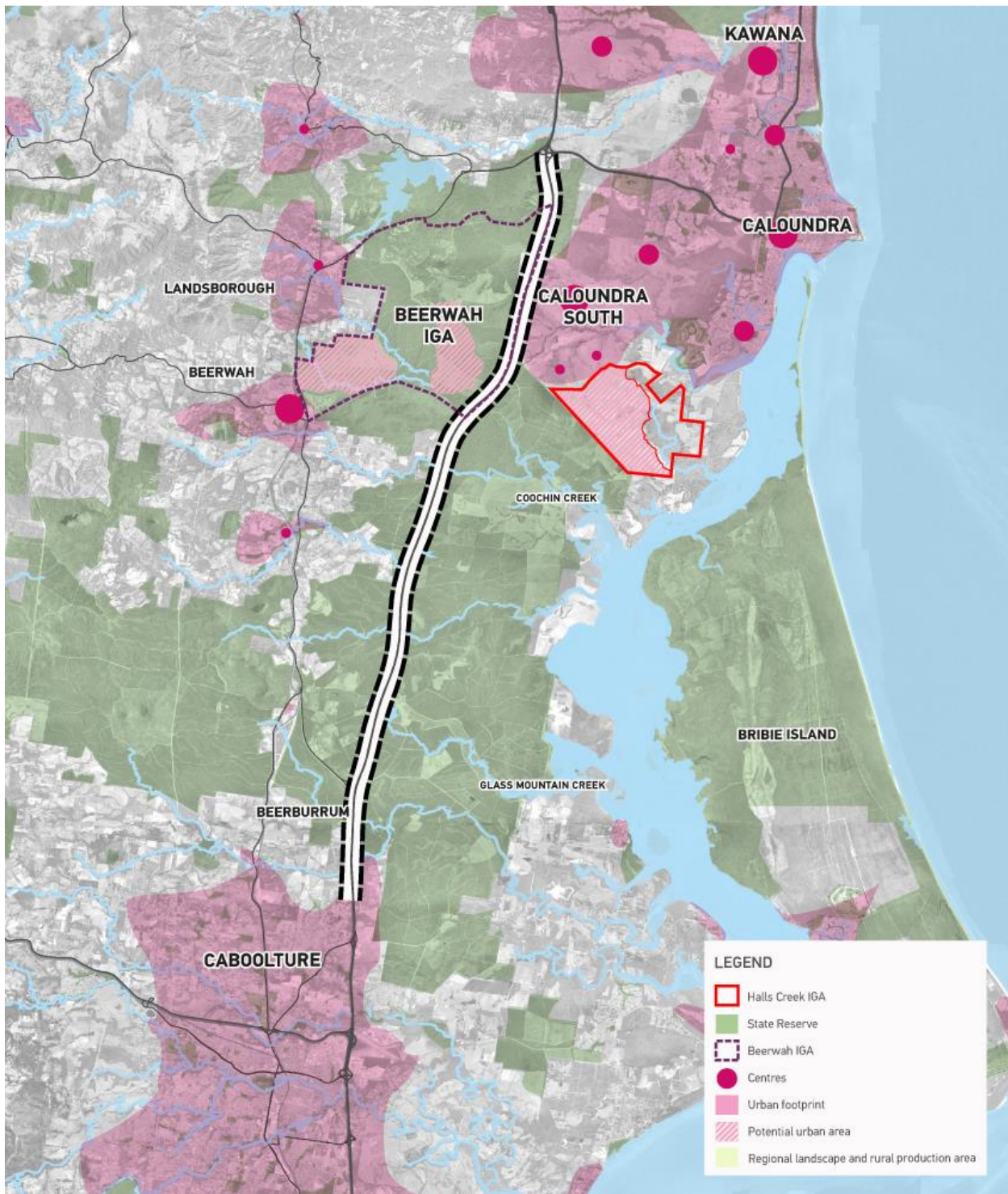
FIGURE 3 - AERIAL MAP OF BEERWAH EAST IGA (SOURCE: NEARMAP)



The SEQ Regional Plan 2009 builds on the prior version and aims to preserve a series of strategic inter-urban breaks that define and frame the extent of sub-regional communities. Again it does not geographically or notionally map a proposed inter-urban break for the IGAs however **Figure 4** has been created for the purpose of this report to help place the IGAs in their regional planning context.



FIGURE 4 – IGAS AND THE SEQ REGIONAL PLAN





3 Planning Context

The planning context provides a key statutory basis for the identification of criteria that help define and understand the Moreton Bay-Sunshine Coast inter urban break. The following section of this report reviews relevant regional and local planning policy to help identify these criteria.

3.1 REGIONAL PLANNING CONTEXT

3.1.1 SEQ REGIONAL PLAN 2005

In South East Queensland, the concept of inter-urban breaks came to prominence with the creation of the *SEQ Regional Plan 2005*. With respect to the Moreton Bay-Sunshine Coast inter-urban break the document then stated:

Sunshine Coast

The Sunshine Coast comprises the local government areas of Noosa, Maroochy and Caloundra. It has a current population of around 275,500 people and is expected to reach 424,000 people by 2026.

The area provides a wide range of both urban and rural lifestyle options and is an important local, national and international holiday destination. The Sunshine Coast is a high-growth area, requiring careful management to ensure it does not lose the special qualities that make it such an attractive place for residents and visitors.

*The Urban Footprint has been carefully chosen to protect the special character and qualities of the small hinterland townships and the coastal communities north of the Maroochy River, while also providing significant greenfield development opportunities in the southern coastal parts of the Sunshine Coast. **In order to preserve the identities of both the Sunshine Coast and Greater Brisbane, the Regional Plan protects the major inter-urban break between these two urban communities.***

It is particularly important that developable land is used efficiently on the Sunshine Coast to relieve pressures on land with important economic, rural, natural and scenic amenity values. The urban areas of the Sunshine Coast contain many attractive locations, which are close to beaches and rivers, providing opportunities for higher-density development. These infill opportunities must be identified and maximised, and greenfield land developed to achieve optimum yields and diversity.

The economy of the Sunshine Coast is reliant on the tourism and construction sectors, with limited local employment opportunities. The Regional Plan aims to address this issue by providing additional land for business and industry development; improving infrastructure networks, particularly transport; and promoting new economic development opportunities such as the proposed knowledge hub, focused on the University the Sunshine Coast.

(Section 8.1 SEQ Regional Plan 2005)

The above extract helps provide some clarification that is lost in the current version of the SEQ Regional Plan with respect to what criteria were important for defining an inter-urban break, namely:

- Protection of places of special character and qualities;
- Preservation of the identities of Brisbane and the Sunshine Coast; and
- Promoting the efficient use of developable land while protecting rural, natural and scenic amenity values.



This information provides an important background and insight into the original intent and objectives of the inter-urban break for the Sunshine Coast. It is also important to recognise that the reason inter-urban breaks were not mapped in the SEQ Regional Plan 2005 was because of the intent for inter-urban breaks to be identified in LGMS, Structure Plan and planning scheme processes. (Source: Consultation Report on the Draft SEQ Regional Plan June 2005 Page 65). Consequently, SEQ Regional Plan 2005 (Section 8.9) sought to incorporate inter-urban breaks as part of future structure planning for major greenfield areas.

The ensuing years saw processes of LGMS preparation, structure plans, master plans and Major Development Areas which created a complex and divergent environment for the delivery of major greenfield areas, culminating in the creation of the Urban Land Development Authority in 2007 in an attempt to streamline these processes. As a consequence of this dynamic planning environment, the original policy intent of the SEQ Regional Plan with respect to inter-urban breaks in some cases have not yet been fully considered and defined for these major greenfield areas. The Moreton Bay-Sunshine Coast interurban break is one such area that requires further assessment to define these boundaries.

3.1.2 SEQ REGIONAL PLAN 2009

The SEQ Regional Plan contains several policy elements relevant to inter-urban breaks which include:

The sub-regional narrative which states:

A major regional inter-urban break between the Sunshine Coast and Greater Brisbane preserves the distinctive character and identity of the Sunshine Coast and its many communities. The Urban Footprint ensures that anticipated urban development and growth will be managed to protect the Sunshine Coast's rural and landscape areas. (Queensland Government, 2009, p. 21).

The plans principles and policies with respect to regional landscape areas and inter-urban breaks which state:

Principle

Focus coordinated planning, management and investment in priority regional landscape areas to optimise multiple community benefits.

Policy 3.2.4

Protect, maintain and enhance the function of inter-urban breaks.

