

# ShapingSEQ

## *Draft South East Queensland Regional Plan*

October 2016



# GROW PROSPER CONNECT SUSTAIN LIVE

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Cover: North  
Stradbroke Island,  
Redland

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Pineapple farm,  
Moreton Bay

### South East Queensland Regional Planning Committee members

- ▲ The Hon Jackie Trad MP, Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment
- ▲ The Hon Mark Bailey MP, Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply
- ▲ The Hon Michael de Brenni MP, Minister for Housing and Public Works
- ▲ The Hon Stirling Hinchliffe MP, Minister for Transport and the Commonwealth Games
- ▲ The Hon Kate Jones MP, Minister for Education and Minister for Tourism and Major Events
- ▲ The Hon Dr Anthony Lynham MP, Minister for State Development and Minister for Natural Resources and Mines
- ▲ The Hon Dr Steven Miles MP, Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef
- ▲ Cr Paul Antonio, Mayor of Toowoomba Regional Council
- ▲ Cr Greg Christensen, Mayor of Scenic Rim Regional Council
- ▲ Cr Mark Jamieson, Mayor of Sunshine Coast Council
- ▲ Cr Graeme Lehmann, Mayor of Somerset Regional Council
- ▲ Cr Tanya Milligan, Mayor of Lockyer Valley Regional Council
- ▲ Cr Paul Pisasale, Mayor of Ipswich City Council
- ▲ Cr Graham Quirk, Lord Mayor of Brisbane City Council
- ▲ Cr Luke Smith, Mayor of Logan City Council
- ▲ Cr Allan Sutherland, Mayor of Moreton Bay Regional Council
- ▲ Cr Tom Tate, Mayor of City of Gold Coast
- ▲ Cr Tony Wellington, Mayor of Noosa Shire Council
- ▲ Cr Karen Williams, Mayor of Redland City Council

# FOREWORD

## *ShapingSEQ: Making the most of our future*

Here in Queensland we are in the midst of an exciting period of change and growth. Throughout the state we are seeing innovative new industries emerge, the delivery of exciting urban renewal precincts and more and more people choosing to call Queensland home.

This growth is no more obvious than in South East Queensland (SEQ). In fact by 2041 the population of SEQ is expected to have increased by two million people.

It is imperative that we manage this growth sensibly and sustainably – this is what this draft of *ShapingSEQ* is all about. The draft *ShapingSEQ* seeks to promote the things that SEQ residents value like a connected region, affordable housing, protecting our natural environment and our unique lifestyle.

The draft *ShapingSEQ* has been prepared with more engagement and input than ever before – from the community, from Mayors and councils, and from key stakeholders.

For the first time the preparation of the plan was informed by extensive community consultation. We endeavoured to have a conversation with the community to ensure that the plan responds to the needs and values of SEQ residents. This is a conversation that will continue on this draft plan until March 2017 with all South East Queenslanders encouraged to have their say.

And we have been untiring in our efforts to secure strong input from the councils and Mayors of the region. Since reforming the *ShapingSEQ* review process in August 2015 to facilitate more local government input, I have personally met with Mayors or their representatives as members of the statutory Regional Planning Committee every two months on average. The Mayors of the region have had more opportunities for input than has been the case in any previous regional planning exercise for SEQ.

To support this, my department has met with council staff as a group on eight separate occasions since April 2016, with multiple follow-up meetings with each council to ensure we are fully informed about the aspirations and issues in each area. On average, my department has spent at least 100 person hours with officers of each council. The value this has brought to the draft plan is immense.

And the department has also met on multiple occasions with key stakeholders from the environment, community and development sectors and from the key professions that shape our region.

Through this extensive engagement, we have, for the first time, a 50-year vision for the future of SEQ. We are planning not just for ourselves but to ensure that future generations of Queenslanders get to enjoy all the benefits of a great SEQ lifestyle.

One of the most important issues facing SEQ is the provision of diverse and affordable housing. The new *ShapingSEQ* broadens this to include the idea of affordable living. Affordable living is about more than just the cost of a house it's about how we interact with services and engage with our community.

We also have a strong focus on protecting our natural environment and growing in a sustainable way. SEQ is fortunate to have pristine beaches and untouched bushland and we will ensure we preserve our important ecological sites.

One of the new and important features of *ShapingSEQ* is a focus on unlocking land that has been identified for urban development but has so far been underutilised. Unlocking land already within the urban footprint is critical, ensuring that there is less demand for expanding into our natural environment.

This plan sets out clear goals for the future of the South East and will ensure certainty and sustainable growth for SEQ. By proactively planning for the future of our region we are ensuring that SEQ will continue to be a fantastic place to live, work and raise a family.

The Government has heard from the region's Mayors – and now is the chance for all of the SEQ community to have their say. I am committed to listening and responding to the views of everyone who calls our great SEQ region home.



THE HONOURABLE  
JACKIE TRAD MP  
Deputy Premier, Minister for  
Infrastructure, Local Government  
and Planning and Minister for Trade  
and Investment

# Shaping a new plan for SEQ

*ShapingSEQ* is the Queensland Government's plan to guide the future of the South East Queensland (SEQ) region, prepared in collaboration with the region's 12 local governments.

It aims to accommodate future growth sustainably and in a way that responds to change positively, and enhances the social, economic and environmental systems that support the region's liveability.

For the purposes of the *Sustainable Planning Act 2009*, *ShapingSEQ* is the draft statutory regional plan for the SEQ region.

## The need for *ShapingSEQ*

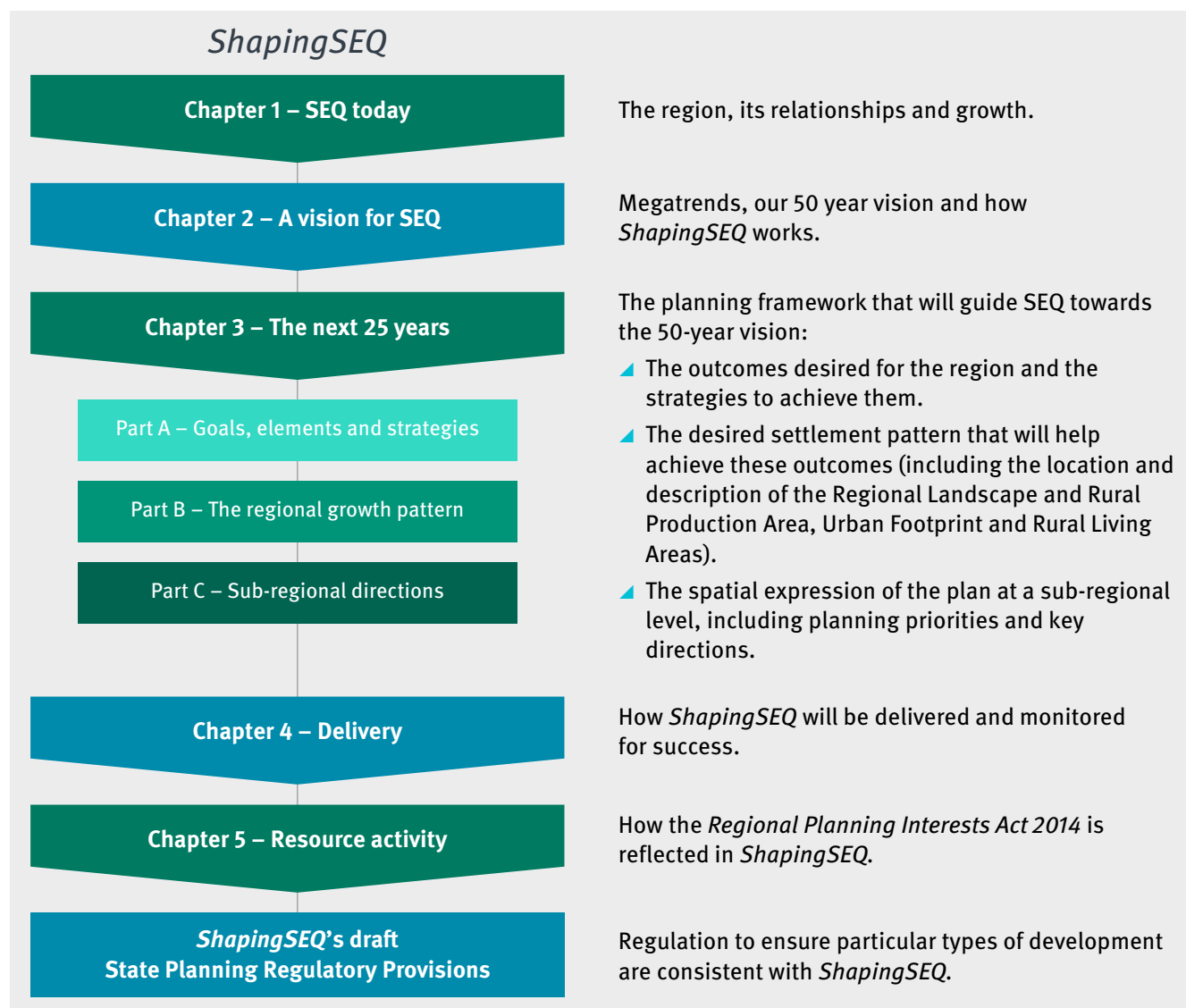
The Queensland Government reviews its regional plans regularly so they remain relevant and responsive to current circumstances, new information and changing trends.

Many changes have occurred since the introduction of the *South East Queensland Regional Plan 2009–2031*, including the emergence of megatrends that have fundamentally influenced our economy, population structure and resources, and the way we interact.

*ShapingSEQ* builds on the strong foundations of previous regional plans to position our region to make the most of these changes, and ensure future liveability, prosperity, lifestyle choice and the environment we all enjoy.

## Structure

*ShapingSEQ* contains information about the region, our vision for the future and the framework that will guide SEQ towards this vision. We encourage you to provide feedback about any of the ideas presented in these sections:



## Community conversations

*ShapingSEQ* has been prepared following round one of the Queensland Government's new *ShapingSEQ – Community Conversations* program, which was undertaken from 13 May to 29 June 2016. The program sought to generate 'great ideas' from the community on five central themes: Grow, Prosper, Connect, Sustain and Live, and to provide a platform for ongoing discussion with the community around regional planning.

The community conversations involved a range of pop-up events across the region, a thought leadership series led by international planning experts, a social media campaign, and an online ideas hub that generated more than 1300 ideas and suggestions, and almost 3000 votes on these ideas. It also included surveys of local residents to understand what was important to them.

The Queensland Government has used this feedback to shape this new plan for SEQ. An overview of this initiative including a summary of feedback received is captured in [\*ShapingSEQ – A summary of community conversations\*](#).

## Next steps

Following the consideration of formal public submissions and launch of the final regional plan in mid-2017, the Queensland Government will continue the conversation with the SEQ community to ensure the plan is achieving what it set out to do, which is making sure SEQ remains the best region to live, work, invest and play.

## Have your say

We encourage everyone in the community to share their views on *ShapingSEQ* (and the associated draft State Planning Regulatory Provisions) to continue the community conversation about the region.

The regional planning Minister will consider all properly made submissions about the plan and its regulation during this period. Your views will help refine these planning instruments before they are finalised and brought into effect in mid-2017.

Visit [www.qld.gov.au/shapingseq](http://www.qld.gov.au/shapingseq) for more details on this process, including the date and location of public information sessions, and how to lodge a formal submission.

The public notification period will remain open until midnight Friday 3 March 2017.

The statutory consultation phase will be supported by round two of the community conversations program, which will include sessions across the region to enable community members to provide feedback and seek further information.

Complete  
May–June 2016

Round 1  
community  
conversations

Complete  
June–Oct 2016

Prepare draft  
*ShapingSEQ*

We are here  
Oct 2016–  
March 2017



Round 2  
community  
conversations



Statutory  
public  
notification

March–June 2017

Finalise  
*ShapingSEQ*

July 2017  
onwards

Ongoing  
community  
conversations

# Shaping a new plan for SEQ

## Our progress to date – what we have achieved

We can use several measurements to determine how previous regional plans have performed.

These measurements indicate successes rather than comprehensively assessing every policy.

They also highlight opportunities and challenges for *ShapingSEQ*.

### 1 Compact settlement

Between 2006 and 2016, 68 per cent of new dwellings in SEQ were approved in the existing urban area.

### 2 Housing diversity

Since 2011, more than 50 per cent of new dwellings approved in SEQ have been apartments, townhouses and the like.

### 3 Efficient land use

Between 1995 and 2015, the median size of new residential lots reduced from 675 m<sup>2</sup> to 475 m<sup>2</sup>, roughly equivalent to the 15 dwellings/ha sought by previous plans.

### 4 Growth in high value sectors

The largest contributors to growth in SEQ over the 10 years to 2010–11 were financial and insurance services (9.5 per cent), professional, scientific and technical services (7.5 per cent), transport, postal and warehousing (7 per cent), and construction (6 per cent).

### 5 Support for rural production and tourism

Between 2006 and 2015, gross regional production increased for both rural production (\$1.083B to \$1.200B) and tourism (\$5.460B to \$7.299B), but reduced as a proportion of SEQ GRP.

### 6 Integrated land use and transport

Between 2004 and 2011, car use (as driver or passenger) increased from 82.1 per cent to 83.4 per cent of all journeys. Over the same time, public transport journeys increased from 7 per cent to 7.4 per cent, reaching a high of 7.9 per cent in 2009.

### 7 Improved public transport services and active transport infrastructure

After declining from around 14 per cent in the 1980s, the share of journey to work trips by public transport increased from 10.4 per cent to 12.3 per cent, in the decade from 2001 to 2011. Active transport modes maintained a relatively constant and low mode share over that time, while journey to work by car as driver decreased from 74.6 per cent to 73.7 per cent.

### 8 Protection for regional greenspace network

The area of land included in the protected greenspace network is increasing in line with regional planning policies. Between 2006 and 2015, an extra 21,300 ha of land was added to the protected greenspace network.

### 9 Protection for region's biodiversity

Since the introduction of statutory regional planning, vegetation loss in SEQ has decreased from 7700 ha per year to 3600 ha per year on average. However, vegetation is still being lost every year.

### 10 Affordability

Brisbane's median home price remains lower than other capital cities at \$500,000 compared with Perth (\$535,000), Melbourne (\$621,000) and Sydney (\$910,000). House price growth has been relatively steady, with only a 16 per cent increase between 2009 and 2015. However, many homes are being built further from jobs and services, often requiring long commutes by car, impacting on overall affordability.

## What's new in *ShapingSEQ*?

*ShapingSEQ* differs from previous regional plans in a few important areas. Its headline initiatives and key new functions include:

- 1** A **50-year vision** prepared jointly with the state and SEQ local governments that responds to global megatrends.
- 2** Planning to build a **globally competitive regional economy** by identifying and facilitating areas of high value and export-oriented business.
- 3** Focusing more development in **our existing urban areas** to accommodate SEQ's projected population and employment growth.
- 4** Identifying **8200 ha of new urban land, as well as the 13,600 ha\* added in planned growth areas since 2009**, to minimise the risk of land supply constraints placing upward pressure on housing prices.
- 5** Placing greater emphasis on **public and active transport** to move people around the region.
- 6** Maximising the use of existing infrastructure before building new, and identifying **new region-shaping infrastructure** only where needed to increase accessibility and productivity to support the settlement pattern and economic policies.
- 7** Increasing emphasis on protecting and sustainably using SEQ's **regional landscapes and natural assets**.
- 8** Identifying and mapping regional **biodiversity corridors and values** to support the protection of these values.
- 9** Using **employment planning benchmarks** to ensure land and infrastructure are planned for and delivered locally to meet our growth projections.
- 10** **Valuing design** as a way to create more housing choice, and **memorable and liveable** urban places and spaces, to benefit our communities socially, economically and environmentally.
- 11** Ensuring flexibility for local governments to plan for **rural development**.
- 12** Working in parallel with the State Infrastructure Plan to ensure a **coordinated approach to ongoing infrastructure and service delivery**.
- 13** **Sub-regional directions** spatially expressing regional strategies and intra-regional relationships.
- 14** Developing a more **sophisticated approach** to determining **urban land supply**.
- 15** Improving ways to **monitor land supply and development activity**, and the **plan's performance** over time.
- 16** **Delivering the plan through specific actions and coordination with initiatives** such as a City Deal in partnership with the Australian Government and SEQ local governments.

\* Includes Greater Flagstone and Yarrabilba Priority Development Areas, Caboolture West, Flinders and Southern Redland Bay.

# Shaping a new plan for SEQ

What you told us in first round of community conversations

## GROW

- ▲ SEQ residents believe that population growth inevitably leads to higher density housing.
- ▲ 50 per cent of residents support medium-density housing in their suburb.
- ▲ Residents believe higher density living provides easier access to the CBD/town centres and jobs as well as shopping, entertainment and recreation options.
- ▲ Residents want to ensure that the features that make SEQ a great place to live are maintained as it grows.
- ▲ Businesses should cluster around shopping centres. There should be a strong relationship between density and amenity and access, particularly public transport, to ensure development for high- and medium-density growth is supported by a vibrant lifestyle.
- ▲ Residents' strongest preference is for higher density housing is in the inner-city of Brisbane, with medium-density housing better suited for major suburban areas, major coastal tourism centres, and adjacent to inner-city and other suburban train and busway stations.
- ▲ Younger generations were more open to higher density closer to services, employment and public transport.

## PROSPER

- ▲ Residents are generally more amenable to population growth where it means a stronger economy and more jobs.
- ▲ New jobs should be located together to form employment hubs. New industries and some existing industries in prime locations should be located in new industrial areas with reliable freight connections.
- ▲ The regional plan should support innovation by establishing and enhancing new industries within SEQ, especially in tourism and technology.
- ▲ The plan should also provide for an international level of service in health and education, and value-added clean/green agriculture and livestock products for national and international markets.

## CONNECT

- ▲ The public transport system is one of the most important factors influencing residents' views about population growth in SEQ.
- ▲ The transport system, particularly public transport, should improve liveability by providing access to the city, employment and recreation, especially beaches and bushland.
- ▲ Residents in SEQ want to:
  - utilise new housing and transport technology
  - live where there is a mix of shops, offices and recreational opportunities
  - get around by public transport, walking or cycling.
- ▲ Residents want access to good schools and universities.

## SUSTAIN

- ▲ Residents want to see SEQ's natural assets protected from development.
- They would like the size and shape of rural communities to be maintained and surrounding land protected for rural production.
- Residents want to protect SEQ's natural environment, including:
  - establishing wildlife corridors to allow safe passage and protection for the region's fauna
  - promoting new technologies in energy production and transport, especially electric cars
  - conserving and protecting food production areas.

## LIVE

- ▲ Residents accept that, while population growth brings density, it also brings diversity in employment, entertainment and recreation.
- ▲ Almost six out of 10 residents feel their quality of life has improved over the past five years.
- ▲ Residents believe quality of life improvements are due to:
  - our affordable lifestyle
  - easy access to open space and recreation areas
  - easy access to good schools and universities.
- ▲ Residents recognise that 'density' does not have to mean 'high-rise'. We can achieve quality lifestyles that include higher densities by creating mid-rise developments that incorporate mixed-use and climate-responsive design.
- ▲ Residents believe that the availability of entertainment, cultural experience, and sport and recreation options, as well as education options, will benefit from population growth.



*Surfers Paradise,  
Gold Coast*

‘SEQ IS HOME TO  
ALMOST 3.4M  
PEOPLE’

SEQ is Australia's third-largest capital city region by population and home to approximately 3.4 million people.

Covering 22,900 km<sup>2</sup>, SEQ's 12 local government areas provide various lifestyle options, diverse economies and healthy natural environments. Collectively, they form one of Australia's most desirable and fastest-growing regions.

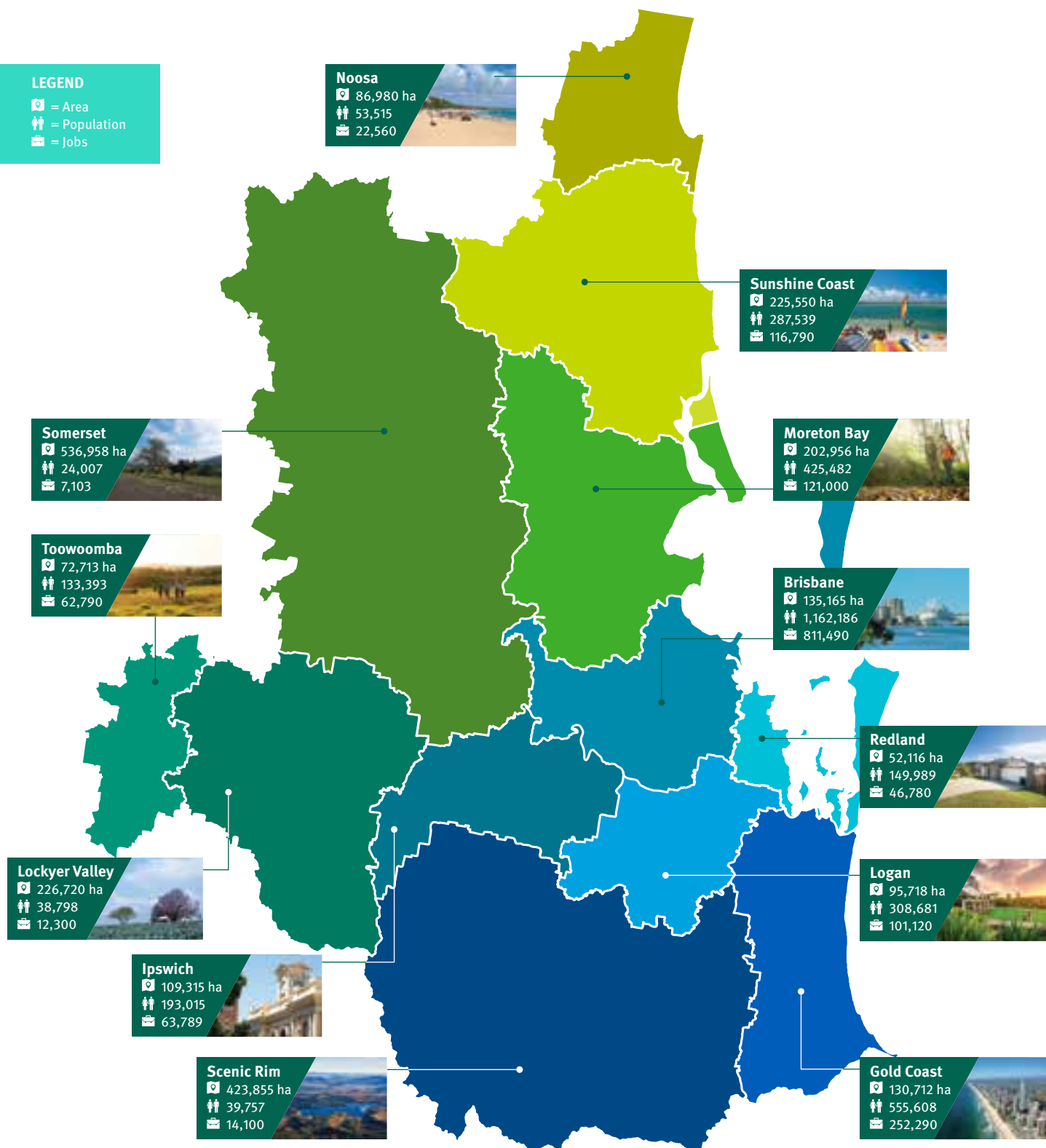


Figure 1: A snapshot of SEQ

Source: Estimates derived for ShapingSEQ, as at 2015, from various Queensland Government and ABS sources



1.3M

number of dwellings



27%

attached housing



26%

SEQ population with tertiary qualifications



73%

detached housing



## TOP 5 INDUSTRIES

- ▲ Health and social assistance
- ▲ Retail trade
- ▲ Construction
- ▲ Manufacturing
- ▲ Education and training



1 IN 7

Australians living in SEQ



65,000

average annual population growth (past 10 years)



2.2%

average annual population growth rate (past 10 years)



74%

SEQ population living within 400 m of a public transport stop



70%

of Queensland's population live in SEQ



14%

14%

SEQ population aged over 65 years



1.64M

number jobs



Home to almost one-third of Queensland's Aboriginal and Torres Strait Islander population



Around

2400

fauna species



Around

6000

flora species

## SEQ's relationships

SEQ has strong relationships with surrounding regions and—through its export orientation, liveability, biodiversity corridors and transport networks—the rest of Australia and the world.



### GLOBAL

Major land, air and sea freight and passenger routes begin or end in SEQ, providing direct access to major interstate and global markets.



At the heart of SEQ is Australia TradeCoast's Port of Brisbane—SEQ's gateway to international trade. Port of Brisbane is one of Australia's largest and its northernmost capital city port, and has significant growth potential. Its proximity to major overseas trading partners strengthens the region's productive capabilities and provides access to a growing global market for local produce, manufactured goods and other regional commodities.



SEQ also accesses the world stage via four major airports in Brisbane, Gold Coast, Sunshine Coast and Toowoomba, which include international connections. These airports further enhance SEQ's trade and logistic capabilities, enable migration and give international travellers access to SEQ's diverse and world-renowned tourism destinations.

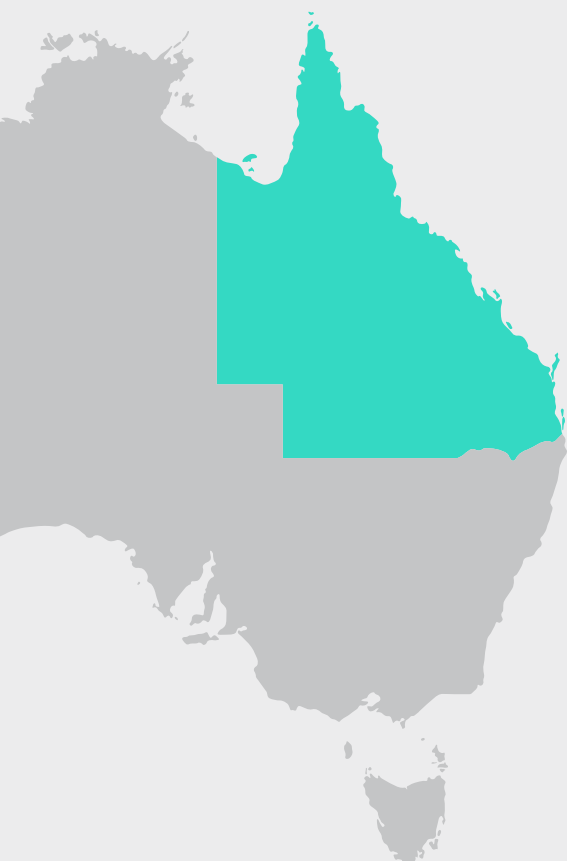
This region has the opportunity to leverage its brand as a major tourist destination to enhance its capability in exporting services, such as education and finance. It offers numerous world-class knowledge and technology precincts with links to high-quality research and development facilities, training and education institutions, and organisations that specialise in commercialising innovation.

SEQ can capitalise on these growing sectors by providing strong investment and support in the digital economy and human capital. This will prepare the region to respond to emerging international trends, such as access to, and transfer of, information.

The potential for an international submarine communications cable in SEQ, only the second point of communication for Australia's east coast—the other being Sydney—will deliver direct, high speed internet connection that could lead to new businesses and employment opportunities. This will enable SEQ to compete with other major regions on the east coast of Australia in attracting high value, technology dependent enterprises, including the globally competitive finance and banking sectors.

In coming years, SEQ will build on its historical strengths to be able to adapt innovatively to a fast-changing international economy and contribute significantly to the growing Asia-Pacific region.





## NATIONAL

SEQ's important relationship with the rest of Australia arises from strong economic foundations, its desirable climate, and high levels of liveability and opportunity:



- ▲ Over the past 10 years, 20 per cent of Australia's economic and employment growth has occurred in SEQ.
- ▲ SEQ contributes to 17.4 per cent of Australia's tourism gross domestic product.
- ▲ SEQ is one of Australia's premium food bowls.
- ▲ SEQ's unique environment, climate and liveability are all key to our status as Australia's most biodiverse and only subtropical capital city region.
- ▲ Transport connections including the National Highway and the interstate rail network including the proposed inland rail.



## STATE

SEQ performs the key administrative, political and service functions for Queensland:



- ▲ The region generates almost two-thirds of Queensland's gross state product.
- ▲ More than 80 per cent of Queensland's employment in professional, scientific and technical services, financial and insurance services, and information, media and telecommunications sectors is located in SEQ.
- ▲ SEQ is home to most of Queensland's key health, education and research clusters, with nine world-class universities and more than 100,000 international students.
- ▲ The region is the apex of Queensland's strategic freight network and the primary hub for goods movement within the state.

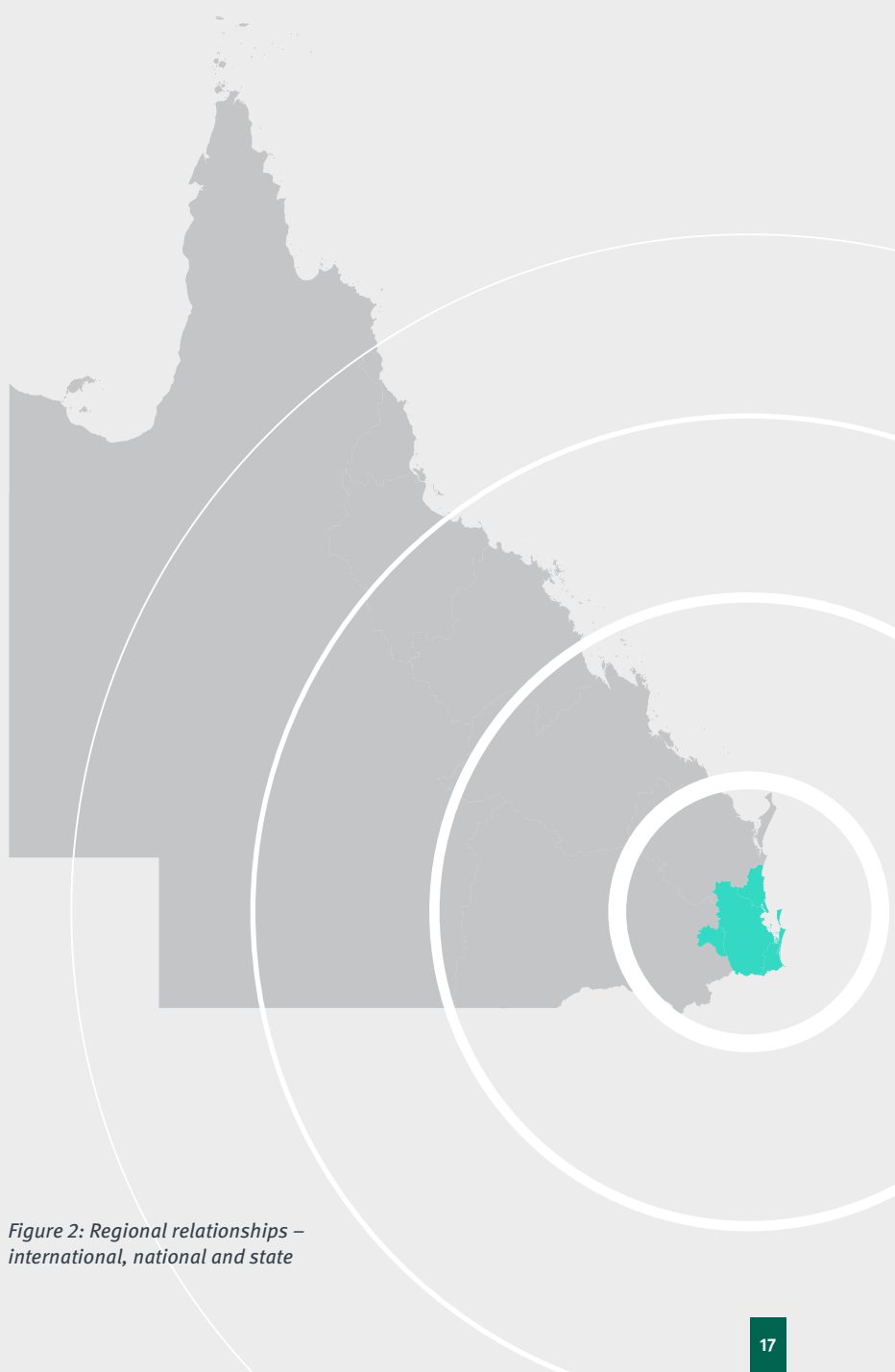


Figure 2: Regional relationships – international, national and state

## SEQ's regional relationships

SEQ has close relationships across regional boundaries with the surrounding areas of the Darling Downs, Wide Bay Burnett and the Tweed Coast in northern New South Wales. These areas have unique social and economic linkages, and can leverage opportunities provided by SEQ's strong population growth and diversified employment market.

Maintaining and enhancing the extensive infrastructure networks that connect these regions will support mutual social and economic benefits by providing access to employment and recreation, and enabling the efficient movement of commodities, services, and skills.



## DARLING DOWNS



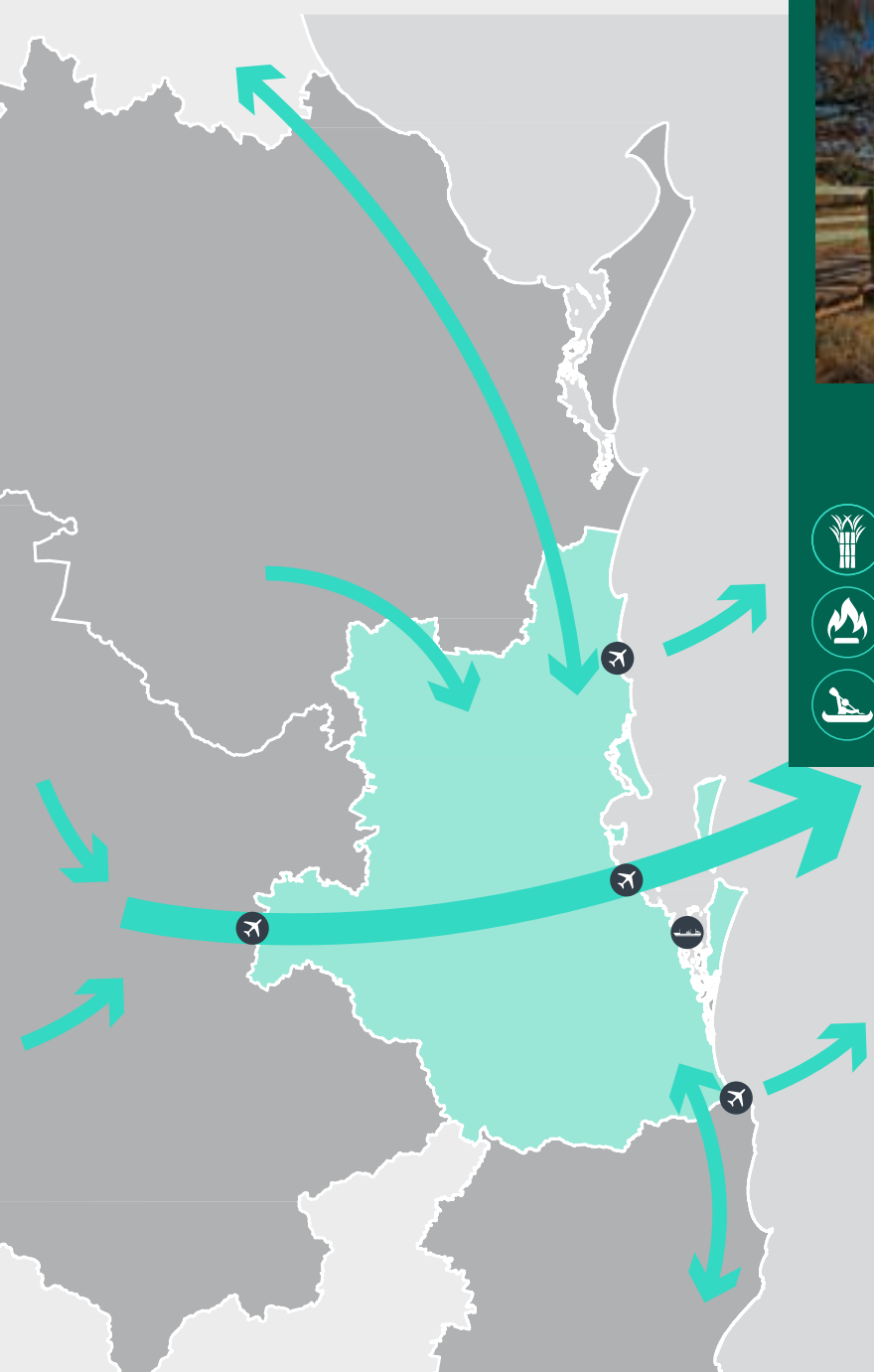
- ▲ High-quality agricultural production with access to growing global food markets.



- ▲ Diverse and abundant natural resources including renewable energy, coal, natural gas, petroleum for international and domestic consumption, and power generation.



- ▲ Strategic highways and railway lines connecting SEQ to southern and western Queensland, and connecting Darling Downs to the nation and the world through the Australia TradeCoast.



## WIDE BAY BURNETT



▲ Productive rural landscapes and natural resources framing coastal communities.



▲ A central location to the Port of Gladstone, Australia TradeCoast and Surat Basin.



▲ Attractive tourism opportunities and a source of labour for growth in resource development in the Surat Basin and Central Queensland.



## NORTHERN NEW SOUTH WALES



▲ Coastal and inland interstate connections facilitating a strong tourism network between the south-eastern coast of Queensland and northern New South Wales.



▲ Local agricultural production with access to SEQ markets.



▲ Hinterland and coastal lifestyle opportunities with access to SEQ markets and world-class environmental reserves.

Figure 3: Inter-regional relationships



‘SEQ WILL BE A  
WORLD LEADING  
MODEL OF  
SUBTROPICAL  
LIVING’

# A vision for SEQ

## Megatrends influencing change in SEQ

The world is currently experiencing a wide range of rapid changes that will fundamentally influence our future. We refer to these as megatrends. Some of the most important of these for SEQ are explained below.

### Increased urbanisation

The world's population is becoming more urbanised, creating more demand for diverse forms of housing, infrastructure, and services. SEQ is already highly urbanised and is expected to experience significant further growth. Innovative planning and design can help deliver attractive, compatible and sustainable urban places.

### New technology

Extraordinary technological change is transforming how people live, work, communicate and pursue ideas. The pace of technological advancement is increasing and likely to intensify. These changes include the 'internet of things', autonomous and electric vehicles, affordable renewable energy and complete digital connectivity. By supporting and investing in the digital economy, SEQ will be well placed to take advantage of these changes, which will require new thinking on how we plan for jobs, commerce and retailing.

### Health, ageing and changing preferences

Ageing populations have implications for the size of the workforce, economic growth, government revenue and services such as healthcare.

Household sizes and structures are also changing, as are housing preferences for older and younger generations. Planning for the region must allow for these changes by enabling new models of living, services and lifestyle, including the ability to age in place.

## Resource dependency

As worldwide demand for natural resources increases, pressure on our diminishing reserves will also continue to increase. This applies to water, agricultural land, minerals and fisheries. Long-term planning for our region can ensure our finite resources are managed sustainably for current and future generations.

## Pressure on biodiversity

Around the world, valuable ecosystems are under pressure from urban expansion, agricultural clearing and the effects of climate change. As well as its intrinsic ecological values, our environment contributes economically and provides community benefits (such as clean air and water, and scenic amenity) and health benefits (such as access to nature, rural lifestyle, and outdoor sport and recreation). Planning must protect these ecosystems.

## Climate change and disaster resilience

Queensland has long experienced the impacts of extreme weather, tropical cyclones, floods, heatwaves and bushfires. Climate change is expected to amplify the frequency and severity of these events. Scientists warn that Queensland will increasingly be affected by changes in temperature, rainfall, sea level and extreme weather events. These changes will impact on our communities and natural systems and key sectors of the economy. Through effective and timely planning, we can limit the adverse impacts and better manage our climate risks.

## Global connectedness

The world is becoming more interconnected and the global economic focus is shifting towards Asia. Geographically, we are well positioned to take advantage of the opportunities that will arise from this. Planning for SEQ can play a fundamental part in unlocking the region's potential and creating new, globally competitive and value-adding industries and business.

## Our future region

Successful regional plans need a clear, long-term vision that responds to these megatrends and new information while reflecting community values. The 50-year vision for SEQ has been prepared jointly by the state and local governments, and informed by wide-ranging community and stakeholder consultation. It sets out our aspirations for SEQ in 2066.

### Future opportunities and challenges

SEQ attracts people from around the world because of its climate, liveability, economic opportunities, quality education and affordable living. Constant growth supports SEQ's prosperity but also raises challenges for the next 50 years.

SEQ will experience considerable change over this time, which we are already starting to see with:

- ▲ the makeup of our population changing
- ▲ our economy restructuring
- ▲ new technology enhancing how we live, work and move around.

Climate change, food security, an increasingly multicultural society and globalisation will also influence the future of SEQ.

*ShapingSEQ* has the opportunity to make the most of these influences by supporting positive growth, managing negative impacts and protecting key values through a clear 50-year vision.

## A 50-year vision for SEQ

In 2066, residents of SEQ, including our children and grandchildren, will enjoy choice in their lifestyles, housing and jobs, and how they get around. This will make SEQ a world-leading model of subtropical, climate resilient living where choice allows everyone to lead productive and fulfilling lives.

SEQ will be recognised globally as a unique subtropical destination for people to live in, work in, invest in and visit. It will be a network of well-defined cities and complete communities where more people can find services and employment in their local areas. Our communities will be interconnected and focused around effective transport networks.

SEQ's centre will be a major metropolitan area anchored by Brisbane—Australia's Newest World City—and the Logan, Moreton Bay and Redland municipalities. Major cities will be located on the Gold Coast and Sunshine Coast along our great coastline, and inland, at Ipswich. Toowoomba, a major city situated on the crest of the Great Dividing Range, will connect SEQ with the west and provide a temperate climate alternative in the region.

Framing these cities will be our magnificent rural and natural areas, including Noosa, Lockyer, Somerset and Scenic Rim, which contain prosperous and attractive towns and villages. These areas will be vital to the success of our region, as they contain our food bowl, major biodiversity and conservation areas, regional landscapes, waterways and beaches, agriculture, natural resources, and tourism and recreation opportunities.

Our global reputation will be built on our world-renowned climate and biodiversity; the quality of our buildings, places and events; and the many choices that our region offers. Increased housing and lifestyle choices will enable most people to live closer to a wide range of employment and services.

Our global competitiveness will mean more jobs located across the region (as well as Brisbane's inner five kilometres) and more options for accessing these jobs and services (including walking, cycling and public transport).

Lifestyle and housing choices will capitalise on our climate and environment, and shape the quality, affordability, design and renewal of our communities and places. A wide range of services, including health and education, will be readily available to all. We will also be a smart region, using digital technology and real-time data to improve how our communities operate.

# A vision for SEQ

## Themes for our vision

Five key themes underpin our 50-year vision for SEQ's future: Grow, Prosper, Connect, Sustain, and Live.

## GROW

SEQ will take a responsible and sustainable approach to supporting a growing regional population, which could reach six million by the 2040s and more than double from 3.4 million over the next 50 years.

SEQ will embrace the diverse communities that define our region. Growth will be directed to **reinforcing the identities that we value and that make SEQ an attractive region to live in.**

This means existing and future generations will have more housing choices; more places to meet, work and play; and strong, inclusive communities. This will be founded on an **urban form that creates more complete communities** where people can live closer to jobs, services, schools, family and friends, and where natural and rural areas are protected.

We will **support choices that meet our evolving needs and preferences.** As our population grows and demographics change, we will offer more housing, location and lifestyle choices for home buyers and renters, people with special needs and older people seeking different housing in their own neighbourhoods, while still offering suburban-living opportunities.



Retaining identity and liveability



More complete communities



Meeting changing lifestyle needs



A globally competitive economy



A focus on export oriented industries



Supporting economically productive areas

## PROSPER

SEQ will continue to be an economic powerhouse—a **globally competitive region** with more than a million new jobs by 2041 and many more beyond.

We will attract investment and high-value economic activities, supported by economic activities that flow from our strong regional growth.

We will **understand and nurture our economic advantages in key export-oriented industries:** knowledge, education and creative industries; food production and agribusinesses; energy and resources; tourism; and advanced manufacturing. Our investments and our reputation in health, and education and training will create a highly skilled workforce that is a major advantage for our economy. They will also attract people who want to learn and prosper in SEQ.

**Key productive areas, including our capital city centre and other areas of regional economic significance, will be connected and supported** so people can choose to work in attractive employment precincts throughout the region. The range and distribution of these employment opportunities, and our urban form, will provide more choices in finding fulfilling jobs in our communities and allow us to adapt to the changing nature of work as new technologies and the sharing economy become widespread.

## CONNECT

We will utilise our existing infrastructure networks and target new infrastructure to minimise our environmental footprint and maximise community amenity.

Our urban form and strategic transport system will provide **connected lifestyles in more complete communities** that support economic growth areas and give people more choices for travelling to work and connecting to the world.

A 'business as usual' approach to transport will not get us to this future. Every trip made on public and active transport is a win for everyone, as it shifts people towards healthier, more efficient and sustainable choices, and leaves room on our roads for freight, travel to work, business and other trips.

Our better approach will prioritise **transport infrastructure and associated land use changes that increase the share of trips made by walking, cycling and public transport.** Planning for **moving people and goods**, we will take advantage of new technologies. Our public transport system will mature to rival those of the best modern cities in the world.

Our **key freight corridors, intermodal precincts and world-class air and sea ports** will:

- ▲ connect our industries to export opportunities
- ▲ support inbound investment
- ▲ underpin our competitiveness and productivity.

## LIVE

SEQ will be recognised internationally as a highly liveable region offering a wide range of **great subtropical places for people** to live, work and play. High-quality design will contribute to this reputation, as **good design adds economic, social and environmental value**. These places will be active, safe and accessible to bring people together and support events and our changing economy.

We will protect and enhance the value of our public places. Our design focus will deliver **signature places that draw visitors and residents alike**, and create civic pride in our cities, towns, villages and neighbourhoods across rural, coastal and urban settings.



Great subtropical places



Good design adds value



A region of great places

Our digital networks will provide the fastest online connections of any Australian metropolitan region. This will give residents and businesses unparalleled access to big data, technical innovation and global markets, and provide more choice in how we live, work and connect.

Our communities will have secure, high-quality food and water supplies as key elements of the region's sustainability, and will maximise technological advances in energy production, including renewable production and battery storage.

We will **realise the benefits, opportunities and potential implications of new technologies**, including 'smart city' infrastructure and new communications technology across our entire network.



Best transport plan needs a great land use plan



Prioritise active and public transport



Planning for freight



Making the most of new technology and big data



Nurturing the natural systems that sustain us



Strong, safe and sustainable communities



Affordable living

## SUSTAIN

We will **value and protect our greatest assets—our natural systems**—which are fundamental to SEQ's unique character, heritage and liveability. These systems will sustain us and provide agriculture, tourism and recreation opportunities.

The biodiversity and quality of our regional landscapes, national parks, open spaces, waterways and beaches will continue to positively differentiate our region and support sustainability and community health.

We will value the culture of our Traditional Owners and their connections to country in SEQ.

Inter-urban breaks will help protect many of these values and ensure our major cities retain their separate identities. Our urban form of more complete, connected communities will help protect our most productive land, and valued natural assets and landscapes, from negative impacts.

We will also ensure our **communities are strong, safe, fair, healthy, sustainable and resilient to climate change and natural hazards**. They will **offer a range of affordable living options** across the whole region so people can find the right housing in the right places with access to employment and outstanding places and services.

# A vision for SEQ

## How we will get there – the next 25 years

Our vision provides the 50-year outlook for SEQ. To get there, we must make conscious decisions about the future of our region, rather than maintain a ‘business as usual’ approach.

The remainder of *ShapingSEQ* charts a course that reflects these conscious choices to help us move towards the vision over the 25 years from 2016 to 2041.

The strength of this vision is the common understanding it creates among the region's communities, stakeholders, and all levels of government about our future and our shared role in making this regional vision a reality.

## How *ShapingSEQ* works

*ShapingSEQ*'s 50-year vision will be achieved through leadership, ownership, coordinated planning and the alignment of many other plans, strategies and programs.

The policy framework detailed in the following chapter will be instrumental in planning and decision-making during the 2016–2041 period to pursue our long-term vision for SEQ.

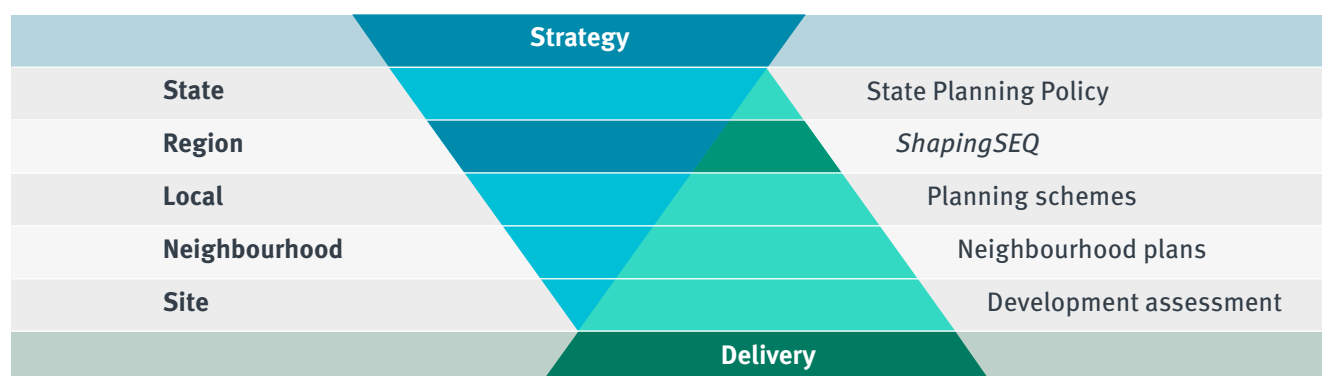


Figure 4: ‘Top end’ strategy to guide the delivery of outcomes

## Effect

*ShapingSEQ* is the region's pre-eminent strategic land use plan made under the *Sustainable Planning Act 2009*. It is a state planning instrument, which provides a framework to manage growth, change, land use and development in SEQ by reflecting state policy and informing a range of other more detailed planning instruments and functions responsible for delivering good land use outcomes (Figure 4).

