

ShapingSEQ

South East Queensland Regional Plan 2017



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Cover: Tallebudgera Creek, Gold Coast



GROW
PROSPER
CONNECT
SUSTAIN
LIVE

*Cleveland Point
Lighthouse, Redlands*

FOREWORD

ShapingSEQ: Making the most of our future

It is not difficult to see why the population of South East Queensland is expected to grow by almost 2 million people over the next 25 years. We have an enviable lifestyle, great schools and universities, and a strong, diverse economy expected to create almost one million jobs over the next 25 years. Our future is bright.

But to realise this future, we cannot just rely on luck. We need a clear vision to guide this growth that brings together all levels of government. *ShapingSEQ* is this vision. It is the foundation upon which we will build the future we want for the South East. It guides our State Infrastructure Plan, it will guide council planning schemes, and it will also form the basis of negotiations for a future SEQ City Deal.

ShapingSEQ sets a framework for our growth, so that we can maintain everything that makes living in South East Queensland great, while taking advantage of the opportunities of the fastest growing economic region in the world – the Asian-Pacific region. At the same time, it will help manage the potential impacts of population growth to deliver housing supply and affordable living options, and support the planning and delivery of critical infrastructure, while protecting our natural environment and our lifestyle.

This is a plan for our community, by the community. Through the *ShapingSEQ* process more than 3,300 submissions were received from the community alongside extensive engagement with local councils and key stakeholders from the environment, community and development sectors. The level of cooperation and collaboration is unprecedented and sets the tone for the future.

Consequently, I want to acknowledge the contribution that all stakeholders, particularly local councils, have made to *ShapingSEQ* and to the future of our region. Consultation and engagement has been the priority because we all have a stake in how we grow and thrive as a region.

The feedback has guided great environmental and community outcomes. We have protected inter-urban breaks between Brisbane and the Gold Coast, and Brisbane and the Sunshine Coast and identified biodiversity corridors, along with scenic landscape values and a regional greenspace network.

Through *ShapingSEQ* we are encouraging growth within the current Urban Footprint. This means housing is focused where people can take advantage of existing infrastructure and ensuring easier, more affordable access to services. Most importantly, this kind of development means people can live closer to their jobs, decreasing commutes and encouraging a healthier, happier population.

The Urban Footprint identified in the plan will help us reduce our impact upon the environment, reducing urban sprawl and our carbon footprint. Additionally, there is a strong focus on transport-oriented development, concentrating diverse housing supply closer to public transport to cut down congestion and carbon emissions.

As part of *ShapingSEQ*, we have set up a program of actions so we can deliver on the vision of the regional plan. These actions include infrastructure planning and delivery, koala conservation and biodiversity assessments, design guidelines, a focus on climate change adaptation, monitoring land supply and unlocking undeveloped land within the Urban Footprint. Ongoing measuring and monitoring will mean that we can track our progress against the plan set out in *ShapingSEQ*.

ShapingSEQ shows what we can achieve when the state and local governments work closely together and are guided by the community. We want South East Queensland to continue to be a great place for people to live, work and raise their families and that's what this plan is all about.



THE HONOURABLE
JACKIE TRAD MP
Deputy Premier,
Minister for Transport and
Minister for Infrastructure
and Planning

A plan prepared in partnership

with thanks to members of the South East Queensland Regional Planning Committee

THE HONOURABLE JACKIE TRAD MP

Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (Chair)

THE HONOURABLE MICHAEL DE BRENNI MP

Minister for Housing and Public Works and Minister for Sport

THE HONOURABLE KATE JONES MP

Minister for Education and Minister for Tourism, Major Events and the Commonwealth Games

THE HONOURABLE DR ANTHONY LYNHAM MP

Minister for State Development and Minister for Natural Resources and Mines

THE HONOURABLE DR STEVEN MILES MP

Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef and Acting Minister for Main Roads, Road Safety and Ports

CR PAUL ANTONIO

Mayor, Toowoomba Regional Council

CR GREG CHRISTENSEN

Mayor, Scenic Rim Regional Council

CR MARK JAMIESON

Mayor, Sunshine Coast Council

CR GRAEME LEHMANN

Mayor, Somerset Regional Council

CR TANYA MILLIGAN

Mayor, Lockyer Valley Regional Council

CR GRAHAM QUIRK

The Right Honourable, the Lord Mayor of Brisbane

CR LUKE SMITH

Mayor, Logan City Council

CR ALLAN SUTHERLAND

Mayor, Moreton Bay Regional Council

CR TOM TATE

Mayor, City of Gold Coast

CR PAUL TULLY

Acting Mayor, Ipswich City Council

CR TONY WELLINGTON

Mayor, Noosa Shire Council

CR KAREN WILLIAMS

Mayor, Redland City Council

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The land of our first people

The Queensland Government, on behalf of the community, acknowledges the Traditional Owners of South East Queensland (SEQ), pays respect to Elders past, present and emerging, and recognises that the land, water and seascapes of the SEQ region form traditional landscapes that were spiritually and sustainably managed for thousands of years by Traditional Owners to provide the resources required for life.

Although these landscapes have changed and are now shared, Traditional Owners have an ongoing and unique connection to their ancestral lands and have responsibilities to their respective Country under their traditional law and customs. The government recognises Traditional Owners who have been granted Native Title over land and sea Country and their active role in the ongoing management of cultural resources for the important role they play in the social, spiritual and economic future of these communities.

Aboriginal and Torres Strait Islander people in South East Queensland

About 40 per cent of Queensland's Aboriginal and Torres Strait Islander population live in SEQ. This figure includes those who identify as descendants of the region's original inhabitants (Traditional Owners) and those who have moved to the region (historical and contemporary residents).

Aboriginal and Torres Strait Islander people have contributed significant amounts of time and effort into the preparation of regional plans in SEQ. *The Planning Act 2016* is the first planning legislation in Australia to explicitly acknowledge the importance of valuing, protecting and promoting Aboriginal and Torres Strait Islander knowledge, culture and tradition.

This acknowledgement will be advanced in *ShapingSEQ* by ongoing engagement with representatives of Traditional Owners and Aboriginal and Torres Strait Islander people living in SEQ.

ShapingSEQ recognises both Traditional Owners and historical and contemporary residents as important stakeholders with differing needs and aspirations. *ShapingSEQ* aims to create sustainable communities where all members of the community have affordable and equitable access to places of wellbeing, community services, facilities, housing, education and employment.

The landscape of SEQ is traditional Country for several Traditional Owner groups (Map 1).

The Goori–Murri Nation

Traditional Owner groups of SEQ collectively identify themselves as the Goori–Murri Nation. This Nation comprises several autonomous communities (nations) that have shared and distinct languages, cultural practices, Songlines and Dreamings.

Since time immemorial, Traditional Owners have cared for Country, and Country has cared for them.

The SEQ of today is a changed place, where traditional Country is shared.

However, Traditional Owners have an ongoing and unique connection to their ancestral lands and have responsibilities to the land and sea under their traditional law and customs.

Country continues to have a role in the spiritual, social and economic future of Traditional Owners.

ShapingSEQ acknowledges this spiritual and physical connection with Country and will engage Traditional Owners in maintaining and enhancing the health of Goori–Murri Nation and the wellbeing of Traditional Owners.

Cultural landscapes overlap with many other values in the region and are recognised for a variety of reasons. For example, the Glass House Mountains are an iconic set of physical elements in SEQ and are on the National Heritage Register and also hold great meaning for Traditional Owners as part of Creation or Dreamtime Stories.

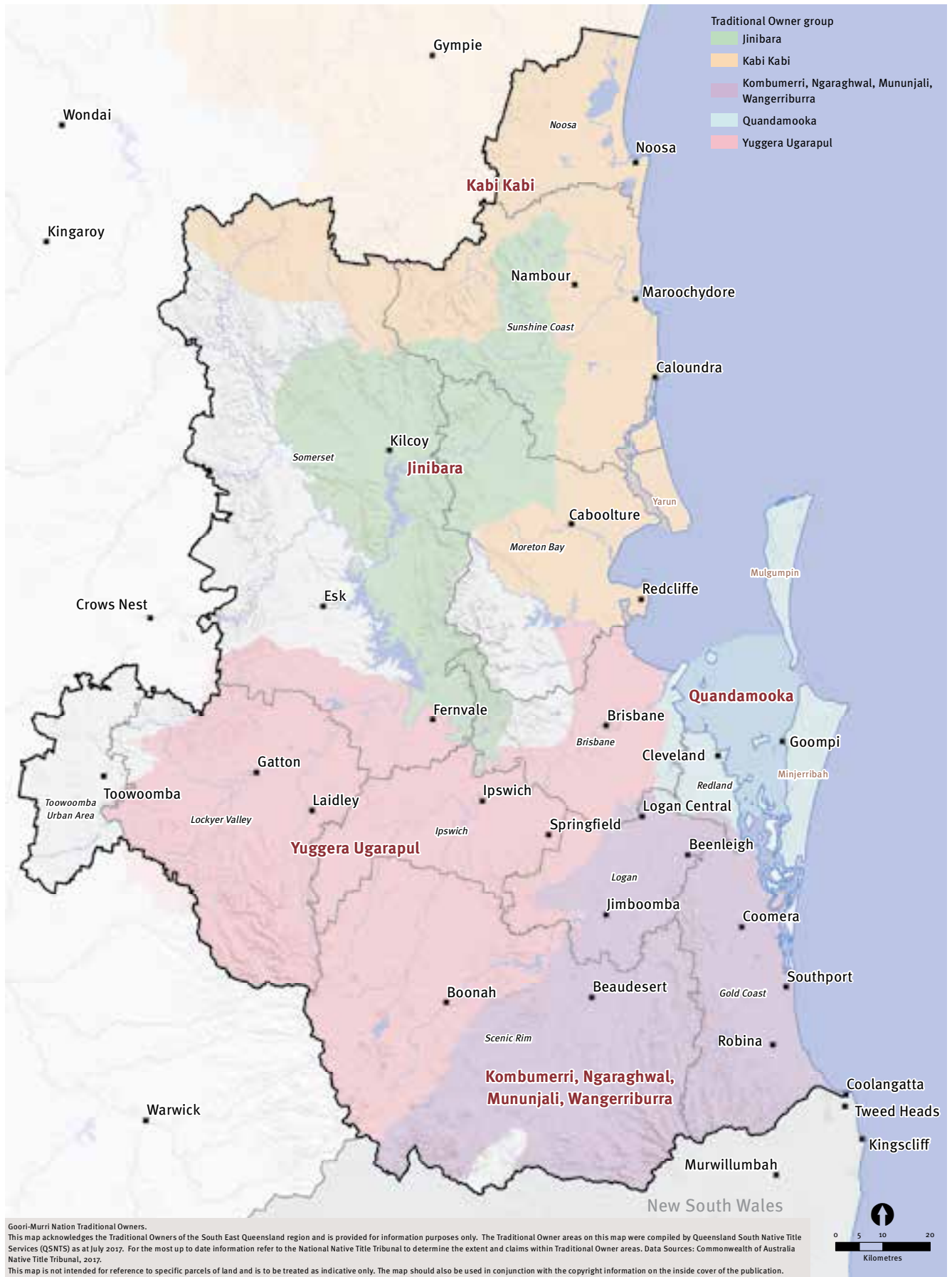
Many roads, such as Old Gympie Road, follow ancient pathways that connected the Goori–Murri Nation at times of celebration such as the Bunya Festival.

Native Title

Native Title exists in SEQ. For the latest information on determinations see www.nntt.gov.au.

Current and future Native Title determinations provide the opportunity for the Queensland Government to work with Traditional Owners to maintain and enhance the health of SEQ land and sea Country.

Map 1 SEQ's Traditional Owner groups



The plan for SEQ

ShapingSEQ is the Queensland Government's plan to guide the future of the South East Queensland region, prepared in collaboration with the region's 12 local governments. The plan draws inspiration from the community.

The need for *ShapingSEQ*

SEQ is a globally competitive, fast-growing region offering great lifestyles. Approximately 75,000 new residents are expected to call SEQ home each year as the region's population grows from 3.5 million to 5.3 million over the next 25 years. Projections indicate this will result in more than 30,000 new dwellings each year, and the creation of about one million new jobs.

The Queensland Government and key stakeholders have long recognised the need for coordinated planning across the region to manage this growth sustainably, and ensure our prosperity and liveability. This is reflected in the Regional Frameworks for Growth Management developed in the 1990s, and in the statutory regional plans released in 2005 and 2009.

Since 2009, a number of megatrends have emerged in a rapidly changing world – megatrends that will influence how we live, work and connect. *ShapingSEQ* responds to these trends and the dynamic nature of our changing region. The plan also builds on the foundations of previous regional plans to position SEQ for ongoing sustainable growth, global competitiveness and high-quality living.

SEQ and global megatrends

Key megatrends for SEQ are explained below.

Increased urbanisation

The world's population is becoming more urbanised, creating greater demand for diversity in housing, infrastructure and services. A high proportion of SEQ's population already lives in cities although predominantly in suburban locations. As the region experiences further significant growth, innovative planning and design can help deliver attractive, compatible and sustainable urban places.

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, forestry, minerals and fisheries. Long-term planning for our region can provide food security and ensure our finite resources are managed sustainably for current and future generations.

The growing spatial divide

In many of the world's cities, a spatial divide is emerging between inner, middle and outer areas. Many inner and middle areas offer high-accessibility and services, and tend to have communities with higher socio-economic profiles. Meanwhile, many outer areas have lower accessibility and services where emerging communities have lower socio-economic profiles; in effect, these outer areas experience what is called 'spatial disadvantage'.

Planning for the region can help address this issue by ensuring people have access to necessary services, local employment opportunities, housing and transport choice, irrespective of where they live.

New technology

Extraordinary technological change is transforming how people live, work, communicate and innovate. The rapid pace of technological advancement is likely to intensify, including changes such as 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-positioned to take advantage of these changes. To do this, we must carefully consider the implications of such changes and adopt new ways of thinking about how we work, move and live.

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 can accommodate these changes by enabling new models of living, services and lifestyle, including inter-generational living and the ability to age in place.

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). Our planning can protect these values and ecosystems.

Climate change and disaster resilience

Queensland has long experienced the impacts of extreme weather including 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 our communities, 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 associated opportunities that will arise. Planning for SEQ can play a fundamental role in unlocking the region's potential and creating new, globally competitive and value-adding industries and business.

Recognising Indigenous rights and interests

In addition to these global megatrends, another important driver of change relates to Indigenous peoples seeking better recognition and involvement in planning. Land use planning in SEQ can play an important role in integrating Indigenous rights, interests and aspirations by providing opportunities for Traditional Owners to be recognised and meaningfully involved.

ShapingSEQ's approach

ShapingSEQ responds to the region's projected growth, and the opportunities and challenges associated with global megatrends.

It sets the direction for sustainability, global competitiveness and high-quality living by:

- 1 identifying a long-term sustainable pattern of development which focuses more growth in existing urban areas
- 2 harnessing our regional economic strengths and clusters to compete globally
- 3 ensuring land use and infrastructure planning is integrated
- 4 valuing and protecting our natural environment, productive land, resources, landscapes and cultural heritage
- 5 promoting more choice of housing and lifestyle options
- 6 locating people and jobs closer together, and moving people and goods more efficiently and reliably
- 7 promoting vibrant, fair, healthy and affordable living and housing to meet all of the community's needs
- 8 valuing design and embracing our climate to create high-quality living environments
- 9 maximising the use of existing infrastructure and planning for smarter solutions for new infrastructure
- 10 supporting strong rural communities and economic diversification.

ShapingSEQ is all about setting up our future with the right ingredients for success:

- ▲ It defines a long-term vision for our region.
- ▲ It provides strategies to pursue the vision.
- ▲ It sets out actions to deliver the strategies.
- ▲ It commits governments and key stakeholders to see it through.



The plan for SEQ

What's new in *ShapingSEQ*?

ShapingSEQ respects its lineage to previous regional plans and is also a catalyst for change in planning for the region.

It aims to promote ongoing conversation around better and smarter region-building with 20 new initiatives:

- 1** A **50-year vision** that responds to global megatrends, supported by how we will move towards this vision over the next 25 years.
- 2** Focusing **60 per cent of new housing development in the existing urban area**.
- 3** Supporting better and more diverse housing, with a particular emphasis on promoting **'missing middle' forms of housing**.
- 4** **'Right sizing' our Urban Footprint** so land supply constraints do not place unnecessary upward pressure on housing prices.
- 5** Identifying **Regional Economic Clusters (RECs)** to support a globally competitive economy and **establishing baselines for employment planning** across the region.
- 6** Valuing and protecting our greatest assets – **our regional landscapes and natural systems that sustain us** – including **regional biodiversity corridors**.
- 7** Greater acknowledgement of **Aboriginal and Torres Strait Islander peoples'** connection to the land and seascapes of SEQ, and a **commitment to ongoing engagement**.
- 8** **Prioritising public and active transport** to move people around the region in a healthier, more efficient and sustainable way.
- 9** Identifying **region-shaping infrastructure**, including freight, to increase accessibility and productivity.
- 10** **'Sweating our assets'** by making more efficient use of existing infrastructure.
- 11** Thinking ahead about **digital infrastructure and new technology**.
- 12** **Ensuring mutually supportive roles for both urban and rural areas**, so they work together to allow our region to reach its full potential.
- 13** Mapping and protecting **inter-urban breaks** to support a range of values and so our major urban areas retain their identities.
- 14** Reinforcing **the importance of fairness** so we all have choices in our housing, transport and employment.
- 15** Changing the focus to **affordable living**, rather than just the cost of housing, to support more balanced and sustainable communities.
- 16** **Valuing the role of design and place-making** in creating better buildings and more memorable and liveable places.
- 17** Using **sub-regional directions** in recognising that the economy, housing markets and transport networks operate differently in different areas of SEQ.
- 18** Introducing **'measures that matter'**, to monitor the plan's performance over time.
- 19** A whole new approach and energy to how we **monitor land supply and development** activity to help implement this plan.
- 20** A new **focus on delivery** actions to make our vision a reality!

Working together and thinking globally

SEQ's ongoing success will be based on global thinking, and new ways of becoming more active and visible in the global community.

The best outcomes will be achieved if all levels of government **think and act as one** to identify and capitalise on the strengths and advantages offered in all corners of SEQ and beyond.

By working together to grow the regional economy, the whole region will benefit from a greater share of prosperity.

This approach will ensure SEQ's strengths and advantages are realised more fully, and challenges met more effectively, to improve our lifestyle, economy and biodiversity into the future.



Looking inward and competing locally

Looking outward and competing globally

How *ShapingSEQ* will succeed



The plan for SEQ

A plan for the community – prepared with the community

ShapingSEQ has benefited from significant community engagement designed to provide for a wide range of community input. This included workshops with Traditional Owners, talk-to-a-planner sessions, international thought-leader presentations, independent surveys, stakeholder workshops, a youth summit, and many other initiatives.

More than 3300 individual submissions were received during the statutory consultation period on the draft *ShapingSEQ*. All submissions were individually reviewed and considered ahead of finalising the plan.

The *ShapingSEQ 2017 Consultation Report* provides details of the engagement activities used to inform both the draft and final plans, and the matters raised in submissions. It also includes results from surveys of SEQ residents, including the younger generation.



ShapingSEQ community conversations launch, Brisbane



ShapingSEQ Youth Summit, Brisbane



Effect

ShapingSEQ is the statutory regional plan for the SEQ region.

ShapingSEQ replaces the *South East Queensland Regional Plan 2009–2031*, and is the region’s pre-eminent strategic land use plan made under the *Sustainable Planning Act 2009*, and given effect by the *Planning Act 2016*.

It was given effect on and from the day the making of the plan was published in the Government Gazette.

ShapingSEQ is a state planning instrument providing a framework to manage growth, change, land use and development in SEQ.

It does this by reflecting state policy and informing a range of other more detailed local planning instruments responsible for delivering good land use outcomes (Figure 1).

ShapingSEQ sits within Queensland’s planning framework 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 certain development applications made under the *Planning Act 2016*
- ▲ the assessment of certain types of resource activities or regulated activities as defined under the *Regional Planning Interests Act 2014*.

ShapingSEQ advances a range of state interests defined in the State Planning Policy (SPP) 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 Planning Regulation 2017 contains SEQ regulatory provisions to ensure that particular forms of development in SEQ are consistent with *ShapingSEQ* policy.

For further information about *ShapingSEQ* and the SEQ regulatory provisions, including how they relate to, and are supported by, other plans and programs such as the SPP and local government planning schemes, refer to Chapter 4.

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

The department’s [interactive mapping system](#) shows aspects of *ShapingSEQ*’s spatial information.

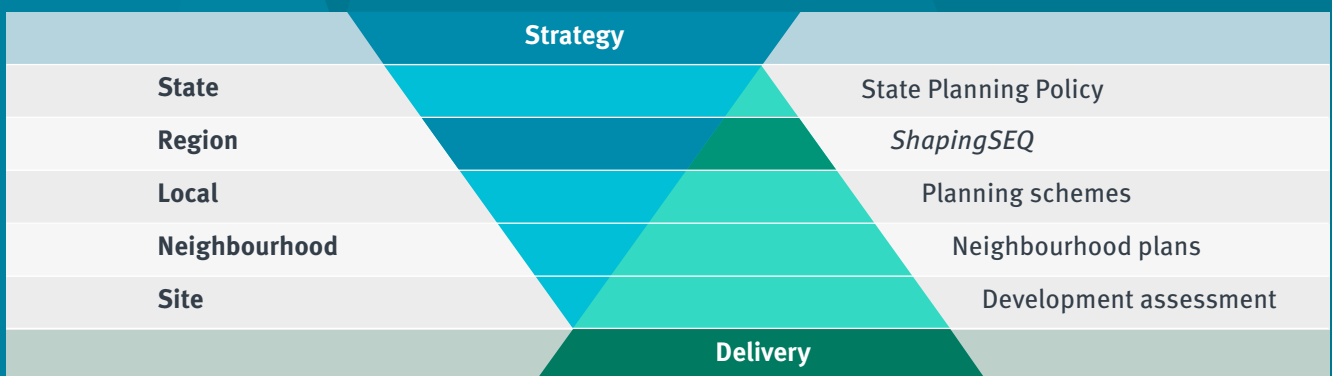


Figure 1: Strategy to guide the delivery of outcomes



*Brisbane City,
Brisbane*

‘SEQ is home to around 3.5 million people and is one of Australia’s most desirable and fastest growing regions.’

SEQ today

Our region

SEQ is Australia's third-largest capital city region by population and home to around 3.5 million people.

Covering 22,900 km², SEQ's 12 local government areas (Figure 2) provide various lifestyle options, diverse economies and healthy natural environments. Collectively, they form one of Australia's most desirable and fastest-growing regions.



1.34M

number of dwellings



72%

detached housing



14%

of SEQ population aged over 65 years



2.2%

average annual population growth rate (past 10 years)



67,000

average annual population growth (past 10 years)



1M

people living within 800 metres of a high-frequency public transport station



1 IN 7

Australians living in SEQ



40%

home to about 40% of Queensland's Aboriginal and Torres Strait Islander population



71%

of Queensland's population live in SEQ



TOP 5 INDUSTRIES

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



1.65M

number of jobs



28%

attached housing



around **6000** flora species



\$14B

tourism industry in SEQ per annum



around **2400** native fauna species

Source: Estimates derived for ShapingSEQ from various Queensland Government and ABS sources (most recent data available as at July 2017).

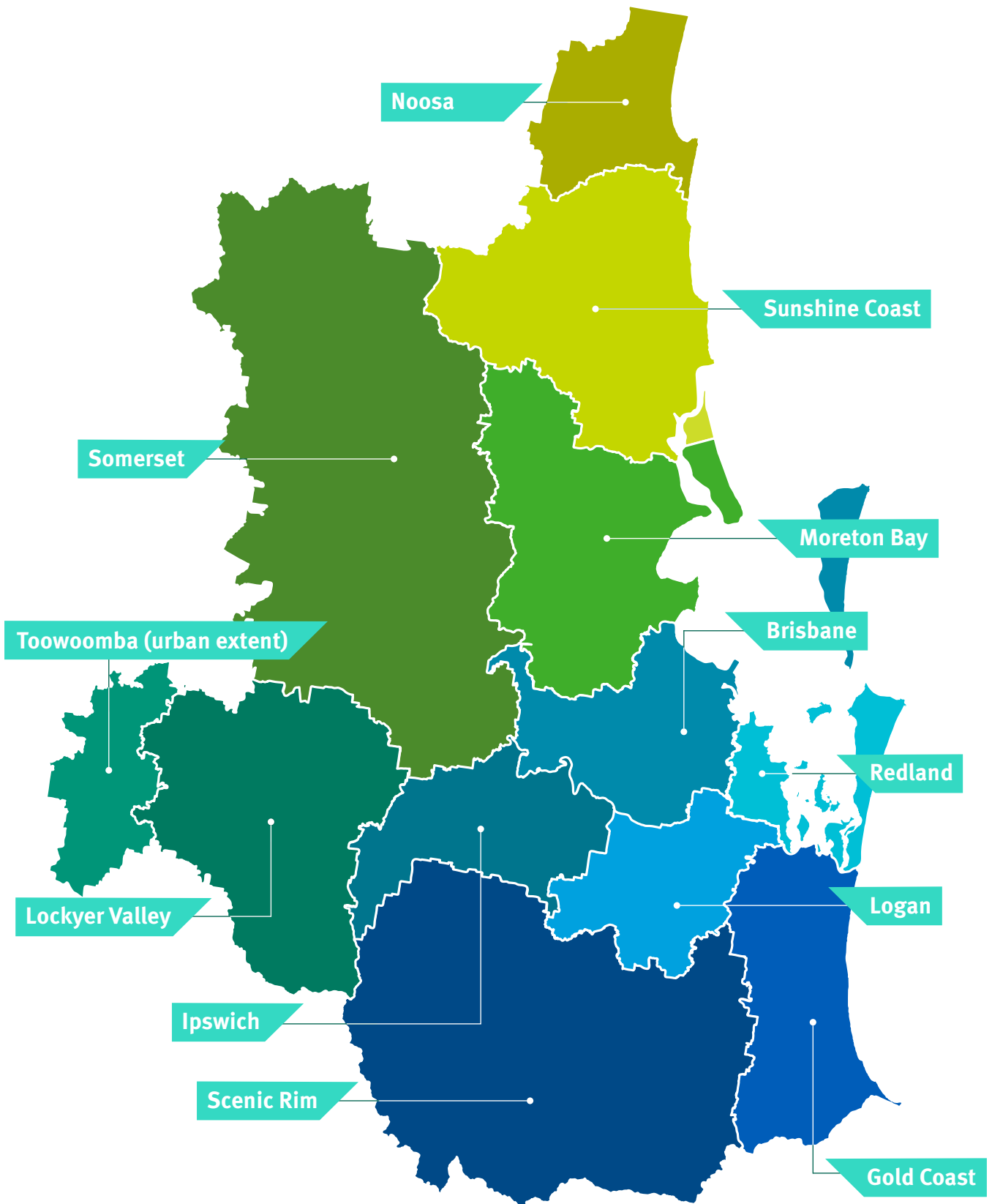


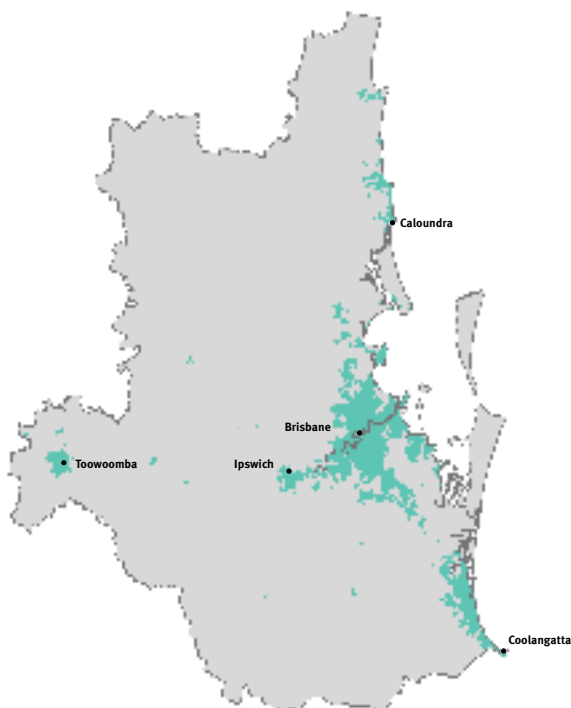
Figure 2: The local government areas of SEQ

A history of growth and change

Over the past 70 years, SEQ has experienced significant growth and change. The urbanised areas of our region in 1946 are shown below:



In 1965, SEQ's population was approaching one million. As suburban and coastal living became more popular, low density development expanded into farming land and natural habitat. By 1995, the urbanised areas of SEQ looked like this:



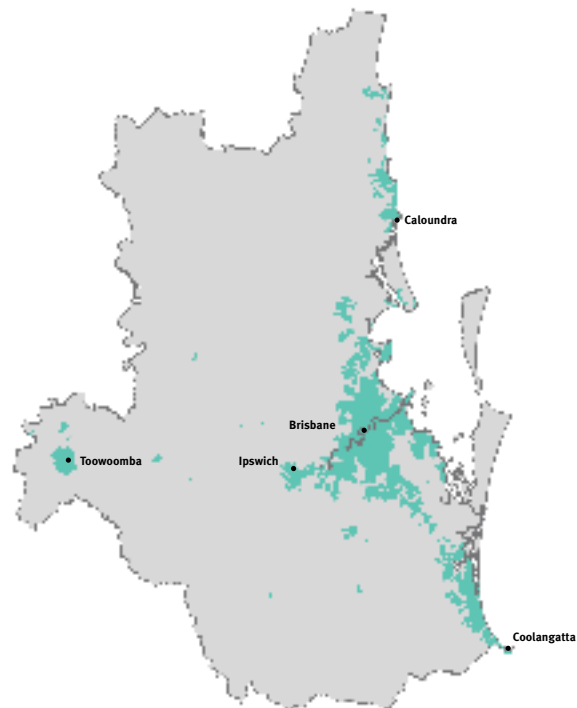
As more people lived further from services and employment, the region became heavily reliant on private vehicle travel. The infrastructure needed to support this development became a challenge for state and local governments.

From about 1990, more people sought urban lifestyles as urban renewal and wider development transformed Brisbane City and coastal locations near major centres.

Until 1990, management of development in the region was largely the responsibility of local governments. Regional planning for SEQ began in 1990 after it was recognised that a coordinated, regional approach was necessary; this regional approach became statutory in 2004.

The focus of regional planning in SEQ has been on changing the balance between outward expansion and urban consolidation to support more efficient use of existing infrastructure, better access to employment, services and a wider range of lifestyles, and reducing impacts on natural systems and assets.

The urbanised areas of the region today are shown below.



ShapingSEQ continues the regional planning approach for better management of our region as it grows.

SEQ today: positioned for ongoing success

SEQ has many strengths that position it for ongoing success as a prosperous, liveable and sustainable region. It attracts people from around the world because of its climate, liveability, economic opportunities, quality education, natural assets and affordable living.

Queensland's economic powerhouse

SEQ is the state's capital city region. It is a high-performing regional economy, generating almost two-thirds of the state's gross product. It supports more than 80 per cent of the state's employment in professional, scientific and technical services; financial and insurance services; and the information, media and telecommunication sectors.

SEQ is a major exporter of services including tourism, education and professional services. It contains world-class knowledge and technology precincts linked to high-quality research and development facilities, training and education institutions, and organisations that specialise in commercialising innovation.

It is home to many of Queensland's key health, education and research clusters, and nine world-class universities supporting more than 100,000 international students.

SEQ is also one of Australia's premium food bowls generating \$1.16 billion annually. With fertile land, successful productive industries, and freight and air access to domestic and global markets, SEQ's rural lands are a long-term strategic asset.

Underpinning these strengths is an appetite for innovation shared by government, industry, community groups, entrepreneurs and start-ups, with a strong uptake of programs and initiatives under the Queensland Government's Advance Queensland strategy.

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.

Australia's eastern global gateway

SEQ contains Australia's largest, northernmost capital city port closest to major markets in Asia and elsewhere, and is likely to become the largest container port in the country. The region also has four airports, one servicing each of SEQ's four sub-regions, which each have international connections. Significant expansion is now underway, including a second runway for Brisbane Airport.

Connecting these ports is an extensive freight network of major interstate rail and road connections. Planned multibillion dollar investment in upgrades and new infrastructure, such as the Melbourne to Brisbane Inland Rail and Toowoomba Second Range Crossing, will reinforce SEQ as the apex of Australia's strategic freight network.

These are significant economic assets that provide unrivalled access to a growing global market for our goods and services, in traditionally strong areas such as agriculture and tourism, and emerging sectors such as knowledge and service-based activities. This presents significant opportunities for our regional economy.

The region's direct access to high-speed information can also be improved with the potential for an international submarine cable connecting SEQ directly to the world. This would provide new opportunities to compete nationally and internationally for more high-value, technology dependent enterprises including the globally competitive finance and banking sectors.



Unique natural systems

SEQ is one of the most biodiverse regions in the world.

Access to such a varied natural environment in close proximity to major urban areas is highly valued by SEQ residents, and is a key attractor for domestic and international tourism.

The region's significant features include the Gondwana Rainforests of the Australia World Heritage Area, the Glass House Mountains National Park (listed as a National Heritage Area), world-class beaches and the Moreton Bay Marine Park, which includes a Ramsar wetland site of international significance.

SEQ's natural environment sustains a diverse ecosystem, holds cultural value and performs a variety of functions unable to be replicated by humans. It provides habitat for fauna, and clean air and drinking water, as well as other social and economic benefits. The region's natural systems provide the foundation for SEQ's future sustainability, prosperity and liveability.

A great climate

SEQ's largely sub-tropical climate provides lifestyle and economic advantages by allowing residents and visitors to enjoy year-round outdoor living. The temperate climate of the western ranges offers a lifestyle with four distinct seasons.

A connected region with capacity to grow

SEQ has an extensive heavy rail network and world-class busways. While substantial investment in upgraded and new infrastructure will be needed to service the region's growth, the established mass transit and freight network already connecting SEQ's large urban areas provides an opportunity for consolidating urban growth in a way that supports economic productivity.

Embracing smarter solutions, new technology and new ways of using spare capacity within infrastructure networks will be key to successfully addressing future infrastructure and land supply challenges.

Vibrant communities

SEQ has strong communities varying in identity, socio-economic composition and demographics, which have proved to be increasingly resilient to change and challenge.

Cohesive communities are the lifeblood of a region. In SEQ, their diversity and character is a strength that has – and undoubtedly will continue to – underpin the sustainability and ultimate success of the region.



Natural landscape,
Somerset

Regional relationships

SEQ has close relationships across regional boundaries with the surrounding areas of the Darling Downs, Wide Bay Burnett, the Tweed Coast and northern New South Wales (Figure 3).

These areas have unique social and economic linkages, and can leverage opportunities provided by SEQ's continued population growth and diversified employment market.

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

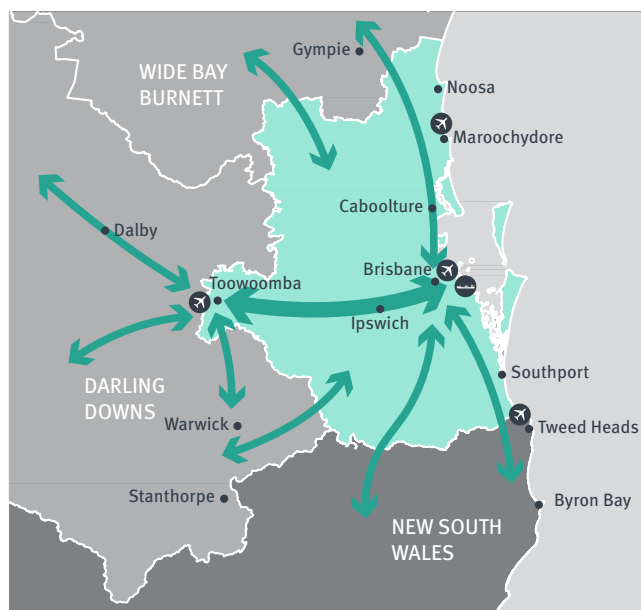


Figure 3: Inter-regional relationships

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 Downs and western Queensland, and connecting Darling Downs and the Surat Basin to the nation and the world through the Australia TradeCoast.
- ▲ The Great Dividing Range forming the top of the watershed for river systems that feed the Ramsar listed Moreton Bay and the Condamine catchment at the headwaters of the Murray-Darling Basin.



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.
- ▲ The Great Sandy Region containing the Ramsar listed Great Sandy Strait Wetland of international significance as a part of the Cooloola Coast north of Noosa. The Mary Valley catchment that flows into the southern end of the Great Barrier Reef.



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.
- ▲ The Border Ranges Biodiversity Hotspot (as part of the Gondwana Rainforests of the Australia World Heritage Area) supporting plant and animal species found nowhere else in the world and the important tourism industry that benefits from this regionally-significant open space and scenic amenity.





‘SEQ will be a world leading model of subtropical living.’

Our future SEQ

Successful regional plans have a long-term vision that responds to megatrends and new information while reflecting community values.

ShapingSEQ's 50-year vision has been prepared jointly by the state and local governments, and informed by wide-ranging consultation.

It sets out our aspirations for SEQ in 2067 and informs what actions we need to take today to make our vision a reality.

Constant growth supports SEQ's prosperity but also raises many challenges in the years ahead. Our 50-year vision positions the region to meet these challenges by supporting positive growth, mitigating and managing negative impacts, and protecting key values.

Leading the way

In 50 years, SEQ's elected state and local government leaders will have built on a long legacy of collaborative planning to deliver *ShapingSEQ's* vision. These leaders will continue their advocacy and mission to ensure a prosperous, sustainable and liveable region.

This leadership will be focused on sustainable growth, financial responsibility, and positive change that benefits the regional community and economy, while protecting SEQ's core values.

The strong collaboration demonstrated in SEQ is the envy of regions across Australia as it builds confidence amongst our residents and industries, and attracts investment and interest in our cities.

Strong leadership will have paved the way for SEQ to become the nation's most successful region. This leadership – which initiated an SEQ City Deal across three levels of government – has enabled consistent prioritisation and delivery of SEQ's world-class infrastructure and investment in export-oriented economic activity.

Our 50-year vision

In 50 years, SEQ will be recognised globally as a unique subtropical region where people love to live, learn, work, invest and visit.

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

Our global reputation will be built on our enviable climate; exceptional natural assets and biodiversity; our strong and diversified economy; the quality of our buildings, places and events; our public transport system; and the many choices that our region offers.

It will be recognised for its ability to consistently harness innovation and for its progressive society which celebrates Indigenous and modern culture, as well as social achievements.

SEQ will be Australia's eastern gateway to international markets. Globally visible and competitive, SEQ will grow its export share of the economy to create new activity and skills. More jobs will be located throughout the region with better and healthier options for accessing them.

Lifestyle and housing choices will be available to people of all ages and ability. Such 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.

SEQ will be a smart region that embraces real-time data, new digital and other advanced technologies to improve our quality of life and reduce our ecological footprint.

SEQ will grow sustainably, compete globally and offer high-quality living.

The five themes of the vision

Five key themes underpin our 50-year vision: Grow, Prosper, Connect, Sustain and Live. They provide further dimension and greater clarity about what we are seeking to achieve in SEQ. These five themes are woven through all aspects of the plan (Figure 4).

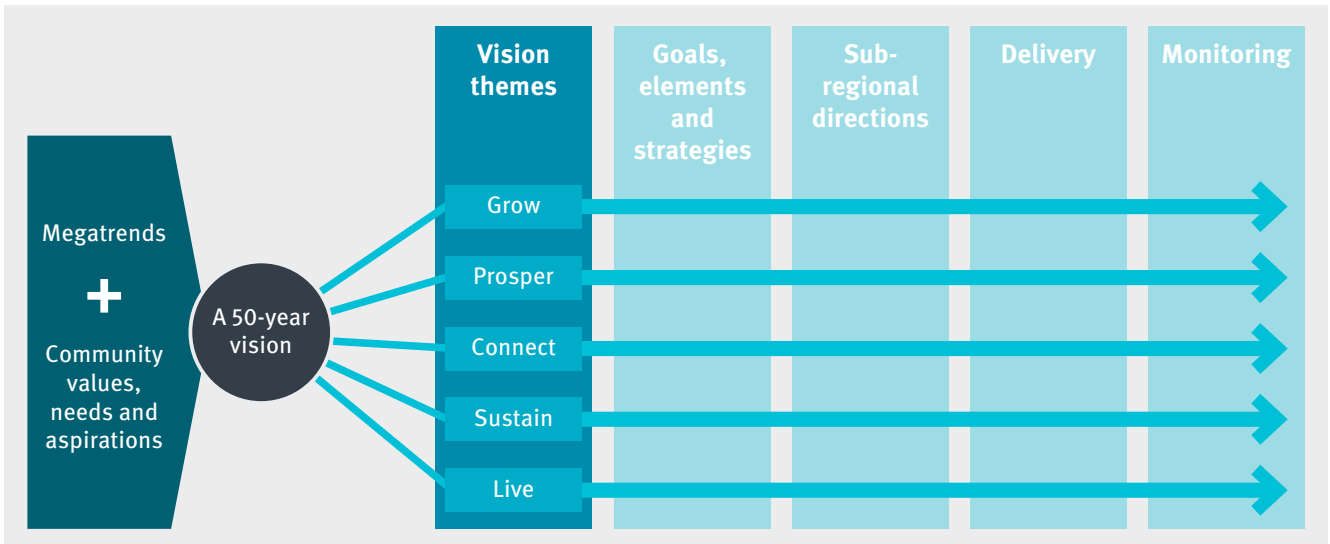


Figure 4: The five themes of the 50-year vision



Parkland at Springfield Lakes, Ipswich

THEME 1 – GROW



Retaining identity
and liveability



More complete
communities



Meeting changing
lifestyle needs

Sustainably accommodating a growing population

In 50 years, SEQ will have sustainably and responsibly accommodated a growing regional population which could more than double from 3.5 million people today.

The majority of all new growth will be accommodated in the existing urban area.

This growth will be largely in vibrant, green and highly accessible cities populating four large inter-connected urban areas. This urban landscape will sit within a diverse, attractive and productive rural hinterland.

The growth of these urban areas will be delivered by well-designed higher densities focused in and around SEQ's employment areas and along reliable high-frequency public transport corridors that connect them.

SEQ's centre will be a major metropolitan area centred on Brisbane – Australia's Newest World City – and the adjoining Logan, Moreton Bay and Redland municipalities. This will be anchored by the Capital City Regional Economic Cluster – a world-leading, inner-city area renowned for its productivity, liveability and a focus of community life.

Major cities will be located on the Gold Coast and Sunshine Coast along our great coastline, and inland, at Ipswich. Toowoomba, a major gateway 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, natural resources, and tourism and recreation opportunities.

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

The region's centres will be diverse and creative focal points that support residential densities and a mix of economic and cultural activities; this will reinforce their traditional role as focal points for community gathering, commerce and significant local employment.

Traditional character housing, and detached housing forms are still prominent in the region's older areas. These suburban landscapes will have transformed more gently over time to provide a greater mix of compatible, well-designed urban densities.

Newer suburbs will have been planned and designed to support enjoyable walking, biking and public transport options; mixed and integrated land uses; housing diversity; a high level of connectivity; natural features and functions; and authentic place-making.

SEQ's urban form will provide for the region's evolving needs and preferences. As its population grows and its makeup changes, 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.

THEME 2 – PROSPER



A globally competitive economy



A focus on export-oriented industries



Supporting economically productive areas

A globally competitive economic powerhouse

In 50 years, SEQ will be a globally competitive region – an innovative, economic powerhouse and a region of opportunity for all, with close to a million new jobs by 2041 and many more beyond.

By working together, SEQ will have a competitive edge that ensures it is a magnet for trade, investment and sustainable growth. It will attract investment and high-value economic activities that flow from its strong regional growth. This will be underpinned by sustainable management of the region's diverse natural assets and resources, and a focus on high-quality design and place-making.

Our competitive advantages will be built on:

- ▲ major economic areas, including our capital city centre and Regional Economic Clusters that will be connected and supported so people can choose to work in attractive employment precincts throughout the region
- ▲ our economic advantages in key export-oriented industries including knowledge, education and creative industries; food production and agribusiness; energy and resources; tourism; and high-value manufacturing
- ▲ our position as Australia's eastern global gateway to Asia and beyond, facilitated by our port, airports and freight networks
- ▲ the continuing role of SEQ's centres, knowledge and technology precincts, and other major industry and enterprise areas, with collective outputs far greater than once envisioned
- ▲ our investment and reputation in health, science, education and training that has created a highly skilled workforce which is a major advantage for our economy, and attracts people who want to learn and prosper in SEQ.

The range and distribution of these employment opportunities, and our urban form, will provide more choices in finding fulfilling jobs in our communities and support the '30 minute city' concept in the Australian Government's *Smart Cities Plan*. This will allow us to provide more local employment opportunities and adapt to the changing nature of work as new technologies and the sharing economy become widespread.

SEQ's agricultural land – some of the most fertile in the world – is coveted as an important global resource that contributes economically and supports SEQ's reputation as an exporter of the highest quality food and agricultural produce.

SEQ will continually deliver new ways to promote its competitive advantages, positioning itself as a global destination for trade, investment and tourism and creating strong ties with its interstate and international partners.

THEME 3 – CONNECT



Best transport plan needs a great land use plan



Prioritise active and public transport



Planning for freight

Moving people, products and information efficiently

In 50 years, SEQ will be connected by world-class infrastructure that enables the efficient movement of people, products and information. SEQ will use its existing infrastructure networks and embrace innovative new infrastructure solutions to increase the region's productivity and efficiency, while minimising its environmental footprint and maximising community amenity.