The supporting explanatory notes to 3.2.4 which state:

Inter-urban breaks

Urban settlement is contained within the Urban Footprint with distinctive inter-urban breaks framing each sub-region and enhancing a sense of place for regional communities. The benefits provided by inter-urban breaks can be compromised by some land uses and activities. To provide clarity and certainty for land use planning, further investigation is warranted. This will ensure:

*”the long-term viability of maintaining inter-urban breaks through effective management and by supporting appropriate rural industries, including rural production, tourism and recreation opportunities,,
the clear identification of the important landscape planning and management functions of inter-urban breaks.*

The SEQ Regional Plan also goes on to define interurban break to mean:

Non-urban land areas that separate or surround urban villages, towns and metropolitan areas (Queensland Government, 2009, p. 155).



It is noted that the 2009 version of the SEQ Regional plan reinforces the need for further investigation to define inter urban breaks. This policy intent seemingly anticipated that this process would occur as part of a further analysis/structure planning for Identified Growth Areas. To date, at a regional or sub-regional policy level, limited technical analysis has been undertaken to determine the inter-urban break. Analysis undertaken by the Local Government identifies the entirety of the Halls Creek Identified Growth Area as being part of the inter-urban break, citing the following value as being of particular importance.

This inter-urban break plays an essential role in defining the character and identity of the Sunshine Coast and is an important component of the non-urban landscape which provides a setting for the iconic Glasshouse Mountains and Pumicestone Passage. (Source Appendix A Draft SEQ Plan Formal Submission April 2009 Sunshine Coast Regional Council).

3.1.3 DEFINING CRITERIA

The above analysis helps identify what criteria were important for defining an inter-urban break, namely:

- Maintaining places of special character and qualities;
- Preservation of the identities of the metropolitan areas of Brisbane and the Sunshine Coast;
- Promoting the efficient use of developable land while protecting rural, natural and scenic amenity values;
- Preserving the distinctive character and identity of the Sunshine Coast and its communities;
- Protection of rural and landscape value areas;
- The clear identification of the important landscape planning and management functions of inter-urban breaks.

3.2 LOCAL PLANNING CONTEXT

The *Sunshine Coast Planning Scheme 2014* (the 'Planning Scheme') defines Halls Creek within the Strategic Framework. The Strategic Framework Land Use Elements map notes the site, as well as Beerwah/Caloundra South, as an Identified Growth Area under the SEQ Regional Plan. However the map also includes the Halls Creek site within a "Regional Inter-urban Break", whereas Beerwah/Caloundra South is not included in this area. Furthermore, an annotation on the map relating to the Identified Growth Areas states:

"The Caloundra South (Halls Creek) identified Growth Area as recognised in the SEQ Regional Plan is not a Further Investigation Area for the purposes of the planning scheme but is subject to further planning assessment as part of the SEQ Regional Plan review".

The Inter-urban Break mapping over Halls Creek is further defined in the Strategic Framework: Community Identity, Character and Social Inclusion Elements Map, which shows a Regional Inter-urban Break over the entire site, and a Sub-regional Inter-urban Break over the northern part of the site.

Extracts from the Strategic Framework mapping are included in **Figures 5 & 6** below.



FIGURE 5 - STRATEGIC FRAMEWORK LAND USE ELEMENTS MAP EXTRACT (SOURCE: SUNSHINE COAST REGIONAL COUNCIL)

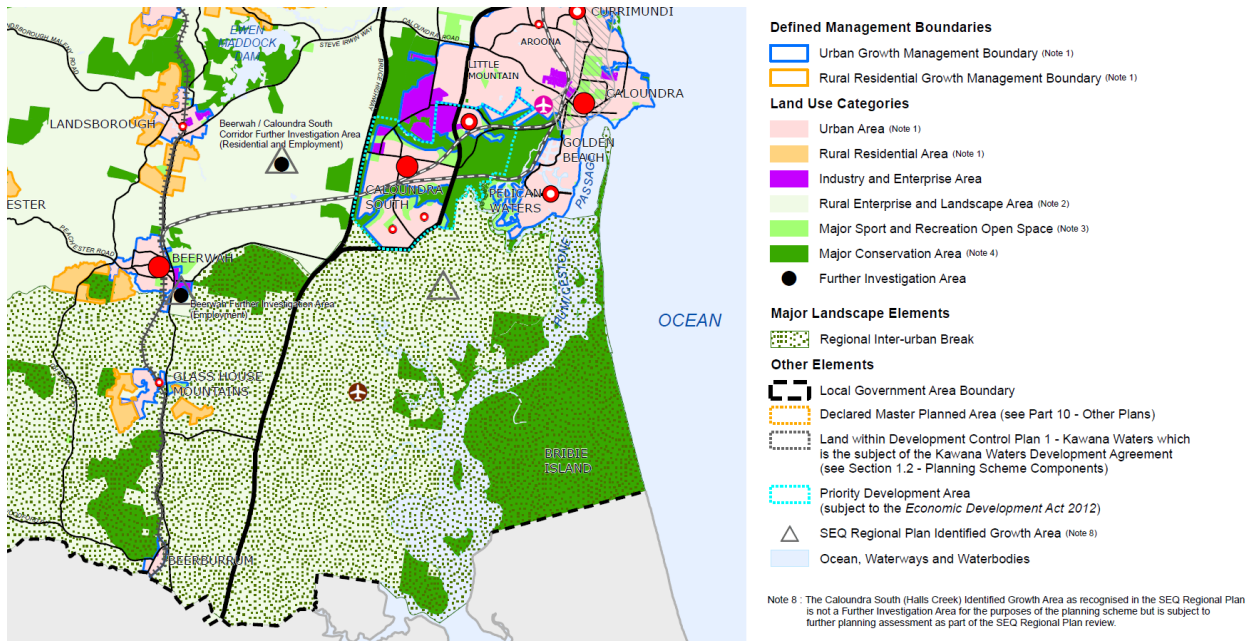
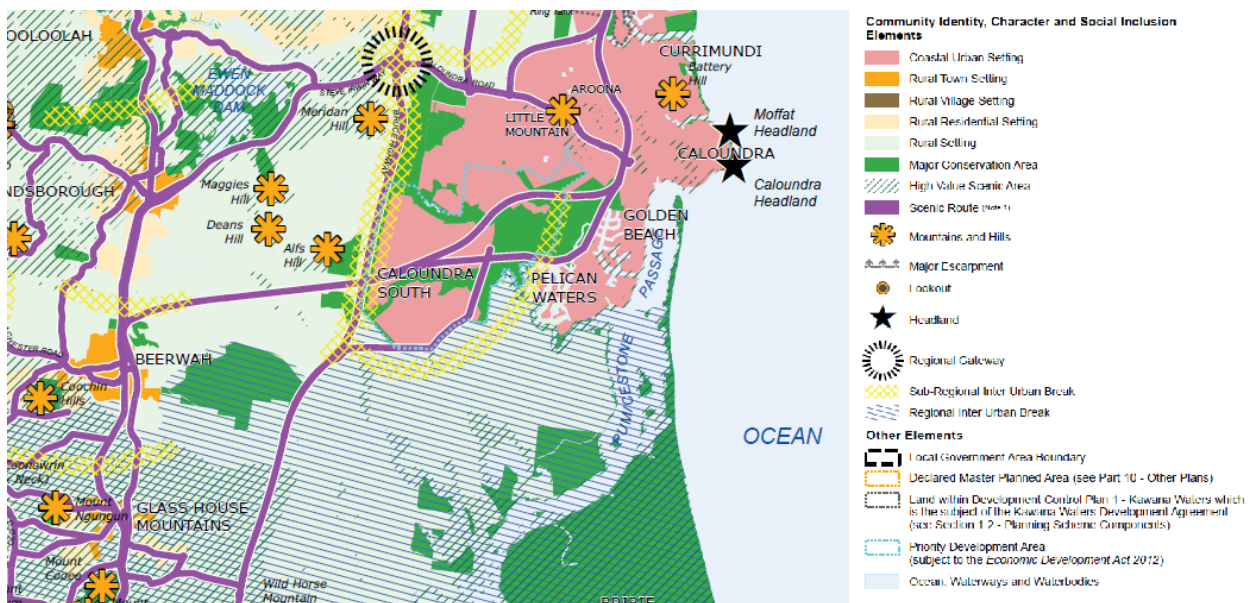


FIGURE 6 - STRATEGIC FRAMEWORK COMMUNITY IDENTITY, CHARACTER AND SOCIAL INCLUSION ELEMENTS MAP EXTRACT (SOURCE: SUNSHINE COAST REGIONAL COUNCIL)



The themes that make up the Strategic Framework within the Planning Scheme do not explicitly define the values or criteria which informed the mapping of the Inter-urban Break. However the concept of the Inter-urban Break, as well as reference to Halls Creek more specifically, is cited throughout the themes of the Strategic Framework as follows:

- **Settlement Pattern** – Strategic Outcome (l) states that the Caloundra South (Halls Creek) SEQ Regional Plan Identified Growth Area is subject to further planning assessment to determine whether this site is suitable for future development.
- **Community identity, character and social inclusion** – Strategic Outcome (b) states, “the Sunshine Coast remains distinct from and separate to other parts of the South East Queensland region with large areas of natural and rural landscape providing enduring regional and sub-regional inter-urban breaks between urban and rural residential areas”.