*ShapingSEQ* will also work under the system established by the new *Planning Act 2016*. It advances a range of state interests defined in the State Planning Policy by providing a spatial context, defining key outcomes, and establishing planning strategies and directions to achieve these outcomes in response to SEQ's unique values, drivers, expectations, projections and constraints.

The accompanying Draft State Planning Regulatory Provisions (see page 150) will ensure particular forms of development in SEQ are consistent with *ShapingSEQ*.

Once finalised and notified in the Queensland Government Gazette, *ShapingSEQ* and its associated regulatory provisions will have statutory effect under the *Statutory Instruments Act 1992*. Until then, the *South East Queensland Regional Plan 2009–2031* and the *South East Queensland Regional Plan 2009–2031* State Planning Regulatory Provisions will continue to apply.

See Chapter 4 for further detail on the effect of *ShapingSEQ* and its associated regulatory provisions, including how they relate to, and are supported by, other plans and programs such as the State Planning Policy and local government planning schemes.

The department has prepared background papers for each of *ShapingSEQ*'s five themes and intends to prepare technical notes as required to provide further detail on some aspects.

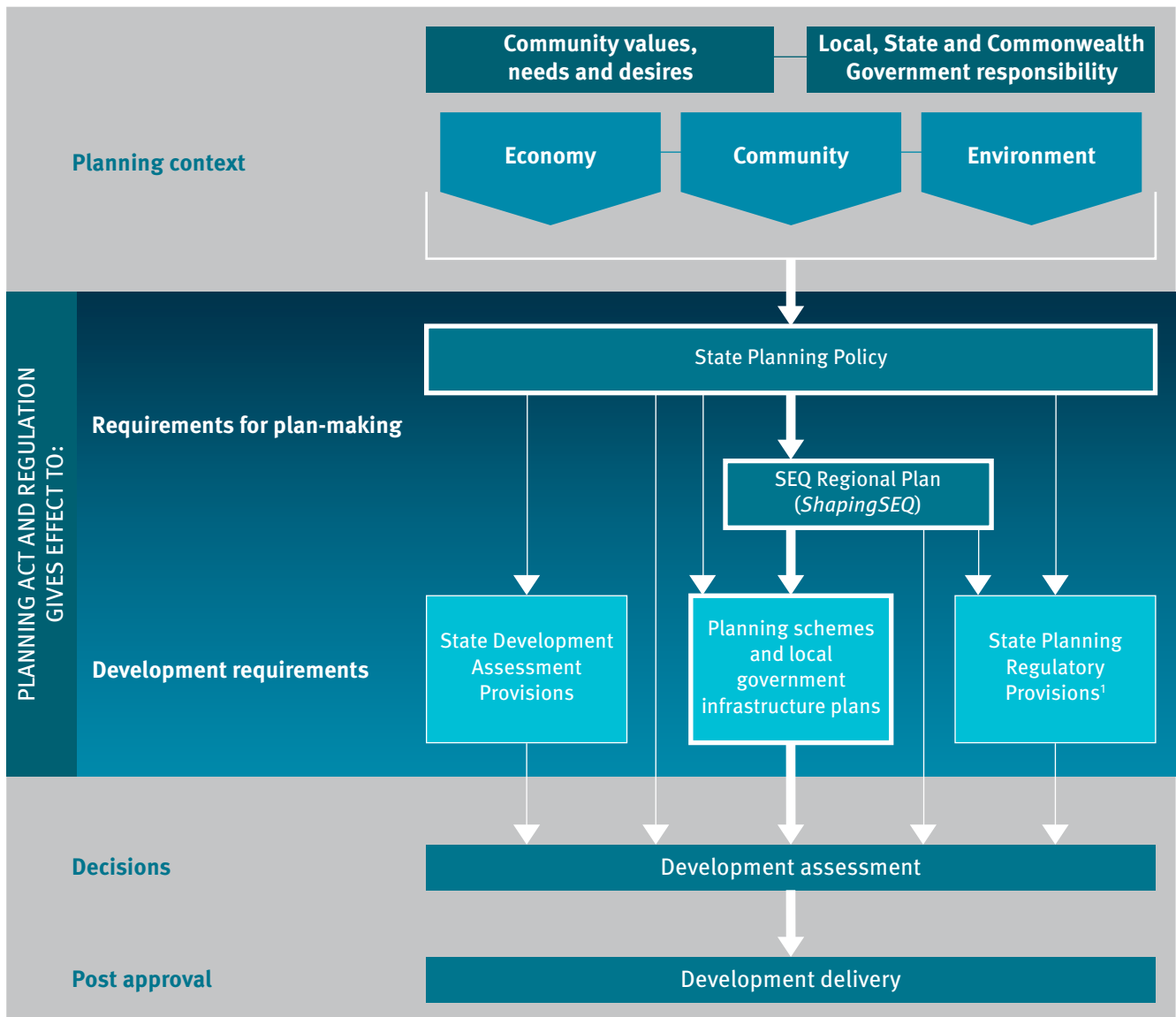


Figure 5: Queensland planning framework

<sup>1</sup> The State Planning Regulatory Provisions will be replaced by regulation upon the commencement of the new Planning Act 2016.

*ShapingSEQ* sits within Queensland's planning framework (Figure 5) and informs:

- ▲ the making and amending of local government planning schemes
- ▲ infrastructure planning, prioritisation and funding decisions made by state and local government, and other infrastructure agencies
- ▲ other plans and programs, including non-statutory processes, that may influence change and growth management in SEQ, including natural resource management
- ▲ the assessment of development made under the *Sustainable Planning Act 2009*
- ▲ the assessment of certain types of resource activities or regulated activities (as defined under the *Regional Planning Interests Act 2014*).



**‘BY 2041, SEQ  
IS EXPECTED  
TO BE HOME  
TO NEARLY 2M  
EXTRA PEOPLE’**

# The next 25 years

By 2041, SEQ is expected to accommodate an additional 1.98 million people, bringing its total population to 5.35 million.

This chapter provides the planning framework that will help us accommodate and manage this growth to achieve the 50-year vision outlined in Chapter 2.

Table 1: SEQ's current and projected population

| Local government area | Population                                            |                                               |
|-----------------------|-------------------------------------------------------|-----------------------------------------------|
|                       | 2015<br>(estimated resident population <sup>^</sup> ) | 2041<br>(based on medium series projections*) |
| Brisbane              | 1,162,200                                             | 1,572,000 (↑ 409,800)                         |
| Gold Coast            | 555,600                                               | 928,000 (↑ 372,400)                           |
| Ipswich               | 193,000                                               | 520,000 (↑ 327,000)                           |
| Lockyer Valley        | 38,800                                                | 61,000 (↑ 22,200)                             |
| Logan                 | 308,700                                               | 586,000 (↑ 277,300)                           |
| Moreton Bay           | 425,500                                               | 655,000 (↑ 229,500)                           |
| Noosa                 | 53,500                                                | 63,000 (↑ 9,500)                              |
| Redland               | 150,000                                               | 188,000 (↑ 38,000)                            |
| Scenic Rim            | 39,800                                                | 62,000 (↑ 22,200)                             |
| Somerset              | 24,000                                                | 38,000 (↑ 14,000)                             |
| Sunshine Coast        | 287,500                                               | 495,000 (↑ 207,500)                           |
| Toowoomba             | 133,400                                               | 180,000 (↑ 46,600)                            |
| <b>SEQ</b>            | <b>3,372,000</b>                                      | <b>5,349,000 (↑ 1.98 million)</b>             |

<sup>^</sup> Australian Bureau of Statistics, *Regional Population Growth, Australia* (March 2016)

\* SEQ total is Queensland Government population projection 2015 edition (medium series); growth distribution by local government area based on ShapingSEQ policy

Fitzgibbon Chase,  
Brisbane

# PART A:

## Goals, elements and strategies

The goals, elements and strategies are a central part of the *ShapingSEQ* policy framework that focuses on the next 25 years. Achieving these goals will help us shape the region to deliver the 50-year vision for SEQ.

There are five goals, which align with the five themes discussed in Chapter 2: Grow, Prosper, Connect, Sustain and Live.

The goals are the strategic outcomes sought to pursue the 50-year vision for SEQ. Each goal is supported by several elements which provide more specific outcomes to achieve the goal.

The strategies define actions to achieve these elements and will be largely implemented through local government planning schemes, in addition to other plans and programs.

Where appropriate, these strategies have been expressed spatially in more detail on a sub-regional basis in Part C of this chapter to provide further clarity and direction.

See Chapter 4: Delivery, for further detail on how these goals, elements and strategies are to be applied.

## GOAL 1: GROW

SEQ has a consolidated urban structure of well-planned and more complete communities. There is sufficient land to accommodate the projected population and employment growth in an affordable and sustainable way to meet the community's changing lifestyle needs.

### Context

SEQ is the third-largest capital city region in Australia with a historically dispersed, low-density settlement pattern. Our decisions about where and how we accommodate more people in the region will significantly affect our quality of life, environment, social sustainability and infrastructure systems.

SEQ has grown rapidly over the last two decades. Since 2001, SEQ's population has grown 38 per cent from about 2.4 to 3.4 million. Population projections indicate the region will continue to grow strongly and the population will increase to around 5.3 million in 2041. This would require an average of more than 30,000 additional dwellings each year, as well as more communities, transport, services and jobs.

The Grow goal addresses two important issues for the region:

- 1 ensuring adequate land supply for projected population and employment growth to 2041
- 2 identifying where and how to provide housing.

It's all about matching housing location with a more sustainable urban form, and encouraging housing diversity that supports our changing lifestyles, demographics and housing preferences.

For further information, see [\*ShapingSEQ Background paper 1: Grow\*](#).

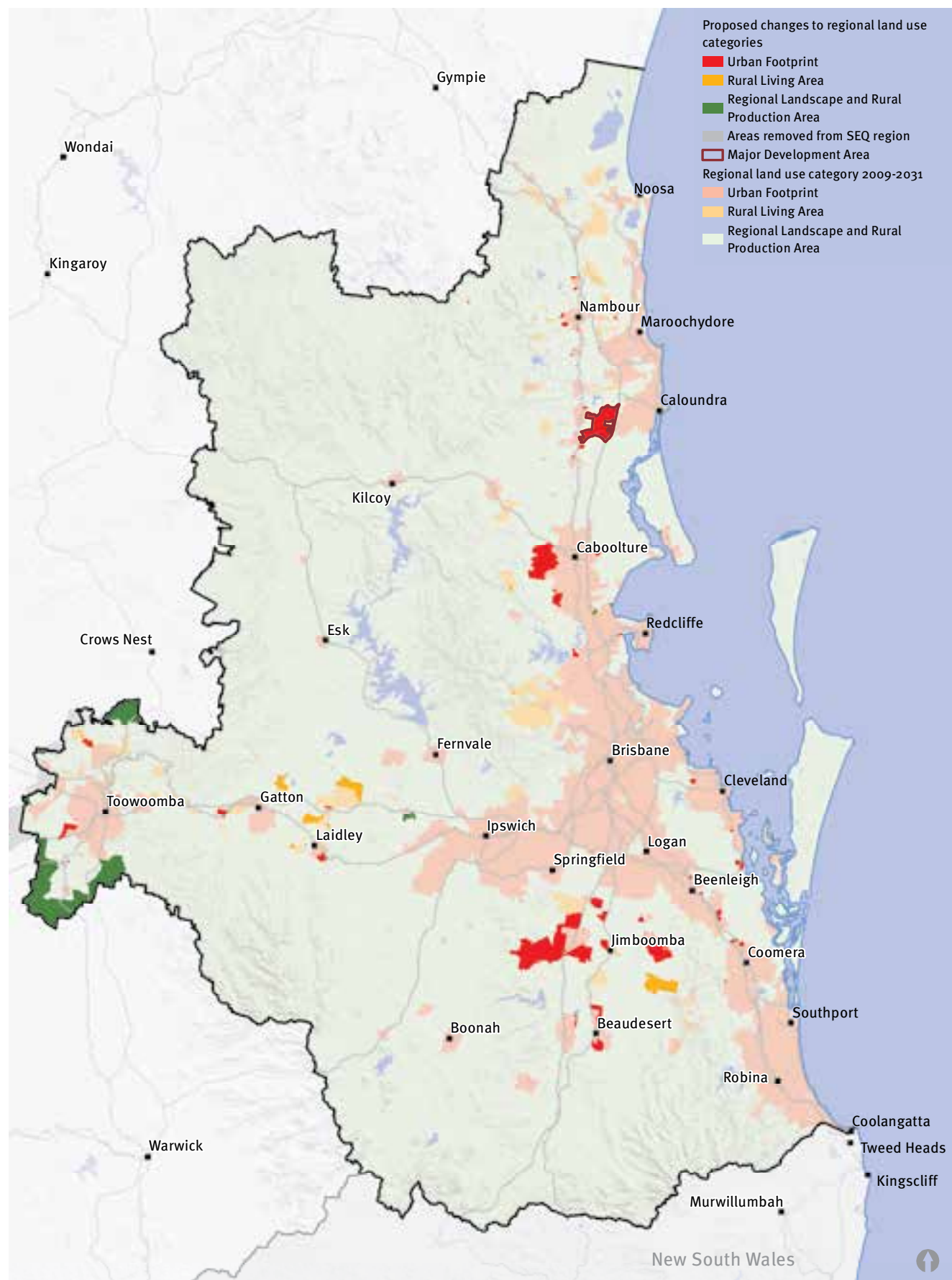
Since 2001 SEQ's population has grown from 2.4 to 3.4 million people. By 2041 the population is expected to be 5.3 million. This growth will require more than 30,000 new dwellings each year as well as more transport, jobs and services.

Redcliffe  
Peninsula,  
Moreton Bay

## Elements and strategies

|                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Element 1: Efficient land use</b></p> <p>Urban development uses land and infrastructure efficiently.</p>                                                                                                    | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Accommodate the region's urban growth needs in the Urban Footprint (<i>Map 6</i>).</li> <li>2 Plan for and accommodate the infill dwelling supply benchmarks (<i>Table 2</i>) through new development in the existing urban area, including redevelopment, with a focus on corridors and centres.</li> <li>3 Prioritise the investigation, planning and delivery of urban development in suitable locations within the Urban Footprint that are underused.</li> <li>4 Plan for and deliver sufficient land to accommodate the employment planning benchmarks (<i>Table 4 and Appendix 1</i>).</li> <li>5 Focus urban redevelopment in locations with spare capacity in the infrastructure networks or where existing networks can be cost-effectively augmented.</li> <li>6 Accommodate new rural residential development only in the Rural Living Area (<i>Map 6</i>).</li> </ol> |
| <p><b>Element 2: Focusing density</b></p> <p>Higher density development is located in areas with good access to high-frequency public transport, and employment and services.</p>                                 | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Plan for well-designed and increased residential densities in and around centres in accordance with the indicative minimum densities (<i>Table 3</i>).</li> <li>2 Plan for well-designed and increased residential densities at other locations that have good access to high-frequency public transport and employment.</li> <li>3 Plan for sensitive density increases in other suitable areas close to services and amenities.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Element 3: New communities</b></p> <p>New communities support a consolidated urban settlement pattern, maximise the use of existing infrastructure and deliver high-quality communities.</p>                | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Undertake structure planning of new urban areas, including the major development area (<i>Map 1</i>), to ensure planning and delivery of land use and infrastructure are integrated and sequenced, and delivers complete communities in a timely manner.</li> <li>2 Plan for and accommodate the greenfield dwelling supply benchmarks (<i>Table 2</i>).</li> <li>3 Except within rural localities (as identified in the sub-regional directions), plan for a net residential density of 15–25 dwellings/ha in new urban areas or 30–60 dwellings/ha net residential density if these areas are within easy walking distance to an existing or proposed public transport station.</li> <li>4 Protect the potential of areas that may be suitable for future urban growth (<i>Table 5 and Figure 7</i>).</li> </ol>                                                                 |
| <p><b>Element 4: Housing diversity</b></p> <p>Housing diversity meets the changing make-up of our regional population, community needs and lifestyle pursuits, and provides housing choice and affordability.</p> | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Provide housing choice by delivering a mix of dwelling types and sizes in infill and greenfield locations consistent with the strategies in elements 1–3.</li> <li>2 Plan for and deliver a greater range of 'missing middle' housing forms (including examples shown in <i>Figure 8</i>) in suitable locations.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>Element 5: Growing rural towns and villages</b></p> <p>Rural towns and villages provide for growth and community development in a way that reinforces local identity.</p>                                   | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Support the sustainability of rural towns and villages by providing sufficient land and infrastructure to accommodate population and employment growth while avoiding the fragmentation of productive rural land.</li> <li>2 Plan for well-designed growth that integrates sensitively with existing local character and identity and promotes the viability of the rural economy.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Grow Map 1



## Ensuring sufficient land to accommodate growth

*ShapingSEQ* adopts a new approach to identifying and calculating the urban land requirements for population and employment growth in SEQ.

Previous regional plans for SEQ have defined the Urban Footprint on the basis of the theoretical capacity for accommodating growth. *ShapingSEQ* uses a more refined method in sizing the Urban Footprint, by identifying urban land on a realistic land supply basis. *ShapingSEQ* identifies 25 years of greenfield land supply in the Urban Footprint on a 60 per cent infill and 40 per cent greenfield supply ratio (see Figure 6a). This ratio is represented in the plan as dwelling supply benchmarks.

**At all times, SEQ local governments will be required to have at least 15 years supply of land—land that has been zoned and is able to be serviced (see Figure 6b).**

The Queensland Government will monitor planning schemes and land stock annually to track their performance against the dwelling supply and employment planning benchmarks to ensure at least 15 years of supply is maintained. If the infill or other benchmarks may not be accommodated, the government will initiate a range of solutions, including adjusting the Urban Footprint boundary if required, to avoid constraining land supply and placing upward pressure on land and housing prices.

Further information is provided in Chapter 4: Delivery.

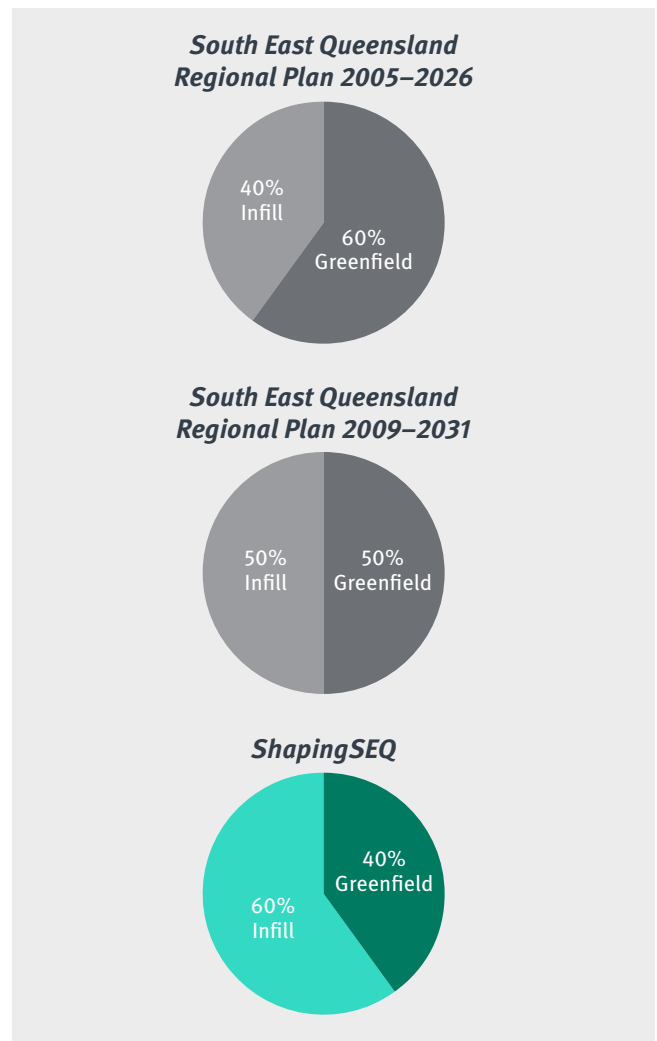


Figure 6a: Infill to greenfield land ratio

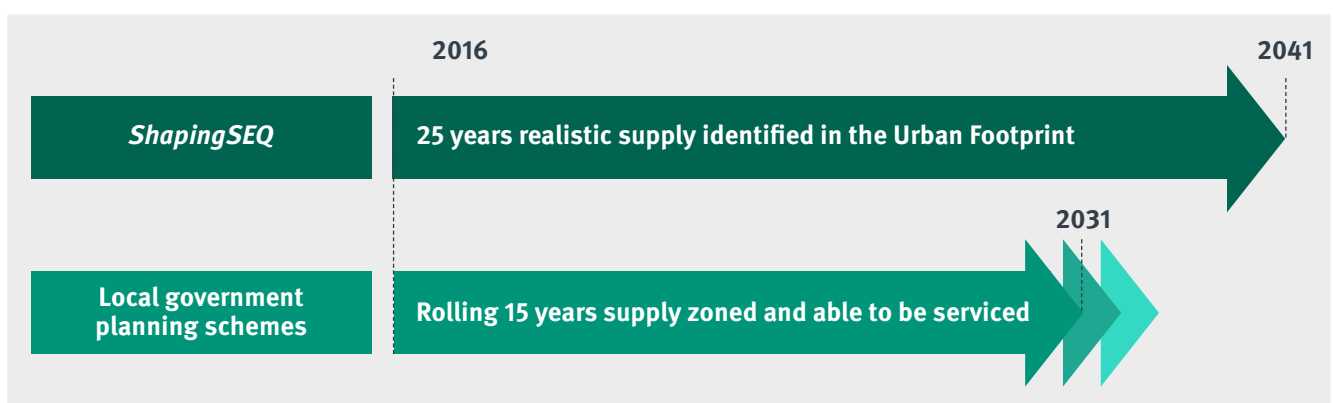


Figure 6b: Ensuring adequate land supply

# The next 25 years

Table 2: Dwelling supply benchmarks 2011–41

| Local government area | 2011               | 2011–16                                | 2011–41                    |                                |                                           | 2011–31*                        |                            |                                |                                 |
|-----------------------|--------------------|----------------------------------------|----------------------------|--------------------------------|-------------------------------------------|---------------------------------|----------------------------|--------------------------------|---------------------------------|
|                       | Existing dwellings | Estimated total additional dwellings** | Total additional dwellings | Additional infill dwellings*** | Total % of additional dwellings as infill | Additional greenfield dwellings | Total additional dwellings | Additional infill dwellings*** | Additional greenfield dwellings |
| Brisbane              | 423,800            | 37,900                                 | 223,400                    | 210,600                        | 94%                                       | 12,800                          | 145,500                    | 139,400                        | 6100                            |
| Gold Coast            | 217,100            | 20,300                                 | 176,500                    | 139,000                        | 79%                                       | 37,500                          | 108,200                    | 81,100                         | 27,100                          |
| Ipswich               | 62,500             | 8800                                   | 121,300                    | 31,600                         | 26%                                       | 89,700                          | 67,200                     | 18,200                         | 48,900                          |
| Lockyer Valley        | 13,300             | 1900                                   | 10,600                     | 0                              | 0%                                        | 10,600                          | 7000                       | 0                              | 7000                            |
| Logan                 | 99,900             | 9500                                   | 98,700                     | 25,000                         | 25%                                       | 73,700                          | 53,600                     | 16,700                         | 37,000                          |
| Moreton Bay           | 146,900            | 17,200                                 | 105,600                    | 54,900                         | 52%                                       | 50,700                          | 72,400                     | 36,000                         | 36,400                          |
| Noosa                 | 24,200             | 2000                                   | 8100                       | 4600                           | 57%                                       | 3500                            | 5900                       | 3,200                          | 2700                            |
| Redland               | 55,100             | 3500                                   | 21,100                     | 14,400                         | 68%                                       | 6700                            | 16,200                     | 10,800                         | 5400                            |
| Scenic Rim            | 15,500             | 1600                                   | 10,800                     | 0                              | 0%                                        | 10,800                          | 7200                       | 0                              | 7200                            |
| Somerset              | 9200               | 1500                                   | 7100                       | 0                              | 0%                                        | 7100                            | 4800                       | 0                              | 4800                            |
| Sunshine Coast        | 113,600            | 11,200                                 | 99,300                     | 64,200                         | 65%                                       | 35,100                          | 61,900                     | 38,600                         | 23,300                          |
| Toowoomba             | 50,300             | 4100                                   | 24,700                     | 4400                           | 18%                                       | 20,300                          | 16,700                     | 3,600                          | 13,100                          |
| <b>Total</b>          | <b>1,231,400</b>   | <b>119,400</b>                         | <b>907,200</b>             | <b>548,700</b>                 | <b>60%</b>                                | <b>358,500</b>                  | <b>566,600</b>             | <b>347,600</b>                 | <b>219,000</b>                  |

\* Provided only for guidance about growth assumptions over time, the 2011–31 growth provides an indication of the additional dwelling supply which needs to be accommodated by 2031 if the 2041 benchmarks are to be accommodated.

\*\* Estimates subject to revision based on better information about recent dwelling construction activity.

\*\*\* Infill dwellings are calculated using the existing urban area boundary as shown in Figure 17 and discussed in Chapter 4.

Table 3: Indicative minimum residential densities in and around centres

| Centre type                                                | Dwellings/ha (net residential density) ^ |                                   |
|------------------------------------------------------------|------------------------------------------|-----------------------------------|
|                                                            | In or within 400 m of the centre         | Within 400–800 m of the centre    |
| Capital city centre/<br>Principal regional activity centre | 150–400                                  | 100–175                           |
| Major regional activity centre                             | 80–200                                   | 40–100                            |
| Principal/Major rural activity centre                      | As determined by local government        | As determined by local government |

^ These densities must be addressed by detailed local planning to determine form and distribution.

**Missing middle** is a form of housing offering greater density and diversity in a manner that is compatible with surrounding lower density residential environments. This may include 'Fonzie' flats, 'plexes' (duplexes, triplexes, quadplexes etc), row/terrace housing and medium rise apartments.

**Existing urban area** is a statistical boundary, as defined in Figure 17, used to measure infill and greenfield development.

**Infill development** is development occurring on land inside the existing urban area.

**Greenfield development** is development occurring on land outside the existing urban area.

Table 4: SEQ employment planning benchmarks

| Industry                                        | Total number of jobs |                  |                  |                  |                  |                  |                  |
|-------------------------------------------------|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                                                 | 2011 Base            | 2016             | 2021             | 2026             | 2031             | 2036             | 2041             |
| Agriculture, forestry and fishing               | 14,158               | 12,665           | 12,574           | 12,768           | 13,068           | 13,372           | 13,713           |
| Mining                                          | 13,925               | 14,515           | 17,341           | 18,367           | 19,138           | 20,013           | 21,042           |
| Manufacturing                                   | 140,618              | 137,873          | 149,082          | 161,458          | 179,985          | 202,697          | 228,594          |
| Electricity, gas, water and waste services      | 17,822               | 15,417           | 17,883           | 23,568           | 32,931           | 41,279           | 47,439           |
| Construction                                    | 145,389              | 135,204          | 177,386          | 199,890          | 215,420          | 228,531          | 241,124          |
| Wholesale trade                                 | 64,056               | 57,807           | 60,054           | 61,962           | 64,127           | 66,310           | 68,679           |
| Retail trade                                    | 177,311              | 184,443          | 185,032          | 186,432          | 188,245          | 189,767          | 190,988          |
| Accommodation and food services                 | 112,407              | 134,505          | 146,982          | 160,910          | 175,968          | 190,893          | 206,237          |
| Transport, postal and warehousing               | 84,437               | 84,778           | 90,662           | 97,070           | 104,132          | 110,442          | 117,048          |
| Information media and telecommunications        | 23,225               | 22,678           | 23,338           | 24,666           | 26,223           | 27,526           | 28,864           |
| Financial and insurance services                | 51,729               | 61,005           | 59,264           | 57,027           | 57,078           | 60,143           | 64,991           |
| Rental, hiring and real estate services         | 31,855               | 27,520           | 33,202           | 39,698           | 46,796           | 53,978           | 62,246           |
| Professional, scientific and technical services | 123,185              | 131,743          | 153,857          | 179,350          | 207,075          | 235,366          | 269,442          |
| Administrative and support services             | 55,580               | 50,527           | 55,651           | 64,714           | 74,940           | 85,596           | 97,961           |
| Public administration and safety                | 106,435              | 112,996          | 120,975          | 132,219          | 144,419          | 157,190          | 170,399          |
| Education and training                          | 130,179              | 140,843          | 155,073          | 173,935          | 194,595          | 215,896          | 237,530          |
| Health care and social assistance               | 199,978              | 231,888          | 259,917          | 294,798          | 332,771          | 371,882          | 410,931          |
| Arts and recreation services                    | 26,278               | 26,531           | 27,858           | 29,668           | 31,785           | 34,074           | 36,548           |
| Other services                                  | 62,314               | 66,144           | 69,765           | 73,545           | 77,879           | 82,236           | 86,727           |
| <b>Total</b>                                    | <b>1,580,881</b>     | <b>1,649,082</b> | <b>1,815,896</b> | <b>1,992,045</b> | <b>2,186,575</b> | <b>2,387,191</b> | <b>2,600,503</b> |

See Appendix 1 for employment planning benchmarks by industry for each local government area.

Note: Data reflects long-term projections of possible future employment growth (Queensland Treasury Regional Employment Projections, 2010–2011 to 2040–2041) based on information available at the time of production (including population projections).

## Use of figures in the plan

Throughout *ShapingSEQ* the most accurate figures available for dwellings, population and jobs have been used as the base year. For dwellings, the 2011 census figure has been used as this is the most accurate. Therefore, all dwelling supply benchmarks are provided for a 2011 to 2041 timeframe. To provide an indication of relative activity and change, some tables include 2015 or 2016 estimates of dwellings, population or jobs.

## Potential Future Growth Areas

Table 5: Potential Future Growth Areas

| Location                 | Local government area |
|--------------------------|-----------------------|
| A Lanefield/Grandchester | Ipswich               |
| B Glamorganvale          | Ipswich/Somerset      |
| C South Logan            | Logan                 |
| D Mundoolun              | Logan/Scenic Rim      |
| E Caboolture East        | Moreton Bay           |
| F Elimbah                | Moreton Bay           |
| G Southern Thornlands    | Redland               |
| H Beaudesert East        | Scenic Rim            |
| I Halls Creek            | Sunshine Coast        |
| J Meringandan/Kleinton   | Toowoomba             |
| K Mount Kynoch           | Toowoomba             |

**Large greenfield growth areas – dwelling capacity expected to remain in 2041:**

|                      |                          |
|----------------------|--------------------------|
| <b>RIPLEY VALLEY</b> | <b>GREATER FLAGSTONE</b> |
| 30,000               | 19,000                   |
| <b>BEERWAH EAST</b>  | <b>CABOOLTURE WEST</b>   |
| 15,000               | 9000                     |

*ShapingSEQ* also identifies areas that may be needed to accommodate future urban growth (Table 5/Figure 7). These are located in the Regional Landscape and Rural Production Area to limit development and protect them from further fragmentation that would prejudice their ability to accommodate future urban development.

These areas are not required to accommodate the dwelling supply or employment planning benchmarks of *ShapingSEQ*.

The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of *ShapingSEQ*, unless the Queensland Government's monitoring of land supply and development activity indicates infill or other benchmarks may not be accommodated.

The identification of these areas is not a development commitment and does not imply that all, or any part of these areas, will be made available for urban development in the future.

Where appropriate, *ShapingSEQ* identifies more specific intent in relation to particular areas in Chapter 3, Part C: Sub-regional directions.

The role of these areas will be considered further at the next five-yearly review of *ShapingSEQ*.

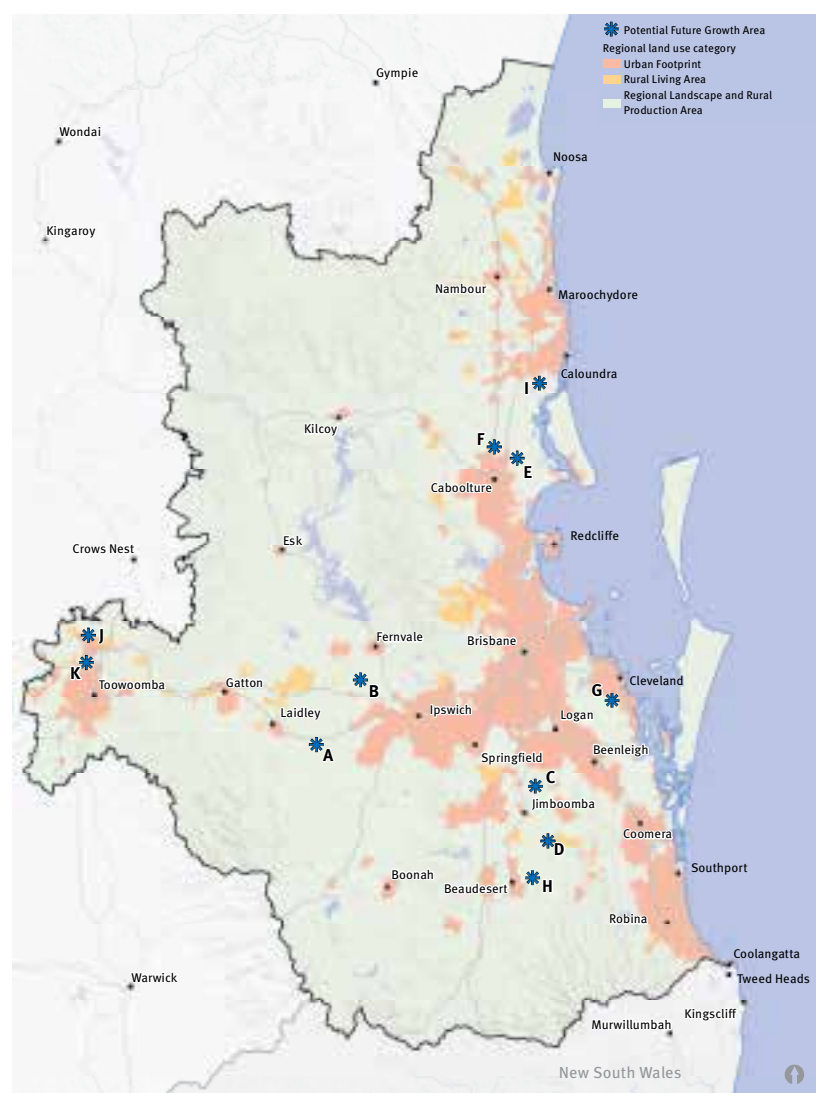
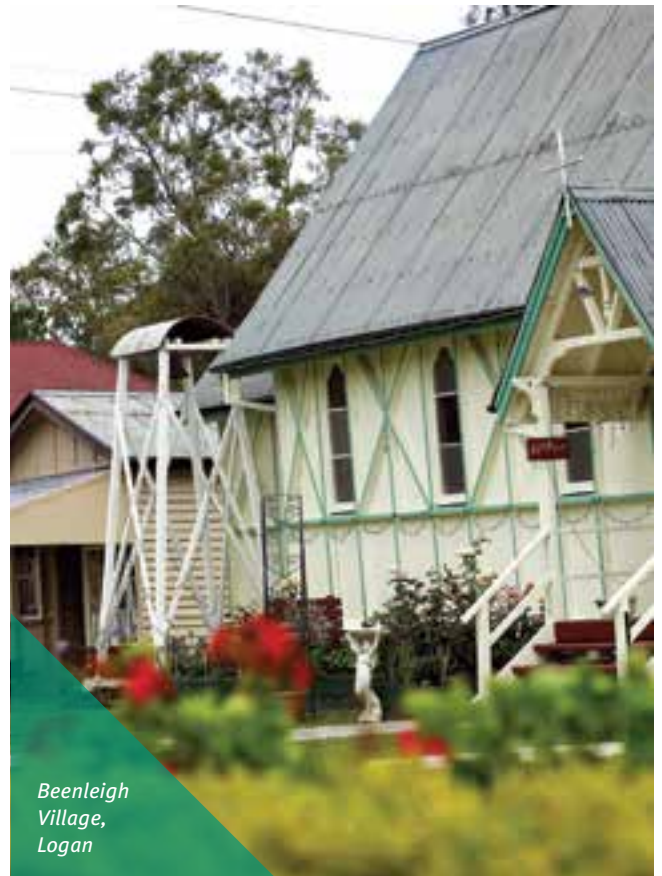


Figure 7: Potential Future Growth Areas

### Rural towns and villages

*ShapingSEQ* supports the sustainable growth of existing rural towns and villages, including those located outside the Urban Footprint. While these areas are not intended to accommodate significant population growth to 2041, local governments may undertake detailed planning to ensure they can grow sustainably and respond to change over time. Where able to be supported by local infrastructure, local governments may recognise these areas using township zone provisions.

Planning for these areas must be consistent with the goals, elements and strategies of *ShapingSEQ*, and where reflected in planning schemes, these areas will be considered as an urban area for the purposes of the State Planning Regulatory Provisions.



Beenleigh  
Village,  
Logan

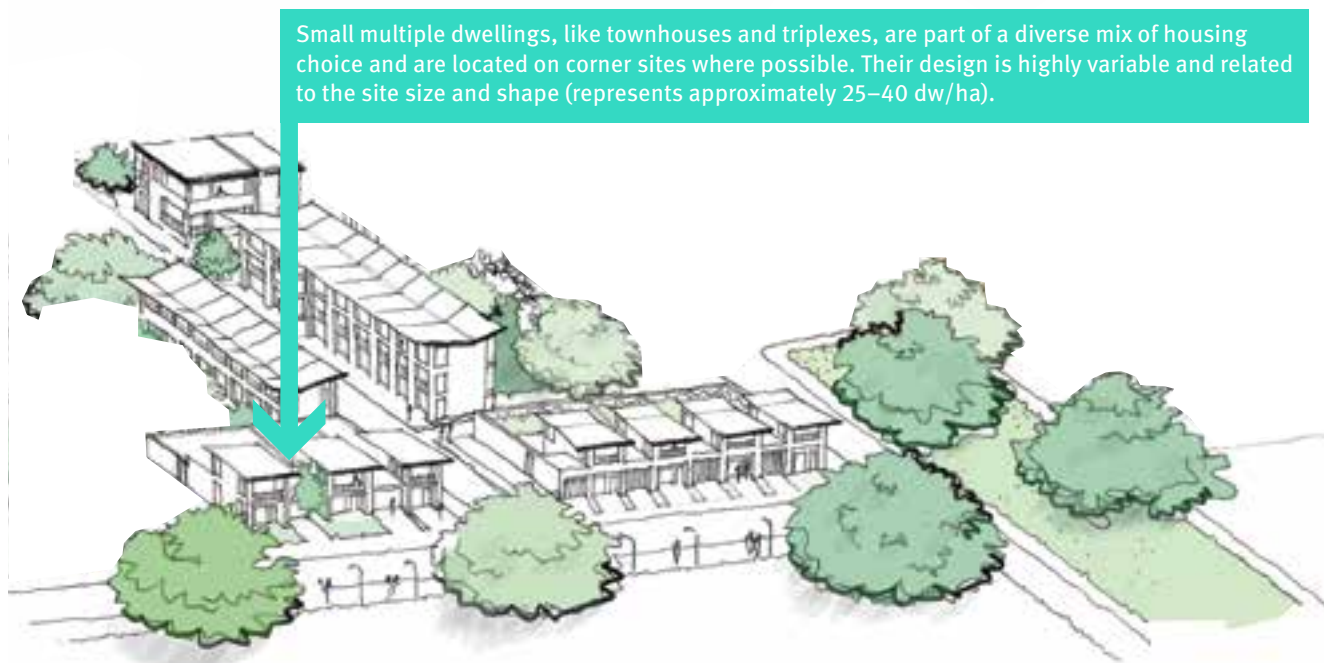


Woodlands of  
Marburg, Ipswich

# The next 25 years



## Hidden density/small scale infill



## The plexes

Row houses are part of a diverse mix of housing choices. Often row houses are built as an integrated development.

Medium-rise apartments help achieve a greater mix of housing types and a more compact urban form (represents approximately 60–100+ dw/ha).



### Row/terrace housing and medium rise apartments

This diagram shows the full range of missing middle housing. The types of missing middle housing that will be best suited to different locations will be a matter for local planning.



### The missing middle range of housing covers types between detached houses and high-rise

Figure 8: Examples of 'missing middle' housing

## GOAL 2: PROSPER

SEQ has a globally competitive economy focused on high-value economic activities supported by population-serving jobs. Leveraging traditional strengths and competitive advantages, areas of regional economic significance advance the economy and strengthen our global and national relationships, enabling economic growth and transition in response to emerging technology and new opportunities.

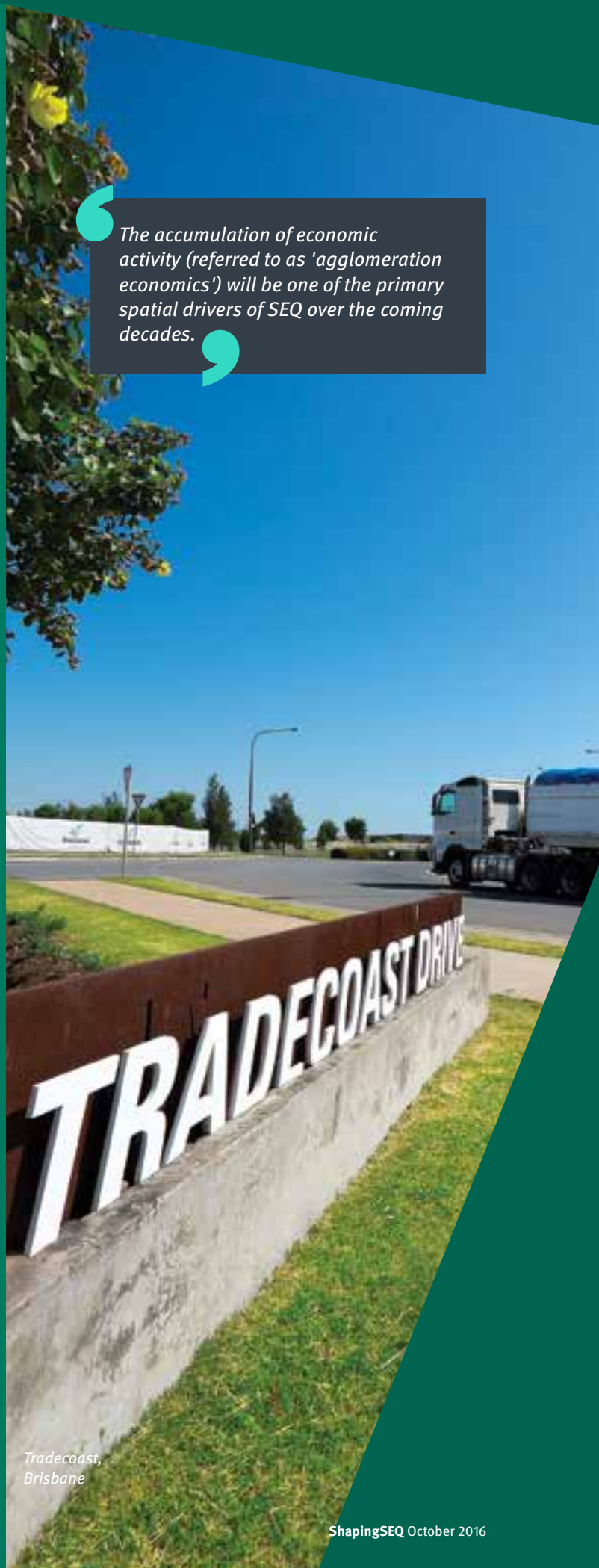
### Context

SEQ plays a major role in Queensland's growth and prosperity. It is the state's largest regional economy, contributing approximately \$170 billion to Queensland's real gross state product in 2010–11. SEQ has many of the ingredients necessary to strengthen its global and national competitiveness, and is well positioned to continue to prosper as a region.

The Prosper goal aims to position SEQ for success in the global economy. Previous regional plans have identified and promoted centres, major enterprise and industry areas, and knowledge and technology precincts. These areas are important, however *ShapingSEQ* realises that when it comes to the economic activity, the whole is greater than the sum of the parts – that is, when these components co-locate and are well connected, they create clusters of greater economic activity which are likely to involve higher value and 'outward looking' industries and jobs. These are identified as areas of regional significance.

For further information, see [\*ShapingSEQ Background paper 2: Prosper\*](#).

*The accumulation of economic activity (referred to as 'agglomeration economics') will be one of the primary spatial drivers of SEQ over the coming decades.*



Tradecoast,  
Brisbane

## Elements and strategies

### Element 1: High-performing outward focused economy

SEQ responds to its transitioning economy by increasing focus on facilitating export-oriented and business-to-business related transactions that drive productive and economy growth, while also continuing to enhance economic activities that support the needs of growing communities.

#### Strategies

- 1 Foster high levels of economic activity in export-oriented and high-value sectors to strengthen the region's economic relationships.
- 2 Investigate and plan for existing or potential economic relationships between employment areas to maximise economic output and productivity in the region.
- 3 Protect and enhance economic facilities and infrastructure that act as major national and international gateways for SEQ, including the Port of Brisbane, airports, high-speed digital technology and the strategic road, freight and passenger transport systems.
- 4 Identify and leverage universities, tertiary health facilities and major migrant communities to develop the region's skilled workforce to enhance and accelerate global trade relationships.
- 5 Plan for and support continued growth in population-serving employment and traditional economic industries, including services, education and creative industries, agribusiness, tourism and advanced manufacturing.
- 6 Support and facilitate the progression towards more technologically and digitally-based work practices, including the rising influence of disruptive technologies to streamline transactions and improve business efficiency.

### Element 2: Areas of regional economic significance

Economic opportunities and synergies within and between SEQ's areas of regional economic significance are accelerated.

#### Strategies

- 1 Facilitate the intensification and/or expansion of areas of regional economic significance to enhance economic growth and activity (*Maps 2, 2a, 2b and Table 6*).
- 2 Identify and protect existing areas of regional economic significance and their enabling infrastructure from encroachment by incompatible land uses.
- 3 Investigate opportunities to develop new areas of regional economic significance that leverage off and support intensification of economic activity in and around clusters or corridors of major employment nodes and infrastructure.
- 4 Invest in enabling infrastructure—including ports, airports, intermodal terminals, public transport, freight linkages, and data and energy—that supports existing areas of regional economic significance and enables new areas to emerge.
- 5 Ensure that planning frameworks provide sufficient flexibility to respond to the dynamic and evolving nature of areas of regional economic significance.

### Element 3: Regional activity centres network

The regional activity centres network adapts to the demands of a transitioning economy, serves the current and future economic and social needs of the community and business, and drives productivity and economic growth.

#### Strategies

- 1 Accommodate major employment-generating activities in regional activity centres to support their role and function in the broader centres network and leverage existing economic assets and infrastructure (*Maps 2, 2a, 2b and Tables 9 and 10*).
- 2 Plan for an increased range and mix of complementary activity, including higher residential densities, in those centres with direct access to high-frequency public transport.
- 3 Ensure development in individual centres is consistent with the regional centres network (*Table 9*).
- 4 Achieve a high-quality urban form that promotes a walkable urban environment within regional activity centres to encourage interaction and collaboration.

(continued over page...)

The areas of regional economic significance shown on *Maps 2, 2a, and 2b* are intended to show grouping of activity detailed on *Table 6*. It is not intended that all land within these areas would be used for employment and economic purposes.

**Element 4: Knowledge and technology precincts**

Knowledge and technology precincts are globally and nationally connected vibrant, collaborative places that drive innovation and creativity in the market, attract investment and enhance human capital.

**Strategies**

- 1 Consolidate the growth of knowledge and technology precincts, and allow them to intensify and specialise over time, by supporting the co-location of mutually supportive and value-adding activities that do not compromise their primary type and function (*Maps 2, 2a, 2b, and Tables 6 and 7*).
- 2 Ensure that new knowledge and technology precincts maximise the advantage of their location, including direct access to the strategic transport system, to attract value-adding uses and skilled workers to support their growth.
- 3 Encourage knowledge and technology precincts close to other economic uses—including regional activity centres and major enterprise and industrial areas—to synergise and commercialise, and give precinct workers access to facilities and amenities.
- 4 Achieve a high-quality urban form that promotes a walkable urban environment within knowledge and technology precincts to encourage interaction and collaboration.

**Element 5: Major enterprise and industrial areas**

Major enterprise and industrial areas, including their supply chain networks, grow and enhance national and global trade.

**Strategies**

- 1 Promote major enterprise and industrial areas as locations of significant economic activity and employment generation, and key drivers for areas of regional economic significance (*Maps 2, 2a, 2b, and Tables 6 and 8*).
- 2 Plan for and protect major enterprise and industrial areas, and associated connections to the strategic road and freight system.
- 3 Enable the intensification and expansion of major enterprise and industrial areas, where appropriate, to improve their capacity and functionality, and increase the potential for interacting with other outward-focused economic areas.
- 4 Plan for new major enterprise and industrial areas that are appropriately located near existing or planned freight and supply chain networks, where they can accommodate regionally or state significant agglomerations of industry and business activity.
- 5 Protect the current and future freight and supply chain networks that form part of the strategic transport system, and activities that support major enterprise and industrial areas, from encroachment by incompatible land uses.
- 6 Accommodate a mix of compatible uses in major enterprise and industrial areas to give workers and enterprises an appropriate level of access to shops, amenities and facilities—such as child care, local shopping, health services, and commercial and technical services—to reduce trips out of the area and intensify economic activity.

**Element 6: Special uses**

SEQ accommodates a range of special uses, including activities that are difficult to locate, and that support regional needs and economic growth.

**Strategies**

- 1 Protect existing special uses from encroachment by incompatible development.
- 2 Plan for and support the establishment of new or relocating special uses that emerge over time in locations identified as suitable for these purposes.