To better move people and goods, we will take advantage of new technologies. Our urban form and strategic transport system will provide connected lifestyles in more complete communities that support economic growth areas and give people better choices for travelling to work and connecting to the world. Our public transport system will mature to rival those of the best modern cities in the world.

A 'business as usual' approach to transport will not get us to this future. Our improved approach will prioritise transport infrastructure and associated land use changes that will significantly increase the share of trips made by walking, cycling and public transport.

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, business and other trips.

Our key freight corridors, intermodal precincts and world-class air and sea ports will connect our industries to export opportunities, support inbound investment and underpin our competitiveness and productivity.

SEQ's digital infrastructure 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.

As one of the world's leading smart regions, SEQ will continue to be a pioneer in the adoption of cutting edge technology and infrastructure, and the mechanisms to fund, prioritise and strengthen these connections to meet the region's long-term needs.

THEME 4 – SUSTAIN



Nurturing the natural systems that sustain us



Strong, safe and sustainable communities



Affordable living

Promoting ecological and social sustainability

In 50 years, we will value and protect our greatest assets – our natural systems – which are fundamental to SEQ’s unique character, heritage and liveability. These systems sustain urban and rural communities, and provide agricultural, tourism and recreation opportunities.

SEQ’s catchments will be the best managed in the world, resilient to climatic events and able to minimise economic and social costs to the community. SEQ’s rivers, beaches, and waterways will continue to support growth and maintain the quality of life for which the region is renowned. Moreton Bay (Quandamooka) will be a healthy Ramsar wetland of international significance, and the cultural, environmental, economic and recreational value of the bay and islands will be an important component of SEQ’s way of life.

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.

SEQ’s koala population, and the habitat which supports this iconic species, has been sustained through innovative protection of habitat and management of threats across the region’s landscapes. Residents and visitors will enjoy the sight of koalas across the region.

SEQ will have reduced greenhouse gas emissions and be more resilient to the projected effects of climate change. SEQ will be carbon neutral and have zero net waste, and the region’s food, water and energy supply systems will be flexible, reliable and secure.

The region’s inter-urban breaks will help protect many of these values and ensure our major urban areas 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.

SEQ’s communities will be strong, safe, fair, healthy, sustainable and resilient to 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.

The cultural resources and traditional knowledge of Aboriginal and Torres Strait Islander peoples that exist on land, and in water courses and over sea Country will be acknowledged, valued, protected and promoted for their ongoing role in the social and economic fabric of the region. Traditional Owner’s connection to SEQ Country will be widely recognised. Traditional Owners will be fully engaged and involved in cultural resource management decision-making processes and actions on and about land and sea Country.

THEME 5 – LIVE



Great subtropical places



Good design adds value



A region of great places

Living in better designed communities

In 50 years, 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. Its great design will underpin the success of our cities, towns and villages right through to the quality of our streets, buildings and public spaces. SEQ’s communities will benefit from great design across the region that will support improved health and wellbeing and increased quality of life.

SEQ will be a great region made up of active, safe and accessible places that 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, reinforce local and regional identity and create civic pride in our cities, towns, villages and neighbourhoods across rural, coastal and urban settings.

It’s about inspiring the creation of places that celebrate the varied climate, cultures and characteristics of SEQ.



*Small business owner,
North Stradbroke Island
(Minjerribah), Redlands*

CHAPTER 3

The next 25 years

‘By 2041, SEQ is expected to be home to nearly 1.9 million extra people.’

The next 25 years

Making our vision a reality

ShapingSEQ's vision provides a 50-year outlook for SEQ, a time when the region's population may have grown to about seven million or more.

To achieve this vision, we need to make conscious decisions about the future of our region rather than maintain a 'business as usual' approach.

The remainder of *ShapingSEQ* – in particular, this chapter – charts a course that reflects these decisions to help us move towards the vision and sustainably accommodate a population of approximately 5.3 million people, which is expected in about 25 years (Figure 5).

SEQ's settlement to cater for this population is depicted in Figure 6.

Accommodating 5.3 million people

The planning framework outlined in this chapter sets the direction for how we sustainably manage and accommodate around an additional 1.9 million people on our way to achieving our 50-year vision for SEQ.

This chapter is divided into three parts:

- ▶ **Part A: Goals, elements and strategies (page 36)**
- ▶ **Part B: The regional growth pattern (page 98)**
- ▶ **Part C: Sub-regional directions (page 104).**

Each part will play an integral role in planning and decision-making under *ShapingSEQ*.



Woody Point, Moreton Bay

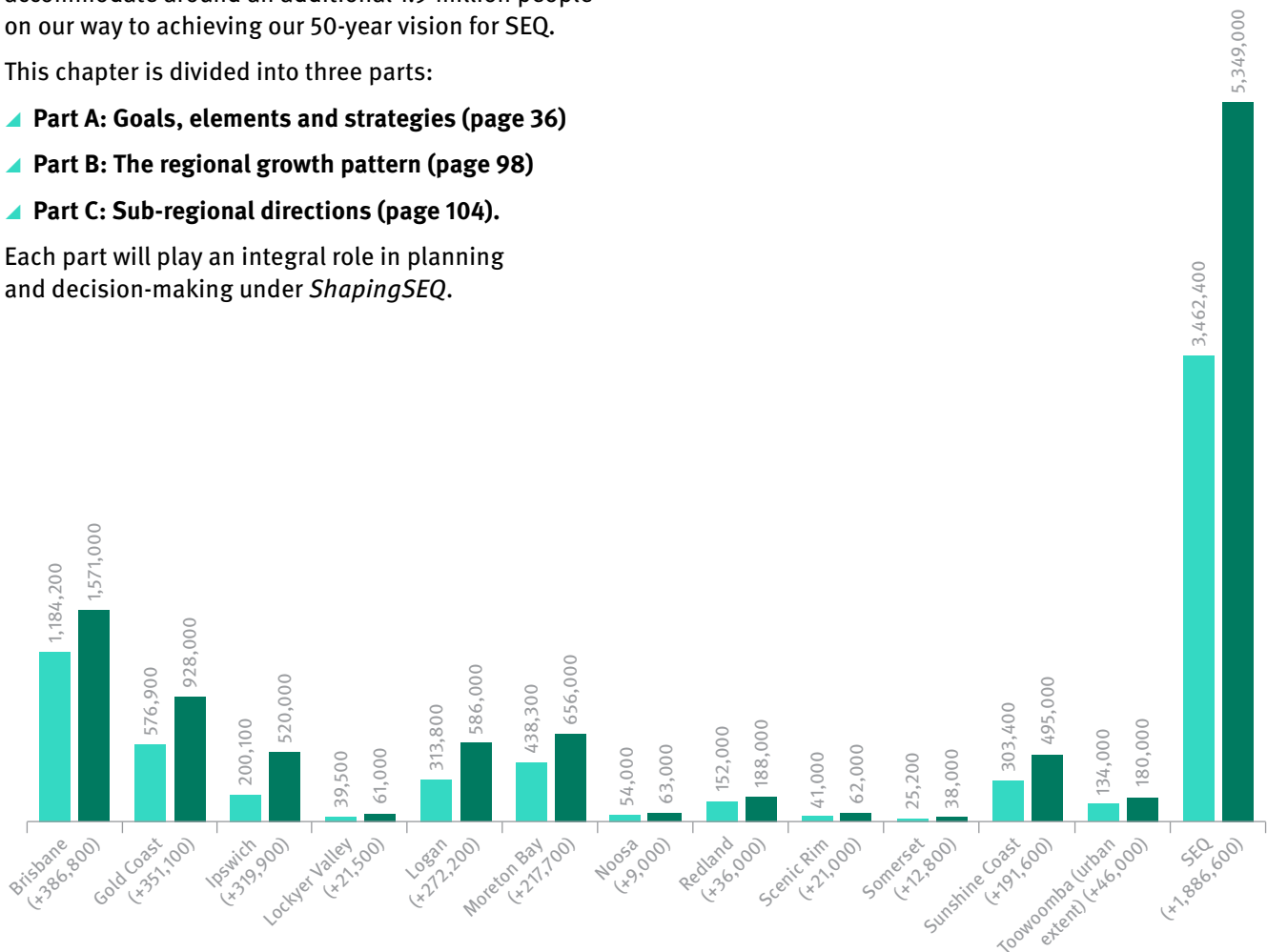


Figure 5: SEQ's current and projected population

SEQ's current and projected population
■ 2016 (estimated resident population[^])
■ 2041 (based on medium series projections*)

[^] Australian Bureau of Statistics, *Regional Population Growth, Australia (July 2017)*
 * SEQ total is Queensland Government population projection 2015 edition (medium series); growth distribution by local government area based on *ShapingSEQ* policy

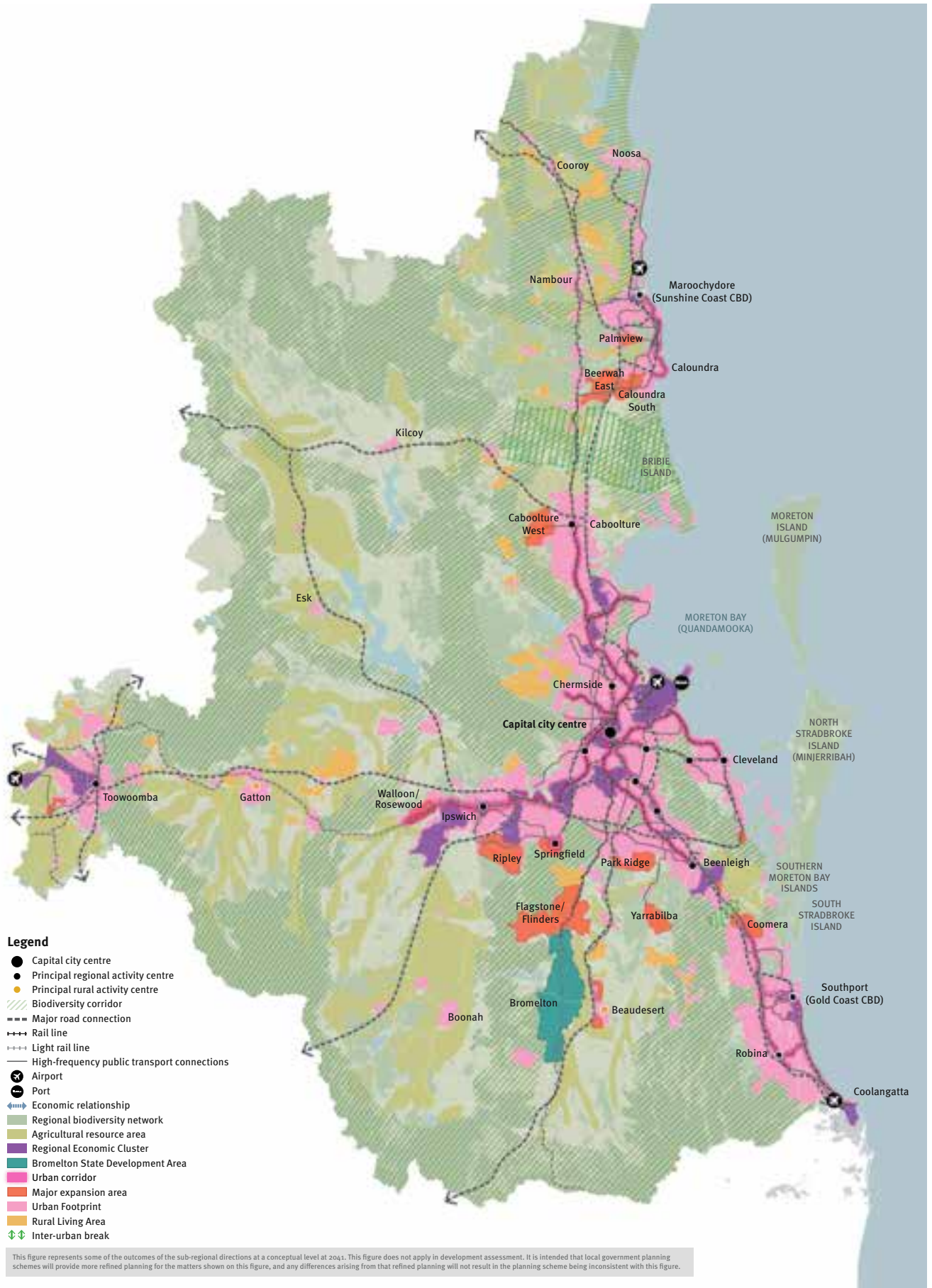


Figure 6: SEQ at 2041 – catering for a population of 5.3 million

PART A:

Goals, elements and strategies

The goals, elements and strategies are the central part of *ShapingSEQ's* 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 five **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.

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

The goals, elements, strategies, and sub-regional directions, will be implemented through local government planning schemes, and where appropriate, in other plans and programs.

See *Chapter 4: Delivery*, for further detail on how these will be implemented, including the extent to which they interact with local plan-making and development assessment.

Goal 1: Grow

Sustainably accommodating a growing population

Page 38

- 1 Efficient land use
- 2 Focusing residential density
- 3 New communities
- 4 Housing diversity
- 5 Growing rural towns and villages



Goal 2: Prosper

A globally competitive economic powerhouse

Page 50

- 1 High-performing outward-focused economy
- 2 Regional Economic Clusters
- 3 Regional activity centres network
- 4 Knowledge and technology precincts
- 5 Major enterprise and industrial areas
- 6 Tourism
- 7 Special uses
- 8 Rural prosperity



Goal 3: Connect

Moving people, products and information efficiently

Page 66

- 1 An efficient movement system
- 2 Active transport
- 3 Integrated planning
- 4 Prioritised infrastructure investment
- 5 Regional infrastructure networks
- 6 Digital infrastructure

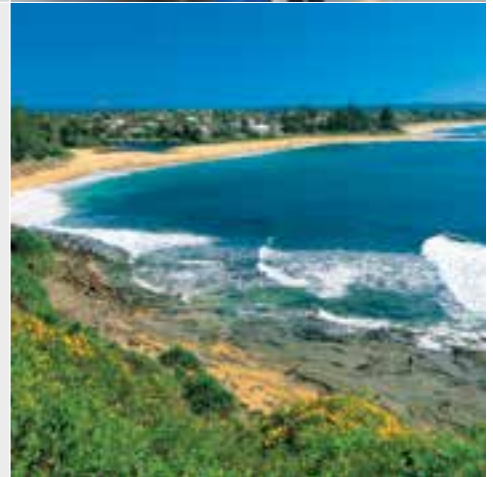


Goal 4: Sustain

Promoting ecological and social sustainability

Page 80

- 1 Aboriginal and Torres Strait Islander people
- 2 Biodiversity
- 3 Koala conservation
- 4 Regional landscapes
- 5 Water sensitive communities
- 6 Natural economic resources
- 7 Health and wellbeing
- 8 Fairness
- 9 Climate change
- 10 Safety
- 11 Affordable living



Goal 5: Live

Living in better designed communities

Page 92

- 1 Valuing good design
- 2 Working with the weather
- 3 Inspiration from local character
- 4 Working with natural systems
- 5 Creating legible and connected streets and spaces
- 6 Embedding opportunities for adaptation and change
- 7 The power of place-making



Responding to global megatrends about increased urbanisation, the growing spatial divide, and health, ageing and changing preferences.

GOAL 1: GROW

SEQ has a consolidated urban structure of well-planned and more complete communities.

There is housing choice and 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.

Accommodating people closer to services, existing infrastructure and employment, reduces the need for significant new infrastructure, and provides many social and economic benefits.

Since 2001, SEQ's population has grown from 2.4 to 3.5 million people. Over roughly the next 25 years, SEQ's 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.

The Grow goal addresses two important issues for the region:

- 1 Providing adequate land supply for projected population and employment growth over the next 25 years.
- 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.

ShapingSEQ plans for 60 per cent of all new dwellings to be accommodated in the region's existing urban area.

To minimise the risk of land supply constraints placing upward pressure on housing prices, *ShapingSEQ* has also added 19,980 hectares* of Urban Footprint since the last regional plan in 2009.

For further information, see *ShapingSEQ Background paper 1: Grow*.

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

Residential
development,
Redlands

Chapter 1

Chapter 2

Chapter 3

A

B

C

Grow

Prosper

Connect

Sustain

Live

Chapter 4

Chapter 5

Chapter 6

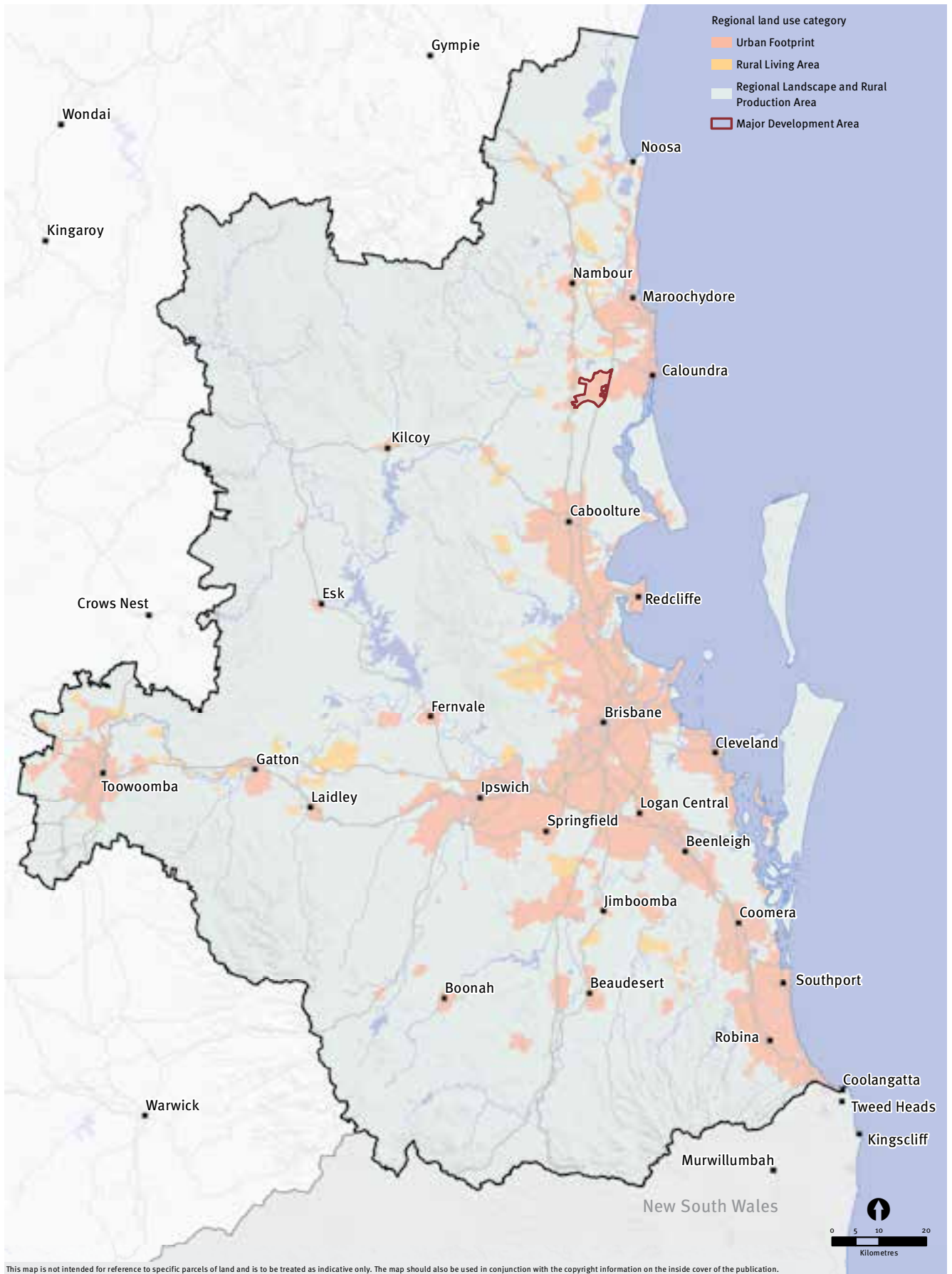
Sustainably
accommodating
a growing
population

Elements and strategies

<p>Element 1: Efficient land use</p> <p>Urban development uses land and infrastructure efficiently.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Accommodate the region’s urban growth needs in the Urban Footprint in an efficient manner (Map 2). 2 Plan for and accommodate the <i>consolidation</i> dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10) through new development in the existing urban area (including redevelopment), with a focus on corridors and centres. 3 Prioritise the investigation, planning and delivery of urban development in suitable locations within the Urban Footprint that are underutilised. 4 Focus urban redevelopment in locations with spare capacity in the infrastructure networks or where existing networks can be cost-effectively augmented. 5 Accommodate new rural residential development only in the Rural Living Area, or in the Urban Footprint where land is unsuitable for urban use (Map 2).
<p>Element 2: Focusing residential density</p> <p>Higher density development is located in areas with good access to high-frequency public transport, employment and services.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Plan for well-designed and increased residential densities in and around centres, including those as described in the guide for minimum densities (Table 1). 2 Plan for well-designed and increased residential densities at other locations that have good access to high-frequency public transport and employment. 3 Plan for sensitive residential density increases in other suitable areas close to services and amenities.
<p>Element 3: New communities</p> <p>New communities support a consolidated urban settlement pattern, maximise the use of existing infrastructure and deliver high-quality communities.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Ensure planning and delivery of land use and infrastructure for new communities, including major development areas, are integrated and sequenced, and deliver complete communities in a timely manner. 2 Plan for and accommodate the <i>expansion</i> dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10). 3 Plan for a net residential density of 15–25 dwellings/ha in new communities or 30–60 dwellings/ha net residential density if these areas are within easy walking distance to an existing or proposed public transport station¹. 4 Protect the potential of areas that may be suitable for future urban growth including those listed in Table 2 and as reflected in Figure 13.
<p>Element 4: Housing diversity</p> <p>Housing diversity meets the changing make-up of our population, community needs and lifestyles, and provides choice and affordability.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Provide housing choice by delivering a mix of dwelling types and sizes in <i>consolidation</i> and <i>expansion</i> locations consistent with the strategies in elements 1–3. 2 Plan for and deliver a greater range of ‘missing middle’ housing forms (including examples shown in Figure 9) in suitable locations. 3 Plan for and support innovative solutions in housing to cater for a diverse range of community needs, including an ageing population, multi-generational families, group housing, people with special needs and those from different cultural backgrounds. 4 Maximise the variety of available land in suitable locations to support a range of housing choices under a range of market and economic circumstances.
<p>Element 5: Growing rural towns and villages</p> <p>Rural towns and villages provide for sustainable growth and community development in a way that reinforces local identity.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Support the sustainability of rural towns and villages by providing sufficient land and infrastructure to accommodate population and employment growth. 2 Support the growth of rural towns and villages in a manner that avoids the fragmentation of productive rural land and the regional biodiversity network, including koala habitat. 3 Plan for well-designed growth that integrates sensitively with existing local character and identity, and promotes viability of the rural economy.

¹ The net residential densities of this strategy do not apply to Lockyer Valley, Scenic Rim and Somerset local government areas – see the sub-regional directions for further detail.

Map 2 Grow



The next 25 years

Dwelling supply benchmarks 2041 (Figure 7)

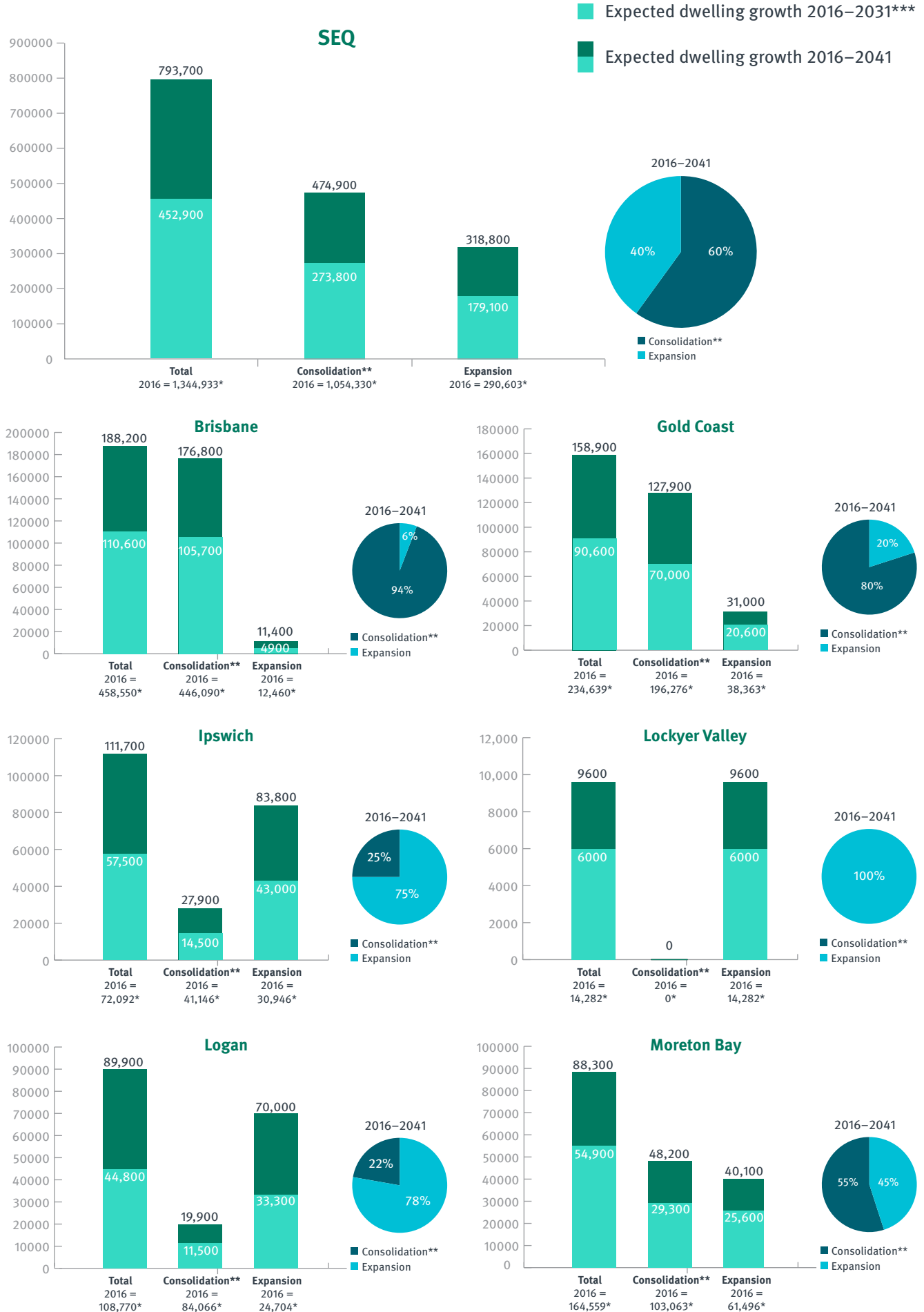




Figure 7: Dwelling supply benchmarks 2041

Existing urban area is a statistical boundary, as defined on page 175 (Figure 32), used to measure *consolidation* and *expansion* development.

Consolidation is development occurring on land inside the existing urban area boundary. This was previously known as ‘infill development’.

Expansion is development occurring on land outside the existing urban area boundary. This was previously known as ‘greenfield development’.

* Dwellings existing in 2016 (permanent private dwellings as counted at the Census 2016).

** Consolidation dwellings are calculated as inside the Existing Urban Area boundary as shown in Figure 32 and discussed in Chapter 5.

*** The growth to 2031 provides an indication only of the additional dwelling supply which needs to be accommodated by 2031, if the 2041 benchmarks are to be accommodated.

A guide for minimum densities in and around centres

Table 1 provides a guide for these minimum densities.

However, SEQ’s centres are varied and therefore warrant more detailed planning by local government to determine the best outcomes for these localities, including the most desirable form and distribution of density. These densities are a plan-making tool to assist local government only, and are not intended to have any role in development assessment.

Table 1: A guide for minimum densities

Centre type	Dwellings/ha (net residential density)	
	In or within 400 m of the centre	Within 400–800 m of the centre
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

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 growth to 2041, local governments may undertake detailed planning to ensure they can grow sustainably, be resilient, and respond to change over time.

Where able to be supported by local infrastructure, local governments may recognise these areas using township zone provisions. Township zone provisions must not be used to provide for new rural residential estates, and any residential lots must be orientated to, and part of, the rural town or village. The maximum scale of any growth, relative to the existing scale of the township, would also need to be in proportion to the growth expected for the local government area overall.

Planning for these areas must be consistent with the goals, elements and strategies of *ShapingSEQ*, and where reflected in planning schemes, these areas may be considered as an urban zone for the purposes of the SEQ regulatory provisions.

‘Missing middle’ housing

‘Missing middle’ is a form of housing that offers greater density and diversity in a manner compatible with surrounding lower density residential environments. Most ‘missing middle’ housing is oriented toward the street or laneway.

It covers housing types between detached houses and high-rise, and may include 'Fonzie' flats (a small, self-contained apartment on the same land as a house), 'plexes' (duplexes, triplexes, quadplexes etc), row/terrace housing and medium-rise apartments (Figure 8 and Figure 9).

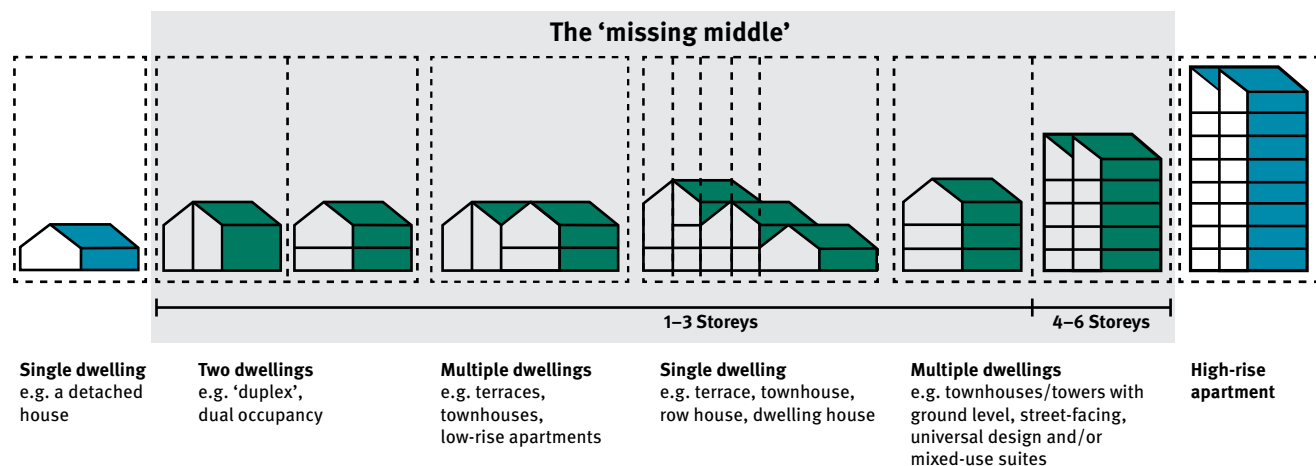


Figure 8: The 'missing middle'

Applying a subtropical design approach to the ‘missing middle’

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.

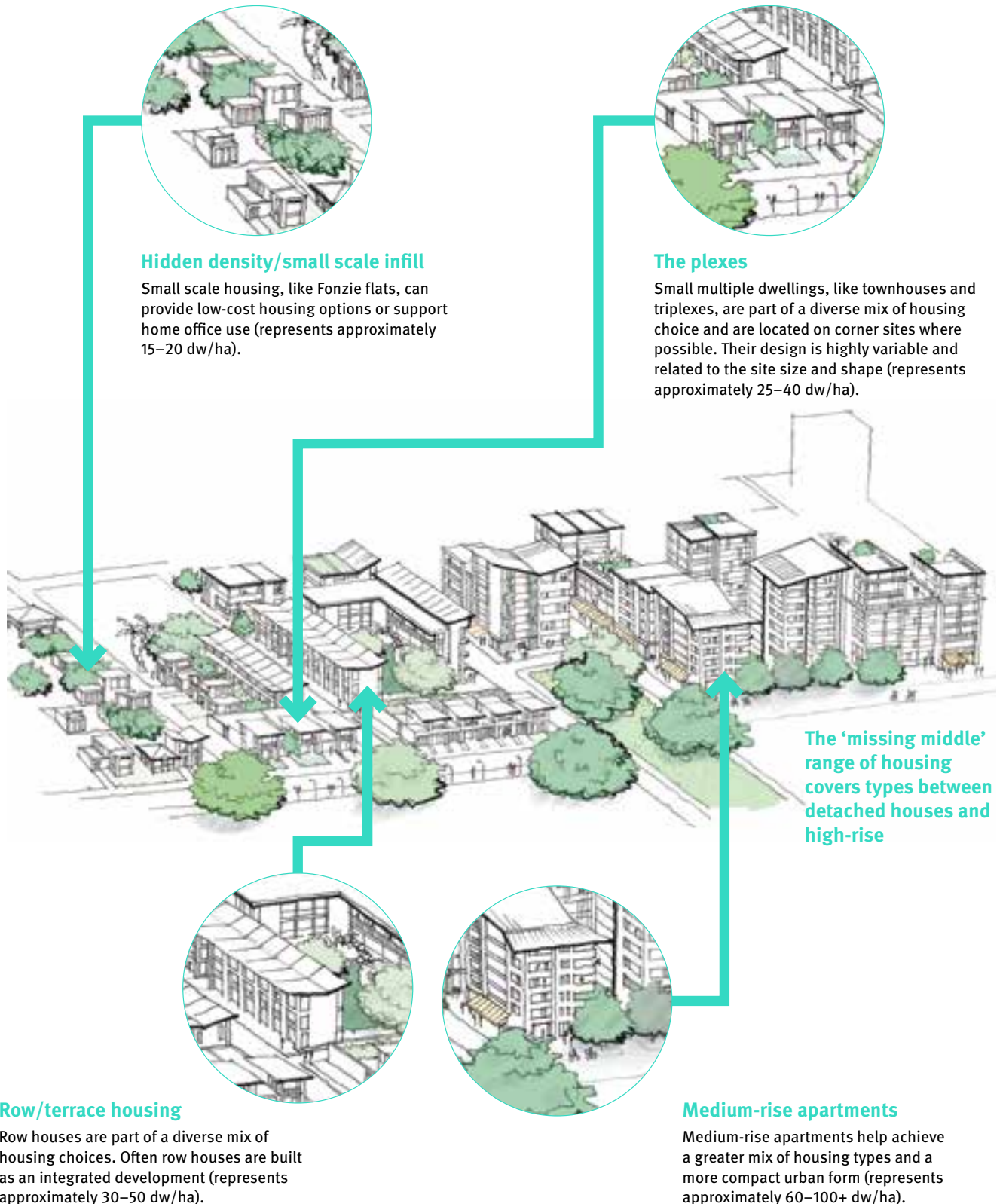


Figure 9: Subtropical ‘missing middle’ housing

Ensuring sufficient land to accommodate growth

Sizing the Urban Footprint

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

Previous regional plans 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 future *expansion* land supply in the Urban Footprint on a 60 per cent *consolidation* and 40 per cent *expansion* supply ratio. This ratio is represented in the plan as dwelling supply benchmarks.

The land supply in the Urban Footprint provides more land than required to accommodate a population of 5.3 million people. This equates to roughly 25 years of supply, which will inform planning schemes prepared or significantly amended towards the end of the expected five-year life of *ShapingSEQ*. Those planning schemes could then still provide about 15 years of supply five years into their life, based on currently expected growth rates.

At all times, *ShapingSEQ* expects local government planning schemes to have at least 15 years supply of land – land that has been appropriately zoned and is able to be serviced (see Figure 10).²

The Queensland Government will monitor planning schemes and land stock annually to track their performance against the dwelling supply benchmarks and employment planning baselines to ensure at least 15 years of residential and employment land supply is maintained.

If 15 years of supply is not provided, the government will initiate a range of solutions, including identifying new land for urban purposes if required, to avoid constraining land supply and placing upward pressure on land and housing prices (Figure 11).

This means that achieving the 60 per cent *consolidation* dwelling supply benchmark will be demand-led, not supply-constrained. If sufficient opportunities for *consolidation* growth are not provided, more *expansion* land may be needed in subsequent reviews of the *ShapingSEQ*.

Further information is provided in Chapter 5 and in the *ShapingSEQ Background paper 1: Grow*.

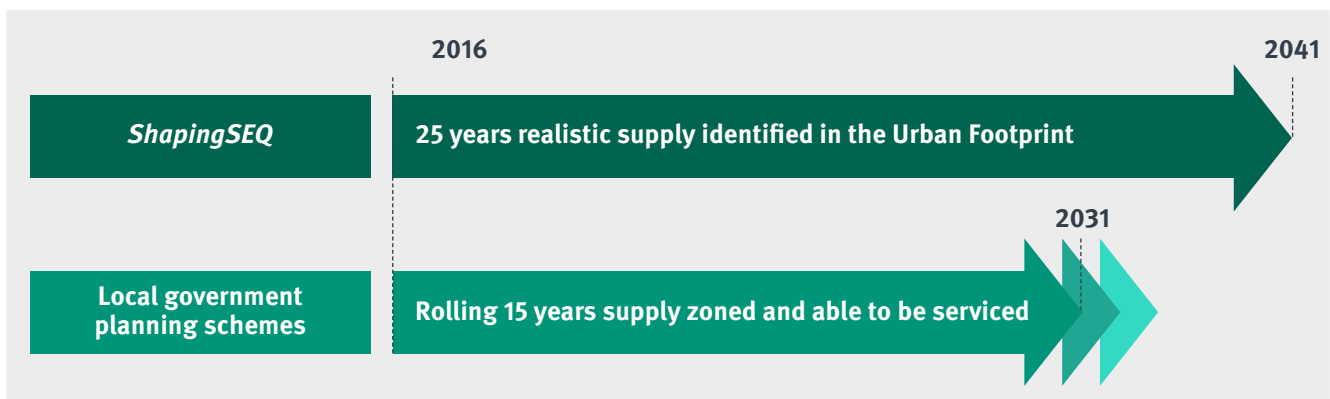


Figure 10: Ensuring adequate land supply

² The requirement of the Planning Act 2016 to have at least 10 and no more than 15 years of growth in the Priority Infrastructure Area (PIA) is acknowledged. *ShapingSEQ*'s objective for at least 15 years supply is consistent with this to the extent areas outside the PIA are zoned and able to be serviced.

Land supply framework

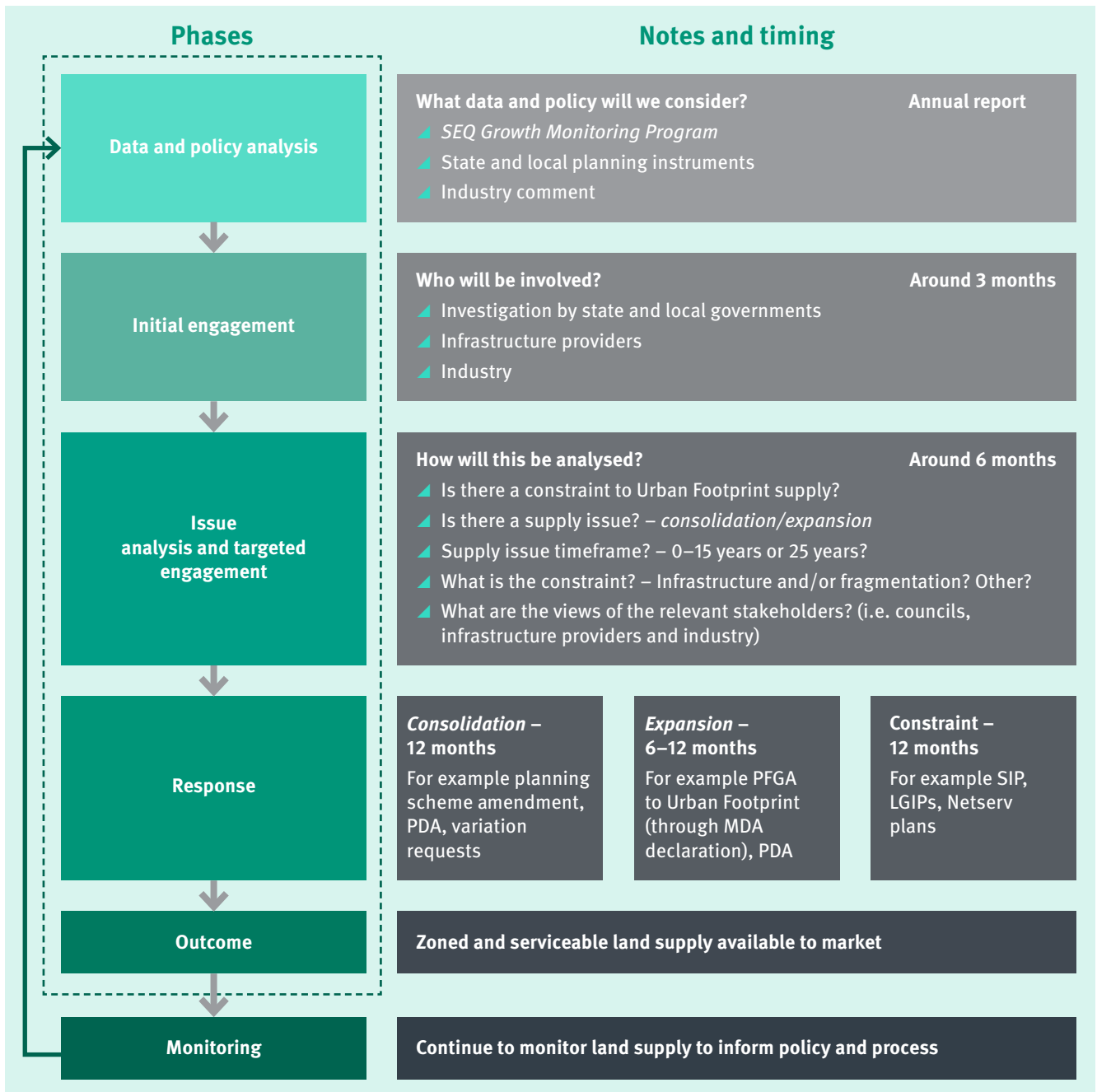


Figure 11: Land supply framework for resolving shortfall in supply

Fragmented urban land

The Urban Footprint contains areas that are yet to be developed. Development of many of these areas has been limited by constraints, particularly fragmented land ownership patterns that present challenges in the assembly of larger developed areas and the delivery of cost-effective infrastructure.

In sizing the Urban Footprint, *ShapingSEQ* has assumed that up to about 70 per cent of these fragmented areas overall will be developed by 2041 as part of accommodating the dwelling supply benchmarks.

The *SEQ Growth Monitoring Program* will monitor and review take up rates in these areas over time. To assist in overcoming fragmentation and other constraints, *ShapingSEQ* includes a key implementation action focusing on unlocking these underutilised areas. Further information is provided in Chapter 4.

Resolving any shortfall in land supply

Further information for how *ShapingSEQ* proposes to address any future shortfall in land supply is provided in Chapter 5.

The next 25 years

The challenges beyond 2041

ShapingSEQ provides the planning framework for sustainably accommodating 5.3 million people. Projections indicate we will reach this in roughly 25 years.

The future community will need to make decisions about how and where population growth will be accommodated in SEQ beyond this period.

While planning for SEQ focuses on accommodating more growth in the existing urban area, it is likely SEQ will still require new *expansion* growth areas as the region grows to over seven million over the next 50 years.

The direction and scale of any future urban growth fronts will depend on many factors, although some combination of the Potential Future Growth Areas (see Figure 13 and Table 2), or parts thereof, may be needed over time to accommodate this growth. Depending on relevant findings of the *SEQ Growth Monitoring Program* and any investigations into these areas, other growth areas may also need to be considered in future regional planning investigations following further studies and consultation.

The following are three possible scenarios for accommodating SEQ's population beyond 5.3 million to seven million people, and provides the approximate *expansion* growth area requirements to service each scenario (Figure 12).

60/40

Maintaining a 60 per cent *consolidation*/40 per cent *expansion* dwelling supply benchmark ratio may require about **52,000 ha[^]** of new *expansion* growth areas.

70/30

Increasing the dwelling supply ratio to 70 per cent *consolidation*/30 per cent *expansion* may require about **38,000 ha[^]** of new *expansion* growth areas.

80/20

Increasing to 80 per cent *consolidation*/20 per cent *expansion* may require about **25,000 ha[^]** of new *expansion* growth areas.

Conversely, each of these scenarios would also involve further *consolidation* growth, ranging from about 85 to 110 per cent more than the *ShapingSEQ consolidation* benchmarks.

It is important that planning scheme changes to accommodate the *ShapingSEQ* benchmarks maintain options for future decisions about this longer term growth.

[^] Figures based on the following assumptions:

- ▲ An overall 70 per cent take-up of available expansion capacity within the Urban Footprint from 2011 until SEQ at a population of seven million.
- ▲ Density of 10 dwellings/ha on total developable area added to Urban Footprint (assumes about one-third of developable area is used for non-residential purposes and equates to 15 dwellings/ha net residential density).
- ▲ 30 per cent of the gross land area added to the Urban Footprint is not developable.

If we accommodate more housing closer to public transport, services and employment in the next 25 years, the less pressure there will be to expand our urban areas in the future.