Specific Outcome (a) of the implementation framework (Element 1 – Landscape elements and features) identifies regional and sub-regional inter-urban breaks as a landscape element, which is also comprised of high value scenic areas, regional gateways and scenic routes. Specific Outcome (b) states “regional and sub-regional inter-urban breaks are not reduced, fragmented or otherwise adversely impacted by urban or rural residential development”.

The location of the inter-urban breaks is further defined in this section as follows:

- Regional Inter-urban Break – separates the Sunshine Coast from the Brisbane and Caboolture metropolitan area; and
- Sub-regional Inter-urban Break – separates individual places within the Sunshine Coast.

3.2.1 DEFINING CRITERIA

The above analysis helps identify what criteria were important for defining an inter-urban break, namely:

- The protection of high value scenic areas, regional gateways and scenic routes; and
- The Sunshine Coast remains distinct from and separate to other parts of the South East Queensland region with large areas of natural and rural landscape.

3.3 SUMMARY DISCUSSION

Evident from the review of the SEQ Regional Plan background to inter-urban breaks, is that there has always been a policy intent that the Moreton Bay-Sunshine Coast inter-urban break would be more clearly defined by future planning processes, including as part of the process for establishing the suitability of Identified Growth Areas.

The Sunshine Coast Regional Council has undertaken its own analysis through which it has determined that the entirety of the Halls Creek IGA is included in the inter-urban break, and the entirety of the Beerwah IGA excluded from the inter-urban break. This policy intent is also reflected in the Sunshine Coast Planning Scheme 2014, however this conflicts with the SEQ Regional Plan which identifies Halls Creek as an Identified Growth Area. It is also noted that the SEQ Regional Plan prevails over the local planning instrument where there is any conflict (Section 36 *Sustainable Planning Act 2009*). It is therefore important to focus on a more accurate determination of the inter-urban break boundary, which this paper seeks to provide.



4 Literature and Case Studies

To further inform the defining criteria that can be used to help articulate the Moreton Bay-Sunshine Coast inter-urban break, this section provides a review of relevant literature and analysis of approaches taken internationally and nationally on the subject.

4.1 HISTORY OF INTER-URBAN BREAKS

The concept of a 'green belt' is well known in planning theory and one of the most notable planning approaches, with green belts being applied to cities across the world.

There are a number of early plans for the introduction of inter urban or green break concepts surrounding cities from both the United Kingdom and United States of America. For the US, one of the most notable examples is the 'Emerald Necklace', comprised of over 400 hectares of public parkland surrounding the city of Boston. Similar principles were also reflected in Daniel Burnham's 1909 Plan of Chicago, which featured large public park systems extending from the city to the region (Daniels, 2010).

Early attempts to apply this principle were also applied in the UK, however the concept is most directly attributed to the work of Ebenezer Howard and his 1902 novel *Garden Cities of Tomorrow*. Howard recognised that as people were increasingly residing in cities (for higher wages, greater social opportunities etc.), with careful planning they did not have to give up the nature and amenity benefits of living in the country (Howard, 1902). This concept was encapsulated by his 'Three Magnets' of Town, Country and the ideal of 'Town-Country'. Howard argued for a concentric city model characterised by smaller cities (max. populations around 30,000) with a large central park, moving through commercial and residential areas to an outermost manufacturing ring. The city is clearly defined from other settlements by agricultural and pastoral land (or the country) (Howard, 1902, Freestone, 2002). This plan was also characterised by the likes of large, grand tree lined boulevards to introduce nature into the heart of the city.

The ideas presented by Howard were built upon by Raymond Unwin in the 1920s, who proposed green girdles around the city of London to constrain urban sprawl as the city experienced rapid growth (Ali, 2008). This idea was soon reflected in Patrick Abercrombie's greater London Plan 1944, with London's green belt a prominent example of the application of green belt principles. It was not until the later and more detailed Town and Country Planning Act of 1947 that the use of formal part of the statutory land use planning system (Prior & Raemaekers, 2007). During this time, the UK school of planning was highly influential, and the idea spread further afield to Europe and America (Thomas & Littlewood, 2010).

Present day, the application of inter urban breaks or similar green belt strategies have been applied to cities across the globe. In cities such as Berlin and Vienna, green belts occurred spontaneously with little intervention. In a number of Asian 'mega-cities', green belt strategies have been applied to varying degrees of success to address rapid population growth and rural-urban migration and the associated environmental issues (Yokohari, Takeuchi, Watanabe, & Yokota, 2000). The green belt around the Australian city of Sydney has been maintained, but the boundaries have been subject to review several times (Thomas & Littlewood, 2010). With the few, rare exceptions of spontaneously occurring green belts, they have almost universally been applied through top-down, regional planning and policies.

4.2 LITERATURE REVIEW FOR INTER-URBAN BREAKS

The following assessment identifies the core criteria for the implementation of inter-urban breaks which emerge from a completed literature review. The criteria are organised under the theme of the common 'purpose' which drives the use of inter-urban break policy. By identifying these criteria from the relevant literature, they form a series of planning 'first principles' criteria which can be used to assess the inter-urban break approach for the Moreton Bay-Sunshine Coast inter urban break.



4.2.1 MANAGING URBAN DEVELOPMENT

When introduced in the mid 1900's, green belts were predominantly utilised to manage the growth of cities which were rapidly growing as a result of industrialisation. Although the purpose of green belts can vary significantly, almost universally their primary purpose appears to be as a spatial planning tool (Buxton & Goodman, 2003).

Although green belts have largely been a successful tool for managing urban development, particularly within the UK, there is a significant portion of literature that investigates the further implications of this success, most notably the impact on housing prices due to shortages of urban land (Ali, 2008, Thomas & Littlewood, 2010). In many cases, green belts have failed by underestimating the true extent of development pressures to come (Evans & Freestone, 2010).

Thomas and Littlewood (2010) assert that the “green belts inherited from previous areas now seem outdated, and in some cases the boundaries they have imposed entirely arbitrary”. In reality, they may be more of a measure to not prohibit greenfield development within city limits, but to ensure that it occurs in a planned manner (Evans & Freestone, 2010).

Emerging Criteria

Provide a tool for managing the development of fringe urban areas.

4.2.2 SAFEGUARDING NATURAL AND PRODUCTIVE AREAS FROM ENCROACHMENT

Closely related to the intent to manage the growth of cities across landscapes, is the goal of preserving natural or productive (agricultural) areas of land from encroachment. There is limited research available about the actual ecological or productive benefits of maintaining an inter urban break available (Taylor & Amati, 2010).

Amati (2007) and Taylor and Amati (2010) have provided criticism for this purpose when reviewing the London Green Belt, arguably one of the most well-known applications of inter urban break principles. They argue that the protection of land within the city regardless of its condition or value to society has lesser impact on improving ecological or amenity outcomes than identifying more valuable inner city land to protect.

Papworth (2015) further identified that the maintenance and ideal of an inter urban break to preserve natural areas, can be done so at the expense of more environmentally valuable land that is located within the city itself.

Emerging Criteria

Protection of areas of natural or agricultural significance both within and adjoining an inter-urban break.

4.2.3 PRESERVING CHARACTER

An important principle of inter urban break provision is to provide ‘breathing space’ between spreading metropolises. This ensures that each city is clearly defined and connected to its own surrounding environment (Buxton & Goodman, 2003, Kühn, 2003).

It is worthy of note that the idea of providing breaks between cities always focused on a ‘narrow strip’ of land and ensuring the retention of large tracts of land that limits urban development. The green belt surrounding the Scottish city of Edinburgh, implemented since the late 1940's, serves its intended purpose with an average width of approximately 3km (Prior & Raemaekers, 2007, Papworth, 2015). There is no evidence that a larger break between cities will have any impact on preserving city character or identity, this appears to be a modern interpretation based on our perception of cities when viewed from a car on a highway.



What appears to be of more importance than green belt width per se is the perception of the green belt as a self-contained landscape deserving protection (Taylor & Amati, 2010). This must be coupled with a means of viewing the green belt in order to appreciate its visual function and delineate the separation between metropolises (Taylor, Paine, & FitzGibbon, 1995). An example of the implications of not planning a green belt with this visual identity in mind is the Ottawa Greenbelt in Canada. The Greenbelt has not received widespread public support, due in part to its poor visibility, lack of a consistent identity, and lack of connecting element such as continuous scenic drive or trail system through the length of the Greenbelt (Taylor, Paine, & FitzGibbon, 1995).