**Element 7: Rural prosperity**

Rural areas leverage traditional primary industry strengths to expand, diversify and introduce value-adding activities which enhance productivity, resilience and competitiveness in domestic and global markets.

**Strategies**

- 1 Support rural communities to build on their strategic advantages, and adapt to continue the profitability and sustainability of existing rural industry and activities.
- 2 Encourage the intensification or diversification of on-farm agricultural activities and the introduction of new value-adding activities.
- 3 Encourage local government-led rural precinct planning to support rural sustainability and economic growth.

**Areas of regional economic significance** are areas that demonstrate a synergy across economic and employment areas important to the region because they contain a concentration of significant economic activity. These areas:

- ▲ support groupings of employment precincts, including centres, knowledge and technology precincts and/or major enterprise and industry areas, where business-to-business activity/connections are occurring
- ▲ support high levels of specialisation in one or more high-value industry sectors that have an outward trade focus, including:
  - knowledge and corporate (for example sectors such as finance, professional services, health and education)
  - energy and resources (mining related activities, including head office functions)
  - advanced manufacturing (generally described as transforming basic inputs into final products or componentry)
  - tourism
  - creative and cultural
- ▲ support significant levels of employment across their area
- ▲ are supported by significant state and/or local government commitments
- ▲ have strong transport connections (existing or committed).

**Knowledge and technology precincts** are areas that contain a core high-level health, education, research or similar facility that provides opportunities for complementary and supporting activities, and for development of these activities to intensify over time. Refer to *ShapingSEQ Background paper 2: Prosper* for a list of key components or associated facilities that exist within each precinct.

**Major enterprise and industrial areas** are areas that accommodate medium- and high-impact industries and other employment uses associated with, or have good access to, state transport infrastructure. These areas are major drivers of economic growth. They are either significant in size or have the potential to expand to provide for industry and business activity clusters of regional and state significance.

**Regional activity centres network** includes identified regionally significant centres that are highly accessible and contain concentrated business, services and facilities for employment, research and education, as well as higher density residential development.

**Rural precincts** are defined rural areas that have been planned by local government, in consultation with the Queensland Government and community, to create economically diverse and sustainable rural areas. Rural precincts are an important management tool in the Regional Landscape and Rural Production Area, and subject to endorsement and designation by the Minister, may provide for a greater range of activity to complement the rural area. Rural precincts must not be used to facilitate urban or rural residential development.

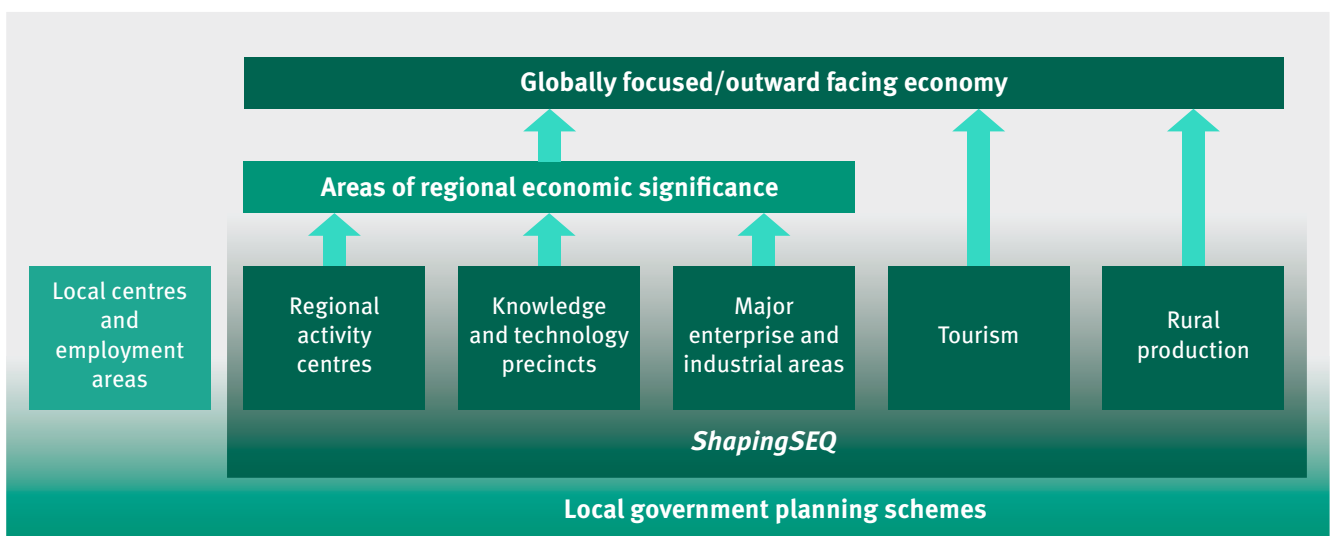
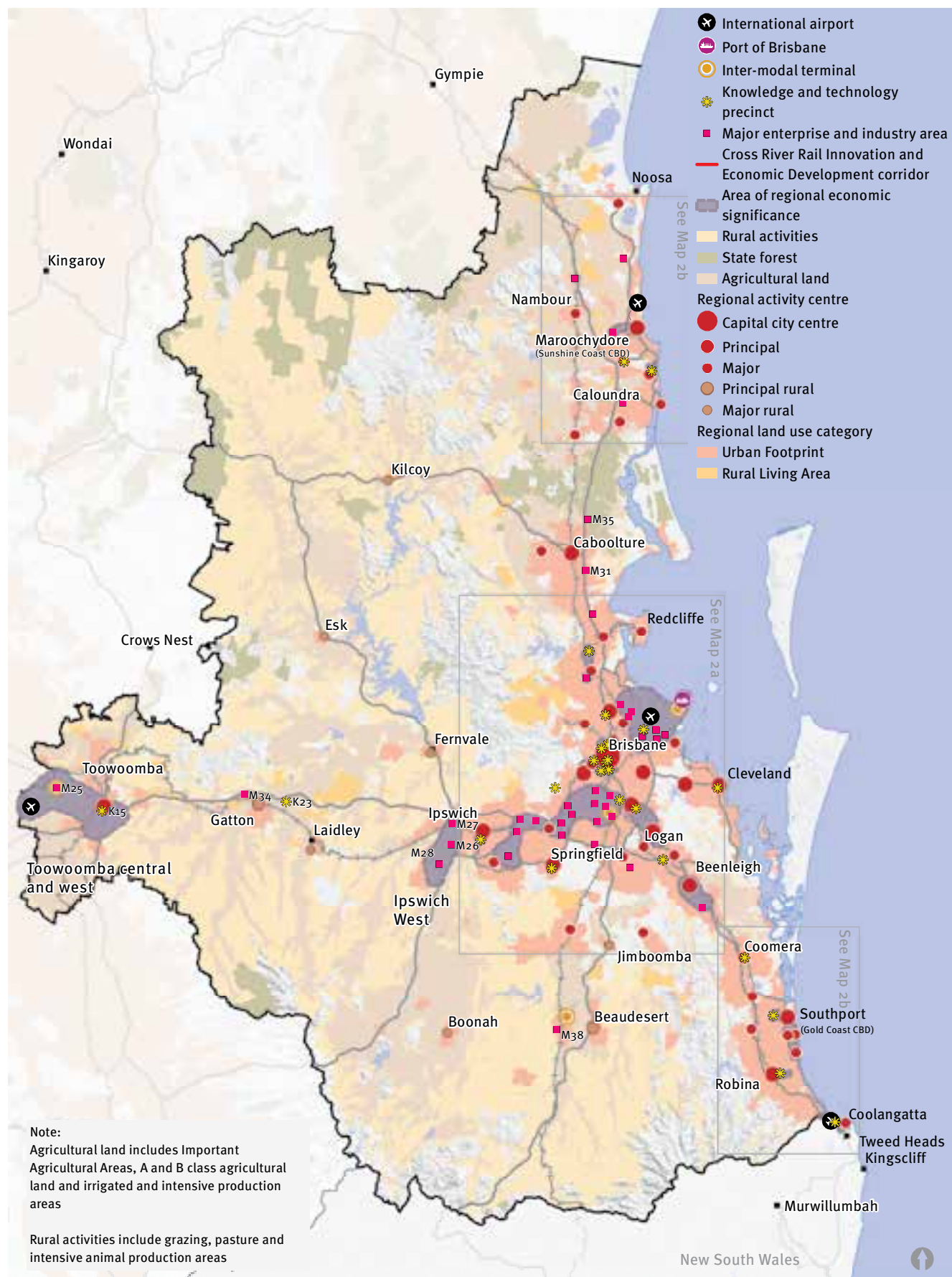


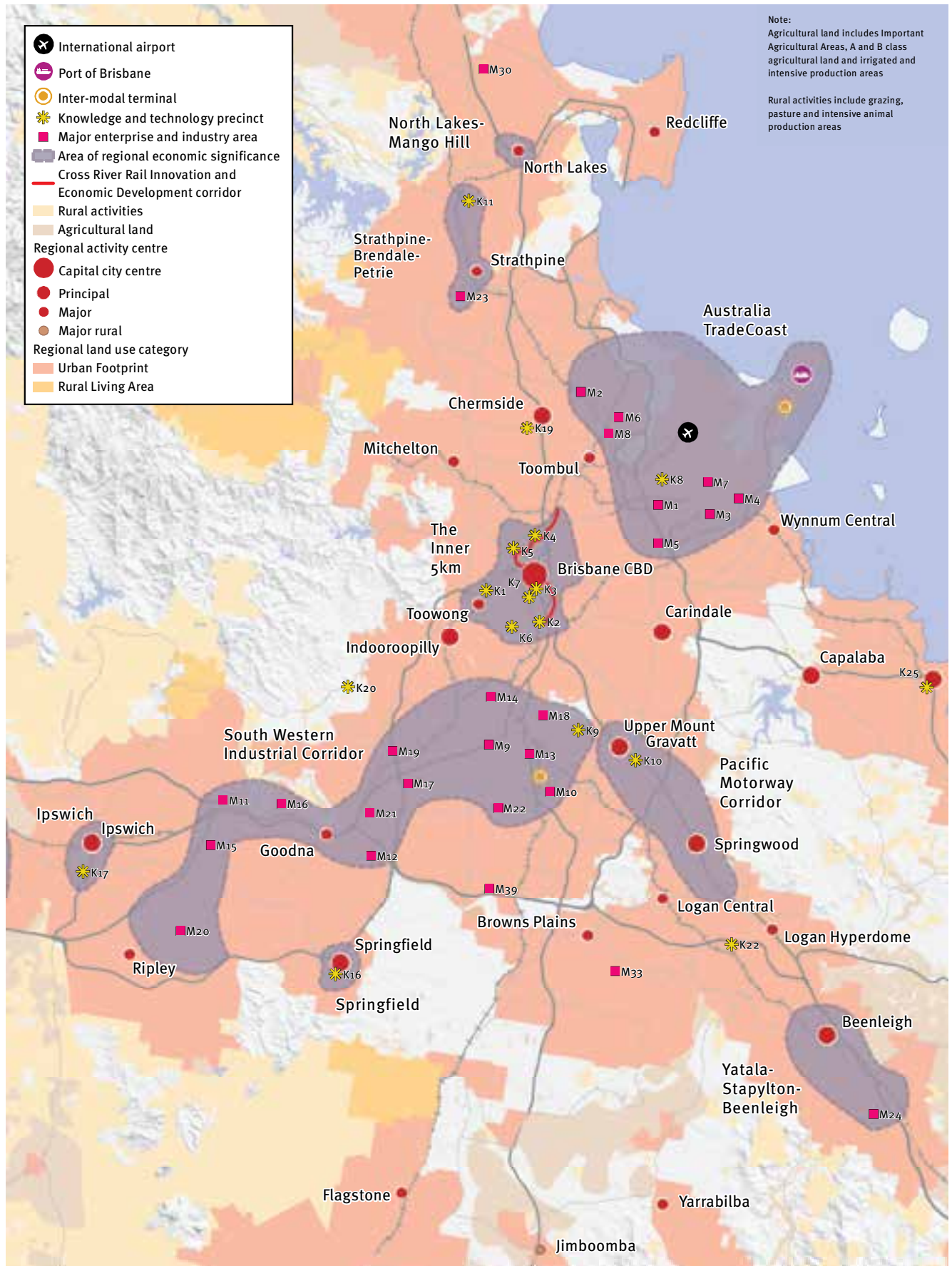
Figure 9: Regional drivers of an outward facing economy

# The next 25 years

## Prosper Map 2

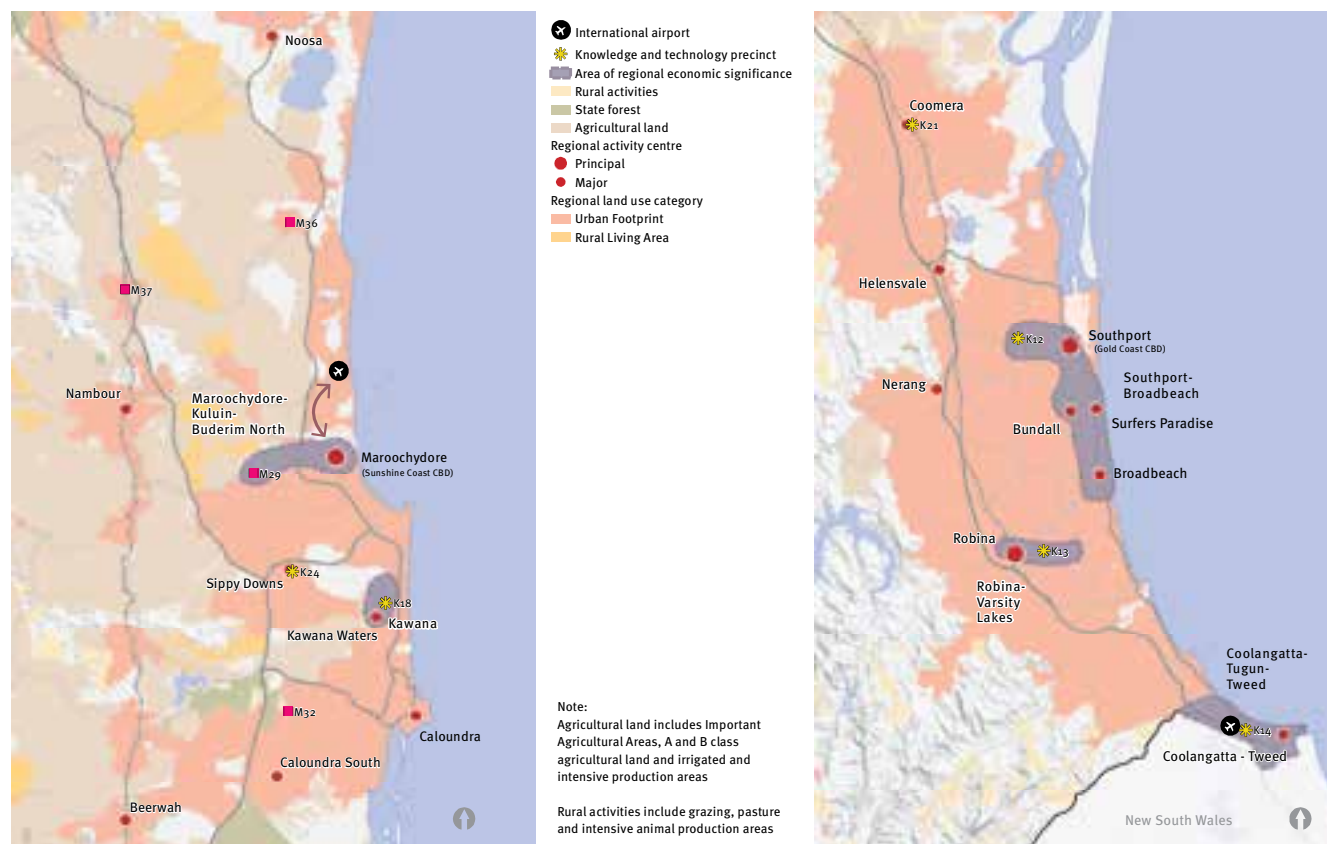


## Prosper Map 2a – Greater Brisbane



# The next 25 years

## Prosper Map 2b – Sunshine Coast and Gold Coast



## Cross River Rail

The inner 5 km of Brisbane, including CBD and fringe, represents the region's most significant concentration of employment activities, fulfilling a range of capital city and higher order functions. Inner Brisbane also hosts a range of major health, research and knowledge-intensive institutions including the Royal Brisbane and Women's Hospital, Princess Alexandra Hospital, Translational Research Institute, Boggo Road Ecosciences Precinct, Mater Hospital, Lady Cilento Children's Hospital, and campuses of the University of Queensland, Griffith University and Queensland University of Technology.

Inner Brisbane provides important opportunities for innovation, the sharing of knowledge and ideas, and scope for more specialised labour markets. This contributes to greater efficiencies and effectiveness in the use of scarce resources (e.g. land, infrastructure, capital, which ultimately helps to drive productivity growth and create jobs for wider SEQ.

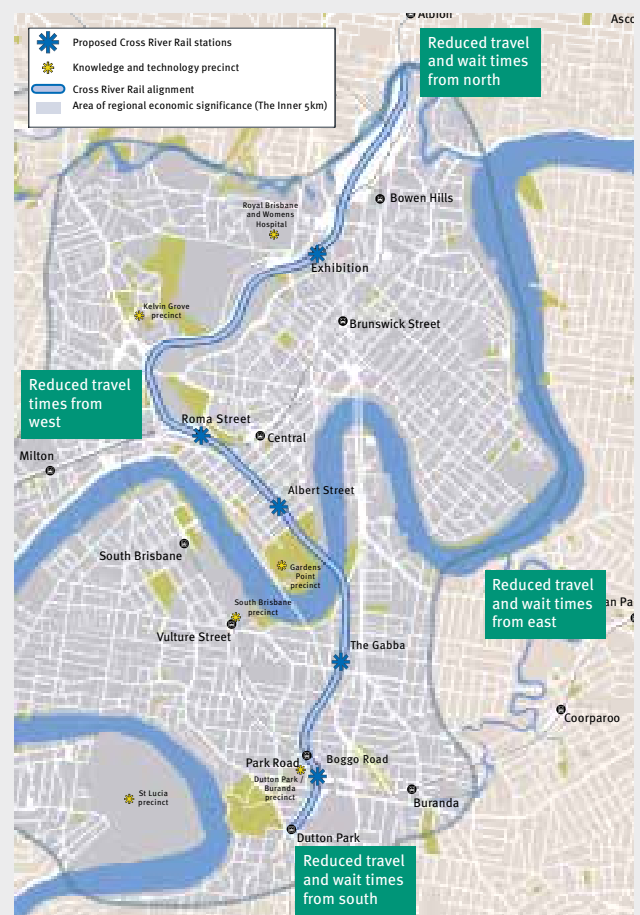
In recognition of this important clustering of economic activity, inner Brisbane is identified as the pre-eminent area of regional economic significance in *ShapingSEQ*. Sustaining economic growth in this area of regional economic significance will require supporting infrastructure and highlights the importance of Cross River Rail not only for inner Brisbane, but for the broader SEQ region.

Cross River Rail will help position inner Brisbane and the region for a more productive and competitive future. In the absence of Cross River Rail, the concentration of employment within inner Brisbane is likely to be constrained, hampering high-value job growth and limiting economic productivity due to the significant infrastructure burden to support commuting between home and work.

As well as removing inner city constraints, Cross River Rail will significantly increase transport capacity of the whole rail network. It will also significantly enhance business-to-business interactions by creating more efficient linkages and transport connections between individual economic components within the inner Brisbane area of regional economic significance and more broadly.

The economic benefits of Cross River Rail include:

- ▲ unlocking broader capacity that improves efficiencies across the entire network
- ▲ improved access across the region to concentrated employment areas, particularly the inner 5 km
- ▲ improved connectivity within the inner Brisbane area itself, particularly between knowledge and technology precincts and the CBD
- ▲ facilitating higher infill development opportunities along transport corridors and within inner Brisbane
- ▲ better efficiency and greater productivity through increased scale and intensity
- ▲ attracting more business activity, enhancing global competition.



Cross River Rail corridor could support

**+84,000**

new operating jobs

**+\$70B**

gross state product over the next 40 years

(based on preliminary economic analysis prepared for the Queensland Government)

# The next 25 years

Table 6: Areas of regional economic significance and their composition

| Area of regional economic significance | Components                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>The Inner 5 km</b>                  | <p><b>Cross River Rail Innovation and Economic Development Corridor</b></p> <p><b>Knowledge and technology precincts</b></p> <p><b>Auchenflower K1:</b><br/>Wesley Hospital</p> <p><b>Dutton Park/Buranda K2:</b><br/>Ecosciences Precinct<br/>Princess Alexandra Hospital</p> <p><b>Gardens Point K3:</b><br/>Queensland University of Technology, Gardens Point campus</p> <p><b>Herston K4:</b><br/>Royal Brisbane and Women's Hospital<br/>The University of Queensland, Herston campus</p> <p><b>Kelvin Grove K5:</b><br/>Queensland University of Technology, Kelvin Grove campus</p> <p><b>St Lucia K6:</b><br/>The University of Queensland, St Lucia campus</p> <p><b>South Brisbane K7:</b><br/>Lady Cilento Children's Hospital<br/>Griffith University, South Bank campus<br/>Mater Private Hospital Brisbane<br/>Queensland Cultural Precinct<br/>Southbank Institute of Technology</p> <p><b>Regional activity centres</b><br/>Capital city centre<br/>Toowong</p> <p><b>Economic enabling infrastructure</b><br/>Radial heavy rail network (Cross River Rail)<br/>Busway and improved inner city distribution (to complement Cross River Rail)<br/>Pedestrian and cycle network including green bridges</p> |
| <b>Australia TradeCoast</b>            | <p><b>Knowledge and technology precinct</b></p> <p><b>Australia TradeCoast K8:</b><br/>Australian Research Centre for Aerospace Automation (ARCAA)<br/>Aviation Australia</p> <p><b>Major enterprise and industrial areas</b><br/>Eagle Farm <b>M1</b><br/>Geebung <b>M2</b><br/>Hemmant <b>M3</b><br/>Lytton <b>M4</b><br/>Murarrie/Colmslie <b>M5</b><br/>Nudgee/Banyo <b>M6</b></p> <p>Pinkenba/Bulwer Island <b>M7</b><br/>Virginia/Northgate <b>M8</b></p> <p><b>Economic enabling infrastructure</b><br/>Port of Brisbane<br/>Brisbane Airport<br/>Brisbane Intermodal Terminal<br/>Port of Brisbane Motorway<br/>Gateway Motorway</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>South West Industrial Corridor</b>  | <p><b>Knowledge and technology precinct</b></p> <p><b>Nathan/Coopers Plains K9:</b><br/>Griffith University, Nathan and Mount Gravatt campuses<br/>Health and Food Sciences Precinct, Coopers Plains<br/>Queen Elizabeth II Jubilee Hospital</p> <p><b>Major enterprise and industrial areas</b><br/>Archerfield <b>M9</b><br/>Acacia Ridge <b>M10</b><br/>Bundamba/Riverview <b>M11</b><br/>Carole Park <b>M12</b><br/>Coopers Plains <b>M13</b><br/>Rocklea/Brisbane Markets <b>M14</b><br/>New Chum <b>M15</b><br/>Redbank <b>M16</b><br/>Richlands <b>M17</b><br/>Salisbury industrial area <b>M18</b><br/>Sumner/Darra <b>M19</b><br/>Swanbank <b>M20</b><br/>Wacol <b>M21</b><br/>Willawong <b>M22</b></p> <p><b>Regional activity centre</b><br/>Goodna</p> <p><b>Economic enabling infrastructure</b><br/>Acacia Ridge Intermodal Terminal<br/>Archerfield Airport<br/>Ipswich Motorway<br/>Heavy rail network (including Cross River Rail)<br/>Warrego Highway<br/>Cunningham Highway<br/>Logan Motorway</p>                                                                                                                                                                                                      |

| Area of regional economic significance             | Components                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Pacific Motorway Corridor</b>                   | <b>Knowledge and technology precinct</b><br><b>Eight Mile Plains K10:</b><br>Brisbane Technology Park<br><b>Regional activity centres</b><br>Upper Mount Gravatt<br>Springwood                                               | <b>Economic enabling infrastructure</b><br>Pacific Motorway<br>South East Busway<br>Underwood–Slacks Creek Industrial Corridor<br>Also incorporates the Underwood–Slacks Creek Industrial Corridor                                                             |
| <b>Strathpine–Brendale–Petrie Economic Cluster</b> | <b>Knowledge and technology precinct</b><br><b>Petrie K11</b><br>The Mill at Moreton Bay Priority Development Area<br><b>Major enterprise and industrial area</b><br>Brendale M23                                            | <b>Regional activity centre</b><br>Strathpine<br><b>Economic enabling infrastructure</b><br>Direct arterial access to Gateway Motorway<br>Direct arterial access to Bruce Highway<br>Heavy rail network (including Cross River Rail and Moreton Bay Rail Link) |
| <b>Yatala–Stapylton–Beenleigh Economic Cluster</b> | <b>Major enterprise and industrial area</b><br>Yatala/Stapylton M24<br><b>Regional activity centre</b><br>Beenleigh                                                                                                          | <b>Economic enabling infrastructure</b><br>Pacific Motorway                                                                                                                                                                                                    |
| <b>North Lakes–Mango Hill Economic Cluster</b>     | <b>Regional activity centre</b><br>North Lakes<br><b>Also incorporates the North Lakes Industrial Park</b>                                                                                                                   | <b>Economic enabling infrastructure</b><br>Bruce Highway<br>Heavy rail network (including Cross River Rail and Moreton Bay Rail Link)                                                                                                                          |
| <b>Southport–Broadbeach Economic Corridor</b>      | <b>Knowledge and technology precinct</b><br><b>Southport K12:</b><br>Griffith University, Gold Coast campus<br>Gold Coast University Hospital<br>Queensland Academies, Health Sciences campus<br>Gold Coast Private Hospital | <b>Regional activity centres</b><br>Southport<br>Broadbeach<br>Surfers Paradise<br>Bundall<br><b>Economic enabling infrastructure</b><br>Light rail<br>Heavy rail network (including Cross River Rail)                                                         |
| <b>Robina–Varsity Lakes Economic Cluster</b>       | <b>Knowledge and technology precinct</b><br><b>Robina/Varsity Lakes K13:</b><br>Robina Hospital<br>Bond University                                                                                                           | <b>Regional activity centre</b><br>Robina<br><b>Economic enabling infrastructure</b><br>Heavy rail network (including Cross River Rail)<br>Pacific Motorway                                                                                                    |
| <b>Coolangatta–Tugun–Tweed Economic Cluster</b>    | <b>Knowledge and technology precinct</b><br><b>Coolangatta K14:</b><br>John Flynn Private Hospital<br>Southern Cross University                                                                                              | <b>Regional activity centre</b><br>Coolangatta<br><b>Enabling Economic Infrastructure</b><br>Gold Coast Airport<br>Pacific Motorway                                                                                                                            |

(continued over page...)

# The next 25 years

| Area of regional economic significance                        | Components                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                               |
|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Toowoomba Central and West Economic Cluster</b>            | <b>Knowledge and technology precinct</b><br><b>Toowoomba K15:</b><br>University of Southern Queensland,<br>Toowoomba campus<br>Toowoomba Hospital<br>St Vincent's Private Hospital<br>TAFE Queensland South West<br><br><b>Major enterprise and industrial area</b><br>Charlton/Wellcamp M25<br><br><b>Regional activity centre</b><br>Toowoomba | <b>Enabling Economic Infrastructure</b><br>Brisbane West Wellcamp Airport<br>Intermodal Facility<br>Toowoomba Second Range Crossing<br>Gore Highway<br>Warrego Highway<br>New England Highway |
| <b>Springfield Economic Cluster</b>                           | <b>Knowledge and technology precinct</b><br><b>Greater Springfield K16:</b><br>University of Southern Queensland,<br>Springfield campus<br>Mater Private Hospital Springfield<br><br><b>Regional activity centre</b><br>Springfield                                                                                                              | <b>Enabling Economic Infrastructure</b><br>Heavy rail network<br>Centenary Highway<br>Logan Motorway                                                                                          |
| <b>Ipswich Economic Cluster</b>                               | <b>Knowledge and technology precinct</b><br><b>Ipswich K17:</b><br>University of Southern Queensland,<br>Ipswich campus<br>Ipswich Hospital<br>St Andrews Ipswich Private Hospital                                                                                                                                                               | <b>Regional activity centre</b><br>Ipswich<br><br><b>Enabling economic infrastructure</b><br>Heavy rail network<br>Warrego Highway<br>Cunningham Highway                                      |
| <b>Ipswich West Industrial Corridor</b>                       | <b>Major enterprise and industrial area</b><br>Amberley M26<br>Wulkuraka/Karrabin M27<br>Ebenezer M28                                                                                                                                                                                                                                            | <b>Enabling economic infrastructure</b><br>Warrego Highway<br>Cunningham Highway                                                                                                              |
| <b>Maroochydore–Kuluin and Buderim North Economic Cluster</b> | <b>Major enterprise and industrial area</b><br>Kunda Park M29                                                                                                                                                                                                                                                                                    | <b>Regional activity centre</b><br>Maroochydore (Sunshine Coast CBD)<br><br><b>Enabling economic infrastructure</b><br>Sunshine Coast Airport<br>Direct arterial access to Bruce Highway      |
| <b>Kawana Economic Cluster</b>                                | <b>Knowledge and technology precinct</b><br><b>Kawana Waters K18:</b><br>Sunshine Coast University Hospital                                                                                                                                                                                                                                      | <b>Regional activity centre</b><br>Kawana<br><br><b>Enabling economic infrastructure</b><br>Direct arterial access to Bruce Highway                                                           |

Table 7: Individual knowledge and technology precincts

| Precinct and sectors                                 | Core health, education or cultural facility         | Key components or associated facilities      |
|------------------------------------------------------|-----------------------------------------------------|----------------------------------------------|
| <b>Chermside K19</b><br>(health and education)       | Prince Charles Hospital                             | Medical Engineering Research Facility (MERF) |
| <b>Pinjarra Hills K20</b><br>(technology and mining) | Queensland Centre for Advanced Technologies (QCAT)  | CRCMining<br>Solar Biofuels Research Centre  |
| <b>Coomera K21</b><br>(film and media)               | TAFE Queensland Gold Coast, Coomera campus          | Village Roadshow Studios                     |
| <b>Meadowbrook K22</b><br>(health and education)     | Logan Hospital<br>Griffith University, Logan campus |                                              |
| <b>Gatton K23</b><br>(animal sciences)               | The University of Queensland, Gatton campus         | Queensland Animal Science Precinct (QASP)    |
| <b>Sippy Downs K24</b><br>(education and technology) | University of Sunshine Coast, Sippy Downs campus    | Innovation Centre Sunshine Coast             |
| <b>Cleveland K25</b><br>(health)                     | Redlands Hospital<br>Mater Private Hospital         |                                              |

Table 8: Individual major enterprise and industrial areas

| Areas | Narangba <b>M30</b><br>Morayfield <b>M31</b><br>Caloundra <b>M32</b><br>Crestmead <b>M33</b><br>Gatton North <b>M34</b><br>Elimbah East <b>M35</b> | Coolum <b>M36</b><br>Yandina East <b>M37</b><br>Bromelton State<br>Development Area <b>M38</b><br>Heathwood/Larapinta <b>M39</b> |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|



Griffith University,  
Meadowbrook,  
Logan

# The next 25 years

Table 9: Regional activity centre type

| Regional activity centre type             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Capital city centre</b>                | <p>SEQ's capital city centre includes the Brisbane CBD and its surrounding frame. The area is the civic, social, economic and administrative hub of Queensland; the region's primary centre of economic activity; and the driver of national and global competitiveness. It supports a large in-centre residential population due to its high levels of amenity, services and vibrant day and night time economy.</p> <p>The centre has a critical outward-facing role in attracting global businesses and institutions to the region. It accommodates cultural, entertainment, health and education facilities of national and international significance.</p> <p>The centre will continue to be a primary location for creative, knowledge-intensive and highly skilled enterprises, and provide critical economic and social connections to the growing Asia-Pacific economy.</p> | <p>The centre's surrounding frame includes Fortitude Valley, South Brisbane, Spring Hill, Newstead-Bowen Hills, Paddington-Milton and Woolloongabba. This area supports large residential communities and clusters of knowledge and corporate, energy and resources, tourism and entertainment, health, and creative and cultural activities.</p> <p>Increasingly, growth and commercial expansion into the frame area will play an important support role to the central business district.</p> <p>The capital city centre will continue to generate and attract a large number of daily transport trips and remain the focus of the region's public transport system.</p> |
| <b>Principal regional activity centre</b> | <p>Outside the capital city centre, principal regional activity centres are key focal points for regional employment and critical regional services. These centres provide a secondary administrative function to the capital city, accommodating government offices and service centres of regional significance.</p> <p>To compete in a competitive global market, these centres support economically significant clusters that specialise in outward-focused sectors and services, such as professional, health, education, cultural and recreational services.</p>                                                                                                                                                                                                                                                                                                               | <p>They serve as both creative and knowledge hubs while giving their workforce and resident catchments access to high-order retail and hospitality functions, and cultural and entertainment facilities.</p> <p>As major trip generators, these centres usually have existing or planned, dedicated public transport, such as rail, bus or light rail, and comprise key nodes in the regional public transport system.</p>                                                                                                                                                                                                                                                  |
| <b>Major regional activity centre</b>     | <p>These centres are focal points for sub-regional employment and the delivery of sub-regional services. They provide a third-tier administrative function to the capital city centre, accommodating government branch offices or service centres of sub-regional significance.</p> <p>They also contain major concentrations of business and related activities, cultural and entertainment facilities, and support comparison and convenience retail uses that meet the needs of their sub-regional catchments.</p>                                                                                                                                                                                                                                                                                                                                                                | <p>As well as their traditional service roles, growth and commercial development increasingly supports creative and knowledge-intensive businesses to meet the demands of a changing economy.</p> <p>These centres are usually located around key suburban or interurban public transport stations and provide frequent public transport services to link the centre to surrounding communities.</p>                                                                                                                                                                                                                                                                        |
| <b>Principal rural activity centre</b>    | <p>These centres are important service and community hubs in rural areas. They support a sub-regional rural catchment and contain concentrated rural services, as well as commercial, retail, government and community activities. These centres have excellent roads and basic public transport links.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Major rural activity centre</b>        | <p>These centres are rural towns that provide more than one function to their surrounding rural catchments. They provide concentrated retail, commercial, community and some government services. They have excellent road connections and, potentially, public transport services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

Table 10: Regional activity centres

| Centre                                    | Areas                                                                                                                                                                                          |                                                                                                                                                                                              |
|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Capital city centre</b>                | Brisbane CBD and frame                                                                                                                                                                         |                                                                                                                                                                                              |
| <b>Principal regional activity centre</b> | Beenleigh<br>Caboolture/Morayfield<br>Capalaba<br>Carindale<br>Chermside<br>Cleveland<br>Indooroopilly<br>Ipswich                                                                              | Maroochydore (Sunshine Coast CBD)<br>Robina<br>Southport (Gold Coast CBD)<br>Springfield<br>Springwood<br>Toowoomba<br>Upper Mount Gravatt                                                   |
| <b>Major regional activity centre</b>     | Beerwah<br>Broadbeach<br>Browns Plains<br>Bundall<br>Caloundra<br>Caloundra South<br>Coolangatta<br>Coomera<br>Flagstone<br>Goodna<br>Helensvale<br>Kawana<br>Logan Central<br>Logan Hyperdome | Mitchelton<br>Nambour<br>Nerang<br>Noosa<br>North Lakes<br>Redcliffe<br>Ripley<br>Sippy Downs<br>Strathpine<br>Surfers Paradise<br>Toombul/Nundah<br>Toowong<br>Wynnum Central<br>Yarrabilba |
| <b>Principal rural activity centre</b>    | Beaudesert<br>Gatton                                                                                                                                                                           |                                                                                                                                                                                              |
| <b>Major rural activity centre</b>        | Boonah<br>Esk<br>Fernvale                                                                                                                                                                      | Jimboomba<br>Kilcoy<br>Laidley                                                                                                                                                               |



A major rural activity centre, Esk, Somerset

## GOAL 3: CONNECT

SEQ is a region of more complete and interconnected communities supported by a multimodal and integrated regional transport system that prioritises public and active transport for commuter trips. Infrastructure networks and services enable efficient and sustainable development, economic growth and social benefits throughout the region.

### Context

The connectedness of SEQ—including the method and ease of travel, and connections to water, digital and energy networks—is critical to shaping and supporting our economy and lifestyle. A close relationship between transport and land use is fundamental to best practice regional planning.

Previous regional plans have sought to reduce car dependency in SEQ to achieve more sustainable and fairer communities, offering a genuine choice of travel. However, the ‘business as usual’ (demand-based) approach to infrastructure investment has not moved us significantly in that direction.

*ShapingSEQ* realises we need to change our transport priorities to achieve a more sustainable, healthier and fairer transport system, and so prioritises public and active transport. This includes making the most of our existing systems and targeting strategic investment in new region-shaping infrastructure.

This is as much about getting the land use right as the transport. Integrated land use and infrastructure planning is fundamental to achieving community aspirations, economic growth, and efficient and affordable infrastructure delivery.

*Integrated land use and infrastructure planning is fundamental to achieving community aspirations, economic growth, and efficient and affordable infrastructure delivery.*



Kippa-Ring  
railway station,  
Redcliffe  
Peninsula Line,  
Moreton Bay

Integrated planning will support:

- ▲ the efficient use of existing infrastructure and cost-effective expansion of infrastructure networks
- ▲ greater use of active and public transport where higher density development and key employment nodes are supported with high-frequency public transport
- ▲ key freight connections
- ▲ the efficient and timely delivery of energy and water systems to support growth in key locations and environmental outcomes
- ▲ the efficient delivery of essential infrastructure, such as education, health, energy and recreation facilities
- ▲ digital networks that enable transactions and data flow across the economy, and reduce the need for travel
- ▲ a more efficient, compact urban form that integrates housing, economic activity and transport, reducing overall transport needs.

By planning more accessible and complete communities, we can give people more sustainable choices for travel and services, and create an opportunity to use spare capacity in services where it exists. We need to support this type of development with the timely delivery of services and infrastructure.

This requires a shift in the planning and delivery of land use and infrastructure. We need:

- ▲ a more concerted approach to integrating transport infrastructure with complementary land use and densities to increase the share of trips made by walking, cycling and public transport
- ▲ flexibility to take advantage of new technologies and digital infrastructure
- ▲ integrated decision-making and investment by government infrastructure agencies and the private sector
- ▲ extended, high-frequency passenger transport services to significantly improve accessibility and create more efficient and functional urban environments
- ▲ to understand and consider the demands of the whole freight supply chain network when making land use decisions.

For further information, see [\*ShapingSEQ Background paper 3: Connect\*](#).

High-frequency passenger transport services

**AT LEAST 15 MINUTE SERVICE 7 AM – 7 PM,  
7 DAYS A WEEK**

## Elements and strategies

### Element 1: An efficient movement system

People and freight move efficiently around the region, maximising community and economic benefits.

#### Strategies

- 1 Maximise the use of existing transport infrastructure to support the desired regional settlement pattern and economic network.
- 2 Prioritise improving the capacity of, and delivering high-frequency services for, the region's public transport system and extending active transport networks (*Map 3 and 3a*).
- 3 Prioritise efficient and reliable freight movement on key corridors to minimise conflicts with other transport and land uses (*Map 3b*).

### Element 2: Integrated planning

Infrastructure and land use planning and delivery are integrated.

#### Strategies

- 1 Investigate, plan and deliver a strategic transport system that connects people, places and employment efficiently with high-frequency passenger transport services (*Map 3 and 3a*).
- 2 Investigate, plan and deliver transport solutions to enable the growth of areas of regional economic significance by connecting regional activity centres, knowledge and technology precincts, and major enterprise and industrial areas.
- 3 Coordinate and integrate the planning and delivery of infrastructure and services at regional, sub-regional and local levels using a consistent set of regional plan growth assumptions, including the 2041 dwelling supply and employment planning benchmarks (*Tables 2 and 4, and Appendix 1*) and supporting assumptions.
- 4 Integrate infrastructure project planning with local land use planning to maximise access to, use and benefits of significant infrastructure and service upgrades, including, where feasible, capturing a proportion of associated land value uplift to help fund the project.
- 5 Investigate and plan to maximise shared use of vehicles, including through planning for the introduction of autonomous vehicles.

(continued over page...)

# The next 25 years

## Elements and strategies

### Element 3: Active transport

Active transport is a favoured, practical option for a range of trips.

#### Strategies

- 1 Provide an extensive and safe active transport network throughout the region's urban areas.
- 2 Support active transport connections to existing and planned, high-frequency public transport stops and stations, centres, schools and tertiary education institutions.
- 3 Design new urban communities to promote active and public transport travel to reduce private vehicle dependence.

### Element 4: Prioritised infrastructure investment

Investment in the regional infrastructure network is prioritised to service social and economic needs in a way that integrates with the desired growth pattern.

#### Strategies

- 1 Advance region-shaping infrastructure (*Table 11*) via the State Infrastructure Plan's planning, prioritisation and delivery framework.
- 2 Support infrastructure solutions as required to enable planned growth areas (i.e. those zoned for urban development) to provide an adequate, affordable urban land supply.
- 3 Identify innovative or non-built solutions to service needs to reduce costly infrastructure investments.
- 4 Identify opportunities to partner with other levels of government or industry to respond to service needs.

### Element 5: Regional infrastructure networks

Regional infrastructure networks are maintained and enhanced to support the region's growth and needs sustainably, cost effectively and in a timely manner.

#### Strategies

- 1 Ensure land use and built form support the efficient use of existing regional infrastructure networks, and cost-effective augmentation of infrastructure for energy, water and sewerage to meet needs.
- 2 Embrace innovative funding mechanisms to support better infrastructure delivery.
- 3 Deliver infrastructure coordination plans and regional transport plans for SEQ to progress the planning and delivery of the strategic transport system (*Maps 3, 3a, 3b*), and other infrastructure to support the region's growth.

### Element 6: Digital infrastructure

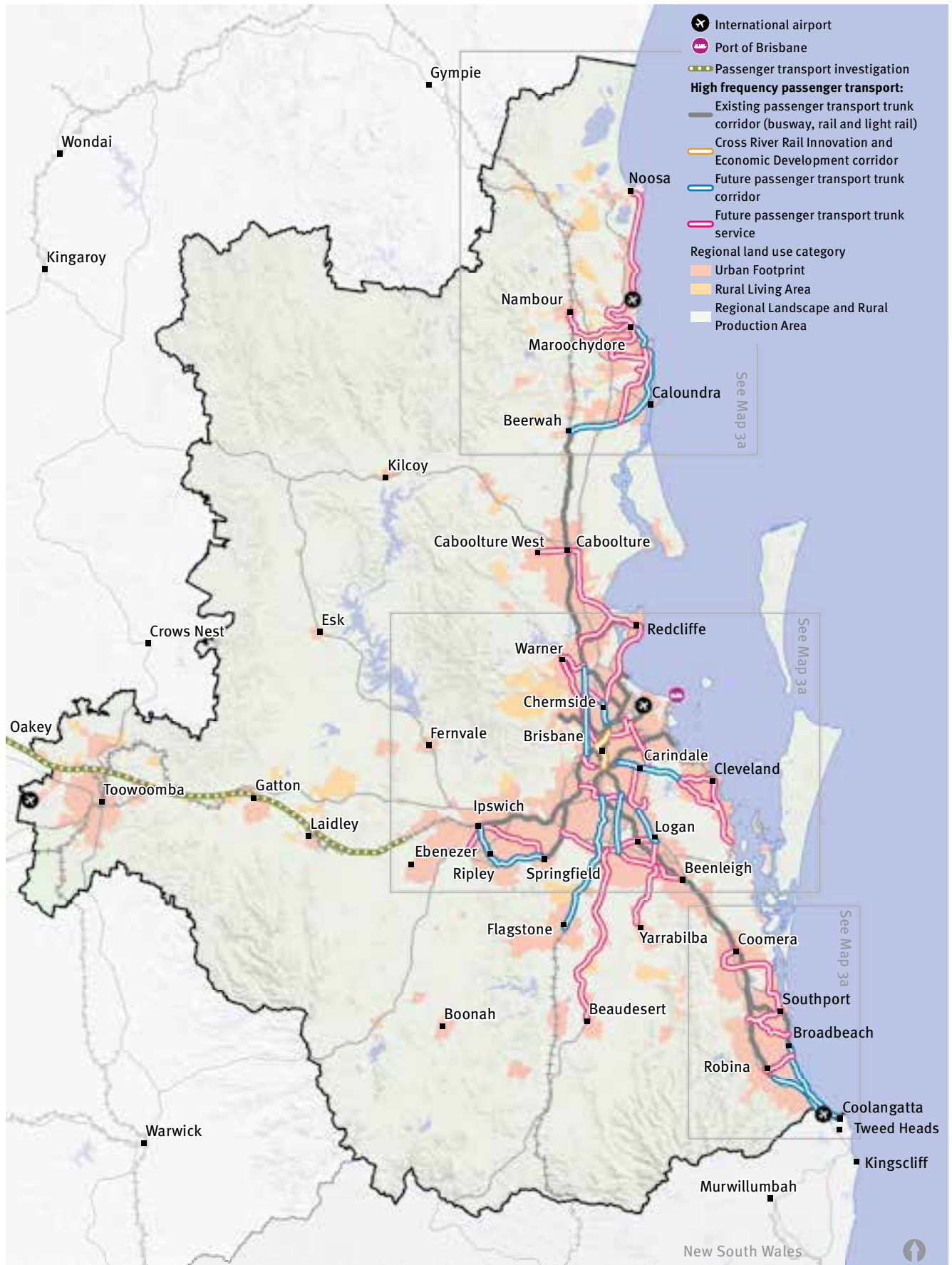
SEQ has a robust digital infrastructure network to service business and social interaction.

#### Strategies

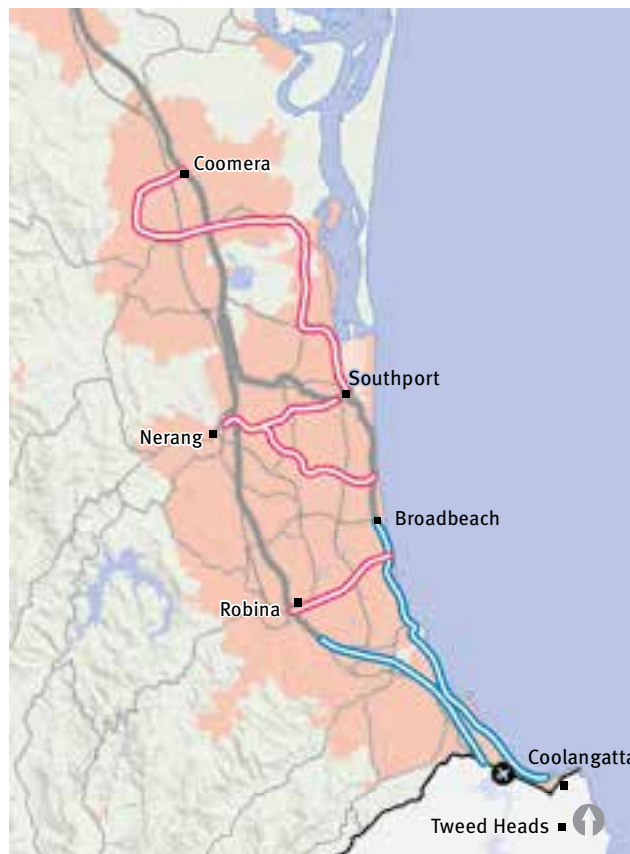
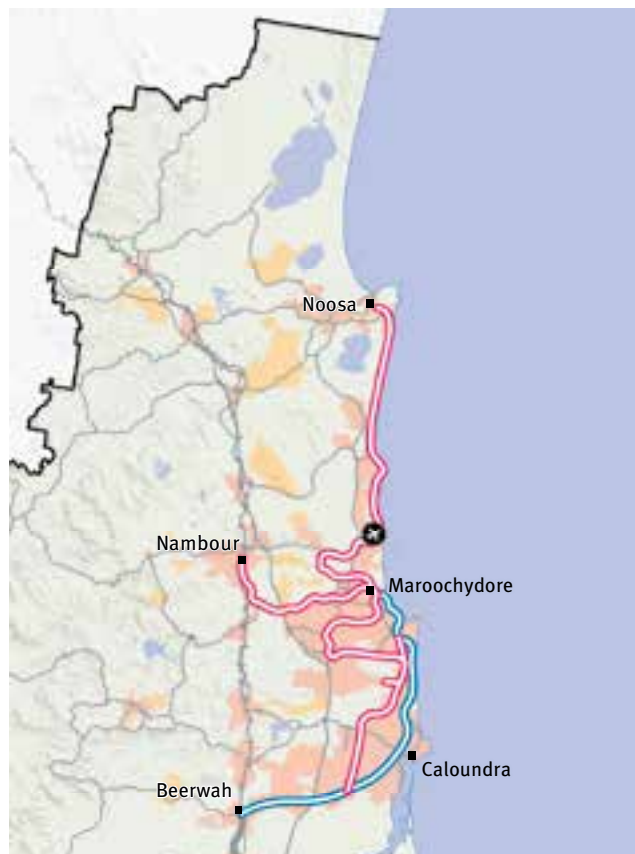
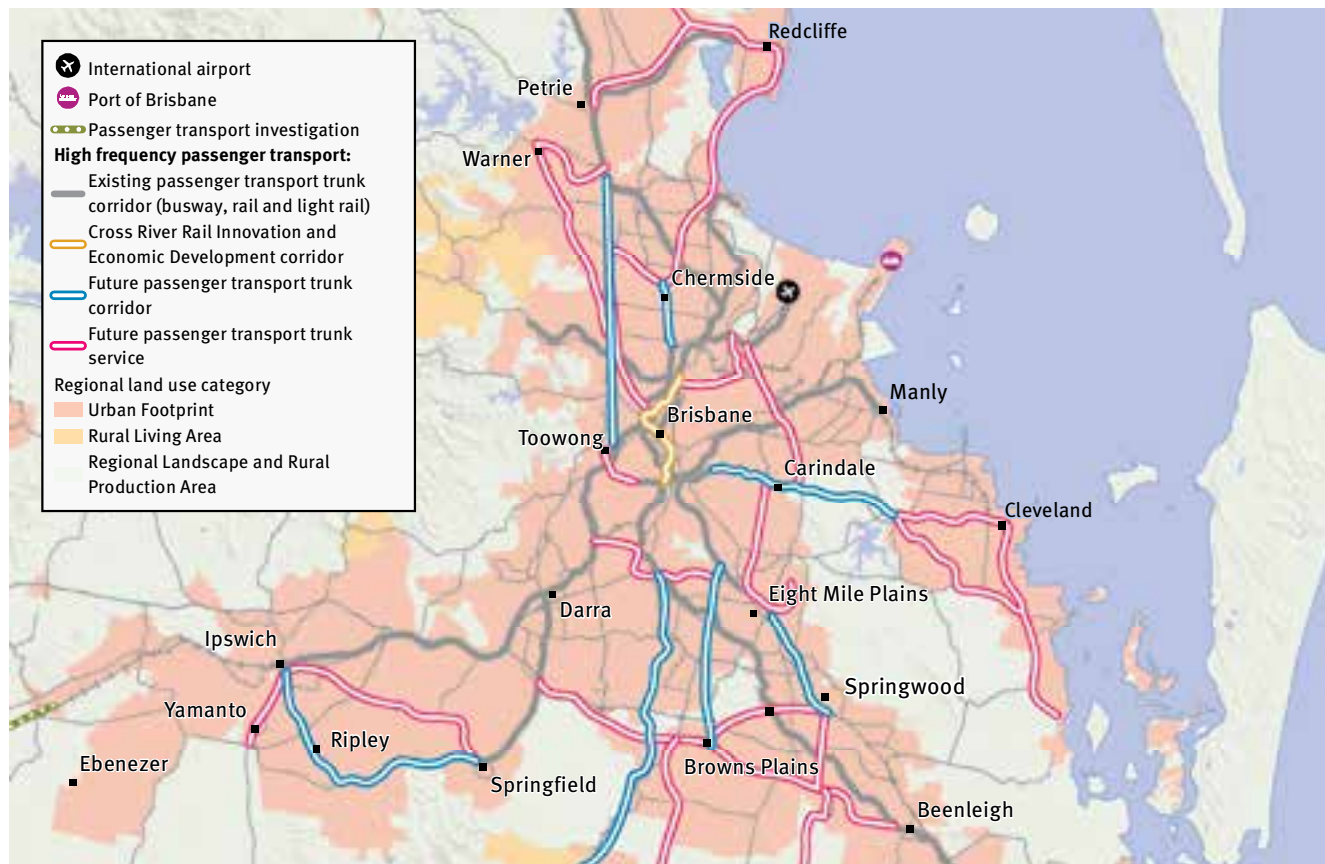
- 1 Support improved digital connections to knowledge and technology precincts, centres, and major enterprise and industrial areas.
- 2 Work with communications providers and the Australian Government to improve digital infrastructure.
- 3 Maximise the use of digital communications infrastructure to support more flexible working arrangements.