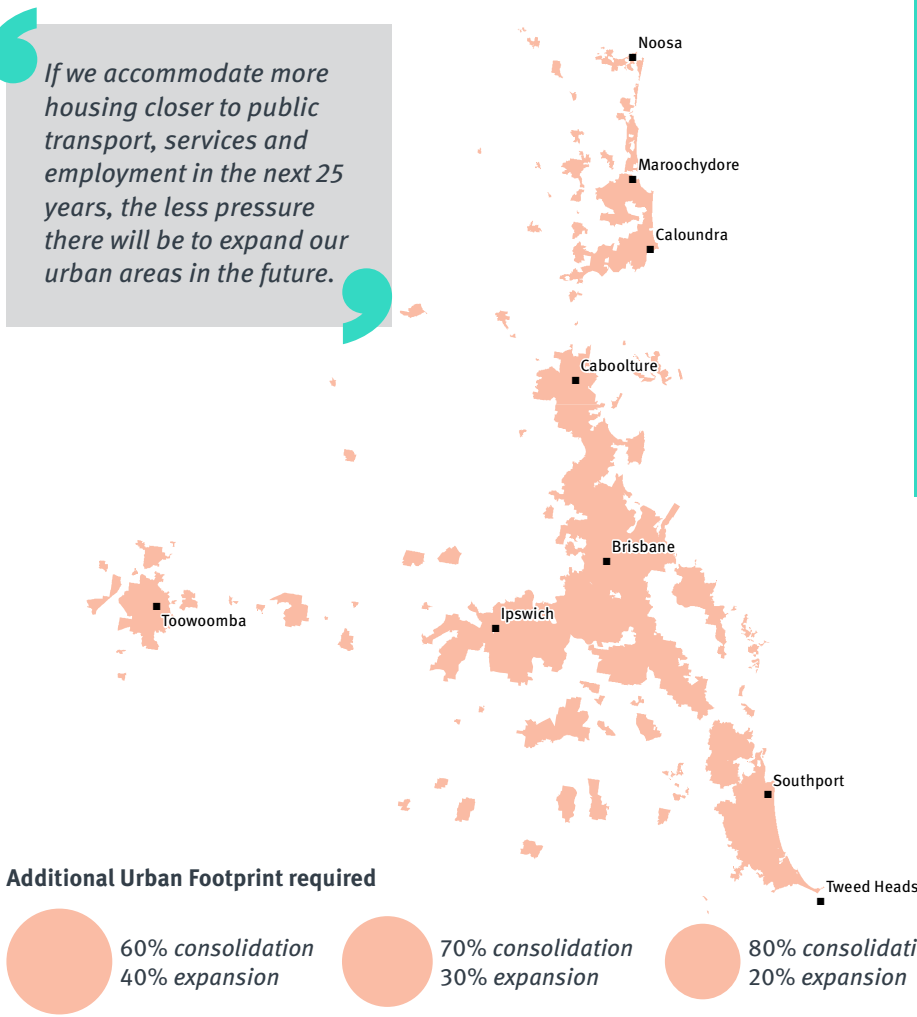


Figure 12: Additional Urban Footprint that may be required to accommodate roughly seven million people

Potential Future Growth Areas

ShapingSEQ identifies Potential Future Growth Areas that may be needed to accommodate long-term urban growth (Figure 13 and Table 2). These areas are not required to accommodate the dwelling supply benchmarks or employment planning baselines 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 *SEQ Growth Monitoring Program* indicates there is an inadequate land supply and the benchmarks or baselines may not be accommodated in the Urban Footprint (Figure 11).

These areas 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.

Identification of these areas is not a development commitment nor does it imply that all, or any part of these areas, will be made available for urban development in the future. These areas are identified indicatively, and have not been cadastrally defined.

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 further considered at the next review of *ShapingSEQ*.

Large residential expansion areas – dwelling capacity expected to remain in 2041	
RIPLEY VALLEY	BEERWAH EAST
30,000	13,000
GREATER FLAGSTONE	CABOOLTURE WEST
19,000	9000

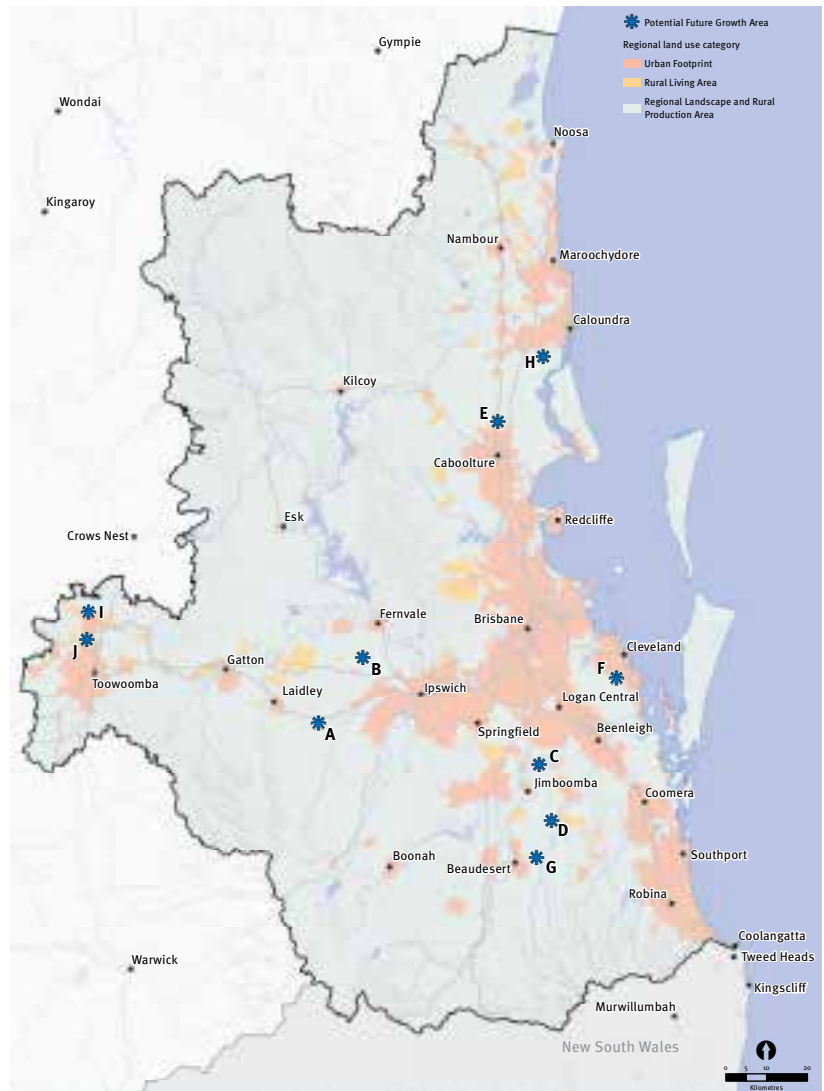


Figure 13: The indicative locations of Potential Future Growth Areas

Table 2: Potential Future Growth Areas

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

Responding to global megatrends about new technology and global connectedness.

GOAL 2: PROSPER

SEQ has a globally competitive economy focused on high-value economic activities supported by population-serving jobs.

Regional Economic Clusters will leverage traditional strengths and competitive advantages to advance the economy, strengthen our global and national relationships, and embrace emerging technology and new opportunities.

Context

New technologies and globalisation are changing the way we interact, communicate and conduct business. While it is challenging to accurately predict how advanced technologies will shape future employment trends and activity, it is likely such changes will cause a fundamental shift in the locational and labour requirements of many employers in SEQ over time.

The Prosper goal positions SEQ for success in the global economy. SEQ's economic strengths have been in manufacturing, agriculture, tourism, health, education, retail and construction. To remain economically diverse, SEQ will need to build upon these strengths and foster new industries and sectors – particularly those showing strong growth, and providing greater opportunities for local employment.

ShapingSEQ realises that when it comes to economic activity, the whole is greater than the sum of the parts – that is, when industries and businesses co-locate and are well-connected, they increase their productivity and capacity to compete nationally and globally. These geographic concentrations of interconnected

businesses, suppliers and associated institutions result in greater economic activity and are significant economic drivers.

In *ShapingSEQ*, these areas are defined as Regional Economic Clusters (RECs). These areas are likely to involve higher-value and 'outward looking' industries and jobs, and as such, present enormous opportunities for the SEQ economy (Figure 14).

Maximising the region's traditional strengths and RECs will drive greater levels of local employment throughout SEQ.

ShapingSEQ aims for:

- ▲ more jobs where the people are (RECs and population-serving)
- ▲ more people where the jobs are
- ▲ better connections between where people live and work.

For further information, see *ShapingSEQ Background paper 2: Prosper*.



Figure 14: Regional drivers of an outward-facing economy



*A globally competitive
economic powerhouse*

Elements and strategies

Element 1: High-performing outward-focused economy

SEQ responds to the transitioning economy by focusing on export-oriented and business-to-business transactions that drive productivity and growth, while continuing to enhance population serving activities that support growing communities.

Strategies

- 1 Foster high levels of economic activity and employment 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 major national and international gateways for SEQ, including the Port of Brisbane, its airports, high-speed digital technology and the strategic road, freight and passenger transport systems.
- 4 Identify and leverage universities, major health facilities and 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.
- 6 Support and facilitate progression towards more technologically and digitally-based work practices, including the rising influence of disruptive technologies to streamline transactions and improve business efficiency.
- 7 Plan for and deliver sufficient land and local infrastructure to accommodate, as a minimum, the employment planning baselines (Table 3 and Appendix A), including an adequate supply in the interim (Figure 10).

Element 2: Regional Economic Clusters

High-value and outward-facing economic opportunities and synergies within SEQ's RECs are accelerated.

Strategies

- 1 Plan for the intensification and/or expansion of RECs to enhance regional economic growth and activity (Maps 3, 3a, 3b and Table 4).
- 2 Identify and protect core components within RECs (Table 4) and their enabling infrastructure from encroachment by incompatible land uses.
- 3 Facilitate synergies between core components within RECs.
- 4 Invest in economic enabling infrastructure that support RECs, including the port and airports, intermodal terminals, public transport, freight linkages, and data and energy.
- 5 Ensure that planning frameworks provide sufficient flexibility to respond to the dynamic and evolving nature of RECs, and support growth and investment in their core components.

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, collaboration 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 3, 3a, 3b and Tables 7 and 8).
- 2 Plan for an increased range and mix of complementary activity, including higher residential densities, in and adjoining those centres with direct access to high-frequency public transport.
- 3 Ensure development in individual centres is consistent with the regional centres network (Table 8).
- 4 Encourage synergies between regional activity centres and other economic uses, including knowledge and technology precincts, and major enterprise and industrial areas.
- 5 Achieve a high-quality urban form that promotes a walkable urban environment within regional activity centres, to encourage interaction and collaboration.

(continued next page)

<p>Element 4: Knowledge and technology precincts</p> <p>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.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Consolidate the growth of knowledge and technology precincts, and allow them to intensify and specialise over time (Maps 3, 3a, 3b, and Tables 4 and 5). 2 Support the co-location of mutually supportive and value-adding activities that do not compromise the primary function of the precinct. 3 Ensure that 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. 4 Encourage synergies between knowledge and technology precincts and other economic uses, including regional activity centres and major enterprise and industrial areas. 5 Achieve a high-quality, mixed-use urban form that promotes a walkable urban environment within knowledge and technology precincts, to encourage interaction and collaboration.
<p>Element 5: Major enterprise and industrial areas</p> <p>Major enterprise and industrial areas, including their supply chain networks, grow and enhance national and global trade.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Protect major enterprise and industrial areas, including associated connections to freight, intermodal, and supply chain networks that form part of the strategic transport system, from encroachment by incompatible land uses (Maps 3, 3a, 3b, and Tables 4 and 6). 2 Enable the intensification and expansion of major enterprise and industrial areas, where appropriate, to improve their capacity and functionality. 3 Encourage synergies between major enterprise and industrial areas and other economic uses, including regional activity centres and knowledge and technology precincts. 4 Plan for new major enterprise and industrial areas that are appropriately located near existing or planned freight and supply chain networks, including intermodal terminals, where they can accommodate regionally or state significant agglomerations of industry and business activity. 5 Accommodate a mix of commercial uses in major enterprise and industrial areas to give workers and enterprises an appropriate level of access to shops, amenities and facilities to reduce trips out of the area without compromising their role and function.
<p>Element 6: Tourism</p> <p>SEQ is a world-class tourism destination providing domestic and international visitors with diverse and sophisticated tourism experiences.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Build upon the region’s international brand to promote tourism opportunities that will enhance economic, environmental, social and cultural benefits. 2 Plan for socially and environmentally sustainable tourism and recreational activities in rural areas. 3 Facilitate tourism opportunities by enhancing enabling infrastructure and services, particularly airports, major roads and rail, and digital technology.
<p>Element 7: Special uses</p> <p>SEQ accommodates a range of special uses, including activities that are difficult to locate, and that support regional needs and economic growth.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Protect existing special uses from encroachment by incompatible development. 2 Plan for and support the establishment or relocation of special uses that emerge over time in locations identified as suitable for these purposes.
<p>Element 8: Rural prosperity</p> <p>Rural areas leverage traditional primary industry strengths to expand, diversify and introduce value-adding activities that enhance productivity, resilience and competitiveness in domestic and global markets.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Support rural communities to adapt and build on their strategic advantages 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 rural value-adding activities such as biotechnology. 3 Encourage local government-led rural precinct planning to support rural sustainability and economic growth.

Employment planning baselines

The following employment planning baselines reflect Queensland Government projections of possible future employment growth based on available information. These baseline figures are a minimum for the purposes of local government land use and infrastructure planning. While state and regional infrastructure providers will use these as a baseline for consistency in infrastructure planning and service delivery, local governments may seek to maximise their ability to accommodate higher rates of employment. See Appendix A for aggregated employment planning baseline figures for each local government area by industry sector.

Table 3: Employment planning baselines

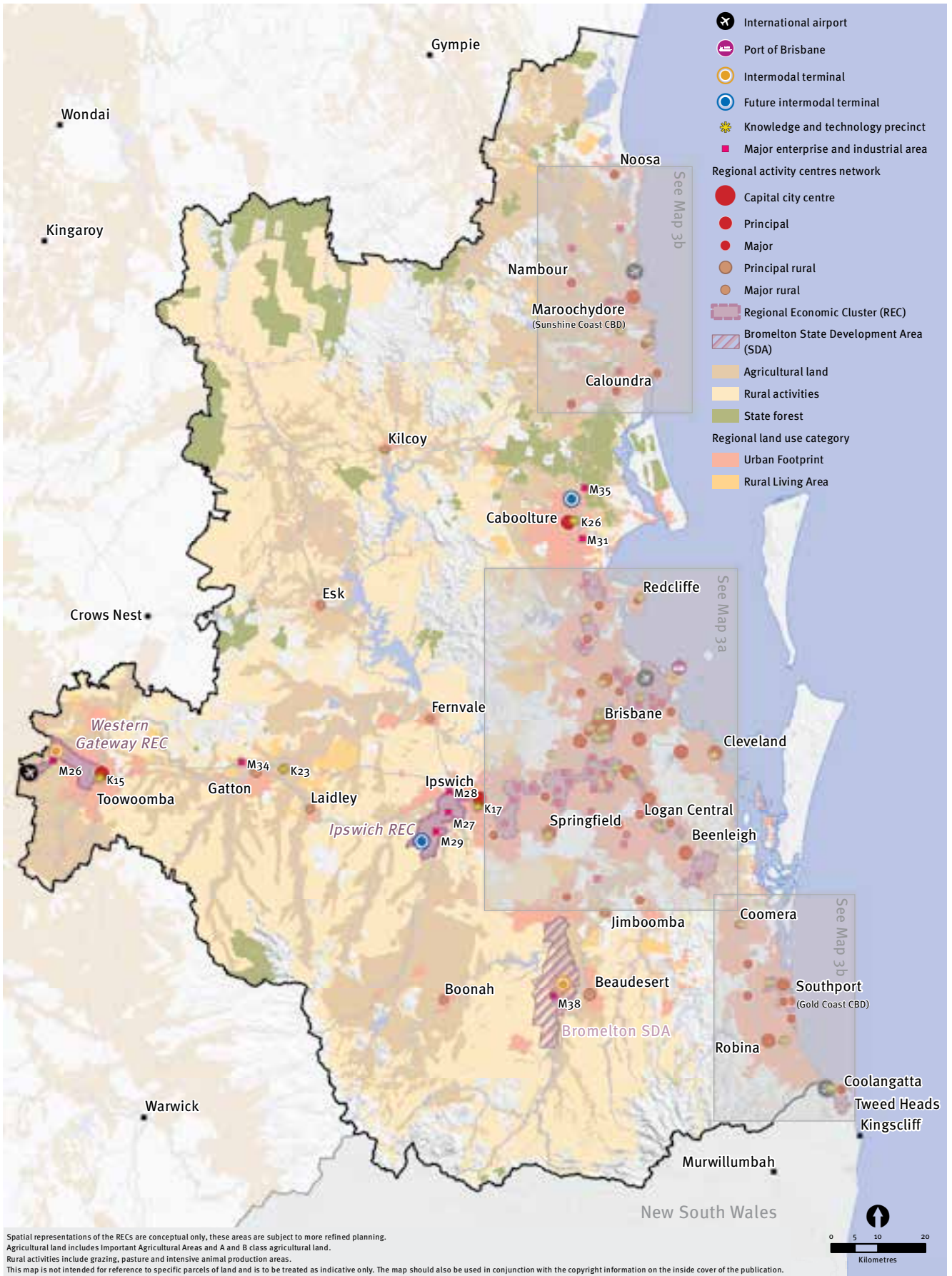
Local government area	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Brisbane	789,440	817,004	892,637	969,746	1,057,224	1,148,253	1,247,608
Gold Coast	241,831	254,909	285,631	319,462	356,723	394,482	433,431
Ipswich	63,789	67,927	75,962	86,900	99,527	113,315	128,800
Lockyer Valley	12,122	12,341	13,341	14,562	16,050	17,613	19,178
Logan	97,681	101,979	113,788	125,827	138,520	152,760	168,128
Moreton Bay	114,828	122,555	134,305	147,736	161,688	175,274	189,182
Noosa	21,680	22,779	24,999	27,154	29,274	31,355	33,454
Redlands	44,781	47,284	52,177	56,736	61,164	65,168	69,193
Scenic Rim	13,824	14,171	15,402	16,844	18,510	20,136	21,780
Somerset	6,838	7,170	7,672	8,214	8,789	9,388	10,015
Sunshine Coast	112,544	117,851	132,200	146,609	161,999	177,467	193,092
Toowoomba (urban extent)	61,523	63,110	67,781	72,256	77,107	81,980	86,641
Total	1,580,881	1,649,080	1,815,895	1,992,046	2,186,575	2,387,191	2,600,502

Source: Queensland Treasury Regional Employment Projections, 2010–2011 to 2040–2041

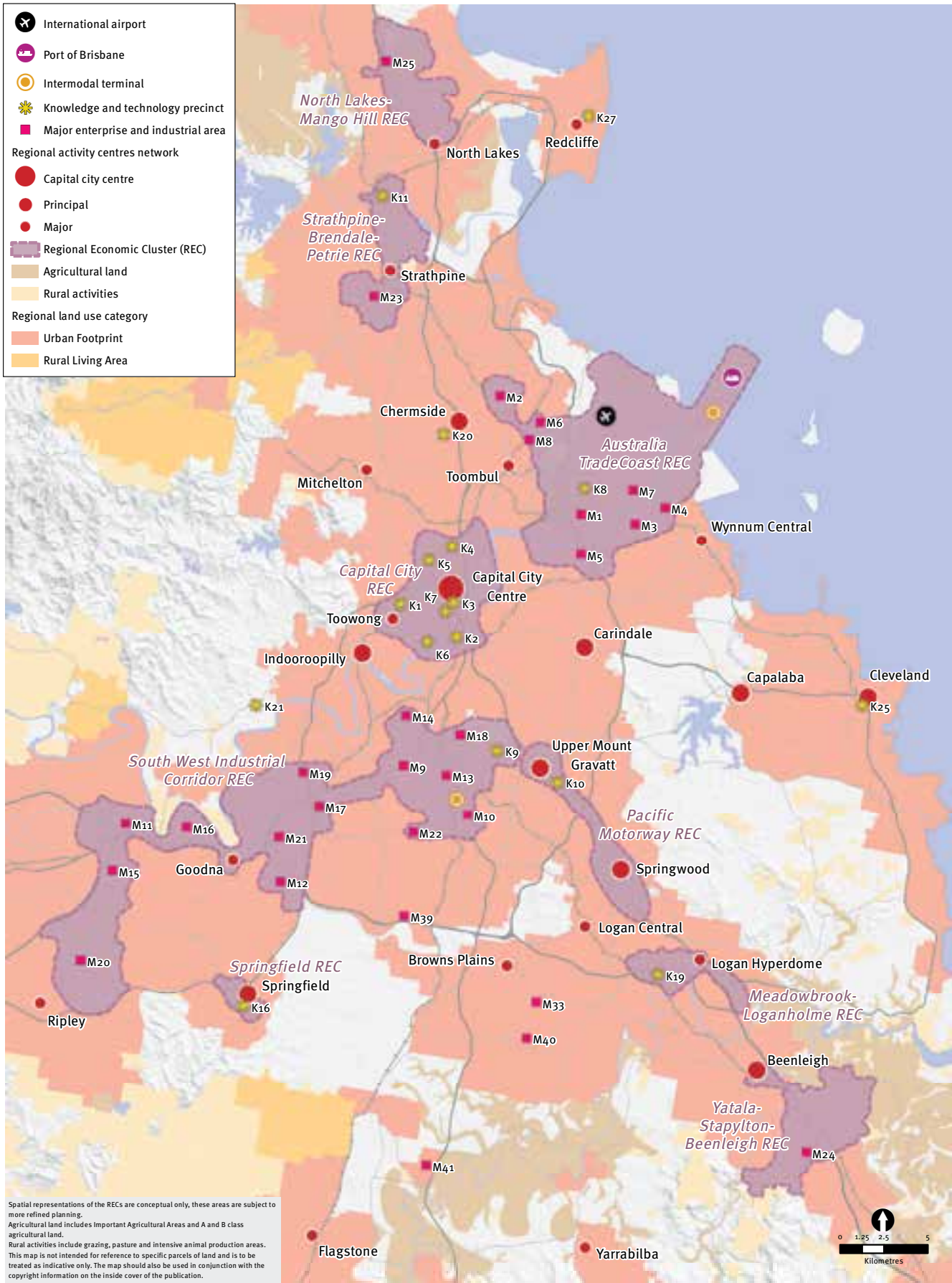


Gold Coast University Hospital, Gold Coast

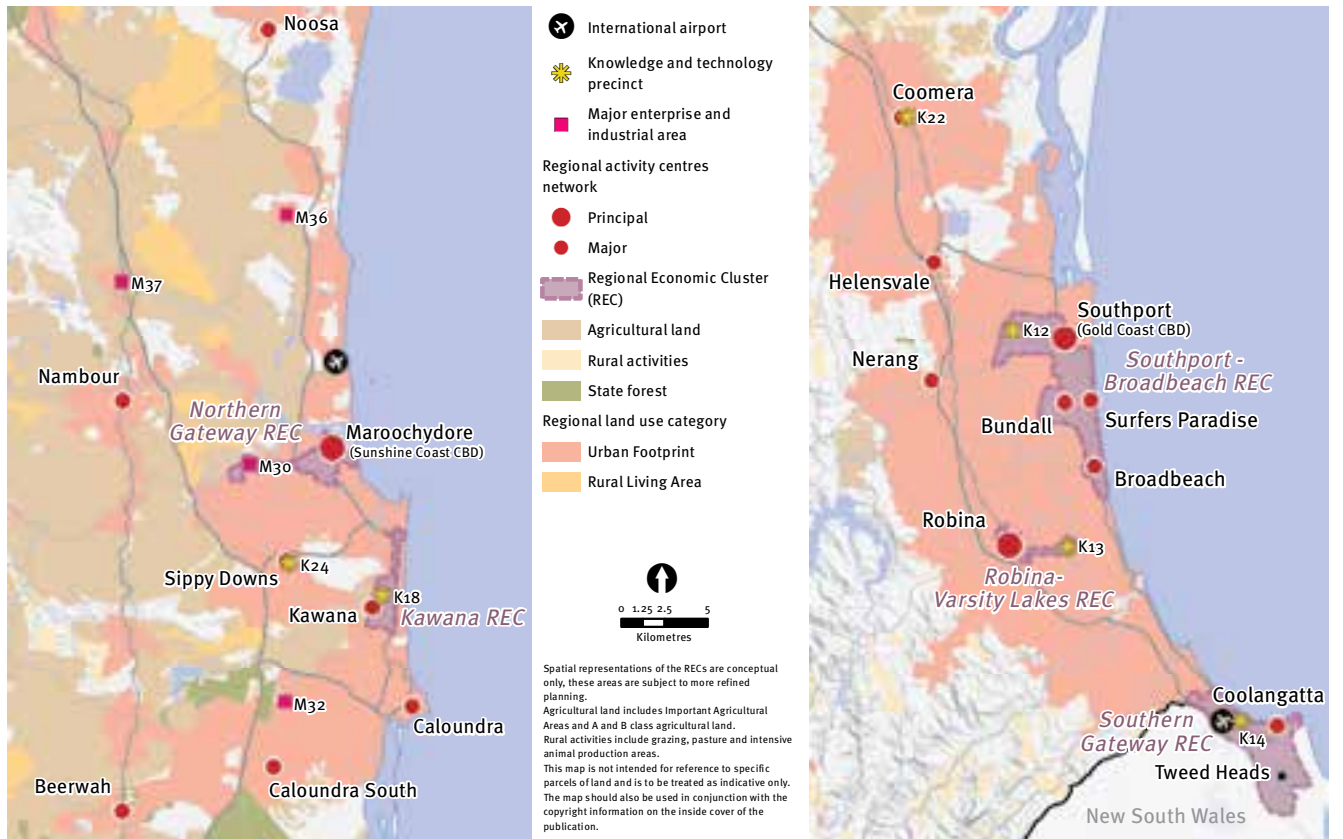
Map 3 Prosper – Economic areas



Map 3a Prosper – Economic areas

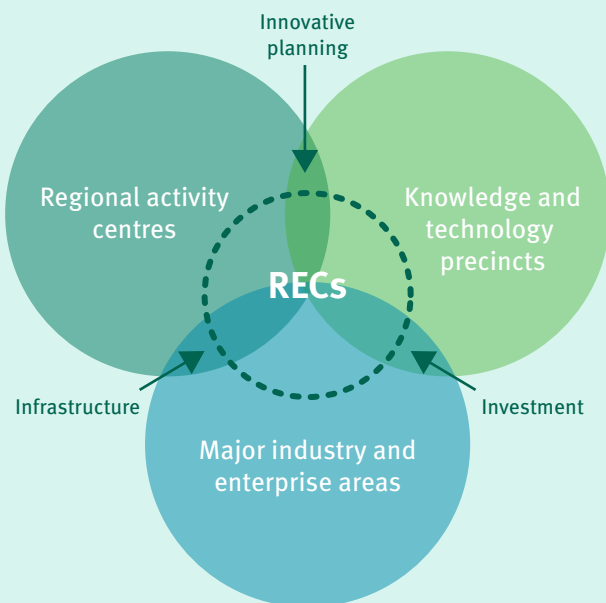


Map 3b Prosper – Economic areas



Regional Economic Clusters (RECs) are areas that demonstrate synergies across important economic and employment areas as 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 significant business-to-business activity/connections occur
- ▲ support high levels of specialisation in one or more high-value industry sectors that have an outward trade focus, including:
 - knowledge and corporate
 - energy and resources
 - high-value manufacturing
 - tourism
 - creative and cultural
- ▲ support significant levels of employment
- ▲ 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.

Major enterprise and industrial areas accommodate medium- and high-impact industries and other employment uses associated with, or with 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.

Special uses typically have specific locational requirements and fulfil a special purpose important to the regional economy. Frequently, these uses need to be located away from sensitive land uses, or are more naturally suited to being located in rural areas (e.g. raceways, defence facilities).

Rural precincts are defined rural areas that have been planned by local government, in consultation with the Queensland Government and community, to create sustainable and economically diverse rural areas.

Rural precincts are an important management tool in the Regional Landscape and Rural Production Area. They are subject to endorsement and designation by the Minister for Planning and are used to facilitate the long-term sustainable management of agricultural land.

Rural precincts may also be used to provide for a greater range of activity to complement a rural area, however these activities must demonstrate a clear nexus with the natural or rural environment. Rural precincts must not be used to facilitate urban or rural residential development.

The *ShapingSEQ Rural Precinct Guideline* provides further information.

Major enabling infrastructure to support Regional Economic Clusters

In SEQ, the greatest concentration of economic activities is within RECs. The performance of these economic agglomerations will need long-term, committed measures to prioritise investment that attracts businesses and skilled workers. Closer proximity to major economic enabling infrastructure, such as key freight routes and ports, is a significant driver of growth of these clusters. Enhancing relationships between key transport infrastructure and RECs will be vital to securing a prosperous and competitive future for the region (Figure 15).

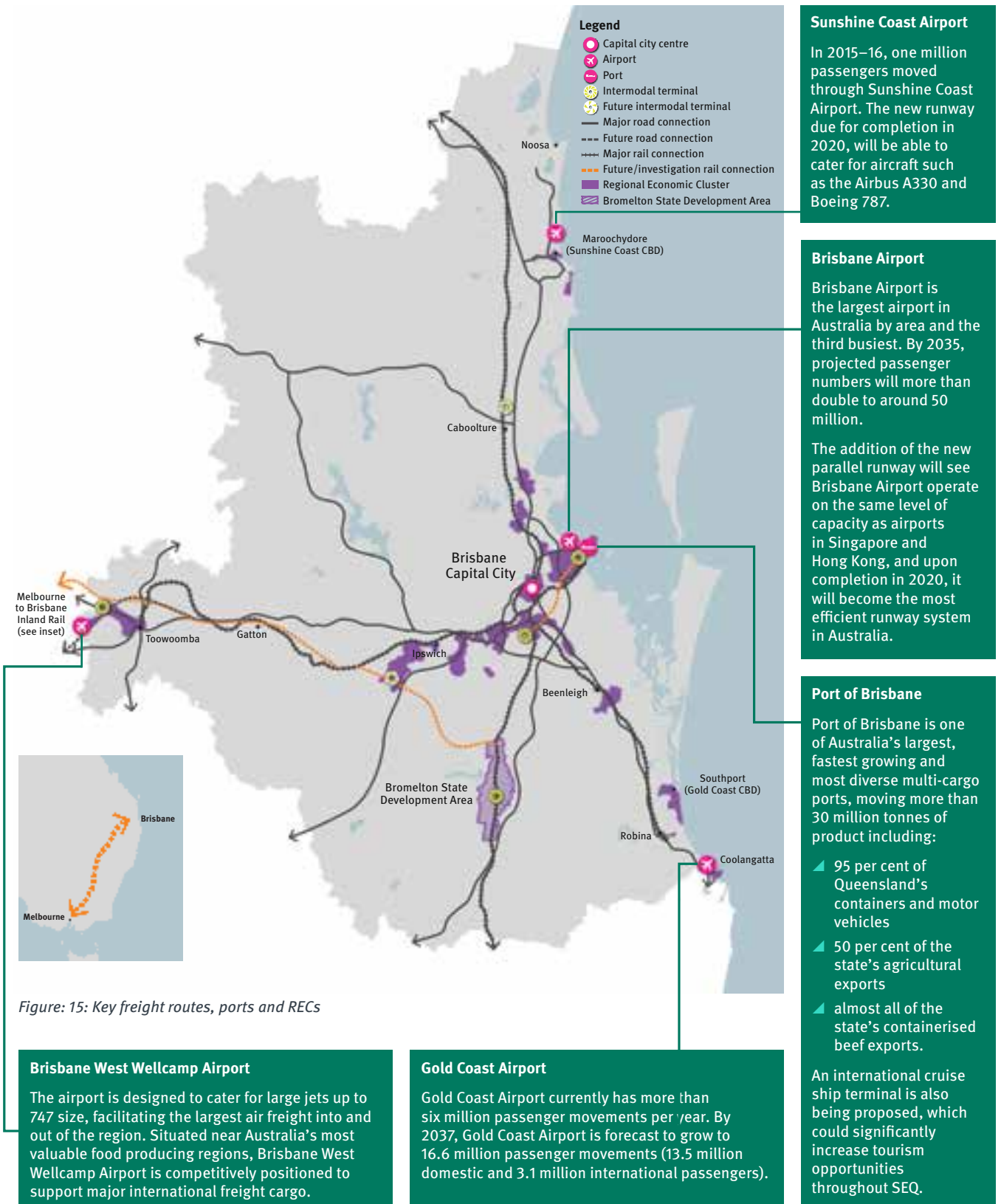


Figure 15: Key freight routes, ports and RECs

The Capital City Regional Economic Cluster

High-performing regions have a high-performing central area. The Capital City REC represents the region's most significant concentration of employment activities fulfilling a range of capital city and higher order functions (Figure 16). Spatially, this important clustering of economic activity, is generally within about the first five kilometres of the Brisbane Central Business District (CBD).

The Capital City REC contains the largest agglomeration of knowledge-intensive industries such as education, health, professional services, scientific and technical services in Queensland. Its world-renowned research and health institutions include 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.

This REC provides important opportunities for innovation, the sharing of knowledge and ideas, scope for more specialised labour markets and a growing inner-city population. This contributes to greater efficiencies and effectiveness in the use of scarce resources (e.g. land, infrastructure and capital), which ultimately helps to drive productivity and create jobs for SEQ.

Moving towards 2041, the economic and social importance of the Capital City REC will continue to be nationally and globally significant. The key to unlocking this future will be achieving high-quality urban amenity and greater levels of inner-city accessibility. Creation of more efficient linkages through active and public transport will be needed to help position the Capital City REC for a more productive and competitive future.

The Cross River Rail project is the priority region-shaping infrastructure that will enable greater economic growth of the Capital City REC and improve network reliability. The Brisbane Metro will complement Cross River Rail by providing additional accessibility to, and circulation within, the Capital City REC, particularly between research and health institutions and the CBD.

Without Cross River Rail and other enabling infrastructure, like the Brisbane Metro, the concentration of employment is likely to become constrained, hampering high-value jobs growth and limiting economic productivity. Details of how the Brisbane Metro integrates with Cross River Rail to improve public transport outcomes within the Capital City REC are outlined in *Connecting Brisbane*.

Additional river crossings, particularly for active and public transport, and more direct and frequent linkages between research and health institutions and the CBD, are further examples of enabling infrastructure that will be required over time to improve the region's effectiveness and economic performance.

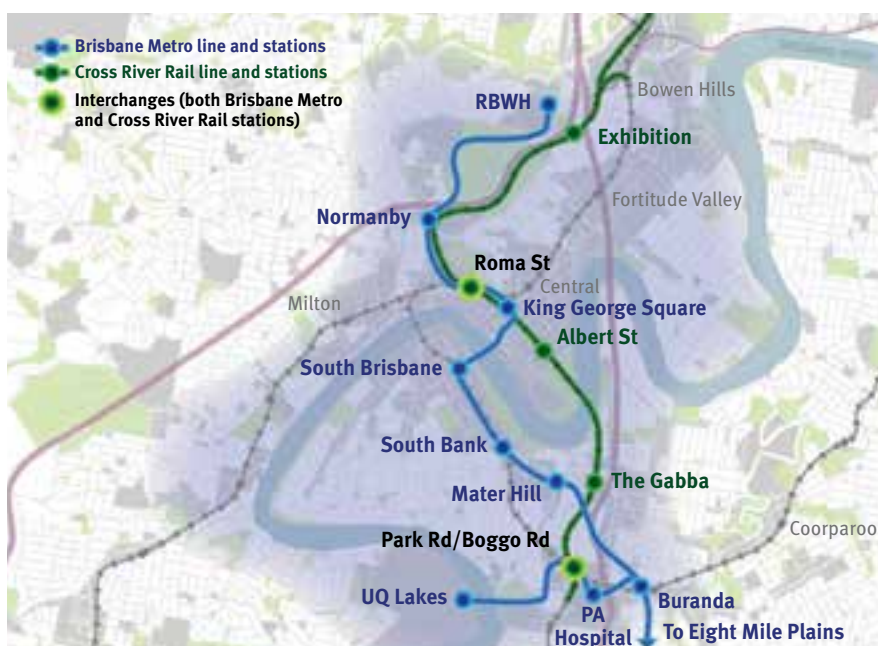


Figure 16: Capital City REC

A key to SEQ's future success: Cross River Rail

The economic benefits of Cross River Rail include:

- ▲ unlocking broader capacity that improves efficiencies across the entire rail network
- ▲ improved access across the region to employment and business
- ▲ improved connectivity across the region, particularly between knowledge and technology precincts and the CBD
- ▲ better efficiency and greater productivity through increased scale and intensity
- ▲ attracting more business activity, and enhancing global competition in our RECs.

Table 4: RECs and core components

Regional Economic Cluster	Core components	
<p>The RECs show groupings of economic activities and are conceptually shown on Maps 3, 3a, and 3b and in the sub-regional directions. It is not intended that all land (e.g. residential land) within these areas would be used for employment and economic purposes. The desired development outcomes within each area will require further detailed and integrated land use, infrastructure and economic development planning.</p>		
Capital City	<p>Knowledge and technology precincts</p> <p>Auchenflower K1: Wesley Hospital</p> <p>Dutton Park/Buranda K2: Ecosciences Precinct Princess Alexandra Hospital</p> <p>Gardens Point K3: Queensland University of Technology, Gardens Point campus</p> <p>Herston K4: Royal Brisbane and Women’s Hospital The University of Queensland, Herston campus</p> <p>Kelvin Grove K5: Queensland University of Technology, Kelvin Grove campus</p> <p>St Lucia K6: The University of Queensland, St Lucia campus</p>	<p>South Brisbane K7: Lady Cilento Children’s Hospital Griffith University, South Bank campus Mater Private Hospital Brisbane Queensland Cultural Precinct South Bank Institute of Technology Brisbane Convention and Exhibition Centre</p> <p>Regional activity centres Capital city centre Toowong</p> <p>Economic enabling infrastructure Radial heavy rail network (Cross River Rail) Busway and improved inner-city distribution to complement Cross River Rail, including the Brisbane Metro Pedestrian and cycle network including green bridges</p>
Australia TradeCoast	<p>Knowledge and technology precinct</p> <p>Australia TradeCoast K8: Queensland University of Technology Da Vinci Precinct Aviation Australia</p> <p>Major enterprise and industrial areas Eagle Farm M1 Geebung M2 Hemmant M3 Lytton M4 Murarrie/Colmslie M5</p>	<p>Nudgee/Banyo M6 Pinkenba/Bulwer Island M7 Virginia/Northgate M8</p> <p>Economic enabling infrastructure Port of Brisbane Brisbane Airport Brisbane Intermodal Terminal Heavy rail network Port of Brisbane Motorway Gateway Motorway</p>
South West Industrial Corridor	<p>Knowledge and technology precinct</p> <p>Nathan/Coopers Plains K9: Griffith University, Nathan and Mount Gravatt campuses Forensic and Scientific Services campus Health and Food Sciences Precinct, Coopers Plains Queen Elizabeth II Jubilee Hospital</p> <p>Major enterprise and industrial areas Archerfield M9 Acacia Ridge M10 Bundamba/Riverview M11 Carole Park M12 Coopers Plains M13 Rocklea/Brisbane Markets M14 New Chum M15 Redbank M16</p>	<p>Richlands M17 Salisbury M18 Sumner/Darra M19 Swanbank M20 Wacol M21 Willawong M22</p> <p>Regional activity centre Goodna</p> <p>Economic enabling infrastructure Acacia Ridge Intermodal Terminal Archerfield Airport Ipswich Motorway Heavy rail network Warrego Highway Cunningham Highway Logan Motorway</p>

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Regional Economic Cluster	Components	
Pacific Motorway	<p>Knowledge and technology precinct</p> <p>Eight Mile Plains K10: Brisbane Technology Park</p> <p>Regional activity centres Upper Mount Gravatt Springwood</p>	<p>Economic enabling infrastructure Pacific Motorway South East Busway</p> <p>Also incorporates the Underwood–Slacks Creek Industrial Corridor</p>
Strathpine–Brendale–Petrie	<p>Knowledge and technology precinct</p> <p>Petrie K11: University of Sunshine Coast; Future Moreton Bay campus</p> <p>Major enterprise and industrial area Brendale M23</p>	<p>Regional activity centre Strathpine</p> <p>Economic enabling infrastructure Direct arterial access to Gateway Motorway Direct arterial access to Bruce Highway Heavy rail network</p>
Yatala–Stapylton–Beenleigh	<p>Major enterprise and industrial area Yatala/Stapylton M24</p> <p>Regional activity centre Beenleigh</p>	<p>Economic enabling infrastructure Pacific Motorway</p>
North Lakes–Mango Hill	<p>Major enterprise and industrial area Narangba M25</p> <p>Regional activity centre North Lakes</p>	<p>Economic enabling infrastructure Bruce Highway Heavy rail network</p> <p>Also incorporates the North Lakes Industrial Park</p>
Southport–Broadbeach	<p>Knowledge and technology precinct</p> <p>Southport K12: Griffith University, Gold Coast campus Gold Coast University Hospital Queensland Academy for Health Sciences Gold Coast Private Hospital</p>	<p>Regional activity centres Southport Broadbeach Surfers Paradise Bundall</p> <p>Economic enabling infrastructure Light rail Heavy rail network</p>
Robina–Varsity Lakes	<p>Knowledge and technology precinct</p> <p>Robina/Varsity Lakes K13: Robina Hospital Bond University</p> <p>Regional activity centre Robina</p>	<p>Economic enabling infrastructure Heavy rail network Pacific Motorway</p>
Southern Gateway	<p>Knowledge and technology precinct</p> <p>Coolangatta K14: John Flynn Private Hospital Southern Cross University, Gold Coast campus</p>	<p>Regional activity centre Coolangatta</p> <p>Enabling Economic Infrastructure Gold Coast Airport Pacific Motorway</p>
Western Gateway	<p>Knowledge and technology precinct</p> <p>Toowoomba K15: University of Southern Queensland, Toowoomba campus Toowoomba Hospital St Vincent’s Private Hospital St Andrew’s Private Hospital TAFE Queensland, South West campus</p> <p>Major enterprise and industrial area Toowoomba Enterprise Hub (Charlton/Wellcamp) M26</p>	<p>Regional activity centre Toowoomba</p> <p>Enabling Economic Infrastructure Brisbane West Wellcamp Airport Intermodal Facility Heavy rail network Toowoomba Second Range Crossing Gore Highway Warrego Highway New England Highway</p>

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Regional Economic Cluster	Core components	
Springfield	Knowledge and technology precinct Springfield K16: University of Southern Queensland, Springfield campus Mater Private Hospital Springfield Regional activity centre Springfield	Enabling Economic Infrastructure Heavy rail network Centenary Highway Logan Motorway
Ipswich	Knowledge and technology precinct Ipswich K17: University of Southern Queensland, Ipswich campus Ipswich Hospital St Andrews Private Hospital Major enterprise and industrial area Amberley M27 Wulkuraka/Karrabin M28 Ebenezer M29	Regional activity centre Ipswich Enabling economic infrastructure Heavy rail network Warrego Highway Cunningham Highway RAAF Base Amberley
Northern Gateway	Major enterprise and industrial area Kunda Park M30 Regional activity centre Maroochydore (Sunshine Coast CBD)	Enabling economic infrastructure Sunshine Coast Airport Sunshine Motorway Maroochydore Road
Kawana	Knowledge and technology precinct Kawana Waters K18: Sunshine Coast University Hospital Regional activity centre Kawana	Enabling economic infrastructure Nicklin Way Kawana Way
Meadowbrook–Loganholme	Knowledge and technology precinct Meadowbrook K19: Logan Hospital Griffith University, Logan campus TAFE Queensland, Logan campus	Regional activity centre Logan Hyperdome Economic Enabling Infrastructure Logan Motorway Pacific Motorway



Cafe on main street, Ipswich

Table 5: Individual knowledge and technology precincts

Precinct (sectors)	Core health, education or cultural facility	Key components or associated facilities
Chermside K20 (health and education)	Prince Charles Hospital	Medical Engineering Research Facility (MERF)
Pinjarra Hills K21 (technology and mining)	Queensland Centre for Advanced Technologies (QCAT) Mining3 Solar Biofuels Research Centre	
Coomera K22 (film and media)	TAFE Queensland Gold Coast, Coomera campus	Village Roadshow Studios
Gatton K23 (animal sciences)	The University of Queensland, Gatton campus	Queensland Animal Science Precinct (QASP)
Sippy Downs K24 (education and technology)	University of Sunshine Coast, Sippy Downs campus	Innovation Centre Sunshine Coast
Cleveland (Health) K25	Redlands Hospital Mater Private Hospital	
Caboolture (Health) K26	Caboolture Hospital Caboolture Private Hospital	
Redcliffe (Health) K27	Redcliffe Hospital Peninsula Private Hospital	Redcliffe Hospital Private Practice Clinic

Table 6: Individual major enterprise and industrial areas

Individual major enterprise and industrial areas		
	Morayfield M31 Caloundra M32 Crestmead/Berrinba M33 Gatton North M34 Elimbah East M35 Coolum M36	Yandina East M37 Bromelton State Development Area M38 Heathwood/Larapinta M39 Park Ridge M40 North Maclean M41

Table 7: Regional activity centres

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

Table 8: Regional activity centre type

Regional activity centre type	
Capital city centre	<p>SEQ's capital city centre includes the Brisbane CBD and its surrounding frame. The area is the civic, social, economic, historic 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 CBD.</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>
Principal regional activity centres	<p>Outside the capital city centre, principal regional activity centres are key focal points for employment and 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 areas 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>
Major regional activity centres	<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>
Principal rural activity centres	<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 road connections and basic public transport links.</p>
Major rural activity centres	<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>

Responding to global megatrends about the growing spatial divide and new technology.

GOAL 3: CONNECT

SEQ is a region of more complete and interconnected communities supported by a multimodal and integrated regional transport system. This system is frequent and reliable, and prioritises public and active transport for people, and freight networks for goods.

Infrastructure networks and services enable efficient and sustainable development, economic growth and social benefits throughout the region.

Context

The movement system of SEQ – including the method and ease of travel, and connections to water, sewer, digital and energy networks – is critical to shaping and supporting our economy and lifestyle. Integrating 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 identifies the 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 approach 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. Major transport infrastructure investments fundamentally affect how and where we locate future growth.