Emerging Criteria

Inter-urban breaks assist in protecting a cities identity.

4.2.4 MANAGEMENT

One of the contentious issues surrounding inter urban breaks is the concept of their ongoing management and preservation. There are two competing schools of thought on the management of green infrastructure, those that believe that the fundamental principle of successful 'green breaks' is permanency (Buxton & Goodman, 2003) and those that believe green breaks should have more fluid forms which respond to environmental, social and economic conditions (Evans & Freestone, 2010).

Buxton & Goodman (2003) maintain that where flexible policy is implemented, it will inevitably lead to land speculation in non-urban areas, resulting in pressure on decision makers to make decisions favouring development and eroding the purpose and public confidence in ongoing maintenance.

Furthermore, difficulties also occur in the management of green belts between the regional and local level, as they are beneficial where applied as a broad spatial planning tool, but their protection and management may ultimately fall to a number of different local Council's which can decide applications within the inter urban break area at their discretion. This is where the value of having a clear purpose for the management of inter urban breaks becomes apparent, as discussed by Evans & Freestone (2010) with regards to the case of Sydney.

Emerging Criteria

The purpose of the Inter Urban Break must be clearly conveyed to ensure clarity and flexibility in its ongoing management.

4.2.5 DEFINING CRITERIA

The above analysis helps identify what criteria were important for defining an inter-urban break, namely:

- Provide a tool for managing the development of fringe urban areas.
- Protection of areas of natural or agricultural significance both within and adjoining an inter-urban break.
- Inter-urban breaks assist in protecting a cities identity.
- The purpose of the Inter Urban Break must be clearly conveyed to ensure clarity and flexibility in its ongoing management.

4.3 POLICY APPROACHES TO INTER-URBAN BREAKS

The following assessment identifies the core criteria for the implementation of inter-urban breaks which emerge from examination of comparable policy frameworks in London, Melbourne and Sydney.



4.4 CASE 1 – LONDON'S GREEN BELT

4.4.1 POLICY

The London (Metropolitan) Green Belt is the largest of England's 14 Green Belts, covering 30% of the total area of all Green Belt land in England (CPRE, 2015). 92% of the Green Belt is undeveloped land, however there is a high prevalence of 'semi-urban' uses relying on open land, including catteries, golf courses and pony paddocks (CPRE, 2015). The purpose of the Green Belt aligns closely with the historical role of Green Belts prevalent in the reviewed literature, including to control sprawl of developed areas, prevent neighbouring towns merging into one another, assist in safeguarding the countryside from encroachment, and assist in urban regeneration through encouragement of in-fill development on existing urban land (UK Government, 2015).

FIGURE 7- LONDON GREEN BELT (SOURCE: THE TELEGRAPH)



The management of the Green Belt, including principles for the level and type of development envisioned in this area, is set out in the "National Planning Policy Framework" (NPPF), which was released by the UK Government in March 2012. While the designation of Green Belt land, and the consideration of any development within these areas, is carried out at the Planning Authority level, the NPPF encourages consideration of their policies and principles at this decision-making stage (UK Government, 2015).

The NPPF place stringent restrictions around development in the Green Belt, stating that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, with the exception of agriculture and forestry uses, facilities for outdoor sport, outdoor recreation and cemeteries, space intensive uses including airfields, and limited infilling in villages (DCLG, 2012). Development generally is to preserve the openness of the Green Belt and is not to conflict with the purposes of including land within it (DCLG, 2012).

4.4.2 MAPPING APPROACH

The NPPF outlines a number of criteria which were considered in the mapping of the extent, as well as the boundaries, of the green belt.

The considerations undertaken in the mapping of the extent of the Green Belt are considered to be able to be extrapolated from the five purposes of the Green Belt within the NPPF. These purposes are as follows:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;



- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The document also outlines a number of guidelines that local planning authorities should follow when defining Green Belt boundaries. The NPPF states that when defining boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- not include land which is unnecessary to keep permanently open;
- where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- make clear the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

When considering a revision of the Green Belt boundaries, the NPPF also advises that local planning authorities should ensure that "substantial weight is given to any harm to the Green Belt" (Department of Infrastructure, 2000).

4.5 CASE 2 – ADELAIDE'S GREEN SPACE SYSTEM

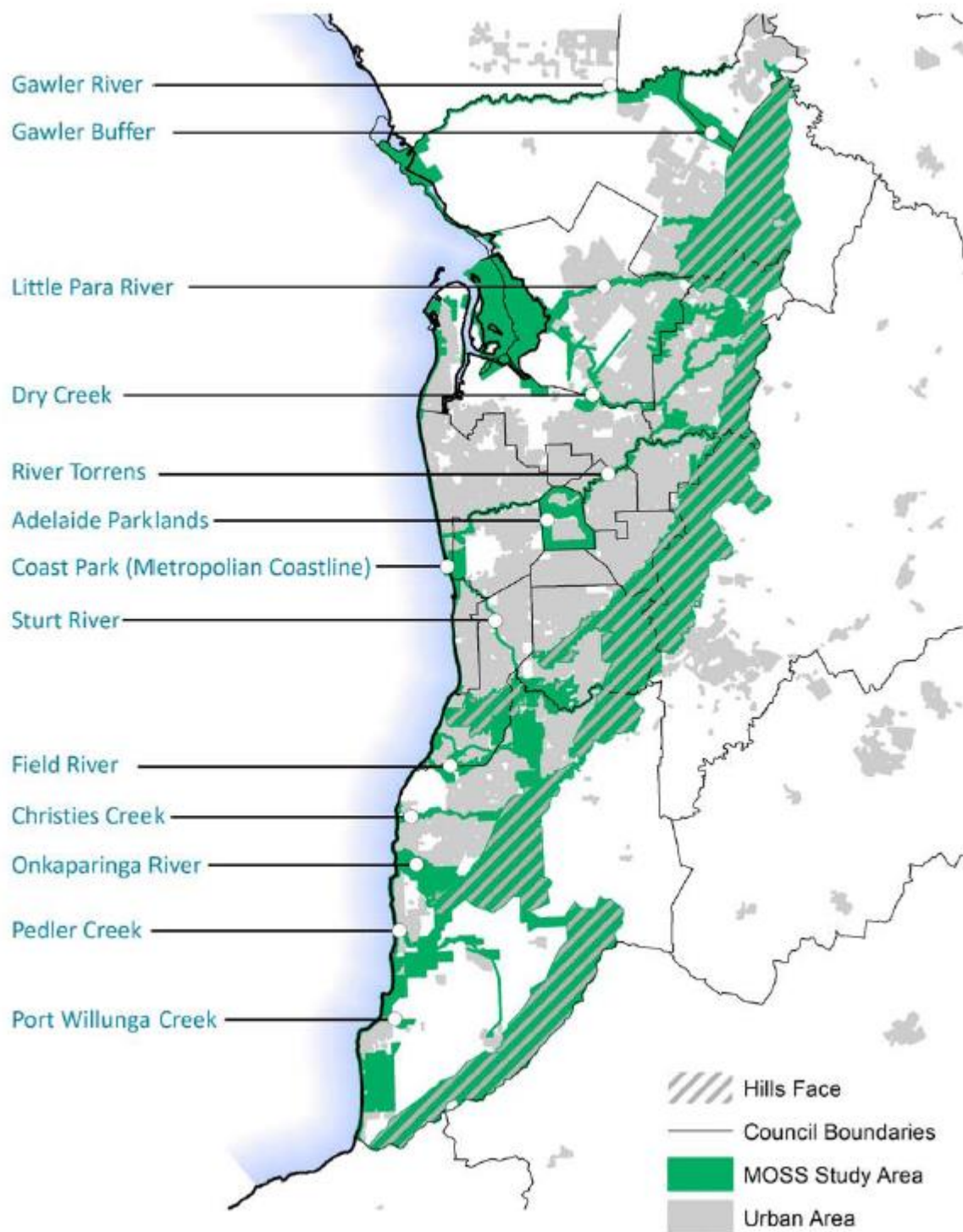
4.5.1 POLICY

Adelaide's Green Space system is articulated in the regional-level "The 30-Year Plan for Greater Adelaide". The Plan outlines an open-space framework for Greater Adelaide based on linkages and maintenance of both metropolitan and urban fringe open space areas (DPLG, 2010). Significantly, the city's Metropolitan Open Space System (MOSS), which lies adjacent to the city's urban boundary, is the principal mechanism to control urban growth and provide a buffer to separate and define developed segments of the metropolitan area (DPTI, 2013).