Buranda busway, Brisbane

## Connect Map 3 – Strategic passenger transport (PT) system 2016–41



Connect Map 3a – Strategic passenger transport (PT) system 2016–41



## Connect Map 3b – Strategic road and freight system 2016–41



# The next 25 years

Table 11: Priority region-shaping infrastructure

| Infrastructure priority                                                                                                                                                                | Relationship to regional policy                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Cross River Rail</b>                                                                                                                                                                | Significantly increases the regional rail network's capacity.<br>Facilitates employment growth in the capital city centre, delivers economic agglomeration benefits for the region, and supports residential infill and future rail links to planned greenfield growth areas.                                                                                                                                                                                            |
| <b>Options for improved inner city distribution (to complement Cross River Rail)</b>                                                                                                   | Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential infill in Brisbane.<br>Enhances growth and intensification of Inner 5km area of regional economic significance (ARES).                                                                                                                                                                                                                             |
| <b>South East Busway extension to Springwood (as busway or other passenger transport trunk corridor)</b>                                                                               | Supports increased dwelling densities and employment growth, e.g. around any new busway stations, and more accessible and efficient public transport.                                                                                                                                                                                                                                                                                                                    |
| <b>Eastern Busway extension to Carindale and Capalaba (as busway or other passenger transport trunk corridor)</b>                                                                      | Busway extension to Springwood enhances growth and intensification of Pacific Motorway Corridor ARES.                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Northern Busway extension to Chermside (as busway or other passenger transport trunk corridor)</b>                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Provide a passenger transport trunk corridor from the South East Busway to Browns Plains</b>                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Extension of passenger transport trunk services to planned major greenfield growth areas:</b><br>▲ Greater Flagstone (proposed trunk corridor)<br>▲ Caboolture West<br>▲ Yarrabilba | Supports increased take-up of planned greenfield growth, including higher densities close to any planned stations.                                                                                                                                                                                                                                                                                                                                                       |
| <b>Dedicated rail freight link from inland rail to the Port of Brisbane</b>                                                                                                            | Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally.<br>Enhances growth and intensification of the Australia TradeCoast ARES and potentially a number of other ARES including:<br>▲ Toowoomba Central and West economic cluster<br>▲ South western component of Ipswich Western Industrial corridor<br>▲ South West industrial corridor<br>▲ Yatala-Stapylton-Beenleigh economic cluster. |
| <b>Extension of high-frequency passenger transport trunk corridor from Broadbeach to Coolangatta (as light rail or other service)</b>                                                  | Supports increased dwelling densities and employment growth, e.g. around any new light rail stations, and more accessible and efficient public transport.                                                                                                                                                                                                                                                                                                                |
| <b>New passenger transport trunk service linking from the new passenger transport trunk corridor south of Broadbeach via Bond University to Robina</b>                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Passenger transport trunk corridor from Maroochydore to Caloundra to Beerwah</b>                                                                                                    | Supports increased dwelling densities and employment growth, e.g. around any new public transport stations, and more accessible and efficient public transport.<br>Supports increased take-up of planned greenfield growth, including higher densities close to any planned stations.                                                                                                                                                                                    |

| Infrastructure priority                                          | Relationship to regional policy                                                                                                                                                                                                                       |
|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Extension of passenger transport trunk corridor to Ripley Valley | Supports increased take-up of planned greenfield growth, including higher densities close to any planned stations.<br>Reduces demand on Ipswich Motorway.                                                                                             |
| Toowoomba Second Range Crossing                                  | Takes heavy freight traffic out of the centre of Toowoomba, supporting higher density, inner urban renewal and improved liveability.<br>Supports greater efficiency and economic growth through dedicated freight corridor that bypasses town centre. |
| Inland rail from Melbourne via Toowoomba and Lockyer Valley      | Supports increased capacity to manage freight through SEQ generally and specific opportunities in major enterprise and industrial areas, including Charlton Wellcamp. Potentially enhances existing ARES or catalyse new ARES.                        |

### State Infrastructure Plan

*ShapingSEQ* identifies the region-shaping infrastructure priorities and other infrastructure required to service existing development and support growth in the region. These infrastructure needs and priorities will inform future iterations of the State Infrastructure Plan (SIP). Figure 10 illustrates the relationship between SIP and *ShapingSEQ*. Table 12 compares SIP's principles with *ShapingSEQ*.

'Part B: Program' of the SIP will be updated annually to reflect infrastructure planning and investment decisions by relevant infrastructure agencies, as informed by 'Part A: Strategy' of the SIP, and identified medium- to long-term infrastructure opportunities.



Active transport,  
Brisbane

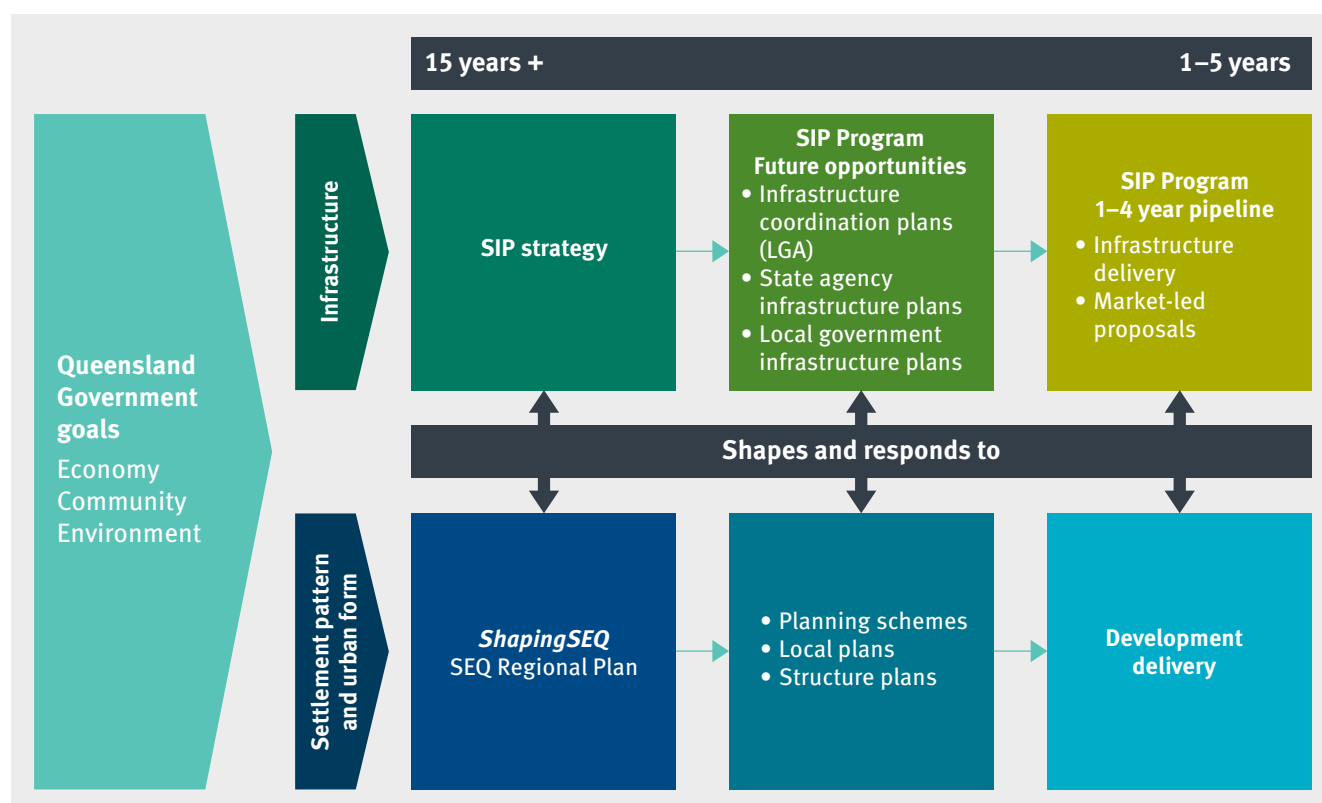


Figure 10: ShapingSEQ and SIP relationship

**Existing passenger transport trunk corridor** identifies existing infrastructure corridors (busway, rail and light rail) which provide high frequency public transport.

**Cross River Rail Innovation and Economic Development corridor** is the key to delivering high frequency passenger transport on the rail system and unlocking economic opportunities for SEQ.

**Future passenger transport trunk corridor** identifies new corridors which provide high frequency passenger transport through infrastructure provision and service improvement.

**Future passenger transport services** identify on road passenger transport connections which will provide high frequency passenger transport through service improvements.

Table 12 – SIP principles

| SIP principles                                                                                               | ShapingSEQ response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Making better use of our existing infrastructure and being smarter in how we plan to cater for growth</b> | <ul style="list-style-type: none"> <li>Improve frequency/level of service of the strategic passenger transport system.</li> <li>Focus on locations with spare capacity in existing infrastructure or which can be cost-effectively augmented.</li> <li>Increases in residential infill – better access to employment via activity centres and high frequency passenger transport.</li> <li>New urban growth areas leverage existing infrastructure and plan to maximise use of public and active transport.</li> </ul>                                                                                                                                                                                                                                                                                                                         |
| <b>Better integration of land use planning, infrastructure and economic planning for a united approach</b>   | <ul style="list-style-type: none"> <li>Transport and data linkages within and between areas of regional economic significance to support economic interactions.</li> <li>Public transport networks integral to accommodate growth and facilitate access to and between employment areas.</li> <li>Focusing on infill allows more people to live near public transport and employment.</li> <li>Informed by <i>ShapingSEQ</i> priorities, outcomes delivered through Infrastructure Coordination Plans, Regional Transport Plans and other agency infrastructure plans.</li> <li>SEQ City Deal and the Cross River Rail Economic Development Strategy recognised as major implementation actions.</li> <li>Consistent growth assumptions support coordination of infrastructure planning at regional, sub-regional and local levels.</li> </ul> |
| <b>Enabling greater innovation and market-led responses in our future challenges</b>                         | <ul style="list-style-type: none"> <li>Articulates region-shaping infrastructure priorities which are open to market-led responses.</li> <li>Innovation in how the region-shaping infrastructure needs are serviced.</li> <li>Encourages better integration of land use and transport project planning to optimise value creation, with the gains shared to more effectively fund and finance infrastructure.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                       |



Gold Coast  
Light Rail

ShapingSEQ October 2016

## GOAL 4: SUSTAIN

SEQ's natural assets and regional landscapes are protected and nurtured to sustain our regional population, comprising strong and diverse communities that are safe, fair, sustainable, resilient and prepared for climate change. Together, our environment and communities will ensure future generations enjoy a good quality of life and affordable living options.

### Context

*ShapingSEQ* is based on the understanding that our region relies on its environmental assets to support our communities and lifestyles, and in turn, more socially successful communities support our economy

SEQ's communities depend on natural assets and regional landscapes. *ShapingSEQ* recognises the need to identify, protect and manage these values to ensure they continue to contribute to the region's liveability, health, lifestyle and economy. SEQ's natural assets comprise a rich mix of elements, including:

- ▲ waterways, wetlands and estuaries
- ▲ beaches, coastal wetlands, dunes, mangroves and wallum heath
- ▲ marine ecosystems and marine waters
- ▲ rich and diverse plants and animals
- ▲ critical habitat for endangered species
- ▲ bushlands and grasslands
- ▲ lush rainforest, tall forests and woodland
- ▲ mountains and hills.

Our regional landscapes contain a wide range of values, including biodiversity, rural production, natural economic resources, scenic amenity, cultural landscapes and outdoor recreation. These values contribute to SEQ being one of the most biodiverse regions in Australia.

*Vibrant and sustainable communities link an individual's wellbeing and quality of life with that of the broader community by facilitating equitable access to services, infrastructure, greenspace and participation in society.*

Noosa National Park,  
Queensland

As development in SEQ has expanded, our natural assets have experienced increasing pressure from population growth and land clearing. Fragmentation and degradation of natural corridors and habitats, has resulted in significant species decline. Climate change will increase pressure on the health of these natural assets.

*ShapingSEQ* recognises the need to identify and protect assets, to build resilience in habitats and species to deal with climate impacts and to re-connect wildlife habitat corridors across the landscape.

The following strategies provide further guidance on the types of values that are important for SEQ's long-term sustainability and to maximise its lifestyle opportunities, and how they will be delivered spatially.

Planning for growth and change in the region provides opportunities for productive, happy, healthy, meaningful lives for individuals and communities. Successful communities help people connect to their social and physical environments, both constructed and natural, and support their social needs.

For further information, see *ShapingSEQ Background paper 4: Sustain*.

## Koalas in SEQ

The Queensland Government has established an expert panel to improve koala conservation in SEQ. The panel is currently reviewing the existing policy and regulatory framework that relates to koala protection and management. Once available, the expert panel's recommendations are expected to inform the final version of *ShapingSEQ*.

## Affordable living

Affordable living is about more than just the cost of housing. It takes into account a range of factors, including size, type and cost of housing we choose, how we move around and the resources we use (Figure 11).

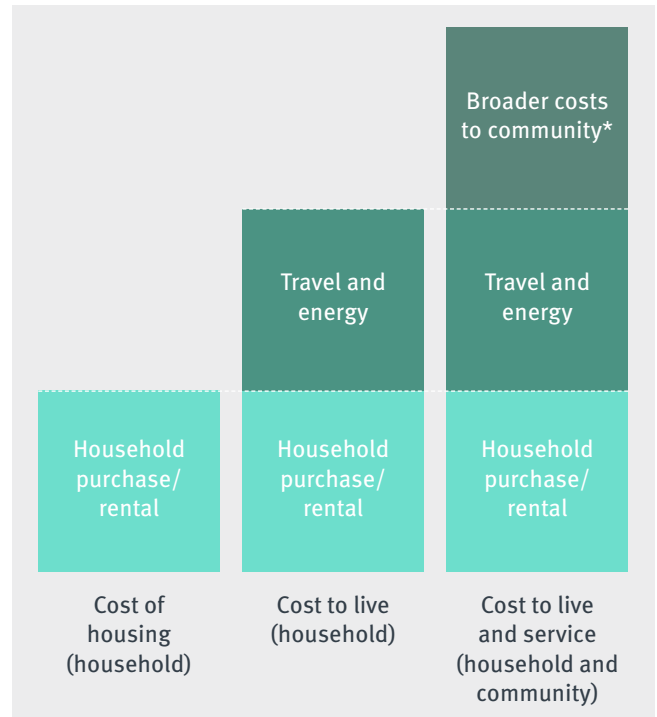


Figure 11: Affordable living in SEQ

\*Infrastructure funded by government and not recouped through infrastructure charging arrangements.

# The next 25 years

## Elements and strategies

### Element 1: Traditional Owners

Traditional Owners are engaged and their culture is respected in planning for the region.

#### Strategies

- 1 Recognise and plan for the economic and social needs of Traditional Owner communities in consultation with those communities.
- 2 Recognise the procedural rights of Traditional Owners to be consulted at the outset on matters that may affect their native title rights, the alienation of unallocated state land or traditional heritage values.
- 3 Engage Traditional Owners to enable their cultural knowledge and connection to regional land use and seascapes to be included in planning for communities and the sustainable management of natural assets and natural economic resources.

### Element 2: Biodiversity

The regional biodiversity network is protected and enhanced to support the natural environment and contribute to a sustainable region.

#### Strategies

- 1 Protect regional biodiversity values (including koala habitat), and ecological processes that support them, from inappropriate development (*Map 4a and Table 13*).
- 2 Focus coordinated planning, management and investment, including offset delivery, in regional biodiversity corridors.
- 3 Avoid fragmentation of regional biodiversity corridors.
- 4 Maintain and enhance the value of biodiversity corridors to optimise biodiversity conservation outcomes.

### Element 3: Regional landscapes

Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region.

#### Strategies

- 1 Protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character (*Map 4b and Table 13*).
- 2 Protect and rehabilitate culturally significant places and landscape heritage areas in the region (*Map 4b and Table 13*).
- 3 Protect regional scenic amenity areas from development that would compromise their value (*Map 4b and Table 13*).
- 4 Protect and enhance regional greenspace network to meet the recreational and outdoor needs of the community (*Map 4b and Table 13*).

### Element 4: Natural resources

The region's natural resources are managed sustainably and efficiently to meet the needs of the existing and future communities.

#### Strategies

- 1 Conserve agricultural areas that provide communities with an affordable supply of fresh food, food security and export earning potential (*Map 4c and Table 13*).
- 2 Protect and manage the region's limited extractive resources, such as sand and quarry rock, to ensure the ready availability of construction materials to support cost-effective development into the long-term (*Map 4c*).
- 3 Protect and enhance the region's native and plantation forests in the Regional Landscape and Rural Production Area.
- 4 Protect, enhance and sustainably manage estuarine and freshwater habitats to sustain fish stock levels and maximise fisheries production for the ongoing benefit of the environment and community.

### Element 5: Health and wellbeing

Communities are designed and supported by social infrastructure and natural assets to provide healthy, liveable places that promote mental and physical wellbeing.

#### Strategies

- 1 Design communities to be walkable, attractive and comfortable, and have high-amenity environments consistent with the elements and strategies of the 'Live' goal.
- 2 Ensure that all communities have adequate and appropriate social infrastructure.
- 3 Protect areas that supply high levels of ecosystem services from inappropriate development and other irreversible impacts (*Map 4a, 4b and Table 13*).
- 4 Ensure the community has adequate access to sport and recreation opportunities that use the region's natural assets sustainably and do not compromise the region's biodiversity values.
- 5 Enhance community connections through investment in arts, recreation, education, health, public safety and social housing facilities.

## Element 6: Fair

Communities are places where people can access transport, education, jobs, services, green space, and family and friends in a way that is fair and equitable to all.

### Strategies

- 1 Ensure that communities have access to transport options in their local area to allow access to employment, education and services locally and more broadly.
- 2 Provide various affordable living options, accounting for the cost of housing and transport and energy for households, and the real costs to the broader community.
- 3 Incorporate social needs in the land use and infrastructure planning process to address socioeconomic disadvantage.
- 4 Engage communities in land use planning processes.

## Element 7: Climate change

The effects of climate change are managed to optimise safety and resilience both for communities and the natural environment.

### Strategies

- 1 Reduce greenhouse gas emissions by adopting patterns of urban development that reduce the need and distance to travel and that encourages the use of active and public transport.
- 2 Incorporate affordable renewable energy, low emissions technology and energy efficiency measures into the planning and development of communities, buildings and transport systems.
- 3 Support local strategies that contribute to the region's transition to a low carbon future and that implement effective climate change adaptation measures.
- 4 Enhance the resilience and capacity of natural assets to adapt to climate change and buffer people, infrastructure and biodiversity from the impact of extreme events.
- 5 Use disaster risk management planning, adaptation strategies and avoidance of exposure to high-risk areas to minimise SEQ's vulnerability to climate change impacts.

## Element 8: Safe

Communities are designed and equipped to be safe, hazard-resilient places.

### Strategies

- 1 Design communities that acknowledge and appreciate diversity and provide interactive public and open spaces to cultivate a sense of place and community belonging consistent with the elements and strategies of the 'Live' goal.
- 2 Integrate community safety considerations into development design and delivery, including *Crime Prevention through Environmental Design* principles.
- 3 Maintain and improve natural assets that can mitigate risks associated with natural processes, and hazards such as salinity, landslide and bushfire.
- 4 Use disaster risk management planning and adaptation strategies and avoidance of exposure to high-risk areas to minimise SEQ's vulnerability to development constraints and natural hazards.

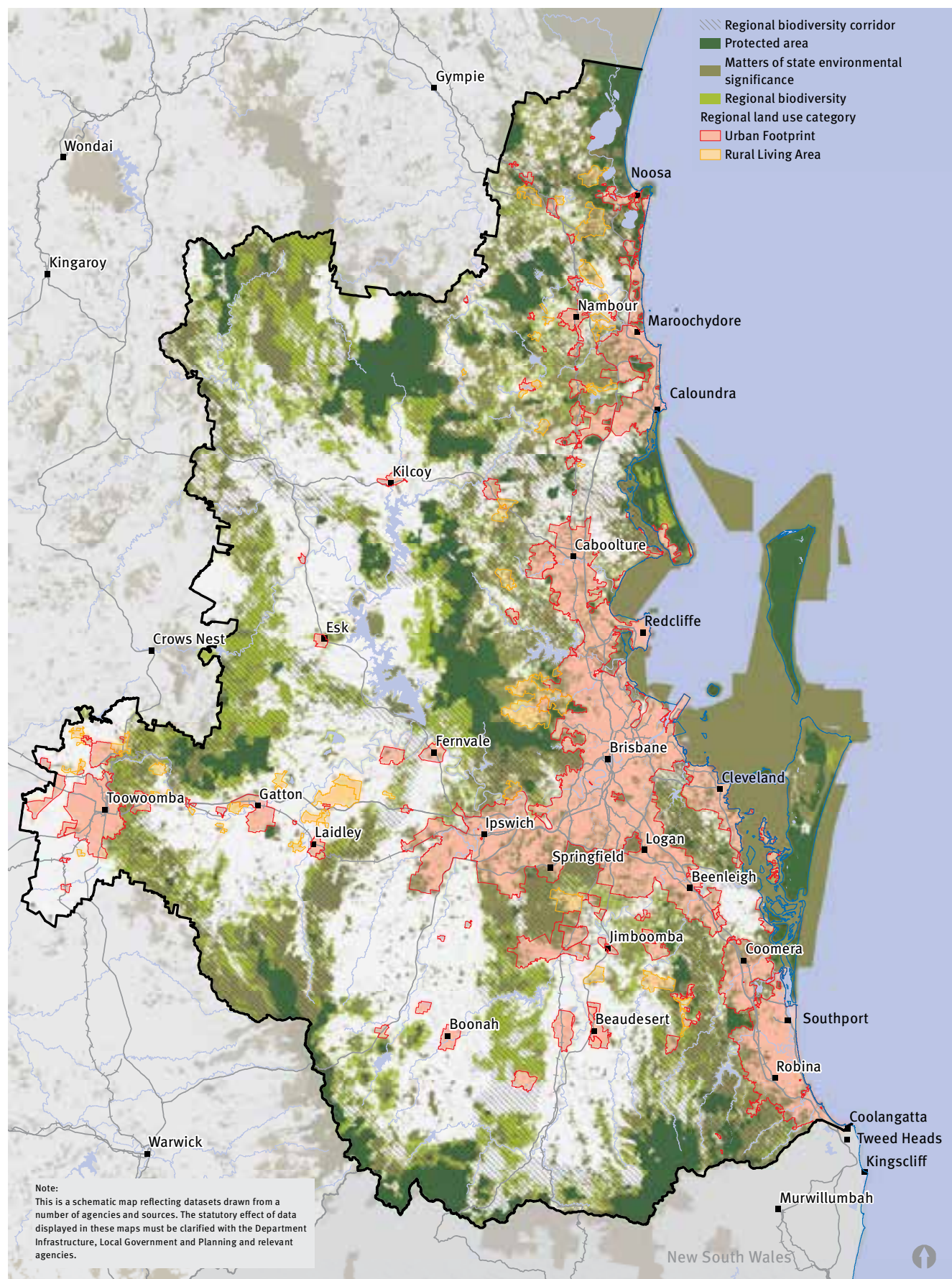
## Element 9: Affordable living

Communities have access to a choice of housing types, locations and affordability.

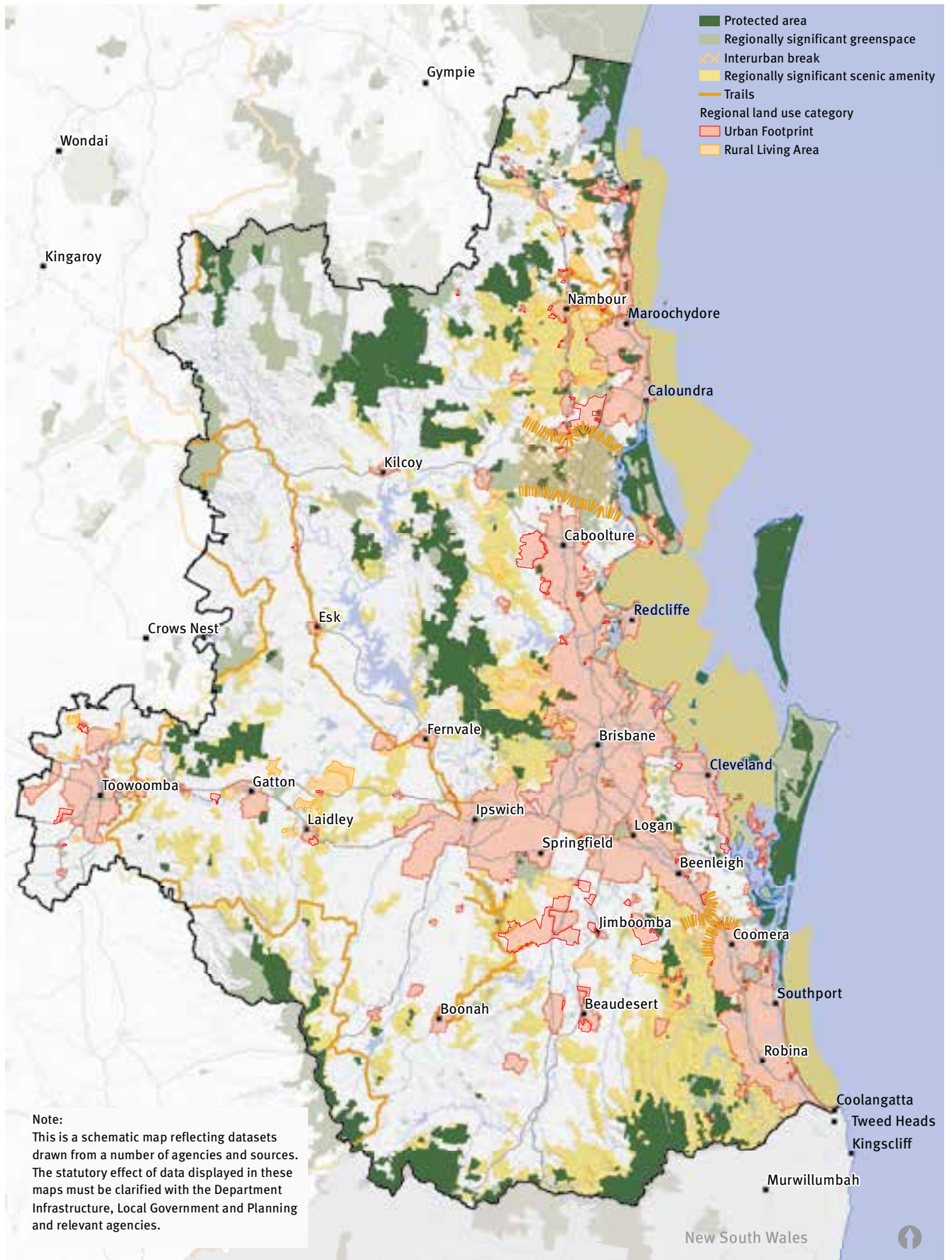
### Strategies

- 1 Plan for a greater number and broader range of dwellings closer to jobs and services to support affordable living options.
- 2 Use the planning system to increase housing choice and diversity and remove unnecessary regulatory costs.
- 3 Promote an adequate and diverse supply of affordable housing in well-served locations.
- 4 Ensure that new development creates communities where residents can remain throughout their life.
- 5 Investigate opportunities to use state- and council-owned land in underutilised or inner-urban areas to provide affordable or social housing.

## Sustain Map 4a – Regional biodiversity network



## Sustain Map 4b – Regional landscape values



## Sustain Map 4c – Natural economic resource areas

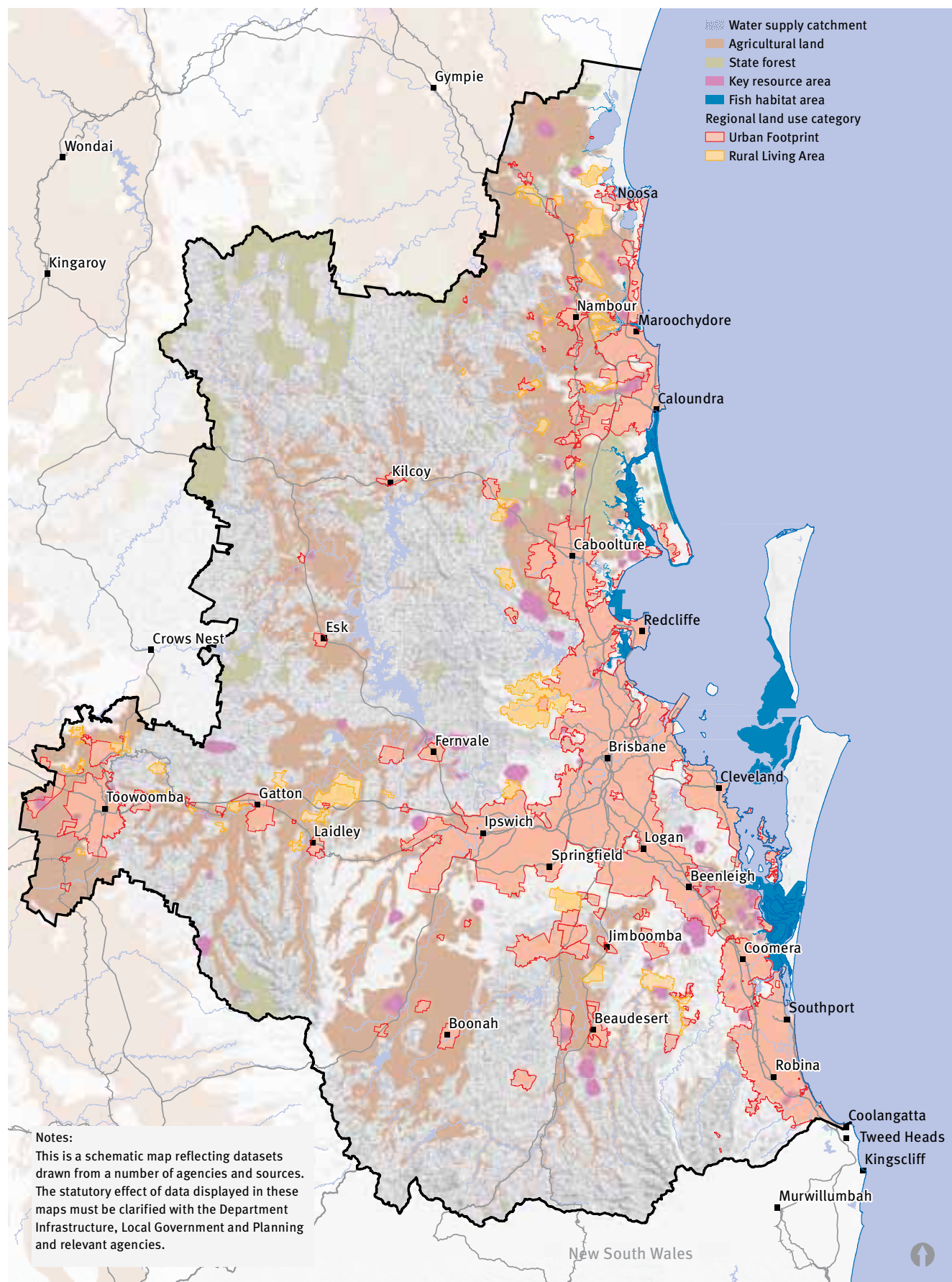


Table 13: Regional landscapes and natural assets

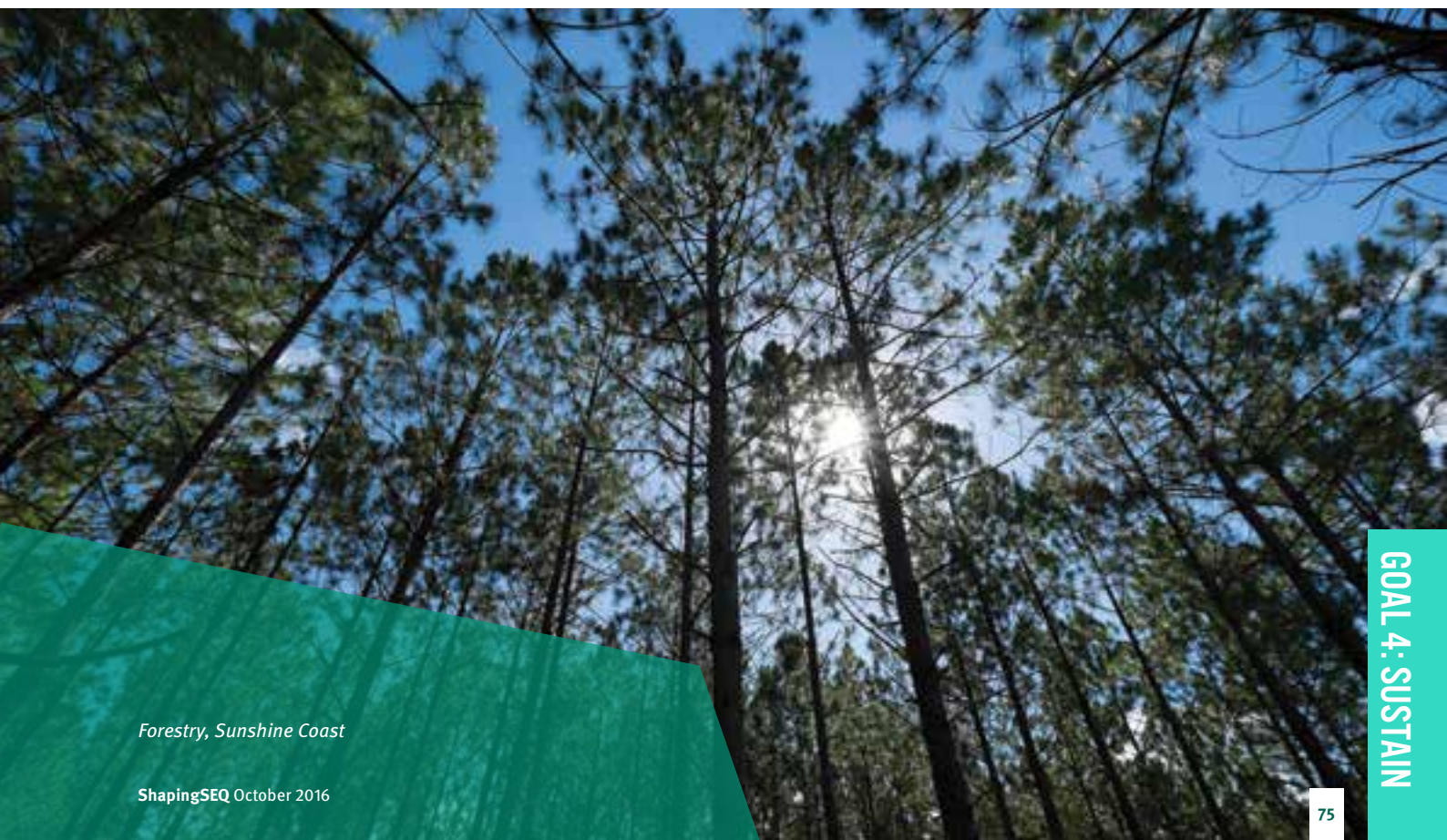
| Landscape area or natural assets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Map 4a Regional biodiversity network</b><br>Natural assets that contribute to the maintenance of ecological processes and biodiversity at a regional scale are critical for the environment, society and economy. The relationship between these assets forms an important ecological network that contains matters of state environmental significance as well as regional biodiversity values, reflecting SEQ's status as a highly biodiverse metropolitan region. The natural assets that make up this network consist of the following components. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Matters of state environmental significance</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Matters of state environmental significance (MSES) are defined by the State Planning Policy (SPP) and include:</p> <ul style="list-style-type: none"> <li>▲ protected areas (including all classes of protected area except coordinated conservation areas) under the <i>Nature Conservation Act 1992</i></li> <li>▲ marine parks and land within a 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zone under the <i>Marine Parks Act 2004</i></li> <li>▲ areas within declared fish habitat areas that are management A areas or management B areas under the Fisheries Regulation 2008</li> <li>▲ threatened wildlife under the <i>Nature Conservation Act 1992</i> and special least concern animal under the Nature Conservation (Wildlife) Regulation 2006</li> <li>▲ regulated vegetation under the <i>Vegetation Management Act 1999</i></li> <li>▲ State Conservation Areas such as Protected Areas (<i>Nature Conservation Act 1992</i>)</li> <li>▲ a designated precinct, in a strategic environmental area under the Regional Planning Interests Regulation 2014, schedule 2, s15(3)</li> <li>▲ wetlands in a wetland protection area or wetlands of high ecological significance shown on the Map of Referable Wetlands under the Environmental Protection Regulation 2008</li> <li>▲ wetlands and watercourses in high ecological value waters as defined in the <i>Environmental Protection (Water) Policy 2009</i>, schedule 2</li> <li>▲ legally secured offset areas.</li> </ul> <p><b>Note:</b> Where possible, these values and areas are shown on the SPP Interactive Mapping System.</p> |
| <b>Regional biodiversity values</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Regional biodiversity values have been mapped in SEQ and identify:</p> <ul style="list-style-type: none"> <li>▲ large tracts of vegetation</li> <li>▲ aquatic connectivity</li> <li>▲ areas of species richness and diversity</li> <li>▲ areas of ecosystem representation and uniqueness</li> <li>▲ climate adaptation zones and refugia.</li> </ul> <p>These values are critical at a regional scale to enable the protection of interacting ecosystem functions and their associated species and diversity. These values are to be investigated and refined by local government for protection as matters of local environment significance (MLES). This is in addition to protecting those areas identified as having MSES. These areas are important as they contribute to an ecologically sound and resilient regional network of habitats and corridors.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Regional biodiversity corridors</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Regional biodiversity corridors connect or improve connectivity through targeted rehabilitation of natural assets, including between existing areas of MSES or regional biodiversity values.</p> <p>These corridors are to be investigated and refined by local government for consideration as MLES where MSES does not already exist.</p> <p><b>Note:</b> Corridors mapped within the Urban Footprint follow existing natural landforms such as waterways e.g. Pine River to Hays Inlet.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

(continued over page...)

# The next 25 years

| Landscape area or natural assets                                                                                                                                                                                                                                  | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Regional biodiversity values are further defined below.                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Large tracts of vegetation                                                                                                                                                                                                                                        | <p>Large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region's ongoing biodiversity.</p> <p><b>Benefits:</b> Large viable areas of vegetation sustain viable populations of native flora and fauna, and buffer the region from extreme events and the impacts of climate change.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Areas of high species richness and diversity                                                                                                                                                                                                                      | <p>Areas that support a broad range and large populations of the region's species.</p> <p><b>Benefits:</b> Maintenance of unique ecological and often highly biodiverse environments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Areas of ecosystem representation and uniqueness                                                                                                                                                                                                                  | <p>Areas that support a broad representation of the region's ecosystems, all with their own different set of functions that contribute to overall regional biodiversity.</p> <p><b>Benefits:</b> Resilience and economic opportunities for tourism and pharmaceutical and other industries.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Climate adaptation zones and refugia                                                                                                                                                                                                                              | <p>Large tracts and corridors that contain refugia, i.e. areas in the landscape buffered from extreme weather by features such as dense leaf cover, hills and gullies, and permanent water bodies.</p> <p><b>Benefits:</b> Enhanced resilience and capacity to adapt to climate change impacts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Aquatic connectivity                                                                                                                                                                                                                                              | <p>Aquatic areas that have appropriate connectivity between other wetlands.</p> <p><b>Benefits:</b> Habitat, refugia, water purification and groundwater recharge for the environment and other uses such as agriculture.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Map 4b: Regional landscape values</b><br>Areas with the highest confluence of multiple regional landscape values and ecosystem services.<br>Benefits include concentration of multiple landscape values, functions, ecosystem services and community benefits. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Scenic amenity areas                                                                                                                                                                                                                                              | <p>Landscape areas identified by the SEQ regional amenity methodology as having scenic amenity value.</p> <p><b>Benefits:</b> Physical and mental health and wellbeing, tourism, sense of place and community cohesion.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Inter-urban breaks                                                                                                                                                                                                                                                | <p>Non-urban areas separating major urban development areas.</p> <p><b>Benefits:</b> Enhanced community and sub-regional identity and sense of place, definition of landscape corridors, agriculture, forestry, potential provision of land for public recreation and other ecosystem services close to population centres.</p> <p><b>Note:</b> Refer to sub-regional directions for identification of inter-urban breaks.</p>                                                                                                                                                                                                                                                                                                                                              |
| Landscape heritage areas                                                                                                                                                                                                                                          | <p>Boundaries, pathways, biodiversity matters, and important sites/areas of cultural significance to Traditional Owners are only identified with the appropriate permission. Landscapes that contain these elements often overlap or have clear links to contemporary non-indigenous (European) landscape planning or require additional consideration.</p> <p>Landscapes that are important for preserving non-indigenous sociocultural and historic connections are included on the Queensland Heritage Register. These heritage values are considered under the SPP. For more information on heritage sites listed on the Register visit <a href="http://www.qld.gov.au/environment/land/heritage/register/">www.qld.gov.au/environment/land/heritage/register/</a>.</p> |

| Landscape area or natural assets                                                                                                                                      | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Regional greenspace network</b>                                                                                                                                    | <p>Publicly owned or managed land that the community generally has a legal right to access. Regional recreation trails also form part of the regional greenspace network. Trails can offer excellent recreation opportunities to families, bicycle tourists, mountain bike riders, historical enthusiasts, horse riders and walkers.</p> <p><b>Benefits:</b> Improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction, increased employment and liveability.</p> <p><b>Note:</b> Refer to sub-regional directions for identification of regional greenspace networks.</p> |
| <b>Map 4c: Natural economic resource areas</b><br>Landscape areas that support agriculture, rural industries, forestry, fisheries, extractive resources and minerals. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Agricultural land</b>                                                                                                                                              | Important agricultural resources, including Agricultural Land Classification (classes A and B), and Important Agricultural Areas. This mapping supports and strengthens the state interest for agriculture, particularly the guidelines to avoid or mitigate irreversible impacts.                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Key resource areas</b>                                                                                                                                             | Extractive resources such as sand, gravel, rock, clay and soil. This supports the state interest in mining and extractive resources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Fish habitat areas</b>                                                                                                                                             | Selected inshore and estuarine fish habitats to be protected to sustain local and regional fisheries. All habitat types (e.g. vegetation, sand bars and rocky headlands) within a declared Fish Habitat Areas are protected equally from direct physical disturbance and coastal development. This supports and strengthens the <i>Fisheries Act 1994</i> .                                                                                                                                                                                                                                                                                        |
| <b>Forestry</b>                                                                                                                                                       | Includes state forest and timber reserve areas, and other state land available for the supply of timber and other forest products.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Water supply catchments</b>                                                                                                                                        | Catchments that supply water for human consumption, intended primarily for drinking, whether or not the water is used for other purposes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



## GOAL 5: LIVE

SEQ is a region of great places that respond to our subtropical climate based on good design that creates an urban form delivering year-round outdoor and energy-efficient living in a leafy, subtropical landscape.

### Context

As the region grows and we seek to accommodate more people in our urban environments, the value of high-amenity urban places will become increasingly important. Good design will be fundamental to creating these places.

SEQ's subtropical climate contributes greatly to the quality of life we enjoy. SEQ is one of the few places in the world that supports outdoor living all year round. Where designed appropriately, this comfortable climate allows us to create places where we can live close to nature in buildings that use less energy, contributing to an affordable and healthy lifestyle for all.

SEQ's distinctive vegetation allows us to create places that are instantly recognisable and part of our landscape heritage. It also provides access to trees and green areas in urban environments that improve our physical and mental wellbeing.

Well-planned and maintained urban greening supports urban wildlife and flora. It can also help manage stormwater quantity and quality, contribute to air quality, enhance views and increase visual privacy between buildings.

Trees, green spaces and waterways help create a strong sense of place, and are essential for the healthy ecology of subtropical places and their communities.

The Live goal explores the critical considerations for creating enjoyable, diverse and attractive subtropical places that will continue to contribute to SEQ's unique lifestyle. It recognises the value of design in shaping distinctive and positive communities of all types, and the role of amenity in the lives we lead. Combined, these two factors underpin liveability.

For further information, see [\*ShapingSEQ Background paper 5: Live\*](#).