Integrated planning will support:

- ▲ the efficient use of existing infrastructure and cost-effective upgrade or expansion of infrastructure networks
- ▲ greater use of active and public transport where higher density development and key employment nodes are supported by high-frequency public transport
- ▲ the movement of goods and services via key freight connections
- ▲ the efficient and timely delivery and operation of energy, water and sewer systems to support growth in key locations and environmental outcomes

- ▲ the efficient delivery of social infrastructure, such as education, health, justice and public safety, and arts and recreation facilities
- ▲ digital networks that enable transactions and data flow across the economy, and reduce the need for travel
- ▲ a more efficient, consolidated 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. Supporting this type of development, with the timely delivery of services and infrastructure, will be vital.

This will require a shift in the planning and delivery of land use and infrastructure. We will 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
- ▲ a more concerted effort to consider social equity in land use and transport planning
- ▲ to embrace and adapt to new technologies and digital infrastructure
- ▲ integrated decision-making and investment by government infrastructure agencies and the private sector
- ▲ extended and reliable high-frequency public transport connections 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*.

Gold Coast Light Rail,
Griffith University,
Gold Coast

GRIFFITH BUSINESS SCHOOL



Moving people,
products and
information efficiently

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 safe and efficient use of existing transport infrastructure to support the desired regional settlement pattern and major economic areas.
- 2 Improve the capacity of the region's public transport system by delivering reliable high-frequency services and connecting these with active transport connections (Map 4 and 4a).
- 3 Prioritise efficient and reliable freight movement on key corridors to minimise conflicts with other transport and land uses (Map 4b).
- 4 Increase and enhance opportunities to interchange between transport modes across the network to maximise integration of transport infrastructure and allow for easy travel.

Element 2: Active transport

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

Strategies

- 1 Prioritise active transport as the primary mode in regional activity centres.
- 2 Provide an extensive, convenient and safe active transport network throughout the region's urban areas.
- 3 Provide active transport connections to existing and planned high-frequency public transport stops and stations, centres, schools and tertiary education institutions.
- 4 Design new urban communities to ensure active and public transport are the most convenient and easiest way to move around, to reduce private vehicle dependence.

Element 3: 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 4 and 4a).
- 2 Investigate, plan and deliver transport solutions to enable the growth of RECs 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 benchmarks and employment planning baselines (Figure 7, Table 3 and Appendix A) and supporting assumptions (see Chapter 5).
- 4 Integrate infrastructure and local land use planning to maximise access to, use of and benefits from infrastructure and service upgrades (including, where feasible and following further investigation, 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.
- 6 Investigate, plan and deliver wildlife movement, and threat reduction solutions, where roads and infrastructure intersect with the regional biodiversity network (including corridors) to protect and provide for the safe movement of wildlife.

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<p>Element 4: Prioritised infrastructure investment</p> <p>Investment in the regional infrastructure network is prioritised to service social and economic needs in a way that integrates with the desired growth pattern.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Advance region-shaping infrastructure (Table 9) 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, accessible, and affordable urban land supply. 3 Prioritise planning, demand management, technological or other innovative solutions which do not require building of new or upgraded infrastructure to service needs, reducing costly infrastructure investments. 4 Identify opportunities to partner with other levels of government and industry to service needs. 5 Investigate ways of capturing a proportion of any associated land value uplift generated from future inclusions of land in the Urban Footprint (including land in locations currently identified as Potential Future Growth Areas) to help service new growth areas.
<p>Element 5: Regional infrastructure networks</p> <p>Regional infrastructure networks are maintained and enhanced to support the region's growth and needs sustainably, cost-effectively and in a timely manner.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 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 4, 4a and 4b), and other infrastructure to support the region's growth.
<p>Element 6: Digital infrastructure</p> <p>SEQ has a robust digital infrastructure network to service business and social interaction.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Support improved digital connections to knowledge and technology precincts, regional activity 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.

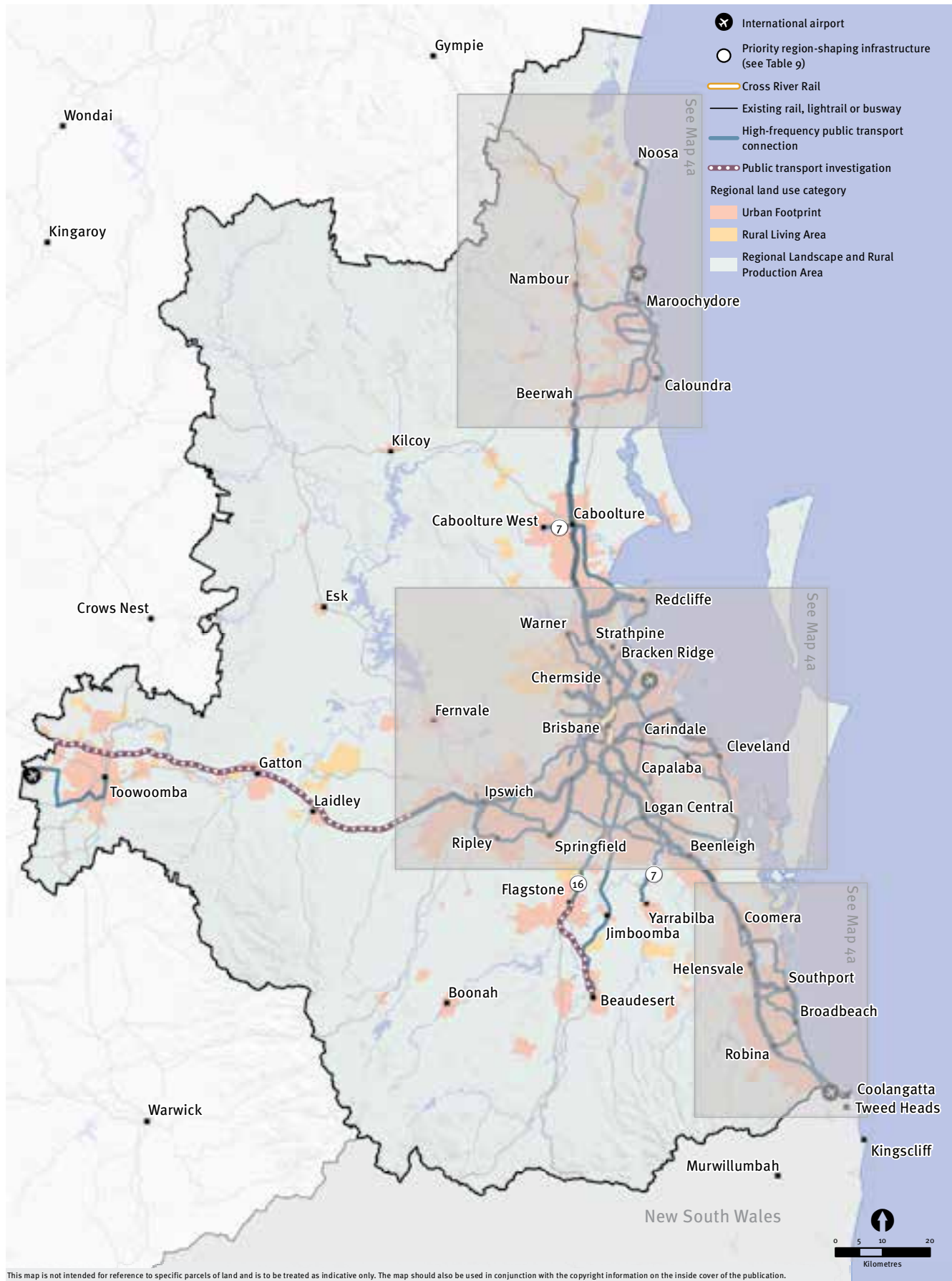
In maps 4, 4a and 4b:

Existing rail, light rail or busway: existing infrastructure corridors that provide high-frequency public transport.

High-frequency public transport connections: corridors that will provide high-frequency public transport through service and infrastructure improvements deemed necessary to ensure delivery of a reliable high-frequency public transport network.

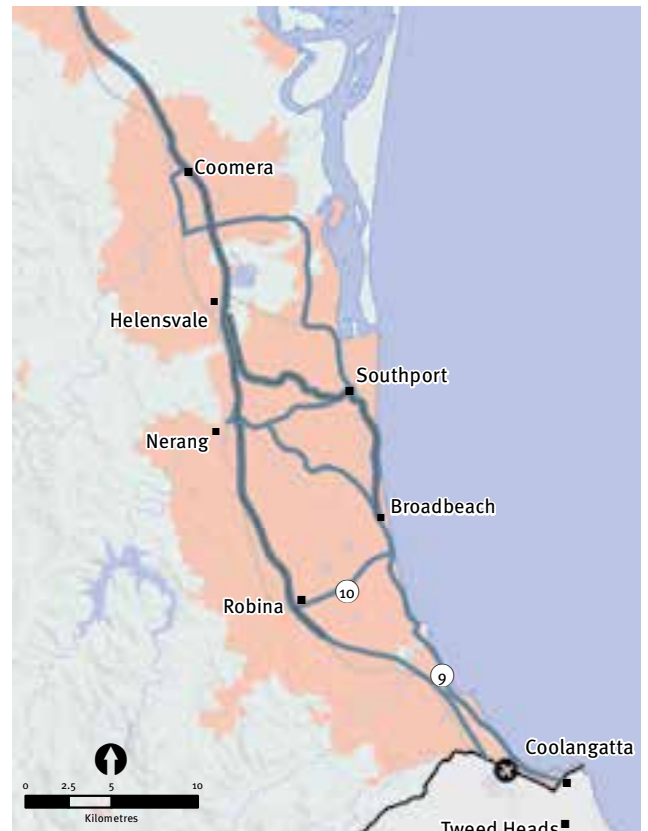
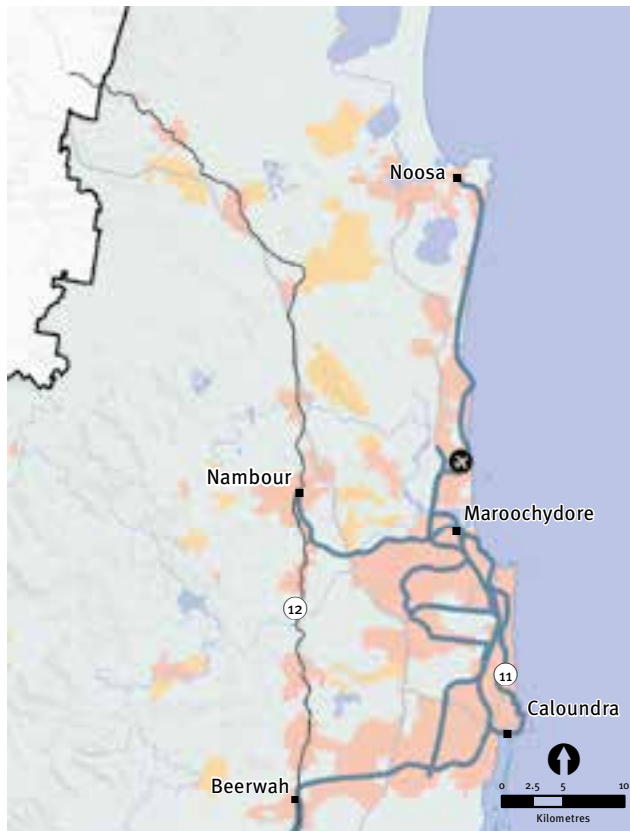
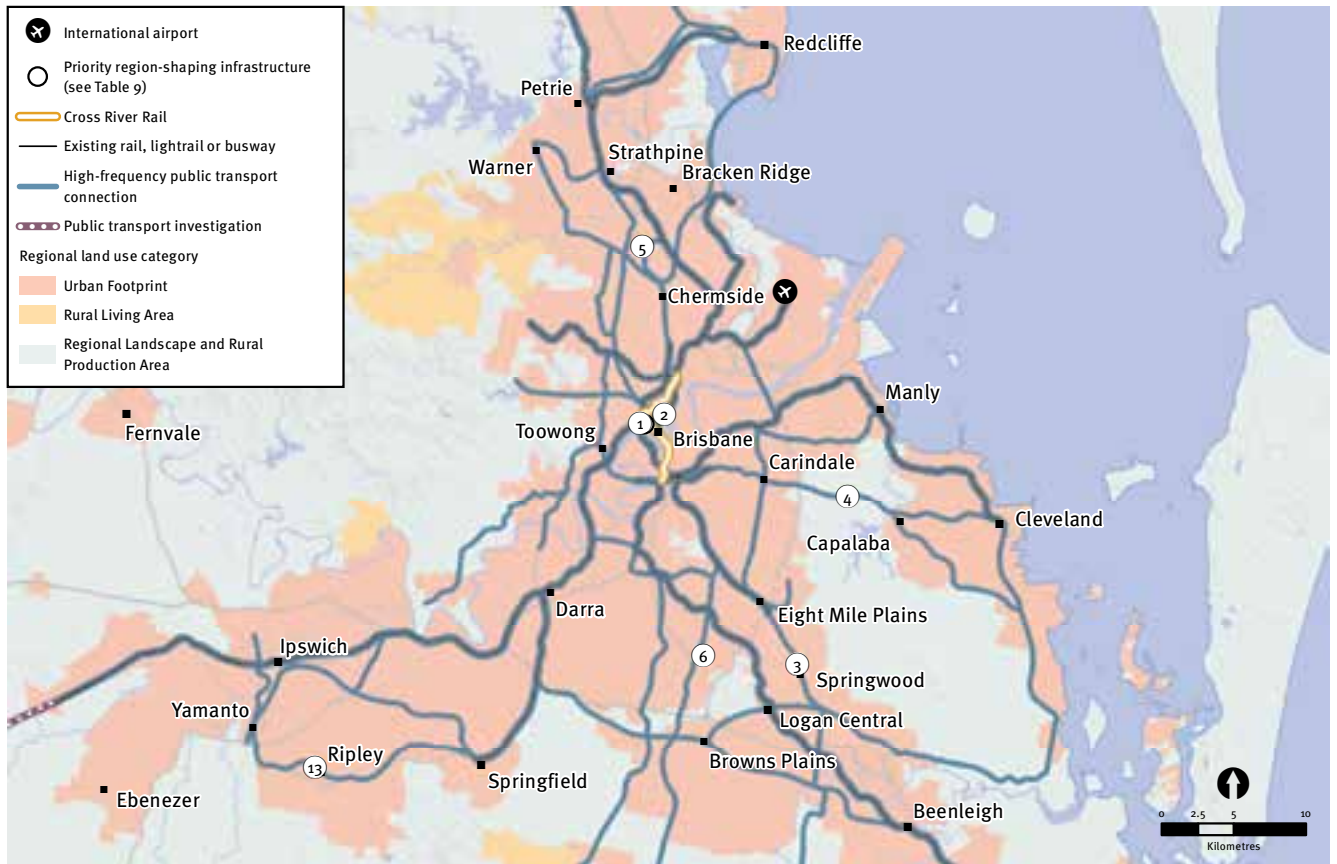
Public transport investigation: connections that will not be required to be delivered before 2041 but require further investigation and planning to support an efficient public transport network beyond 2041.

Map 4 Connect – Strategic public transport system 2041



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Map 4a Connect – Strategic public transport system 2041



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Map 4b Connect – Strategic road and freight system 2041



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*Cyclists by
Brisbane River,
Brisbane*

Table 9: Priority region-shaping infrastructure

No.	Infrastructure priority	Relationship to regional policy
1	Cross River Rail	Significantly increases the regional rail network's capacity. Facilitates employment growth, delivers economic agglomeration benefits for the region, and supports residential <i>consolidation</i> and future rail links to planned <i>expansion</i> areas.
2	Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential <i>consolidation</i> in Brisbane. Enhances growth and intensification of Capital City REC.
3	South East Busway extension to Springwood (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, e.g. around any new busway stations, and more accessible and efficient public transport.
4	Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Busway extension to Springwood enhances growth and intensification of Pacific Motorway REC.
5	Northern Busway extension to Bracken Ridge (as busway or other priority corridor)	
6	Enhance the high-frequency public transport connection between Browns Plains and the South East Busway	
7	Provide frequent public transport services to planned major expansion growth areas: ▲ Caboolture West ▲ Yarrabilba	Supports increased take-up of planned <i>expansion</i> areas, including higher densities close to any planned stations.
8	Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane	Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally. Enhances growth and intensification of the Australia TradeCoast REC and potentially a number of other REC including: ▲ Western Gateway REC ▲ South western component of the Ipswich REC ▲ South West Industrial Corridor REC ▲ Yatala–Stapylton–Beenleigh REC.
9	Extension of light rail from Broadbeach to Coolangatta	Supports increased dwelling densities and employment growth, e.g. around any new light rail stations, and more accessible and efficient public transport.
10	New high-frequency public transport connection linking Broadbeach via Bond University to Robina	
11	High frequency public transport services from Maroochydore to Caloundra to Beerwah	Supports increased dwelling densities and employment growth, e.g. around any new public transport stations, and more accessible and efficient public transport. Supports increased take-up of planned <i>expansion</i> areas, including higher densities close to any planned stations.
12	Beerburrum to Nambour Rail Upgrade Project	Relieve pressure on the strategic road network and will improve freight efficiency.

(continued next page)

No.	Infrastructure priority	Relationship to regional policy
13	Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)	Supports increased take-up of <i>expansion</i> areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway.
14	Toowoomba Second Range Crossing	Takes heavy freight traffic out of the centre of Toowoomba, supporting higher density, inner urban renewal and improved liveability. Supports greater efficiency and economic growth through a dedicated freight corridor that bypasses the Toowoomba town centre.
15	The Melbourne to Brisbane Inland Rail	Supports increased capacity to manage freight through SEQ generally and specific opportunities in major enterprise and industrial areas in Scenic Rim, Ipswich, Lockyer Valley and Toowoomba such as Toowoomba Enterprise Hub (Charlton Wellcamp). Potentially enhances existing RECs or catalyse new RECs. Allows for long-term intent for an improved passenger rail connection between Brisbane and Toowoomba.
16	Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Supports increased take-up of planned <i>expansion</i> growth, including higher densities close to any planned stations.
17	Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Supports the movement of freight traffic to the Bromelton State Development Area and supports greater efficiency and economic growth through a dedicated freight route that bypasses the Beaudesert town centre.

The criteria used to determine the above region-shaping infrastructure is provided in *ShapingSEQ Background paper 3: Connect*.



Freight vehicle at Lytton Industrial Estate, Brisbane

Integrating *ShapingSEQ* and State Infrastructure Plan

ShapingSEQ provides strategic direction through integrated land use and infrastructure planning to deliver a sustainable, prosperous and liveable region.

Integrated land use and infrastructure planning ensures infrastructure constraints and capacity guide land use decisions, and desired land use outcomes are supported by infrastructure. State Infrastructure Plan (SIP) (Part B) updates will be informed by *ShapingSEQ*.

Figure 17 illustrates the relationship between *ShapingSEQ* and SIP. Table 10 compares SIP’s principles with *ShapingSEQ*.

ShapingSEQ was prepared in collaboration with local governments, key industry groups and the wider community to ensure the aspirations of all regional stakeholders were considered. The role of the SEQ Regional Planning Committee has been broadened to oversee the alignment of state and local government priorities.

Further information on the integration of *ShapingSEQ* and the SIP is provided in Chapter 4.

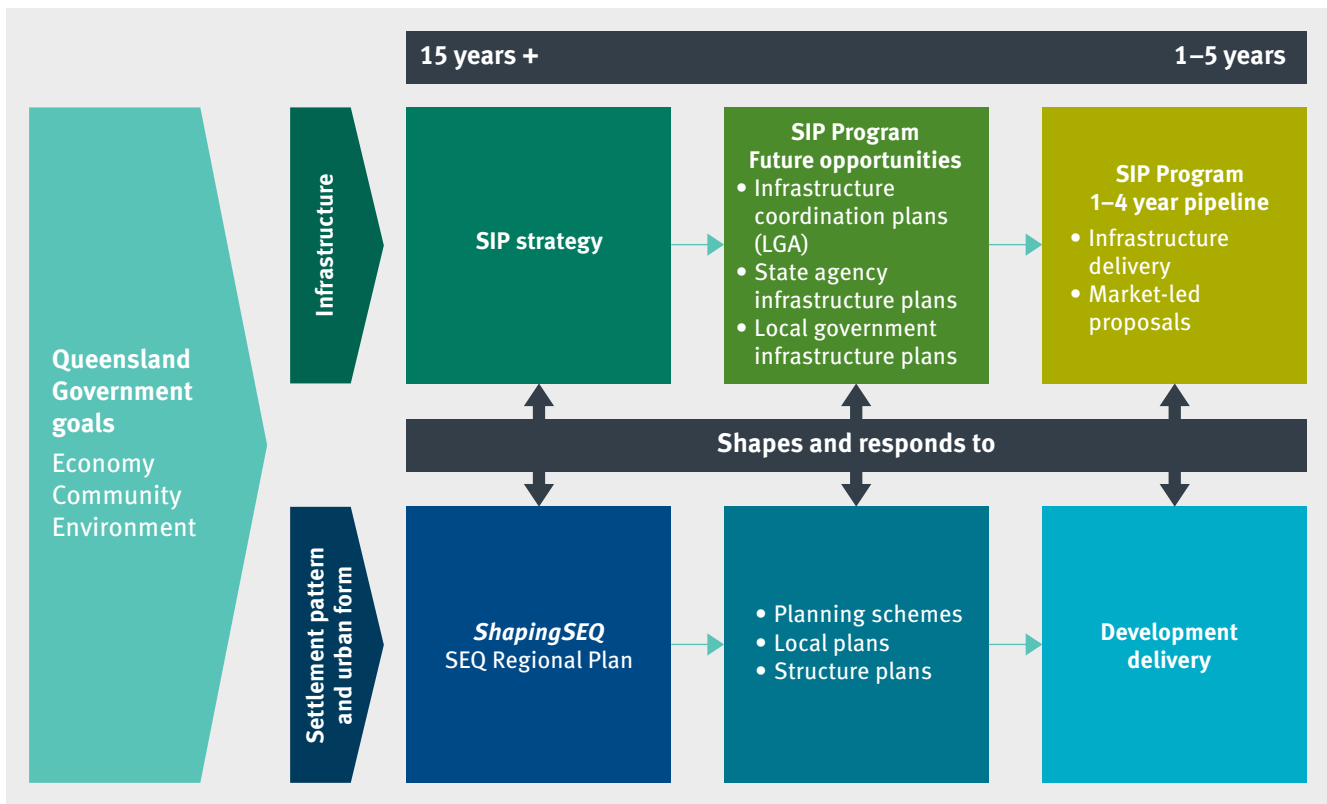


Figure 17: *ShapingSEQ* and SIP relationship

Table 10: SIP principles

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



Buranda busway station, Brisbane

The next 25 years

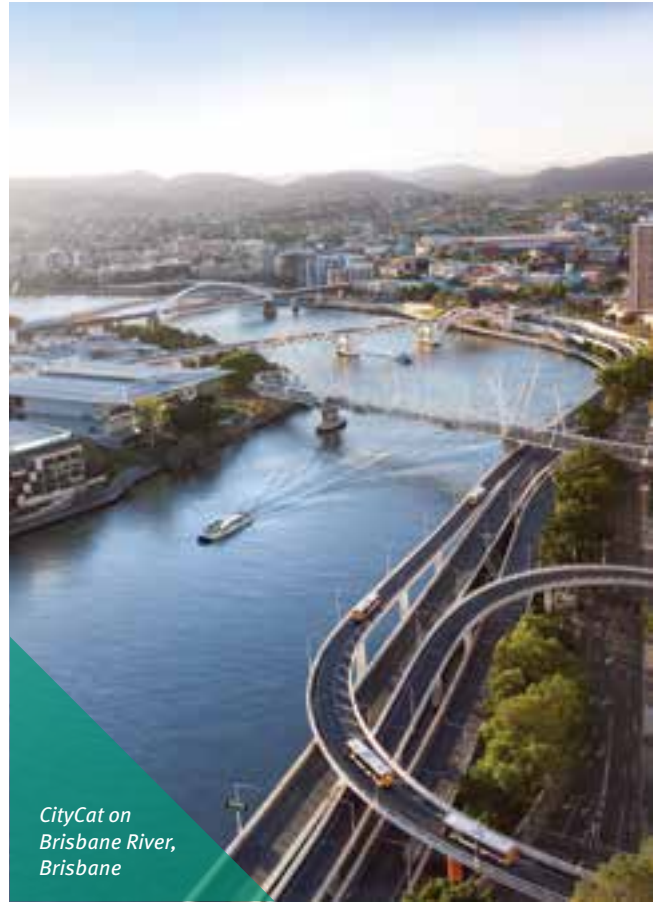
Building a quality public transport network

Moving people efficiently and sustainably is a priority for *ShapingSEQ* in achieving its economic, environmental and social outcomes.

To support these outcomes, Goal 3: Connect gives priority to delivering a network of connected, high-frequency public transport services to encourage increased use of public transport. Connect Maps 4 and 4a show the high-frequency public transport system to 2041 and outlines the geographic distribution of high-frequency public transport services to support population growth in *consolidation* and *expansion* areas.

Greater use of public transport depends on significant behaviour change. Influencing such behaviour change depends on having in place reliable, high-frequency services across a well-connected network.

ShapingSEQ identifies infrastructure priorities by identifying a network of high-frequency public transport services to support growth to 2041. Whether it is construction of new rail lines or installation of bus priority measures, knowing where high-frequency connections are planned will assist this process.



Regional Transport Plans

Regional Transport Plans (RTPs) are being prepared and delivered by the Department of Transport and Main Roads for each of its 12 districts. RTPs are being prepared for the Metropolitan District, North Coast District, South Coast District and Darling Downs District, which cover the SEQ region.

ShapingSEQ aims to integrate land use planning and the transport systems that move people and goods. Goal 3: Connect and its supporting elements and strategies recognise the importance of supporting the regional land use pattern with an integrated regional transport system.

This will support a system that prioritises passenger and active transport and the economic function of the transport network. The RTPs are being developed to guide transport planning and support these aspects of *ShapingSEQ* (Figure 18).

RTPs will tackle the transport challenges and set the region on a path to a sustainable transport system. To support this journey, the RTPs will build upon the regional vision and goals established in *ShapingSEQ*, guiding how we respond to future land use patterns, transport needs and technologies.

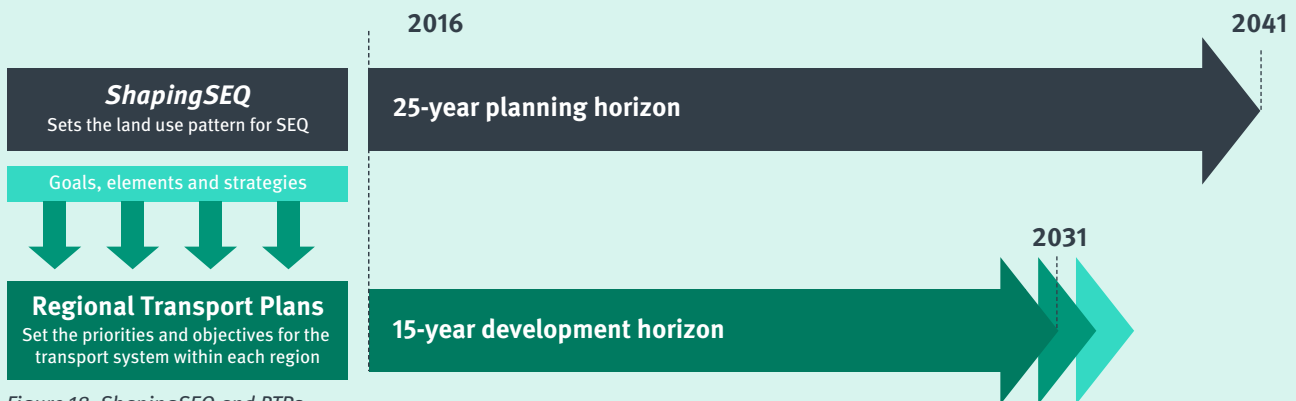


Figure 18: *ShapingSEQ* and RTPs

Promoting active transport

ShapingSEQ promotes active transport as an effective means of connecting people with places locally, supporting healthy living, minimising impact on the environment and reducing congestion.

The Queensland Government's vision for cycling, as set out in the *Queensland Cycle Strategy 2011–2021*, is for more cycling, more often, on safe direct and connected routes.

Well-designed streets, paths and public spaces that provide physical separation from motorised traffic, way finding, adequate shade and amenities play an important role in encouraging people to walk and ride as an everyday activity.

Promoting active transport as a favoured, practical option in SEQ means prioritising connections to support walking and cycling so as to maximise accessibility to and from employment, educational institutions such as schools and universities, public transport stops and stations and centres (Figure 19).

Delivering a well-connected and safe active transport network occurs at a fine-grain level. An important tool in delivering active transport networks are Principal Cycle Network Plans, and accompanying Priority Route Maps, developed and regularly updated by the Department of Transport and Main Roads. These plans show the core routes needed to get more people cycling, more often.

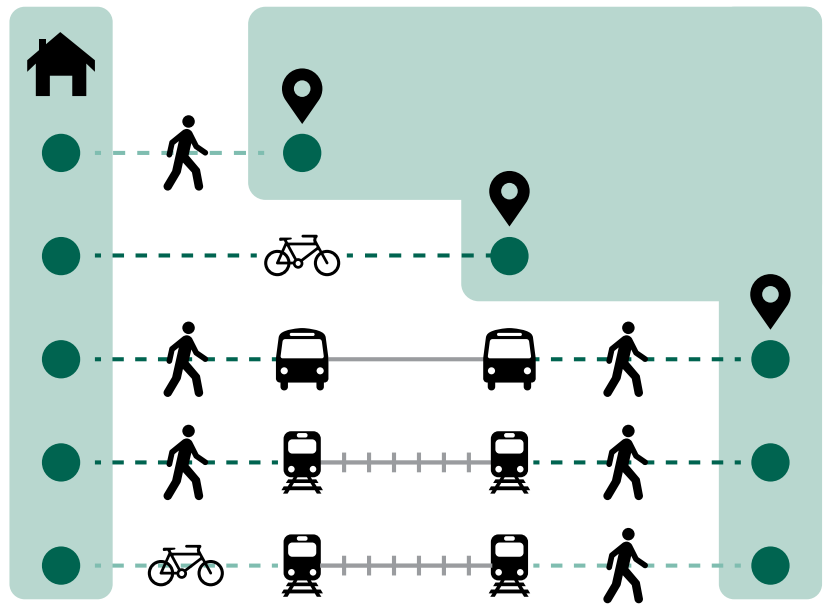
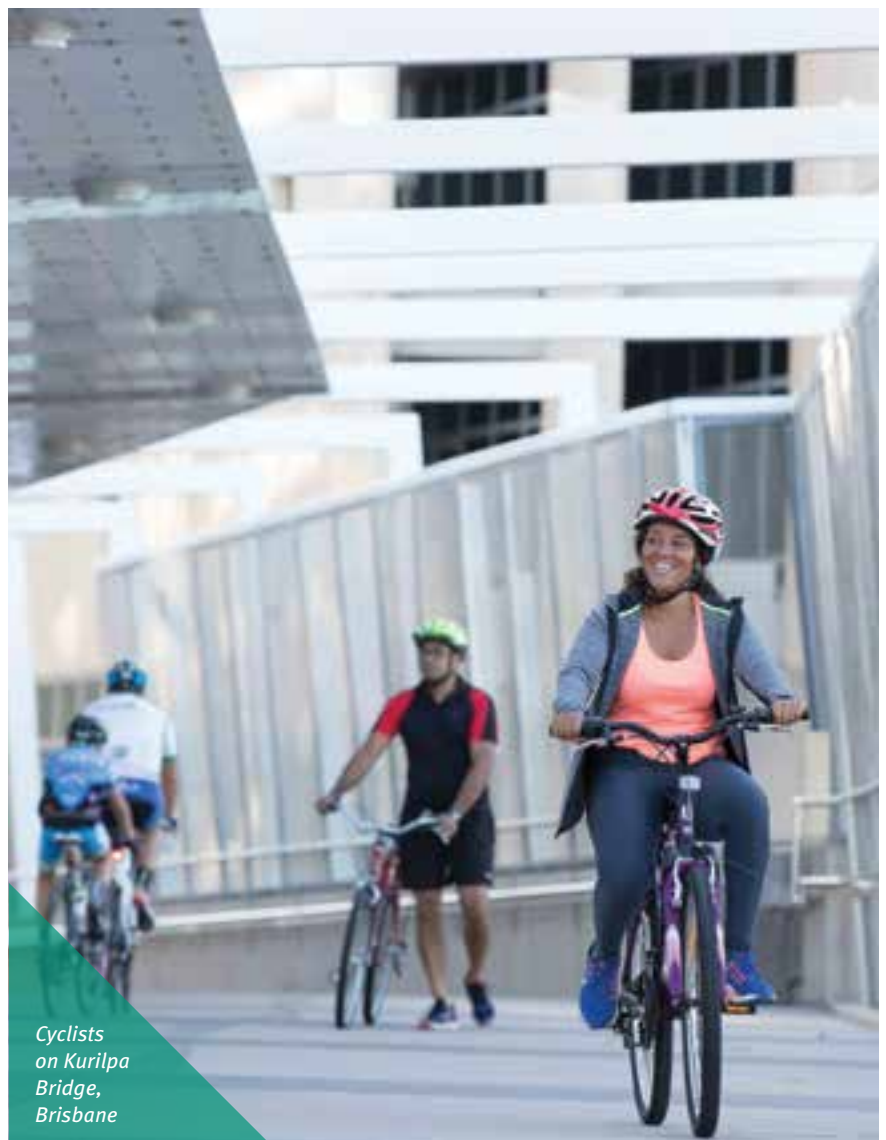


Figure 19: The many roles of active transport



Cyclists on Kurilpa Bridge, Brisbane

GOAL 4: SUSTAIN

SEQ's biodiversity, natural assets and regional landscapes are protected and nurtured to sustain our region's strong and diverse communities. These communities are safe, fair, sustainable, resilient and prepared for climate change.

Together, our environment and communities will ensure future generations enjoy a high-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. In turn, more socially successful communities support our economy.

SEQ's communities depend on their natural assets and regional landscapes to support their lifestyles. *ShapingSEQ* recognises the need to identify, protect and manage these values to ensure they continue to contribute to the region's liveability, health and economy.

SEQ's rich mix of natural assets include:

- ▲ Moreton Bay (Quandamooka) including Moreton Island (Mulgumpin), North Stradbroke Island (Minjerribah), the Southern Moreton Bay Islands and South Stradbroke Island
- ▲ marine waters and ecosystems such as coral reef
- ▲ rich and diverse plants and animals including critical habitat for endangered species
- ▲ waterways, wetlands and estuaries including the southern portion of the Great Sandy Strait and Cooloola Coast
- ▲ dunes and beaches
- ▲ coastal wetlands and mangroves
- ▲ lush rainforest, tall forests, woodland and grasslands
- ▲ mountain ranges including Gondwana rainforest
- ▲ highly fertile and arable agricultural soils
- ▲ cultural and iconic landscapes such as the Glass House Mountains.

Koalas are an iconic species that require increased attention and action from government, industry and the community to ensure their long-term survival. *ShapingSEQ* puts strategies in place to improve koala conservation and identifies the need for a new effective SEQ koala conservation strategy.

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 and liveable regions in Australia.

Responding to global megatrends about increased urbanisation, the growing spatial divide, resource dependency, pressure on biodiversity, and climate change and disaster resilience.

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 decline of certain species. Climate change will also increase pressure on the health of these natural assets.

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

It also recognises relevant international environmental agreements and conventions relevant to land use planning in SEQ including the Ramsar Convention on Wetlands of International Importance and the World Heritage Convention Concerning the Protection of the World Cultural and Natural Heritage.

Cultural heritage is important to Aboriginal and Torres Strait Islander people as it provides present and future generations with a sense of identity and connection to Country. Traditional Owners in SEQ have an important role to play in sustainable management of the region's cultural heritage landscapes.

The region also has a strong history of voluntary community action, supported by industry and government investment. Engaging and supporting the community to achieve regional goals by planning, implementing and monitoring local actions is a key to creating and maintaining sustainable communities.

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

Planning for growth and change in the region provides opportunities for productive, happy, healthy, meaningful lives for individuals and communities.

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

Solar Farm,
Sunshine Coast,

Chapter 1

Chapter 2

Chapter 3

A

B

C

Grow

Prosper

Connect

Sustain

Live

Chapter 4

Chapter 5

Chapter 6

*Promoting
ecological
and social
sustainability*

Elements and strategies

<p>Element 1: Aboriginal and Torres Strait Islander peoples</p> <p>Aboriginal and Torres Strait Islander peoples are engaged and their culture is respected and reflected in planning for the region.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Recognise and reflect the economic and social needs of Aboriginal and Torres Strait Islander communities in land use planning through consultation and engagement with those communities. 2 Recognise and reflect the procedural rights of Traditional Owners to be consulted at the outset and involved in land use planning for matters that may affect their rights. 3 Engage Traditional Owners to enable their cultural knowledge and connection to land and seascapes to be included in planning for communities and the sustainable management of cultural and natural resources (Map 5a and Table 11a).
<p>Element 2: Biodiversity</p> <p>The regional biodiversity network is protected and enhanced to support the natural environment and contribute to a sustainable region.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Protect regional biodiversity values, and the ecological processes that support them, from inappropriate development (Map 5b and Table 11b). 2 Maintain and enhance the value and connectivity of regional biodiversity corridors to optimise biodiversity conservation outcomes (Map 5b and Table 11b). 3 Avoid fragmentation of regional biodiversity corridors and rehabilitate degraded areas to maintain habitat and support fauna movement. 4 Focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network.
<p>Element 3: Koala conservation</p> <p>A network of interconnected koala habitat is maintained to sustain SEQ's koala population over the long-term.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Identify and protect areas to support viable koala populations that are distributed widely across SEQ in rural, rural residential and urban landscapes. 2 Focus coordinated planning, with management and investment programs, to maintain and enhance the extent and quality of koala habitat and the viability and abundance of koalas across the region.
<p>Element 4: Regional landscapes</p> <p>Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character (Map 5c and Table 11b). 2 Protect and rehabilitate culturally significant places in the regional landscape (Table 11b). 3 Protect regional scenic amenity areas from development that would compromise their value (Map 5c and Table 11b). 4 Protect and enhance the regional greenspace network, including through innovative approaches, to meet the recreational and outdoor needs of the community (Map 5c and Table 11b).
<p>Element 5: Water sensitive communities</p> <p>Water management in SEQ will use innovative approaches in urban, rural and natural areas to enhance and protect the health of waterways, wetlands, coast and bays.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Protect and sustainably manage the region's catchments to ensure the quality and quantity of water in our waterways, aquifers, wetlands, estuaries, Moreton Bay and oceans meets the needs of the environment, industry and community. 2 Plan for a water sensitive region by supporting innovation in water cycle management that increases the efficient use of water, security of supply, addresses climate change and manages impacts on waterways and Moreton Bay.

(continued next page)

Element 6: Natural economic resources

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

Strategies

- 1 Conserve agricultural areas, including those which provide communities with an affordable supply of fresh food, food security and export earning potential (Map 5d and Table 11b).
- 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 future (Map 5d and Table 11b).
- 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.
- 5 Protect the region’s drinking water catchments and aquifer recharge areas from inappropriate development to avoid compromising the delivery of a safe, secure and cost-effective drinking water supply (Map 5d and Table 11b).

Element 7: 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’ theme.
- 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.
- 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 8: Fairness

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 communities have suitable access to frequent and reliable public transport, as well as walking and biking options, to allow access to employment, education and services locally and more broadly.
- 2 Identify social needs through the land use and infrastructure planning process to address socio-economic disadvantage.
- 3 Provide various affordable living options, accounting for the cost of housing and transport, and also consider household energy and the real costs to the broader community.
- 4 Engage communities in land use planning processes.

Element 9: Climate change

The effects of climate change are managed to optimise safety and resilience 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.

(continued next page)

Element 10: Safety

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 flooding, salinity, landslide and bushfire.
- 4 Use disaster risk management planning and adaptation strategies (such as the *Queensland Strategy for Disaster Resilience*), and avoidance of exposure to high-risk areas to minimise SEQ's vulnerability to development constraints and natural hazards.

Element 11: Affordable living

Communities have access to affordable living options which take into account the cost of housing, transport and associated infrastructure costs.

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 Provide greater mobility and employment choices that support affordable living.
- 4 Promote an adequate and diverse supply of affordable housing in well-served locations.
- 5 Ensure that new development creates communities where residents can remain throughout their life and age in place.
- 6 Investigate opportunities to use state- and council-owned land in underutilised or inner-urban areas to provide affordable or social housing.
- 7 Explore innovative approaches to minimise resource use in new development.

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 20).

The analysis used to inform *ShapingSEQ* showed that while houses on the outer fringe of urban areas can offer more affordable housing options, the journey-to-work costs increase the total cost of living to more than 30 per cent of total household incomes in some areas.

Alternatively, some areas closer to well-established centres offer less affordable housing options but have significantly lower journey-to-work costs, making the total cost of living as low as 15 per cent of total household incomes.

ShapingSEQ aims to achieve more affordable living by encouraging jobs close to where people live, promoting more housing close to jobs and supporting the delivery of critical transport infrastructure connecting the two.

Further analysis of this concept as it relates to SEQ is provided in the *ShapingSEQ Background paper 4: Sustain*.