The MOSS includes the areas of the Adelaide City Park Lands, Hills Face Zone, the coastal foreshore, various urban buffers (including the Gawler Buffer which serves to separate the northern suburbs and the Town of Gawler, and major watercourses crossing the metropolitan area (refer to **Figure 8**) (DPTI, 2013). The concept of the MOSS and its practical implementation at the local planning level is facilitated through a combination of grants to local governments from the Planning and Development Fund, the direct purchase of land parcels by the State Government, an development of planning policies for land within the MOSS, aimed at retaining and improving open space character (DPTI, 2013).



FIGURE 8 - METROPOLITAN OPEN SPACE SYSTEM (SOURCE: DPTI)





4.5.2 MAPPING APPROACH

The objectives of the MOSS closely align with the criteria upon which the mapping of the system is based upon. These objectives include:

- provision of a visual and scenic contrast to the built environment of Adelaide;
- provision of a buffer to separate and define developed or developable segments of the metropolitan area;
- assistance in the conservation of natural or semi-natural habitats and sites of scientific, cultural or heritage interest;
- accommodation of a range of passive and unstructured recreation and leisure areas;
- provision of the integration of stormwater management in association with recreation, aquifer recharge and water quality management; and
- provision of green corridors for movement of wildlife.

Primarily, the MOSS has been established within areas of high environmental significance, as illustrated in **Figures 9 & 10** below.

FIGURE 9 - GREEN SPACE SYSTEM (SOURCE: DPLG)

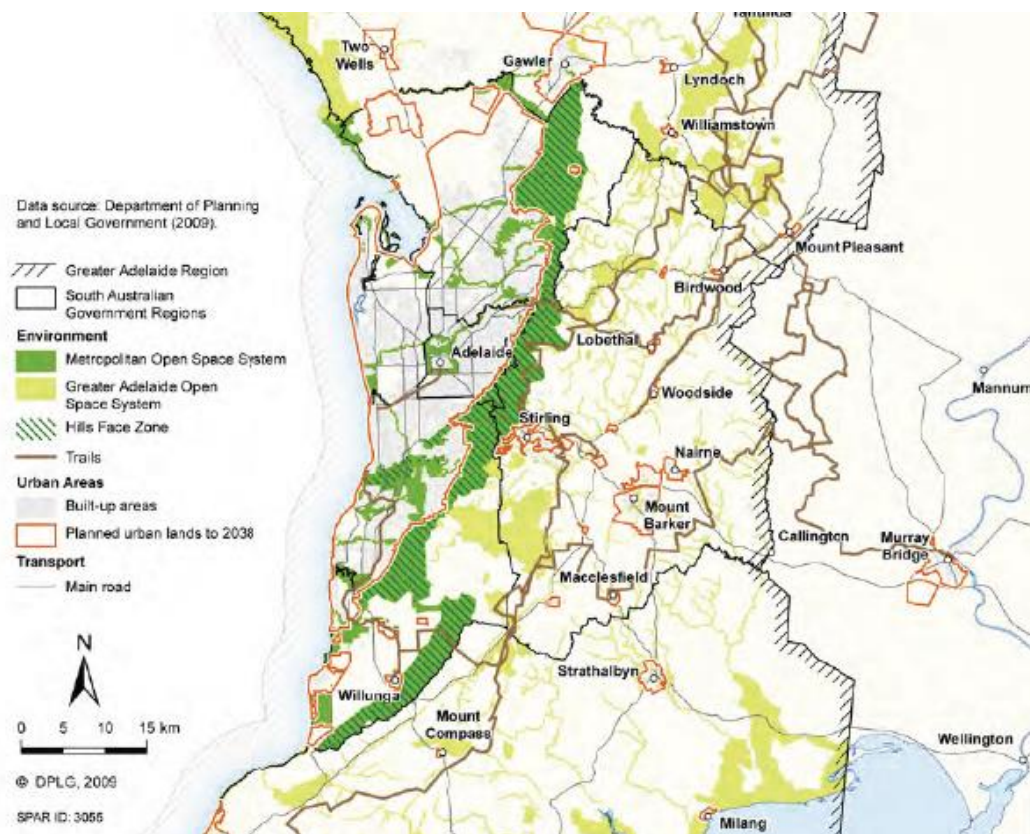
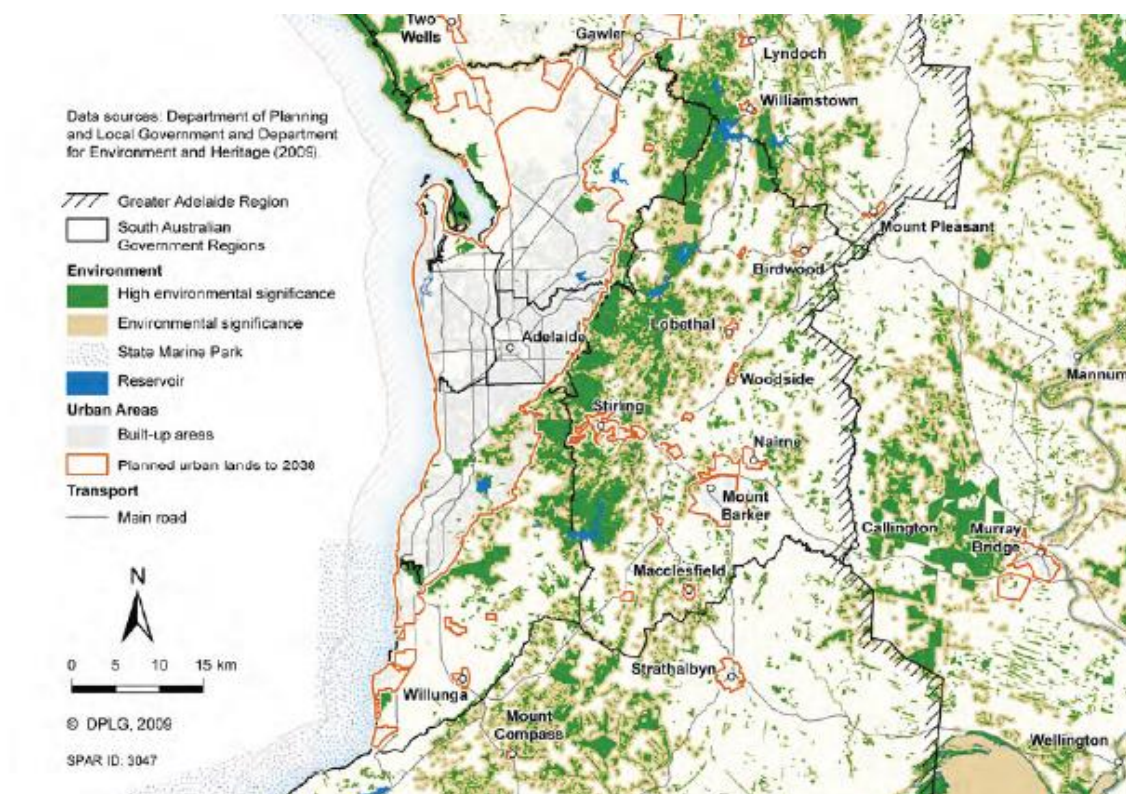




FIGURE 10 - HIGH ENVIRONMENTAL SIGNIFICANCE AREAS (SOURCE: DPLG)



The form of open space within the MOSS is encompassed by publicly owned open space that is directly available to the community for recreation, as well as privately owned open space that is not available for public recreation, but which is nevertheless intended to be appropriately zoned to preserve the open space and amenity characteristics of the land (DPTI, 2013).

The processes and features contained within the MOSS, as well as the Greater Adelaide Open Space System more generally, are further defined in The 30-Year Plan for Greater Adelaide. The features to be contained within the MOSS include:

- urban forests and parks;
- watercourse and coastal linear parks;
- trails and recreation and sporting facilities;
- biodiversity assets and natural habitats;
- within the 'Gawler Buffer' of the MOSS – a visual buffer to act as a defining area between the town of Gawler, northern suburbs and new growth areas; and
- within the 'Hills Face Zone' of the MOSS – natural and rural landscape character areas, a landscape backdrop and areas of significant biodiversity (DPLG, 2010).
-



4.6 CASE 3 – MELBOURNE

4.6.1 POLICY

Green wedges are the non-urban areas of metropolitan Melbourne that lie in a broad arc around the city, outside the Urban Growth Boundary (DSE, 2015). There are currently 12 designated Green Wedge areas spanning 17 municipalities in place. Green Wedges were set aside more than 30 years ago to conserve rural activities and significant natural features, particularly in the face of the continued growth of metropolitan Melbourne along major roads and rail links (DSE, 2015).