*The worldwide trend towards the concentration and connectedness of economic activity, which is occurring in ShapingSEQ areas of regional economic significance, brings with it the need for increased urban densities as the residents' preferences emerge for enhanced urban liveability and affordability. High quality design will underpin high quality urban amenity in these areas.*

Main street,  
Ipswich

## Elements and strategies

|                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Element 1: Valuing good design</b></p> <p>Great subtropical design underpins SEQ urban places.</p>                                                                                                                                       | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Ensure high-quality design for all development, particularly higher densities.</li> <li>2 Deliver well-designed development in accordance with the SEQ design manual. (See Chapter 4 for further information about the proposed SEQ design manual.)</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Element 2: Working with the weather</b></p> <p>SEQ's climate-derived character delivers new models of subtropical, energy-efficient living.</p>                                                                                          | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Orient urban form to optimise user comfort naturally and provide low-energy living.</li> <li>2 Create indoor and outdoor spaces that provide easy access to comfortable outdoor living throughout the year.</li> <li>3 Create urban places that contribute to activity and life on the street.</li> <li>4 Promote adaptable living spaces for climatic comfort by providing movable elements, such as windows that open and bi-fold doors.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Element 3: Inspiration from local character</b></p> <p>The communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character.</p>                                                                 | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Identify local landscape, heritage and cultural assets worth protecting and integrate them into new development.</li> <li>2 Work respectfully with natural topography to create development that contributes positively to the visual experience of a place.</li> <li>3 Explore the appropriate use of building materials to create contemporary design that adds to the local area's character and diversity.</li> <li>4 Work with vegetation contrasts, scents and seasonal colours to create a distinctive local character.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Element 4: Working with natural systems</b></p> <p>Urban environments integrate urban greening networks to reshape our urban environments.</p>                                                                                           | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Respect and add to local landscape character and ecological diversity to create places that demonstrate a strong respect for nature.</li> <li>2 Conserve and protect significant trees as valuable community assets and use these features to enhance local character.</li> <li>3 Utilise extensive native vegetation and large shade trees in public spaces and along streets to encourage walking and cycling, and comfortable use of the outdoors.</li> <li>4 Work with the region's landscapes and waterways to deal with water management and urban heat island effects sustainably, provide urban-scale recreational resources and support small-scale urban food production by residents.</li> </ol>                                                                                                                                                                                                                                                    |
| <p><b>Element 5: Great places</b></p> <p>Great place-making in SEQ creates and improves urban places and rural towns that successfully reinforce local and regional identity and create social and economic dividends for our communities.</p> | <p><b>Strategies</b></p> <ol style="list-style-type: none"> <li>1 Support local government and community place-making efforts in urban areas and rural towns, including those listed in the sub-regional directions to enhance our regional reputation for liveability, subtropical design, economic vitality, and our commitment to great design and community involvement in place-making (Map 5).</li> <li>2 Promote an ethos of place-making that unlocks the creativity and potential of local communities to become part of making these places great. This may involve initiatives such as:             <ol style="list-style-type: none"> <li>a. quick, inexpensive and temporary experimentation in the nature and use of public spaces</li> <li>b. shared spaces that encourage collaboration</li> <li>c. new models of inclusive decision-making for local community focus areas</li> <li>d. new ways to involve young people in projects</li> <li>e. fostering a culture of entrepreneurship.</li> </ol> </li> </ol> |

# The next 25 years

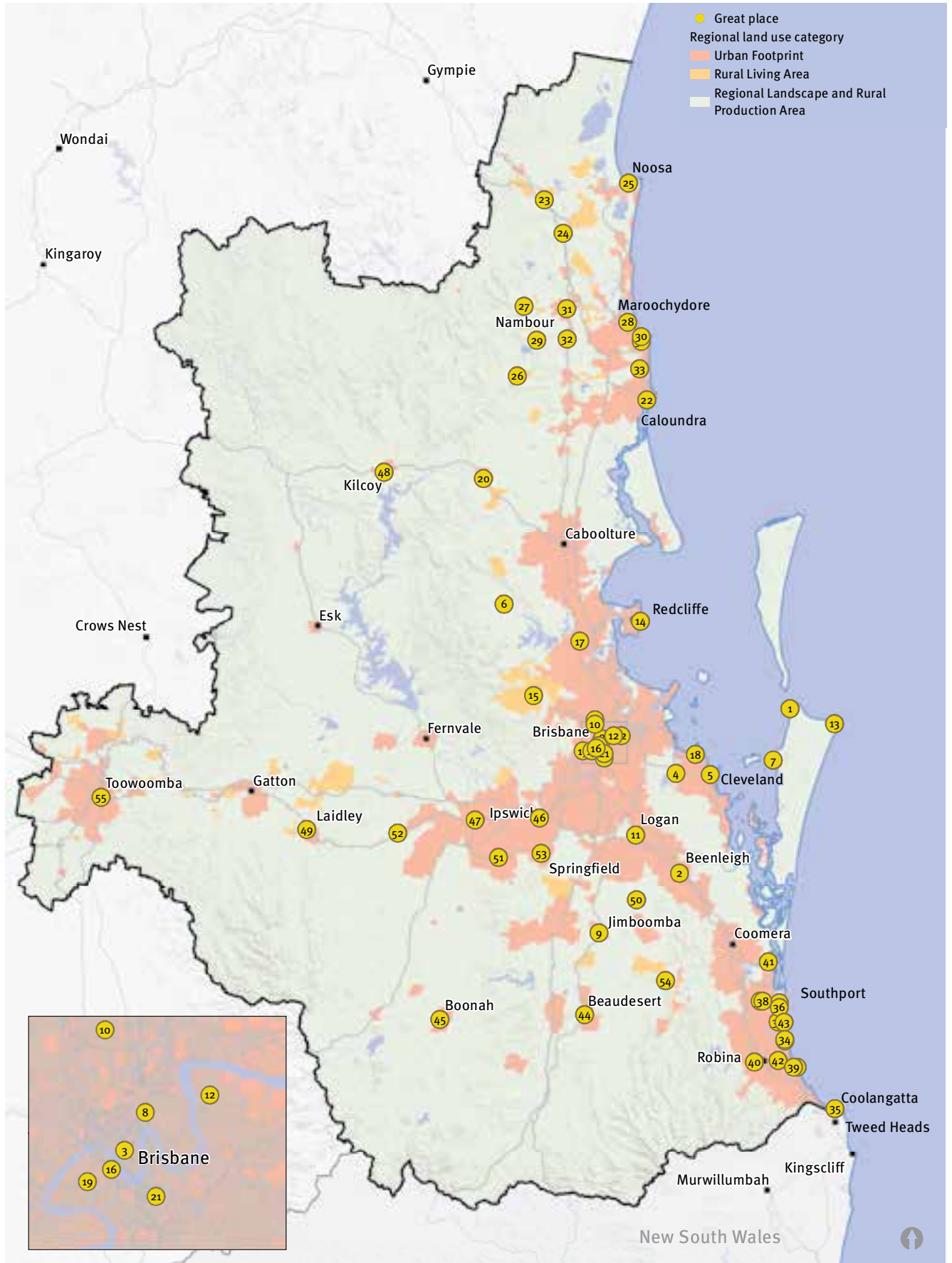
*ShapingSEQ* supports the creation of Great Places throughout the region. While local in scale, collectively these places provide a focus on urban quality of regional importance, because people working in high-value economic activities (including knowledge and creative industry workers) are attracted to these places. In turn, they contribute to a more socially cohesive and economically successful region.

## Some Great Places

|    |                            |    |                                            |
|----|----------------------------|----|--------------------------------------------|
| 1  | Amity Point                | 29 | Montville                                  |
| 2  | Beenleigh                  | 30 | Mooloolaba esplanade and spit              |
| 3  | Brisbane CBD               | 31 | Nambour town centre                        |
| 4  | Capalaba                   | 32 | Palmwoods town centre                      |
| 5  | Cleveland                  | 33 | Sunshine Coast University Hospital         |
| 6  | Dayboro                    | 34 | Broadbeach                                 |
| 7  | Dunwich                    | 35 | Coolangatta                                |
| 8  | Fortitude Valley           | 36 | Southport (Gold Coast CBD)                 |
| 9  | Jimboomba                  | 37 | Gold Coast Cultural Precinct               |
| 10 | Kedron Brook Road, Wilston | 38 | Gold Coast Health and Knowledge Precinct   |
| 11 | Logan Central              | 37 | James Street, Burleigh Heads               |
| 12 | Oxford Street, Bulimba     | 40 | Mudgeeraba Square                          |
| 13 | Point Lookout              | 41 | Paradise Point                             |
| 14 | Redcliffe foreshore        | 42 | Robina and Bond University/Varsity central |
| 15 | Samford                    | 43 | Surfers Paradise                           |
| 16 | South Bank                 | 44 | Beaudesert                                 |
| 17 | The Mill at Moreton Bay    | 45 | Boonah                                     |
| 18 | Wellington Point           | 46 | Goodna                                     |
| 19 | West End                   | 47 | Ipswich city centre                        |
| 20 | Woodford                   | 48 | Kilcoy                                     |
| 21 | Woolloongabba              | 49 | Laidley                                    |
| 22 | Caloundra CBD centre       | 50 | Logan Village                              |
| 23 | Cooroy                     | 51 | Ripley                                     |
| 24 | Eumundi                    | 52 | Rosewood                                   |
| 25 | Hastings Street            | 53 | Springfield                                |
| 26 | Maleny                     | 54 | Tamborine Mountain                         |
| 27 | Mapleton centre            | 55 | Toowoomba city centre                      |
| 28 | Maroochydore city centre   |    |                                            |

The Great Places identified on this map have been nominated by the region's local governments based on their placemaking programs and aspirations for future Great Places. It is intended to be indicative rather than an exhaustive list.

# Live Map 5 – Some Great Places



# PART B:

## The regional growth pattern

The regional growth pattern provides a spatial context for *ShapingSEQ*'s goals, elements and strategies.

It provides a framework for delivering consolidated urban and rural residential growth, a more compact urban form featuring well-planned and more complete communities, economic agglomeration, and the protection and sustainable use of SEQ's natural assets, landscapes and productive rural areas.

It allocates all land in SEQ into one of three regional land use categories:

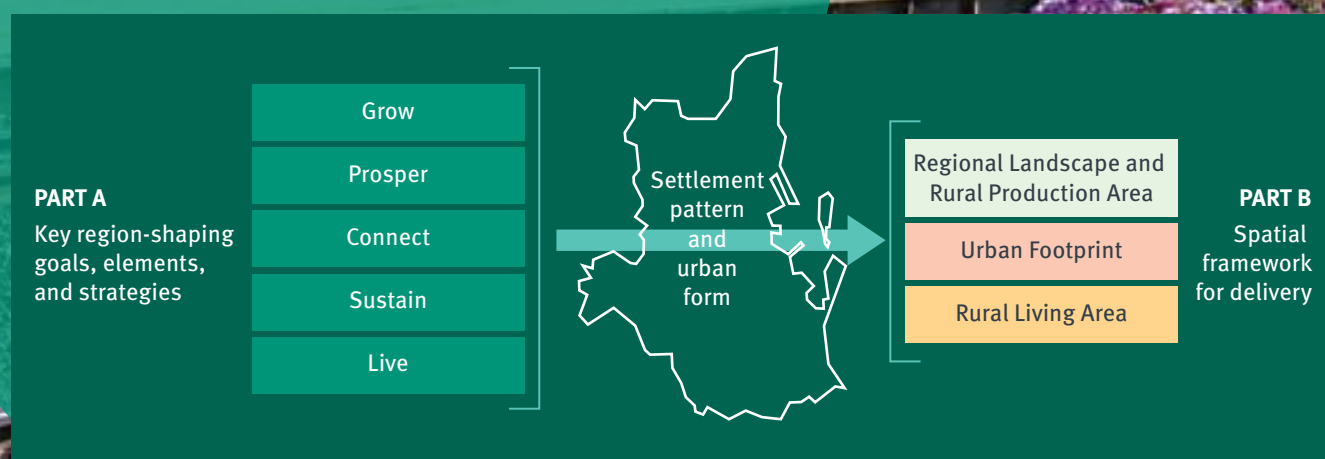
- ▲ Regional Landscape and Rural Production Area
- ▲ Urban Footprint
- ▲ Rural Living Area.

These categories also apply *ShapingSEQ*'s draft State Planning Regulatory Provisions.

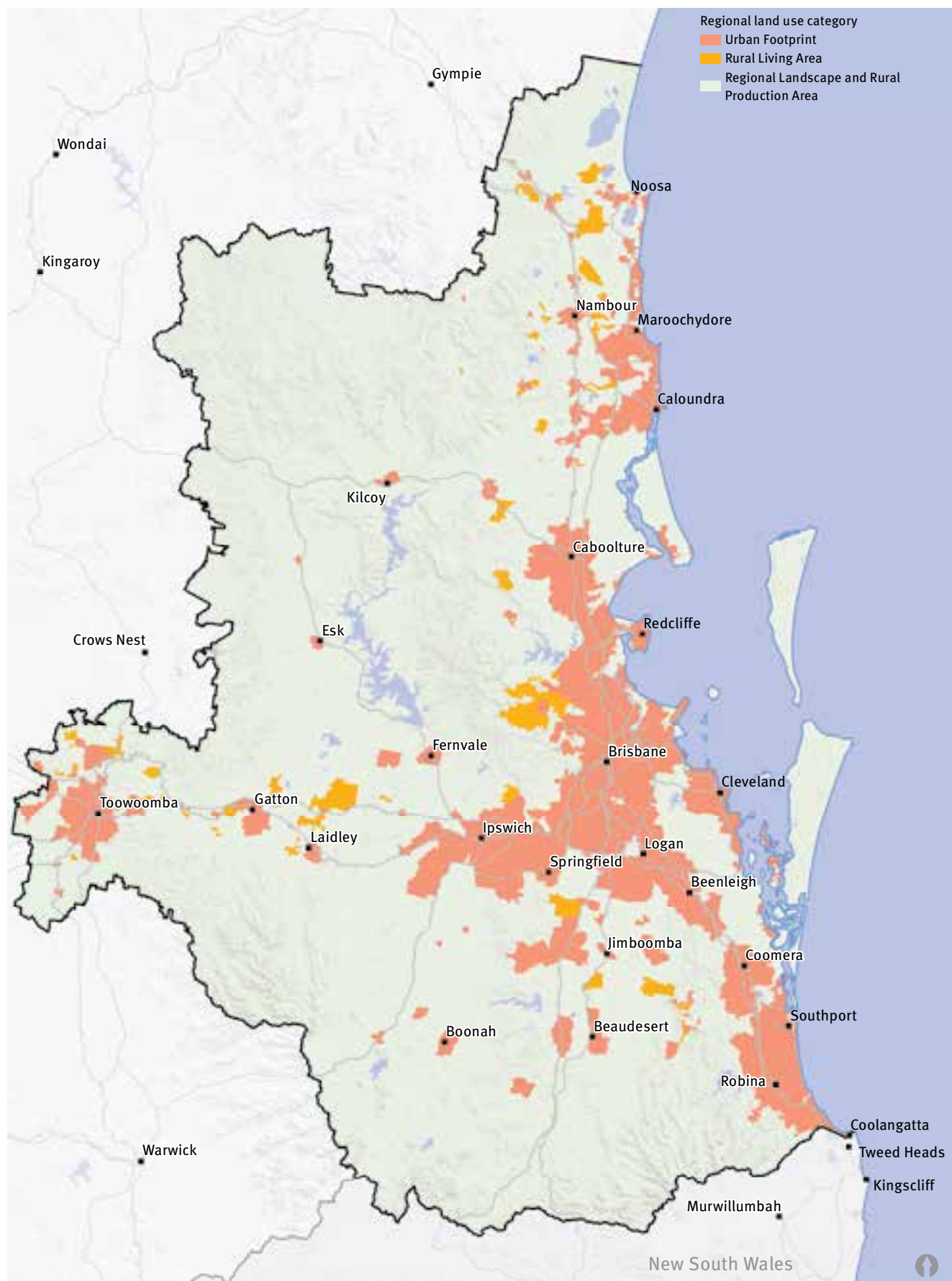
Map 6 shows these categories broadly. They are defined more precisely on the detailed maps available at [www.dilgp.qld.gov.au/ShapingSEQ](http://www.dilgp.qld.gov.au/ShapingSEQ).

The regional land use category mapping is only to be amended as part of the periodic regional plan review process in response to the Queensland Government's Land Supply and Development Monitoring Program.

Toowoomba,  
Queensland



### Map 6 – Regional land use categories



# The next 25 years

## Regional Landscape and Rural Production Area

### Intent

The Regional Landscape and Rural Production Area is a large and important part of SEQ, surrounding the Urban Footprint and Rural Living Area. It provides important values that help sustain the region socially, economically and environmentally.

The intent of the Regional Landscape and Rural Production Area is to:

- ▲ protect the values of this land from encroachment by urban and rural residential development
- ▲ protect natural assets and regional landscapes, and ensure their sustainable use and management
- ▲ support development and economic growth of rural communities and industries.

The Regional Landscape and Rural Production Area is to be protected from inappropriate development, particularly urban and rural residential development.

### Description

The Regional Landscape and Rural Production Area covers approximately 1,930,000 ha, which is around 84 per cent of the land in the region.

The Regional Landscape and Rural Production Area provides a crucial counterbalance to the urban parts of the region. It is important as a food bowl; for its regional landscapes; in providing a choice of rural, town/village and hinterland lifestyles; as the lungs of the region; for sustaining our regional biodiversity; as our outdoor playground for recreation; and as a home to important, outward-looking economic industries such as agribusiness, tourism, recreation and creative industries.

The Regional Landscape and Rural Production Area includes:

- ▲ peri-urban activities
- ▲ rural towns and villages
- ▲ rural and related economic activity
- ▲ important agricultural land
- ▲ water catchments, water storages and groundwater resources

- ▲ regional landscapes and natural environments, including regional biodiversity corridors
- ▲ cultural and landscape heritage values (traditional and non-Indigenous)
- ▲ inter-urban breaks of strategic and regional significance
- ▲ national parks, conservation parks, state forests, resource reserves and other conservation areas
- ▲ natural economic resources, including extractive resources and forestry plantations
- ▲ native forests and koala habitat
- ▲ coastal wetlands, salt marshes and mangroves.

Natural assets in the Regional Landscape and Rural Production Area, including natural economic resources, need protecting and managing to ensure they are used sustainably, improve their capacity to provide ecosystem services, increase the region's resilience and support the region's population.

Some parts of the Regional Landscape and Rural Production Area may be needed for future urban growth. These areas are protected from development or further fragmentation that would prejudice their long-term ability to accommodate urban growth.

### Regulatory provisions

The State Planning Regulatory Provisions apply to land in the Regional Landscape and Rural Production Area, but not to rural enterprise precincts endorsed by the regional planning Minister, or existing urban areas, such as those in rural villages or towns.

The provisions limit further fragmentation of land holdings and restrict various forms of urban activity. The provisions support the diversification of rural economies by allowing a range of development including rural activities such as those associated with primary production and land management; certain types of tourism activity; community facilities, sport and recreation activity, and limited industrial, commercial and retail activity.

The regulatory provisions do not restrict the use of land for a private residence.

## Urban Footprint

### Intent

The Urban Footprint identifies land within which the region's urban development needs to 2041 will be met in a way consistent with the goals, elements and strategies of *ShapingSEQ*.

### Description

The Urban Footprint covers around 330,000ha of land or about 14.3 per cent of the region. It includes established urban areas and land with potential for new urban development.

The area incorporates the full range of urban uses, including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space.

The priority for developing land in the Urban Footprint is to accommodate urban growth. However, the Urban Footprint is not an urban zone and does not imply that all land can be developed for urban purposes. For example, state forests and remnant vegetation will continue to be protected and managed under relevant state legislation, including the *Vegetation Management Act 1999*, *Nature Conservation Act 1994* and *Forestry Act 1959*.

Land in the Urban Footprint may be unsuitable for urban purposes for other reasons, including constraints such as flooding, land slope and scenic amenity, and the need to protect significant vegetation, which may include matters of national environmental significance and regional biodiversity networks.

The Urban Footprint also includes some areas designated or already developed for rural and rural residential purposes that are located near urban services and facilities. Local governments must investigate these areas for urban redevelopment opportunities as part of their planning scheme reviews.

*ShapingSEQ* relies on local government planning schemes to determine the most suitable urban zone for each land parcel within the Urban Footprint. The development assessment process determines the extent of development on each site.

The Urban Footprint also contains several areas that have been underutilised for a substantial period. Many have not transitioned from an investigation or emerging community zone to a serviced urban zone since they were first included in the Urban Footprint.

One important way of delivering *ShapingSEQ* is to investigate these areas with a view to unlocking their urban development potential in the short term. See Chapter 4 for further details.



James Street,  
Brisbane

# The next 25 years

## Urban Footprint principles

Following are the principles used to define the Urban Footprint:

- 1 The Urban Footprint is a tool for managing, rather than simply accommodating, regional growth.
- 2 The Urban Footprint promotes a compact settlement pattern and consolidates urban development within established communities.
- 3 Opportunities to increase the capacity of the Urban Footprint take priority over expanding its boundaries in subsequent regional plan review processes.
- 4 The Urban Footprint is not used to recognise isolated, existing or approved urban activities outside the Urban Footprint, or to reflect urban zoning in small coastal or rural towns and villages.
- 5 Minor urban zoning adjustments may occur to the Urban Footprint boundary, through the local plan-making processes, to recognise constraints or correct anomalies.
- 6 The Urban Footprint boundary is generally:
  - a) cadastral-based or otherwise clearly defined, preferably using a major feature, such as a road or stream, to provide a clear boundary and buffer between urban and non-urban land uses
  - b) where appropriate, consistent with existing planning scheme designations.
- 7 During periodic reviews of *ShapingSEQ*, and based on whether the Queensland Government's Land Supply and Development Monitoring Program identifies a need for more urban land, new areas may be considered for inclusion in the Urban Footprint where they:
  - a) are physically suitable
  - b) are either a logical expansion of an urban area or of sufficient size to provide social or economic infrastructure efficiently
  - c) have ready access to services and employment
  - d) maximise the use of committed and planned urban infrastructure
  - e) are separated appropriately from incompatible land uses
  - f) maintain the integrity of inter-urban breaks
  - g) exclude areas with an unacceptable risk from natural hazards, including predicted climate change impacts
  - h) exclude areas containing predominantly matters of national environmental significance or the regional biodiversity network
  - i) achieve an appropriate balance of urban development in the SEQ region and associated sub-regions
  - j) maintain a well-planned region of urban areas, towns and villages
  - k) minimise impacts on natural resources
  - l) avoid irrevocable impacts to important, sensitive natural environments in and outside the area
  - m) provide physical and social infrastructure efficiently, including public transport.

## Regulatory provisions

The State Planning Regulatory Provisions apply to land in the Urban Footprint where in a major development area. The provisions ensure that development does not adversely affect the future development intent of these areas.

## Rural Living Area

### Intent

The Rural Living Area comprises locations currently, or intended to be, used for rural residential development. It consolidates rural residential development in suitable locations providing for housing and lifestyle choice, while limiting the impact of its inefficient use of land on other values, functions and opportunities in SEQ. Generally, these areas are already designated for future rural residential purposes in planning schemes.

### Description

The Rural Living Area is an important land use management tool for SEQ. It includes around 38,400ha of land or about 1.7 per cent of the region. It contains existing rural residential areas or land suitable for future rural residential development in locations with access to regional employment, and suitable infrastructure and services.

Restricting new rural residential development to land in the Rural Living Area ensures that the region can accommodate higher priority future urban growth and major new infrastructure both within and beyond the life of *ShapingSEQ* in a cost effective and orderly manner.

It also minimises the impact of rural residential development on productive rural activities (such as agriculture, intensive animal industries and extractive resources), opportunities to accommodate special or hard-to-locate activities, natural assets and biodiversity values, and many other regional landscapes values and functions.

SEQ offers a range of lifestyle choices, including rural residential living for those who wish to live on larger, acreage style lots in a semi-rural setting. However, this is an inefficient, 'land hungry' form of development, and its rapid expansion through the 1970s to early 2000s highlighted the need for better management as part of early regional planning for SEQ.

There are more than 100,000 rural residential lots (generally between 1 and 5 ha) in SEQ. The majority of this is found in the Regional Landscape and Rural Production Area, while the remaining is identified in the Rural Living Area, where further rural residential development may be supported. The Rural Living Area is an important management tool for SEQ providing for some further rural residential development, while protecting rural and natural values and future options and opportunities.

For further information on rural residential development, refer to *ShapingSEQ Background paper 1: Grow*.

## Rural Living Area principles

Following are the principles used to define the Rural Living Area:

- 1 The Rural Living Area manages rural residential development to avoid constraining long-term potential future urban growth and infrastructure needs.
- 2 The Rural Living Area supports existing and/or new rural residential development in consolidated and well-defined communities that have reasonable access to regional centre employment and services, and avoids increasing the area of existing or potential conflict with higher priority rural uses.
- 3 Not all existing rural residential development is included in the Rural Living Area.
- 4 The Rural Living Area is not located where it would threaten planned or established intensive animal industries, extractive resource activities or other hard-to-locate uses.
- 5 The Rural Living Area does not include land that is used for agricultural production or predominantly contains matters of national or state environmental significance or the regional biodiversity network.
- 6 The Rural Living Area, and access to and from this area, is not subject to unacceptable risk from natural hazards, such as flooding, bushfire and landslide.
- 7 The Rural Living Area does not compromise the integrity of inter-urban breaks, water supply catchments or areas containing regional scenic amenity values.

8 Necessary infrastructure is available, or can be provided practically and cost effectively, to support rural residential development.

9 The whole-of-life costs of development are considered for any land included in the Rural Living Area.

10 The boundary of the Rural Living Area should be:

- a) cadastral-based or otherwise clearly defined, preferably using a major feature, such as a road or stream, to provide a clear boundary between rural residential and other land uses
- b) where appropriate, consistent with existing planning scheme designations.

## Regulatory provisions

The State Planning Regulatory Provisions permit the development of land in the Rural Living Area for rural residential purposes if it meets the relevant rural residential provisions in local government planning schemes.



*Cattle farming,  
Somerset*

Caloundra,  
Sunshine Coast

## PART C:

### Sub-regional directions

SEQ is a large region with diverse urban, rural and natural landscapes and characteristics.

*ShapingSEQ* divides the region into four sub-regions. Each sub-region share similar characteristics, such as economic and infrastructure interdependencies, geography and settlement pattern, community expectation and levels of self-containment.

The sub-regions are the:

- ▲ Metro sub-region, comprising Brisbane, Logan, Moreton Bay and Redland local government areas
- ▲ Northern sub-region, comprising Noosa and the Sunshine Coast local government areas
- ▲ Western sub-region, comprising Ipswich, Lockyer Valley, Scenic Rim, Somerset and Toowoomba local government areas
- ▲ Southern sub-region, comprising the City of Gold Coast local government area.

The sub-regional directions:

- ▲ have statutory weight
- ▲ identify sub-regional planning outcomes that build on, and provide greater clarity and direction to, *ShapingSEQ*'s goals, elements and strategies
- ▲ provide an important framework to guide the application, weighting and prioritisation of the state interests as described in the State Planning Policy in planning scheme preparation
- ▲ inform other plans and programs, including the State Infrastructure Plan, to prioritise and coordinate the planning and delivery of critical infrastructure service needs across the sub-regions.

The Queensland Government and SEQ local governments will work together to implement the planning outcomes in the sub-regional directions. This will include the preparation of local planning responses that provide further clarity and direction on how the sub-regional outcomes will be sequenced and delivered in local areas.

Each local government will be required to reflect these sub-regional outcomes in their planning schemes.

Matters not addressed in the sub-regional directions will be implemented in line with the regional strategies.

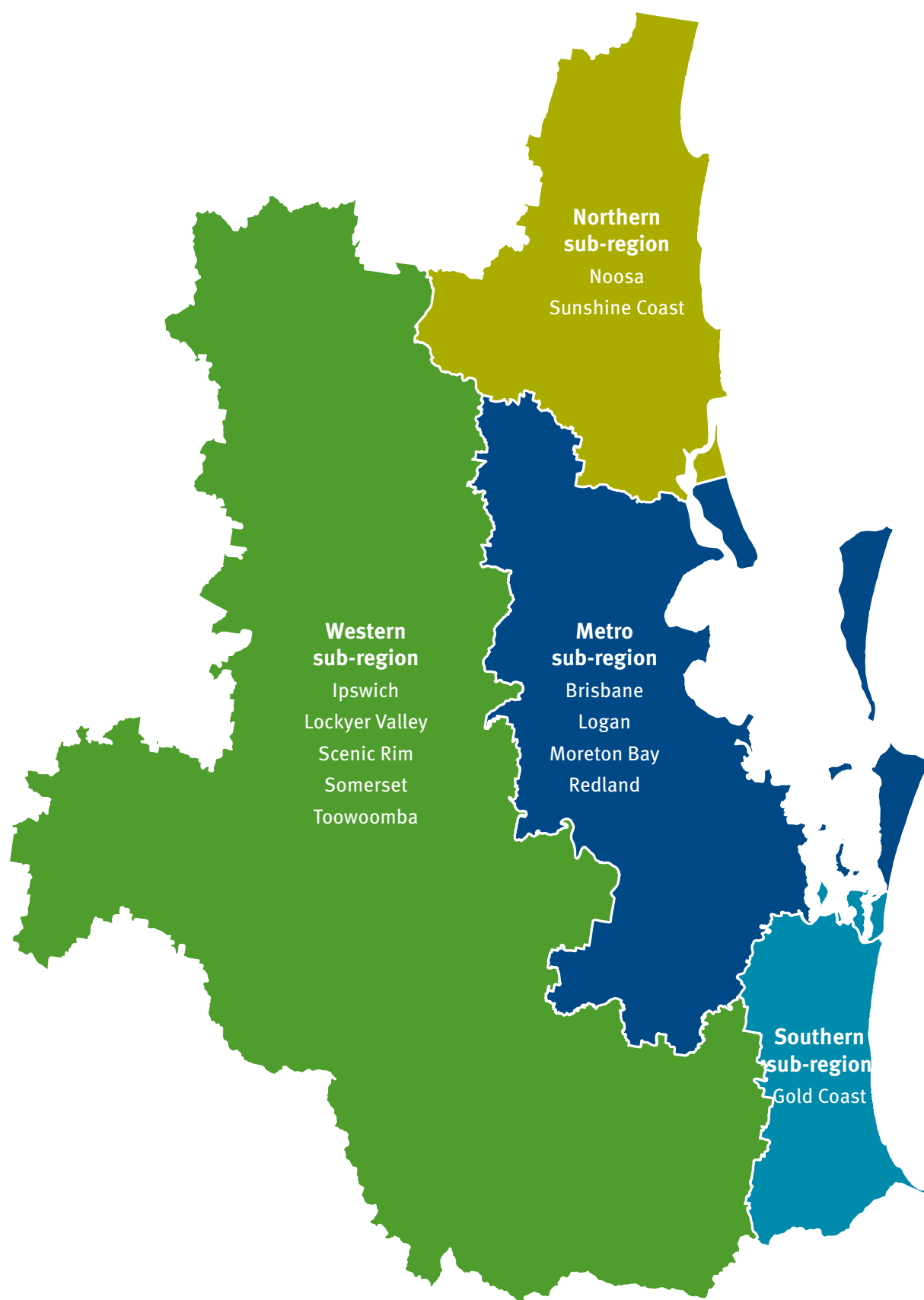


Figure 12: SEQ's sub-regions

# METRO SUB-REGION

The Metro sub-region is the social, cultural and economic heart of SEQ. It contains the region's major urban area, incorporating the state capital and 'New World City' of Brisbane, the growing cities of Logan and Redland, and the Moreton Bay region. Each of these places brings its own culture, history and unique contribution to this sub-region.

The Metro sub-region anchors the diverse and prosperous SEQ region, and shares strong connections with the other sub-regions.

The sub-region is characterised by:

- ▲ a vibrant and cultured big city/metropolitan lifestyle, including many different urban places, supported by spectacular coastal, bay and island areas
- ▲ the largest concentration of people and employment, and the highest order of services in the region
- ▲ a highly urbanised inner city area focused on the capital city centre—the region's social and economic epicentre
- ▲ diverse living opportunities, including inner city, urban centres, mixed use, suburban, coastal, rural residential and rural (including hinterland) living on its fringes
- ▲ a strong focus on infill growth around major urban centres and along high-frequency public transport corridors, complemented by major greenfield growth areas on its southern and northern edges
- ▲ a strong focus on large greenfield growth opportunities, primarily in Logan and Moreton Bay local government areas
- ▲ its role as the region's primary export gateway, connecting SEQ to the Asia-Pacific economy and beyond
- ▲ a richly diverse and well established national- and global-oriented economy supporting productive- and knowledge-intensive activity and creative industries
- ▲ a strong network of centres, knowledge and technology precincts, industry and enterprise areas, a major international seaport, and a the region's pre-eminent domestic and international airport
- ▲ an integrated transport network focused on the capital city centre, which extends outward along strategic transport corridors to all other sub-regions and beyond, providing the highest level of public transport service and most advanced active transport network in the region
- ▲ nationally and internationally recognised natural assets and environmental values, including world-class coastal and hinterland areas.

# The next 25 years

## Sub-regional growth

Tables 14 and 15 show the expected population growth, and dwelling supply and employment planning benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

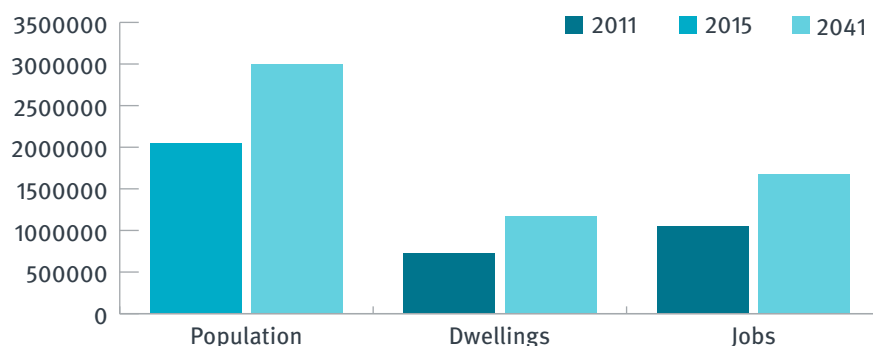
Table 14: Metro sub-region current estimates and future supply benchmarks

| Local government            | Population 2011  | Population 2015* | Expected population growth 2015–41** | Dwellings 2011 | Additional dwellings 2011–41** | Jobs 2011        | Additional jobs 2011–41 |
|-----------------------------|------------------|------------------|--------------------------------------|----------------|--------------------------------|------------------|-------------------------|
| <b>Brisbane</b>             | 1,089,879        | 1,162,200        | 409,800                              | 423,800        | 223,400                        | 789,400          | 458,200                 |
| <b>Logan</b>                | 287,474          | 308,700          | 277,300                              | 99,900         | 98,700                         | 97,700           | 70,400                  |
| <b>Moreton Bay</b>          | 390,051          | 425,500          | 229,500                              | 146,900        | 105,600                        | 114,800          | 74,400                  |
| <b>Redland</b>              | 143,711          | 150,000          | 38,000                               | 55,100         | 21,100                         | 44,900           | 24,400                  |
| <b>Total for sub-region</b> | <b>1,911,115</b> | <b>2,046,400</b> | <b>954,600</b>                       | <b>725,700</b> | <b>448,800</b>                 | <b>1,046,800</b> | <b>627,400</b>          |

\* Estimated resident population

\*\* Figures based on ShapingSEQ policy

Metro sub-region current and expected



Infill vs greenfield ratio

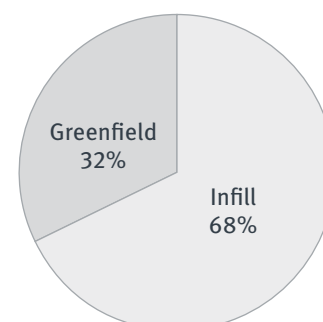


Table 15: Metro sub-region infill and greenfield dwelling supply benchmarks

| Local government            | Additional dwellings 2011–41* |                |                |
|-----------------------------|-------------------------------|----------------|----------------|
|                             | Infill                        | Greenfield     | Total          |
| <b>Brisbane</b>             | 210,600                       | 12,800         | 223,400        |
| <b>Logan</b>                | 25,000                        | 73,700         | 98,700         |
| <b>Moreton Bay</b>          | 54,900                        | 50,700         | 105,600        |
| <b>Redland</b>              | 14,400                        | 6,700          | 21,100         |
| <b>Total for sub-region</b> | <b>304,900</b>                | <b>143,900</b> | <b>448,800</b> |

\* Figures based on ShapingSEQ policy

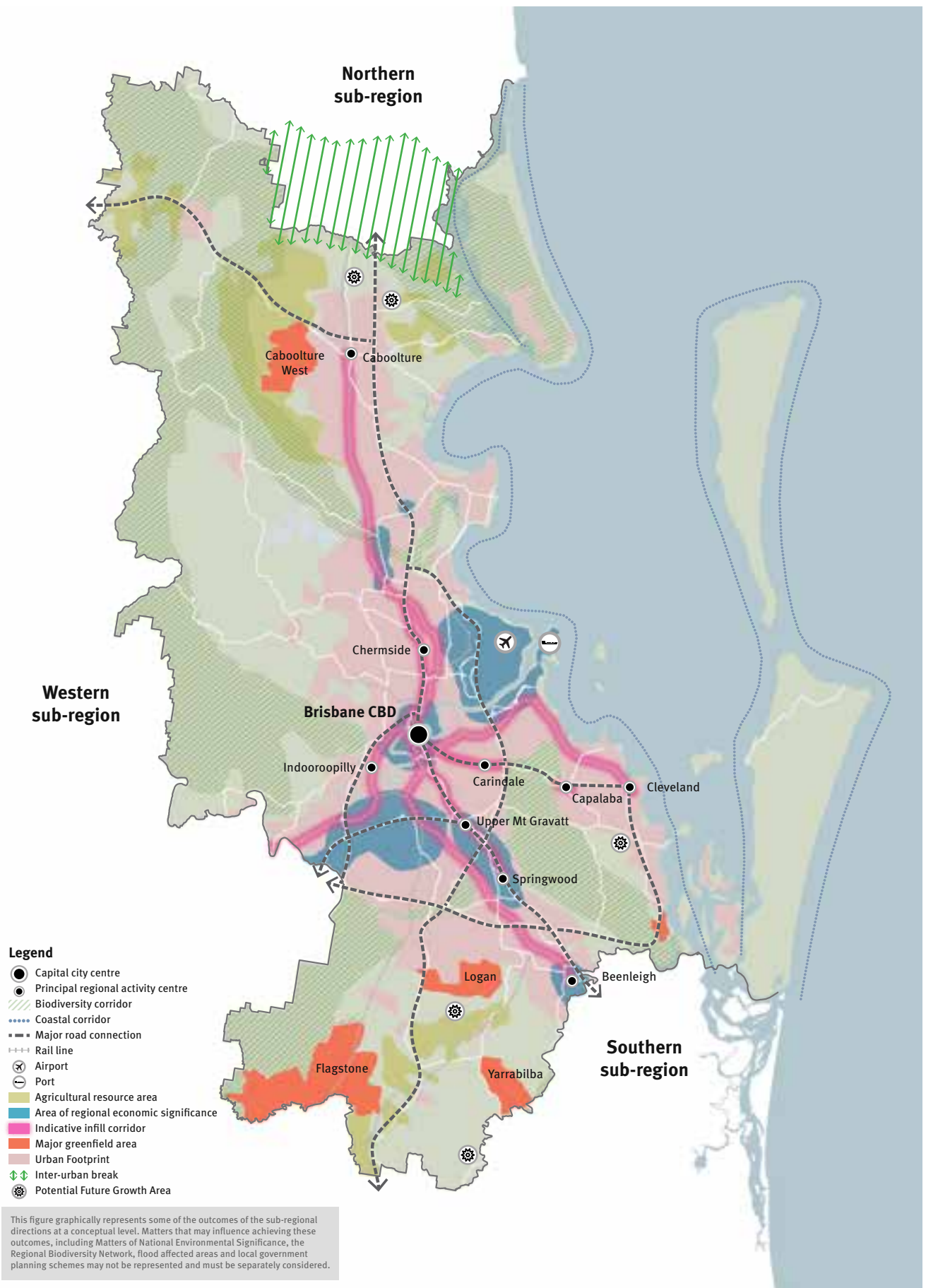


Figure 13 – Metro sub-region

## Sub-regional outcomes

The following sub-regional outcomes have been identified to implement the *ShapingSEQ* strategies. These outcomes align with the five key themes that support *ShapingSEQ*: Grow, Prosper, Connect, Sustain and Live.

### Outcomes for Grow

#### Infill growth

- 1 The regional intent to use land and infrastructure efficiently and focus density in locations with good access to public transport and areas providing employment and services will be delivered by concentrating infill growth in and around the:
  - a. capital city regional activity centre and knowledge and technology precincts at Buranda (health, environment and education), Herston (health and medical), St Lucia (education, health, environment and mining), South Brisbane (health, creative industries and education), Kelvin Grove (health, creative industries and education), Gardens Point (education, science and technology) and Auchenflower/Toowong (health and technology)
  - b. Brisbane north-east rail transport corridor, including the Toombul, Strathpine and Caboolture/Morayfield regional activity centres and key rail stations
  - c. Brisbane south rail transport corridor, including the Logan Central and Beenleigh regional activity centres, the Meadowbrook (health and education) knowledge and technology precinct, and key rail stations
  - d. Brisbane south-west rail transport corridor, including Toowong and Indooroopilly regional activity centres and key rail stations
  - e. Brisbane east rail transport corridor, including the Wynnum Central and Cleveland regional activity centres and key rail stations
  - f. Northern Busway transport corridor, including the Chermside regional activity centre and knowledge and technology precinct (health and education), and key busway stations
  - g. Eastern Busway transport corridor, including the Carindale and Capalaba regional activity centres and key busway stations
  - h. South-east Busway transport corridor, including the Upper Mount Gravatt and Springwood regional activity centres, Nathan/Coopers Plains (health, education, food sciences and technology) knowledge and technology precinct, and key busway stations

- i. Priority Development Areas of Toondah Harbour, Weinam Creek, Northshore Hamilton, Bowen Hills, and Woolloongabba.

By 2041, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of 'missing middle' housing forms, will also increase in and around these places.

#### Greenfield growth

- 2 The regional intent to provide new communities that are well-located and planned to support a consolidated urban settlement pattern, and serviced appropriately by social and economic infrastructure, will be delivered by concentrating greenfield growth in:
  - a. Greater Flagstone
  - b. Yarrabilba
  - c. Park Ridge
  - d. Flinders
  - e. Bahrs Scrub
  - f. North Lakes/Mango Hill
  - g. Caboolture West
  - h. Southern Redland Bay
  - i. Warner.

Of these areas, Greater Flagstone, Yarrabilba and Caboolture West will accommodate the largest proportion of the sub-region's planned greenfield growth, while Southern Redland Bay will provide residential supply within the Redlands.

Assuming any local constraints can be resolved adequately, residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency.

These places will develop as high quality new communities.

#### Potential Future Growth Areas

- 3 The major areas in the sub-region that may be suitable for future urban growth include Caboolture East, South Logan and Mundoolun (part). The intent for these areas is set out on page 38 in the Grow theme.

Land within the Elimbah area in Moreton Bay (outside the Urban Footprint) has also been identified as an area that may be suitable for future urban growth.

Its timing for inclusion in the Urban Footprint will depend on whether land supply in the Elimbah East and North East Business Park can be redesignated to support housing without compromising the area's long-term industrial land supply. The outcomes of Unitywater's investigation into the proposed Wamuran Irrigation Scheme are also relevant. These investigations should ensure that any such use for irrigation will be designed and staged to enable future transition to urban purposes.

## Rural towns and bay islands

- 4 Development in rural towns, including Jimboomba, Logan Village, Woodford, Samford and Dayboro; and the bay islands, including those of southern Moreton Bay, will occur as needed to sustain local communities.

## Outcomes for Prosper

### Areas of regional economic significance

- 5 The regional intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities, will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between areas of regional economic significance.

Areas of regional economic significance in the Metro sub-region are:

- a. The Inner 5 km, which employs more than 320,000 workers\* and supports priority sectors of health and education, professional services and tourism. This area of regional economic significance includes the Cross River Rail Innovation and Economic Development Corridor, and Queen's Wharf Brisbane
- b. Australia TradeCoast, which employs more than 70,000 workers\* and supports high levels of specialisation in priority sectors of advanced manufacturing, mining services, transport and logistics and tourism
- c. South West Industrial Corridor (Metro sub-region component), which employs more than 70,000 workers\* and supports the clustering of priority sectors of advanced manufacturing, mining services and transport and logistics, and health and knowledge towards its eastern boundary
- d. Pacific Motorway Corridor, which employs more than 40,000 workers\* and supports priority sectors of advanced manufacturing, professional services and knowledge activities, and higher order consumer functions such as retail, as well as community, civic and cultural uses

- e. Salisbury–Nathan and Coopers Plains nexus—where the South West Industrial Corridor and Pacific Motorway Corridor converge—which employs more than 40,000 workers\* and supports emerging priority sectors of health and knowledge, advanced manufacturing and professional services. This represents a major economic opportunity for a fully integrated knowledge and technology precinct that provides the full spectrum of research and development, commercialisation, delivery and business services
- f. Strathpine–Brendale–Petrie Corridor, which employs more than 22,000 workers\* and supports priority sectors of advanced manufacturing, transport and logistics, and commercial and corporate services, and higher order consumer functions such as retail, as well as community, civic and cultural uses. The Moreton Bay University Precinct at Petrie will add a knowledge-based dimension to the corridor and create more advanced manufacturing opportunities
- g. Yatala–Stapylton–Beenleigh economic cluster, which employs more than 25,000 workers\* and supports priority sectors of advanced manufacturing (with a focus on integrated food and beverage supply chains), commercial services, and transport and logistics in Yatala–Stapylton, and higher order consumer functions such as retail, as well as community, civic and cultural uses in Beenleigh
- h. North Lakes–Mango Hill economic cluster, which supports emerging priority sectors of health and education, professional, and commercial and community services. The Moreton Bay rail link will accelerate economic activity in this cluster.

Regional activity centres, knowledge and technology precincts, and major industry and enterprise areas that are not part of areas of regional economic significance will be developed in line with the regional strategies.

*\* Figures based on 2011 census.*



Pacific Motorway,  
Brisbane

# The next 25 years

## Special uses

- 6 The Ace Waste facility at Willawong is a regionally significant medical and industrial waste disposal facility. This facility will be protected from incompatible development while it continues to operate at this location.

## Rural prosperity

- 7 The sub-region's principal rural production lands (used for horticulture, forestry and poultry farming) in the Woodford/Wamuran, Donnybrook and southern Logan areas will be protected to provide long-term food security and export opportunities. This includes preventing further land fragmentation and protecting rural industries and activities from encroachment by incompatible uses.

Alternative rural futures will be explored to diversify and increase the productivity of rural activities, and strengthen resilience to market cycles and climate change.

Redland City has a strong and vibrant rural economy with a mix of agricultural and horticultural uses. Outdoor recreation and tourism activities will be encouraged in areas where impacts on the environment and scenic amenity can be successfully managed.

Opportunities to produce and add value to raw products to service niche-market, high-demand food and beverage industries will be encouraged. Farm-, adventure and nature-based tourism, recreation and events, as well as clean energy initiatives, will also be encouraged where they can be managed to preserve the agricultural land resource.

- 8 The sub-region's hinterland areas support the growth of creative and boutique industries, and nature-, rural- and adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where impacts on the environment and scenic amenity can be successfully managed.

## Future investigations

- 9 Land within the Southern Thornlands area in Redland City (outside the Urban Footprint) has been identified as a Potential Future Growth Area.

Redland City Council is required to investigate this area in the short-term, including its potential as a future employment area, to assist in finalising the future planning for this area.



Cleveland  
Marina,  
Redland

## Other economic opportunities

- 10 Cleveland–Toondah Harbour includes the Cleveland regional activity centre, Toondah Harbour Priority Development Area, Redlands Research Station, Redlands Health Precinct, and adjacent industry and enterprise area. While it does not have the scale or potential to be an area of regional economic significance, this area could support specialisations in priority sectors of tourism, health, and knowledge and professional services.

The emergence of this area will depend on successfully delivering the Toondah Harbour Priority Development Area and improving connections between the area's economic components.

- 11 Meadowbrook includes the Logan Hospital, TAFE Queensland Loganlea campus, the Griffith University Logan Campus, along with a mix of commercial and industrial activities. This area is emerging into a fully integrated knowledge and technology precinct supporting core health and education facilities. The precinct has good accessibility to regional transport infrastructure and the ability to accommodate a mix of complementary uses and activities. Nearby open space areas also provide good levels of amenity.

This area has potential to emerge as an area of regional economic significance. This will depend on improvements to business-to-business interactions and more direct transport connections between the area's economic components.

## Outcomes for Connect

### Priority regional infrastructure

- 12 The intent to be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits will be facilitated by the delivery of passenger transport trunk corridors and services, and key improvements to the integrated regional transport system, that integrate with the desired growth pattern. This will include:
  - a. delivering Cross River Rail, which will support economic growth in the capital city centre and throughout the region, residential infill development in the sub-region and future rail links to greenfield growth areas
  - b. improving passenger transport trunk services to and within inner Brisbane by ultimately delivering a high-frequency and high-capacity people movement system. This system will complement Cross River Rail and the existing busway network and form part of a world-class inner city passenger transport network that supports employment growth in the capital city centre and, more broadly, employment and infill growth throughout the Metro sub-region
  - c. extending passenger transport trunk corridors to Browns Plains, Springwood, Capalaba and Chermside, which will support increased residential densities and employment growth, and increase public transport accessibility and efficiency along the public transport corridors
  - d. delivering the Salisbury–Greater Flagstone passenger transport trunk corridor, which will support greenfield growth and higher residential densities close to planned stations
  - e. extending passenger transport trunk services to Yarrabilba and Caboolture West, which will support greenfield growth and higher residential densities close to planned stations
  - f. delivering the passenger transport trunk corridor and road corridor between Everton Park and Strathpine (within the North West Transport Corridor), which will improve local and sub-regional accessibility for northern growth areas
  - g. delivering the North–South Urban Arterial from Bald Hills to Caboolture, which will serve a rapidly developing urban area and relieve pressure on the Bruce Highway by removing local traffic. This will provide better connections between the Metro and Northern sub-regions

- h. delivering improvements to the M1 through the Moreton Bay region and Logan City
- i. delivering the southern extension of the Gateway Motorway
- j. delivering the road corridor connecting the Greater Flagstone and Yarrabilba greenfield growth areas to the regional road network.

### Future investigations

- 13 A dedicated freight rail connection to the Port of Brisbane requires investigation. This would need to involve the Australian and Queensland governments, Brisbane City Council and key stakeholders.
- 14 While high frequency rail public transport services are not warranted to Cleveland under current analysis, this could be further investigated if sufficient residential infill is achieved in this corridor.

## Outcomes for Sustain

### Landscape areas and natural assets

- 15 The regional intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
  - a. Bribie Island–Glasshouse Mountains Corridor, which links Bribie Island National Park and State Forest, Pumicestone Passage, Pumicestone Passage National Park, Glass House Mountains National Park, Beerburrum State Forest, Peachester State Forest and Glass House Mountain Regional Park
  - b. the Ramsar Moreton Bay coastline, which includes Moreton Island National Park, Pumicestone National Park–Pumicestone Passage–Bribie Island National Park area, Naree Budjong Djara National Park, Southern Moreton Bay Island National Park, North Stradbroke Island National Park, South Stradbroke Island, Boondall wetlands complex, Central Moreton Bay Island archipelago, Teerk Roo Ra National Park and Hays Inlet coastal catchment
  - c. Mount Coot-tha–Blackall Range Corridor, which links Mount Coot-tha, D’Aguilar (South)/Mount Glorious/ Enoggera/Bunyaville State Forest, D’Aguilar National Park, Somerset Dam precinct, Wivenhoe Dam precinct, Deer Reserve National Park and Deer Reserve State Forest, and north to the Blackall Range

# The next 25 years

- d. Pine River–D'Aguilar Corridor, which links the Enoggera Forest Reserve to near the mouth of the Pine River (via Samford and Bunyaville Forest Reserves)
- e. D'Aguilar Range–Glasshouse Mountains Corridor, which includes Mount Mee
- f. Koala Coast Corridor, which includes Venman Bushland National Park; Bayview, Daisy Hill, Springwood and Tingalpa Creek Regional Parks; and south to Carbrook Wetlands and Moreton Bay
- g. Flinders–Karawatha Corridor, which links Karawatha, Greenbank, White Mountain, Flinders Peak, Spring Mountain/Mount Perry and Wyaralong Dam/Kooralbyn to Mount Barney.