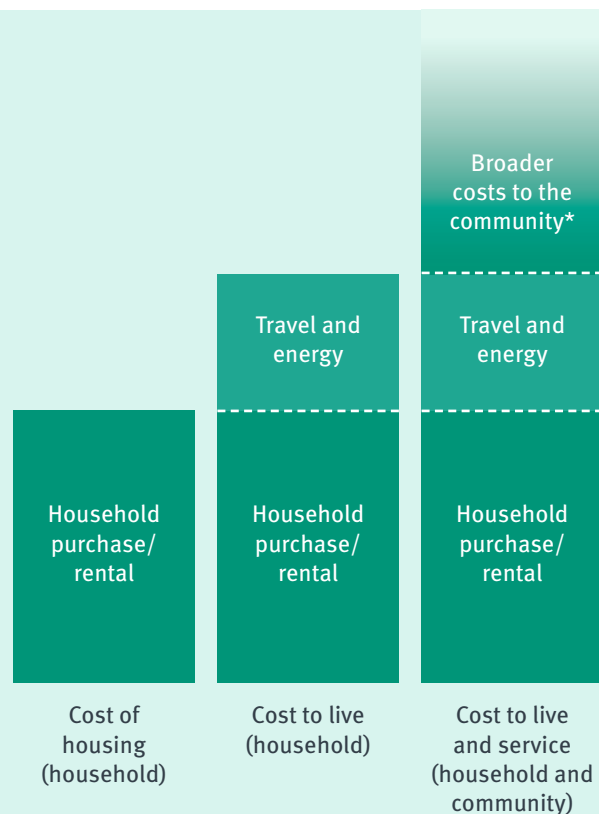
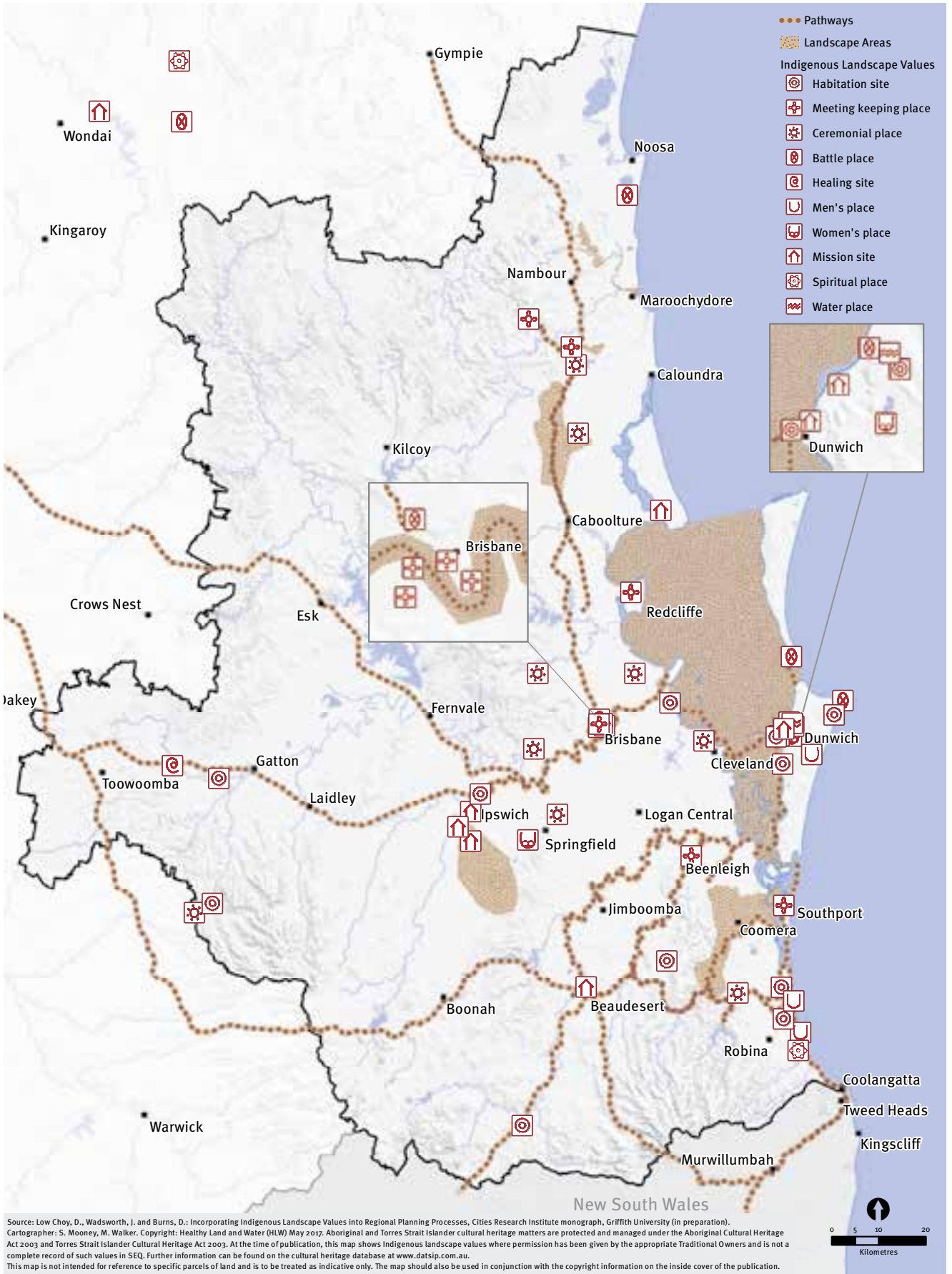


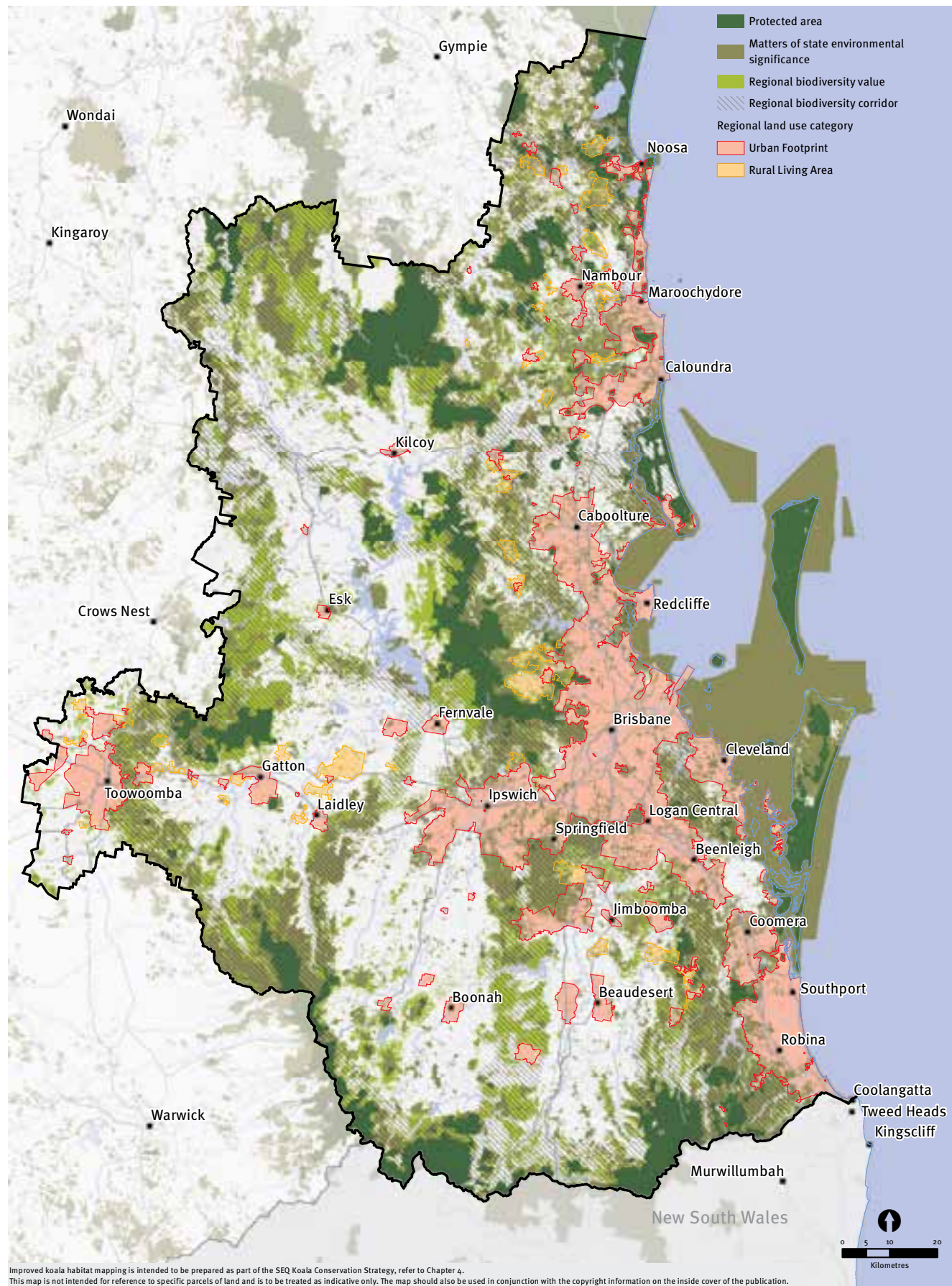
Figure 20: Affordable living factors

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

Map 5a Sustain – Indigenous landscape values

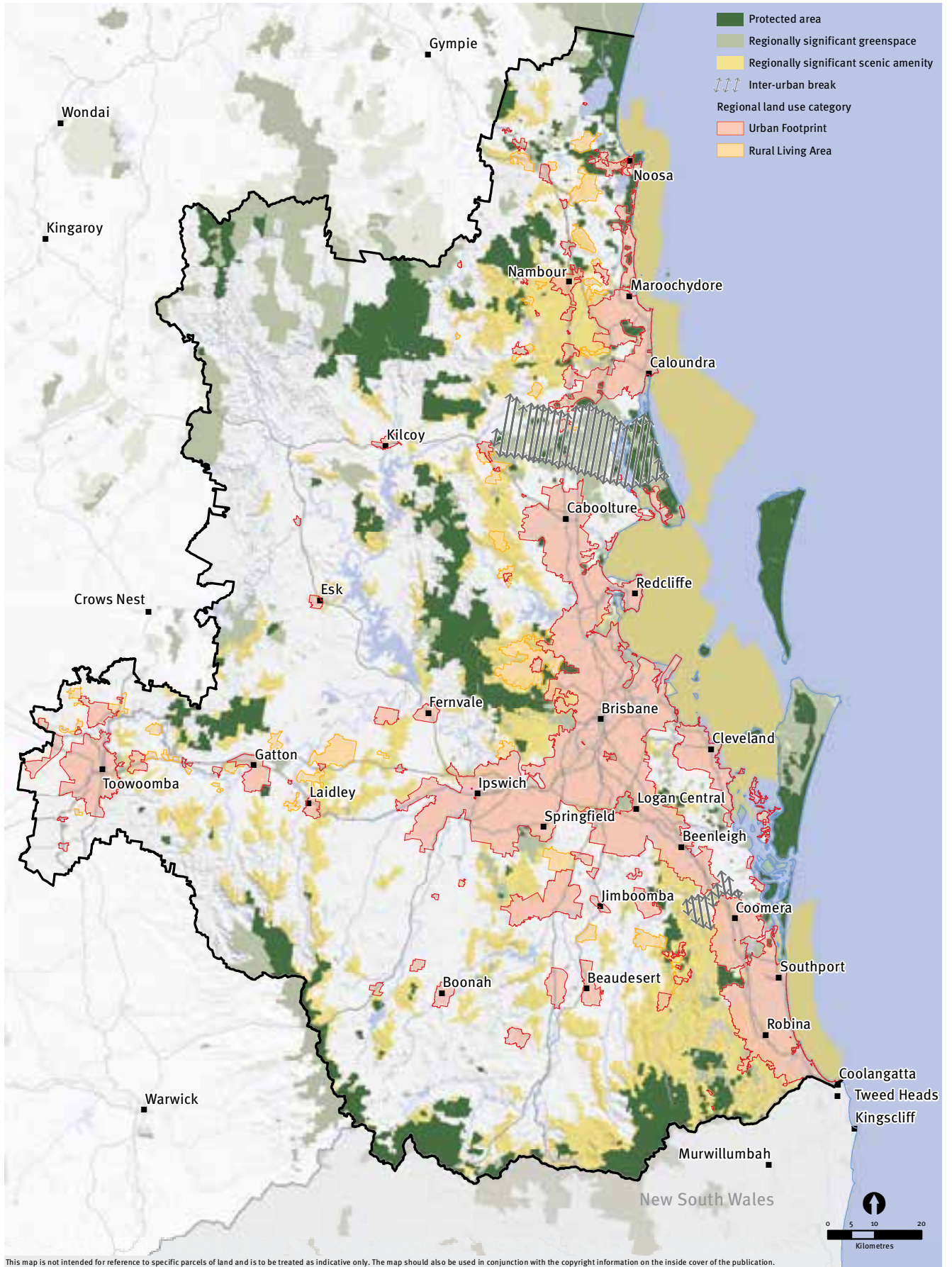


Map 5b Sustain – Regional biodiversity network



Improved koala habitat mapping is intended to be prepared as part of the SEQ Koala Conservation Strategy, refer to Chapter 4. This map is not intended for reference to specific parcels of land and is to be treated as indicative only. The map should also be used in conjunction with the copyright information on the inside cover of the publication.

Map 5c Sustain – Regional landscape values



This map is not intended for reference to specific parcels of land and is to be treated as indicative only. The map should also be used in conjunction with the copyright information on the inside cover of the publication.

Map 5d Sustain – Natural economic resource areas

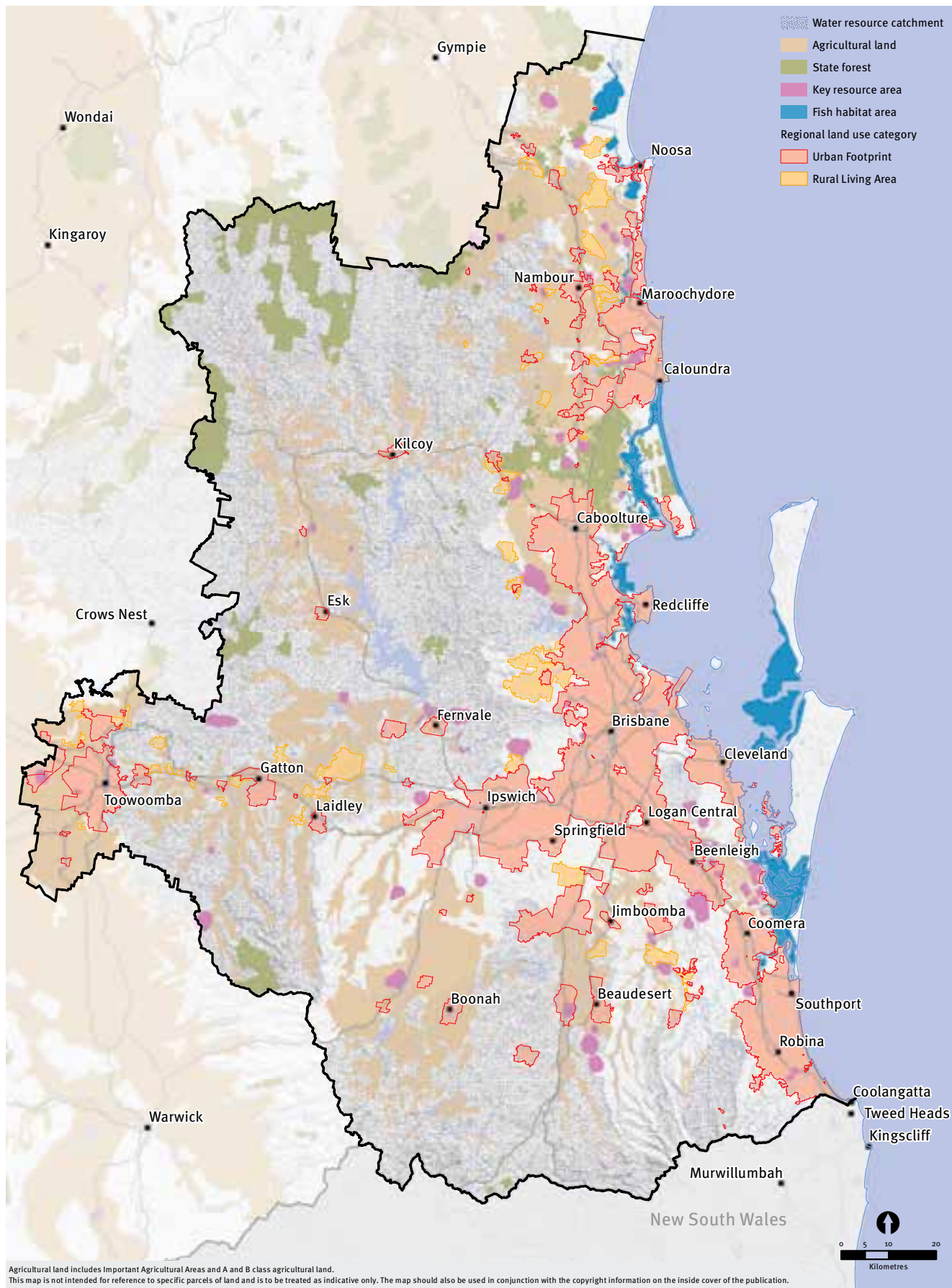


Table 11a: Indigenous landscape values

Indigenous landscape values (Map 5a)	
Landscape areas that hold cultural, spiritual and environmental significance for Indigenous peoples and Traditional Owners.	
Indigenous landscape values	Boundaries, pathways, totemic and iconic species, food and medicinal species, spiritual landscapes, women’s and men’s places, ceremonial places, battle sites, meeting and keeping places, healing places, mission sites, habitation sites and water places that can be mapped with the appropriate permission. Additional cultural resource values to be identified and managed in consultation with appropriate Traditional Owners and through the Cultural Heritage Database (www.datsip.qld.gov.au). Landscapes that contain these elements are often overlapped by contemporary non-Indigenous (European) landscape planning or require additional consideration.

Table 11b: Landscape areas and natural assets

Landscape area or natural assets	Definition
Regional biodiversity network (Map 5b)	Natural assets that contribute to the maintenance of ecological processes and biodiversity at a regional scale that 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.
Matters of state environmental significance	Matters of state environmental significance (MSES) as defined by the SPP. Note: Where possible, MSES is indicatively shown on the SPP Interactive Mapping System.
Regional biodiversity values	Regional biodiversity values have been mapped in SEQ and identify: <ul style="list-style-type: none"> ▲ large tracts of vegetation ▲ aquatic connectivity ▲ areas of species richness and diversity ▲ areas of ecosystem representation and uniqueness ▲ climate adaptation zones and refugia. <p>These values (further defined on page 90) are critical at a regional level 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 environmental 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>
Regional biodiversity corridors	Regional biodiversity corridors connect or improve connectivity through targeted rehabilitation of natural assets, including between existing areas of MSES or regional biodiversity values; they are important for the resilience of the region. These corridors are to be investigated and refined by local government for consideration as MLES where MSES does not already exist. Note: Corridors mapped within the Urban Footprint follow existing natural landforms such as waterways e.g. Pine River to Hays Inlet.
Koala habitat	Areas of remnant vegetation and regrowth supporting regional ecosystems known to contain koala habitat values. The range of koala habitat values, based on the latest information, will be identified through improved koala habitat mapping, which is intended to be prepared as part of the SEQ Koala Conservation Strategy. Refer to Chapter 4.

(continued next page)

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>Benefits: 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>
Terrestrial connectivity	<p>Vegetation that allows for the interaction between large intact areas.</p> <p>Benefits: Allows for movement, breeding opportunities and genetic diversity of the fauna and flora within the large intact areas. Includes proximity and stepping stone vegetation.</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>Benefits: 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>Benefits: 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>Benefits: 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>Benefits: Habitat, refugia, water purification and groundwater recharge for the environment and other uses such as agriculture.</p>
<p>Regional landscape values (Map 5c) Areas with the highest confluence of multiple regional landscape values and ecosystem services. Benefits include concentration of multiple landscape values, functions, ecosystem services and community benefits.</p>	
Scenic amenity areas	<p>Landscape areas identified by the SEQ regional amenity methodology as having scenic amenity value.</p> <p>Benefits: Physical and mental health and wellbeing, tourism, sense of place and community cohesion.</p>
Inter-urban breaks	<p>Non-urban areas that differentiate major urban development areas.</p> <p>Benefits: Enhanced community and sub-regional identity and sense of place, definition of landscape corridors, agriculture and forestry; potential provision of land for public recreation and other ecosystem services close to population centres.</p> <p>Note: Refer to sub-regional directions for identification of inter-urban breaks.</p>
Culturally significant places	<p>Places which are important for preserving non-Indigenous sociocultural and historic connections. These include those places listed on the Queensland Heritage Register and considered under the SPP. For more information on heritage sites listed on the Register visit www.qld.gov.au/environment/land/heritage/register.</p>
Regional greenspace network	<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>Benefits: Improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction, increased employment and liveability.</p> <p>Note: Refer to sub-regional directions for identification of regional greenspace networks.</p>

(continued next page)

Landscape area or natural assets	Definition
Natural economic resource areas (Map 5d)	Landscape areas that support agriculture, rural industries, forestry, fisheries, extractive resources, minerals and water supply.
Agricultural land	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.
Key resource areas	Extractive resources such as sand, gravel, rock, clay and soil. This supports the state interest in mining and extractive resources. For the most up to date information on key resource areas, refer to the SPP and associated mapping.
Fish habitat areas	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 Area are protected equally from direct physical disturbance and coastal development. This supports and strengthens the <i>Fisheries Act 1994</i> .
Forestry	Includes state forest and timber reserve areas, and other state land available for the supply of timber and other forest products.
Water resource catchments	Catchments (including aquifer recharge areas) that supply water for human consumption, intended primarily for drinking, whether or not the water is used for other purposes.



Woodlands of Marburg, Ipswich

GOAL 5: LIVE

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

Context

This theme is all about achieving better design and place-making outcomes in SEQ.

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. Good design allows us to take advantage of this comfortable climate and to create places where we can live close to nature in buildings that use less energy. This contributes 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 community health and well-being, as well as urban wildlife and flora. It can also help manage stormwater quantity and quality, contribute to air quality, reduce urban heat island effect, promote urban food production, enhance views, and increase visual privacy between buildings.

Responding to global megatrends about the increased urbanisation; the growing spatial divide; health, aging and changing preferences; and global connectedness.

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

The Live goal explores 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 and place-making in shaping distinctive and positive communities, 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*.



Living
in better
designed
communities

Elements and strategies

<p>Element 1: Valuing good design</p> <p>Great subtropical and temperate design underpins SEQ urban places.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Ensure high-quality design for all development, particularly higher densities. 2 Deliver well-designed development in accordance with QDesign and QCompanion (see Chapter 4 for further information). 3 Ensure good quality design is embedded in the planning system.
<p>Element 2: Working with the weather</p> <p>SEQ's climate-derived character delivers new models of subtropical, energy-efficient living.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Orient urban form to optimise user comfort naturally and provide low-energy, low-cost living. 2 Create indoor and outdoor spaces that provide easy access to comfortable outdoor living throughout the year. 3 Create urban places that contribute to activity and life on the street through building layout design and architectural features. 4 Promote adaptable living spaces for climatic comfort by providing movable elements, such as windows that open and bi-fold doors.
<p>Element 3: Inspiration from local character</p> <p>The communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Identify and conserve local landscape, heritage and cultural assets, including Indigenous landscape values, and where appropriate, integrate or adaptively re-use them in building, streets and spaces. 2 Work respectfully with natural topography to create development that contributes positively to the environmental and visual experience of a place. 3 Explore the appropriate use of building materials to create contemporary design that adds to a local area's character and diversity. 4 Work with the characteristics, traditions and values of the local community to create a distinctive local character and contributory community value.
<p>Element 4: Working with natural systems</p> <p>The liveability and sustainability of SEQ's urban environments are enhanced by incorporating urban greening networks.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Respect and add to local landscape character and ecological diversity to create places that demonstrate a strong respect for nature (for example, koala-friendly design protects, manages and helps integrate this threatened species). 2 Conserve and protect significant trees, plants of scale and significant species, as valuable community assets and use these features to enhance local character. 3 Use extensive native vegetation and large shade trees in public spaces and along streets to encourage walking and cycling, and comfortable use of the outdoors. 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.
<p>Element 5: Creating legible and connected streets and spaces</p> <p>An integrated network of streets and spaces creates connectivity and supports economically vibrant communities.</p>	<p>Strategies</p> <ol style="list-style-type: none"> 1 Use existing streets and spaces to create places that are part of a well-connected network with simple and direct links. 2 Deliver a range of street and space scales that easily and comfortably accommodate the needs of all users. 3 Design streets and spaces to be fit for purpose, reflecting their role within the wider urban context. 4 Use appropriate vegetation, large trees and awnings in public spaces and along streets to provide shade and shelter for the community as places to spend time, whether for walking, socialising or riding a bike.

(continued next page)

Element 6: Embedding opportunities for adaptation and change

Buildings, streets and spaces have inbuilt flexibility and adaptability to accommodate new uses and users in the long-term.

Strategies

- 1 Provide facilities to enable communities to be more resilient and self-sufficient by embedding opportunities for food to be homegrown and water and energy to be locally sourced.
- 2 Create flexible buildings, streets and spaces that are capable of adapting to new uses and user needs over time.
- 3 Create places capable of accommodating individual needs throughout their whole life, adopting design principles to specifically address the needs of children, older people and people with disabilities.
- 4 Design places to be resource efficient, durable and low maintenance to reduce energy demand and therefore costs in construction and maintenance in the long-term.

Element 7: The power of place-making

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.

Strategies

- 1 Support local government and community place-making efforts in urban areas and rural towns, to enhance SEQ's reputation for liveability, subtropical and temperate design, economic vitality, and our commitment to great design and community involvement in place-making (Map 6 and Table 12).
- 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:
 - a) quick, inexpensive and temporary experimentation in the nature and use of streets and public spaces (referred to as 'tactical urbanism')
 - b) shared spaces that encourage collaboration
 - c) new models of inclusive decision-making for local community focus areas
 - d) new ways to involve young people in projects
 - e) fostering a culture of entrepreneurship.

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, as they contribute to a more socially cohesive and economically successful region.

Great places are built environments that provide focal points which foster a range of activities – including shopping, socialising dining and recreation – and contribute to local identity and economies. The great places identified in Table 12 and on the following map have been nominated by the region's local governments based on their place-making programs and aspirations for future great places. It is intended to be an indicative rather than exhaustive list.

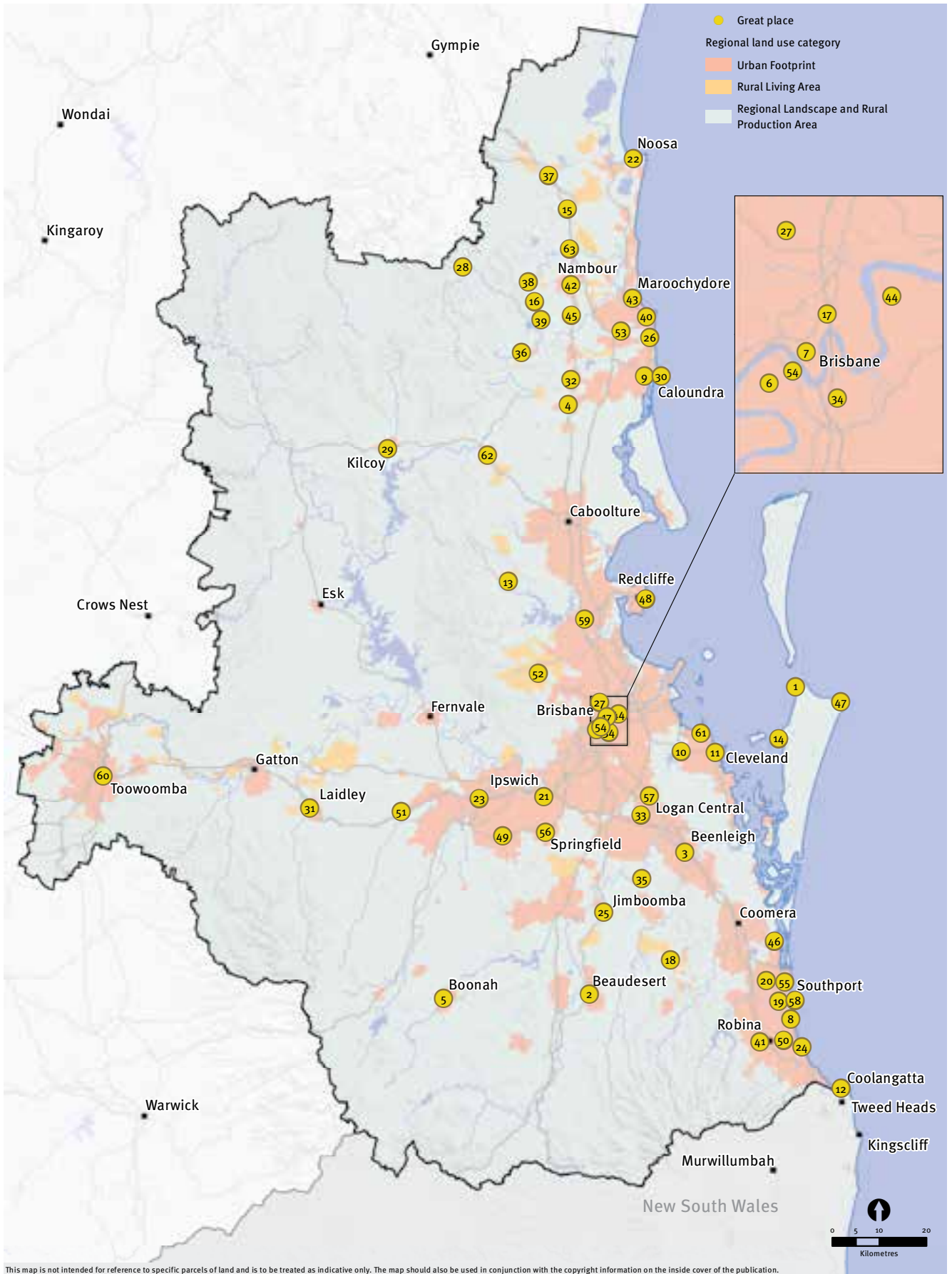
Some of SEQ's great places

Table 12: Some great places

1	Amity Point village	33	Logan Central
2	Beaudesert town centre	34	Logan Road precinct, Woolloongabba
3	Beenleigh Town Square	35	Logan Village
4	Beerwah town centre	36	Maleny main street
5	Boonah town centre	37	Maple Street, Cooroy
6	Boundary Street, West End	38	Mapleton main street
7	Brisbane CBD	39	Montville main street
8	Broadbeach business centre	40	Mooloolaba esplanade and spit
9	Bulcock Street and Caloundra city centre	41	Mudgeeraba Village
10	Capalaba centre	42	Nambour town centre
11	Cleveland town centre	43	Ocean Street and Maroochydore city centre
12	Coolangatta coastal community and foreshore	44	Oxford Street, Bulimba
13	Dayboro town centre	45	Palmwoods town centre
14	Dunwich town	46	Paradise Point neighbourhood and village
15	Eumundi village centre	47	Point Lookout
16	Flaxton main street	48	Redcliffe foreshore and Bee Gees Way
17	Fortitude Valley malls (Chinatown Mall and Brunswick Street Mall)	49	Ripley town centre
18	Gallery Walk, Tamborine Mountain	50	Robina and Bond University/Varsity Central
19	Gold Coast Cultural Precinct	51	Rosewood town centre
20	Gold Coast Health and Knowledge Precinct	52	Samford Village
21	Goodna town centre	53	Sippy Downs town centre and university
22	Hastings Street, Noosa	54	South Bank
23	Ipswich city centre	55	Southport/Broadwater Parklands
24	James Street, Burleigh Heads	56	Springfield town centre
25	Jimboomba town centre	57	Springwood centre
26	Kawana town centre and hospital	58	Surfers Paradise business centre
27	Kedron Brook Road, Wilston	59	The Mill at Moreton Bay
28	Kenilworth town centre	60	Toowoomba city centre
29	Kilcoy town centre	61	Wellington Point Village
30	Kings Beach, Caloundra	62	Woodford township
31	Laidley town centre	63	Yandina main street
32	Landsborough town centre		

Hastings Street,
Noosa

Map 6 Live – Some great places



This map is not intended for reference to specific parcels of land and is to be treated as indicative only. The map should also be used in conjunction with the copyright information on the inside cover of the publication.

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 provide the spatial context for the SEQ regulatory provisions found in the Planning Regulation 2017.

These categories are shown on the regional land use category map (Map 7) and are more precisely defined on the [ShapingSEQ regulatory maps numbered 1 to 32 \(at 1:50,000 scale\)](#), which are available on the department's website. This information is also shown on the department's [interactive mapping system](#).

The regional land use category mapping forms part of *ShapingSEQ*, and will only be amended as part of the periodic regional plan review process in response to the Queensland Government's *SEQ Growth Monitoring Program*, and following public consultation.

PART A: Key region-shaping goals, elements, and strategies

Grow Prosper Connect Sustain Live

Settlement pattern
and urban form

PART B: Spatial framework for delivery

RLRPA

Urban Footprint

RLA

SEQ regulatory provisions

Statutory regional planning in SEQ has been accompanied by regulation since October 2004.

Regulation plays a critical role in ensuring *ShapingSEQ* policy is delivered through development assessment.

For the previous SEQ regional plans, this regulation was in the form of regional plan regulatory provisions in 2005 and a state planning instrument known as the State Planning Regulatory Provisions (SPRP) in 2009.

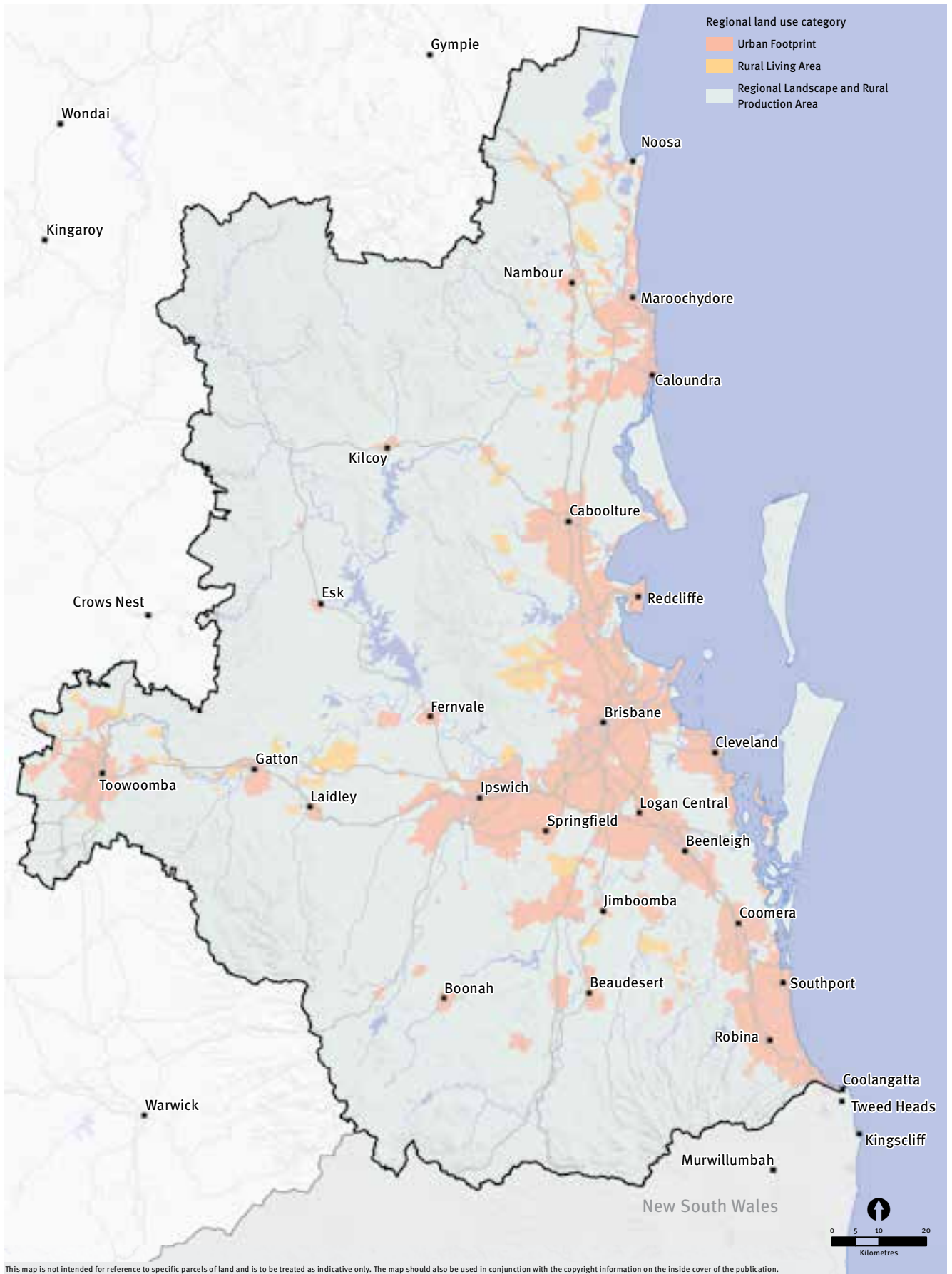
A draft SPRP, which accompanied the draft *ShapingSEQ*, was released for public notification in October 2016.

With the commencement of the *Planning Act 2016* on 3 July 2017, SPRPs were repealed, and their regulation transitioned into the Planning Regulation 2017.

The Planning Regulation 2017 now contains the SEQ regulatory provisions which accompany *ShapingSEQ*. These regulatory provisions have been adopted following refinement, including refinement resulting from the consideration of all properly made submissions received on the draft SPRP.

Refer to the [ShapingSEQ: SEQ regulatory provision guideline](#) for further information.

Map 7 Regional land use categories



Regional Landscape and Rural Production Area

Intent

The Regional Landscape and Rural Production Area (RLRPA) 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, culturally, economically and environmentally.

The intent of the RLRPA 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 RLRPA is to be protected from inappropriate development, particularly urban and rural residential development.

Description

The RLRPA covers approximately 1,933,000 hectares, which is around 84 per cent of the land in the region.

It provides a crucial counterbalance to the urban parts of SEQ. 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.



Farmland,
Lockyer Valley

The RLRPA 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, resources 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 RLRPA, including natural economic resources, need protecting and managing to ensure they are used sustainably to improve their capacity to provide ecosystem services, to increase the region's resilience, and to support the region's population.

Some parts of the RLRPA 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.

SEQ regulatory provisions

The SEQ regulatory provisions apply to land in the RLRPA, subject to exceptions.

The provisions limit further fragmentation of land holdings and restrict various forms of urban activity. The provisions support rural communities and the diversification of rural economies by allowing a range of development including 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 SEQ 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 can be accommodated in a way consistent with the goals, elements and strategies of *ShapingSEQ*.

Description

The Urban Footprint covers around 327,500 hectares of land or about 14 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 1992* 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 parts of the regional biodiversity network.

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 zone for each land parcel within the Urban Footprint. The development assessment process determines the extent and suitability 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.

Urban Footprint principles

Following are the principles considered in defining 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 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. consistent with existing planning scheme designations, where appropriate.
- 6 During periodic reviews of *ShapingSEQ*, and based on whether the Queensland Government's *SEQ Growth 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 and 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 or state environmental significance and the regional biodiversity network, including koala habitat
 - 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.

SEQ regulatory provisions

The SEQ regulatory provisions apply to land in the Urban Footprint where it is 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 (RLA) comprises only key 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 RLA is an important land use management tool for SEQ. It includes around 39,600 hectares of land or about two per cent of the region. It contains some existing rural residential areas or land suitable for future rural residential development in locations with good access to regional employment, and suitable infrastructure and services.

Restricting new rural residential development to land in the RLA prevents more scattered communities and ensures that the region can accommodate higher priority future urban growth, as well as major new infrastructure during and beyond the life of *ShapingSEQ*, in a cost-effective and orderly manner.

It also minimises the impact of rural residential development on:

- ▲ current and future productive rural activities (e.g. agriculture, intensive animal industries and extractive resources)
- ▲ opportunities to accommodate special or hard-to-locate activities
- ▲ natural assets and biodiversity values including corridors and habitat linkages
- ▲ many other regional landscape values and functions (e.g. scenic amenity and water resource catchments).

It is not intended that the RLA be continually expanded in all future reviews of the regional plan.

Rural Living Area principles

Following are the principles considered in defining the RLA:

- 1 The RLA manages rural residential development to avoid constraining long-term potential future urban growth and infrastructure needs.
- 2 The RLA supports existing and/or new rural residential development in consolidated and well-defined communities that have good access to employment and services.
- 3 Not all existing rural residential development is included in the RLA to prevent further intensification and fragmentation of areas that may not have been well-planned or located considering other RLA principles.
- 4 The RLA avoids increasing the area of existing or potential conflict with higher priority rural uses.
- 5 The RLA is not located where it would threaten planned or established intensive animal industries, extractive resource activities or other hard-to-locate uses.
- 6 The RLA 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, including koala habitat.
- 7 The RLA, and access to and from this area, is not subject to unacceptable risk from natural hazards, such as flooding, bushfire and landslide.
- 8 The RLA does not compromise the integrity of inter-urban breaks, water resource catchments or areas containing regional scenic amenity values.
- 9 Necessary infrastructure is available, or can be provided practically and cost-effectively, to support rural residential development.
- 10 The whole-of-life costs of development are considered for any land included in the RLA.
- 11 The boundary of the RLA 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. consistent with existing planning scheme designations, where appropriate.

SEQ regulatory provisions

The SEQ regulatory provisions apply to land in the RLA, limiting certain types of development, but generally allowing rural residential development in appropriate circumstances.

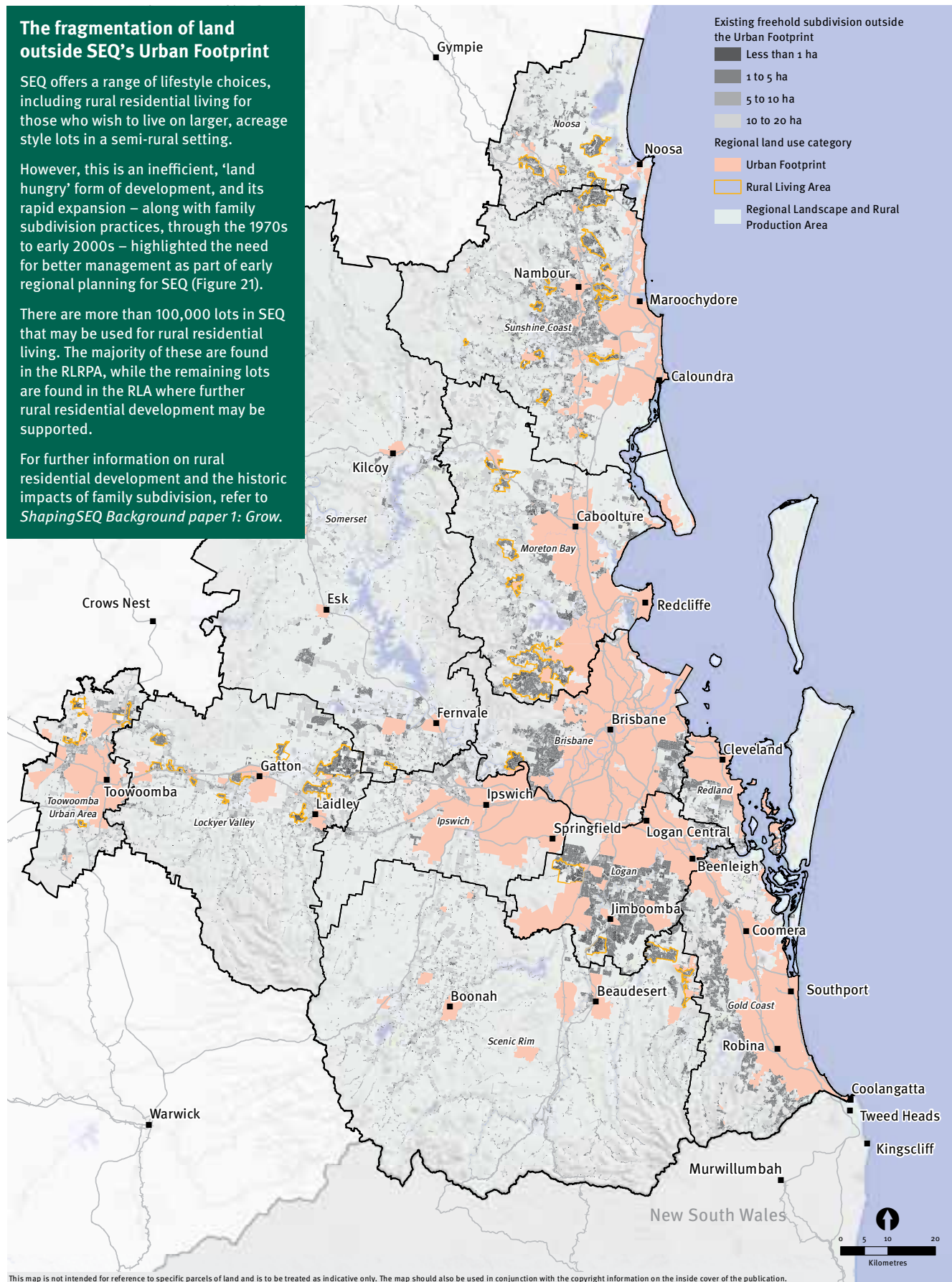


Figure 21: Existing subdivision outside the Urban Footprint

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 (Figure 22). Each sub-region shares similar characteristics, such as economic and infrastructure interdependencies, geography and settlement patterns, housing markets, community expectation and levels of self-containment.

The sub-regions are:

- ▲ 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 (part) local government areas
- ▲ Southern sub-region, comprising the City of Gold Coast local government area.

The sub-regional directions:

- ▲ 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 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 and 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 preparation of local planning responses that sequence and deliver the sub-regional outcomes 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 in Part A of this chapter.



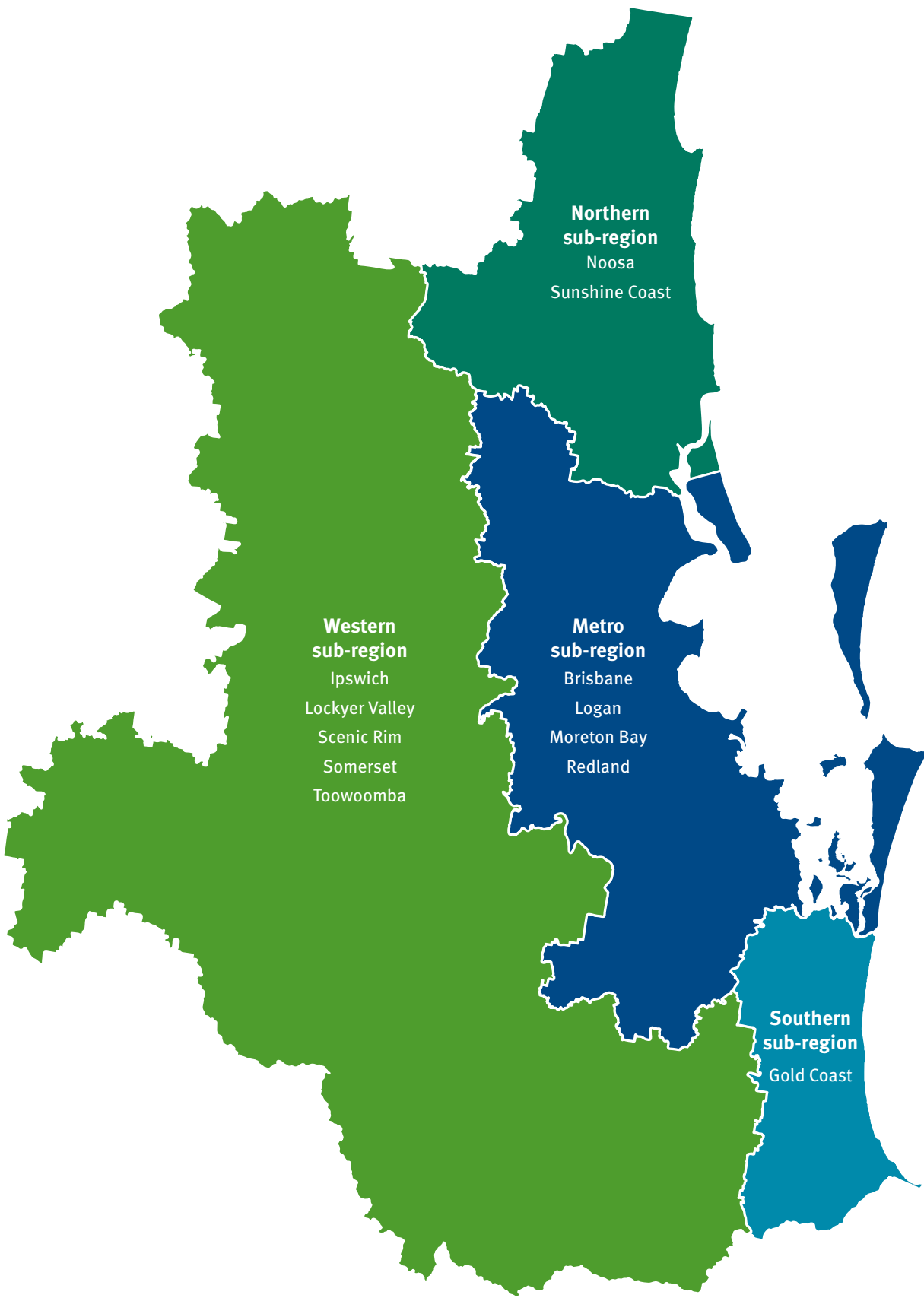


Figure 22: SEQ sub-regions



*Brisbane River,
Brisbane*

METRO SUB-REGION

The Metro sub-region (Figure 23) 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 Redlands, 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, surrounded by spectacular coastal, bay and island areas that provide a diversity of lifestyle options
- ▲ 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 residential *consolidation* growth around major urban centres and along high-frequency public transport corridors, complemented by major *expansion* areas on its southern and northern edges
- ▲ a strong focus on large *expansion* 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 the state’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 Moreton Bay (Quandamooka) and major sand islands of Moreton (Mulgumpin) and North Stradbroke Island (Minjerribah) and world-class coastal and hinterland areas.