The definition of Green Wedges is fairly conceptual, and has become even broader under the metropolitan strategy, *Melbourne 2030: Planning for Sustainable Growth*, in which the discussion around Green Wedges has been based around the wider issue of protecting non-urban areas around metropolitan Melbourne (DSE, 2015). The role of Green Wedges in restricting the outward expansion of development was further strengthened through the introduction of the Urban Growth Boundary (UGB) within the *Melbourne 2030* strategy (DTPLI, 2014).

Green Wedge Management Plans are systematically being developed by local councils for each Green Wedge, to identify a vision, objectives and actions for the use, development and maintenance of Green Wedges (DTPLI, 2014).. The Management Plans outline the zoning within each Green Wedge, precincts outlining key compatible land uses, any sites of biological significance, and guiding principles for development.



FIGURE 11 - MELBOURNE'S GREEN WEDGES (SOURCE: DSE)



4.6.2 MAPPING APPROACH

The shape and location of Melbourne's Green Wedges has been defined predominantly through the growth of the city along radial road and rail corridors (Department of Infrastructure, 2000). This growth has left large areas of undeveloped land in the shape of green wedges between these growth corridors (Department of Infrastructure, 2000). The edges of the Green Wedges have often been informed by arbitrary boundaries based on drainage catchments and the feasible extent of the water supply network, which have been implemented by metropolitan policies to define the UGB (Department of Infrastructure, 2000).

The criteria informing the mapping of the extent of Green Wedges and the values in which they are intended to encompass can be defined as follows:

- conservation of significant landscape and habitat, floodways and catchments;
- protection of landscape and habitat where appropriate – bushland and valuable stands of native vegetation;
- conservation and utilisation of proven stone and sand deposits for future extraction;

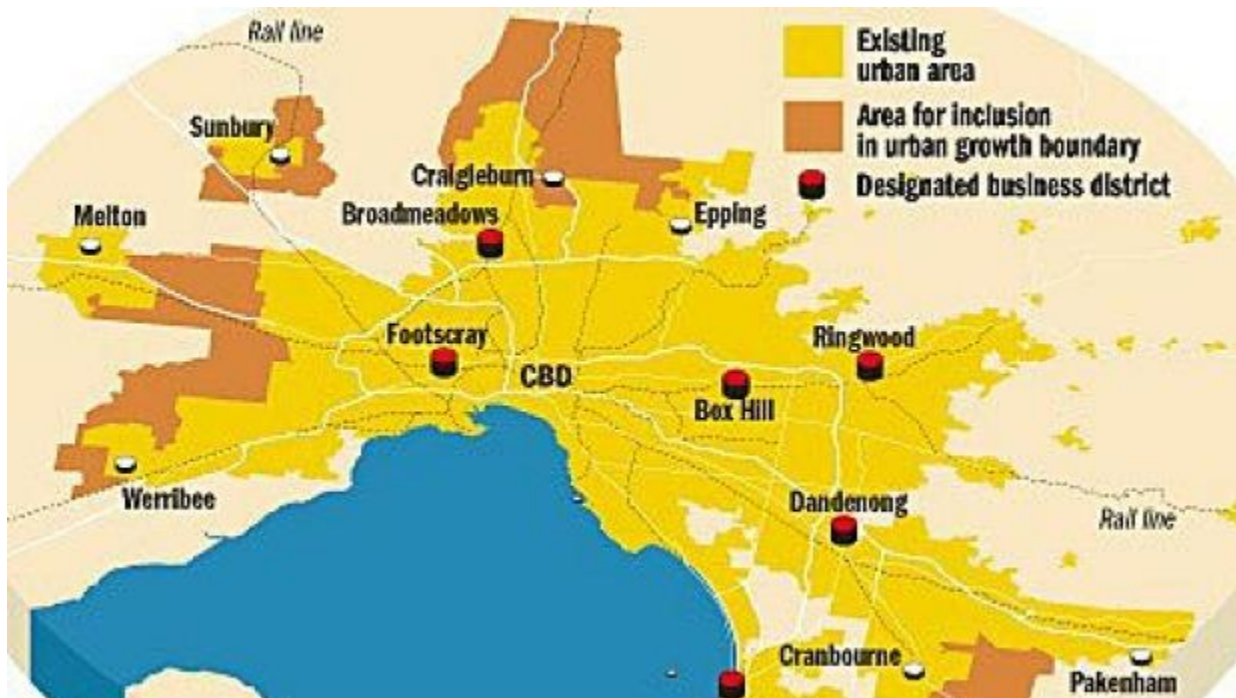


- conservation of significant intensive agricultural areas and land having a high or potential value for the production of food;
- protect the landscape qualities as well as the recreational, botanical, heritage and environmental values of land surrounding urban areas;
- protect significant infrastructure through the inclusion of these Special Use Zones and Public Purposes Reserves in to the green wedges (e.g. Melbourne Airport land, and the eastern and western sewage treatment plants);
- maintenance of visual breaks between various locations; and
- conservation of open farmlands (Department of Infrastructure, 2000).

Environmental conservation is a key theme in the establishment of Green Wedges, however the degree in which land within the Green Wedges contains high environmental values varies. Agencies such as the Department of Natural Resources and Environment, Melbourne Water or Parks Victoria have an interest in a small portion of Green Wedge land through land management or acquisition; however this is often limited to land in locations with high environmental values (Department of Infrastructure, 2000). The balance of the land often lacks direct investment from local governments to maintain any ecological processes or environmental values (Department of Infrastructure, 2000).

The Urban Growth Boundary has been expanded a number of times since its designation, with the Urban Growth Boundary expanded to include 110km² of land previously designated within the green wedge in 2005, and a further expansion of 436km² in 2010 (Curtis, 2015). The expansion of land in the Urban Growth Boundary in 2010 occurred on the city's western, northern and south-eastern fringes, and is depicted in **Figure 12** below.

FIGURE 12 - URBAN GROWTH BOUNDARY 2010 EXPANSION (SOURCE: THE AGE)



The studies and policies informing this expansion included a Strategic Assessment Agreement between the Victorian Government and the federal environment minister, which was signed on 4 March 2009, and a series of draft reports entitled "Delivering Melbourne's Newest Sustainable Communities", released by the Victorian Government for public comment between 17 June and 17 July 2009.



The Strategic Assessment Agreement specifies a number of investigation areas which eventually informed the expansion of the UGB, and outlines a number of recommendations for criteria which should be considered in the assessment of these investigation areas for inclusion in the UGB. These criteria include:

- any threats of serious or irreversible environmental damage;
- the principle of inter-generational equality;
- the conservation of biological diversity and ecological integrity, which is identified as a fundamental consideration in decision-making;
- any indirect impacts on the environment resulting from the inclusion of the land in the Urban Growth Boundary, including impacts resulting from construction of major infrastructure, offsite impacts from stormwater management measures, or edge effects including weed introduction, pollution and feral animals;
- maintenance of important ecological processes;
- listed threatened and migratory species under the Act and their associated habitats;
- location and integrity of ecological communities, including their connectivity, extent and condition;
- any physical environmental processes influencing the environmental characteristics of the site or surrounds (e.g. fire and flooding); and
- places listed on the Commonwealth and National Heritage Lists (*Environmental Protection and Biodiversity Conservation Act 1999* (Vic) Part 10 Strategic Assessments Section 146 (1) Agreement).

The Agreement specifies that any impacts identified as likely to result from inclusion of the green wedges in the Urban Growth Boundary must be accompanied by sufficient evidence that the impacts can be mitigated or offset through appropriate management measures, implementation strategies and auditing/reporting processes (*Environmental Protection and Biodiversity Conservation Act 1999* (Vic) Part 10 Strategic Assessments Section 146 (1) Agreement).

The second set of policies instrumental in the expansion of the UGB was the “Delivering Melbourne’s Newest Sustainable Communities” document. The document outlines the methodology undertaken to revise the UGB, which has been prepared to fulfil the requirements of the Strategic Assessment Agreement. The methodology is based around an opportunities and constraints assessment which encompassed a number of categories as follows:

- Agricultural activities – some high value agricultural land in the south-east was proposed to be converted to urban uses given proximity of the land to major community services, potential to provide public transport services to the area, and sever limits to creating sustainable new communities in the Casey-Cardinia growth area (DTPLI, 2010).
- Biodiversity – it is acknowledged that a number of ecological communities listed or nominated for listing under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* are potentially affected by the changes to the Urban Growth Boundary, with an assessment of the potential impacts outlined in a background technical report (DTPLI, 2010).
- Drainage corridors – it is acknowledged that a number of catchments will be affected by the changes to the Urban Growth Boundary, with an assessment of potential impacts outlined in a background technical report (DTPLI, 2010).
- Extractive industry – an approach to ensure extractive industry can continue to operate into the long term has been adopted. Where quarries are adjacent to the proposed Urban Growth Boundary, either the whole quarry area has been left outside the boundary, or where a buffer to the quarry area overlaps land within the Urban Growth Boundary, it has been shown as non-developable. Any



quarries located within the Urban Growth Boundary are subject to a 500m buffer of land not included in the calculation of the potential urban area (DTPLI, 2010).