## Inter-urban break

- 16** The Moreton Bay–Sunshine Coast inter-urban break will be retained as a regionally significant green break that helps to differentiate and separate the distinctive character and lifestyle of the Metro sub-region from the Northern sub-region.

This inter-urban break protects the landscape setting of the heritage-listed Glass House Mountains National Park and water quality of the Ramsar-listed wetlands of the Pumicestone Passage, and preserves opportunities for agricultural production and forestry, tourism and outdoor recreation.

The Queensland Government will work with Moreton Bay Regional Council and Sunshine Coast Council to investigate the extent and values of this inter-urban break to ensure its long-term protection.

## Outcomes for Live

### Our great places

- 17** Developing, supporting and promoting great places will support the sub-region's liveability, prosperity, sense of identity and community.

Current and evolving great places identified by local governments in the Metro sub-region include:

- a. Brisbane central business district (CBD), the vital heart of the SEQ region, which combines a range of uses and activities and a high quality public realm that adds liveliness, entertainment and interest that sustains its vitality, and social and economic value
- b. inner city laneways throughout the Brisbane CBD and inner city, are coming to life with activity and vibrancy, forming an important part of the city's place-making
- c. South Bank, Brisbane's post-World Expo 88 area, has become a world-class and much-loved central riverfront parklands and mixed-use precinct, as well as a magnet for SEQ residents and visitors
- d. Brisbane's inner city precincts—including West End and Fortitude Valley—are focal points in the renewal of the inner city and a major focus for entertainment, entrepreneurship, community and housing, leading SEQ's economic and social transition to include a 'New World City'
- e. suburban main streets—such as Latrobe and Given Terraces in Paddington, Oxford Street in Bulimba, Kedron Brook Road in Wilston and Logan Road in Woolloongabba—continue to develop as great places that sustain local communities and attract people through their sense of place and vibrancy
- f. Brisbane's identity as a great place overall, complementing place-making initiatives with drawcards like the Brisbane River, Mount Coot-tha, Brisbane Forest Park, Moreton Bay/Tangalooma, Shorncliffe Pier, Lone Pine Koala Sanctuary and Boondall Wetlands
- g. Beenleigh Town Square provides a community focus for place-making and directs this traditional town towards a future as a major centre in its own right
- h. Logan Central is led by master plans that include initiatives like streetscape enhancements to Wembley Road; finer grain pedestrian and cycle network between Logan Gardens, the Logan Entertainment Centre and Council's Administration Centre; the proposed town square; and the Woodridge train station and a centrally located town square
- i. Cleveland—a traditional town centre with a grid street pattern, wide streets and bayside location—is transforming into a modern, compact mixed-use business centre while maintaining its high-quality subtropical urban design and human scale
- j. Wellington Point is a combination of a vibrant mix of cafes, restaurants and specialist shops close to high-quality family waterside recreation which makes the most of its coastal location
- k. Capalaba is strategically located at the gateway to Redland City with the opportunity to accommodate new housing and commercial development in a compact urban form supported by a high-quality public realm

- l. the townships of North Stradbroke Island have their own unique character and identity:
  - Point Lookout—a coastal township renowned for its iconic coastal landscape and foreshores of state heritage significance
  - Dunwich—the gateway to North Stradbroke Island and an historical town rich in heritage and culture
  - Amity Point—a low-key seaside village and a popular holiday location
- m. Redcliffe foreshore includes initiatives such as Bee Gees Way that promote this bayside destination as a magnet for residents and visitors alike
- n. the Mill at Moreton Bay will be a thriving new precinct generating thousands of higher education and employment opportunities. With the University of the Sunshine Coast campus at its core, the precinct aspires to offer world-class study opportunities with an onsite train station
- o. rural townships and villages—including Samford, Dayboro, Woodford, Jimboomba and Logan Village—which seek to build on their rural charms to become great examples of traditional towns that are becoming great places for residents and visitors.



Bee Gees Way,  
Redcliffe, Moreton Bay

# NORTHERN SUB-REGION

The Northern sub-region contains SEQ's third-largest urban area: the emerging city of the Sunshine Coast. It also includes the Noosa Shire. The sub-region maintains a close relationship with its natural setting.

The Northern sub-region is characterised by:

- ▲ a relaxed coastal and hinterland lifestyle supported by world-class beaches, waterways and hinterland areas
- ▲ an urbanised coastal edge, historical inland urban settlements, and several eclectic and culturally rich hinterland townships
- ▲ diverse living opportunities, including seaside and inland urban centres, suburban, rural residential and rural (including hinterland) living
- ▲ a strong focus on infill growth around major urban centres and along a planned coastal passenger transport trunk corridor, complemented by major greenfield growth on its southern and south-western edges where public transport can be extended easily
- ▲ its role as the northern gateway, connecting SEQ to the coastal and regional cities, and central and northern Queensland towns
- ▲ an emerging national- and global-oriented economy that embraces innovation, creativity and entrepreneurial activity, and is leveraging major 'future city' investments in health and education infrastructure
- ▲ a new city centre at Maroochydore supported by a network of other urban centres, knowledge and technology precincts and industry and enterprise areas
- ▲ its role as a domestic and international tourism destination
- ▲ a growing domestic and international airport, which supports tourism and broader economic activities
- ▲ a developing integrated transport network that is accelerating access within the sub-region, and developing strong social and economic connections with the Metro sub-region
- ▲ nationally and internationally recognised natural assets and environmental values, including world-class hinterland areas and an identifiable inter-urban break that helps differentiate and separate it from the Metro sub-region.

## Sub-regional growth

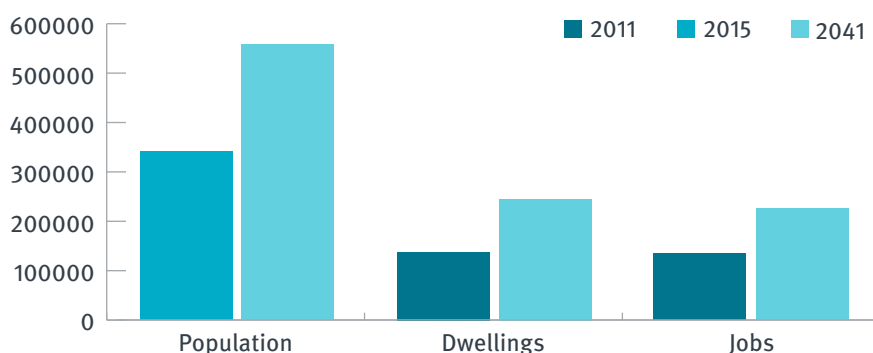
Tables 16 and 17 show the expected population growth, and dwelling supply and employment planning benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 16: Northern sub-region current estimates and future supply benchmarks

| Local government     | Population 2011 | Population 2015* | Expected population growth 2015–41 | Dwellings 2011 | Additional dwellings 2011–41 | Jobs 2011 | Additional jobs 2011–41 |
|----------------------|-----------------|------------------|------------------------------------|----------------|------------------------------|-----------|-------------------------|
| Sunshine Coast       | 267,241         | 287,500          | 207,500                            | 113,600        | 99,300                       | 112,500   | 80,500                  |
| Noosa                | 51,038          | 53,500           | 9,500                              | 24,200         | 8,100                        | 21,700    | 11,800                  |
| Total for sub-region | 318,279         | 341,000          | 217,000                            | 137,800        | 107,400                      | 134,200   | 92,300                  |

\* Estimated resident population

Northern sub-region current and expected



Infill vs greenfield ratio

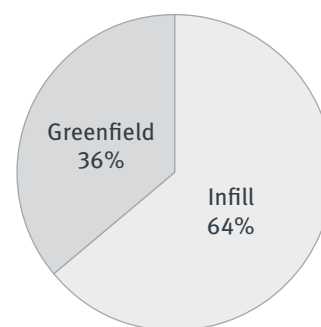


Table 17: Northern sub-region infill and greenfield dwelling supply benchmarks

| Local government     | Additional dwellings 2011–41* |            |         |
|----------------------|-------------------------------|------------|---------|
|                      | Infill                        | Greenfield | Total   |
| Sunshine Coast       | 64,200                        | 35,100     | 99,300  |
| Noosa                | 4,600                         | 3,500      | 8,100   |
| Total for sub-region | 68,800                        | 38,600     | 107,400 |

\* Figures based on ShapingSEQ policy

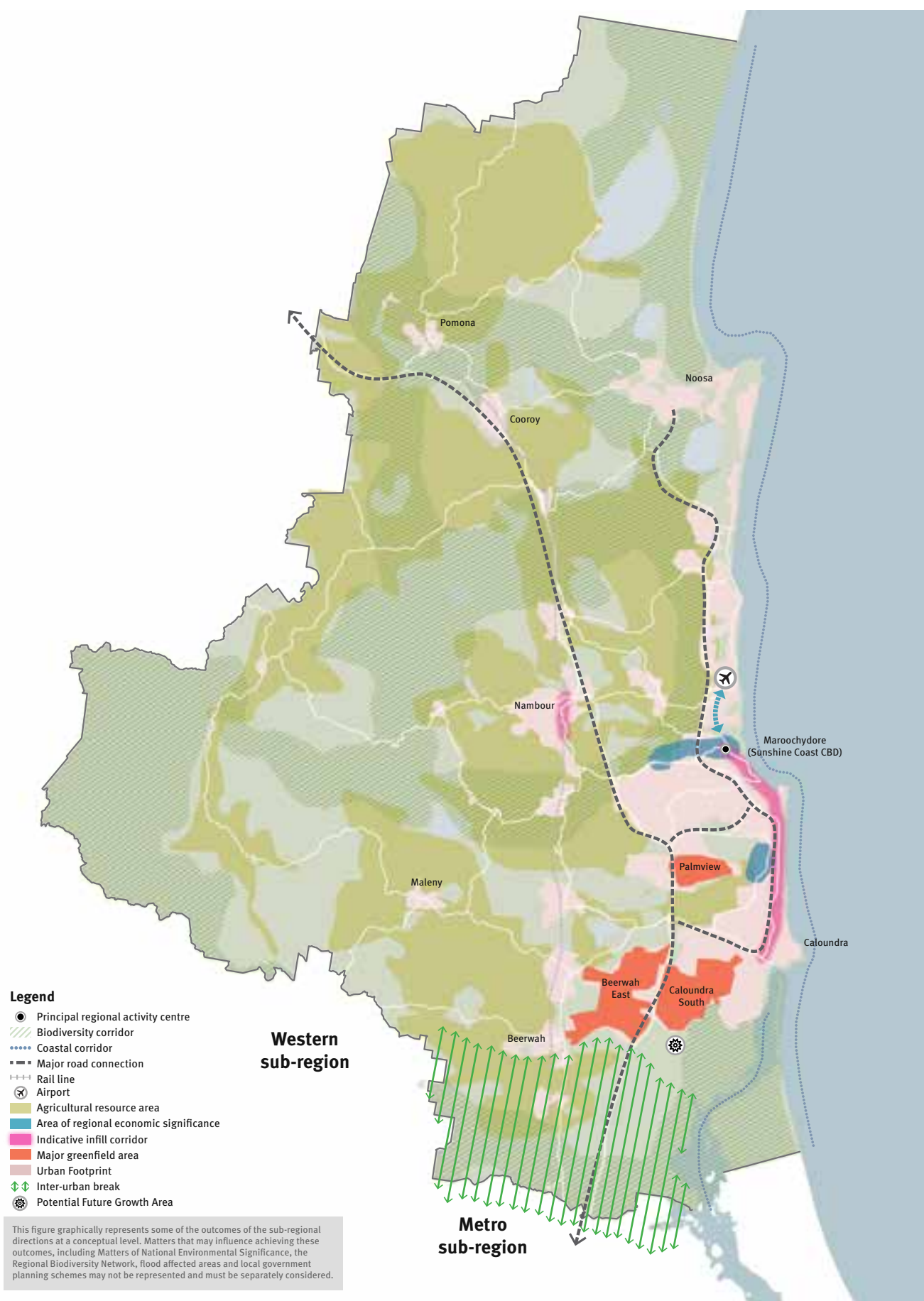


Figure 14 – Northern sub-region

## Sub-regional outcomes

The following sub-regional outcomes have been identified to implement the *ShapingSEQ* strategies. These outcomes align with the five key themes that support *ShapingSEQ*: Grow, Prosper, Connect, Sustain and Live.

### Outcomes for Grow

#### Infill growth

- 1 The regional intent to use land and infrastructure efficiently and focus density in locations with good access to public transport and areas providing employment and services will be delivered by concentrating infill growth in and around the:
  - a. proposed passenger transport trunk corridor, including the Maroochydore (City Centre), Kawana and Caloundra regional activity centres, the Kawana Waters (health and education) knowledge and technology precinct and proposed key stations
  - b. Nambour regional activity centre (including its rail station).

By 2041, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of 'missing middle' housing forms, will also increase in and around these places.

- 2 Infill growth and urban renewal along the proposed passenger transport trunk corridor, between Maroochydore and Caloundra, will provide a cohesive corridor of distinctive, high-quality urban environments that are typically 'Sunshine Coast' in character and optimise access to future passenger transport services. Mixed-use development opportunities, and housing choice and affordability, will also be maximised.

Good planning and design will ensure that the corridor becomes an international showcase for both transit-oriented development and subtropical, energy-efficient living options that support outdoor living all year round.

#### Greenfield growth

- 3 The regional intent to provide new communities that are well located and planned to support a consolidated urban settlement pattern, and serviced appropriately by social and economic infrastructure, will be delivered by concentrating greenfield growth in:
  - a. Caloundra South
  - b. Palmview
  - c. Beerwah East.



Caloundra South, Sunshine Coast

Of these areas, Caloundra South will accommodate the largest proportion of the sub-region's planned greenfield growth, while Palmview will also contribute significantly.

Beerwah East has been included in the Urban Footprint to acknowledge its potential to provide important land supply in the northern corridor. It integrates with Beerwah and is serviced by road and a passenger transport trunk corridor. Sunshine Coast Council and the Queensland Government will start resolving planning and infrastructure issues to ensure its availability for urban development within the next decade.

Assuming any local constraints can be resolved adequately, residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency.

These places will develop as high quality new communities.

#### Potential Future Growth Areas

- 4 The major area in the sub-region that may be suitable for future urban growth is Halls Creek. The intent for this area is set out on page 38 in the Grow theme.

#### Rural towns

- 5 Development in rural towns, including Landsborough, Palmwoods, Yandina, Cooroy and Pomona, will occur as needed to sustain local communities.

## Outcomes for Prosper

### Areas of regional economic significance

- 6 The regional intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities, will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between areas of regional economic significance.

Areas of regional economic significance in the Northern sub-region are:

- a. Maroochydore–Kuluin–Kunda Park economic cluster, which employs more than 23,000 workers\* and supports priority sectors of professional services and advanced manufacturing, and higher order consumer functions such as retail, as well as community, civic and cultural uses.

The emerging Maroochydore City Centre (SunCentral) at the heart of the Maroochydore regional activity centre is a transformative and regionally significant project that will increase employment, improve accessibility and deliver wide spread economic and community benefits. It will add a knowledge-based dimension to this cluster and create further advanced manufacturing opportunities. Delivering the passenger transport trunk corridor and high levels of connectivity with the upgraded Sunshine Coast Airport and aviation cluster at Maroochydore will create further opportunities to accelerate economic development and reinforce Maroochydore's role as the primary centre for the Sunshine Coast

- b. Kawana economic cluster, which supports emerging priority sectors of health and professional services. Delivering the passenger transport trunk corridor and Kawana town centre will both accelerate economic activity in this cluster.

Regional activity centres, knowledge and technology precincts, and major industry and enterprise areas that are not part of areas of regional economic significance will be developed in line with the regional strategies.

\* Figure based on 2011 census.

### Rural prosperity

- 7 The sub-region's principal agricultural land resources in Eumundi–Yandina, Beerwah, Palmwoods, Mary Valley and the Glass House Mountains will be protected to preserve long-term food security and export opportunities. This includes preventing further land fragmentation and protecting agricultural activities from encroachment by incompatible uses.

Alternative agricultural futures will be explored to help coastal lowland areas transition from traditional cane farming. This includes diversifying rural activities to strengthen resilience to market cycles and climate change.

Opportunities to produce and add value to raw products to service niche-market, high-demand food and beverage industries—including herbs, bush foods, coffee, tea, wine, fruit juices, olive oil, avocado oil, and a range of sauces, jams and chutneys—will be encouraged. Farm-, adventure- and nature-based tourism, recreation and events, as well as clean energy initiatives, will also be encouraged where they can be managed to preserve the agricultural land resource.

- 8 The sub-region's hinterland areas support the growth of creative and boutique industries, and nature-, rural- and adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where the impacts on the environment and scenic amenity can be successfully managed.

## Outcomes for Connect

### Priority regional infrastructure

- 9 The intent to be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits will be facilitated by the delivery of passenger transport trunk corridors and services, and key improvements to the integrated regional transport system, including improvements to the north coast rail line between Beerburrum and Nambour, that integrate with the desired growth pattern. This will include:
- a. delivering Cross River Rail in the Metro sub-region, which will support economic growth in the Northern sub-region through improved access to the capital city centre

- b. delivering the Maroochydhore–Caloundra passenger transport trunk corridor with opportunities to extend it to Beerwah, which will support increased residential densities and employment growth, increase public transport accessibility and efficiency, link the sub-region’s areas of regional economic significance and support a key economic corridor
- c. providing passenger transport trunk services on the north coast rail line between Beerwah rail station and the Metro sub-region, through the Beerburum to Nambour Rail Upgrade Project, which will relieve pressure on the strategic road network and improve freight efficiency
- d. extending the network of passenger transport trunk services from Noosa and Nambour to Maroochydhore and Caloundra South, which will help service commuter and other trips within the sub-region and relieve pressure on the road network.

## Future investigations

- 10** The Queensland Government will support the Sunshine Coast Council’s application to the Australian Communications and Media Authority to declare an offshore cable protection zone and landing point for an international submarine broadband cable connection.

This cable would make the Sunshine Coast the first regional centre in Australia to provide direct, international broadband connectivity to global markets in the Asia–Pacific and the United States. This will significantly increase the economic competitiveness of the sub-region and all of SEQ.

## Outcomes for Sustain

### Landscape areas and natural assets

- 11** The regional intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
- a. Noosa North Shore Corridor, which links Teewah Beach to Cooloola and Great Sandy National Park
  - b. Lakes Cootharaba, Cooroibah and Weyba, and their catchment areas
  - c. the UNESCO (United Nations Educational, Scientific and Cultural Organisation) recognition of Noosa Shire as a Biosphere Reserve
  - d. the National Estate-listed Maroochy–Noosa Wallum Corridor
  - e. the Maroochy Wetlands
  - f. Elgin–Conondale Corridor, which links Yabba/Squirrel Creek/Jimna/Conondale

- g. Mapleton Forest Reserve to Mooloolah River National Park Terrestrial Corridor
- h. Blackall Range–Imbil Corridor, which links Conondale/Bellthorpe/ Kenilworth/Imbil
- i. the National Heritage-listed Glasshouse Mountains
- j. Currimundi and Stumer Creek, and associated lagoons, shallow wetlands and coastal vegetation
- k. the Ramsar-listed wetlands of Bribie Island, the Pumicestone Passage, and the islands and waters of northern Moreton Bay
- l. Noosa North Shore to Pumicestone Passage Coastal Corridor.



### Inter-urban break

- 12** The Moreton Bay–Sunshine Coast inter-urban break will be retained as a regionally significant green break that helps to differentiate and separate the distinctive character and coastal lifestyle of the Northern sub-region from the Metro sub-region.

This inter-urban break protects the landscape setting of the heritage-listed Glass House Mountains National Park and water quality of the Ramsar-listed wetlands of the Pumicestone Passage, and preserves opportunities for agricultural production and forestry, tourism and outdoor recreation.

The Queensland Government will work with Moreton Bay Regional Council and Sunshine Coast Council to investigate the extent and values of this inter-urban break to ensure its long-term protection.

### Regional water supply

- 13** The Queensland Government will partner with the Sunshine Coast Council, Noosa Shire Council and private sector to provide a secure, sustainable and long-term water supply solution for the sub-region beyond 2031.

## Outcomes for Live

### Our great places

- 14 Developing, supporting and promoting great places will support the sub-region's liveability, prosperity, sense of identity and community.

Current and evolving great places identified by local governments in the Northern sub-region include:

- a. Hastings Street Noosa Heads, an iconic destination, is a small-scale main street set among the green backdrop of Noosa Hill that provides a major drawcard for locals and international visitors. These qualities—a vibrant, pedestrian-friendly streetscape and diverse dining and retailing opportunities—all make Hastings Street an outstanding place
- b. Caloundra City Centre with the traditional main street, Bulcock Street, connecting to Kings Beach involving major and smart city improvements with community involvement to create a great place where community use, commerce, a great public realm and events all co-exist
- c. Mooloolaba Esplanade and Spit, a renowned beach and riverfront resort destination featuring high-quality urban design and public space with street shopping and dining
- d. Ocean Street and Maroochydore City Centre, a traditional main street revitalised with food, live music and dining, is connected to a new city centre at SunCentral and provides world-class urban form and infrastructure, as well as smart city technologies
- e. Palmwoods Town Centre contains a traditional and historically intact main street and surrounding streets, with preserved laneways and buildings, and a local community offering a mix of activities, arts and crafts, and hinterland trails
- f. Nambour Town Centre, the historic centre of the sub-region, is renewing itself as a hip place to be for young people living or visiting the sub-region, with an emerging live music and vibrant street-life scene
- g. Eumundi Village Centre, a traditional and historically intact main street, is home to the world famous Eumundi Markets and a focal point for arts, crafts and other creative activities, as well as its hinterland
- h. Cooroy, where residents enjoy modern lifestyle conveniences in a country town atmosphere. The area services much of the hinterland of Noosa, and the streetscape is enhanced by heritage buildings, mature landscaping, shaded footpaths, small/intimate business premises, and visual connections with the sub-region's agricultural and forestry heritage
- i. Beerwah, an emerging growth town with a modern country feel in the heart of 'Glass House Country'. Beerwah supports an active and lively main street where new development is blending with its traditional rural town heritage values
- j. Blackall Range main streets, including Maleny, Montville and Mapleton, are small towns and villages on the picturesque Blackall Range offering a mix of activities on their village character main streets
- k. Sunshine Coast University Hospital Precinct and Kawana Town Centre, an emerging pedestrian-scale precinct with an urban focus based on the new hospital and town centre, featuring a wide range of town centre uses on lakefront, connected to Bokarina Beach.



Lake Macdonald,  
Cooroy

# WESTERN SUB-REGION

The Western sub-region contains SEQ's major rural production and regional landscape areas, and is supported by the major cities of Ipswich and Toowoomba. These cities contain significant greenfield growth areas, areas of regional economic significance and infrastructure connections of national significance.

The Western sub-region is SEQ's rural heartland. Places like the Lockyer Valley, Scenic Rim, Somerset and Ipswich rural hinterland counterbalance the region's major urban areas. Parts of the sub-region also offer an alternative temperate climate and lifestyle, further boosting the sub-region's distinctiveness.

Both development and improving transport connections are strengthening relationships between Scenic Rim and the Metro sub-region for services and employment.

The sub-region is characterised by:

- ▲ a predominantly regional and rural lifestyle supported by spectacular open space, hinterland and natural landscape settings
- ▲ its reputation as one of the most fertile farmland areas in the world, and its role as Australia's food bowl, growing the most diverse range of commercial fruit and vegetables in Australia
- ▲ diverse living opportunities, including urban areas and centres, suburban areas, rural centres, rural residential and rural (including hinterland) living
- ▲ a strong focus on greenfield growth, primarily around the sub-region's major urban and rural centres, particularly in Ipswich and Toowoomba
- ▲ its role as the western gateway, connecting SEQ with the rural areas and towns of western Queensland and South Burnett, and providing critical freight connections with northern New South Wales and the southern states
- ▲ an emerging national- and global-oriented economy leveraging major investments in airport, logistics and freight infrastructure
- ▲ the Ipswich and Toowoomba central business districts, and a dispersed network of urban and rural centres—including Gatton, Boonah, Beaudesert and Kilcoy—that service distinct regional populations and a domestic and international airport
- ▲ a new major airport at Wellcamp, which supports broader economic activities, including tourism
- ▲ significant major industry and enterprise areas and Australian Defence Force infrastructure
- ▲ several distinctive and culturally rich rural townships
- ▲ an integrated transport network that accelerates access within the sub-region, and provides strong social and economic connections with the Metro sub-region, including critical freight connections with the Port of Brisbane
- ▲ nationally and internationally recognised natural assets and environmental values, including world-class hinterland and the Great Dividing Range.

# The next 25 years

## Sub-regional growth

Tables 18 and 19 show the expected population growth, and dwelling supply and employment planning benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

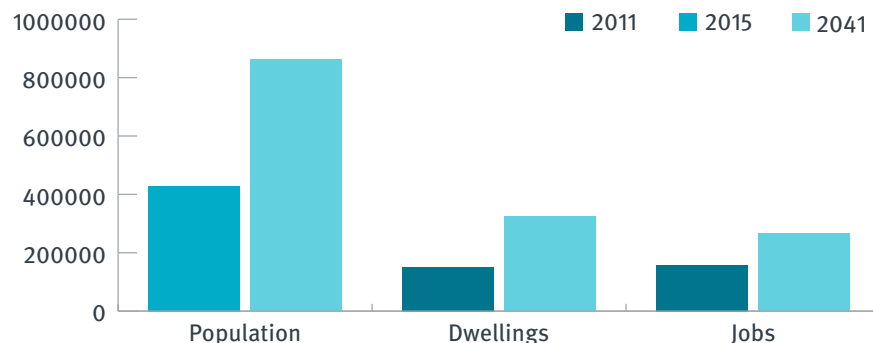
Table 18: Western sub-region current estimates and future supply benchmarks

| Local government     | Population 2011 | Population 2015* | Expected population growth 2015–41** | Dwellings 2011 | Additional dwellings 2011–41** | Jobs 2011 | Additional jobs 2011–41 |
|----------------------|-----------------|------------------|--------------------------------------|----------------|--------------------------------|-----------|-------------------------|
| Ipswich              | 172,200         | 193,000          | 327,000                              | 62,500         | 121,300                        | 63,800    | 65,000                  |
| Somerset             | 22,200          | 24,000           | 14,000                               | 9200           | 7100                           | 6800      | 3200                    |
| Toowoomba            | 126,426         | 133,400          | 46,600                               | 50,300         | 24,700                         | 61,500    | 25,100                  |
| Lockyer Valley       | 35,880          | 38,800           | 22,200                               | 13,300         | 10,600                         | 12,100    | 7100                    |
| Scenic Rim           | 37,437          | 39,800           | 22,200                               | 15,500         | 10,800                         | 13,800    | 8000                    |
| Total for sub-region | 394,143         | 429,000          | 432,000                              | 150,800        | 174,500                        | 158,000   | 108,400                 |

\* Estimated resident population

\*\* Figures based on ShapingSEQ policy

Western sub-region current and expected



Infill vs greenfield ratio

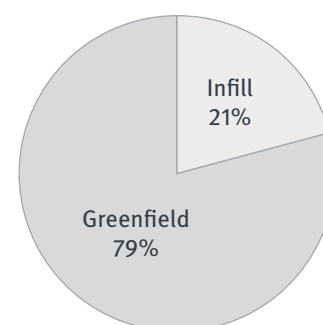


Table 19: Western sub-region infill and greenfield dwelling supply benchmarks

| Local government     | Additional dwellings 2011–41* |            |         |
|----------------------|-------------------------------|------------|---------|
|                      | Infill                        | Greenfield | Total   |
| Ipswich              | 31,600                        | 89,700     | 121,300 |
| Somerset             | 0                             | 7100       | 7100    |
| Toowoomba            | 4400                          | 20,300     | 24,700  |
| Lockyer Valley       | 0                             | 10,600     | 10,600  |
| Scenic Rim           | 0                             | 10,800     | 10,800  |
| Total for sub-region | 36,000                        | 138,500    | 174,500 |

\* Figures based on ShapingSEQ policy

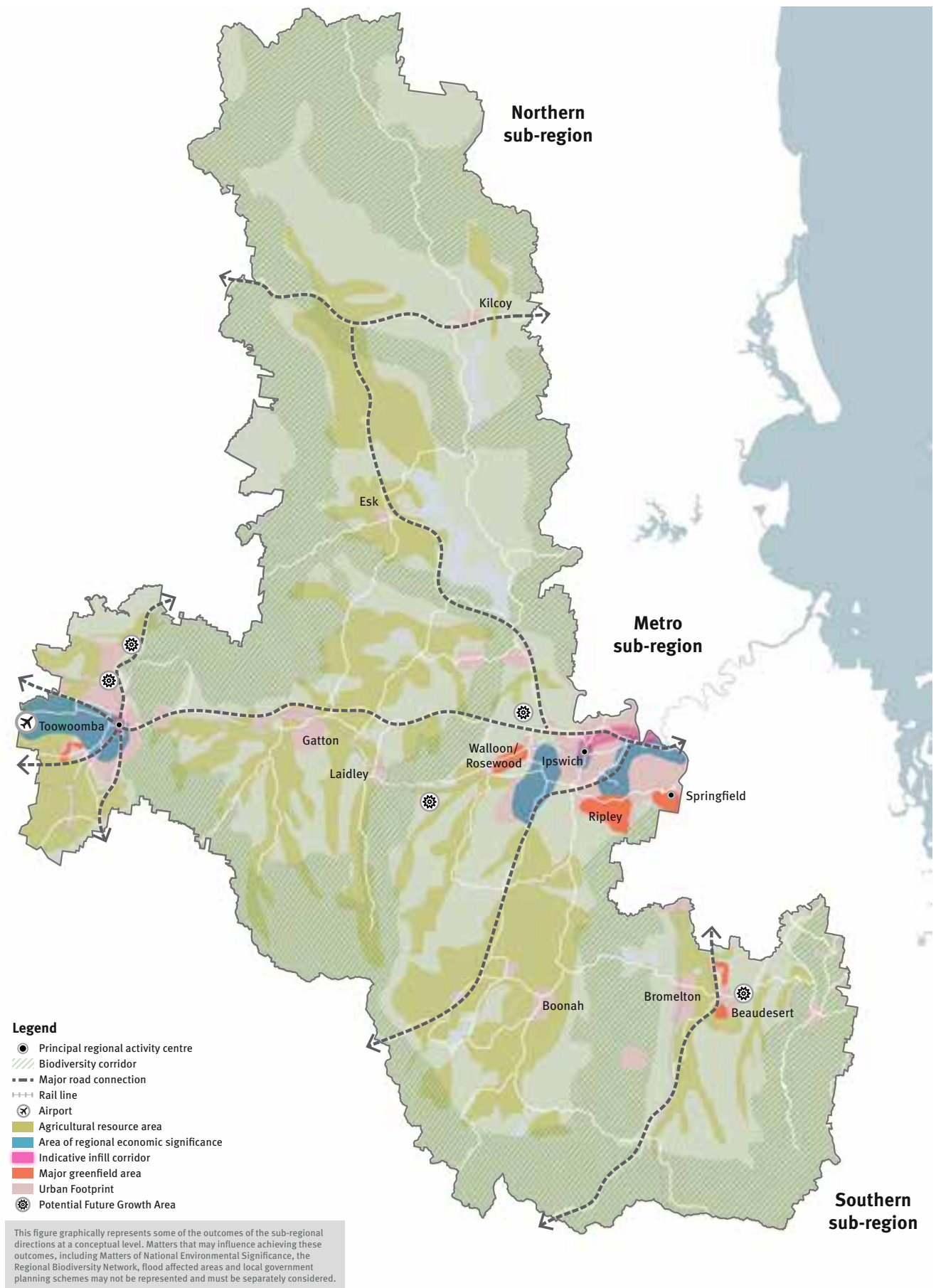


Figure 15 – Western sub-region

## Sub-regional outcomes

The following sub-regional outcomes have been identified to implement the *ShapingSEQ* strategies. These outcomes align with the five key themes that support *ShapingSEQ*: Grow, Prosper, Connect, Sustain and Live.

### Outcomes for Grow

#### Infill growth

- 1 The regional intent to use land and infrastructure efficiently and focus density in locations with good access to public transport and areas providing employment and services will be delivered by concentrating infill growth in and around the:
  - a. Ipswich regional activity centre and knowledge and technology precinct (health and education), and key rail stations between Wulkuraka and Redbank
  - b. Toowoomba regional activity centre, including the Toowoomba Railway Parklands Priority Development Area
  - c. Goodna regional activity centre
  - d. Yamanto and Booval activity centres.

By 2041, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of 'missing middle' housing forms, will also increase in and around these places.

#### Greenfield growth

- 2 The regional intent to provide new communities that are well located and planned to support a consolidated urban settlement pattern, and serviced appropriately by social and economic infrastructure, will be delivered by concentrating greenfield growth in:
  - a. Ripley Valley
  - b. Springfield
  - c. Redbank Plains, Bellbird Park, Collingwood Park
  - d. Rosewood/Thagoona/Walloon
  - e. Meringandan West
  - f. Westbrook/Drayton
  - g. Beaudesert
  - h. emerging growth area at Plainlands
  - i. Fernvale.

Of these areas, Ripley Valley, Springfield and Rosewood/Thagoona/Walloon will accommodate the largest proportion of the sub-region's planned greenfield growth.

Assuming any local constraints can be resolved adequately, residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency.

These places will develop as new high-quality communities.

- 3 New urban communities located within Lockyer Valley, Somerset or Scenic Rim local government areas are to plan for and achieve a net residential density appropriate for their rural locality.

#### Potential Future Growth Areas

- 4 The major areas in the sub-region that may be suitable for future urban growth include Beaudesert East, Glamorganvale, Lanefield/Granchester, Mount Kynoch, Meringandan/Kleinton and Mundoolun (part). The intent for these areas is set out on page 38 in the Grow theme.

#### Rural towns

- 5 Development in rural towns, including Esk, Kilcoy, Toogoolawah, Lowood, Gatton, Marburg, Canungra and Boonah, will occur as needed to sustain local communities.



Main street,  
Laidley

## Outcomes for Prosper

### Areas of regional economic significance

6 The regional intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities, will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between areas of regional economic significance. Areas of regional economic significance in the Western sub-region are:

- a. Toowoomba central and west economic cluster, which employs more than 42,000 workers\*, and supports:
  - significant agricultural and resource activities
  - priority sectors of advanced manufacturing, transport and logistics, health and knowledge (including higher education), and creative and cultural industries, and higher order consumer functions such as retail, as well as community, civic and cultural uses.

The ongoing development of the Brisbane West Wellcamp Airport, Charlton Wellcamp Enterprise Area, Toowoomba Western Bypass and Second Range Crossing, as well as long-term investments such as the Inland Rail, will further strengthen this cluster. In particular, growth in domestic and international aviation traffic will provide opportunities for an aviation cluster around the Brisbane West Wellcamp Airport

- b. Ipswich economic cluster, which currently supports emerging priority sectors of health and education (including higher education), and commercial and professional services, and higher order consumer functions such as retail, as well as community, civic and cultural uses.

Delivery of passenger transport trunk services, and the on-going growth and development of the Ipswich CBD to support high order professional services will strengthen economic activity in this cluster

- c. Springfield economic cluster, which currently supports the priority sectors of health and education, and higher order consumer functions such as retail and hospitality. An emerging commercial and professional services sector is further strengthening Springfield

- d. South West Industrial Corridor (Western sub-region component), which currently supports large footprint industries and the priority sectors of transport and logistics. An emerging advanced manufacturing sector is further strengthening this corridor.



Delivery of passenger transport trunk services between Ipswich and the Metro sub-region will help relieve pressure on the strategic road network, improve freight efficiency and accelerate economic activity within this corridor

- e. Ipswich West Industrial Corridor, which currently supports emerging priority sectors of advanced manufacturing (focusing on defence, aerospace support and motorsport), and transport and logistics.

Adequate responses to local constraints will enable this corridor to emerge as an extension of the South West Industrial Corridor.

Regional activity centres, knowledge and technology precincts, and major industry and enterprise areas that are not part of areas of regional economic significance will be developed in line with the regional strategies.

*\* Figure based on 2011 census.*

### Special uses

- 7 The Helidon Hazardous Industry Precinct, RAAF Base Amberley, and Borallon and Southern Queensland (near Gatton) high security correctional centres currently support regionally and nationally significant, special and hard to locate uses in SEQ.

The on-going operation of these areas and facilities for their specialist purposes will be protected from incompatible activities.

Opportunities to grow the capacity of the Helidon Hazardous Industry Precinct for regionally significant special industry operations will be investigated in the longer term.

### Rural prosperity

- 8 The sub-region's principal rural production lands (horticulture, forestry and grazing) in the Lockyer Valley, Scenic Rim, Somerset and Ipswich areas support one of the nation's most important food bowls and are extremely important for long-term food security and export opportunities. This land resource and the supporting processing infrastructure will be protected, including preventing further land fragmentation and protecting rural industries and activities from encroachment by incompatible uses.

Alternative rural futures will be explored to diversify and increase the productivity of rural activities, and strengthen the area's resilience to market cycles and climate change. Maintaining the productive capacity of this land resource will become increasingly important to the region in the face of climate change.

- 9 The Queensland Government will partner with Scenic Rim, Somerset, and Lockyer Valley councils, the private sector, and key stakeholders to identify opportunities to ensure a sustainable future for the sub-region's rural production land resources, including a secure and sustainable water supply.
- 10 The sub-region's hinterland areas support the growth of creative and boutique industries, and nature-, rural- and adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where impacts on the environment and scenic amenity can be successfully managed.

### Other economic opportunities

- 11 The Bromelton State Development Area, located on the standard rail gauge network near Beaudesert, supports major industrial activities of regional, state and national significance, including intermodal freight facilities. Further industrial growth along the Sydney–Brisbane rail corridor may be appropriate in the long term, particularly where the Southern Freight Rail Corridor (part of the Inland Rail project) intersects at Kagaru near Greater Flagstone.

This area also has some capacity to accommodate special industry uses and this capacity will be protected from incompatible activities.

### Outcomes for Connect

#### Priority regional infrastructure

- 12 The intent to be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits will be facilitated by the delivery of passenger transport trunk corridors and services, and key improvements to the integrated regional transport system, that integrate with the desired growth pattern. This will include:
- a. delivering the Ipswich–Ripley Valley passenger transport trunk corridor, which will strengthen economic and social connections within the sub-region and support greenfield growth, including increased residential densities close to planned stations
  - b. delivering the Southern Rail Freight Corridor (part of the Inland Rail project), connecting the western rail line near Rosewood to the interstate railway near Bromelton, which will improve the freight network's efficiency and relieve pressure on the passenger rail network between Rosewood/Ipswich and the Metro sub-region
  - c. delivering passenger transport trunk services to Ipswich from Springfield and Yamanto to support increased residential densities, employment growth, and public transport accessibility and efficiency
  - d. delivering the Toowoomba Second Range Crossing, which will improve freight movement efficiency, unlock the potential of the regional freight and logistics hub at the Charlton Wellcamp Enterprise Area and relieve pressure on Toowoomba City roads
  - e. delivering the Western Ipswich Bypass, which will improve freight network efficiency and relieve pressure on Ipswich City roads.



Springfield  
Central station

- 13** Supporting and working with the Australian Government to deliver the Inland Rail project will support efficient freight movement throughout the sub-region. This will improve national rail freight network connections with Melbourne via Toowoomba, Lockyer Valley and the Bromelton State Development Area, and ultimately link to the Port of Brisbane.

## Future investigations

- 14** The Australian and Queensland Governments will work with Toowoomba Regional Council and key stakeholders to investigate the integration of passenger transport trunk services with the Inland Rail project from Rosewood to Toowoomba, which could provide passenger transport trunk connections to Toowoomba.

## Outcomes for Sustain

### Landscape areas and natural assets

- 15** The regional intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
- a. Border Ranges, including the Gondwana Rainforest World Heritage Area, being the Springbrook and Lamington National Parks
  - b. Scenic Rim Corridor, which links Glen Rock State Forest south and east to the Gold Coast, including national parks (Main Range, Mount Barney, Mount Maroon, Mount Chinghee, Lamington and Springbrook), Mount Lindesay and Tamborine Mountain
  - c. Main Range–Helidon Hills Corridor, which links Helidon Hills to Toowoomba and Glenrock, including Mistake Ranges, and Little Liverpool Range to Wivenhoe Dam
  - d. Helidon Hills–Blackall Range Corridor, which links Helidon Hills north to Benarkin, Imbil and Conondale, and to the Blackall Range
  - e. Mount Coot-tha–Blackall Range Corridor, which links Mount Coot-tha, D'Aguilar (South)/Mount Glorious /Enoggera/Bunyaville State Forest, D'Aguilar National Park, Somerset Dam precinct, Wivenhoe Dam precinct, Deer Reserve National Park and Deer Reserve State Forest, and north to the Blackall Range



- f. Flinders–Karawatha Corridor, which links Karawatha Forest, Greenbank Military Training Area, White Rock, Goolman, Mt Perry, Mt Flinders, Teviot Range, Mt Joyce, Wyaralong Dam and south to Mt Barney in the Border Ranges
- g. D'Aguilar Range–Benarkin Corridor, which includes Deer Reserve National Park and state forest
- h. Deongwar–D'Aguilar Corridor, which links Deongwar State Forest through the Esk State Forest and east to the D'Aguilar Range National Park and Mount Glorious Forest Reserve (D'Aguilar Range).

## Outcomes for Live

### Our great places

- 16** Developing, supporting and promoting great places will support the sub-region's liveability, prosperity, sense of identity and community.
- Current and evolving great places identified by local governments in the Western sub-region include:
- a. Ipswich City Centre, the heart of one of Queensland's oldest cities, is being revitalised into a modern CBD while reflecting its rich history and character, flanked by highlights such as Queens Park and River Heart Parklands
  - b. Toowoomba City Centre, a vibrant commercial, health, civic and service hub for the greater South West and Darling Downs region, with a 'Melbourne of the north' network of heritage buildings and laneways, a temperate climate and an emerging array of coffee shops, restaurants and artisan stores. Celebrated by festivals throughout the year, it is flanked by the Queens and Laurel Bank Parks, and the Railway Parklands development

# The next 25 years



John Street,  
Rosewood

- h. Beaudesert, Boonah and Tamborine Mountain, all vibrant Scenic Rim towns that offer a country town and hinterland village experience, provide active and lively main streets and public spaces, and are gateways to the region's spectacular rural and natural landscapes
- i. Esk and Kilcoy, with traditional main streets supporting vibrant and successful rural town centres.
- c. Springfield, a new town centre in a master-planned community with a strong main street, mixed-use character with major community assets such as a railway station, Robelle Domain parklands and Orion Lagoon
- d. Ripley, a vibrant new town centre that services the Ripley Valley master-planned community with diverse living opportunities and retail, commercial and recreational facilities, focused on a public transport plaza, main street and town centre parklands
- e. Goodna, a renewed, compact, mixed-use town centre that services the eastern suburbs of Ipswich, and is located close to major rail and highway connections and a major open space network
- f. Rosewood, an attractive, historic rural town within a scenic natural and rural setting, services the major growth in the western area of Ipswich and contains a mix of residential densities and land uses, as well as a traditional country town main street and railway station
- g. Laidley, one of the region's largely intact rural town main streets with potential to increase the appeal of the town centre

# SOUTHERN SUB-REGION

The Southern sub-region contains SEQ's second-largest urban area and a major city in its own right—the City of Gold Coast. The sub-region is a model of coastal urbanity with a contemporary vibe.

The Southern sub-region is characterised by:

- ▲ an exciting coastal-urban lifestyle supported by world-class beaches, waterways and hinterland areas
- ▲ a highly urbanised coastal edge and historical, inland urban settlements and hinterland townships
- ▲ diverse living opportunities, including seaside urban centres, central business district (CBD), mixed use, canal, suburban, rural residential and rural (including hinterland) living
- ▲ a strong focus on infill growth around major urban centres and along the light rail urban renewal corridor (and its future extensions)
- ▲ its role as the southern gateway, connecting SEQ to coastal cities and towns of the southern states and, increasingly, the world
- ▲ a maturing national- and global-oriented economy increasingly focused on productive- and knowledge-intensive activity and creative industries
- ▲ a CBD supported by a strong network of urban centres, knowledge and technology precincts and industry and enterprise areas, and a domestic and international airport
- ▲ its role as SEQ's premier domestic and international tourism destination
- ▲ a major domestic and international airport, which supports tourism and broader economic activities
- ▲ an integrated transport network that accelerates access within the sub-region, and provides strong social and economic connections with the Metro sub-region
- ▲ nationally and internationally recognised natural assets and environmental values, including world-class coastal and hinterland areas.

In 2018, the sub-region will host the Commonwealth Games, providing a boost for the sub-region internationally. SEQ is well placed to capitalise on this major event.

## Sub-regional growth

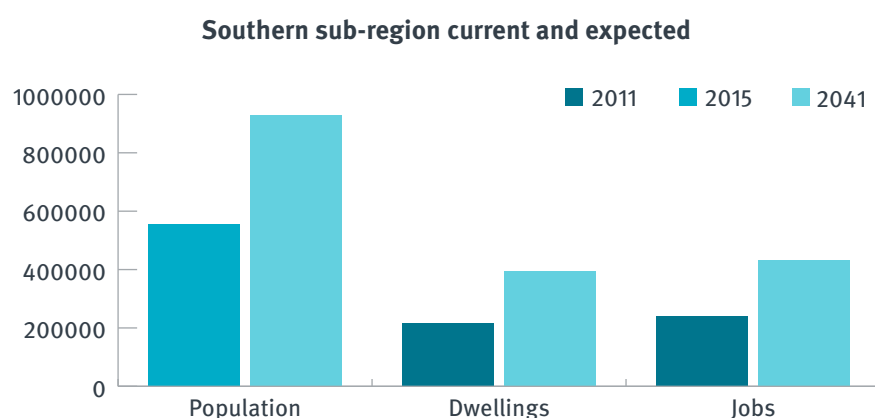
Tables 20 and 21 show the expected population growth, and dwelling supply and employment planning benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 20: Southern sub-region current estimates and future supply benchmarks

| City of Gold Coast   | Population 2011 | Population 2015* | Expected population growth 2015–41** | Dwellings 2011 | Additional dwellings 2011–41** | Jobs 2011 | Additional jobs 2011–41 |
|----------------------|-----------------|------------------|--------------------------------------|----------------|--------------------------------|-----------|-------------------------|
| Total for sub-region | 515,202         | 555,600          | 372,400                              | 217,100        | 176,500                        | 241,800   | 191,600                 |

\* Estimated resident population

\*\* Figures based on ShapingSEQ policy



**Infill vs greenfield ratio**

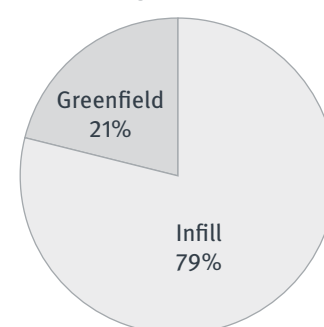


Table 21: Southern sub-region infill and greenfield dwelling supply benchmarks

| City of Gold Coast   | Additional dwellings 2011–41* |            |         |
|----------------------|-------------------------------|------------|---------|
|                      | Infill                        | Greenfield | Total   |
| Total for sub-region | 139,000                       | 37,500     | 176,500 |

\* Figures based on ShapingSEQ policy

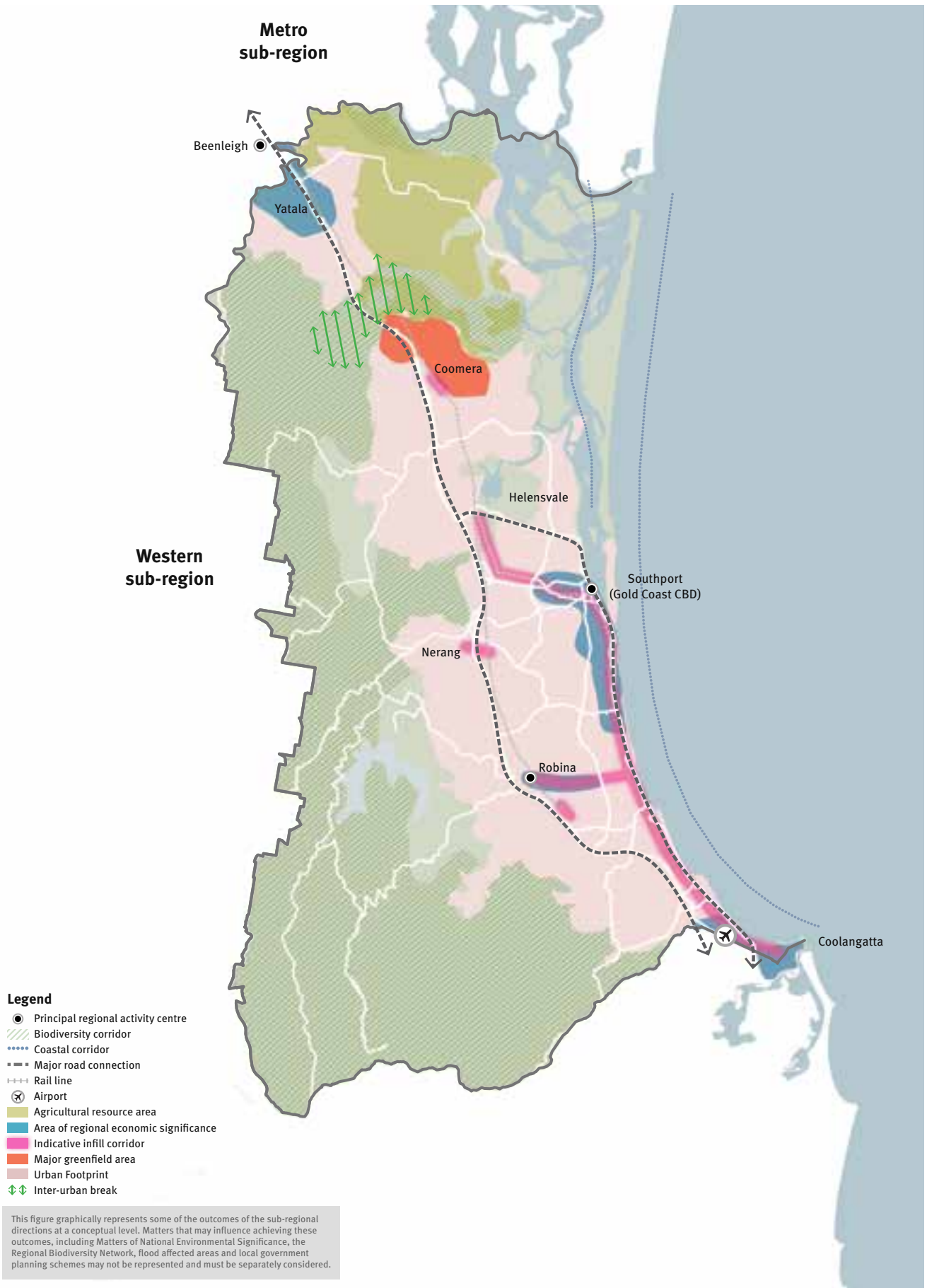


Figure 16 – Southern sub-region

## Sub-regional outcomes

The following sub-regional outcomes have been identified to implement the *ShapingSEQ* strategies. These outcomes align with the five key themes that support *ShapingSEQ*: Grow, Prosper, Connect, Sustain and Live.