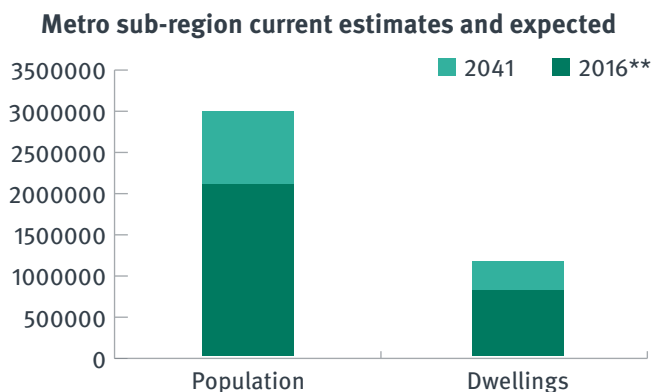
Sub-regional growth

Tables 13 and 14 show the expected population growth, and dwelling supply benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

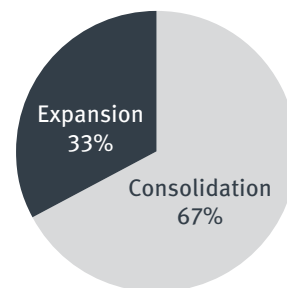
Table 13: Metro sub-region current estimates and future supply benchmarks

Local government	Population 2016**	Expected population growth 2016–2041*	Dwellings 2016**	Additional dwellings 2016–2041*
Brisbane	1,184,200	386,800	458,550	188,200
Logan	313,800	272,200	108,770	89,900
Moreton Bay	438,300	217,700	164,559	88,300
Redland	152,000	36,000	58,958	17,200
Total for sub-region	2,088,300	912,700	790,837	383,600

*Figures based on ShapingSEQ policy for 2041



Consolidation vs expansion ratio



**Population is ABS estimated residential population; dwellings are 2016 Census counts (permanent private dwellings)

Table 14: Metro sub-region consolidation and expansion dwelling supply benchmarks*

Local government	Additional dwellings 2016–2041		
	Consolidation	Expansion	Total
Brisbane	176,800	11,400	188,200
Logan	19,900	70,000	89,900
Moreton Bay	48,200	40,100	88,300
Redland	12,500	4,700	17,200
Total for sub-region	257,400	126,200	383,600

*Figures based on ShapingSEQ policy for 2041

Legend for the RECs on pages 111–114

	REC
	Regional activity centre
	Knowledge and technology precinct
	Major enterprise and industry area
	Intermodal terminal

For further detail on the core components of each REC refer to Table 4 in Part A of this chapter.

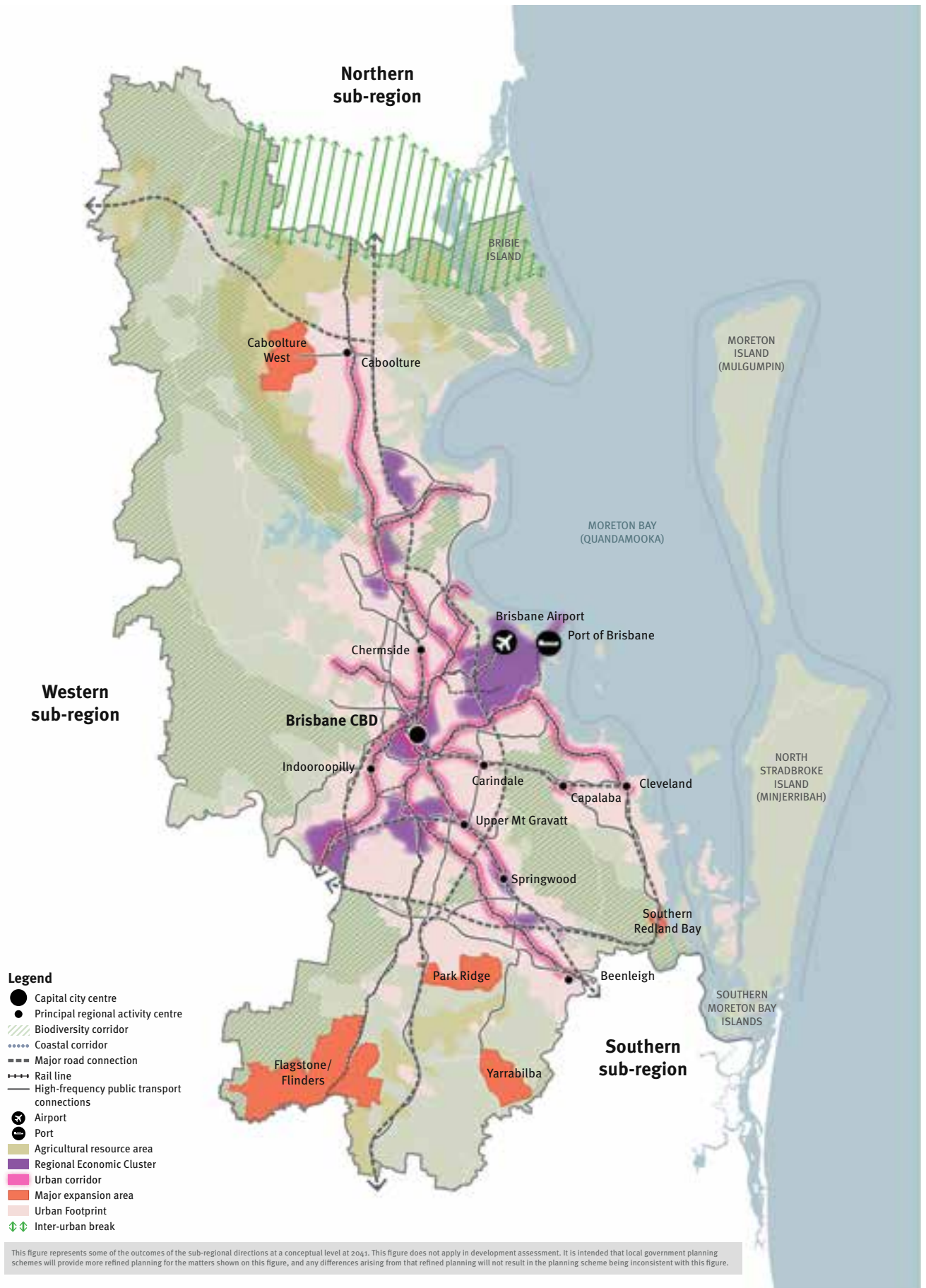


Figure 23: The Metro sub-region

Sub-regional outcomes

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

Outcomes for Grow

Growth by consolidation

- 1 The intent to use land and infrastructure efficiently will be supported by focusing density in and around appropriate locations along urban corridors, and in areas with superior access to public transport, employment and services. Key locations include:
 - a. CBD and knowledge and technology precincts at Dutton Park/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



Queen Street Mall, Brisbane

- i. Priority Development Areas of Northshore Hamilton, Bowen Hills, and Woolloongabba.

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

Growth by expansion

- 2 The intent to deliver new and more complete communities that are well-planned and serviced will be achieved in areas including:
 - a. Bahrs Scrub
 - b. Caboolture West
 - c. Flinders
 - d. Greater Flagstone
 - e. North Lakes/Mango Hill
 - f. Park Ridge
 - g. Southern Redland Bay
 - h. Warner
 - i. Yarrabilba.

Greater Flagstone, Yarrabilba, Park Ridge and Caboolture West will accommodate the largest proportion of the sub-region's planned *expansion* 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 Major areas in the sub-region that may be suitable for future urban growth include South Logan and Mundoolun (part). The intent for these areas is set out in Chapter 4.
- 4 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. The timing for inclusion of this PFGA in the Urban Footprint will depend primarily on whether there is an adequate rate of development at Caboolture West.

The area is also subject to Unitywater’s investigation into the proposed Wamuran Irrigation Scheme. Such investigations apply primarily to areas west of the land with potential for future urban growth and any interim use of that land for irrigation can be designed and staged to enable its future transition to urban purposes.

Decisions in relation to the future intermodal terminal north of Caboolture need to have regard to its relationship to the Elimbah PFGA. Likewise, any planning for the PFGA will need to have regard to any siting and access decisions for the future intermodal terminal.

- 5 The Southern Thornlands PFGA is discussed in further detail on page 114 under Outcomes for Prosper: Future investigations.

Rural towns and bay islands

- 6 Development in rural towns, including Jimboomba, Logan Village, Woodford, Samford and Dayboro will occur in a sustainable manner to ensure community resilience and the needs of local communities are met.
- 7 Development on the bay islands, including those of Southern Moreton Bay, will support local communities and provide opportunities for flexible island-based activities that promote variety in the local economy. A coordinated response between government and key stakeholders will be necessary in future planning to address the opportunities and challenges associated with these islands, including their location within the environmentally sensitive Moreton Bay Marine Park.

Outcomes for Prosper

Regional Economic Clusters

- 8 The 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 Regional Economic Clusters (RECs).

The RECs in the Metro sub-region include:

a. Capital City

The Capital City REC is SEQ’s most important high-value economic cluster. Supporting priority sectors of health and tertiary education, professional services and tourism, this REC contains the most concentrated cluster of economic activity in the region and is supported by a radially-based heavy rail network and dedicated busway connections.

Key to unlocking this REC’s future will be achieving high-quality urban amenity and greater levels of accessibility both within the REC and more broadly.

Refer to the Prosper theme in Part A of this chapter for a more detailed description.



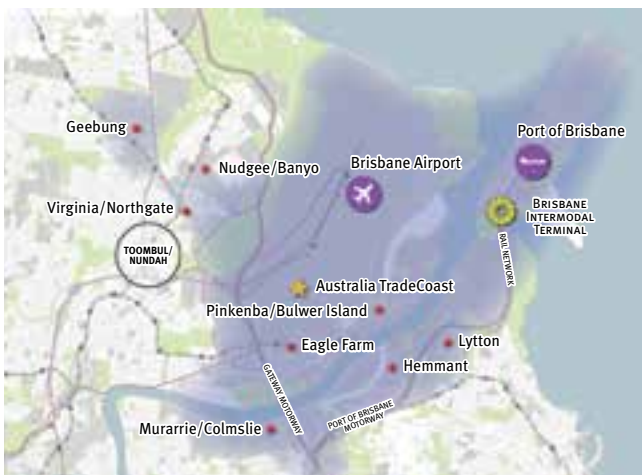
Capital City

b. Australia TradeCoast

Representing one of SEQ's most significant existing industrial agglomerations, the Australia TradeCoast REC features high levels of specialisation in priority sectors of manufacturing, mining services, transport and logistics, and tourism.

This REC is supported by major supply chain networks that service not only the region but the entire state. Two distinct industry precincts separated by the Brisbane River make up this REC: the port-related cluster (south of the river) and airport-related cluster (north of the river).

This REC would benefit from public and active transport connections to serve the significant workforce population, utilising the existing railway network, and additional centre-like functions, particularly in the northern precinct.



Australia TradeCoast

c. South West Industrial Corridor

Supported by significant state and national transport infrastructure, this well-established REC, which spans into the Western sub-region, contains the most significant industrial cluster in SEQ.

It operates as a receiving and dispatch location for much of SEQ's land-based freight. The function of this REC varies from a very heavy industrial focus supporting priority sectors of manufacturing, mining services and transport and logistics at its expanding western boundary, to health and tertiary education oriented sectors towards its eastern boundary.

Maximising the capacity of the existing rail network, improving internal mobility and prioritising the movement of freight will enhance the functioning of this REC. There may also be potential for synergies to emerge with the Pacific Motorway REC.



South West Industrial Corridor

d. Pacific Motorway

This well-established REC supports priority sectors of manufacturing, professional services, and knowledge-intensive activities as well as higher order consumer functions, including retail and hospitality. The REC's industrial component serves its primary economic function, focused in the Underwood–Slacks Creek industrial corridor. Professional services and knowledge-intensive activities are primarily located in the REC's two activity centres and the knowledge and technology precinct.

This REC is supported by the Pacific Motorway and the South East Busway. Future extensions to the busway and improvements to the motorway, particularly the gateway merge, will further facilitate growth of this REC. There may also be potential for synergies to emerge with the Yatala–Stapylton–Beenleigh REC.



Pacific Motorway

e. Strathpine–Brendale–Petrie

The Strathpine–Brendale–Petrie REC hosts priority sectors of manufacturing, transport and logistics and commercial and corporate services clusters. Brendale has emerged as the dominant economic component of this REC, supported by the Strathpine activity centre. Strathpine provides higher order consumer activities including retail, hospitality and commercial and corporate services.

Establishment of the University of Sunshine Coast campus at Petrie will provide a knowledge-based dimension to the REC and activate further manufacturing opportunities at industrial areas within Brendale and Lawnton.

Facilitating synergies between the university, activity centre and industrial area to enhance economic growth will be important. This will require improving local connectivity and incorporating the strategies outlined for knowledge and technology precincts.



Strathpine–Brendale–Petrie

f. Yatala–Stapylton–Beenleigh

This REC, which is in both the Metro and Southern sub-region, represents a significant manufacturing cluster, with a specialisation in priority sectors of integrated food and beverage supply chains, and transport and logistics located within the Yatala Enterprise Area. The activity centre at Beenleigh provides high order consumer functions such as retail and hospitality, as well as community, civic and cultural activities.

This REC would benefit from better public and active transport connections that serve the workforce population, particularly using the existing railway network, and improved accessibility to the Pacific Motorway. Opportunities exist to improve synergies between the activity centre and the Yatala Enterprise Area. There may also be potential for synergies to emerge with the Pacific Motorway REC.



Yatala–Stapylton–Beenleigh

g. North Lakes–Mango Hill

This emerging REC has developed as a major employment precinct within the master planned community at North Lakes, supporting priority sectors of health, tertiary education and community services. As the activity centre matures, the professional and commercial services sectors will continue to emerge.

Improving synergies between the North Lakes industrial precinct and activity centre, and leveraging the existing rail network for better connectivity, will improve the functioning of this REC.



North Lakes–Mango Hill

h. Meadowbrook–Loganholme

The Meadowbrook–Loganholme REC is emerging as a fully integrated knowledge and technology precinct supporting core health and education facilities. It has access to regional transport infrastructure and the ability to accommodate a mix of complementary uses and activities.

For this REC to realise its potential, major improvements to business-to-business interactions will be required. This will also depend on developing synergies between industry, the knowledge and technology precinct and the activity centre. Significant investment is also required to improve local connections between these economic components, including providing for a more direct connection between the University and the activity centre.



Meadowbrook–Loganholme

- 9 Regional activity centres, knowledge and technology precincts, and major industrial and enterprise areas that are not part of RECs will be developed in line with the regional strategies.

Special uses

- 10 The following special uses will be protected in the long-term from encroachment by sensitive and incompatible activities:
- The Ace Waste facility at Willawong, which is a regionally significant medical and industrial waste disposal facility.
 - The Lakeside Park motorsport precinct at Kurwongbah that supports recreational activities, which are otherwise difficult to locate.
 - The Greenbank Training Area, which is used as a live-fire training facility and is critical to the operational training of the Australian Defence Force.

- The Gallipoli Barracks in Enoggera, which is the largest Australian Army base in SEQ. This facility includes on-base accommodation, operational and training activities.

Rural prosperity

- 11 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.

- 12 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

- 13 Land within the Southern Thornlands area in Redland City (outside the Urban Footprint) has been identified as a Potential Future Growth Area.
- 14 Redland City Council is required to investigate this area in the short-term, including its potential as a future employment area. The investigations must determine its appropriate use, with the intent of the area defined, and appropriately reflected in the planning scheme, by the end of 2019.

Other economic opportunities

15 Cleveland–Toondah Harbour includes the Cleveland regional activity centre, Toondah Harbour Priority Development Area, Redlands Research Station, Cleveland knowledge and technology precinct, and adjacent industry and enterprise area. While it does not have the scale or potential to be a REC, 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.

Outcomes for Connect

Key regional infrastructure

16 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 high-frequency public transport connections 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 *consolidation* in the sub-region and future rail links to key *expansion* areas
- b. delivering a network of high-frequency public transport connections as part of the strategic public transport system to 2041 including:
 - i. improving public transport services to and within inner Brisbane by ultimately delivering a high-frequency and high-capacity people movement system, including Brisbane Metro. This system will complement Cross River Rail and the existing busway network and form part of a world-class inner-city public transport network that supports employment growth in the capital city centre and, more broadly, employment and residential *consolidation* in the sub-region
 - ii. extending high-frequency public transport connections to Browns Plains, Springwood, Capalaba and Bracken Ridge, which will support increased residential densities and employment growth, and increase public transport accessibility and efficiency along the public transport corridors



- iii. delivering the Salisbury–Greater Flagstone high-frequency public transport connection, which will support *expansion* areas and higher residential densities close to planned stations
- iv. extending high-frequency public transport connections to Yarrabilba and Caboolture West, which will support *expansion* areas and higher residential densities close to planned stations
- c. delivering the road corridor and high-frequency public transport connection between Everton Park and Strathpine (within the North-West Transport Corridor), which will improve local and sub-regional accessibility for northern growth areas
- d. delivering the North–South Urban Arterial (between Bald Hills and Kallangur) to relieve pressure on the Bruce Highway by removing local traffic and serving areas of rapid development. This will provide better connections between the Moreton Bay region and Brisbane local government areas
- e. delivering improvements to the M1 through the Moreton Bay region and Logan City
- f. delivering the southern extension of the Gateway Motorway
- g. delivering the road corridor connecting the Greater Flagstone and Yarrabilba *expansion* areas to the regional road network.

Future investigations

- 17** 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.
- 18** Under current analysis, high-frequency rail public transport services are not warranted to Cleveland, however this will be further investigated if sufficient residential density is achieved in this corridor.

Outcomes for Sustain

Landscape areas and natural assets

- 19** The intent to protect and nurture the regional biodiversity network, and manage regional landscapes will be particularly relevant to the following locations:
- Bribie Island–Glass House Mountains Corridor, which links Bribie Island National Park and State Forest, Pumicestone Passage, Pumicestone National Park, Glass House Mountains National Park, Beerburum State Forest, Peachester State Forest and Glass House Mountain Conservation Park
 - the Ramsar Quandamooka Moreton Bay marine waters and islands, 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, South Stradbroke Island; Boondall wetlands complex; Central Moreton Bay Island archipelago; Teerk Roo Ra National Park; and Hays Inlet coastal catchment
 - Mount Coot-tha–Blackall Range Corridor, which links Mount Coot-tha, D’Aguilar (South)/Bunyaville Conservation Park, D’Aguilar National Park including Mount Glorious, Somerset Dam precinct, Wivenhoe Dam precinct, Deer Reserve National Park and Deer Reserve State Forest, and north to the Blackall Range
 - Pine River–D’Aguilar Corridor, which links the D’Aguilar National Park to near the mouth of the Pine River (via Samford and Bunyaville Conservation Parks)
 - D’Aguilar Range–Glass House Mountains Corridor, which includes Mount Mee
 - the Koala Coast Corridor, which includes Venman Bushland National Park, Bayview, Daisy Hill, Springwood and Tingalpa Creek Conservation Parks, and south to Carbrook Wetlands and Moreton Bay
 - Flinders–Karawatha Corridor, which links Karawatha, Greenbank, White Mountain, Flinders Peak, Spring Mountain/Mount Perry and Wyaralong Dam/Kooralbyn to Mount Barney.



Indigenous landscape values

- 20** Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and sea Country is included in planning. This will be particularly relevant to Moreton Bay (Quandamooka), especially the South Passage (between Moreton (Mulgumpin) and North Stradbroke (Minjerribah) Islands). Further values are indicated in Map 5a and described in Table 11a.
- 21** Native Title exists in relation to areas of land or waters within the area recognised as Quandamooka Country. For a full description see www.nntt.gov.au.

Inter-urban break

- 22** The Moreton Bay–Sunshine Coast (Northern) inter-urban break will be retained as a regionally significant green break providing open space, amenity and other non-urban landscape values between the major urban areas of the Metro and Northern sub-regions; this will also serve to retain their distinctive lifestyles.

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 continue to work with Moreton Bay Regional Council and Sunshine Coast Council to determine the extent and values of this inter-urban break, and investigate mechanisms to ensure its long-term protection, coordinated management and greater utilisation in accordance with its stated values (refer to Chapter 4).

Regional water supply

- 23 Seqwater will work with the Queensland Government, relevant water service providers, local government and the community to ensure water security for the sub-region and will investigate new water supply solutions such as treatment plant upgrades at Mt Crosby and new water supply sources.
- 24 The protection of unique aquifer recharge areas of North Stradbroke and Bribie islands that support potable drinking water will also be important for the long-term sustainability of the region.

Outcomes for Live

Our great places

- 25 Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community. Current and evolving great places identified by local governments in the Metro sub-region include:
 - a. Brisbane CBD, the vital heart of the SEQ region, which combines a range of uses and activities, celebrated heritage places, 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. This includes the Cultural Precinct, home to the state's leading arts and cultural institutions including the Queensland Art Gallery | Gallery of Modern Art (QAGOMA), Queensland Museum and Science Centre, Queensland Performing Arts Centre, State Library of Queensland and The Edge, a concentration of cultural, educational, retail and recreational spaces unique in Australia
 - 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 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, Mt 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 the civic and cultural heart of Logan City supported by civic spaces; fine grain pedestrian and cycle networks that link key activity generators including the Logan Entertainment Centre and Council's Administration Centre; Logan Gardens; and the Woodridge train station
 - i. Springwood is Logan's pre-eminent commercial centre and will be a vibrant community heart featuring public realm spaces, alfresco dining areas, cinemas, restaurants, art and community facilities, parks and open spaces; and deliver higher residential densities close to transit
 - j. 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
 - k. Wellington Point is a vibrant mix of cafes, restaurants and specialist shops close to high-quality family waterside recreation which makes the most of its coastal location



- l. 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
- m. the townships of North Stradbroke Island (Minjerrabah) have their own unique character, identity and cultural heritage values, including:
 - i. Point Lookout – a coastal township renowned for its iconic coastal landscape and foreshores of state heritage significance
 - ii. Dunwich – the gateway to North Stradbroke Island and an historical town rich in heritage and culture
 - iii. Amity Point – a low-key seaside village and a popular holiday location
- n. Redcliffe foreshore includes initiatives such as Bee Gees Way that promote this bayside destination as a magnet for residents and visitors alike
- o. 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
- p. 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.



North Stradbroke Island
(Minjerrabah), Redlands

NORTHERN SUB-REGION

The Northern sub-region (Figure 24), contains the emerging city of the Sunshine Coast, and Noosa Shire – which form SEQ’s third largest urban area – and 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, historic 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 *consolidation* around major urban centres and along a planned coastal passenger transport corridor, complemented by major *expansion* areas on its southern and south-western edges where public transport can be easily extended
- ▲ its role as the northern gateway, connecting SEQ to coastal and regional cities, and central and northern Queensland towns
- ▲ an emerging national and global-oriented economy that embraces innovation and renewable energy, creativity and entrepreneurial activity, and which leverages 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 contributing to 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 frame and differentiate it from the Metro sub-region
- ▲ scenic amenity areas including the Blackall Ranges, Glass House Mountains, Pumicestone Passage, Noosa River and the lakes system (Cootharaba, Weyba and Cooroibah).

Sub-regional growth

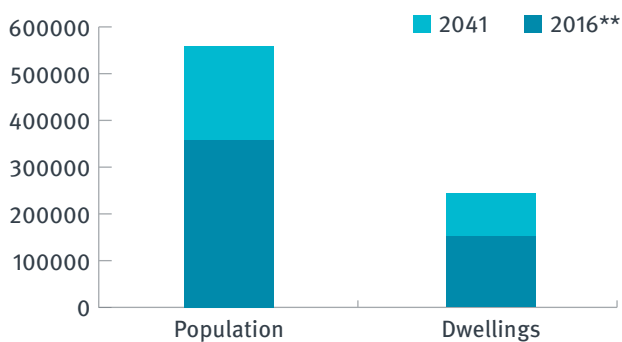
Tables 15 and 16 show the expected population growth, and dwelling supply benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 15: Northern sub-region current estimates and future supply benchmarks

Local government	Population 2016**	Expected population growth 2016–2041*	Dwellings 2016**	Additional dwellings 2016–2041*
Sunshine Coast	303,400	191,600	125,877	87,000
Noosa	54,000	9,000	26,008	6,400
Total for sub-region	357,400	200,600	151,885	93,400

*Figures based on ShapingSEQ policy for 2041

Northern sub-region current estimates and expected



**Population is ABS estimated residential population; dwellings are 2016 Census counts (permanent private dwellings)

Consolidation vs expansion ratio

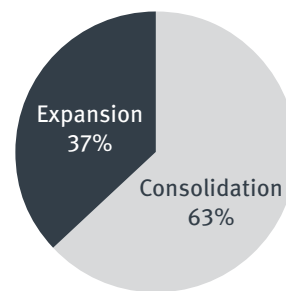


Table 16: Northern sub-region consolidation and expansion dwelling supply benchmarks*

Local government	Additional dwellings 2016–2041		
	Consolidation	Expansion	Total
Sunshine Coast	53,700	33,300	87,000
Noosa	4,800	1,600	6,400
Total for sub-region	58,500	34,900	93,400

*Figures based on ShapingSEQ policy for 2041

Legend for the RECs on page 123

	REC
	Regional activity centre
	Knowledge and technology precinct
	Major enterprise and industry area
	Intermodal terminal

For further detail on the core components of each REC refer to Table 4 in Part A of this chapter.

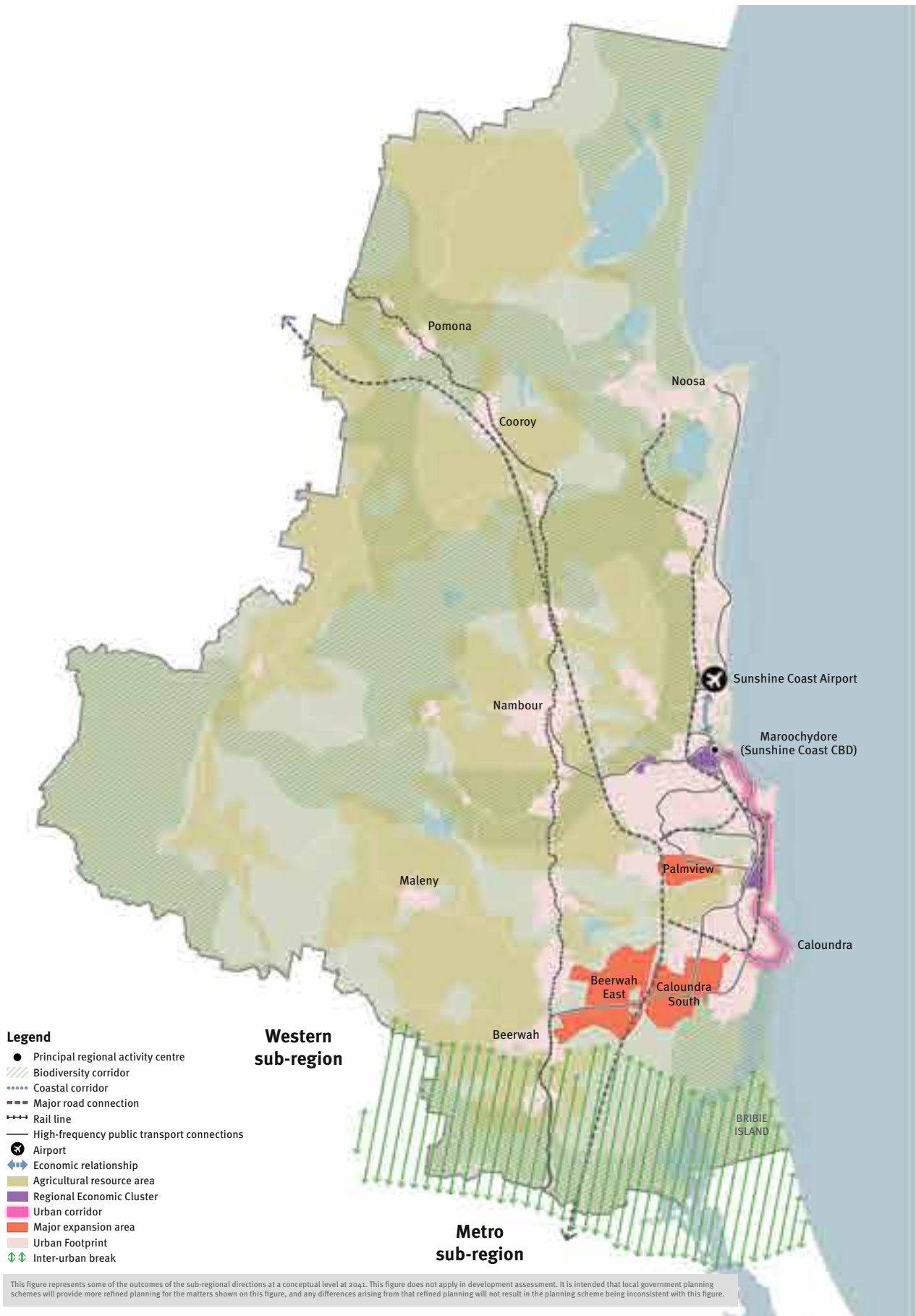


Figure 24: The Northern sub-region

Sub-regional outcomes

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

Outcomes for Grow

Growth by consolidation

- 1 The intent to use land and infrastructure efficiently will be supported by focusing density in and around appropriate locations along the urban corridor from Maroochydore to Caloundra, and in areas with superior access to public transport, employment and services. Key locations include:
 - a. Maroochydore (City Centre), Kawana and Caloundra regional activity centres, the Kawana Waters (health and education) knowledge and technology precinct, and proposed key stations along the urban corridor
 - b. the Nambour major regional activity centre also presents opportunities for increased residential density given its location on the north-coast rail line.

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 Further growth and urban renewal along the proposed passenger transport 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.



Innovation Parkway commercial area, Sunshine Coast

Growth by expansion

- 3 The intent to deliver new and more complete communities that are well-planned and serviced will be achieved in areas including:
 - a. Beerwah East
 - b. Caloundra South
 - c. Palmview.

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

- 4 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 corridor. The Queensland Government and Sunshine Coast Council will start resolving planning and infrastructure issues to ensure its availability for urban development within the next decade.

Assuming tenure matters and local constraints in Beerwah East 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. If the expected dwellings yields are unable to be delivered when required, other *expansion* areas may need to be considered.

Future planning for the Beerwah East major development area must also consider the long-term needs and operation of the adjoining Australia Zoo, which is a significant tourist activity and economic driver.

The sub-region's major *expansion* areas will develop as high-quality new communities.

Potential Future Growth Areas

- 5 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 in Chapter 4.
- 6 No other Potential Future Growth Areas are identified in the Northern sub-region. However, Sunshine Coast and Noosa Shire councils will be encouraged to investigate the potential to identify limited additional longer-term urban growth opportunities, giving consideration to broader strategies for their long-term rural, environmental and landscape sustainability. Studies are to be undertaken in consultation with the Queensland Government and other key stakeholders.

These investigations will consider a range of factors including environmental and landscape values, flooding and coastal hazards, natural economic resources, and councils' broader strategies for accommodating population and employment growth. The appropriateness and timing of any additional *expansion* land supply would also be subject to relevant findings of the Queensland Government's *SEQ Growth Monitoring Program*.

Rural towns

- 7 Development in rural towns, including Landsborough, Palmwoods, Yandina, Cooroy and Pomona will occur in a sustainable manner to ensure community resilience and the needs of local communities are met.

Outcomes for Prosper

Regional Economic Clusters

- 8 The 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 Regional Economic Clusters (RECs).

The RECs in the Northern sub-region include:

a. Northern Gateway

This REC supports priority sectors of professional services and 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. This emerging city centre will provide for higher-value knowledge-based economic activities that will complement this REC and create further manufacturing opportunities.



Northern Gateway

Delivering the high-frequency public transport connection with the upgraded Sunshine Coast Airport and aviation cluster at Maroochydore will also create further opportunities to accelerate economic development and reinforce Maroochydore's role as the primary centre for the Sunshine Coast.

If the Maroochydore-Caloundra high-frequency public transport connection is achieved, and council's planning delivers higher-value economic activity to complement the corridor, the boundary of the Northern Gateway REC may adjust over time in response.

b. Kawana

This emerging REC supports priority sectors of health and professional services. Establishment of the core precinct of the Kawana activity centre will provide a range of higher order consumer functions, such as retail and commercial services.

Delivering the passenger transport corridor and Kawana town centre will accelerate economic activity in this cluster.



Kawana

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

Rural prosperity

- 10 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 exist to further grow and diversify the regional food system which has seen a range of direct marketing and value-adding options emerge for small to mid-scale primary producers and food processors. Adaptation of traditional industries and the entry of new players has seen the region become the centre of locally branded and artisanal food production.

Local farmers' markets, restaurants and consumers are increasing the demand for the range of locally produced higher value dairy products, grass fed and free range meats, subtropical fruits, vegetables, nuts and niche products that now augment the well-established exports of processed ginger and herbs.

- 11 The sub-region's hinterland areas support the growth of creative and boutique industries. Rural diversification includes value-adding, nature-based tourism as well as clean energy initiatives. These activities will be encouraged where they can be managed to preserve the agricultural land resource, conservation assets and the surrounding character and scenic amenity.

Outcomes for Connect

Key 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 high-frequency public transport connections, 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.



Eumundi,
Sunshine
Coast

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 a network of high-frequency public transport connections as part of the strategic public transport system to 2041, including:
 - i. delivering the Maroochydore–Caloundra high-frequency public transport connection 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 RECs and support a key economic corridor
 - ii. providing high-frequency public transport connections on the north-coast rail line between Beerwah rail station and the Metro sub-region, through the Beerburrum to Nambour Rail Upgrade Project, which will relieve pressure on the strategic road network and improve freight efficiency
 - iii. extending the network of high-frequency public transport connections from Noosa and Nambour to Maroochydore and Caloundra South, which will help service commuter and other trips within the sub-region and relieve pressure on the road network.

Future investigations

- 13 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

- 14 The 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. National Estate-listed Maroochy–Noosa Wallum Corridor
 - e. Maroochy Wetlands
 - f. Elgin–Conondale Corridor, which links Yabba/Squirrel Creek/Jimna/Conondale
 - g. Mapleton National Park to Mooloolah River National Park Terrestrial Corridor
 - h. Blackall Range–Imbil Corridor, which links Conondale/Bellthorpe/Kenilworth/Imbil
 - i. the National Heritage-listed and culturally significant Glass House 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.

Indigenous landscape values

- 15 Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and sea Country is included in planning. This will be particularly relevant to Mt Coolum, Mt Ninderry and Maroochy River and Glass House Mountains. Further values are indicated in Map 5a and described in Table 11a.



Mapleton Falls
National Park,
Sunshine Coast

Inter-urban break

- 16 The Moreton Bay–Sunshine Coast (Northern) inter-urban break will be retained as a regionally significant green break providing open space, amenity and other non-urban landscape values between the major urban areas of the Metro and Northern sub-regions; this will also serve to retain their distinctive lifestyles.

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 continue to work with Sunshine Coast Council and Moreton Bay Regional Council to determine the extent and values of this inter-urban break, and investigate mechanisms to ensure its long-term protection, coordinated management and greater utilisation in accordance with its stated values (refer to Chapter 4).

Regional water supply

- 17 To ensure water security for the sub-region, Seqwater will work with the Queensland Government, relevant water service providers, local government and the community to deliver a new water supply source required within the next 20 years.

Outcomes for Live

Our great places

18 Developing and promoting great places will support the sub-region's liveability, prosperity, and 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 its traditional main street – Bulcock Street – connecting to Kings Beach involves 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 features 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 and its surrounding area services much of the Noosa hinterland. Residents enjoy modern lifestyle conveniences in a country town atmosphere. 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. Yandina, one of the oldest towns on the Sunshine Coast, includes a subtropical town centre showcasing heritage-listed buildings, vibrant markets and dining options.
- j. Beerwah, an emerging growth town with a modern country feel in the heart of 'Glass House Country', supports an active and lively main street where new development blends with its traditional rural town heritage values.
- k. Landsborough in the Glass House Mountains is a popular tourism destination, often regarded as the gateway to the hinterland tourist trail.
- l. Maleny, Montville, Mapleton and Flaxton are small towns and villages on the picturesque Blackall Range offering a mix of activities on their village character main streets.
- m. Kenilworth sits behind the Blackall Range and offers an historical museum, art gallery, and a range of eateries, shops, and niche food production.
- n. Kawana Town Centre and Hospital including the lakefront, which is connected to Bokarina Beach, Sippy Downs Town Centre and University, are emerging pedestrian-scale, urban precincts, featuring a wide range of town centre uses.



Eumundi markets, Sunshine Coast

WESTERN SUB-REGION

The Western sub-region (Figure 25) 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 *expansion* areas, Regional Economic Clusters (RECs) 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 this sub-region 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 *expansion* areas, primarily around the sub-region's major urban and rural centres, particularly in Ipswich and Toowoomba
- ▲ its role as the western gateway, connecting SEQ to the rural areas and towns of Darling Downs 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 CBDs, and a dispersed network of urban and rural centres – including Gatton, Boonah, Beaudesert and Kilcoy – that service distinct regional populations
- ▲ a new major airport at Wellcamp, which supports broader economic activities, including freight and 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
- ▲ expansive water catchments and groundwater systems that supply the majority of the region's water for drinking, farming and industry
- ▲ a network of waterways, lakes and wetlands that provide important recreational, cultural, environmental and health benefits
- ▲ nationally and internationally recognised natural assets and environmental values, including world-class hinterland areas and the Great Dividing Range.

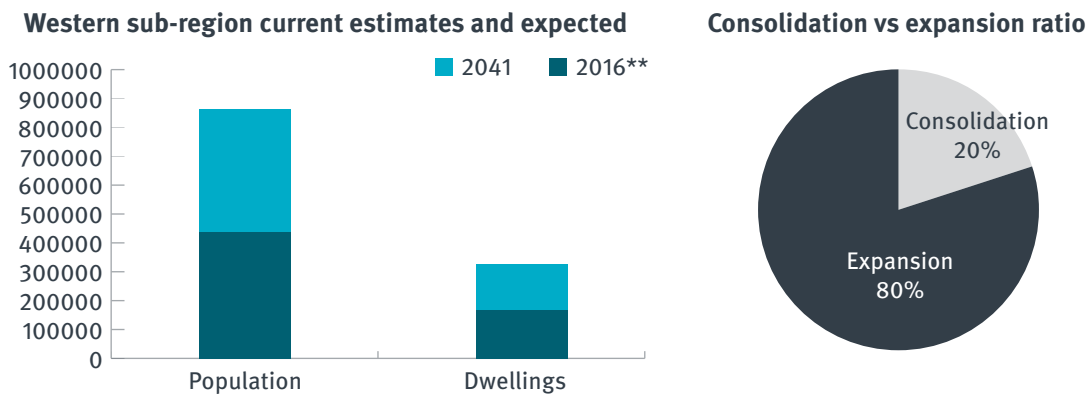
Sub-regional growth

Tables 17 and 18 show the expected population growth, and dwelling supply benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 17: Western sub-region current estimates and future supply benchmarks

Local government	Population 2016**	Expected population growth 2016–2041*	Dwellings 2016**	Additional dwellings 2016–2041*
Ipswich	200,100	319,900	72,092	111,700
Somerset	25,200	12,800	10,107	6,200
Toowoomba (urban extent)	134,000	46,000	54,786	20,300
Lockyer Valley	39,500	21,500	14,282	9,600
Scenic Rim	41,000	21,000	16,305	10,000
Total for sub-region	439,800	421,200	167,572	157,800

*Figures based on ShapingSEQ policy for 2041



**Population is ABS estimated resident population; dwellings are 2016 Census counts (permanent private dwellings)

Table 18: Western sub-region consolidation and expansion dwelling supply benchmarks*

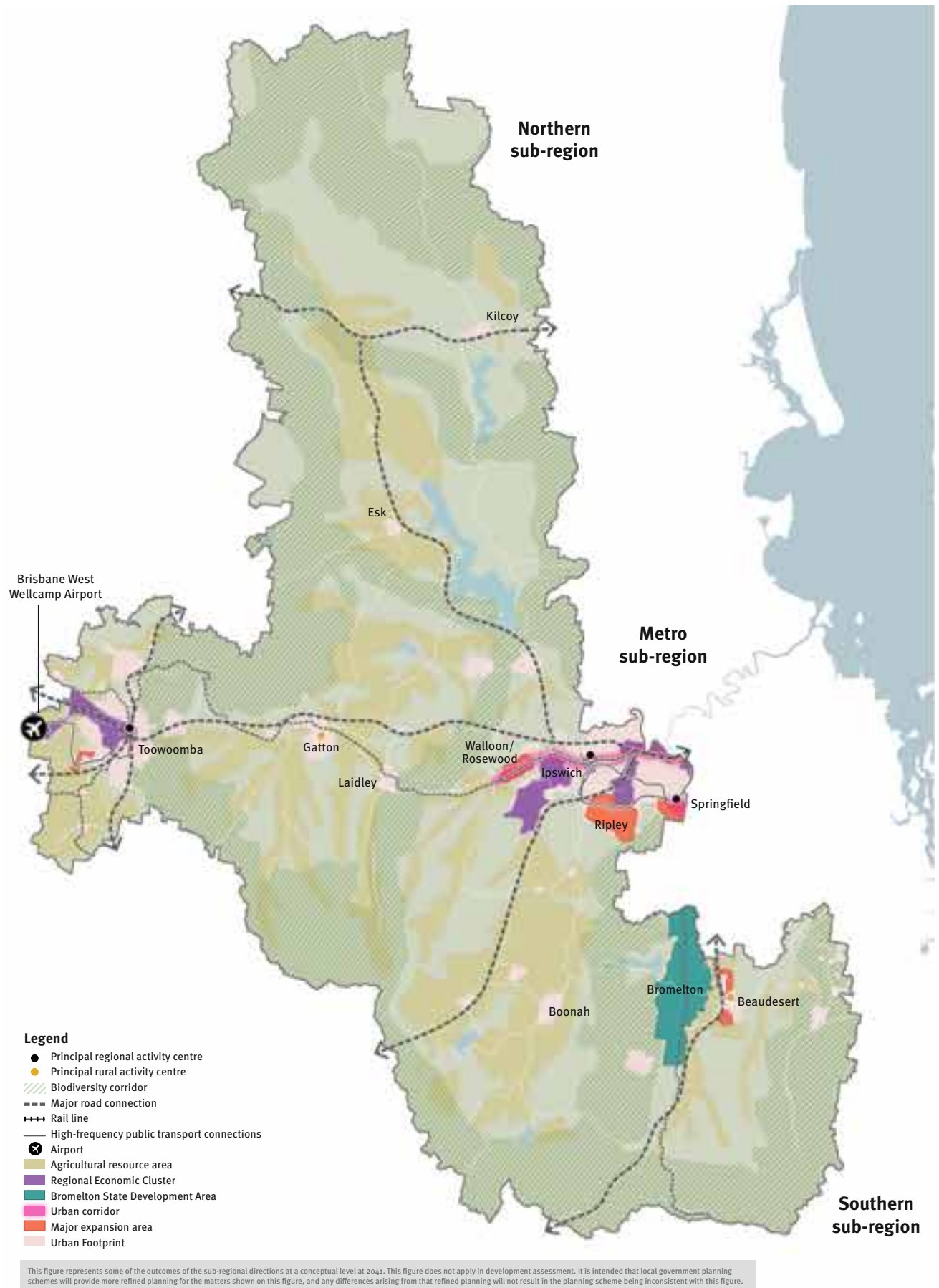
Local government	Additional dwellings 2016–2041		
	Consolidation	Expansion	Total
Ipswich	27,900	83,800	111,700
Somerset	0	6,200	6,200
Toowoomba (urban extent)	3,200	17,100	20,300
Lockyer Valley	0	9,600	9,600
Scenic Rim	0	10,000	10,000
Total for sub-region	31,100	126,700	157,800

*Figures based on ShapingSEQ policy for 2041

Legend for the RECs on pages 131–132

REC	REC
	Regional activity centre
	Knowledge and technology precinct
	Major enterprise and industry area
	Intermodal terminal

For further detail on the core components of each REC refer to Table 4 in Part A of this chapter.



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2041. This figure does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure.

Figure 25: The Western sub-region

Sub-regional outcomes

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

Outcomes for Grow

Growth by consolidation

- 1 The intent to use land and infrastructure efficiently will be supported by focusing density in and around appropriate locations along urban corridors, and in areas with superior access to public transport, employment and services. Key locations include:
 - a. the Ipswich to Rosewood rail transport corridor, including Ipswich and Goodna regional activity centres, and the Ipswich knowledge and technology precinct (health and education), and key rail stations between Rosewood and Redbank
 - b. Springfield regional activity centre (including its rail station)
 - c. Toowoomba regional activity centre, including the Toowoomba Railway Parklands Priority Development Area.

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.

Growth by expansion

- 2 The intent to deliver new and more complete communities that are well-planned and serviced will be achieved in areas including:
 - a. Beaudesert
 - b. emerging growth area at Plainlands
 - c. Fernvale
 - d. Meringandan West
 - e. Redbank Plains, Bellbird Park, Collingwood Park
 - f. Ripley Valley
 - g. Rosewood/Thagoona/Walloon
 - h. Springfield
 - i. Westbrook/Drayton.



Gatton
main street,
Lockyer Valley

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

Assuming local constraints are 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 communities located within Lockyer Valley, Scenic Rim or Somerset local government areas are to plan for and achieve a net residential density that is appropriate for their rural locality (refer to Grow, Element 3, Strategy 3).

