

Paper on Inter-urban breaks
OFFICE OF URBAN MANAGEMENT

1. INTRODUCTION

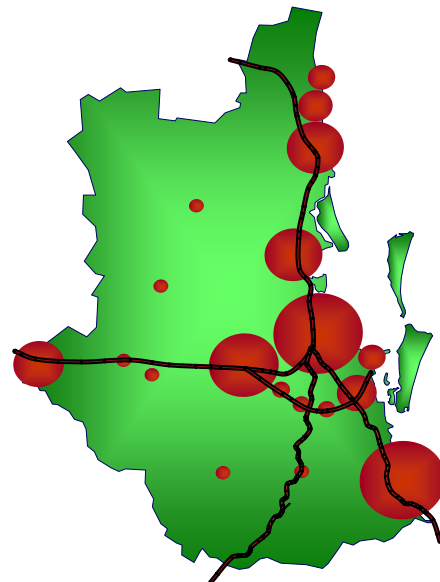
1.1 Background

Maintaining inter-urban breaks is addressed in the draft SEQ Regional Plan and is a strong topic of interest raised at public information sessions and reflected in many in submissions.

There is scope to make formal recognition of 'inter-urban breaks' in the statutory regional plan to ensure these areas are protected from future urban development.

The preferred pattern of development, as reflected in the regional vision for the future of SEQ, is a well planned region of cities or large urban areas separated by open space.

**SEQ - THE WELL PLANNED
REGION OF CITIES
SEPARATED BY OPEN SPACE**



1.2 What is an inter-urban break?

The draft Regional Plan's Glossary defines inter-urban breaks as non-urban land areas that separate and/or surround urban villages, towns and metropolitan areas.

Table 1: Regional landscape elements and broad intents states that inter-urban breaks separate major urban areas and are dominated by rural and natural landscapes.

Inter-urban breaks also contribute to the Regional Open Space Network.

Figure 1 broadly identifies the major inter-urban breaks in SEQ.