### Outcomes for Grow

#### Infill growth

- 1 The regional intent to use land and infrastructure efficiently and focus density in locations with good access to public transport and areas providing employment and services will be delivered by concentrating infill growth in and around the:
  - a. light rail urban renewal corridor, including Southport (Gold Coast CBD), Surfers Paradise, Broadbeach and Helensvale regional activity centres, Gold Coast health and knowledge precinct and key rail stations
  - b. Robina principal regional activity centre and Nerang major regional activity centre
  - c. Gold Coast Health and Knowledge Precinct, and Robina (health and education) and Varsity Lakes (education) knowledge and technology precincts
  - d. Palm Beach activity centre.

By 2041, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of 'missing middle' housing forms, will also increase in and around these places.

- 2 Infill growth and urban renewal along the light rail, between Helensvale and Broadbeach (and future extensions), will provide a cohesive corridor of distinctive, high-quality urban environments that are typically 'Gold Coast' in character and optimise access to light rail services. Economic development opportunities, and housing choice and affordability, will also be maximised.

Good planning and design will ensure that the corridor (and future extensions) becomes an international showcase for both transit-oriented development and subtropical, energy-efficient living options that support outdoor living all year round.

#### Greenfield growth

- 3 The regional intent to provide new communities that are well located and planned to support a consolidated urban settlement pattern, and serviced appropriately by social and economic infrastructure, will be delivered by concentrating greenfield growth in:
  - a. Coomera
  - b. Pimpama
  - c. Upper Coomera.

- a. Coomera
- b. Pimpama
- c. Upper Coomera.

Of these areas, Coomera will accommodate the largest proportion of the sub-region's planned greenfield growth.

Assuming any local constraints can be resolved adequately, residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency.

These places will develop as high quality new communities.

#### Potential Future Growth Areas

- 4 No major areas with potential for future urban growth have been identified outside the Urban Footprint. However, this is subject to monitoring to ensure infill and other benchmarks can be accommodated in the sub-region. If this monitoring indicates a shortfall in housing, other areas for greenfield may need to be considered. Any such areas will be identified having regard to investigations undertaken by the City of Gold Coast Council.

### Outcomes for Prosper

#### Areas of regional economic significance

- 5 The regional intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between areas of regional economic significance.

Areas of regional economic significance in the Southern sub-region are:

- a. Southport–Broadbeach economic corridor, which employs more than 62,000 workers\* and supports priority sectors of cultural and creative, health and knowledge (including higher education), commercial, corporate services and tourism, and higher order consumer functions such as retail, as well as community, civic and cultural uses. Delivering the Gold Coast Cultural Precinct will further accelerate economic activity in this corridor



Broadbeach,  
Gold Coast

- b. Robina–Varsity Lakes economic cluster, which supports priority sectors of cultural and creative, health and knowledge (including higher education), commercial and corporate services, and higher order consumer functions such as retail, as well as community, civic and cultural uses
- c. Yatala–Stapylton–Beenleigh economic cluster, which employs more than 25,000 workers\* and supports priority sectors of advanced manufacturing (focused on integrated food and beverage supply chains), transport and logistics and commercial services at Yatala–Stapylton, and higher order consumer functions such as retail, as well as community, civic and cultural uses at Beenleigh.  
Land at Ormeau has been included in the Urban Footprint to acknowledge its potential to provide important land supply for jobs in the sub-region. It integrates with the Yatala–Stapylton major industry and enterprise area, and is serviced by national road freight connections. Delivery of this land will create further advanced manufacturing opportunities in this cluster. City of Gold Coast Council and the Queensland Government will start resolving planning and infrastructure issues to ensure its availability for urban development
- d. Coolangatta–Tugun–Tweed economic cluster, which supports emerging priority sectors of health and education, advanced manufacturing (focused on aviation industries) and tourism.

Delivering the passenger transport trunk corridor (as light rail) to Coolangatta and the Gold Coast Airport will accelerate economic activity in this cluster. Growth in domestic and international aviation traffic will also provide opportunities to develop an aviation cluster around the Gold Coast Airport.

Regional activity centres, knowledge and technology precincts, and major industry and enterprise areas that are not part of areas of regional economic significance will be developed in line with the regional strategies.

*\* Figures based on 2011 census.*

## Rural prosperity

- 6 The sub-region's principal agricultural land resources are located in the Woongoolba/Norwell/Gilberton/Alberton area. Preventing further land fragmentation and protecting agricultural activities from encroachment by incompatible uses in this area preserves options for long-term food security and export opportunities.

Opportunities for production and value-adding to raw products to service niche-market, high-demand food and beverage industries will be encouraged. Farm-, adventure- and nature-based tourism, recreation and events and clean energy initiatives will also be encouraged where these uses are managed to ensure the sustainable use of the agricultural land resource.

If the land transitions from its traditional cane farming use, a wide range of possible futures will be investigated jointly with the City of Gold Coast, including diversification of rural activities to provide enhanced resilience to market cycles and climate change. Any future use is to protect the identified key resource areas.

- 7 The sub-region's hinterland areas support the growth of creative and boutique industries, and nature-, rural- and adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where impacts on the environment and scenic amenity can be successfully managed.



Gold Coast  
Light Rail,  
Gold Coast

## Outcomes for Connect

### Priority regional infrastructure

- 8 The intent to be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits will be enhanced by prioritising the delivery of passenger transport trunk corridors and services, and key improvements to the integrated regional transport system, that integrate with the desired growth pattern. This will include:
  - a. delivering Cross River Rail in the Metro sub-region, which will support economic growth in the Southern sub-region through improved access to the capital city centre
  - b. extending the passenger transport trunk corridor from Broadbeach to Coolangatta (as light rail), which will support increased residential densities and employment growth, increase public transport accessibility and efficiency, and connect the Southport–Broadbeach economic corridor with the Gold Coast Airport
  - c. providing passenger transport trunk services to Robina from the Broadbeach to Coolangatta trunk corridor, which will support increased residential densities and employment growth, increase public transport accessibility and efficiency, and connect the Robina–Varsity Lakes economic cluster with the Southport–Broadbeach economic corridor and Gold Coast Airport
  - d. providing high-frequency passenger transport trunk services between the Varsity Lakes rail station and Metro sub-region, which will relieve pressure on the strategic road network and improve freight efficiency

- e. delivering the Intra-Regional Transport Corridor from Carrara to Coomera initially and then from Coomera to Stapylton in the longer term, which will relieve pressure on the Pacific Motorway by removing local traffic and providing better connections between the Southern and Metro sub-regions.

## Outcomes for Sustain

### Landscape areas and natural assets

- 9 The regional intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
  - a. Border Ranges, including the Gondwana Rainforest World Heritage Area, being the Springbrook and Lamington National Parks
  - b. the Ramsar-listed wetlands of the Southern Moreton Bay Islands National Park and Declared Fish Habitat Areas
  - c. World Surfing Reserve from Burleigh Heads to Snapper Rocks
  - d. Guanaba Indigenous Protected Area
  - e. Springbrook–Wongawallan Corridor, which links Border Ranges–Springbrook, Tamborine Mountain, Darlington Range and Wongawallan
  - f. Southern Moreton Bay–Wongawallan Corridor which links Darlington Range, Wongawallan and Southern Moreton Bay Islands National Park through the Gold Coast inter-urban break
  - g. Coolangatta to Burleigh Heads National Park to Moreton Bay Islands Coastal Corridor, which links the beaches and coastal environments of northern New South Wales to the Southern Moreton Bay Islands National Park and Moreton Bay Broadwater areas in the Metro sub-region.

### Inter-urban break

- 10 The Brisbane–Logan–Gold Coast inter-urban break, centred on the Pimpama River–Hotham Creek, will be retained as a regionally significant green break that helps differentiate and separate the distinctive character and coastal lifestyle of the Southern sub-region from the Metro sub-region.

This inter-urban break protects part of a strategic corridor and supports rural production and outdoor recreation opportunities.

## Outcomes for Live

### Our great places

- 11 Developing, supporting and promoting great places will support the sub-region's liveability, prosperity, sense of identity and community.

Current and evolving great places identified by the City of Gold Coast in the Southern sub-region include:

- a. Gold Coast CBD (Southport) will maximise its location on light rail and the Broadwater through a rich mix of CBD uses, diverse precincts and the Broadwater Parklands, all of which create a successful and exciting place to do business, shop, be entertained and spend time in
- b. Surfers Paradise Business Centre, the sub-region's premier tourist destination, with an internationally recognised iconic skyline, and an intensely developed urban core and places adjoining a world-class beach on the Pacific Ocean
- c. Broadbeach Business Centre, a rich mix of retail, tourism accommodation, entertainment and surf beaches anchored by the casino, convention centre and light rail. The precinct remains cohesive by focusing strongly on the public realm, which ties it all together in both the precinct's streets and public foreshore areas
- d. Gold Coast Health and Knowledge Precinct focuses on major investment across three levels of government, bringing together university, health, research and technology industries
- e. Commonwealth Games Village serviced by light rail, will be a great urban place with a high-quality public realm providing a lasting social and economic legacy.
- f. Gold Coast Cultural Precinct, located next to major office-based employment and undergoing a staged development, will create one of the sub-region's major people-places
- g. James Street Burleigh Heads, a traditional main street village centre with laneways that enhance its human scale, and a beach village character
- h. Robina and Bond University/Varsity Central, a combination of a major master-planned centre, pedestrian connectivity and knowledge industry clusters that create economic opportunities and a thriving, mixed-use community
- i. Mudgeeraba Square on Railway Street, an historic centre with a traditional rural town feel, provides a people-place and gateway to major hinterland destinations
- j. Paradise Point, an urban neighbourhood on the Broadwater, where new models of urban form integrate with the traditional centre, complemented by emerging community drawcards such as outdoor dining, markets and other places for people to enjoy
- k. Coolangatta, a relaxed beach culture in an urban coastal community that is nestled between a pristine north-facing beach and hinterland.



Surfing, Gold Coast



# ‘IMPLEMENTATION: TURNING STRATEGIES INTO GREAT OUTCOMES’

## Delivering *ShapingSEQ*

Delivering *ShapingSEQ* requires:

- ▲ identifying implementable actions and coordination with other initiatives
- ▲ monitoring land supply and development activity
- ▲ monitoring the plan's performance over time.

This chapter describes how this will be achieved.

## Roles

The Department of Infrastructure, Local Government and Planning (DILGP) will lead and work with other state government agencies, local governments and stakeholders to facilitate and coordinate the implementation actions of *ShapingSEQ*.

DILGP will manage the monitoring, evaluation and reporting framework, and develop a program to release information about the region's progress against the *ShapingSEQ* outcomes to the public.

The SEQ Regional Planning Committee will play a vital ongoing role in the delivery of *ShapingSEQ*.

## Implementation

The following section outlines *ShapingSEQ*'s implementation actions, including the responsible agencies and timeframes for their commencement (Table 22).

The actions are grouped as:

- ▲ new approaches that are a direct result of *ShapingSEQ*
- ▲ alignment with local planning instruments
- ▲ alignment with other government and non-government initiatives
- ▲ monitoring and measuring.

Table 22: Implementation actions

| Purpose                                                                                                                                                                                                                   | Actions                                                                                                                                                                                                                                                                                                                  | Responsibility                                                                                                     | Indicative timing                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <b>New approaches</b>                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                          |                                                                                                                    |                                                                  |
| <b>Underutilised Urban Footprint</b><br>To investigate and expedite development of underutilised areas in the Urban Footprint.                                                                                            | ▲ DILGP to work with Economic Development Queensland (EDQ), local governments (LGs) and infrastructure providers to identify and investigate constraints impeding the development of these areas.                                                                                                                        | DILGP (lead)<br>EDQ<br>SEQ LGs<br>Infrastructure providers                                                         | Commence after the release of draft <i>ShapingSEQ</i> .          |
| <b>Catalyst projects</b><br>To deliver catalyst projects in suitable locations to showcase quality built environments, providing new housing diversity and 'missing middle' products.                                     | ▲ DILGP to work with EDQ and local governments to deliver the Advancing Our Cities and Regions Strategy and develop catalyst projects that demonstrate new ways of integrating residential, community and mixed uses with significant community benefit.                                                                 | DILGP (including EDQ) (lead)<br>SEQ LGs<br>State agencies<br>Infrastructure providers                              | Commence after the release of draft <i>ShapingSEQ</i> .          |
| <b>Caboolture West pilot project</b><br>To trial a new approach to resolve state planning requirements to assist the efficient delivery of large scale greenfield growth areas.                                           | ▲ DILGP to work in collaboration with Moreton Bay Regional Council (MBRC) and state agencies to develop a process that identifies state planning and infrastructure constraints and opportunities for this new greenfield growth area; and develops a more efficient system of satisfying state regulatory requirements. | DILGP (lead)<br>MBRC<br>State agencies                                                                             | Underway                                                         |
| <b>SEQ design manual</b><br>To provide a common basis for, and examples of, excellence in subtropical design.                                                                                                             | ▲ Queensland Government Architect to work with DILGP and other key stakeholders to prepare a subtropical SEQ design manual.                                                                                                                                                                                              | Queensland Government Architect (lead)<br>DILGP<br>Queensland Urban Design and Places Panel<br>SEQ LGs<br>Industry | Progress with final <i>ShapingSEQ</i> .                          |
| <b>Urban greening</b><br>To identify a range of urban greening initiatives to improve the region's sustainability, climate change resilience and community health.                                                        | ▲ Queensland Government Architect to work with DILGP and SEQ local governments as part of a broader design strategy to investigate and deliver a range of urban greening initiatives to improve built environments and community health outcomes in SEQ's urban areas.                                                   | Queensland Government Architect (lead)<br>DILGP<br>EHP                                                             | Commence within 12 months of releasing draft <i>ShapingSEQ</i> . |
| <b>Strategic assessment</b><br>To develop a more coordinated and strategic approach to resolving environmental assessments and approvals under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> . | ▲ DILGP to work with the Australian Government's Department of Environment and Energy and Queensland's Department of Environment and Heritage Protection (DEHP) to investigate the delivery of a strategic assessment for SEQ.                                                                                           | DILGP (lead)<br>EHP<br>Australian Government                                                                       | Commence after the release of draft <i>ShapingSEQ</i> .          |
| <b>Koalas in SEQ</b><br>To ensure koala management in SEQ is informed by evidence and renowned expertise.                                                                                                                 | ▲ DILGP to work with EHP and SEQ local governments to coordinate the implementation of the koala expert panel recommendations and inform the final version of <i>ShapingSEQ</i> .                                                                                                                                        | EHP (lead)<br>DILGP<br>SEQ LGs<br>DNRM                                                                             | Underway                                                         |

(continued over page...)

| Purpose                                                                                                                                                                                                      | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsibility                                          | Indicative timing                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| <b>New approaches</b>                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |                                                                                                 |
| <b>Review of regional activity centres network</b><br>To review this network to align in best practice in regional planning.                                                                                 | <ul style="list-style-type: none"> <li>▲ DILGP to work with local governments to establish a Centres Review Working Group to lead, manage and conduct a review of the regional activity centres network to identify priority centres as a focus for infrastructure investment.</li> <li>▲ Centres Review Working Group to develop timeframes and scope for conducting a review.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | DILGP (lead)<br>SEQ LGs                                 | Commence after the release of final <i>ShapingSEQ</i> .                                         |
| <b>Northern inter-urban break investigation</b><br>To determine the extent and values of SEQ's northern inter-urban break to ensure long-term protection.                                                    | <ul style="list-style-type: none"> <li>▲ DILGP to work with MBRC and Sunshine Coast Council (SCC) to determine the extent of the northern inter-urban break and identify additional means of securing it for the long-term.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DILGP (lead)<br>MBRC<br>SCC                             | Commence after the release of draft <i>ShapingSEQ</i> .                                         |
| <b>Small area growth assumptions</b><br>To reflect <i>ShapingSEQ</i> 's growth assumptions at the small area level to inform coordinated infrastructure planning in support of <i>ShapingSEQ</i> strategies. | <ul style="list-style-type: none"> <li>▲ DILGP to collaborate with Department of Transport and Main Roads (DTMR) and other state agencies and consult with SEQ local governments and other infrastructure agencies as required to develop small area (infrastructure catchment) growth assumptions consistent with the <i>ShapingSEQ</i> growth assumptions at the LGA level.</li> <li>▲ Support small area growth assumptions with the best available land supply information as intended to be improved over time through the Land Supply and Development Monitoring Program.</li> <li>▲ Small area growth assumptions to be available to all agencies as a tool for coordinated infrastructure planning which will be updated in association with each new round of state government population, dwelling and employment projections.</li> </ul>                                                                                                                                             | DILGP (lead)<br>DTMR<br>SEQ LGs<br>Other state agencies | Commence in association with the next round of state government projections (expected in 2018). |
| <b>Alignment with local planning instruments</b>                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |                                                                                                 |
| <b>Planning scheme alignment</b><br>To ensure local government planning schemes align with, and advance the objectives of, <i>ShapingSEQ</i> .                                                               | <ul style="list-style-type: none"> <li>▲ DILGP to conduct an audit of existing planning schemes and develop a list of amendments needed to align with <i>ShapingSEQ</i>. Particular aspects requiring consideration include:               <ul style="list-style-type: none"> <li>– areas of regional economic significance</li> <li>– underutilised land within the Urban Footprint</li> <li>– high-frequency public transport infrastructure supporting more infill development</li> <li>– how to utilise existing infrastructure capacity</li> <li>– the 'missing middle' housing</li> <li>– greenspace networks.</li> </ul> </li> <li>▲ DILGP to work with local governments to review and prioritise identified planning scheme amendments and develop a program to make the amendments.</li> <li>▲ DILGP to investigate partnerships with councils and other state agencies for developing pilot projects that streamline development processes to deliver development sooner.</li> </ul> | DILGP (lead)<br>SEQ LGs                                 | Underway                                                                                        |

| Purpose                                                                                                                                                                                                                                        | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsibility                                                                | Indicative timing                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Alignment with local planning instruments</b>                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                               |                                                               |
| <b>Review of local government infrastructure plans</b><br><br>To monitor the preparation and implementation of local government infrastructure plans with <i>ShapingSEQ</i> .                                                                  | ▲ DILGP to work with key stakeholders to ensure local government infrastructure plans perform well to unlock and guide growth.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DILGP (lead)<br>SEQ LGs<br>Industry                                           | To commence within two years of releasing <i>ShapingSEQ</i> . |
| <b>Alignment with other government and non-government initiatives</b>                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                               |                                                               |
| <b>Cross River Rail City Making Strategy</b><br><br>To help deliver the Cross River Rail City Making Strategy.                                                                                                                                 | ▲ EDQ to deliver the Cross River Rail City Making Strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | EDQ                                                                           | Underway                                                      |
| <b>City Deals</b><br><br>To deliver 'City Deals' for SEQ, under the Australian Government's Smart Cities Plan to transform SEQ's cities into prosperous, knowledge-based, innovative, sustainable and connected places to live, work and play. | ▲ DILGP to develop proposals for a SEQ City Deal with SEQ local governments and Council of Mayors SEQ (COMSEQ), and seek commitment from the Australian Government to develop and deliver tripartite City Deal arrangements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DILGP (lead)<br>SEQ LGs<br>COMSEQ<br>Department of Prime Minister and Cabinet | Commence within 3 months of releasing <i>ShapingSEQ</i> .     |
| <b>State infrastructure planning</b><br><br>To ensure alignment with infrastructure needs identified in <i>ShapingSEQ</i> .                                                                                                                    | ▲ DTMR to prepare regional transport plans for SEQ to consider strategic transport network needs and priorities to support the growth identified in <i>ShapingSEQ</i> .<br>▲ TMR to undertake annual review of Principal Cycle Network Plans for SEQ to guide further planning and design of cycle facilities to support the growth identified in <i>ShapingSEQ</i> .<br>▲ DILGP's Infrastructure Portfolio Office to work with infrastructure providers to align strategies and outcomes desired in <i>ShapingSEQ</i> .<br>▲ Consistent with the State Infrastructure Plan, DILGP's Infrastructure Portfolio Office to oversee a program of infrastructure coordination plans for the SEQ local government areas that leverage <i>ShapingSEQ</i> and inform future regional plan updates. | DILGP (lead)<br>DTMR<br>Other infrastructure providers                        | Underway                                                      |

(continued over page...)

| Purpose                                                                                                                                                                                                                           | Actions                                                                                                                                                                                                                                                                            | Responsibility                                              | Indicative timing                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------|
| <b>Alignment with other government and non-government initiatives</b>                                                                                                                                                             |                                                                                                                                                                                                                                                                                    |                                                             |                                                            |
| <b>Queensland Housing Strategy and Building Plan</b><br>To help deliver the Queensland Housing Strategy and Building Plan.                                                                                                        | ▲ DILGP to work with the Department of Housing and Public Works (HPW) to deliver the Queensland Housing Strategy and Building Plan.                                                                                                                                                | HPW (lead)<br>DILGP                                         | Underway                                                   |
| <b>State approach to climate change mitigation and adaptation</b><br>To support regional actions for a coordinated state approach to climate change.                                                                              | ▲ DILGP to investigate how compact regional settlement patterns and urban design, and coordinated infrastructure provision can mitigate and assist adaptation actions, working closely with DEHP.                                                                                  | DILGP (lead)<br>DEHP                                        | Underway                                                   |
| <b>SEQ Natural Resource Management (NRM) Plan</b><br>To ensure alignment between natural asset management strategies identified in <i>ShapingSEQ</i> and the natural resource management strategies proposed in the SEQ NRM Plan. | ▲ DILGP to work with Healthy Waterways and Catchments to investigate how the SEQ NRM Plan can support <i>ShapingSEQ</i> objectives.                                                                                                                                                | Healthy Waterways and Catchments (lead)<br>DILGP            | Commence within 12 months of releasing <i>ShapingSEQ</i> . |
| <b>Resilient Rivers Initiative</b><br>To develop a coordinated approach to integrated catchment management of SEQ rivers to ensure the future environmental, economic and social health of the region.                            | ▲ State and local governments and catchment oriented NGOs to work together with coordinated funding arrangements for efficient management of SEQ river catchments in long-term strategies and implementation plans.                                                                | DEHP (lead)<br>DNRM<br>COMSEQ<br>DILGP<br>NGOs              | Ongoing                                                    |
| <b>Flood risk management</b><br>To ensure the resilience of SEQ communities to flooding through a coordinated approach to management of risk to acceptable levels.                                                                | ▲ Queensland Reconstruction Authority (QRA) to work with state agencies, Seqwater and local government in a coordinated approach to integrated flood risk management; and emergency response and recovery promoting 'build back better' principles in use of NDRRA and NDRP funds. | QRA (lead)<br>Local government<br>DILGP<br>DNRM<br>Seqwater | Ongoing                                                    |

| Purpose                                                                                                                                                                  | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Responsibility                                       | Indicative timing                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Alignment with other government and non-government initiatives</b>                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                      |                                                                                                                                            |
| <b>SEQ Traditional Owner Cultural Resource Management Plan</b><br>To support regional approaches to cultural resource management in partnership with Traditional Owners. | ▲ DILGP to investigate how <i>ShapingSEQ</i> can support cultural heritage management and related socioeconomic actions in the Cultural Resource Management Plan, working with the Traditional Owners and Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP).                                                                                                                                                                                                | DATSIP (lead)<br>DILGP<br>Traditional Owners<br>DEHP | Commence within 12 months of releasing <i>ShapingSEQ</i> .                                                                                 |
| <b>Infrastructure Funding Innovation</b><br>To deliver new ways of funding infrastructure in SEQ.                                                                        | ▲ DILGP (Infrastructure Portfolio Office) to work with SEQ local governments and the development industry to investigate value capture and other innovative funding mechanisms for SEQ.                                                                                                                                                                                                                                                                                             | DILGP (lead)<br>SEQ LGs<br>Industry                  | Commence within 12 months of releasing <i>ShapingSEQ</i> .                                                                                 |
| <b>Monitoring and measuring</b>                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                      |                                                                                                                                            |
| <b>Big data</b><br>To investigate the use of data to measure and monitor the implementation of <i>ShapingSEQ</i> .                                                       | ▲ DILGP to develop a ‘data in planning’ framework and action strategy for consideration by government agencies and councils.<br>▲ DILGP to identify suitable data sets or analytic techniques to develop regular and consistent metrics to monitor implementation.<br>▲ Subject to findings from the above tasks, DILGP to investigate options for creating and maintaining a repository of planning, development and related data for future analysis, monitoring and data mining. | DILGP (lead)<br>State agencies<br>SEQ LGs            | Commence 12 months after releasing <i>ShapingSEQ</i> . (Note: Timing for any repository of data is subject to outcomes of investigations). |
| <b>Measuring progress</b><br>To measure land supply and development activity in SEQ.                                                                                     | ▲ Further details are provided in the following section.                                                                                                                                                                                                                                                                                                                                                                                                                            | DILGP                                                | Ongoing                                                                                                                                    |
| <b>Community conversations</b><br>To hold an ongoing conversation with the community about growth and change in SEQ.                                                     | ▲ DILGP to work with the SEQ Regional Planning Committee and other key stakeholders to discuss opportunities to broaden community awareness about the future of the region based on monitoring, evaluating and reviewing <i>ShapingSEQ</i> .                                                                                                                                                                                                                                        | DILGP (lead)<br>SEQ Regional Planning Committee      | Ongoing                                                                                                                                    |

## Measuring progress

Best practice regional planning requires monitoring of land supply and development against regional planning strategies, to inform changes required in local planning and other implementation measures.

*ShapingSEQ* requires good information to track the achievement of its goals. Two types of monitoring will be conducted for *ShapingSEQ*:

- ▲ Land Supply and Development Monitoring Program – more comprehensive monitoring and reporting of the relationship between land supply and demand across council areas and the region.
- ▲ Measures that matter: key indicators of progress against each of *ShapingSEQ*'s five themes from available information sources.

The effectiveness of *ShapingSEQ* and future regional plan reviews depends on the proposed Land Supply and Development Monitoring Program being developed and maintained for the long-term.

## Land Supply and Development Monitoring Program

*ShapingSEQ* identifies dwelling supply benchmarks for additional infill and greenfield dwellings by local government area to 2041, as well as employment planning benchmarks. A monitoring program is vital for assessing progress towards having the planned supply to accommodate these benchmarks, and informing the review and adjustment of policies and programs as required.

To better inform this monitoring program, DILGP will work with relevant state agencies, local governments and other stakeholders to develop a broader and more consistent methodology for measuring land supply. The methodology will use current best practice to guide appropriate assumptions about density, land suitability and availability for development, and its take-up over time.

As well as the residential broadhectare land supply that is currently monitored, the new methodology will monitor:

- ▲ infill and redevelopment land supply
- ▲ land supply for employment purposes.



Residential development, Redland

## Key features of the proposed approach

The key features of the proposed approach to measuring and reporting supply are described below.

### Realistic land availability

The measurement of supply is based on the 'realistic availability' of the land to be developed over a given period, rather than the land's long-term or 'end state' capacity for dwellings or employment.

### Standing database/model regularly updated

Land supply information would be taken most appropriately from a standing database or model that covers all individual parcels of land in each local government area and is regularly updated to reflect changes in planning policy, development constraints, infrastructure and development status, subdivision and new uses.

### Sharing of information

Whether prepared by state or local government, or an infrastructure agency for particular areas, or with shared responsibility, the relevant information will be available for internal use by each level of government in that area and by relevant infrastructure agencies.

This would be subject to guidelines for appropriate use and sharing of information.

### Transition period

Existing databases or models may be improved or appropriately revamped over a transition period.

## Measuring land supply

*ShapingSEQ* identifies 25 years of realistic greenfield land supply within the Urban Footprint to help accommodate dwelling supply and employment planning benchmarks up until 2041. At any point in time, planning schemes need to ensure at least 15 years of land supply is zoned and able to be serviced to accommodate growth. The measurement of the number of years of supply will be based on the total measured supply (expressed as dwellings or employment) divided by an assumed rate of average annual demand calculated as follows:

$$\frac{\text{Assumed average annual demand}}{\text{LGA supply benchmark 2011–2041}} \times \frac{\text{Currently projected SEQ growth 2011–2041}}{\text{Total SEQ supply benchmark 2011–2041}}$$

### Where:

|                                                   |                                                                                                                                                                                    |
|---------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>LGA supply benchmark 2011–2041 =</b>           | Relevant infill or greenfield dwelling supply or employment planning benchmark in <i>Table 2</i> or <i>Appendix 1</i>                                                              |
| <b>Currently projected SEQ growth 2011–2041 =</b> | Total SEQ dwelling or employment growth from the state government's current projections (medium series), which will change twice in each five years (next projections due in 2018) |
| <b>Total SEQ supply benchmarks 2011–2041 =</b>    | Total SEQ dwelling supply or employment planning benchmark from <i>tables 2 and 4</i> , respectively                                                                               |

## Annual reporting

The Queensland Government will monitor the performance of planning schemes annually to ensure 15 years supply and that the benchmarks can be accommodated, including changes to the Urban Footprint if required, to avoid constraining land supply and placing upward pressure on land and housing prices.

## Infill/greenfield boundary

The dwelling supply benchmarks have been identified, and the proposed Land Supply and Development Monitoring Program will measure progress towards accommodating the benchmarks using the existing urban area (statistical boundary) shown in Figure 17.

As close as practicable (given that suitable statistical areas from a combination of Australian Statistical Geography Standard (ASGS) Statistical Area Level 2s (SA2s) have been used), this boundary represents areas that were mostly existing urban, including land in urban subdivisions and areas serviced by reticulated sewerage, as at December 2008. That is, those parts of the identified statistical areas that were planned for urban development were mostly urban at that time.

Areas inside this boundary represent infill, while areas outside are greenfield for the purpose of *ShapingSEQ*'s dwelling supply benchmarks. Using SA2s enables us to measure and report on dwelling activity using published ABS data, and compare with population and dwelling estimates and projections without the need for significant additional data collection and processing.

The boundary is a convenient measurement tool to support strategic planning from the regional level down to whole-of-LGA level. It does not directly provide a basis for land use planning decision-making at a locality or site level because it is a statistical rather than land use boundary.

## Using consistent growth assumptions to coordinate planning

*ShapingSEQ* provides a consistent set of dwelling and employment growth assumptions by LGA, reflecting the preferred settlement pattern, as a basis for coordinated land use and infrastructure planning by state, regional and local agencies.

This consistency helps ensure that state, regional and sub-regional agencies do not plan for more infrastructure demand than is realistic across the region.

Infrastructure agencies will reflect *ShapingSEQ*'s growth assumptions in their planning and align their investment programs to help deliver the preferred settlement pattern of this regional plan.

The growth assumptions integrate the following elements and approaches:

- ▲ *ShapingSEQ*'s settlement pattern, including the broad prioritisation of existing planned developments and future growth areas

- ▲ the dwelling supply and employment planning benchmarks to 2041 by LGA adopted by *ShapingSEQ*. State, regional and local agencies will plan for the 2041 dwelling supply benchmarks in each LGA and state and regional infrastructure agencies will plan for the 2041 employment planning benchmarks in each LGA
- ▲ the state government's LGA-level projections, including the medium series population and dwelling projections, and employment projections consistent with those, current at the time
- ▲ some LGAs may need to make land use planning changes to be able to realistically accommodate the 2041 dwelling supply or employment planning benchmarks. Until they make the changes, those LGAs may have lower than expected growth to 2041 instead of the benchmarks
- ▲ any conflict between *ShapingSEQ*'s dwelling supply and employment planning benchmarks and the state government's LGA-level projections will be resolved by adopting the regional plan's benchmarks for the year 2041, the state government projections for the first 5–10 years of the planning period, and progressively shifting towards the *ShapingSEQ* benchmarks in intervening years.

To facilitate planning for *ShapingSEQ*'s growth assumptions, DILGP will:

- ▲ in collaboration with DTMR and other state agencies, and in consultation with local governments and other infrastructure agencies, develop a consistent set of small-area growth assumptions for integrated infrastructure planning
- ▲ amend the *Statutory Guideline 03/14* for local government infrastructure plans (LGIPs), as appropriate, to reflect the role of *ShapingSEQ*'s growth assumptions for infrastructure planning.



CBD and river,  
Brisbane



Figure 17 – Existing urban area (statistical boundary)

## Measures that matter

The ‘measures that matter’ are a small but powerful set of measures of progress in implementing *ShapingSEQ*. They provide the basis for building data that identifies trends over time. They are organised under the five themes of *ShapingSEQ*: Grow, Prosper, Connect, Sustain, Live.

These measures will be maintained and reported on regularly to gauge the effectiveness of *ShapingSEQ*.

Table 23: Measures that matter

| Measure                                                                                                                         | Level of reporting detail                                                                                                                                                        | Reporting timeframe and source                                                          | SEQ baseline                                                                                                                       | SEQ current trend                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SEQ's preferred future                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Grow                                                                                                                            |                                                                                                                                                                                  |                                                                                         |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                   |
| <b>1 Dwelling growth</b><br><br>To monitor infill and greenfield dwelling activity against dwelling supply benchmarks.          | State reporting on an LGA and region-wide basis, using best, consistent region-wide measure of additional dwellings (dwelling building approvals are best current proxy measure) | Annually – ABS building approvals*                                                      | <b>Projected 2011–2041</b><br>Infill: <b>54%</b><br>Greenfield: <b>46%</b>                                                         | <b>2011–16</b><br>Infill: <b>70%</b> <br>Greenfield: <b>30%</b>                                                                                                                                                                                                                                                            | Infill: <b>60%</b> <br>Greenfield: <b>40%</b>               |
| <b>2 Housing type and lot size</b><br><br>To monitor housing diversity and efficient land use.                                  | State reporting on the type of dwellings and lot sizes being delivered on an LGA and region-wide basis                                                                           | Annually – ABS Census and building approvals and Queensland Treasury lot size data      | <b>2011 Housing types:</b><br>Houses: <b>77%</b><br>Middle: <b>20%</b><br>High-rise: <b>4%</b>                                     | <b>2011–16 Housing types:</b><br>Houses: <b>47%</b> <br>Middle: <b>24%</b> <br>High-rise: <b>29%</b>                                                                                                                              | <b>Housing types:</b><br>Diversity                                                                                                           |
|                                                                                                                                 |                                                                                                                                                                                  |                                                                                         | <b>Median lot size</b><br>(June quarter 2011): <b>513 m<sup>2</sup></b>                                                            | <b>Median lot size</b><br>(December quarter 2015): <b>453 m<sup>2</sup></b>                                                                                                                                                                                                                                                                                                                                 | Median lot size                                                                                                                              |
| Prosper                                                                                                                         |                                                                                                                                                                                  |                                                                                         |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                   |
| <b>3 Employment by industry and occupation</b><br><br>To monitor changes and trends in jobs and employment types and locations. | State reporting on an LGA and region-wide basis                                                                                                                                  | Five-yearly (aligned with ABS Census collection and regional plan reviews) – ABS Census | <b>2011 Jobs</b> (% of total):<br>Office: <b>23.1%</b><br>Retail: <b>11.3%</b><br>Industry: <b>18.2%</b><br>Services: <b>34.5%</b> | <b>2006–11 Jobs</b> (change % of total):<br>Office: <b>+1%</b> <br>Retail: <b>-1.3%</b> <br>Industry: <b>-2%</b> <br>Services: <b>+2.4%</b>  | <b>Jobs:</b><br>Knowledge intensive <br>Export earning  |

\* Measure to be refined to identify actual net dwelling change.

| Measure                                                                                                                                                                                                                                                                                                                                               | Level of reporting detail                                                                                 | Reporting timeframe and source                                                                                                                                                                        | SEQ baseline                                                                                                               | SEQ current trend                                                                                                                        | SEQ's preferred future                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Connect                                                                                                                                                                                                                                                                                                                                               |                                                                                                           |                                                                                                                                                                                                       |                                                                                                                            |                                                                                                                                          |                                                                             |
| <b>4 Transport</b><br><br>– vehicle kilometres travelled<br><br>– mode share<br><br>– average trip length, speed and time<br><br>– public transport patronage.<br><br>To monitor and indicate changes in travel behaviours in SEQ, and the success of regional plan policies for more compact development, public transport and active transport use. | State reporting on an LGA and region-wide basis                                                           | Five yearly (aligned with ABS Census collection and regional plan reviews) – ABS Census and DTMR (including household travel and travel time surveys, patronage data and Service Delivery Statements) | <b>Vehicle km travelled per capita per year (2011):</b><br><b>9368</b>                                                     | <b>Vehicle km travelled per capita per year (change 2011–2015):</b><br><b>-262</b>                                                       | Vehicle km travelled per capita per year                                    |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>Mode share all trips (2011):</b><br>Car: <b>83.4%</b><br>Public transport: <b>7.4%</b><br>Active transport: <b>9.1%</b> | <b>Mode share all trips (change 2004–2011):</b><br>Car: <b>+1.3%</b><br>Public transport: <b>+0.4%</b><br>Active transport: <b>-1.7%</b> | <b>Mode share all trips:</b><br>Car<br>Public transport<br>Active transport |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>Average trip length (2011):</b><br><b>10.9 km</b>                                                                       | <b>Average trip length (change 2004–2011):</b><br><b>+0.9 km</b>                                                                         | Average trip length                                                         |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>Average trip time (2011):</b><br><b>20.4 min.</b>                                                                       | <b>Average trip time (change 2004–2011):</b><br><b>+0.4 min.</b>                                                                         | Average trip time                                                           |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>Average morning peak road travel time per 10 km (2011):</b><br><b>11.2 min.</b>                                         | <b>Average morning peak road travel time per 10 km (change 2011–2016):</b><br><b>-0.2 min.</b>                                           | Average morning peak road travel time per 10 km                             |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>Public transport boardings per capita per year (2011):</b><br><b>61.8</b>                                               | <b>Public transport boardings per capita per year (change 2011–2015):</b><br><b>-5.1</b>                                                 | Public transport boardings per capita per year                              |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       |                                                                                                                            |                                                                                                                                          |                                                                             |
| Sustain                                                                                                                                                                                                                                                                                                                                               |                                                                                                           |                                                                                                                                                                                                       |                                                                                                                            |                                                                                                                                          |                                                                             |
| <b>5 Vegetation/ species loss</b><br><br>To monitor the impacts of development on SEQ's regional landscapes and natural assets.                                                                                                                                                                                                                       | State reporting on trends in vegetation clearing and protected greenspace on an LGA and region-wide basis | Annually (vegetation clearing) and five yearly (protected greenspace) – Department of Science, Information Technology and the Arts and SEQ Natural Resource Management Plan                           | <b>Vegetation cover (% of region)</b><br>Remnant 2011: <b>35.5%</b><br>Non-remnant woody 2010: <b>26.3%</b>                | <b>Vegetation cover (change % of region)</b><br>Remnant 2001–2011: <b>-0.4%</b><br>Non-remnant woody 2001–2010: <b>-1.7%</b>             | Vegetation cover                                                            |
|                                                                                                                                                                                                                                                                                                                                                       |                                                                                                           |                                                                                                                                                                                                       | <b>2011</b><br>Protected greenspace – regional outdoor settings:<br><b>0.15 ha/capita</b>                                  | <b>2011–2014</b><br>Protected greenspace – regional outdoor settings:<br><b>-0.1 ha/capita</b>                                           | Greenspace                                                                  |

| Measure                                                                                                                                                                      | Level of reporting detail                            | Reporting timeframe and source                                                                                               | SEQ baseline                        | SEQ current trend                                                                                                        | SEQ's preferred future                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| <b>Sustain</b>                                                                                                                                                               |                                                      |                                                                                                                              |                                     |                                                                                                                          |                                                                                                                             |
| <b>6 Water/ waterway quality</b><br>To monitor changes and trends in water health and quality.                                                                               | State reporting on an LGA and region-wide basis      | Annually – Healthy Waterways Report Card and the South East Queensland environmental values scheduled plan v2.0 (DEHP, 2013) | 2011<br>Average marine quality<br>C | 2014<br>Average marine quality<br>B-  | Waterway quality                         |
|                                                                                                                                                                              |                                                      |                                                                                                                              | Average estuarine quality<br>C-     | Average estuarine quality<br>C+       |                                                                                                                             |
|                                                                                                                                                                              |                                                      |                                                                                                                              | Average freshwater quality<br>C     | Average freshwater quality<br>C-      |                                                                                                                             |
| <b>7 Affordable living</b><br>To monitor the combined effects of housing, transport, energy and infrastructure costs to inform ongoing planning for sustainable communities. | State reporting on a regional and sub-regional basis | Five yearly (aligned with regional plan reviews) – source to be determined<br>Measure to be developed/<br>determined         | Measure to be developed             | Measure to be developed                                                                                                  | Measure to be developed                                                                                                     |
| <b>Live</b>                                                                                                                                                                  |                                                      |                                                                                                                              |                                     |                                                                                                                          |                                                                                                                             |
| <b>8 Queensland Urban Design and Places Panel advice</b><br>To provide expert advice on trends in design quality in SEQ.                                                     | Advice on a regional and sub-regional basis          | Annually                                                                                                                     | Measure to be developed with QUDaPP | Measure to be developed with QUDaPP                                                                                      | Measure to be developed with QUDaPP                                                                                         |
| <b>9 Community perception</b><br>To implement regular community surveys to assess perceptions about the quality of development being delivered in SEQ's urban environments.  | State reporting on an LGA and region-wide basis      | Five yearly based on a statistically valid community attitude survey                                                         | 2016 survey data                    | No current data                                                                                                          | Community attitude to design outcomes  |

### City Deals

The Australian Government's Smart Cities Plan sets out a vision for Australian cities, both metropolitan and regional. A core tenet of this plan is the delivery of City Deals to coordinate and leverage local, state and federal government investment into an agreed set of projects and associated outcomes.

The Queensland Government is working with the Australian Government to establish and implement City Deals. Both governments have committed to the delivery of a Townsville City Deal as the first City Deal for Queensland and Australia.

While additional City Deals will be negotiated on a case by case basis, the opportunity to deliver a regional City Deal in South East Queensland is recognised by the Queensland Government and Council of Mayors SEQ.

Preliminary work has started to draft the parameters for a potential regional City Deal for SEQ. These parameters will align with the strategy and frameworks presented by the Smart Cities Plan, as well as the State Infrastructure Plan and *ShapingSEQ*. This ensures that the projects and outcomes identified in any future City Deal align to local needs and aspirations as well as the guiding policies and directions for the region.

A City Deal for SEQ would present an opportunity to 'hard-wire' the directions outlined in *ShapingSEQ* through an agreed delivery mechanism for project prioritisation, funding and governance. Specific parameters would need to be negotiated between all tiers of government in the region to appropriately scope the delivery mechanism to deliver on this ambition.



Figure 18: City Deals strategy through to delivery



## Relationships with other plans and policies

### State Planning Policy

The State Planning Policy (SPP) sets out the Queensland Government's interests in planning and development for Queensland. *ShapingSEQ* refines these state's interests to provide the planning and decision-making framework for how the SPP will be applied in SEQ to achieve regional land use outcomes.

Under the *Sustainable Planning Act 2009*, the SPP prevails where there is any inconsistency with a regional plan. *ShapingSEQ*'s strategies and sub-regional directions are consistent with the SPP. The SPP and *ShapingSEQ* perform complementary roles, where *ShapingSEQ* provides the basis for prioritising, qualifying or resolving the state interests in SEQ. As such, *ShapingSEQ* advances the SPP in response to the region's growth task, values, constraints and community expectations.

### SEQ local government planning schemes

Local government planning schemes play an important role in implementing *ShapingSEQ*. When making or amending a planning scheme, a local government must advance *ShapingSEQ* by demonstrating compliance with its goals, elements, sub-regional directions and associated regulatory provisions. Local government planning schemes provide local policy and must advance the relevant matters of state and regional significance.

While *ShapingSEQ* provides a regional policy expression about matters of state and regional significance contained in the SPP, it does not deal with every aspect of the SPP, and local government planning schemes are still required to advance those aspects of the SPP not dealt with by *ShapingSEQ*. This relationship is also expressed graphically in Figure 19.

A local government planning scheme must outline whether the planning Minister has identified *ShapingSEQ* or aspects of *ShapingSEQ* as being appropriately integrated and those matters that may not be relevant.

In addition, through detailed planning processes, a local government may designate land for urban use outside the Urban Footprint where they have demonstrated a measurable local need and regional justification for the proposal. Detailed local planning must be justified against *ShapingSEQ*'s goals, elements and strategies, and the Urban Footprint principles, in consultation with the Queensland Government's regional planning division. If satisfied, the planning Minister may endorse a planning scheme amendment that would be recognised as an urban area for the purposes of the State Planning Regulatory Provisions.

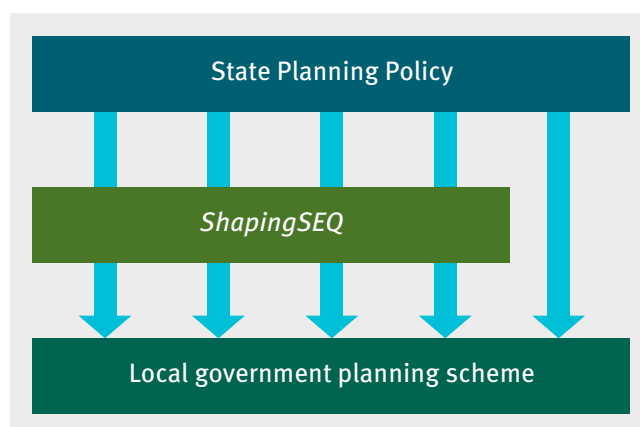


Figure 19: *ShapingSEQ*'s role in the planning framework

### Draft South East Queensland Regional Plan 2016 State Planning Regulatory Provisions (draft SPRP)

The draft SPRP is a state planning instrument that advances the purpose of the *Sustainable Planning Act 2009*. It provides regulatory support for the implementation of *ShapingSEQ*. The draft SPRP regulates land use and development to ensure that the regional growth pattern as well as the goals, elements and strategies of *ShapingSEQ* are achieved.

The draft SPRP is used in the development assessment process. It defines a range of exemptions, thresholds that trigger further assessment and particular development that is prohibited. The draft SPRP provides for rural activities and associated rural industries, public infrastructure, tourist activities, sport and recreation and small to medium scale commercial activity outside the Urban Footprint to support rural communities and their economies.

## Development areas in SEQ

### Major Development Area

Previous regional plans have identified several large development areas, some of which have only recently commenced development. *ShapingSEQ* identifies one Major Development Area, Beerwah East (Figure 20), that will need coordinated planning and delivery to cater for the regionally significant residential and employment growth needed to meet regional dwelling and employment planning benchmarks.

This area requires a collaborative effort—led by council in partnership with the state and private sector—through the structure planning and planning scheme amendment process to facilitate its development. This process will be directed to making relevant parts of the land available for urban development within the next decade.

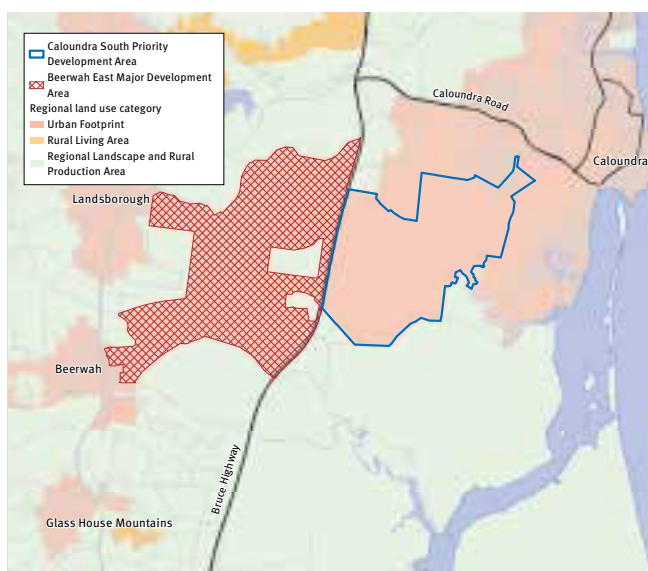


Figure 20: Beerwah East major development area

### Potential Future Growth Areas

*ShapingSEQ* also identifies areas that may be needed to accommodate future urban growth (Table 5/Figure 7). These are located in the Regional Landscape and Rural Production Area to limit development and protect them from further fragmentation that would prejudice their ability to accommodate future urban development.

These areas are not required to accommodate the dwelling supply or employment planning benchmarks of *ShapingSEQ*.

**The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of *ShapingSEQ*, unless the Queensland Government's monitoring of land supply and development activity indicates infill or other benchmarks may not be accommodated.**

The identification of these areas is not a development commitment and does not imply that all, or any part of these areas, will be made available for urban development in the future.

Where appropriate, *ShapingSEQ* identifies more specific intent in relation to particular areas in Chapter 3, Part C: Sub-regional directions.

The role of these areas will be considered further at the next five-yearly review of *ShapingSEQ*.