Potential Future Growth Areas

- 4 Major areas in the sub-region that may be suitable for future urban growth include Beaudesert East, Glamorgan Vale, Lanefield/Granchester, Mount Kynoch, Meringandan/Kleinton and Mundoolun (part). The intent for these areas is set out in Chapter 4.

Rural towns

- 5 Development in rural towns, including Esk, Kilcoy, Toogoolawah, Lowood, Gatton, Marburg, Canungra and Boonah will occur in a sustainable manner to ensure community resilience and the needs of local communities are met.

Outcomes for Prosper

Regional Economic Clusters

- 6 The 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 Regional Economic Clusters (RECs).

The RECs in the Western sub-region include:

a. Western Gateway

This REC supports significant agricultural and resource activities and priority sectors of manufacturing, transport and logistics, and health and knowledge (including higher education). It also supports creative and cultural industries, tourism and higher order consumer functions such as retail, as well as community, civic and cultural uses.

Strategically located as the gateway to the west and at the intersection of three national highways, the ongoing development of the Brisbane West Wellcamp Airport, Toowoomba Enterprise Hub (Charlton Wellcamp Enterprise Area), Toowoomba Second Range Crossing, as well as long-term investments such as the Melbourne to Brisbane Inland Rail, will further strengthen this regional hub as a significant inland port. In particular, growth in domestic and international aviation traffic will provide opportunities for an aviation cluster around the Brisbane West Wellcamp Airport.

Delivery of high-frequency public transport connections linking the airport to the Toowoomba CBD and the Toowoomba knowledge and technology precinct, as well as the ongoing growth and development of the Toowoomba CBD to support high order professional services, will further strengthen economic activity in this cluster.



Western Gateway

b. Ipswich

This emerging REC has the potential to develop into a major economic hub featuring a diverse mix of economic activities. Clustering around the Ipswich regional activity centre includes priority sectors of commercial and professional services, health and tertiary education complemented by a retail and civic heart.

Towards the west, there is an emerging industrial corridor anchored by clustering of transport and logistics, and manufacturing (aviation and defence) priority sectors around the Royal Australian Air Force (RAAF) Base Amberley and the Amberley Aerospace and Defence Support Centre.

Opportunities exist for greater intensification and consolidation of activities within this REC. Close proximity to major transport infrastructure provides long-term opportunities for a transport and logistics hub associated with the future Melbourne to Brisbane Inland Rail line. However, this REC will need to overcome challenges relating to geotechnical stability in parts of Ebenezer associated with former mining activities to reach its full potential.

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



Ipswich

c. Springfield

This emerging REC includes priority sectors of health and tertiary education clusters, supported by higher order consumer activities such as retail and hospitality. A burgeoning commercial and professional services sector is also starting to emerge and will help to diversify this REC.

This REC will benefit from an ongoing commitment to diversification of its economic base, major investments in public transport, and continued high-quality design outcomes.



Springfield

d. South West Industrial Corridor

Supported by significant state and national transport infrastructure, this well-established REC, which spans into the Metro sub-region, contains the most significant industrial cluster in the region.

It operates as a receiving and dispatch location for much of SEQ's land-based freight. The function of this REC varies from a very heavy industrial focus, supporting priority sectors of manufacturing, mining services and transport and logistics at its expanding western boundary, to health and tertiary education oriented sectors towards its eastern boundary.

Maximising the capacity of the existing rail network, improving internal mobility and prioritising the movement of freight will enhance the functioning of this REC. There may also be potential for synergies to emerge with the Pacific Motorway REC.

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



South West Industrial Corridor

Bromelton State Development Area

- 8 The Bromelton State Development Area (SDA) provides long-term industrial land supply and will facilitate industrial activities of regional, state and national significance. It is strategically located near Mt Lindesay Highway and on the standard rail gauge line between Brisbane and Sydney, which presents significant opportunities for transport and logistics activities, in particular rail-dependent industries.

Delivery of a number of key infrastructure projects will facilitate long-term development of the SDA. This includes the Southern Freight Rail Corridor to the Sydney–Brisbane Rail Corridor, which will serve as the major freight link connecting a future Melbourne to Brisbane Inland rail line, and the realignment of the Mt Lindesay Highway through the SDA, which will improve connections with SEQ markets and provide efficiencies in freight movement.

The potential for this area to emerge as a REC will require improved synergies with the Beaudesert Activity Centre. The future Salisbury to Beaudesert rail link will facilitate greater worker accessibility to the SDA, which presents employment opportunities for the wider Scenic Rim and southern Logan council areas.

Special uses

- 9 The following special uses will be protected in the long-term from encroachment by sensitive and incompatible activities:
- The Helidon Hazardous Industry Precinct contains the Helidon Explosives Reserve, which is one of only two explosives reserves within Queensland. This highly specialised land use has very significant buffering requirements and is integral to supporting the extractive and construction industries.

Opportunities to grow the capacity of the Helidon Hazardous Industry Precinct for regionally significant special industry operations will be investigated in the longer term.
 - The Ipswich Motorsports Precinct at Willowbank is a regionally, state and nationally significant motorsport and outdoor recreational facility that hosts a range of national and international events.
 - RAAF Base Amberley is the Royal Australian Air Force's largest airbase and a significant and growing employer that provides economic benefits to the regional and state economy.
 - Kokoda Barracks (Land Warfare Centre) located in Canungra is an important training and operational readiness facility for defence force personnel.
 - Borallon Training and Correctional Centre and Southern Queensland Correctional Centre (near Gatton) provide high security correctional facilities in the region.

Rural prosperity

- 10 The sub-region's principal rural production lands (for horticulture, forestry and grazing) in the Lockyer Valley, Scenic Rim, Somerset and Ipswich areas support one of the nation's most important food bowls; they 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.
- 11 The Queensland Government will partner with Ipswich, 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.
- 12 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.



Farming in Gatton,
Lockyer Valley

Outcomes for Connect

Key regional infrastructure

- 13 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 high-frequency public transport connections, 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 Western sub-region through improved access to the capital city centre
 - b. delivering high-frequency public transport connections as part of the strategic public transport system to 2041, including:
 - i. delivering high-frequency public transport connections along the Ipswich to Springfield public transport corridor, which will strengthen economic and social connections within the sub-region and support *expansion* areas, including increased residential densities close to planned stations; connections to Keidges Road and School Road will be prioritised in delivery of the corridor
 - ii. delivering a high-frequency public transport connection between Brassall and Yamato via the Ipswich CBD to support increased residential densities, employment growth, and public transport accessibility and efficiency
 - c. delivering the Southern Freight Rail Corridor (part of the Melbourne to Brisbane 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
 - 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 Toowoomba Enterprise Hub (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
 - f. delivering the Bromelton North-South Arterial Road, as part of the Mt Lindesay Highway upgrade, which will improve freight efficiency through the Bromelton State Development Area to the freight network.



Springfield
Central station,
Ipswich

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

Future investigations

- 15** The Australian and Queensland governments will work with Toowoomba and Lockyer Valley regional councils, Ipswich City Council and other key stakeholders to investigate the integration of passenger transport services with the Melbourne to Brisbane Inland Rail project from Rosewood to Toowoomba, which could provide passenger transport connections to Toowoomba.
- 16** A new road connection to support freight movement between the Logan Motorway and Ebenezer will be investigated.
- 17** Under current analysis, high-frequency rail public transport connections are not warranted to Rosewood, or in Toowoomba, however this will be further investigated if sufficient residential densities are achieved in this corridor.

Outcomes for Sustain

Landscape areas and natural assets

- 18** The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
- Border Ranges biodiversity hotspot centred on the McPherson Macleay Overlap which contains the Gondwana Rainforest World Heritage Area, including Mt Barney and Main Range National Parks
 - Scenic Rim Corridor, which links Glen Rock State Forest south and east to the Gold Coast, including national parks (Main Range, Mt Barney, Mt Maroon, Mt Chinghee, Lamington and Springbrook), Mt Lindesay and Tamborine Mountain
 - Main Range–Helidon Hills Corridor, which links Helidon Hills to Toowoomba and Glenrock, and an offshoot including the Mistake Ranges, and Little Liverpool Range to Wivenhoe Dam
 - Helidon Hills–Blackall Range Corridor, which links Helidon Hills north to Benarkin, Imbil and Connondale, and to the Blackall Range



Natural landscape, Scenic Rim

- Mt Coot-tha–Blackall Range Corridor, which links Mt Coot-tha, D’Aguilar (South)/Bunyaville Conservation Park, D’Aguilar National Park including Mt Glorious, Somerset Dam precinct, Wivenhoe Dam precinct and north to the Blackall Range
- Flinders–Karawatha Corridor, which links Karawatha Forest, Greenbank Military Training Area, White Rock, Goolman, Mt Perry, Flinders Peak, Teviot Range, Mt Joyce, Wyaralong Dam and south to Mt Barney in the Border Ranges
- D’Aguilar Range–Benarkin Corridor, which includes Deer Reserve National Park and Deer Reserve State Forest
- Deongwar–D’Aguilar Corridor, which links Deongwar State Forest through the Esk State Forest and east to the D’Aguilar Range National Park including Mt Glorious.

Indigenous landscape values

- 19** Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and sea Country is included in planning. This will be particularly relevant to the Brisbane River, Flinders Peak, Tamborine Mountain, Canungra Valley and Mt Tabletop. Further values are indicated in Map 5a and described in Table 11a.
- 20** Native Title exists in relation to areas of land or waters within the area recognised as Jinibara Country. For a full description see www.nntt.gov.au.

Outcomes for Live

Our great places

21 Developing 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, which 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
- 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 hub, 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 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
- 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.



Esk, Somerset

SOUTHERN SUB-REGION

The Southern sub-region (Figure 26) 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, CBD, mixed-use, canal, suburban, rural residential and rural (including hinterland) living
- ▲ a strong focus on *consolidation* 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 major domestic and international airport that supports tourism and broader economic activities
- ▲ its role as SEQ’s premier domestic and international tourism destination
- ▲ 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 Southern sub-region will host the Commonwealth Games, providing a significant boost for the sub-region internationally. SEQ is well placed to capitalise on this major event.

Sub-regional growth

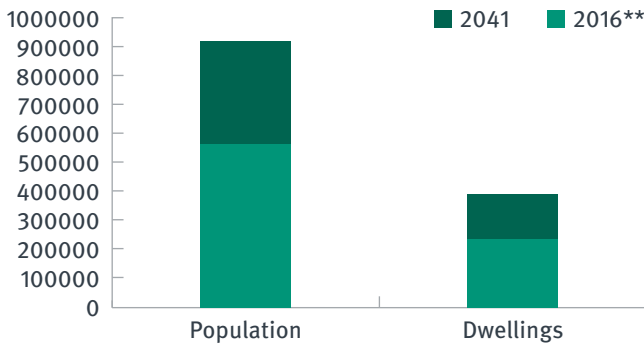
Tables 19 and 20 show the expected population growth, and dwelling supply benchmarks for the Southern sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 19: Southern sub-region current estimates and future supply benchmarks

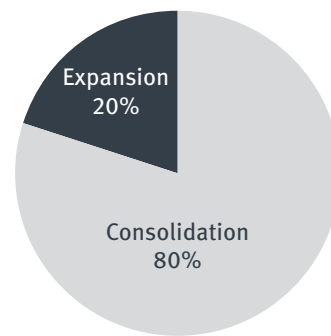
City of Gold Coast	Population 2016**	Expected population growth 2016–2041*	Dwellings 2016**	Additional dwellings 2016–2041*
Total for sub-region	567,900	351,100	234,639	158,900

*Figures based on ShapingSEQ policy for 2041

Southern sub-region current estimates and expected



Consolidation vs expansion ratio



**Population is ABS estimated residential population; dwellings are 2016 Census counts (permanent private dwellings)

Table 20: Southern sub-region consolidation and expansion dwelling supply benchmarks*

City of Gold Coast	Additional dwellings 2016–2041		
	Consolidation	Expansion	Total
Total for sub-region	127,900	31,000	158,900

*Figures based on ShapingSEQ policy for 2041

Legend for the RECs on pages 141–142

- REC
- Regional activity centre
- Knowledge and technology precinct
- Major enterprise and industry area
- Intermodal terminal

For further detail on the core components of each REC refer to Table 4 in Part A of this chapter.

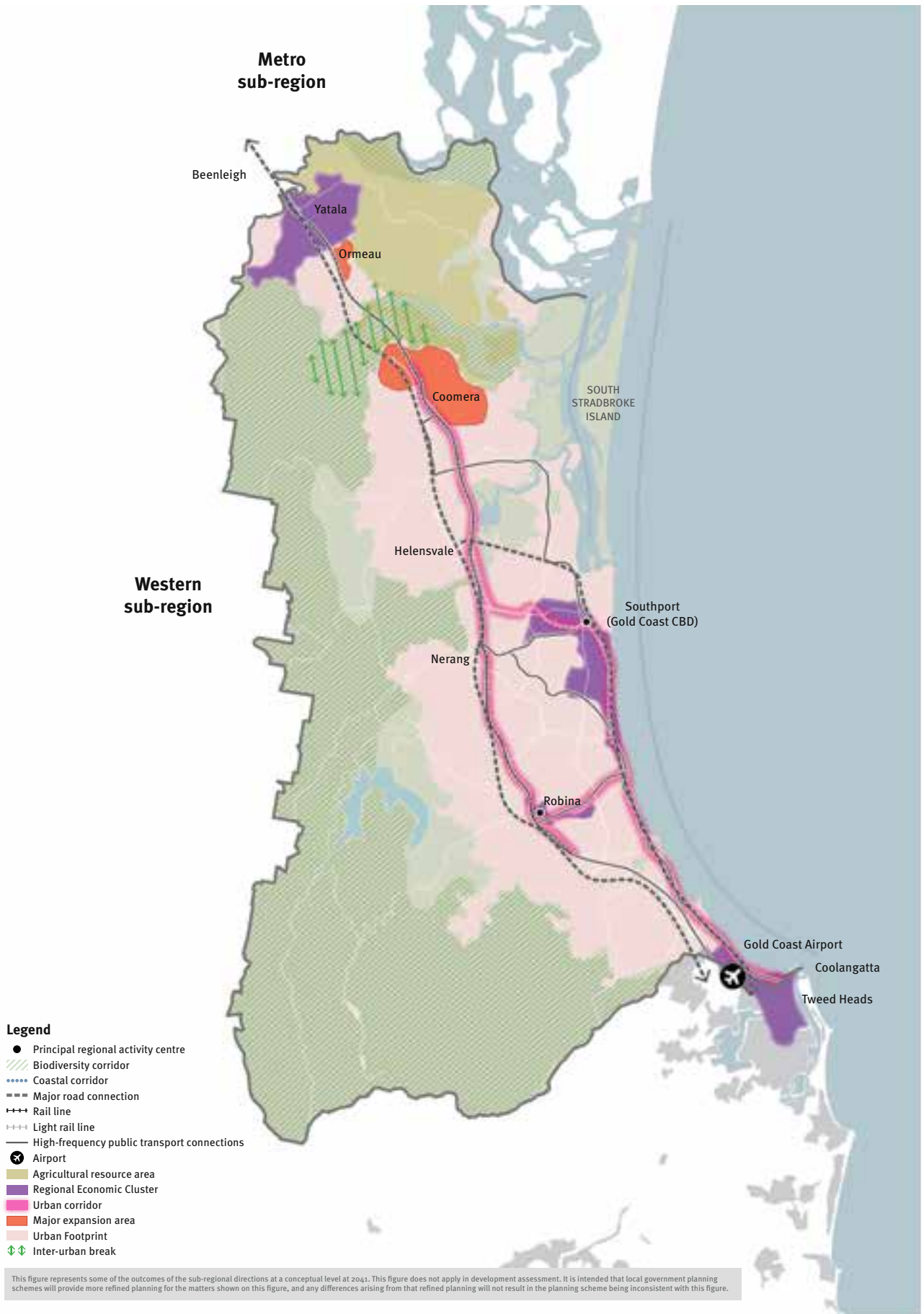


Figure 26: The Southern sub-region

Sub-regional outcomes

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

Outcomes for Grow

Growth by consolidation

- 1 The intent to use land and infrastructure efficiently will be supported by focusing density in and around appropriate locations along urban corridors, and in areas with superior access to public transport, employment and services. Key locations include:
 - a. the 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. the Gold Coast rail transport corridor, including Robina, Nerang and Helensvale regional activity centres, and key rail stations
 - c. Gold Coast Health and Knowledge Precinct, and Robina (health and education) and Varsity Lakes (education) knowledge and technology precincts
 - d. the future passenger transport corridor between Broadbeach and Coolangatta, including the regional activity centre and proposed key stations.

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.

Accommodation of the *consolidation* dwelling supply benchmarks will require sustained planning effort. The state will monitor and work with the City of Gold Coast to ensure adequate supply is sustained.

- 2 Further 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.



Southport,
Gold Coast

Growth by expansion

- 3 The intent to deliver new and more complete communities that are well-planned and serviced will be achieved in areas including:
 - a. Coomera
 - b. Pimpama
 - c. Upper Coomera.

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

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 there is adequate supply and the benchmarks can be accommodated in the sub-region. If this monitoring indicates a shortfall in housing, other areas for *expansion* may need to be considered. Such areas will be identified having regard to investigations undertaken by the Council of the City of Gold Coast.

Outcomes for Prosper

Regional Economic Clusters

5 The 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 Regional Economic Clusters (RECs).

The RECs in the Southern sub-region include:

a. Southport–Broadbeach

This well-established REC is economically significant across a range of sectors at varying points, that combined, create a corridor of activity. Priority sectors include health and knowledge (including tertiary education), cultural and creative, commercial and corporate services, tourism, and higher order consumer functions, including retail, hospitality and tourism.

This corridor has significantly benefited from the light rail and investment in future stages will further intensify economic activities.

Opportunities to leverage off the cultural arts precinct, while maintaining high-quality design outcomes, will also benefit this corridor, providing fragmentation from the canals can be overcome to maintain good accessibility and mobility to the east.



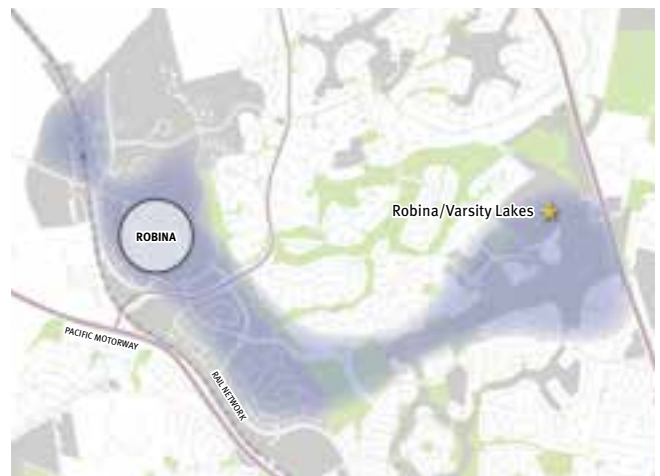
Southport–Broadbeach

b. Robina–Varsity Lakes

This REC contains specialisations in priority sectors of creative and cultural, health and tertiary education and commercial and corporate services.

The knowledge, creative and commercial functions of this cluster are supported by high order consumer activities such as retail and hospitality, providing amenities and lifestyle opportunities.

This REC would benefit from future light rail stages and facilitating greater synergies between the university and the activity centre.



Robina–Varsity Lakes

c. Yatala–Stapylton–Beenleigh

This REC, which is in both the Southern and Metro sub-regions, represents a significant manufacturing cluster, with a specialisation in priority sectors of integrated food and beverage supply chains, and transport and logistics located within the Yatala Enterprise Area. The activity centre at Beenleigh provides high order consumer functions such as retail and hospitality as well as community, civic and cultural activities.

This REC would benefit from better public and active transport connections that serve the workforce population, particularly using the existing railway network, and improved accessibility to the Pacific Motorway. Opportunities exist to improve synergies between the activity centre and the Yatala Enterprise Area. There may also be potential for synergies to emerge with the Pacific Motorway REC.

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 high-value manufacturing opportunities in this cluster. The Council of the City of Gold Coast and the Queensland Government will start resolving planning and infrastructure issues to ensure its availability for urban development.



Yatala–Stapylton–Beenleigh

d. Southern Gateway

This emerging REC supports priority sectors of health and tertiary education, manufacturing (focused on aviation industries) and tourism clusters. There are opportunities to further strengthen cross border trade as the Gold Coast offers Tweed residents a number of services that include university institutions, an international and domestic airport, major regional hospitals and numerous higher order consumer activities.

Growth of this REC will not compromise the environmental integrity and values of the nearby Cobaki Broadwater.

Extending the 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.



Southern Gateway

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

Rural prosperity

7 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 Council of 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.

8 The sub-region's hinterland areas support the growth of creative and boutique industries, as well as 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.

Outcomes for Connect

Key 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 enhanced by prioritising the delivery of high-frequency public transport connections, 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



Springbrook National Park, Gold Coast

- b. delivering a network of high-frequency public transport connections as part of the strategic public transport system to 2041, including:
 - i. extending the light rail from Broadbeach to Coolangatta, which will support increased residential densities and employment growth, increase public transport accessibility and efficiency, and connect the Southport–Broadbeach REC with Gold Coast Airport
 - ii. providing high-frequency public transport connections between Robina and the Broadbeach to Coolangatta 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 REC and Gold Coast Airport
 - iii. providing high-frequency public transport connections between the Varsity Lakes rail station and Metro sub-region, which will relieve pressure on the strategic road network and improve freight efficiency
- c. delivering the Intra-Regional Transport Corridor from Carrara to Coomera initially and 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
- d. delivering enhancements and improvements to the Pacific Motorway corridor through the City of Gold Coast from Mudgeeraba to Tugun.

Outcomes for Sustain

Landscape areas and natural assets

- 10 The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:
 - a. Border Ranges biodiversity hotspot centred on the McPherson Macleay Overlap which contains the Gondwana Rainforest World Heritage Area, including 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 Head 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
 - h. Burleigh Heads–Springbrook National Park Corridor extending from Burleigh Heads National Park through to Springbrook National Park



*Burleigh Head
National Park,
Gold Coast*

- i. Tugun–Springbrook National Park Corridor extending from Tugun, including Currumbin Valley, through to Springbrook National Park.

Indigenous landscape values

- 11 Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and sea Country is included in planning. This will be particularly relevant to the coastal Pimpama area, and Coomera River. Further values are indicated in Map 5a and described in Table 11a.

Inter-urban break

- 12 The Brisbane–Logan–Gold Coast inter-urban break, centred on the Pimpama River–Hotham Creek, will be retained as a regionally significant green break providing open space, environmental values, amenity and other non-urban landscape values between major urban areas.

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

*Robina Town
Centre, Gold Coast*

Regional water supply

- 13** Seqwater will work with the Queensland Government, relevant water service providers, local government and the community to ensure water security for the sub-region and will investigate new water supply solutions such as treatment plant upgrades at Molendinar and expansion of the Gold Coast Desalination Plant.

Outcomes for Live

Our great places

- 14** Developing 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. Southport, which is the CBD for the Gold Coast and includes the Broadwater Parklands. The CBD will maximise the advantages of its location on the light rail and Broadwater, through a rich mix of CBD uses, diverse precincts and the world-class Parklands, which are a much loved, valuable asset, featuring great urban design and environmental performance and a venue for major community events. All this creates a successful and exciting place to do business, shop, be entertained, and spend time.
- b. Surfers Paradise Business Centre, the sub-region's premier tourist destination, with an internationally recognised iconic skyline, has an intensely developed urban core and places adjoining a world-class beach on the Pacific Ocean.
- c. Broadbeach Business Centre is 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 and health, research and technology industries.
- e. Commonwealth Games Village is serviced by light rail and will be a great urban place with a high-quality public realm providing a lasting social and economic legacy.
- f. Gold Coast Cultural Precinct is undergoing a staged development and is located next to major office based employment and will create one of the sub-region's major people-places.
- g. James Street Burleigh Heads is 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, creates economic opportunities and a thriving, mixed-use community.
- i. Mudgeeraba Village, a 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, includes new models of urban form that integrate with the traditional centre, complemented by emerging community drawcards such as outdoor dining, markets and other places for people to enjoy.
- k. Coolangatta provides a relaxed beach culture in an urban coastal community that is nestled between a pristine north-facing beach and hinterland.



Broadbeach,
Gold Coast



*“Implementation:
turning strategies
into great outcomes.”*

The following chapter sets out how *ShapingSEQ* will be delivered.

It includes information about:

- ▲ governance
- ▲ *ShapingSEQ*'s relationship with other plans and programs
- ▲ development areas
- ▲ Potential Future Growth Areas
- ▲ review of *ShapingSEQ*
- ▲ the implementation program.

While *ShapingSEQ* respects its lineage to previous regional plans, it is also a catalyst to change planning for the region, and the energy and conversation around better, smarter region-building. This will need a clear and coordinated approach to the delivery of its directions.

Chapter 5 describes *ShapingSEQ*'s framework for monitoring land supply and development activity and the plan's performance over time.

Governance

ShapingSEQ's vision signals the importance of leadership and governance, and the coordination of activities to deliver the plan's intended outcomes. Implementing *ShapingSEQ* at a regional scale will be primarily focused on state and local governments. It will also involve a wide range of stakeholders from the community, industry and non-government organisations.

The following provides an overview of the key roles and responsibilities for delivering *ShapingSEQ*.

Queensland Cabinet

The Queensland Cabinet will oversee the ongoing delivery of *ShapingSEQ* in accordance with Figure 27.

This will be led by the Minister for Planning, with inputs from government leadership and advisory groups to ensure the Minister for Planning is well informed about region-shaping investment.

This oversight provides the necessary governance to ensure the Queensland Government's range of policy initiatives, including the planning and delivery of infrastructure and services, and its approach to environmental and resource management, aligns with the delivery of *ShapingSEQ*.

The Minister for Planning

The Minister for Planning is responsible for the preparation, implementation and review of *ShapingSEQ*, for advising the Queensland Cabinet on related matters, and assembling and convening the SEQ Regional Planning Committee.

SEQ Regional Planning Committee

The SEQ Regional Planning Committee (RPC) is established by the Minister for Planning under section 14(1) of the *Planning Act 2016*.

Its membership includes the region’s 12 mayors and relevant Queensland Government ministers. Its purpose is to advise the Queensland Government, through the Minister for Planning, on the preparation and implementation of *ShapingSEQ*.

The SEQ RPC fosters regional unity and a collaborative approach to addressing new and emerging issues facing the region.

The SEQ RPC is an important advisory body that will play an ongoing role in the delivery of *ShapingSEQ* and subsequent implementation actions, including: future State Infrastructure Plan updates as it relates to SEQ; the progression of an SEQ City Deal; and responding to issues identified through the *SEQ Growth Monitoring Program*.

It will meet twice a year, or more often if needed, to review progress on delivering the plan.

Department of Infrastructure, Local Government and Planning

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

The department will manage the monitoring, evaluation and reporting framework for *ShapingSEQ*, and will release information about the region’s progress against the plan over time.

SEQ Housing Supply Expert Panel

The Queensland Government is establishing the SEQ Housing Supply Expert Panel which will provide independent expert advice to the government about a range of housing supply matters in SEQ.

The panel will play a critical role in delivery of the *SEQ Growth Monitoring Program* by providing expert advice to the government about how to appropriately manage housing affordability issues in SEQ. The panel will involve experts from a range of fields, including planning, property, economics and demography.

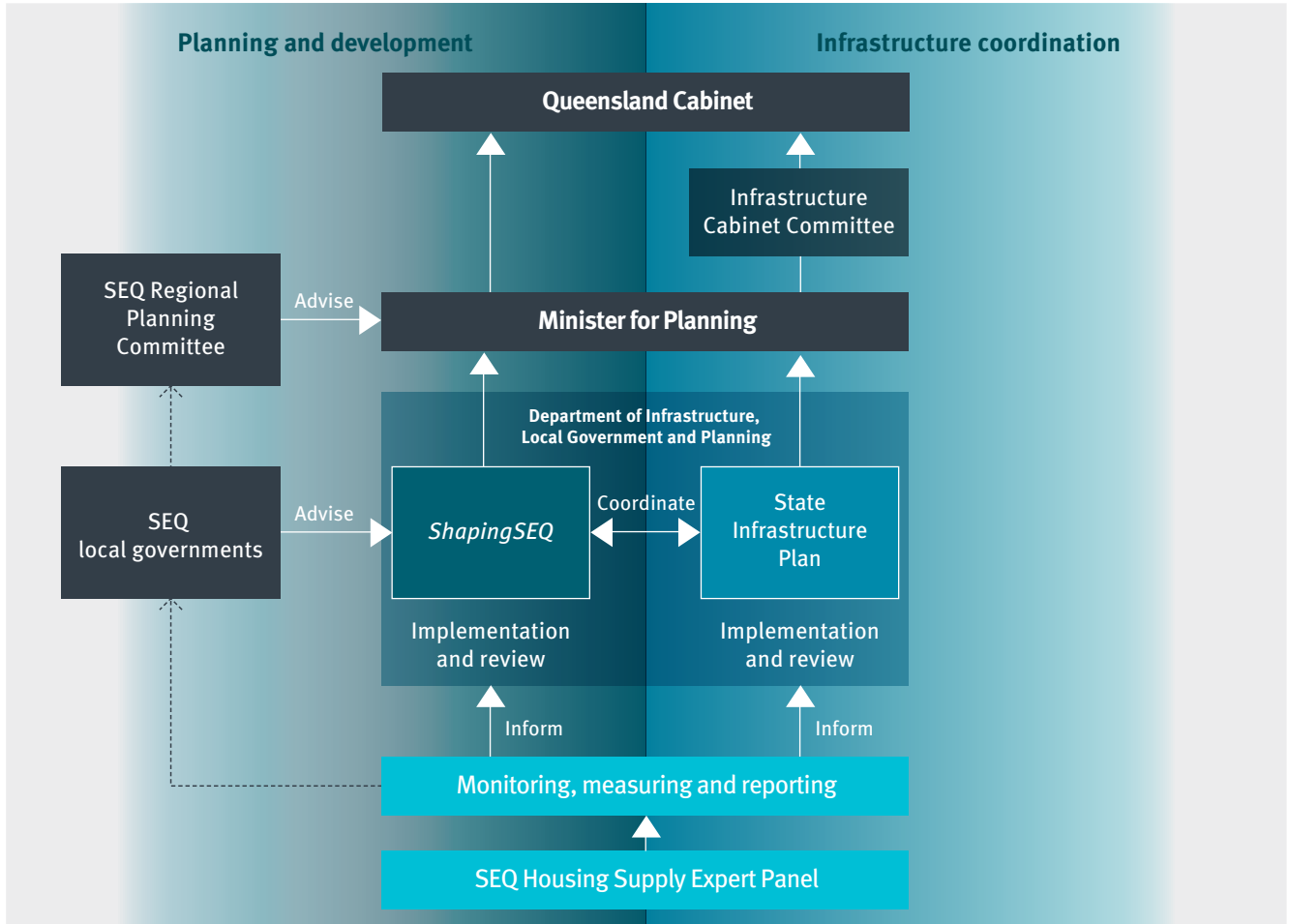


Figure 27: Governance arrangements

Local government

SEQ local governments will play a significant role in delivering *ShapingSEQ*. As key partners in planning for a liveable, prosperous and sustainable region, ensuring all local planning initiatives are working to achieve common regional goals will be necessary. Each local government will be required to ensure their planning scheme reflects *ShapingSEQ* and is not inconsistent with the SEQ regulatory provisions detailed in Planning Regulation 2017.

The Queensland Government will work with local governments and other stakeholders to develop methodologies, and local governments will provide necessary information to inform the monitoring of the plan. Further detail is provided in Chapter 5.

Community, industry and non-government organisations

Community and industry groups will play a fundamental role in delivering *ShapingSEQ* through collective action including (but not limited to):

- ▲ advocating for their community or industry
- ▲ engaging collectively with the Queensland Government on the plan and its performance
- ▲ delivering high-quality development
- ▲ innovating in 'missing middle' housing product
- ▲ collective action in natural resource management
- ▲ growing business and providing for new employment.

Non-government organisations, including regional natural resource management and industry bodies, are encouraged to align planning initiatives with *ShapingSEQ* to ensure a coordinated effort across the region.

Academic and research institutions provide valuable information, case studies, focused research data and learnings for government and can assist in better understanding emerging trends, new technologies, intra-regional relationships and new markets.

The Queensland Government also recognises technological changes that enable the capture and analysis of big data to inform planning. The government will encourage and look for opportunities to incorporate innovation, partnerships and technology relating to data capture and analysis to support the next iteration of the SEQ regional plan.



Fitzgibbon Chase,
Brisbane

ShapingSEQ's relationship with other plans and programs

ShapingSEQ is an essential part of Queensland's planning framework (Figure 28). It provides a regional 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.

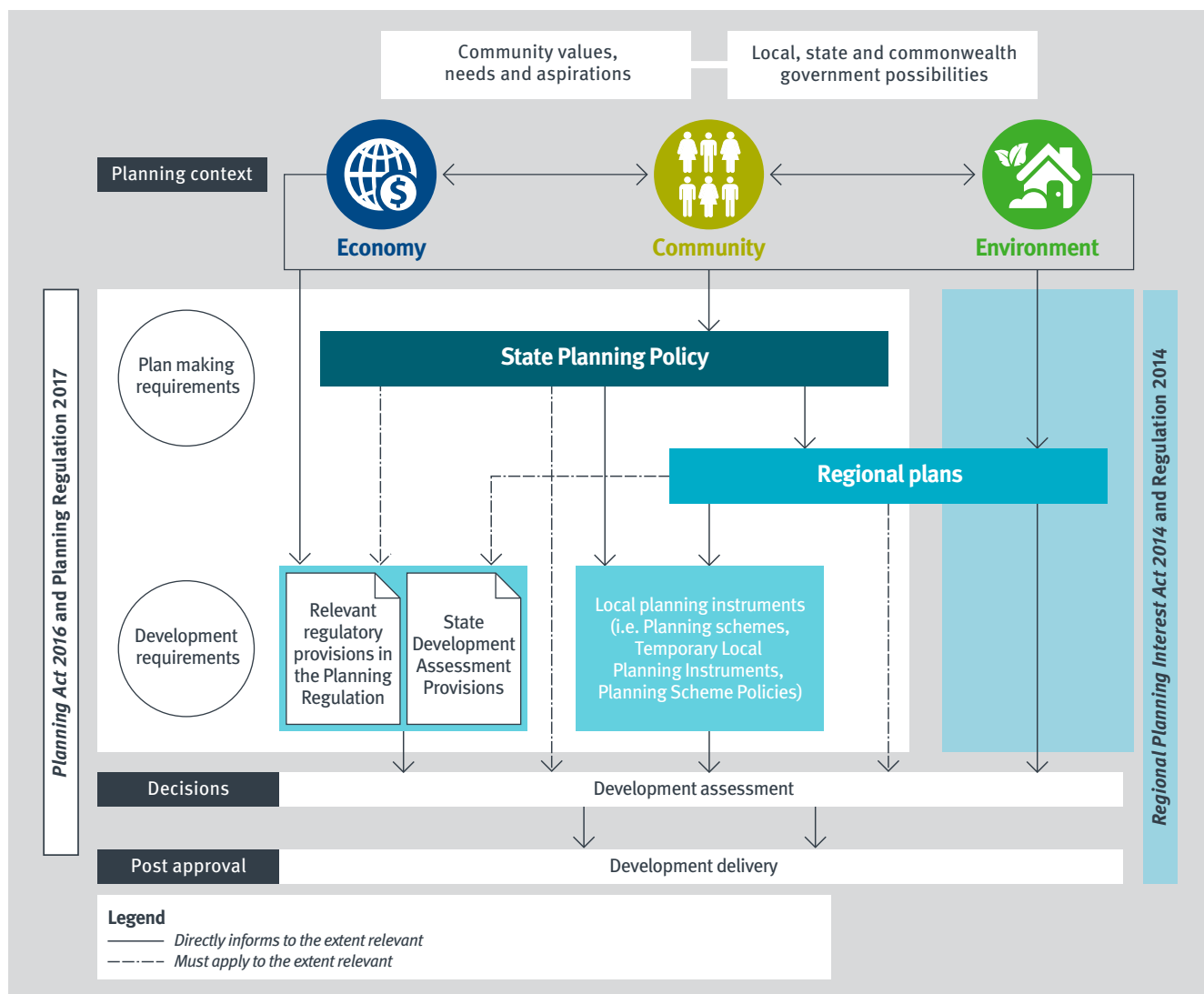


Figure 28: The Queensland planning framework

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 interests to provide the planning and decision-making framework for how the SPP will be applied in SEQ to achieve desired planning outcomes.

Under the *Planning Act 2016*, 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 projected growth, community expectations, values, opportunities and constraints.

Local government planning schemes

Local government planning schemes are fundamental in implementing *ShapingSEQ*. When making or amending a planning scheme, a local government must advance *ShapingSEQ* by demonstrating compliance with:

- ▲ Chapter 3, Part A: Goals, elements, strategies
- ▲ Chapter 3, Part B: Regional growth pattern
- ▲ Chapter 3, Part C: Sub-regional directions
- ▲ Chapter 6, Resource activity, where applicable
- ▲ SEQ regulatory provisions in the Planning Regulation 2017.

Where there is an inconsistency between the strategies defined in Part A and the sub-regional directions defined in Part C, the sub-regional directions prevail.

A local government planning scheme will also be inconsistent with *ShapingSEQ* to the extent it conflicts with the SEQ regulatory provisions.

Local government planning schemes provide finer grain 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; 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 29.

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

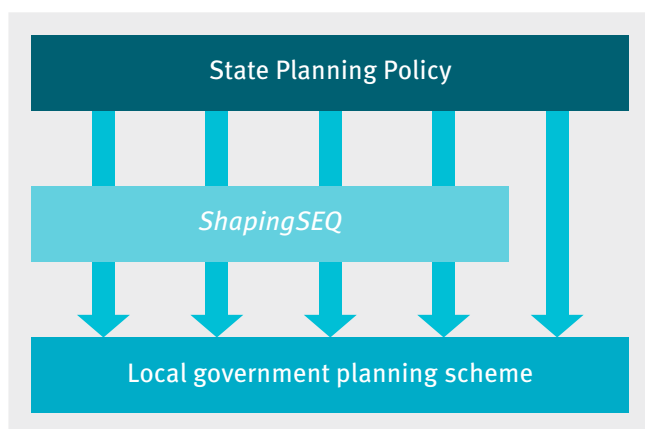


Figure 29: SPP and *ShapingSEQ*

Local governments may propose minor adjustments to the Urban Footprint boundary through the local plan-making processes via rezoning, to recognise constraints, align to more logical boundaries or correct anomalies.

A local government may consider new land for urban purposes outside of the Urban Footprint, other than a minor adjustment, only where its detailed planning process has demonstrated a measurable local need and regional justification for the proposal.

This detailed local planning must be justified against *ShapingSEQ*'s goals, elements and strategies, sub-regional directions, and the Urban Footprint principles. Such justification will need to include that there are no feasible options to unlock areas in the existing Urban Footprint, which will enable the local government area to accommodate its *expansion* dwelling supply benchmark or employment planning baselines.

If satisfied, the Minister for Planning may endorse a planning scheme amendment that would be recognised as an urban zone for the purposes of the SEQ regulatory provisions.

In any case, this process must not be used to facilitate new rural residential development in the Regional Landscape and Rural Production Area.

Development Assessment

In accordance with the Planning Regulation 2017, proposed development is to be assessed against the following parts of *ShapingSEQ*, to the extent relevant:

- ▲ Chapter 3, Part A: Goals, elements and strategies
- ▲ Chapter 3, Part C: Sub-regional directions.

An application conflicts with *ShapingSEQ* if it does not comply with these sections. If there is an inconsistency between the strategies and sub-regional directions, the sub-regional directions prevail.

The SEQ regulatory provisions, which are contained in the Planning Regulation 2017 and support *ShapingSEQ*, are also relevant in development assessment.

The Planning Regulation 2017 may contain assessment benchmarks that must be assessed in certain circumstances.

The State Infrastructure Plan

The integrated planning and delivery of infrastructure and development is integral to the implementation of *ShapingSEQ*. The progression of planning and delivery of infrastructure to accommodate growth, support private investment and delivery of essential services will underpin the sustainability and liveability of SEQ (Figure 30).

ShapingSEQ has identified priority region-shaping priority infrastructure in Table 9.

This infrastructure is recognised and addressed in the 2017 Part B program update of the State Infrastructure Plan (SIP). This section provides current information regarding the status of region-shaping infrastructure and provides a credible pathway for its planning, prioritisation, funding and delivery.

As SIP Part B is updated annually, future updates will detail progress, or otherwise, of these planning priorities as they mature in response to growth and changing circumstances.

The Department of Infrastructure, Local Government and Planning leads both regional planning and the SIP, and activities will be supported by renewed focus and improved information provided through monitoring and input from local government through the SEQ RPC. This arrangement will allow the state government to respond over time to improved information and regular advice from local governments over the life of the plan and provide a dynamic response to development as it occurs.

This integrated land use and infrastructure planning framework for SEQ will be supported by a new governance arrangement integrating *ShapingSEQ* and SIP (Figure 27). The governance arrangements highlight:

- ▲ a cooperative approach to infrastructure planning between state and local government
- ▲ an ability to respond to challenges and opportunities over time
- ▲ that decision-making is informed by best available information
- ▲ the statutory responsibilities of the Minister for Planning and the Queensland Cabinet in decision-making.

These arrangements provide confidence in the integrated delivery of infrastructure and development outcomes to underpin *ShapingSEQ*.

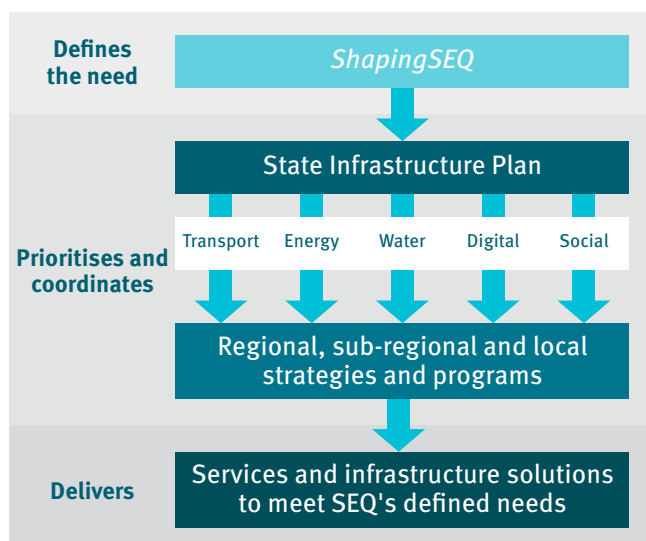


Figure 30: Progression of planning and delivery of infrastructure



Raby Bay Marina,
Cleveland

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 committed to working with the Australian Government to establish and implement City Deals for Queensland under a memorandum of understanding (MOU) agreed to on 10 November 2016.

Under the MOU, a comprehensive SEQ City Deal is set to become Queensland's second tripartite City Deal, following Townsville which became Australia's historic first City Deal signed in December 2016.

This commitment recognises the significant work already undertaken by the Queensland Government and the Council of Mayors (SEQ) over the past two years. Collectively, this work has already identified a series of regional challenges and outcomes to be addressed under a City Deal for the SEQ region.

These challenges and outcomes align with the strategy and frameworks presented by the *Smart Cities Plan*, as well as the SIP and *ShapingSEQ*. This ensures that the projects and outcomes identified in any future City Deal for SEQ align to local needs and aspirations as well as the guiding policies and directions for the region.

An SEQ City Deal represents a unique opportunity to work together to transform SEQ from a region of cities to a true city region.

A City Deal for SEQ also presents an opportunity to deliver on directions outlined in *ShapingSEQ* through an agreed delivery mechanism for project prioritisation, governance and funding (Figure 31). 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.

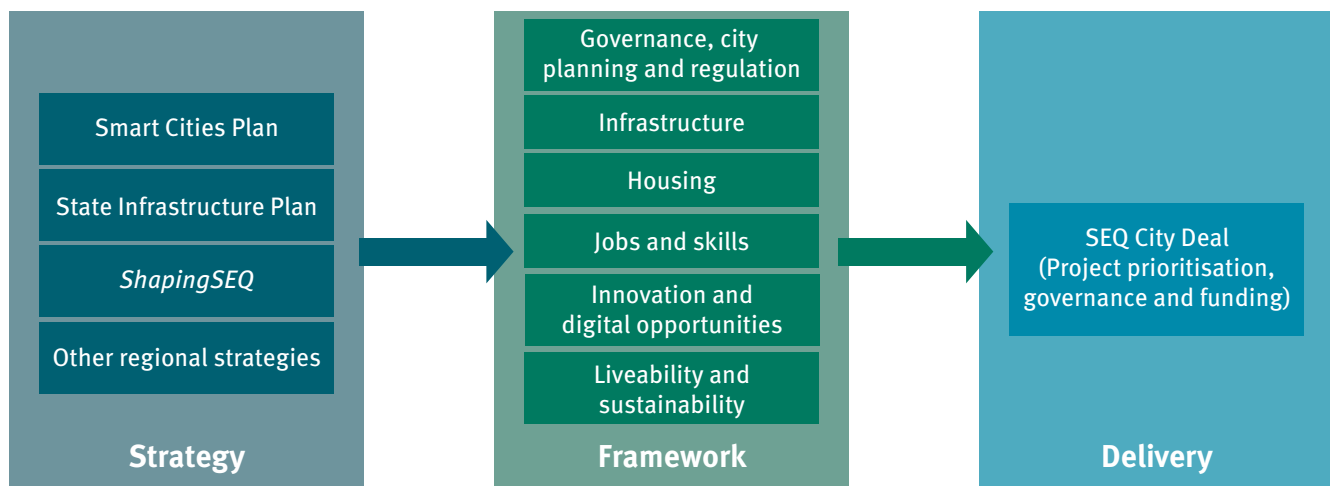


Figure 31: City Deals strategy through to delivery

Development areas

Development areas play an important role in delivering *ShapingSEQ's* goals. In particular, they help ensure there is sufficient serviceable land made available to accommodate the dwelling supply benchmarks and employment planning baselines.