- Heritage (including Aboriginal cultural heritage and post contact heritage) – potential impacts on any places of heritage or cultural heritage importance are intended to be addressed through the preparation of Precinct Structure Plans, as well as part of the preparation and assessment of any development application within the Urban Growth Boundary (DTPLI, 2010).
- Landscape features – landscape values are identified as a critical consideration in considering the future location of new urban areas, and assessment in this regard focused on enhancing key views and vistas (DTPLI, 2010).
- Land use – a review was undertaken to identify existing land uses in the Investigation Areas that would inhibit or prevent urban development from occurring. The analysis focused on opportunities for reuse of land for urban development, as well as the potential to relocate existing uses (DTPLI, 2010).
- Salinity – a salinity risk assessment was undertaken for each Investigation Area, and assessed the level of salinity risk, whether these risks could be mitigated, and the cost of undertaking these mitigation strategies (DTPLI, 2010).
- Soil capability – although included as a category in the opportunities and constraints assessment, soil capability and areas of highly to moderately reactive soils was not considered to be a major constraint in determining the extent and location of future urban development (DTPLI, 2010).
- Transport – consideration was given to the available opportunities to build on and complement public transport initiatives identified in *The Victorian Transport Plan*. The extent and scale of future infrastructure projects will be determined as part of preparing Growth Area Framework Plans (DTPLI, 2010).
- Trunk services (including water services, sewerage, electricity, gas and telecommunications) – the assessment of land potentially suitable for development has taken account of the capacity to provide trunk services to new communities in the growth areas. The findings indicated that there were no insurmountable constraints for the provision of trunk services to the Investigation Areas (DTPLI, 2010).
- Wildfire – care has been taken to avoid urban development in areas that have, or are likely to experience, significant fire risk. Fire protection requirements have been devolved to a part of the preparation of the Precinct Structure Plans (DTPLI, 2010).

In addition to the above considerations, the actual cadastral mapping of the Urban Growth Boundary was aligned with property boundaries, roads and existing natural features such as rivers, contour lines, and edges of biodiversity and habitat sites.

4.7 KEY FINDINGS

4.7.1 DEFINING CRITERIA

The criteria informing the mapping of various forms of inter-urban breaks, both nationally and internationally, can be used to not only identify the role of inter-urban breaks, but to define a set of values which inform the location, boundaries and extent of inter-urban breaks. These can be summarised as eight key criteria, as follows:

- Protection of high value agricultural activities;
- Limiting impacts on ecological communities of importance;
- Managing impacts on local drainage corridors and catchments;



- Protecting extractive resources and existing extractive activities;
- Conserving places of cultural heritage significance;
- Preserving important landscape features and key view and vistas;
- Limiting impacts on existing conflicting land uses; and
- Providing trunk services and public transport initiatives



5 Moreton Bay-Sunshine Coast – Inter-Urban Break Assessment

The following tabular assessment considers the Halls Creek and Beerwah IGAs against the inter-urban break criteria identified by this report. The purpose of this assessment is to inform the development of preliminary recommendations and mapping that help define the purpose and boundaries of the Moreton Bay-Sunshine Coast inter-urban break.

For each of the defining criteria identified through this report, both IGAs have been considered and a level of compliance against those criteria assigned. Common criteria have been captured as one item to reduce repetition and emphasise those criteria that appear most significant. Levels of compliance ranges from general compliance, partial or non-compliance represented by the following symbols:



Full compliance



Partial compliance



Non-compliance

TABLE 1 - IGA CRITERIA ASSESSMENT

DEFINING CRITERIA	HALLS CREEK IGA COMPLIANCE	BEERWAH IGA COMPLIANCE	COMMENT
1. Maintaining places of special character and qualities			Both IGAs would accommodate low-density development and would not likely obstruct views to the Glasshouse Mountains and Pumicestone Passage. With respect to city identity and character this is discussed in items 2-9 below.
2. Preservation of local identity between the metropolitan areas of Brisbane and the Sunshine Coast			The preservation of identity partly relates to the concept of physical separation of the metropolitan areas of Brisbane and Sunshine Coast. For most, this separation is observed when traveling along the Bruce Highway between the two areas. Given the nature of this corridor (with significant forestry reserves) and with the ultimate rehabilitation of vegetation on the Caloundra South site facing the highway, it will be
3. Preserving the distinctive character and			



DEFINING CRITERIA	HALLS CREEK IGA COMPLIANCE	BEERWAH IGA COMPLIANCE	COMMENT
identity of the Sunshine Coast and its communities 4. Protection of rural and landscape value areas 5. The protection of high value scenic areas, regional gateways and scenic routes 6. The protection of high value scenic areas, regional gateways and scenic routes 7. The Sunshine Coast remains distinct from and separate to other parts of the South East Queensland region with large areas of natural and rural landscape 8. Inter-urban breaks assist in protecting a cities identity 9. Preserving important landscape features and key view and vistas			likely that neither IGA will be visible from this arterial. Considering a helicopter view of the two areas, it is noted that a 16.5km (approx.) distance between the Moreton Bay and Sunshine Coast urban footprint areas remains even with the inclusion of the Halls Creek IGA in the urban footprint. Subject to further analysis it would be reasonable to assume that this extent of separation would likely be sufficient to visually and functionally separate the two metropolitan areas as desired by the adjoining criteria.
10. Promoting the efficient use of developable land while protecting rural, natural and scenic amenity values			Detailed analysis has been undertaken by Stockland to inform the development footprint of the Halls Creek land holding and these are summarised by various other technical reports. The findings of this analysis have helped determine a footprint that



DEFINING CRITERIA	HALLS CREEK IGA COMPLIANCE	BEERWAH IGA COMPLIANCE	COMMENT
11. Protection of areas of natural or agricultural significance both within and adjoining an inter-urban break 12. Limiting impacts on ecological communities of importance			protects rural, natural and scenic amenity values. In addition, development of Halls Creek IGA would take advantage of the significant investment in infrastructure being undertaken as part of Caloundra South, to the north and adjacent of the site including, roads, rail, community infrastructure, and service infrastructure such as sewer and water. With respect to the Beerwah IGA, we understand that a similar level of technical analysis has not yet been finalised however we would assume that an appropriate footprint will be identified. With respect to efficiency of land use, Beerwah will benefit from the future rail line and stations however, will not have the benefit of the extensive adjoining infrastructure that Caloundra South provides for Halls Creek.
13. The clear identification of the important landscape planning and management functions of inter-urban breaks 14. The purpose of the Inter Urban Break must be clearly conveyed to ensure clarity and flexibility in its ongoing management			- Much of the literature and case studies reviewed by this report reinforced the importance of a clear articulation of the purpose of an inter-urban break to both assist in the definition of a physical boundary but also its ongoing management or change. - At present, the SEQ Regional Plan identifies a clear policy intent to establish a Moreton-Bay Sunshine Coast inter-urban break, however its purpose and consequently its boundaries have not been identified and agreed by all stakeholders.
15. Managing the development of fringe urban areas			Establishing a clear purpose and boundaries for the inter-urban break will assist in establishing a urban management framework for the Moreton Bay-Sunshine Coast corridor.
16. Protection of high value agricultural activities			The Halls Creek IGA does not contain, nor is in close proximity to, any areas of high value agricultural activities. The Beerwah IGA includes ongoing forestry licences would need to be negotiated prior to this rural activity ceasing operations.



DEFINING CRITERIA	HALLS CREEK IGA COMPLIANCE	BEERWAH IGA COMPLIANCE	COMMENT
17. Managing impacts on local drainage corridors and catchments			Identified local drainage corridors and waterways are located to the south of the site, and are sufficiently separated from the Halls Creek IGA to ensure any future development within the IGA would not have adverse impacts on these catchments.
18. Protecting extractive resources and existing extractive activities			The sites do not contain, nor are in close proximity to, any existing extractive activities.
19. Limiting impacts on places of cultural heritage significance			The sites contains limited cultural heritage significance, subject to further analysis and expert advice.
20. Limiting impacts on existing conflicting land uses			The sites are both surrounded by varying land uses including, farming, turf farms, and tourism activities, however it would be expected that any amenity impacts could be managed through a structure planning process.
21. Capacity to provide trunk services and build on public transport initiatives			- Development within the Halls Creek IGA would take advantage of the significant investment in infrastructure undertaken as part of Caloundra South, to the north of the site. This infrastructure includes trunk services, as well as major road and public transport projects, including the proposed Sunshine Motorway extension connecting Caloundra Road to the Bruce Highway, and the proposed CAMCOS public transport corridor. - The Beerwah IGA would require further analysis and investigation to determine its infrastructure implications.