### Priority Development Areas

Priority Development Areas (PDAs) are delivered by Economic Development Queensland under the *Economic Development Act 2012*.

The use of PDAs remains an important planning instrument to support the delivery of *ShapingSEQ*. Existing PDAs have been included in the Urban Footprint and are shown on Map 1 in Chapter 3.

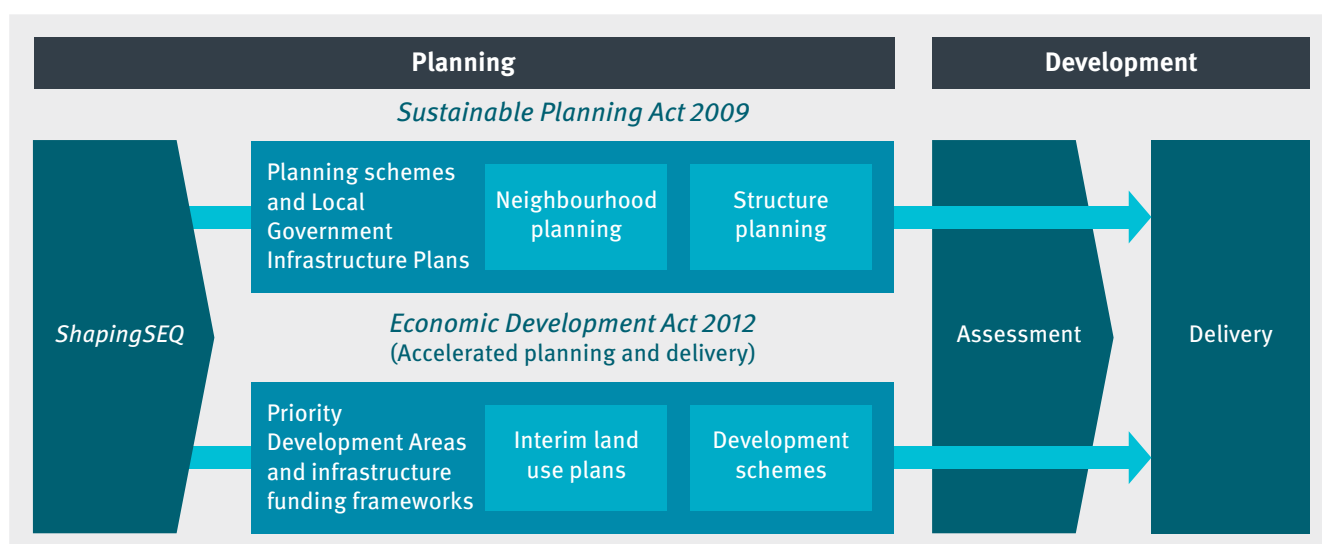


Figure 21: Primary delivery instruments



*Lettuce farming,  
Lockyer Valley*

**‘SEQ IS A PRIORITY  
LIVING AREA AND  
CONTAINS PRIORITY  
AGRICULTURAL  
AREAS’**

## Resource activity

SEQ's mineral resources include coal, natural gas, metallic ores and industrial minerals. Mining activities are undertaken according to the requirements of various resources legislation with the majority under the *Mineral Resources Act 1989*. Local government planning schemes will continue to identify and protect key mineral resource areas from inappropriate development. However, the planning and assessment of resource activities<sup>1</sup> is not administrated under the *Sustainable Planning Act 2009*.

This chapter is relevant for assessment of applications under the *Regional Planning Interests Act 2014* (RPI Act) for a regional interests development approval (RIDA). A RIDA may be required for resource activities or regulated activities<sup>2</sup> proposed to occur within an area of regional interest.

For information on and guidelines relating to the RPI Act and applications associated with resource activities or regulated activities, see [www.dilgp.qld.gov.au/planning/regional-planning/regional-planning-interests-act](http://www.dilgp.qld.gov.au/planning/regional-planning/regional-planning-interests-act).

<sup>1</sup> Resource activities are defined in the *Regional Planning Interests Act 2014*.

<sup>2</sup> Regulated activities are defined in the *Regional Planning Interests Regulation 2014*.

<sup>3</sup> The SCA is identified by the SCL trigger map, which can be accessed at [www.dnrm.qld.gov.au/land/accessing-using-land/strategic-cropping-land](http://www.dnrm.qld.gov.au/land/accessing-using-land/strategic-cropping-land).

### Areas of regional interest

*ShapingSEQ* identifies two areas of regional interest for SEQ; Priority Agricultural Areas (PAAs) and Priority Living Areas (PLAs). The region also contains areas that are mapped as part of the Strategic Cropping Area (SCA)—identified on the SCL trigger map<sup>3</sup>, however the SCA is mapped independently of the regional plan.

### Priority Agricultural Areas

SEQ's well-established and highly productive agricultural areas support local markets and the regional economy. In 2014–15, the gross value of agricultural commodities (VACP) produced in SEQ was estimated at more than \$1.16 billion, representing 9.8 per cent of Queensland's total VACP.

The co-existence of agriculture and resources is important to the Queensland economy and occurs effectively in other parts of Queensland. However, the development of the resource sector at the expense of highly productive agricultural activities is not desirable within SEQ due to:

- ▲ the limited extent and high productivity of agricultural land in SEQ
- ▲ the proximity of these highly productive agricultural activities to a large domestic market
- ▲ good accessibility to transport and international markets.

Priority Agricultural Areas (PAAs) (Map 7) have been identified for strategic clusters of the most regionally significant agricultural production areas which contain various priority agricultural land uses (PALU). Any resource activity seeking to operate in these areas must demonstrate that it can co-exist with the PALUs without affecting their current or future ability to operate.

In SEQ, a PALU means a land use included in the following classes under the Australian Land Use and Management Classification Version 7, May 2010 published by the Department of Agriculture, Fisheries and Forestry ABARES, Australian Government:

- ▲ 3.1—Plantation forestry
- ▲ 3.3—Cropping
- ▲ 3.4—Perennial horticulture
- ▲ 3.5—Seasonal horticulture
- ▲ 4—Production from irrigated agriculture and plantations, or
- ▲ 5.1—Intensive horticulture, or
- ▲ 5.2—Intensive animal husbandry.

The regional outcome and associated policies below seek to address potential conflicts between existing agricultural land uses within SEQ and opportunities of the resource sector.

### Regional outcome

- ▲ SEQ's agricultural sector continues to grow with certainty and investor confidence.

### Regional policies

- ▲ Protect priority agricultural land uses within the Priority Agricultural Area.
- ▲ Ensure the continuation and growth of agricultural sector production in the Priority Agricultural Area is not adversely constrained by resource activities.

### Priority Living Area

SEQ is a complex, integrated region and the most densely populated part of the state. The region contains around 70 per cent of Queensland's population in only 1.3 per cent of its area.

The region's population is concentrated in several major urban areas, with surrounding hinterland areas also containing a relatively dense network of towns, villages, rural residential areas and small rural communities. SEQ's projected population growth will likely lead to the expansion of many, if not all, of these communities.

SEQ's communities depend on the natural systems, and regional and rural landscapes to contribute to the region's liveability, health, lifestyle and economy.

As settlements in SEQ expand, planning for growth and change in the region must provide opportunities for productive, happy, healthy, meaningful lives for individuals and communities of the metropolitan areas of the region. Areas that contain rural production, major biodiversity and conservation areas, regional landscapes, waterways and beaches, agriculture, natural resources, and tourism and recreation opportunities must be considered on the whole to ensure the success of the region.

All of the SEQ region has been identified as a Priority Living Area (PLA) (Map 7) in recognition of SEQ's unique context of containing the state's pre-eminent metropolitan area, as well as:

- ▲ major water storage infrastructure and associated water catchments
- ▲ a range of formal and informal sporting, recreational and community activities that are vital to the region's health and viability
- ▲ a surrounding rural hinterland that provides:
  - attractive and accessible natural environments and public open space with areas of high scenic amenity including important views and vistas;
  - opportunities for public access and use of natural areas and public open space that is functional, accessible and connected.

The regional outcome and associated policies below seek to ensure the region's communities can connect to their social and physical environments, both constructed and natural, and support their social needs without unreasonable conflicts with the resource sector.

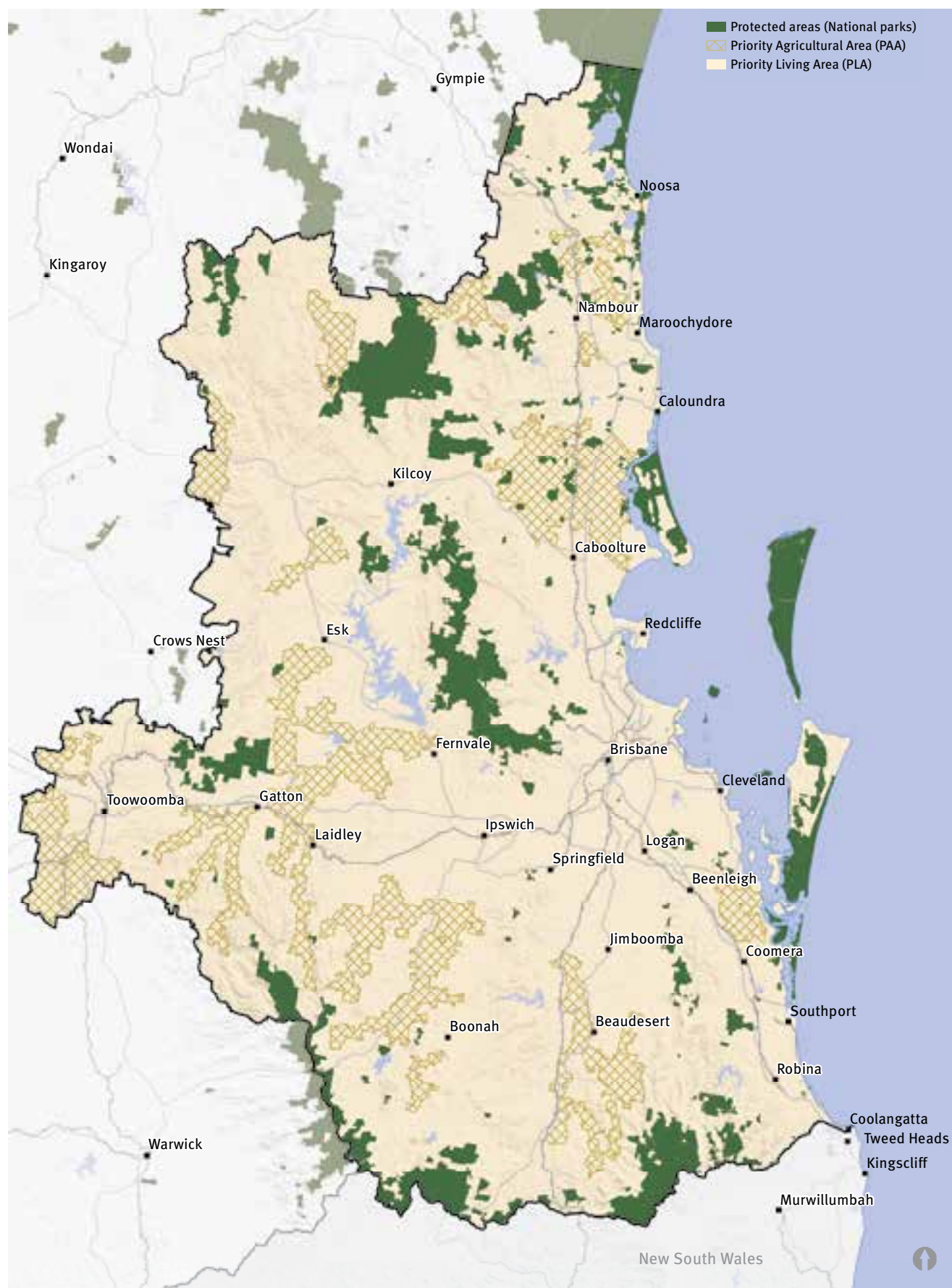
### Regional outcome

The growth potential of SEQ settlements, population-supporting assets and amenity are protected and prioritised over resource activities.

### Regional policy

- ▲ Safeguard areas required for the long-term growth of SEQ communities from the irreversible impacts of resource activities in the PLA.
- ▲ Protect water storage infrastructure and the integrity and functionality of associated water catchments in the PLA.
- ▲ Protect the regional and rural landscape amenity of the PLA from material impacts of resource activities.

Map 7 – Areas of regional interest



This glossary provides the meaning of some terms used in *ShapingSEQ*. Terms not included in the glossary should be given their ordinary meaning, unless they are defined in the *Sustainable Planning Act 2009* or Sustainable Planning Regulation 2009.

| Term                                   | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Active transport</b>                | Physical activity undertaken as a means of transport, such as walking or cycling.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Affordable living</b>               | Refers to the total cost of living, including the dwelling cost or cost of renting a dwelling in addition to, the costs of living, including accessing employment, services, open space, family and friends.                                                                                                                                                                                                                                                                                                                          |
| <b>Agriculture</b>                     | As defined in the State Planning Policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Amenity</b>                         | The quality of a location or landscape which makes it pleasant or agreeable or which contributes to a comfortable and pleasant life.                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Benchmarks</b>                      | The dwelling supply benchmarks and employment planning identified in Table 2 and 4.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Big data</b>                        | Refers to the capture, storage and analysis of large, new or multiple forms of data – whether collected from ‘real time’ sensors embedded in the urban environment, government data sources or social media platforms – that provide new insights into how people live and get around, and ultimately help make better decisions on the management of SEQ.                                                                                                                                                                            |
| <b>Biodiversity</b>                    | The natural diversity of wildlife and the environmental conditions necessary for its survival.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Climate change</b>                  | The observed increases in global temperatures due to human activities, such as the burning of fossil fuels (coal, oil and natural gas), agriculture and land clearing. Changes in the climate include increases in global average air and ocean temperature; widespread melting of snow and ice, and subsequent rising global sea level; and increases in concentration of atmospheric carbon dioxide causing ocean acidification (Australian Government, Department of Environment and Energy).                                      |
| <b>Complete communities</b>            | Communities where residents have good access local to a range of everyday goods, services and employment opportunities.                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Existing urban area</b>             | A statistical boundary used to measure infill and greenfield development for the purposes of <i>ShapingSEQ</i> and illustrated in Figure 17. Further detail is provided in <i>ShapingSEQ Background paper 1: Grow</i> .                                                                                                                                                                                                                                                                                                               |
| <b>Greenfield development</b>          | Development on land outside the existing urban area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Urban greening</b>                  | <p>The network of natural and semi-natural areas that deliver a range of environmental, economic and social values and benefits to urban places, including protection from flooding or excessive heat, or improving air and water quality, whilst also protecting biodiversity.</p> <p>Examples of urban greening include urban tree canopies, parks and sport fields, nature reserves and wildlife corridors, waterways and wetlands, stormwater harvesting systems, green roofs and walls, and tree-lined streets and pathways.</p> |
| <b>Gross residential density</b>       | The number of dwellings or lots or combination thereof divided by the overall ‘englobo’ site area, including areas constrained from development and areas occupied by non-residential uses and infrastructure.                                                                                                                                                                                                                                                                                                                        |
| <b>Growth assumptions</b>              | The consistent set of dwelling and employment growth assumptions used in <i>ShapingSEQ</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>High-frequency public transport</b> | The system of public transport routes, rolling stock and signalling that enables commuter public transport to operate at high frequencies (at least every 15 minutes) for extended periods, enabling a ‘turn up and go’ approach to travel (Department of Transport and Main Roads, TransLink Division, 2015).                                                                                                                                                                                                                        |
| <b>Infill development</b>              | Development on land inside the existing urban area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Inter-urban break</b>               | A non-urban land area separating major urban development areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

(continued over page...)

|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Knowledge-based industries</b>    | Trends and activities that increasingly depend on knowledge, information and highly skilled personnel and organisation, meeting an increasing need for ready access to all these by business and public sectors (OECD, 2005).                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Megatrends</b>                    | Global, sustained and macroeconomic forces of development that affect business, economy, society, cultures and personal lives, defining our future world and its increasing rate of change.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Missing middle</b>                | A form of housing offering greater density and diversity compatible with surrounding lower density residential environments. This may include ‘Fonzie’ flats, ‘plexes’ (duplexes, triplexes, quadplexes, etc), row/terrace housing and medium-rise apartments.                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Net residential density</b>       | The number of dwellings or single dwelling lots, or a combination, divided by the area of the lots and local roads and parks, i.e. the overall ‘englobo’ site minus the following: constrained areas (e.g. areas subject to flooding, protected vegetation, etc.); non-residential sites/uses (e.g. medical facilities, education facilities, shops, community services, non-local parks, drainage land, etc); trunk transport and other infrastructure.                                                                                                                                                                                                                      |
| <b>Peri-urban</b>                    | The area of influence between rural and urban areas, usually located near urban areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Potential Future Growth Areas</b> | Areas outside of the Urban Footprint that may be suitable for future urban growth, subject to further investigation and dwelling supply analysis as determined by the Queensland Government. These areas are not expected to be needed to accommodate dwelling supply or employment planning benchmarks of <i>ShapingSEQ</i> .                                                                                                                                                                                                                                                                                                                                                |
| <b>Public transport station</b>      | A high quality public transport facility which acts as a central departure and/or destination point to accommodate high passenger volumes. Stations provide passengers with the key point of connection between a public transport service and a desired destination (or transfer point enroute to a destination).                                                                                                                                                                                                                                                                                                                                                            |
| <b>Projections</b>                   | <p>The outcomes of applying a set of assumptions about future growth and change to a base of population, dwellings or employment. For example, for population:</p> <ul style="list-style-type: none"> <li>▲ at the broader regional level, those assumptions are about fertility, mortality and migration</li> <li>▲ at the local level, the assumptions are about land supply and development timing.</li> </ul> <p>Projection assumptions reflect the policy in place and other circumstances existing or expected at the time of their preparation. Changes in policy and other circumstances, including through <i>ShapingSEQ</i>, may influence a different outcome.</p> |
| <b>Refugia</b>                       | An area within which a population of organisms can survive through a period of unfavourable climatic conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Rural precinct</b>                | An administrative tool under <i>ShapingSEQ</i> to facilitate land management in the Regional Landscape and Rural Production Area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Rural residential development</b> | Development of lots generally between 1–5 ha used for private residence, and not primarily associated with agriculture.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Rural town</b>                    | Existing, named and permanent bounded settlements with an urban function in a rural, semi-rural or conservation setting. They usually have a population of 200 or more people. They are generally serviced with reticulated potable water and have two or more social services, e.g. a church, hall, shop or primary school. Regardless of lot size, residential lots are orientated to and part of the rural town.                                                                                                                                                                                                                                                           |
| <b>Rural village</b>                 | Existing, named and bounded settlements with an urban function in a rural, semi-rural or conservation setting. They usually have a population of up to 200 people and at least one social service, e.g. a church, hall, shop or primary school. Regardless of lot size, residential lots are orientated to and part of the rural village.                                                                                                                                                                                                                                                                                                                                     |
| <b>Site density</b>                  | The number of dwellings or single dwelling lots, or a combination, divided by the area of the residential lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Abbreviations |                                                |
|---------------|------------------------------------------------|
| <b>ARES</b>   | Areas of regional economic significance        |
| <b>ARI</b>    | Areas of regional interest                     |
| <b>COMSEQ</b> | Council of Mayors (South East Queensland)      |
| <b>KRA</b>    | Key resource area                              |
| <b>LGA</b>    | Local government area                          |
| <b>LGIP</b>   | Local Government Infrastructure Plan           |
| <b>MNES</b>   | Matters of national environmental significance |
| <b>MSES</b>   | Matters of state environmental significance    |
| <b>PAA</b>    | Priority Agricultural Areas                    |
| <b>PALU</b>   | Priority agricultural land uses                |
| <b>PDA</b>    | Priority Development Area                      |
| <b>PFGA</b>   | Potential Future Growth Area                   |
| <b>PLA</b>    | Priority Living Area                           |
| <b>QPP</b>    | Queensland Planning Provisions                 |
| <b>QUDaPP</b> | Queensland Urban Design and Places Panel       |
| <b>RLA</b>    | Rural Living Area                              |
| <b>RLRPA</b>  | Regional Landscape and Rural Production Area   |
| <b>RPIA</b>   | <i>Regional Planning Interests Act 2014</i>    |
| <b>SCA</b>    | Strategic Cropping Area                        |
| <b>SEQ</b>    | South East Queensland                          |
| <b>SIP</b>    | State Infrastructure Plan                      |
| <b>SPA</b>    | <i>Sustainable Planning Act 2009</i>           |
| <b>SPP</b>    | State Planning Policy                          |
| <b>SPRP</b>   | State Planning Regulatory Provisions           |

A large number of individuals and organisations have contributed to the draft *ShapingSEQ*. Although it is not possible to list all of these individually, their contributions are acknowledged and appreciated.

The contributions of the following individuals and groups are acknowledged:

- ▲ South East Queensland Regional Planning Committee
- ▲ Industry, community and environment reference groups
- ▲ Queensland Government agencies
- ▲ SEQ local governments
- ▲ Council of Mayors (SEQ)
- ▲ staff from the Department of Infrastructure, Local Government and Planning.

## Special thanks

### South East Queensland Regional Planning Committee members

- ▲ The Hon Jackie Trad MP, Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment
- ▲ The Hon Mark Bailey MP, Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply
- ▲ The Hon Michael de Brenni MP, Minister for Housing and Public Works
- ▲ The Hon Stirling Hinchliffe MP, Minister for Transport and the Commonwealth Games
- ▲ The Hon Kate Jones MP, Minister for Education and Minister for Tourism and Major Events
- ▲ The Hon Dr Anthony Lynham MP, Minister for State Development and Minister for Natural Resources and Mines
- ▲ The Hon Dr Steven Miles MP, Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef
- ▲ Cr Paul Antonio, Mayor of Toowoomba Regional Council
- ▲ Cr Greg Christensen, Mayor of Scenic Rim Regional Council
- ▲ Cr Mark Jamieson, Mayor of Sunshine Coast Council
- ▲ Cr Graeme Lehmann, Mayor of Somerset Regional Council
- ▲ Cr Tanya Milligan, Mayor of Lockyer Valley Regional Council
- ▲ Cr Paul Pisasale, Mayor of Ipswich City Council
- ▲ Cr Graham Quirk, Lord Mayor of Brisbane City Council
- ▲ Cr Luke Smith, Mayor of Logan City Council

- ▲ Cr Allan Sutherland, Mayor of Moreton Bay Regional Council
- ▲ Cr Tom Tate, Mayor of City of Gold Coast
- ▲ Cr Tony Wellington, Mayor of Noosa Shire Council
- ▲ Cr Karen Williams, Mayor of Redland City Council

### Queensland Government departments

- ▲ Department of Aboriginal and Torres Strait Islander Partnerships
- ▲ Department of Agriculture and Fisheries
- ▲ Department of Communities, Child Safety and Disability Services
- ▲ Department of Education and Training
- ▲ Department of Energy and Water Supply
- ▲ Department of Environment and Heritage Protection
- ▲ Department of Health
- ▲ Department of Housing and Public Works
- ▲ Department of Infrastructure, Local Government and Planning
- ▲ Department of National Parks, Sport and Racing
- ▲ Department on Natural Resources and Mines
- ▲ Department of Premier and Cabinet
- ▲ Department of Science, Information Technology and Innovation
- ▲ Department of State Development
- ▲ Department of Tourism, Major Events, Small Business and the Commonwealth Games
- ▲ Department of Transport and Main Roads
- ▲ Queensland Fire and Emergency Services
- ▲ Energy Queensland
- ▲ Gold Coast Water
- ▲ Powerlink
- ▲ Queensland Reconstruction Authority
- ▲ Queensland Treasury
- ▲ Queensland Urban Utilities
- ▲ Seqwater
- ▲ Unitywater

### Local governments

- ▲ Brisbane City Council
- ▲ City of Gold Coast Council
- ▲ Ipswich City Council
- ▲ Lockyer Valley Regional Council
- ▲ Logan City Council
- ▲ Moreton Bay Regional Council
- ▲ Noosa Shire Council
- ▲ Redland City Council
- ▲ Scenic Rim Regional Council
- ▲ Somerset Regional Council
- ▲ Sunshine Coast Council
- ▲ Toowoomba Regional Council

## Bibliography

Refer to the following background papers for the bibliographies used in preparing *ShapingSEQ*.

- ▲ *ShapingSEQ Background paper 1: Grow*
- ▲ *ShapingSEQ Background paper 2: Prosper*
- ▲ *ShapingSEQ Background paper 3: Connect*
- ▲ *ShapingSEQ Background paper 4: Sustain*
- ▲ *ShapingSEQ Background paper 5: Live*

Employment planning benchmarks by industry for each local government area (LGA) to 2041

| LGA                  | Agriculture, forestry and fishing | Mining | Manufacturing | Electricity, gas, water and waste services | Construction | Wholesale trade | Retail trade | Accommodation and food services | Transport, postal and warehousing | Information media and telecommunications |
|----------------------|-----------------------------------|--------|---------------|--------------------------------------------|--------------|-----------------|--------------|---------------------------------|-----------------------------------|------------------------------------------|
| Brisbane             | 1203                              | 14,545 | 113,281       | 15,460                                     | 81,964       | 37,460          | 66,276       | 89,893                          | 74,847                            | 17,907                                   |
| Logan                | 824                               | 246    | 17,845        | 2070                                       | 26,617       | 4950            | 17,624       | 10,143                          | 6012                              | 862                                      |
| Redland              | 402                               | 516    | 5151          | 1389                                       | 9960         | 1693            | 6506         | 6152                            | 1835                              | 739                                      |
| Ipswich              | 241                               | 889    | 18,008        | 1178                                       | 10,355       | 2036            | 12,404       | 6318                            | 4520                              | 370                                      |
| Moreton Bay          | 1981                              | 844    | 18,272        | 4706                                       | 24,089       | 4367            | 19,111       | 13,499                          | 5644                              | 849                                      |
| Gold Coast           | 829                               | 1487   | 30,885        | 12,074                                     | 49,250       | 9810            | 37,511       | 47,376                          | 12,890                            | 5048                                     |
| Somerset             | 867                               | 134    | 1538          | 289                                        | 1185         | 238             | 863          | 443                             | 492                               | 34                                       |
| Lockyer Valley       | 2389                              | 188    | 2352          | 731                                        | 1240         | 582             | 1552         | 1154                            | 1008                              | 45                                       |
| Noosa                | 259                               | 78     | 1406          | 497                                        | 3993         | 724             | 3157         | 5754                            | 774                               | 293                                      |
| Sunshine Coast       | 2559                              | 584    | 11,368        | 5326                                       | 23,096       | 3816            | 17,312       | 17,452                          | 5416                              | 1658                                     |
| Toowoomba City (SEQ) | 773                               | 1235   | 7277          | 2877                                       | 7202         | 2607            | 7017         | 5957                            | 3006                              | 891                                      |
| Scenic Rim           | 1385                              | 297    | 1210          | 842                                        | 2173         | 396             | 1655         | 2097                            | 604                               | 170                                      |
| SEQ total            | 13,712                            | 21,043 | 228,593       | 47,439                                     | 241,124      | 68,679          | 190,988      | 206,238                         | 117,048                           | 28,866                                   |

Note: Data reflects long-term projections of possible future employment growth (Queensland Treasury Regional Employment Projections, 2010–2011 to 2040–2041) based on information available at the time of production (including population projections).

| LGA                  | Financial and insurance services | Rental, hiring and real estate services | Professional, scientific and technical services | Administrative and support services | Public administration and safety | Education and training | Health care and social assistance | Arts and recreation services | Other services | Totals    |
|----------------------|----------------------------------|-----------------------------------------|-------------------------------------------------|-------------------------------------|----------------------------------|------------------------|-----------------------------------|------------------------------|----------------|-----------|
| Brisbane             | 40,403                           | 26,422                                  | 176,984                                         | 45,167                              | 107,889                          | 101,991                | 183,400                           | 15,351                       | 37,164         | 1,247,607 |
| Logan                | 2233                             | 3459                                    | 8739                                            | 7389                                | 7119                             | 17,556                 | 26,519                            | 1332                         | 6586           | 168,125   |
| Redland              | 1039                             | 1672                                    | 5053                                            | 3012                                | 2812                             | 7032                   | 11,041                            | 686                          | 2504           | 69,194    |
| Ipswich              | 1516                             | 1918                                    | 5079                                            | 4151                                | 10655                            | 15,507                 | 28,357                            | 756                          | 4541           | 128,799   |
| Moreton Bay          | 2712                             | 4173                                    | 11,186                                          | 6577                                | 8167                             | 20,163                 | 33,431                            | 1809                         | 7601           | 189,181   |
| Gold Coast           | 9584                             | 15,484                                  | 36,778                                          | 19,395                              | 16,544                           | 37,492                 | 63,351                            | 12,021                       | 15,623         | 433,432   |
| Somerset             | 42                               | 167                                     | 306                                             | 193                                 | 428                              | 1263                   | 1079                              | 130                          | 325            | 10,016    |
| Lockyer Valley       | 131                              | 272                                     | 797                                             | 452                                 | 821                              | 2816                   | 1979                              | 112                          | 557            | 19,178    |
| Noosa                | 647                              | 1381                                    | 3151                                            | 1622                                | 961                              | 2759                   | 4549                              | 428                          | 1022           | 33,455    |
| Sunshine Coast       | 4137                             | 5457                                    | 14,866                                          | 7235                                | 7978                             | 18,803                 | 36,497                            | 2805                         | 6725           | 193,090   |
| Toowoomba City (SEQ) | 2347                             | 1459                                    | 5340                                            | 2167                                | 5424                             | 9699                   | 17,362                            | 760                          | 3242           | 86,642    |
| Scenic Rim           | 200                              | 383                                     | 1163                                            | 601                                 | 1598                             | 2446                   | 3367                              | 356                          | 838            | 21,781    |
| SEQ total            | 64,991                           | 62,247                                  | 269,442                                         | 97,961                              | 170,396                          | 237,527                | 410,932                           | 36,546                       | 86,728         | 2,600,500 |

# Draft South East Queensland Regional Plan 2016 State Planning Regulatory Provisions

The Draft South East Queensland Regional Plan 2016 State Planning Regulatory Provisions for consultation have been drafted in the context of the current planning framework under the *Sustainable Planning Act 2009*. Following consultation, the provisions will be reflected in the Planning Regulation 2016 and will operate under the *Planning Act 2016*.

There are a number of areas that have been in the Urban Footprint for some time but have not yet been developed. One way that we could help get things moving is to investigate these areas further, and provide some rules in the state planning regulatory provisions that will allow these areas to be developed sooner. What do you think?

## Division 1 Preliminary

### 1.1 Short title

- 1) These draft State planning regulatory provisions may be cited as the draft South East Queensland Regional Plan 2016 State planning regulatory provisions.

### 1.2 Definitions

- 1) A term used in these draft State planning regulatory provisions has the meaning assigned to that term by:
  - a) the definitions in schedule 1 of these draft State planning regulatory provisions;
  - b) the Queensland Planning Provisions;
  - c) the *Sustainable Planning Act 2009*;
  - d) the *Sustainable Planning Regulation 2009*;
  - e) the *Acts Interpretation Act 1954*;
  - f) the ordinary meaning if that term is not defined in the definitions in schedule 1 of these draft State planning regulatory provisions, the *Sustainable Planning Act 2009*, the *Sustainable Planning Regulation 2009*, or the *Acts Interpretation Act 1954*.
- 2) In the event that a term has been assigned a meaning in more than one of the instruments listed in section 1.2(1), the meaning contained in the instrument highest in the list will prevail.

### 1.3 Relationship to *ShapingSEQ*

- 1) These draft State planning regulatory provisions implement *ShapingSEQ*.

### 1.4 SEQ region divided into categories

- 1) *ShapingSEQ* allocates all land in the SEQ region into one of the following regional land use categories:
  - a) Urban Footprint;
  - b) Rural Living Area;
  - c) Regional Landscape and Rural Production Area.
- 2) The regulatory maps numbered 1 to 32 show the regional land use categories.

### 1.5 When these draft State planning regulatory provisions do not apply

- 1) These draft State planning regulatory provisions do not apply to development:
  - a) that is a material change of use of premises outside the Urban Footprint:
    - i) in an urban area; or
    - ii) in a biodiversity development offset area declared by gazette notice under the repealed koala State planning policy, if the development is carried out before the date stated in the gazette notice for the declaration to lapse; or
  - iii) for:
    - (1) Air services; or
    - (2) Associated rural activity; or
    - (3) Caretaker's accommodation; or
    - (4) Cemetery; or
    - (5) Crematorium if associated with a Cemetery; or
    - (6) Dual occupancy if both dwellings are owned by the same person on one land title; or
    - (7) Dwelling house; or
    - (8) Dwelling unit; or
    - (9) Emergency services; or
    - (10) Environment facility; or
    - (11) Extractive industry; or
    - (12) Major electricity infrastructure; or
    - (13) Park; or
    - (14) Renewable energy facility; or
    - (15) Rural activities; or
    - (16) Substation; or
    - (17) Telecommunications facility; or
    - (18) Utility installation if for a public sector entity.

# Draft South East Queensland Regional Plan 2016

## State Planning Regulatory Provisions

- b) that is reconfiguring a lot:
  - i) that is amalgamating 2 or more lots; or
  - ii) that is rearranging the boundaries of a lot by registering a plan of subdivision; or
  - iii) that is creating an easement giving access to a lot from a constructed road; or
  - iv) that does not create a lot of less than 100 hectares; or
  - v) that creates one (1) new lot, if the new lot is to be used for a Cemetery, a Crematorium, a Detention facility, Emergency services, Major electricity infrastructure, a Park, a Substation, a Telecommunications facility or a Utility installation; or
  - vi) that divides one (1) lot into two (2) lots if the existing lot is severed by:
    - (1) a road, if the road is not State infrastructure, that was gazetted before 2 March 2006 and the road forms a boundary between the lots; or
    - (2) State infrastructure and the State infrastructure forms a boundary between the lots; or
  - vii) in a rural subdivision precinct and is consistent with the rural subdivision precinct plan approved by the regional planning Minister by gazette notice for the rural subdivision precinct; or
  - viii) in a declared master planned area if the development is consistent with the master plan for the area; or
  - ix) that is consistent with a development approval for a material change of use of premises that has not lapsed, if:
    - (1) the application for the approval was, before 31 October 2006, a properly made application under the repealed Integrated Planning Act 1997; or
    - (2) the application for the approval was assessed by a referral agency against the provisions identified in Division 2 of the applicable State planning regulatory provisions; or
    - (3) the application for the approval for a material change of use is for a Tourist activity or a Sport and recreation activity that was assessed against the provisions identified in Division 2 of the applicable State planning regulatory provisions; or
- c) on premises in a rural enterprise area if the development is consistent with the rural enterprise plan approved by the Minister by gazette notice for the rural enterprise area; or
- d) that is a material change of use that is consistent with a development approval which has not lapsed if:
  - i) the application for the approval was, before 31 October 2006, a properly made application under the *repealed Integrated Planning Act 1997*; or
  - ii) the application for the approval was assessed by a referral agency against the provisions identified in Division 2 of the applicable State planning regulatory provisions; or
- e) that is generally in accordance with a rezoning approval if the development entitlements from the rezoning approval are conferred by the following:
  - i) a development permit, a notice of a decision agreeing to a request under section 95(1) (a) of the *Sustainable Planning Act 2009* or an acknowledgement notice mentioned in section 3.2.5(1)(a) of the *Integrated Planning Act 1997* for the application of a transitional planning scheme as a superseded planning scheme;
  - ii) a planning scheme; or
- f) that is stated in the *Sustainable Planning Regulation 2009*, schedule 4; or
- g) for a coordinated project, that has not lapsed, under the *State Development and Public Works Organisation Act 1971*; or
- h) in a State development area under the *State Development and Public Works Organisation Act 1971*.

# Draft South East Queensland Regional Plan 2016

## State Planning Regulatory Provisions

### Division 2 Material change of use

#### 2.1 Material change of use outside the Urban Footprint

##### 2.1.1 Tourist activity or Sport and recreation activity or Community activity

- 1) A material change of use for a Tourist activity or a Sport and recreation activity or a Community activity, in the Regional Landscape and Rural Production Area or Rural Living Area, is assessable development requiring impact assessment if the material change of use results in:
  - a) a total gross floor area of more than 5,000m<sup>2</sup> on the premises excluding any part of the use that is ancillary Accommodation; or
  - b) ancillary Accommodation on the premises for more than 300 people; or
  - c) any ancillary Commercial use or uses on the premises having a total gross floor area of more than 250m<sup>2</sup>.
- 2) A material change of use subject to impact assessment under section 2.1.1 (1) requires referral agency assessment.
- 3) A material change of use subject to impact assessment under section 2.1.1 (1) must comply with the assessment criteria in section 4.1.

##### 2.1.2 Indoor recreation activity

- 1) A material change of use for an Indoor recreation activity, in the Regional Landscape and Rural Production Area or Rural Living Area, is assessable development requiring impact assessment if the material change of use results in:
  - a) a total gross floor area of more than 3,000m<sup>2</sup> on the premises excluding any part of the use that is ancillary Accommodation; or
  - b) a total capacity in terms of spectator numbers, worker numbers and participant numbers of more than 250 people on the premises; or
  - c) ancillary Accommodation on the premises for more than 100 people.
- 2) A material change of use subject to impact assessment under section 2.1.2(1) requires referral agency assessment.
- 3) A material change of use subject to impact assessment under section 2.1.2(1) must comply with the assessment criteria in section 4.2.

#### 2.1.3 Residential activity

- 1) A material change of use for: a Dual Occupancy if both dwellings are not owned by the same person on one land title, Multiple Dwelling, Relocatable Home Park, Residential Care Facility, Retirement Facility, or Rooming Accommodation in the Regional Landscape and Rural Production Area or Rural Living Area is prohibited development.

#### 2.1.4 Urban activity

- 1) A material change of use for an Urban activity, in the Regional Landscape and Rural Production Area or Rural Living Area, is assessable development requiring impact assessment where:
  - a) if not a Service station the material change of use results in:
    - i) a total gross floor area of more than 800m<sup>2</sup> on the premises; or
    - ii) the total associated outdoor area being more than 1,500m<sup>2</sup> on the premises; or
  - b) if for a Service station the material change of use results in:
    - i) the total urban activity use having a total gross floor area of more than 1,250m<sup>2</sup> on the premises; or
    - ii) the total associated outdoor area being more than 2,000m<sup>2</sup> on the premises.
- 2) A material change of use subject to impact assessment under section 2.1.4 (1) requires referral agency assessment.
- 3) A material change of use subject to impact assessment under section 2.1.4 (1) must comply with the assessment criteria in section 4.2.

#### 2.1.5 Cumulative activities

- 1) A material change of use involving any combination of Tourist activity, Sport and recreation activity, Community activity, Indoor recreation activity or Urban activity in the Regional Landscape and Rural Production Area, is assessable development requiring impact assessment if the material change of use (when considered as a whole) results in:
  - a) a total gross floor area on the premises, excluding any part of the use that is ancillary Accommodation, of more than:
    - i) 5,250m<sup>2</sup> if involving only a Tourist activity or Sport and recreation activity, or Community activity; or

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- ii) 3,000m<sup>2</sup>, if involving an Indoor recreation activity and not involving an Urban activity; or
- iii) 1,250m<sup>2</sup> if involving an Urban activity.
- b) ancillary Accommodation on the premises for more than:
  - i) 100 people if involving an Indoor recreation activity; or
  - ii) 300 people if not involving an Indoor recreation activity.

- 2) A material change of use subject to impact assessment under section 2.1.5 (1) requires referral agency assessment.
- 3) A material change of use subject to impact assessment under section 2.1.5(1) must comply with the assessment criteria in:
  - a) section 4.1 for any part of the use involving Tourist activity or Sport and recreation activity or Community activity;
  - b) section 4.2 for any part of the use involving Indoor Recreation activity or Urban Activity.

### 2.2 Material change of use in a development area

- 1) A material change of use in a development area is assessable development requiring impact assessment unless the material change of use:
  - a) is exempt development, or self-assessable development, or assessable development requiring code assessment under the relevant local planning instrument; and
  - b) both of the following apply:
    - i) the gross floor area of the use is no more than 10,000m<sup>2</sup>;
    - ii) the premises is no more than 10,000m<sup>2</sup>.
- 2) A material change of use subject to impact assessment under section 2.2(1) requires referral agency assessment.
- 3) A material change of use subject to impact assessment under section 2.2(1) must comply with the assessment criteria in section 4.3.

### Division 3 Reconfiguring a lot

#### 3.1 Reconfiguring a lot in the Regional Landscape and Rural Production Area

- 1) Reconfiguring a lot in the Regional Landscape and Rural Production Area is prohibited development.

**Editor's Note** – section 1.5 provides that the SPRP *do not* apply to reconfiguring a lot in a range of circumstances including: amalgamating 2 or more lots, rearranging the boundaries of a lot, and creating a lot not less than 100 hectares.

#### 3.2 Reconfiguring a lot in a development area

- 1) Reconfiguring a lot in a development area is assessable development requiring impact assessment.

**Editor's Note** – section 1.5 provides that the SPRP *do not* apply to reconfiguring a lot in a range of circumstances including: amalgamating 2 or more lots, rearranging the boundaries of a lot, and creating a lot not less than 100 hectares.

- 2) Reconfiguring a lot subject to impact assessment under section 3.2(1) requires referral agency assessment.
- 3) Reconfiguring a lot subject to impact assessment under section 3.2(1) must comply with the assessment criteria in section 4.3.

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### Division 4 Assessment criteria

#### 4.1 Material change of use for Tourist activity or Sport and recreation activity or Community activity

- 1) The development:
  - a) satisfies a demonstrated community and economic need;
  - b) has direct access to relevant transport infrastructure, including roads, public transport, and active transport that is adequate to service the scale and type of use;
  - c) is efficiently serviced by appropriate infrastructure (for example, infrastructure for electricity, stormwater, water supply and the treatment and disposal of waste) that is adequate for the scale and type of use;
  - d) has access to a suitable workforce;
  - e) is suited to the physical characteristics of the site;
  - f) is compatible with the uses in the area surrounding the site;
  - g) does not adversely affect an area, value or corridor in the regional biodiversity network;
  - h) does not create an unacceptable risk to people or property from natural process or hazards including flooding, bushfire, landslide or coastal erosion;
  - i) only includes Accommodation that is ancillary to a Tourist activity or Sport and recreation activity or Community activity on the premises;
  - j) only includes a Commercial use that is ancillary to a Tourist activity, Sport and recreation activity or Community activity on the premises;
  - k) is consistent with *ShapingSEQ*, including all relevant Goals, Elements, and Strategies.

#### 4.2 Material change of use for Indoor recreation activity or Urban activity

- 1) The locational requirements or environmental impacts of the development necessitate its location outside the Urban Footprint.
- 2) There is an overriding need, in the public interest, for the development.
- 3) The development:
  - a) has direct access to relevant transport infrastructure, including roads, public transport, and active transport that is adequate to service the scale and type of use;
  - b) is efficiently serviced by appropriate infrastructure (for example, infrastructure for electricity, stormwater, water supply and the treatment and disposal of waste) that is adequate for the scale and type of use;
  - c) is suited to the physical characteristics of the site;
  - d) is compatible with the uses in the area surrounding the site;
  - e) does not adversely affect an area, value or corridor in the regional biodiversity network;
  - f) does not create an unacceptable risk to people or property from natural process or hazards including flooding, bushfire, landslide or coastal erosion;
  - g) is consistent with *ShapingSEQ*, including all relevant Goals, Elements, and Strategies.
- 4) For the purpose of subsection (1), the locational requirements or environmental impacts of the development necessitate its location outside the Urban Footprint where:
  - a) the premises has particular characteristics that are necessary for the carrying out of the development; and
  - b) either:
    - i) there are no premises in the Urban Footprint that have the particular characteristics that are necessary for the carrying out of the development; or
    - ii) the development could not reasonably be located on premises in the Urban Footprint that have the particular characteristics that are necessary for the carrying out of the development.

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- 5) For the purpose of subsection (2), there is an overriding need, in the public interest, for development when:
  - a) the social, economic and environmental benefits of the development outweigh:
    - i) any adverse impacts of the development on the natural values of the premises; and
    - ii) the desirability of achieving *ShapingSEQ's* Goals, Elements, and Strategies, particularly with regard to:
      - (1) consolidating development in the Urban Footprint;
      - (2) preventing the fragmentation of land in the Regional Landscape and Rural Production Area;
  - b) the community would experience significant adverse social, economic or environmental impacts if the development did not proceed.

### 4.3 Material change of use in a development area or reconfiguring a lot in a development area

- 1) The development is consistent with the future planning intent for the area.
- 2) For the purpose of subsection (1), development is consistent with the future planning intent for the area when the development is consistent with detailed land use and infrastructure planning for the relevant area that:
  - a) is consistent with the intent identified in *ShapingSEQ*;
  - b) appropriately integrates with the surrounding area;
  - c) has been informed by widespread public consultation;
  - d) has been endorsed by the relevant planning authority;
    - i) subsequent to public consultation and the consideration of relevant submissions;
    - ii) before the development application for the development has been lodged.

## Schedule 1 – Dictionary

### Use definitions

#### Accommodation means

- a) Short-term accommodation; or
- b) staff accommodation.

**Associated rural activity** means a use that is reasonably associated with Animal husbandry, Animal keeping, Aquaculture, Cropping, Extractive industry, Intensive animal husbandry, Intensive horticulture, Permanent plantation, Rural industry, or Winery, if the premises or surrounding area is used for the associated use.

Examples of Associated rural activity include: grain handling facility, mechanical repair workshop for farm machinery or vehicles, vehicle storage associated with an Extractive industry or a Permanent plantation, and processing and packaging produce from a Cropping use.

**Commercial use** means premises used for a commercial purpose including retail.

#### Community activity means:

- a) Child care centre; or
- b) Community residence; or
- c) Community use; or
- d) Detention facility; or
- e) Educational establishment; or
- f) Place of worship; or
- g) Accommodation ancillary to another Community activity; or
- h) a Commercial use ancillary to another Community activity.

#### Indoor recreation activity means:

- a) Food and drink outlet; or
- b) Hotel; or
- c) Indoor sport and recreation; or
- d) Major sport, recreation and entertainment facility, if conducted indoors (e.g. convention centre, exhibition centre); or
- e) Accommodation ancillary to another Indoor recreation activity; or
- f) a Commercial use ancillary to another Indoor recreation activity.

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**Sport and recreation activity** means:

- a) Major sport, recreation and entertainment facility, if conducted outdoors (e.g. sports stadium, horse racing); or
- b) Motor sport facility, if conducted outdoors; or
- c) Outdoor sport and recreation; or
- d) Accommodation ancillary to another Sport and recreation activity; or
- e) a Commercial use ancillary to another Sport and recreation activity.

**Tourist activity** means:

- a) Nature based tourism; or
- b) Resort complex; or
- c) Tourist attraction; or
- d) Tourist park; or
- e) Accommodation ancillary to another Tourist activity; or
- f) a Commercial use ancillary to another Tourist activity.

**Urban activity** means a use for urban purposes excluding:

- a) Community activity;
- b) Indoor recreation activity;
- c) Tourist activity;
- d) Sport and recreation activity;

### Administrative definitions

**applicable State planning regulatory provisions** means the version of the State planning regulatory provisions for the SEQ region in effect at the time the application for the development approval was properly made.

**associated outdoor area**, of a use, means the total area of the premises used for the use, excluding:

- a) the area of the premises included in the gross floor area;
- b) landscaping;
- c) driveway.

**declared master planned area** has the meaning given in section 761A(5) of the *Sustainable Planning Act 2009*

**development area** means land designated by the regional planning Minister in a gazette notice as:

- a) a local development area; or
- b) a major development area.

**driveway** means the area of the premises exclusively used for vehicular connection to a road. It does not include an area of the premises used for another purpose, such as servicing, car parking, or vehicular manoeuvring, in addition to connection to a road.

**landscaping** means the area of the premises exclusively used for protecting or enhancing the visual amenity of the premises. It may include planting, terracing or ornamental works. It does not include an area of the premises used for another purpose, such as car parking, pedestrian movement, seating, or dining, in addition to protecting or enhancing the visual amenity of the premises.

**master plan** means a master plan continued in force under section 902 of the *Sustainable Planning Act 2009*, made under section 908 of the *Sustainable Planning Act 2009*, and that has not ceased to have effect under section 907 of the *Sustainable Planning Act 2009*

**person** includes a body of persons, whether incorporated or unincorporated.

**Regional Landscape and Rural Production Area** means a part of the SEQ region shown on the regulatory maps as a regional landscape and rural production area.

**regulatory maps** means the SEQ regional plan regulatory maps numbered 1 to 32.

**rezoning approval** means an approval given under the following:

- a) the repealed *Local Government (Planning and Environment) Act 1990*, section 4.5(6), 4.8(6), 4.10(6) or 8.10(9A); or
- b) the repealed *Local Government Act 1936* section 33(5); or
- c) the repealed *Integrated Planning Act 1997*, section 6.1.26.

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**rural enterprise area** means land in the SEQ region identified:

- a) in a gazette notice by the regional planning Minister as a rural enterprise area; or
- b) in a gazette notice by the regional planning Minister as a rural precinct.

**rural enterprise area plan** means a plan or document that identifies the planning intent for the applicable rural enterprise area.

**Rural Living Area** means a part of the SEQ region shown on the regulatory maps as a rural living area.

**rural subdivision precinct** means an area in the SEQ region identified in a gazette notice by the regional planning Minister as a rural subdivision precinct.

**SEQ** means South East Queensland.

**ShapingSEQ** means the draft regional plan for the SEQ region.

**Transitional planning scheme** has the meaning given by the repealed *Integrated Planning Act 1997*, sections 6.1.3 and 6.1.9(3).

**Urban area** means an area identified as an area intended specifically for urban purposes, including future urban purposes (but not rural residential or future rural residential purposes) on a map in a planning scheme that:

- a) identifies the areas using cadastral boundaries; and
- b) is used exclusively or primarily to assess development applications.

**Urban Footprint** means a part of the SEQ region shown on the regulatory maps as Urban Footprint.

# Tourism and Events Queensland

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