Resource Planning and Development Commission

Planning Advisory Note 11

Subject: Integration of Land Use and Transport in Planning Schemes

Purpose: **To ensure that integration of land use and transport is a consideration when preparing and amending planning schemes and assessing permit applications**

Background

Over the last 40 years, land use and development have been planned taking account of the use of individual motor vehicles for transport. Walking, cycling and public transport have declined in importance and in many places have become less attractive. As a result, it has become increasingly necessary to have a car to access urban amenities and facilities. This raises questions of social equity, choice, health and liveability, as well as broader social, environmental and economic issues.

In response to these concerns a National Charter of Integrated Land Use and Transport Planning has been prepared with input from all States, Territories and the Commonwealth Government. The National Charter is a high level agreement committing to a set of good planning practices and to work together to achieve better outcomes for land use and transport planning.

The impetus for the national approach comes from the need to reduce Australia's greenhouse gas emissions. Emissions from transport are a high proportion of Tasmania's greenhouse emissions. The switch to non-fossil fuels may increase the costs of car use and integration of land use and transport will support more transport options.

Among other things, the Charter aims for planning decisions that:

(i) ensure more compact urban development; and
(ii) link the location, type and density of activities to accessibility; and
(iii) consider future land use and transport options; and
(iv) consider safe routes to schools, shops and public transport stops; and
(v) support the provision of public transport services; and
(vi) integrate fringe development with existing and new public transport routes; and
(vii) promote more healthy communities and lifestyles.

Planning Advisory Notes are prepared by the Resource Planning and Development Commission to explain statutory provisions and provide guidance to planning authorities and others on the operation of the planning system.

Integration of land use planning and transport is a major means for furthering sustainable development, securing a pleasant, efficient and safe environment, and protecting public infrastructure in accordance with Schedule 1 Part 1 Objectives and Part 2 Objectives (f) and (h)of the *Land Use Planning and Approvals Act 1993* (the Act). The Department of Infrastructure, Resources, Planning and Workplace Relations has an ongoing program to further elements of the charter that are relevant to Tasmania.

Integrating Land Use and Transport

Planning schemes can play an important part in promoting more sustainable use of land and transport resources. However, this can only occur if land use planners and transport planners work together during the drafting of planning schemes and amendments, and the assessment of permit applications. To further Schedule 1 Part 2 Objectives (a) and (d) for sound strategic planning, coordinated action and policy integration, it is desirable that planners and engineers work with the relevant State and Commonwealth agencies when State roads, railways, ports, airports or public transport are involved.

All new or intensified use and development has the potential to affect transport networks and the health, safety, convenience and attractiveness of walking, cycling and public transport. Development in urban areas reduces the need to travel and the length of journeys, and makes it easier for people to use alternative means of access. Therefore, uses and developments that attract a large number of people should, wherever possible, be located in centres served by a choice of transport modes.

Integration of residential and urban land uses with all modes of transport also helps to maintain cultural heritage and the vitality of centres, and to reduce pressure on the natural environment and rural resources (see Resource Planning and Development Commission, 2003: *State of Environment Report 2003,* Resource Planning and Development Commission, Hobart, Human Settlements Chapter, Transport).

Low density residential development and commercial uses outside urban areas are usually difficult to serve by public transport, and reduce the efficiency of transport and other infrastructure. The wider transport effects and the costs to the community should be considered when assessing the sustainability of such use and development.

Planning authorities can use s.54 of the Act where necessary to ensure, in consultation with the relevant transport authorities, that adequate information is provided in relation to the integration of land use and transport for a decision to be made on a permit application.

Good working relations between planners, road authorities and transport agencies are essential in order to ensure that Schedule 1 is fully addressed. Failure to integrate transport considerations may delay approval of planning schemes and amendments while further investigations or modifications are required.

The role of the planning system in integration of land use and transport and a summary of the steps that can be taken to further the National Charter of Integrated Land Use and Transport Planning aims are shown in Attachment 1.

Further Information

The National Charter of Integrated Land Use and Transport Planning can be found at http://www.dotars.gov.au/lgpmcouncil/charter.aspx.

Relevant legislation may be viewed at http://www.thelaw.tas.gov.au.

For further information, contact:
The Manager
Resource Planning and Development Commission
GPO Box 1691, HOBART TAS 70001
Telephone **(03) 6233 2795**
Facsimile **(03) 6233 5400**
eMail: enquiry.rpdc@justice.tas.gov.au

Simon Cooper
Executive Commissioner
Resource Planning & Development Commission

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Attachment 1.

Integrated Land Use and Transport Planning

Role of the Planning System

Strategic planning, zoning and use and development decisions affect the pattern of development and the location, scale, density, design and mix of land uses, and can influence:

- the need to travel; and
- the length of journeys;
- the safety and ease of access to services; and
- the impact of transport on communities; and
- freight access and freight flows; and
- the efficient distribution of goods and services; and
- the choice of travel modes; and
- the flexibility to meet demands of a changing economy and market environment.

Aims and Responses

1. Integrated and inclusive processes

- Consult with road and transport authorities when preparing a draft planning scheme or amendment, or assessing a use or development with traffic or transport implications.
- Develop an on-going dialogue and partnership approach with road and transport authorities on important transport and related land use issues.

2. Linked investment decisions.

- Encourage, through planning scheme strategies and controls, the development of services and industries at regional centres.
- Ensure effective transport connections between centres, ports, airports and industrial areas in a region.

3. Increase accessibility by widening choices in transport modes and reduce vehicle travel demand and impacts.

- Ensure through the planning scheme that location, type and density of activities are linked to accessibility and transport infrastructure.
- Increase the proportion of residential and commercial activities in centres and urban areas.
- Facilitate more effective and efficient public transport, walking and cycling access and networks**.**
- Integrate fringe development with existing and new public transport routes.
- Give priority to sustainable transport in new land use and transport decisions.
- Ensure that use and development which could detract from compact urban areas is not allowed unless it can be fully justified and will be in the public interest.

4. Make better use of existing and future infrastructure and urban land.

- Promote new development where it will support existing transport facilities.
- Ensure compact urban development**.**
- Reduce parking requirements where public transport, walking and cycling options are available.

5. Protect and enhance transport corridors

- Adapt land use and access controls to the through traffic function on major commuter, freight transport and tourist corridors.
- Restrict residential and commercial development in rural areas.

6. Create places and living areas where transport and land use management support the achievement of quality of life outcomes.

- Work with road and transport authorities in the preparation of planning schemes to determine the desired future role, function and character of individual roads having regard to the land use environment.
- Plan for local road networks that achieve a balance between access and mobility and creation of precincts where traffic does not dominate.
- Promote urban design and street layouts which provide continuity for pedestrians, cyclists and public transport and encourage healthy outdoor activity.

7. Increase opportunities for access in both the present and longer term.

- Consider future land use and transport options and encourage changes of travel behaviour in all decisions.
- Consider the walking, cycling and public transport needs of all people in all areas in order to promote a more inclusive society.

8. A safer and healthier community.

- Consider the effects of noise and air pollution and provide for the development of convenient and attractive pedestrian and cycle networks and infrastructure.
- For all new urban development, consider safe and direct routes for pedestrians and cyclists to schools, shops, recreation and other activity areas and to public transport stops.

9. Recognise the unique needs of regional and remote Australia.

- Encourage development in centres and protect improved transport links to remote communities.
- Consider those without access to cars and adapt centres to enhance pedestrian amenity and safety and a sense of place.