5.1 ASSESSMENT SUMMARY

The above assessment demonstrates that both IGA's can meet many of the key criteria identified. Halls Creek benefits from the extensive analysis that has been undertaken of site constraints and proposed investment of infrastructure in Caloundra South. Beerwah East requires more analysis to determine how the site would perform against some of the criteria identified particularly with respect to its impact on infrastructure investment and environmental impacts. On balance, the Halls Creek IGA clearly is able to meet the extensive list of criteria identified and should not be classified as part of the inter-urban break.



6 Recommendations

This study aims to provide preliminary defining criteria for the Moreton Bay – Sunshine Coast inter-urban break as it relates to the Identified Growth Areas of Halls Creek and Beerwah. Our conclusions and recommendations for the mapping of the inter-urban break are as follows:

- Additional work is needed to crystallise the purpose of the Moreton Bay-Sunshine Coast inter-urban break. It is evident that some of the uncertainty with respect to the boundaries of the inter-urban break stem from the lack of clarity around the overarching purpose of the break.
- From this preliminary assessment, the overarching purpose appears to relate to the protection of environmental values, city identity and hydraulic values in particular. Firming up the purpose through a collaborative approach with stakeholders will assist in informing the refinement of a defined inter-urban break boundary.
- The work undertaken by this study however, has identified a preliminary inter-urban break boundary, as depicted in **Appendix A** which builds upon the mapping established by Council in its planning scheme. The key elements which have defined this mapping are as follows:
 - **Core Inter-Urban Break** represents areas within the two key east-west environmental corridors established by the Coochin Creek and Glass Mountain Creek Catchments. The hydrological and ecological values of these two corridors form two definitive barriers within this corridor that form a natural and logical boundary for the Core areas of the inter-urban break. The core is viewed by this study as the area of greatest significance with respect to preserving hydrological, ecological and urban form values. Limited land uses with the exception of tourism, agriculture and key resources would be expected in this area.
 - **Frame Inter-Urban Break** represents a transition area adjoining the significant ecological corridors where a more diverse approach to the management of the inter-urban break may be appropriate. In this regard a higher diversity of land uses may be appropriate within the transition area including agriculture and community facilities, but not residential development.
 - **Significant ecological corridors** have been identified and incorporated throughout the inter-urban break, following waterways and areas of remnant vegetation. These areas also form part of the Core inter-urban break.
 - **Bruce Highway Visual Buffer** is proposed as a specific measure for the Moreton Bay-Sunshine Coast inter-urban break given the importance of maintaining visual separation from Brisbane as was identified by this study. This arterial takes on added significance given it is the primary travel experience for most commuters between Brisbane and the Sunshine Coast. The aim of the buffer is to ensure the non-urban nature of this corridor is maintained as viewed from the highway.
 - **State Reserves** have also been situated within the mapped inter-urban break to contextualise the nature of predominant land uses occurring in the corridor.
 - The extent of the inter-urban break is contained to the Sunshine Coast Regional Council Local Government Area. An **inter-urban break investigation area** has been identified within the Moreton Bay Regional Council Local Government Area, and is intended to depict those parts of the inter-urban break which will need to be defined with further investigations and studies in the context of the local planning and environmental controls within Moreton Bay.
- Both the Halls Creek and Beerwah East IGAs need to be afforded the opportunity to establish their inter-urban breaks through a future planning process which identifies potential urban areas within the IGAs, those parts of the IGAs constrained by environmental, agricultural or other factors, and finally those parts of the IGA which may form part of the inter-urban break.



Moreton Bay — Sunshine Coast
INTER-URBAN BREAK

IDENTIFIED GROWTH AREA ANALYSIS



Stockland



This study provides a preliminary map of the Moreton Bay-Sunshine Coast inter urban break, which forms the basis for future analysis. It would be recommended that a consolidated and joint approach is adopted for determining the inter-urban break for both IGAs.



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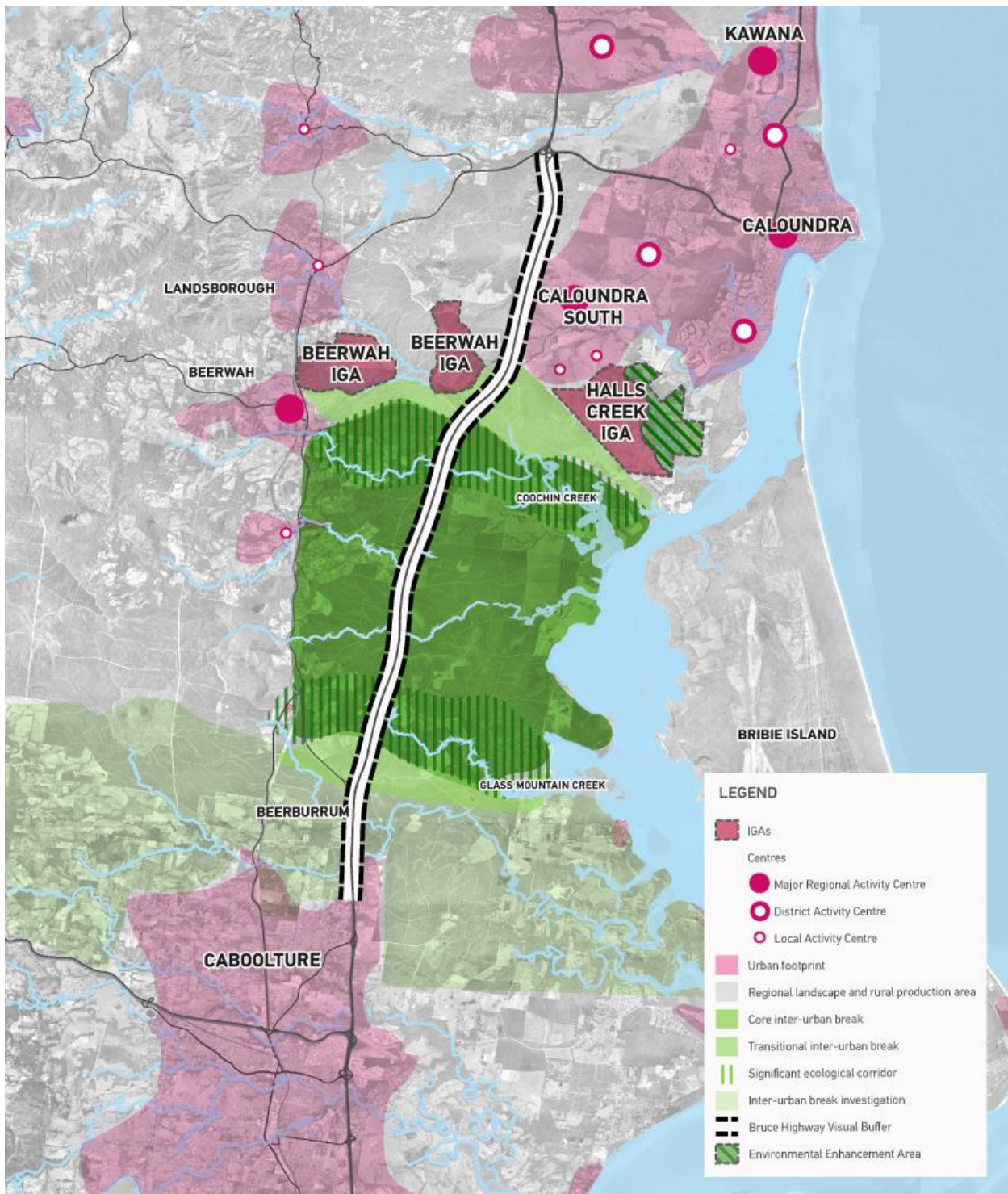
7.1 LEGISLATION

Environmental Protection and Biodiversity Conservation Act 1999 (Vic) Part 10 Strategic Assessments
Section 146 (1) Agreement



Appendix A

Preliminary Moreton Bay-Sunshine Coast Inter-Urban break



Brisbane

Level 7, 123 Albert Street

Brisbane QLD 4000

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f 07 3007 3811

Gold Coast

45 Nerang Street

Southport QLD 4215

t 07 5606 7359

Sydney

Level 23, Darling Park Tower 2

201 Sussex Street

Sydney, NSW 2000

t 02 8233 9900

f 02 8233 9966

Melbourne

Level 12, 120 Collins Street

Melbourne VIC 3000

t 03 8663 4888

f 03 8663 4999

Perth

Level 1, 55 St Georges Terrace

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