Figure 1: Broadly locates major inter-urban breaks in SEQ

SEQ regional land use categories

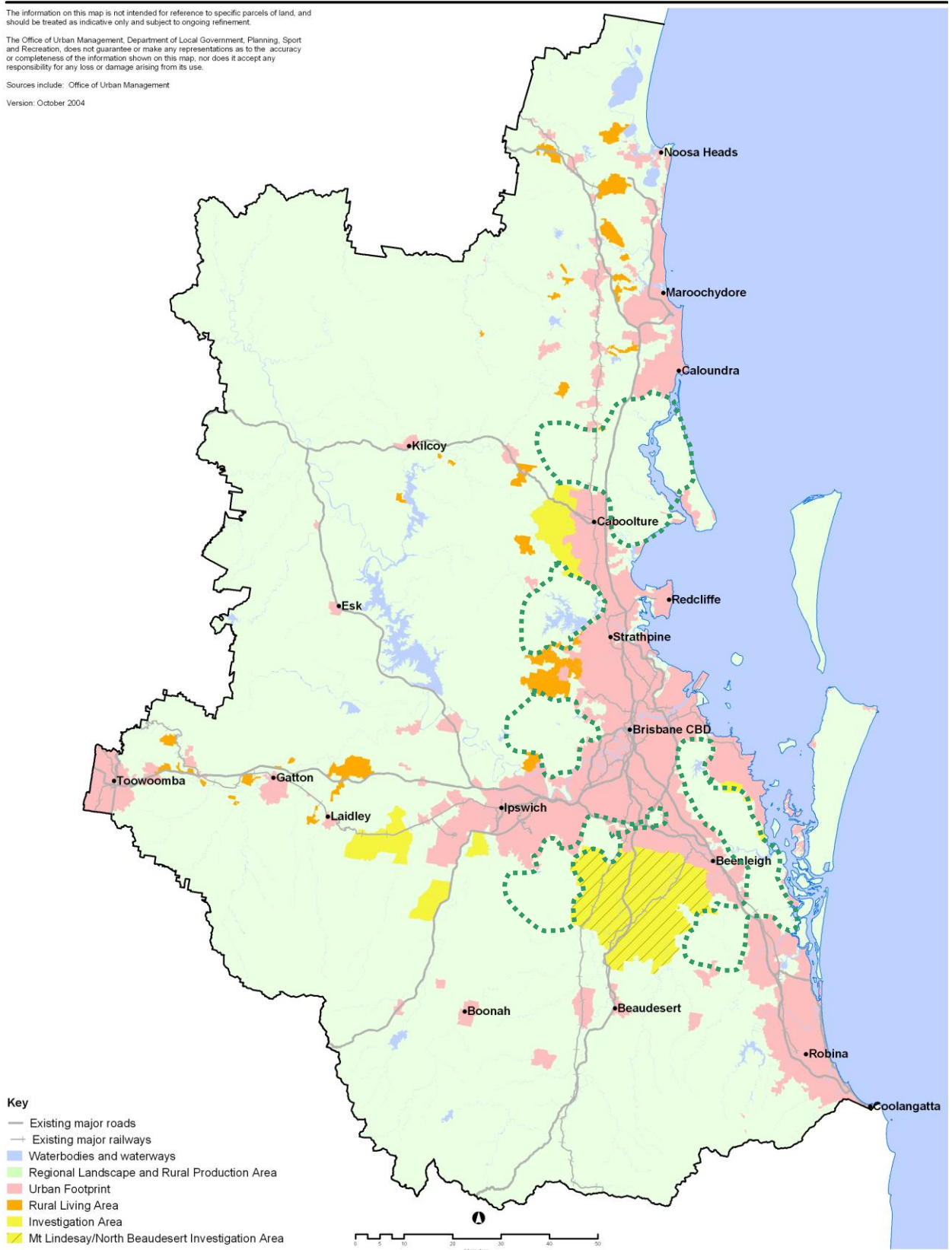
South East Queensland

The information on this map is not intended for reference to specific parcels of land, and should be treated as indicative only and subject to ongoing refinement.

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Sources include: Office of Urban Management

Version: October 2004



- Key**
- Existing major roads
 - Existing major railways
 - Waterbodies and waterways
 - Regional Landscape and Rural Production Area
 - Urban Footprint
 - Rural Living Area
 - Investigation Area
 - Mt Lindsay/North Beaudesert Investigation Area



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2 DRAFT SEQ REGIONAL PLAN

The draft SEQ Regional Plan has many principles and strategies that work towards protecting inter-urban breaks:

Part D: Urban structure, Strategic directions (page 10)	Growing urban areas will be contained and framed by regional landscape and rural production areas to preserve key inter-urban breaks that define the extent and character of regional communities. These inter-urban breaks range in scale from those separating the Brisbane metropolitan area and the Gold and Sunshine Coast, to smaller inter-urban breaks defining local settlements.
Part D: Urban structure, Settlement pattern (page 13)	<p>The Regional landscape and Rural Production Area (RLRPA) includes land comprising a regionally significant area including land forming strategic and regionally significant inter-urban breaks.</p> <p>The intent of the RLRPA is to ensure its long-term protection from inappropriate forms of development, particularly the encroachment of urban land uses and further fragmentation of land holdings for rural residential and other similar activities. This is achieved through the Draft Regulatory Provisions of the Draft Regional Plan.</p>
Part D: Urban structure, Investigation area criteria (page 14)	Prior to any urban development taking place in an Investigation Area, open space within the area and inter-urban breaks are provided where required.
Table 1: Regional landscape elements and broad intents (page 20)	<p>Inter-urban breaks separate major urban areas and are dominated by rural and natural landscapes.</p> <p>Broad intent: Inter-regional landscape links connecting adjoining regions are recognised in regional initiatives.</p>
P2.1 and S2.3 (page 28)	<p>P2.1 – Urban pattern Consolidate the region’s urban development footprint, provide for discrete urban areas separated by inter-urban breaks.</p> <p>S2.2 Prohibit development from urban purposes outside the Urban Footprint.</p> <p>S2.3 Protect inter-urban breaks to separate and frame discrete urban settlement areas.</p>
Urban structure (page 31)	Key components of the urban structure include containment of urban development within the UF, and clear delineation of discrete urban areas within a RLRPA framework including defined inter-urban breaks between settlement areas and along major transport corridors.

Draft Regulatory Provisions

The following investigates options for direct recognition and protection of inter-urban breaks in the regulatory provisions.

Recommendations

- Produce an overlay map to broadly identify the location of major inter-urban breaks.
- Review paper on Regional Nature Conservation to integrate inter-urban breaks.

<ul style="list-style-type: none">• Discussion Paper on inter-urban breaks• Formal recognition of 'inter urban breaks' in regional plan	Investigate options for direct recognition and protection of inter-urban breaks in the regional plan, including the use of regulatory provisions.	Paper due by end of March 2005. Potential for inclusion of outputs in regional plan in June 2005.	Consultation with Regulatory Provisions project required. Links to Guidelines project.
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