ShapingSEQ has assumed that up to about 70 per cent of areas constrained by fragmented land ownership within the Urban Footprint will be developed by 2041 as part of accommodating the dwelling supply benchmarks. If this is found to be unachievable, the designation of a Major Development Area is an option for unlocking additional urban land, subject to the findings of the *SEQ Growth Monitoring Program*.

Major Development Areas

Previous regional plans have identified several large development areas, some of which have only recently commenced development.

A Major Development Area is a large proposed growth area, requiring coordinated land use and infrastructure planning and significant state infrastructure investment to unlock for urban development.

ShapingSEQ identifies one Major Development Area – Beerwah East – that will need coordinated planning and delivery to cater for the regionally-significant residential and employment supply needed to accommodate regional dwelling supply benchmarks and employment planning baselines.

This area requires a collaborative effort – led by the Queensland Government, working with Sunshine Coast Council, infrastructure agencies and other stakeholders – including through initial land use and infrastructure planning, detailed structure planning and the 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.

Priority Development Areas

Priority Development Areas (PDAs) are delivered by Economic Development Queensland (EDQ) under the *Economic Development Act 2012*, and provide an effective means for accelerating planning and development outcomes.

The use of PDAs remains an important planning instrument to support the delivery of *ShapingSEQ*. EDQ, along with other planning and infrastructure divisions of the department, will work collaboratively to ensure PDAs advance *ShapingSEQ* objectives.

PDAs already declared in the region are contained within the Urban Footprint. For further information visit the department's website (dilgp.qld.gov.au).

Potential Future Growth Areas

ShapingSEQ identifies Potential Future Growth Areas that may be needed to accommodate long-term urban growth. These areas are not required to accommodate the dwelling supply benchmarks or employment planning baselines 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 *SEQ Growth Monitoring Program* indicates adequate supply may not be provided and the benchmarks or baselines may not be accommodated in the Urban Footprint (Figure 11).

These areas 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.

To remove any doubt, the Queensland Government will not support premature planning, investigation or promotion of these areas.

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. These areas are identified indicatively, and have not been cadastrally defined.

The role of these areas will be considered further at the next review of *ShapingSEQ*. If determined suitable for future development, the Minister for Planning may designate a Potential Future Growth Area as a Major Development Area to transition the area for coordinated land use and infrastructure planning.

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

Addressing any shortfall in supply is further discussed in Chapter 5.

Review of *ShapingSEQ*

Regional plans are reviewed generally every five to seven years. On this basis, a review of *ShapingSEQ* would see a new plan delivered sometime between 2022 and 2024.

Implementation program

ShapingSEQ's implementation program is divided into seven categories and includes a range of actions necessary to deliver *ShapingSEQ* leading up to its review (Table 21). Each action will be monitored and reported on at the SEQ RPC.

The implementation program includes indicative priorities which are subject to government budgetary consideration, improved knowledge of the plan's performance over time through monitoring activities, and ongoing engagement with the community and key stakeholders.

Progress on each of the implementation actions will be reported annually to the SEQ RPC and on the department's website.

The seven categories of the program include:

- 1 delivering new growth areas
- 2 driving future prosperity
- 3 supporting growth
- 4 sustainability and natural systems
- 5 delivering better design and housing
- 6 continuing the conversation
- 7 keeping SEQ on track.

Table 21: Implementation actions

1 Delivering new growth areas				GROW
Purpose	Action	Responsibility	High priority	Medium priority
Unlocking Underutilised Urban Footprint To investigate and expedite development of underutilised areas in the Urban Footprint.	Department of Infrastructure, Local Government and Planning (DILGP) to work with SEQ local governments, infrastructure providers, and the development industry to identify and investigate constraints impeding the development of these areas. Further actions, policies or programs for government may be identified out of the investigations, to expedite the development of areas of underutilised Urban Footprint, including fragmented areas. This may include land amalgamation initiatives and catalytic infrastructure.	DILGP (including EDQ) (lead) SEQ local governments Infrastructure providers Industry	✓	
'Front loading' new expansion areas To unlock and de-risk new large-scale growth areas through collaborative planning and identification and resolution of state values and constraints early in the structure planning process.	Beerwah East Major Development Area DILGP to lead a project in collaboration with Sunshine Coast Council (SCC), infrastructure providers, state agencies and other relevant stakeholders, to identify and resolve where possible state and local planning and infrastructure constraints and opportunities for Beerwah East; and develop a more efficient system of satisfying state regulatory requirements.	DILGP (lead) SCC State agencies Infrastructure providers	✓	
	The Caboolture West emerging community area DILGP to work in collaboration with Moreton Bay Regional Council (MBRC), state agencies and stakeholders to develop a process that identifies state planning and infrastructure constraints and opportunities for Caboolture West; and develop a more efficient system of satisfying state regulatory requirements.	DILGP (lead) MBRC State agencies Infrastructure providers	✓	

2 Driving future prosperity			PROSPER	
Purpose	Action	Responsibility	High priority	Medium priority
<p>City Deals</p> <p>To deliver ‘City Deals’ for SEQ, under the Australian Government’s <i>Smart Cities Plan</i> to transform SEQ’s cities into prosperous, knowledge-based, innovative, sustainable and connected places.</p>	DILGP to lead the Queensland Government’s collaboration with the Australian Government and Council of Mayors (SEQ) to establish and deliver a comprehensive SEQ City Deal.	DILGP (lead) SEQ local governments Council of Mayors (SEQ) Australian Government	✔	
<p>Centres network and Regional Economic Clusters monitoring and review</p> <p>To ensure future planning for regionally significant employment and economic growth in SEQ is underpinned by latest information and best practice approach.</p>	<p>Review of regional activity centres network</p> <p>DILGP to work with local governments, state agencies, and industry to establish a Centres Review Working Group to lead, manage and conduct a review of SEQ’s regional activity centres network to identify priority centres as a focus for infrastructure investment.</p>	DILGP (lead) SEQ local governments State agencies Industry		✔
	<p>Informing future planning</p> <p>DILGP to work with local governments and state agencies to monitor employment location and functioning of Regional Economic Clusters to inform future planning.</p>	DILGP (lead) SEQ local governments State agencies		
<p>Innovation and start-up hubs</p> <p>To help the region respond to a transitioning economy and position it for future economic opportunities.</p>	DILGP to work with Department of Science, Information Technology and Innovation (DSITI), as part of Advance Queensland, to ensure innovation and start-up hubs and knowledge and technology precincts support <i>ShapingSEQ</i> objectives.	DSITI (lead) DILGP Department of Tourism, Major Events, Small Business and the Commonwealth Games (DTEsb)		✔

3 Supporting growth			CONNECT	
Purpose	Action	Responsibility	High priority	Medium priority
<p>Key infrastructure initiatives that support the vision for SEQ</p> <p>To ensure <i>ShapingSEQ</i>’s long-term aspirations are backed by leading infrastructure solutions and initiatives.</p>	<p>Cross River Rail SEQ Economic Development and Investment Plan</p> <p>EDQ to pursue this plan as described in the Advancing our Cities and Regions Strategy.</p>	EDQ (lead) SEQ local governments	✔	
	<p>Melbourne to Brisbane Inland Rail</p> <p>Department of Transport and Main Roads (DTMR) to work with the Australian Government to facilitate the delivery of the Melbourne to Brisbane Inland Rail.</p>	DTMR (lead) DILGP State agencies Australian Government Infrastructure providers	✔	

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3 Supporting growth (cont.)			CONNECT	
Purpose	Action	Responsibility	High priority	Medium priority
Key infrastructure initiatives that support the vision for SEQ To ensure <i>ShapingSEQ's</i> long-term aspirations are backed by leading infrastructure solutions and initiatives.	State Infrastructure Planning/Regional Transport Plans To ensure alignment with infrastructure needs identified in <i>ShapingSEQ</i> : <ul style="list-style-type: none"> ▲ DILGP's Infrastructure Portfolio Office (IPO) to work with infrastructure providers to align infrastructure planning actions and progress infrastructure priorities in line with <i>ShapingSEQ</i>. ▲ DTMR to prepare Regional Transport Plans (RTPs) for SEQ to consider strategic transport network needs and priorities to support the growth identified in <i>ShapingSEQ</i>. ▲ DTMR to undertake regular 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>. ▲ Consistent with the State Infrastructure Plan, DILGP's IPO to oversee a program of Infrastructure Coordination Plans for the SEQ local government areas. 	DILGP (IPO) (lead) DTMR SEQ local governments Infrastructure providers		
	Infrastructure funding innovation To investigate new ways of funding infrastructure in SEQ. DILGP's IPO to work with SEQ local governments and the development industry to investigate value capture and other innovative funding mechanisms for SEQ.	DILGP (IPO) (lead) SEQ local governments Industry		
	Digital infrastructure To improve coverage, performance and resilience of Queensland's digital infrastructure. DSITI to prepare and implement the Queensland Digital Infrastructure Plan (part of the State Infrastructure Plan) to help coordinate the planning and delivery of digital infrastructure.	DSITI (lead) Australian Government DILGP DETSB		

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3 Supporting growth (cont.)			CONNECT	
Purpose	Action	Responsibility	High priority	Medium priority
<p>Planning scheme alignment</p> <p>To ensure local government planning schemes align with, and advance the objectives of, <i>ShapingSEQ</i>.</p>	<p>DILGP to work with SEQ local governments to review and prioritise identified planning scheme amendments and develop a program to make the amendments.</p> <p>DILGP to also investigate partnerships with local governments and other state agencies for developing pilot projects that streamline development processes to deliver development sooner.</p>	DILGP (lead) SEQ local governments	✓	
<p>Review of local government infrastructure plans</p> <p>To monitor the preparation and implementation of local government infrastructure plans (LGIPs) for alignment with <i>ShapingSEQ</i>.</p>	DILGP to work with key stakeholders to ensure LGIPs perform well to unlock and guide growth.	DILGP (lead) SEQ local governments Industry		✓

4 Sustainability and natural systems			SUSTAIN	
Purpose	Action	Responsibility	High priority	Medium priority
<p>SEQ Koala Conservation Strategy</p> <p>To deliver an integrated strategy, supported by practical actions, to ensure the long-term sustainability of SEQ's koala habitat and population.</p>	<p>DEHP to prepare the SEQ Koala Conservation Strategy, with support from DILGP and SEQ local governments to deliver the Queensland Government's response to koala expert panel recommendations.</p> <p>Options may include improved habitat mapping, updated management and policy frameworks, strengthened regulatory protection, and improved monitoring.</p>	DEHP (lead) DILGP SEQ local governments	✓	
<p>Strategic assessment</p> <p>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>.</p>	DILGP to work with the Australian Government's Department of Environment and Energy and Queensland's DEHP to investigate the delivery of a strategic assessment for SEQ.	DILGP (lead) DEHP Australian Government	✓	
<p>Northern inter-urban break investigation</p> <p>To determine the extent, values and intended uses of SEQ's northern inter-urban break and ensure long-term protection.</p>	DILGP to work with MBRC, SCC and state agencies, to determine the extent of the northern inter-urban break and identify additional means of securing it for the long-term.	DILGP (lead) MBRC SCC DEHP DNPSR DTMR DNRM DAFF	✓	

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4 Sustainability and natural systems (cont.)			SUSTAIN	
Purpose	Action	Responsibility	High priority	Medium priority
SEQ Traditional Owner Cultural Resource Management Plan 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) and interested parties.	DATSIP (lead) DILGP Traditional Owners DEHP		
Natural Hazard Management (flood risk) To ensure the resilience of SEQ communities to flooding through a coordinated approach to management of risk to acceptable levels.	For all catchments across the region: 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 National Disaster Relief and Recovery Arrangements and the Natural Disaster Resilience Program funds.	QRA (lead) SEQ local governments DILGP DNRM Seqwater		
	In the Brisbane River Catchment: QRA to work with relevant local governments to: <ul style="list-style-type: none"> ▲ prepare the Brisbane River Strategic Floodplain Management Plan ▲ implement outcomes through planning schemes. 	QRA (lead) DILGP DNRM Seqwater BCC ICC SRC LVRC		
	DILGP's IPO to work with DTMR and other infrastructure providers to investigate aligning strategies, outcomes and infrastructure proposals with the Brisbane River Strategic Floodplain Management Plan. To commence after the release of the Brisbane River Catchment Strategic Floodplain Management Plan.	DILGP (IPO) (lead) QRA DTMR Other infrastructure providers		
SEQ Natural Resource Management (NRM) Plan 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 Land and Water to investigate how the SEQ NRM plan can support <i>ShapingSEQ</i> objectives.	Healthy Land and Water (lead) DILGP		

4 Sustainability and natural systems (cont.)			SUSTAIN	
Purpose	Action	Responsibility	High priority	Medium priority
<p>State approach to climate change mitigation and adaptation</p> <p>To support regional actions for a coordinated state approach to climate change.</p>	DILGP and DEHP to investigate how compact regional settlement patterns, urban design, coordinated infrastructure provision and management of natural assets can mitigate and assist adaptation actions as part of the Queensland Climate Adaptation Strategy (Q-CAS).	DEHP (lead) DILGP		
<p>A water sensitive region</p> <p>To enable an integrated approach to whole-of-catchment planning and management that is capable of linking the ecology and hydrology of cities to their region whilst accommodating urban and peri-urban growth adapted to a changing climate.</p>	Investigate the principles for a water sensitive region and determine strategies for their implementation in SEQ.	Cooperative Research Centre for Water Sensitive Cities (CRCWSC)		
<p>SEQ Water Security Program (2016–2046)</p> <p>To provide safe, secure and cost-effective drinking water for SEQ.</p>	Seqwater to work with state agencies, SEQ water service providers, local government and the community to ensure water security for the region.	Seqwater (lead) Department of Energy and Water Supply (DEWS) Water service providers SEQ local governments		
<p>Resilient Rivers Initiative</p> <p>To develop a coordinated approach to integrated catchment management of SEQ rivers to ensure the future environmental, economic and social health of the region.</p>	State and local governments and catchment oriented non-government organisations (NGOs) to work together with coordinated funding arrangements for efficient management of SEQ river catchments in long-term strategies and implementation plans.	DEHP (lead) DNRM Council of Mayors (SEQ) DILGP NGOs		
<p>Regional greenspace</p> <p>To ensure the community has access to a range of quality open space, recreational opportunities.</p>	DILGP to work with stakeholders to investigate how <i>ShapingSEQ</i> can support planning for multiple greenspace outcomes in strategic locations.	DILGP (lead) DNPSR Other key stakeholders		

5 Delivering better design and housing				LIVE
Purpose	Action	Responsibility	High priority	Medium priority
Density and Diversity Done Well competition Hold an industry design competition to showcase best examples of the 'missing middle' housing form.	Key outcomes from the Density and Diversity Done Well competition will help shape government policy. The design task is to propose new housing options for Queensland to meet community, urban and environmental challenges – designing for the 'missing middle'.	Queensland Government Architect (lead) Industry		
Catalyst projects 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 (EDQ) (lead) SEQ local governments State agencies Infrastructure providers		
QDesign and QCompanion To provide a common basis for, and examples of, excellence in subtropical design and urban greening initiatives to improve the region's sustainability, climate change resilience and community health.	Queensland Government Architect to work with DILGP and other key stakeholders to implement QDesign and QCompanion.	Queensland Government Architect (lead) DILGP Queensland Urban Design and Places Panel SEQ local governments Industry		
Queensland Housing Strategy and Building Plan To help deliver the Queensland Housing Strategy and Building Plan.	DILGP to work with the Department of Housing and Public Works (DHPW) to deliver the Queensland Housing Strategy and Building Plan.	DHPW (lead) DILGP		

6 Continuing the conversation				
Purpose	Action	Responsibility	High priority	Medium priority
SEQ Aboriginal and Torres Strait Islander Planning Forum To enhance the inclusion of Traditional Owner cultural knowledge and connection to land and sea Country in planning for communities and the sustainable management of cultural and natural resources.	DILGP to convene regular Aboriginal and Torres Strait Islander Planning forums to help inform planning and the delivery of programs in <i>ShapingSEQ</i> and other state planning initiatives. To occur twice yearly.	DILGP Aboriginal and Torres Strait Islander peoples		

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6 Continuing the conversation (cont.)

Purpose	Action	Responsibility	High priority	Medium priority
Community conversations To hold an ongoing conversation with the community about growth and change in SEQ.	DILGP to work with the SEQ Regional Planning Committee (RPC) 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) SEQ RPC Professional bodies and universities Community groups Environmental groups		✓

7 Keeping SEQ on track

Purpose	Action	Responsibility	High priority	Medium priority
Measuring our success To measure land supply, development activity and other 'measures that matter'.	DILGP to scope, fund and deliver a monitoring program to support the implementation of <i>ShapingSEQ</i> and future reviews. This will include: <ul style="list-style-type: none"> ▲ <i>SEQ Growth Monitoring Program</i> to be produced and reported on annually. ▲ The first report of the <i>SEQ Growth Monitoring Program</i> to be delivered in 2018. ▲ Measures that matter to be updated when available (no more than annually). Chapter 5 provides further detail on the above.	DILGP	✓	
Small area growth assumptions To reflect <i>ShapingSEQ's</i> growth assumptions at the small area level to inform coordinated infrastructure planning in support of <i>ShapingSEQ</i> strategies.	DILGP to collaborate with DTMR, Queensland Treasury 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. This advisory tool for coordinated infrastructure planning is to be prepared or updated in association with each new round of state government population, dwelling and employment projections, commencing in 2018.	DILGP (lead) DTMR Queensland Treasury SEQ local governments Other state agencies	✓	
Big data To investigate the use of big 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. DILGP to identify suitable data sets or analytic techniques to develop regular and consistent metrics to monitor implementation. 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) State agencies SEQ local governments		✓



*Burleigh Head National Park,
Gold Coast*

Measuring our success

‘Best practice regional planning requires monitoring of land supply and development.’

Measuring our success

Ongoing measuring and monitoring of regional indicators is essential

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, therefore, requires quality information to track the achievement of its goals.

Monitoring will be conducted for *ShapingSEQ* in two ways:

- 1 Measures that matter – key indicators of progress against each of *ShapingSEQ*'s five themes from available information sources.
- 2 *SEQ Growth Monitoring Program* – comprehensive monitoring and reporting of the relationship between land supply and development across local government areas and the region.

The effectiveness of *ShapingSEQ* and future regional plan reviews depends on the measures that matter and the *SEQ Growth Monitoring Program* being maintained for the long-term.

Measures that matter

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 (Table 22). They are organised under the five themes of *ShapingSEQ*: Grow, Prosper, Connect, Sustain and Live.

These measures will be maintained and reported on regularly to gauge the effectiveness of *ShapingSEQ*. It is expected they will be presented graphically and spatially and be readily available via the department's website. Additional measures may be added or updated as data becomes available.

These measures have been identified having regard to indicators identified in the Federal Government National Cities Performance Framework and the initial work undertaken to pursue a City Deal for the region. Both sets of indicators seek to address a wider range of matters than *ShapingSEQ* seeks to directly influence; therefore only those relevant to this regional plan are used here.

The Grow measures will be updated as part of the *SEQ Growth Monitoring Program*.

Table 22: Measures that matter

Measure	Level of reporting detail	Reporting timeframe and source	SEQ baseline	SEQ current trend	SEQ's preferred future
Grow					
1 Years of supply To ensure adequate land supply of all types to avoid placing upward pressure on prices.	State reporting on an LGA and region-wide basis for residential consolidation and expansion and employment (by land use type)	Annually: ▲ Best available land supply databases ▲ Queensland Treasury approvals data (residential lots and multiple dwellings only)	To be prepared as part of the first SEQ Growth Monitoring Program report	To be developed as part of the successive SEQ Growth Monitoring Program reports	▲ Minimum 15 years zoned and able to serviced, of each land use type in each LGA ▲ Minimum 4 years approved
2 Dwelling growth ~ To monitor consolidation and expansion dwelling activity against dwelling supply benchmarks.	State reporting on an LGA and region-wide basis	Annually: ABS building approvals Net dwelling growth where available (various sources)	Projected 2016–2041 Consolidation: 53% Expansion: 47%	Actual growth 2011–2016 Consolidation: 65% ▲ Expansion: 35% ▼	Consolidation: 60% ▲ Expansion: 40% ▼
~ Baseline, current trend and preferred future are for SEQ as a whole in the long-term. Short-term dwelling growth for each LGA will be compared to expected rates of growth, in the proposed small area growth assumptions (see Table 21 and SEQ Growth Monitoring Program), which will vary over time. At least three years of actual growth will be required as a basis for comparison to expected rates of growth to inform analysis and decision-making in the context of the years of supply measure.					
3 Housing type To monitor housing diversity.	State reporting on the type of dwellings being delivered on an LGA and region-wide basis.	Annually: ABS Building approvals Five-yearly: ABS Census	2011 Housing types: Houses: 74% Middle: 21% High-rise: 5%	2016 Housing types: Houses: 72% ▼ Middle: 22% ▲ High-rise: 6% ▲	Diversity ▲ Detached houses ▼ Middle (attached dwellings up to three stories) ▲ High-rise ▲
4 Housing density To monitor efficient land use.	State reporting of lot sizes and overall dwelling density being delivered on an LGA and region-wide basis	Annually: Queensland Treasury lot size data Five-yearly: ABS Census mesh block data	Median lot size (year to September 2011): 591m ² 2011 mean population weighted density of all mesh blocks: 14 dwellings per hectare	Median lot size (year to September 2016): 450m ² ▼ 2016 mean population weighted density of all mesh blocks: 16.2 dwellings per hectare ▲	Median lot size ▼ Mean population weighted dwelling density ▲

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Measuring our success


Measure	Level of reporting detail	Reporting timeframe and source	SEQ baseline	SEQ current trend	SEQ's preferred future
Prosper					
5 Employment by industry and occupation 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	2011 Jobs (% of total): Office: 23.1% Retail: 11.3% Industry: 18.2% Services: 34.5%	2006–11 Jobs (change % of total): Office: +1% Retail: -1.3% Industry: -2% Services: +2.4%	Jobs: High value adding Export earning Total jobs
Connect					
6 Transport <ul style="list-style-type: none"> ▲ Proportion of population with good access to services via public transport ▲ Mode share ▲ Average trip time via public transport ▲ Public transport patronage To monitor changes in travel behaviour in SEQ, and the success of <i>ShapingSEQ</i> policies for more compact development and public and active transport use.	Region based reporting	Five-yearly: (aligned with ABS Census collection and regional plan reviews) – ABS Census and DTMR (including household travel and travel time surveys, LUPTAI analysis, patronage data and services delivery statements)	Proportion of population with good accessibility to a range of essential services using public transport (2016): <15mins 1.4% 15–30mins 35.7% 30–45mins 36.7% 45–60mins 10.3% >60mins 15.9%	Proportion of population with 30 minutes or less travel time to a range of essential services using public transport (percentage point change 2013–2016): +2.6% points per year	Proportion of population with 30 min or less
			Mode share all trips (2011): Car: 84.4% Public transport: 8.2% Active transport: 7.3%	Mode share all trips (change 1992–2011): Car: +0.31% points per year Public transport: +0.10% points per year Active transport: -0.42% points per year	Mode share all trips: Car Public transport Active transport
			Average travel time all trips (2011): 21 minutes	Average travel time all trips (change 1992–2011): +9.6 seconds per year	Average travel time
			Average travel distance all trips (2011): 12 kilometres	Average travel distance all trips (change 1992–2011): +210 metres per year	Average travel distance
			Public transport boardings per capita per year (2011): 61.8	Public transport boardings per capita per year (change 2011–2015): -5.1	Public transport boardings per capita per year

Measure	Level of reporting detail	Reporting timeframe and source	SEQ baseline	SEQ current trend	SEQ's preferred future
Sustain					
7 Regional biodiversity network To monitor the impacts of development on SEQ's regional biodiversity values.	State reporting on trends in gains and losses of the regional biodiversity values on an LGA and region-wide basis	State reporting on extent and connectivity of vegetation, wetlands, regional ecosystems and habitat for flora and fauna species – Department of Science, Information Technology and Innovation (DSITI) and SEQ NRM Plan	2017 Regional biodiversity values in RLRPA and RLA 344,062 ha Matters of State Environmental Significance in UF, RLRPA, RLA 761,850 ha Total = 1,105,911 ha 48% of the region	To be prepared as part of ongoing monitoring	Area of Regional Biodiversity Network Increase in extent and connectivity of areas of regional biodiversity and related network
8 Koala Habitat To monitor the impacts of development on SEQ's koala habitat.	Regional level reporting on trends in koala habitat clearing across the region	Remnant Core Koala Habitat – monitored annually using vegetation clearing (DSITI SLATS) Non-remnant (Regrowth) Core Koala Habitat – monitored every two years using Bushland (woody) extent mapping (DSITI)	2017 Remnant Core Koala Habitat: 477,837 ha Non-remnant (Regrowth) Core Koala Habitat: 303,862 ha	To be prepared as part of ongoing monitoring and the SEQ Koala Conservation Strategy	No net loss in koala habitat
9 Vegetation loss To monitor the impacts of development on SEQ's regional landscapes and natural assets.	State reporting on trends in vegetation clearing on an LGA and region-wide basis	Annually (vegetation clearing): – DSITI and SEQ NRM Plan	Vegetation cover (% of region): Remnant 2011: 35.5% Non-remnant woody 2010: 26.3%	Vegetation cover (change % of region): Remnant 2001–2011: -0.4% Non-remnant woody 2001–2010: -1.7%	Vegetation cover

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Measuring our success

Measure	Level of reporting detail	Reporting timeframe and source	SEQ baseline	SEQ current trend	SEQ's preferred future
Sustain					
10 Agricultural land To monitor the impact of development on agricultural land.	State reporting on the extent of agricultural land	Reporting on changes in the extent of agricultural land – DSITI and SEQ NRM Plan	2017 Agricultural land (AL classes A and B) and Important Agricultural Areas (IAA) (overlapping) in the RLRPA 529,704 ha (23%)	To be prepared as part of ongoing monitoring.	Maintain extent
11 Community greenspace To monitor the extent of public green space.	State reporting on trends in the areas of greenspace available for outdoor recreation on an LGA and region wide basis	State reporting on protected area estate – DNPSR Land for public recreation and areas of specific landscape settings for recreation – SEQ NRM Plan	2011 Public greenspace for recreation: 21% of the region	To be prepared as part of ongoing monitoring.	Community greenspace
12 Water/ waterway quality 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 Average marine quality C	2014 Average marine quality B-	Water/waterway quality
			Average estuarine quality C-	Average estuarine quality C+	
			Average freshwater quality C	Average freshwater quality C-	
13 Affordable Living To monitor the combined effects of housing and transport costs to inform ongoing planning for sustainable communities.	State reporting on a regional and sub-regional basis	Five-yearly: derived from ABS Census housing cost and journey to work data	2011 Cost of living (housing + journey to work costs) as % of household income Requires detailed reporting in association with 2016 data	2016 Cost of living as % of household income To be compiled based on 2016 Census data	Cost of living as % household income

Measure	Level of reporting detail	Reporting timeframe and source	SEQ baseline	SEQ current trend	SEQ's preferred future
Live					
14 Queensland Urban Design and Places Panel advice 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
15 Community perception To implement regular community surveys to assess perceptions about the quality of the development being delivered.	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 



Tourism, Scenic Rim

Measuring our success

SEQ Growth Monitoring Program

ShapingSEQ identifies dwelling supply benchmarks for additional *consolidation* and *expansion* dwellings by local government area to 2041, as well as employment planning baselines. A monitoring program is vital for maintaining adequate years of supply, assessing progress towards accommodating these benchmarks and baselines and informing the review and adjustment of policies and programs as required.

To better inform this monitoring program, the department will work with key stakeholders, including relevant state agencies, local governments, the development industry and other infrastructure agencies to develop a broader and more consistent methodology for measuring land supply and to better monitor development.

Key features of the program

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 will be taken from a standing database or model that covers all individual parcels of land in each local government area. Such a database/model will be regularly updated to reflect changes in planning policy, development constraints, infrastructure and development status, subdivision and new uses.

In some cases, this will be a land use and infrastructure planning database/model developed by a local government to support its planning scheme, with support and data inputs from the state government. In other cases, it may include land supply databases developed and maintained by the state government or an infrastructure agency, with support and data inputs from local government.

Sharing of information

Relevant land supply information will be available for internal use by each level of government in that area and by relevant infrastructure agencies. Where available, measurements of net annual dwelling growth and non-residential floor space growth will also be shared for reporting of development over time. This will be subject to guidelines for appropriate use and sharing of the information.



Laneway cafe,
Toowoomba

Over time, this will enable the region to move to a ‘single point of truth’ for land supply and development information.

This will provide an agreed basis for state and local government, other infrastructure agencies and reference groups to consider any future changes to benchmarks, supply or other strategies.

Transition to best practice

As existing databases/models are updated over the next few years, those updates will be informed by best practice. This will be based on the findings of research into existing practice for land supply and development measurement. The research, including specialist advice, is the first priority of the *SEQ Growth Monitoring Program*.

For land supply measurement, the best practice research findings will guide assumptions about use, density, land suitability and availability for development, and its take-up over time. Land suitability and availability need to consider the full range of constraints to development. The appropriate basis for measuring serviceability will also be identified.

For development measurement, the research will assess the appropriateness of existing approaches to measuring development and inform the approach to special cases, e.g. secondary dwellings and self-contained dwellings that may be used primarily for visitor accommodation.

Measuring supply and triggering action to increase supply

The number of years of supply will be measured based on expected land availability and take-up as identified by the proposed small area growth assumptions (Table 22). That is, the land assumed to be available for development up to 2041 will be divided by the average annual expected demand over the next 15 years, based on the small area growth assumptions (pending the preparation of those assumptions, the 2031 growth figures in *ShapingSEQ* can be used instead). The years of supply will be measured separately for *consolidation* and *expansion* dwellings and employment uses.

Where supply that is zoned for development is less than 20 years, it will be appropriate for local and state government to start considering the planning actions required to increase supply.

Where supply that is zoned and able to be serviced falls below 15 years, and there is no action already underway to increase the supply to more than 15 years, the state government will – in consultation with relevant local governments and infrastructure agencies – initiate actions to increase supply.

Such actions may include the identification of new urban land (via a ministerial designation or scheme amendment), subject to the following:

- ▲ there are no feasible options to unlock areas in the existing Urban Footprint to accommodate the relevant *expansion* dwelling supply benchmark and employment planning baselines
- ▲ identification of new urban land in a manner consistent with the overall regional *ShapingSEQ* benchmarks and baselines (including the intended split between *consolidation* and *expansion*), strategies, and the Urban Footprint principles
- ▲ where suitable areas of new urban land are not available in a local government area to support the accommodation of its *ShapingSEQ expansion* benchmark, land in an adjoining local government area may be considered to address the shortfall in supply.

The regional land use category mapping forms part of *ShapingSEQ* and may only be amended, if necessary, as part of the periodic regional plan review process.

Annual reporting

The Queensland Government will monitor land supply and development annually, with the first report of the *SEQ Growth Monitoring Program* to be released in 2018. The core measures for the reporting are the Grow ‘measures that matter’ (Table 22).

Research will be undertaken, including specialist advice, into the practicality, cost and benefits to government decision-making of regularly, consistently and reliably reporting on significant other indicators proposed by submissions on the draft *ShapingSEQ*.

Measuring our success

Consolidation and expansion boundary

The dwelling supply benchmarks have been identified, and the proposed *SEQ Growth Monitoring Program* will measure progress towards accommodating the benchmarks, using the existing urban area (statistical boundary) shown in Figure 32.

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 *consolidation*, while areas outside are *expansion* for the purpose of *ShapingSEQ's* dwelling supply benchmarks. Using SA2s enables the Queensland Government 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.

The *SEQ Growth Monitoring Program* is expected to provide regionally-consistent land supply and development information at a more detailed spatial level. To inform the next review of the regional plan, it will be investigated whether the availability of such information to both state and local governments will support a more refined spatial distinction between *consolidation* and *expansion*.

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 benchmarks and employment planning baselines 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 baselines 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 benchmarks or employment planning baselines. Until they make the changes, those LGAs may have lower than expected growth to 2041 instead of the benchmarks/baselines
- ▲ so that *ShapingSEQ* policy provides the long-term context for infrastructure planning, *ShapingSEQ's* dwelling supply benchmarks and employment planning baselines can be reconciled with the state government's LGA-level projections by using the regional plan's benchmarks and baselines 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 and baselines 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 as an advisory tool for integrated infrastructure planning and a comparative baseline for monitoring development
- ▲ amend the Minister's Guidelines and Rules, as appropriate, to reflect the role of *ShapingSEQ's* growth assumptions and the findings of best practice research for land supply and development measurement.

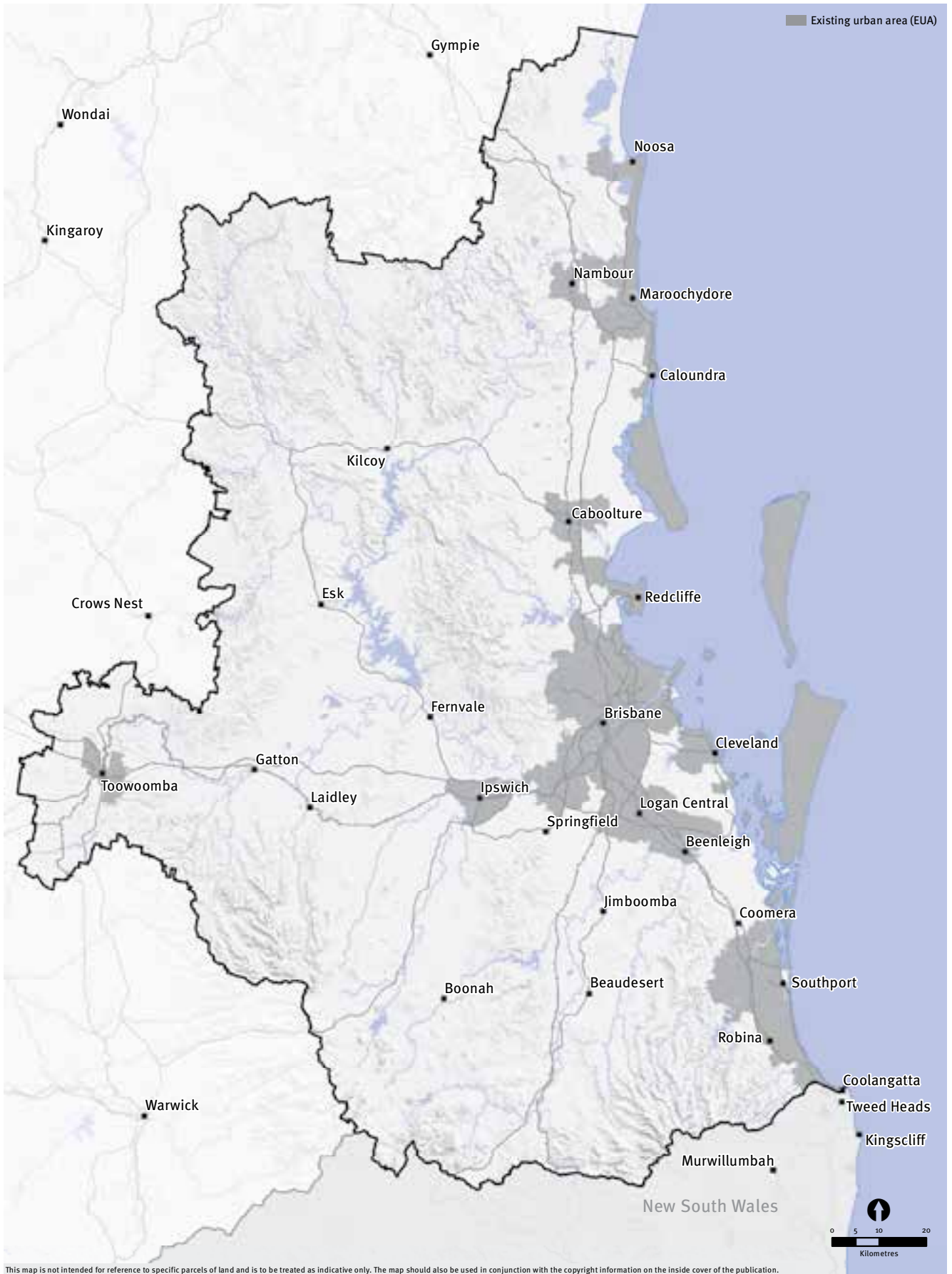


Figure 32: Existing urban area boundary (statistical boundary)



‘SEQ’s well-established and highly productive agricultural areas support local markets and the regional economy.’

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 activities¹ is not administrated under the *Planning Act 2016*.

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 activities² 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.

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) as identified on the SCL trigger map³, 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.

¹ Resource activities are defined in the *Regional Planning Interests Act 2014*.

² Regulated activities are defined in the *Regional Planning Interests Regulation 2014*.

³ 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.

Priority Agricultural Areas (PAAs) (Map 8) 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
- ▲ 5.1 – Intensive horticulture
- ▲ 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 71 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. 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 8) in recognition of SEQ's unique context of containing the state's pre-eminent urban settlements, 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.

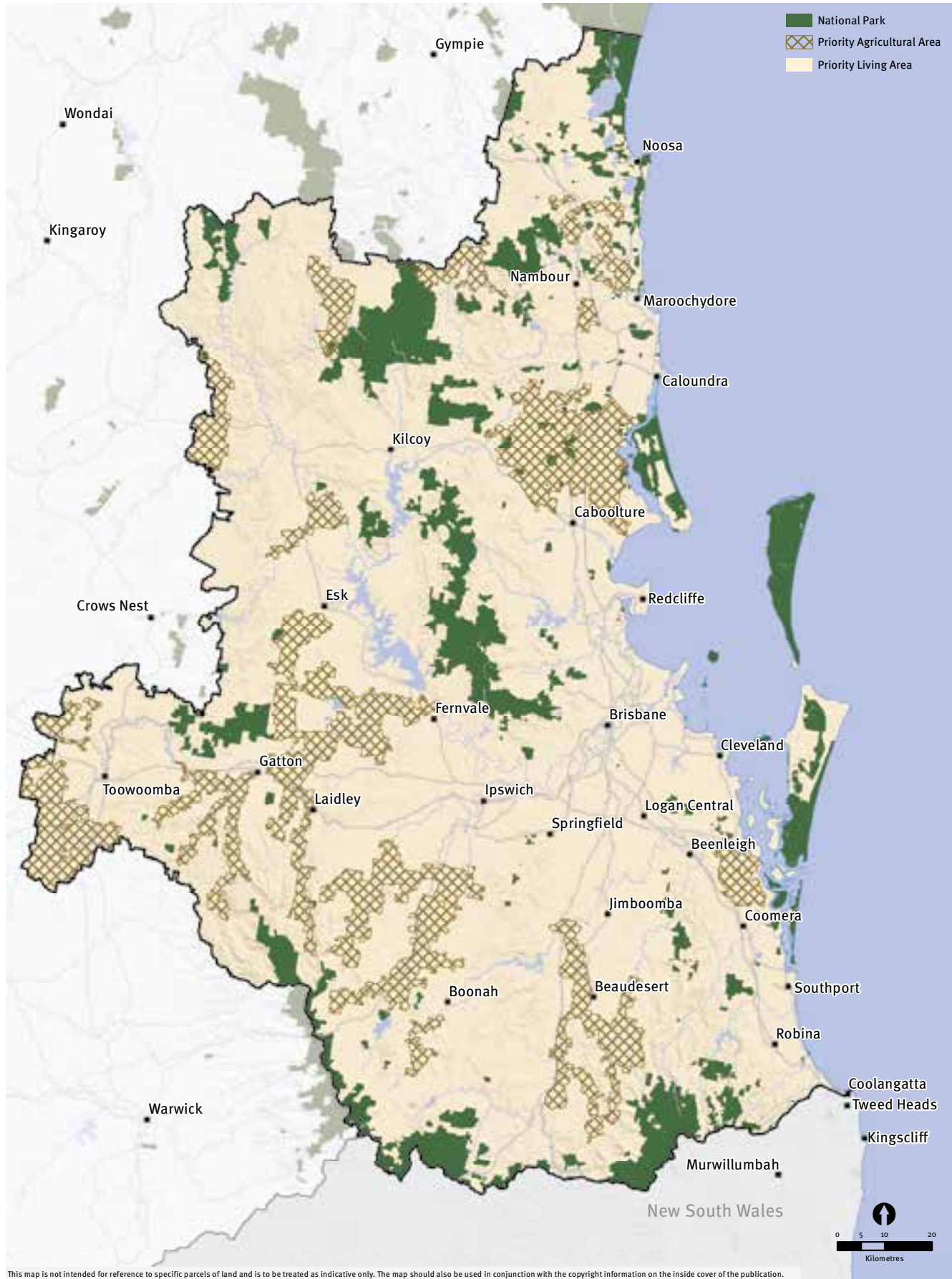
Regional outcome

- ▲ 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 8 Areas of regional interest



Glossary

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 *Planning Act 2016* or *Planning Regulation 2017*.

Term	Definition
Active transport	Physical activity undertaken as a means of transport, such as walking or cycling.
Affordable living	Refers to the combination of the household cost of buying or renting a dwelling and the cost of transport to access employment and services. It can also consider other energy we use in maintaining a home.
Agriculture	As defined in the State Planning Policy.
Amenity	The quality of a location or landscape which makes it pleasant or agreeable or which contributes to a comfortable and pleasant life.
Big data	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.
Biodiversity	The natural diversity of wildlife and the environmental conditions necessary for its survival.
Climate change	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).
Complete communities	Communities where residents have adequate and appropriate local access to a range of everyday goods, services and employment opportunities.
Consolidation (form of development)	Development on land inside the existing urban area boundary. Previously known as ‘infill development’.
Dwelling supply benchmarks	The dwelling supply benchmarks identified in Figure 7. The benchmarks indicate the supply to 2041 that needs to be planned for by <i>ShapingSEQ</i> and local government planning schemes. Actual construction of dwellings will depend on changing population growth and economic circumstances over time.
Employment planning baselines	The employment planning baselines identified in Table 3 and Appendix A. These baselines are to be used in local land use and infrastructure planning as minimums; and as a baseline for state and regional infrastructure planning.
Existing urban area	A statistical boundary used to measure <i>consolidation</i> and <i>expansion</i> development for the purposes of <i>ShapingSEQ</i> and illustrated in Figure 32. Further detail is provided in <i>ShapingSEQ Background paper 1: Grow</i> .
Expansion (form of development)	Development on land outside the existing urban area boundary. Previously known as ‘greenfield development’.
Urban greening	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. 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.
Gross residential density	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.

(continued next page)

Term	Definition
Growth assumptions	The consistent set of dwelling and employment growth assumptions used in <i>ShapingSEQ</i> (See Chapter 5 for further explanation).
High-frequency public transport	The system of public transport routes, rollingstock and signalling that enables commuter public transport to operate at high frequencies (<i>by 2041 at least 15 minute service 7am to 7pm, 7 days a week</i>) for extended periods, enabling a ‘turn up and go’ approach to travel (Department of Transport and Main Roads, TransLink Division, 2015).
Inter-urban break	A non-urban land area separating major urban development areas.
Knowledge-based industries	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).
Megatrends	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.
‘Missing middle’	A form of housing offering greater density and diversity compatible with surrounding lower density residential environments. This may include ‘Fonzie’ flats (a small self-contained apartment on the same land as a house), ‘plexes’ (duplexes, triplexes, quadplexes, etc), row/terrace housing and medium-rise apartments.
Net residential density	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); non-local transport and other infrastructure.
Peri-urban	The area of influence between rural and urban areas, usually located near urban areas.
Potential Future Growth Areas	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 needed to accommodate the dwelling supply benchmarks or employment planning baselines of <i>ShapingSEQ</i> , and do not represent a development commitment.
Public transport station	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).
Projections	<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"> ▲ at the broader regional level, those assumptions are about fertility, mortality and migration ▲ at the local level, the assumptions are about land supply and development timing. <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>
Refugia	An area within which a population of organisms can survive through a period of unfavourable climatic conditions.
Rural precinct	An administrative tool under <i>ShapingSEQ</i> to facilitate best practice land management, and appropriate and sustainable rural economic growth and diversification in the Regional Landscape and Rural Production Area.

(continued next page)

Term	Definition
Rural residential development	Large lot residential development, generally without reticulated sewerage, and typically in a rural, semi-rural or conservation setting.
Rural town	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.
Rural village	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.
SEQ regulatory provisions	Provisions contained in the Planning Regulation 2017 which ensure particular forms of development in SEQ are consistent with <i>ShapingSEQ</i> policy.
Social infrastructure	The community facilities, services and networks which help individuals, families, groups and communities meet their social needs, maximise their potential for development, and enhance community wellbeing.
Site density	The number of dwellings or single dwelling lots, or a combination, divided by the area of the residential lots.
Underutilised Urban Footprint	Land previously identified in the Urban Footprint that may be suitable for urban development, which, due to a range of factors, remains undeveloped.



Cattle property, Somerset

Abbreviations	
ARI	Areas of regional interest
COMSEQ	Council of Mayors (South East Queensland)
EDQ	Economic Development Queensland (of DILGP)
DEHP	Department of Environment and Heritage
DILGP	Department of Infrastructure, Local Government and Planning
DNPSR	Department of National Parks, Sport and Racing
DSITI	Department of Science, Information Technology and Innovation
DTMR	Department of Transport and Main Roads
IPO	Infrastructure Portfolio Office (of DILGP)
KRA	Key resource area
LGA	Local government area
LGIP	Local Government Infrastructure Plan
MNES	Matters of national environmental significance
MSES	Matters of state environmental significance
MLES	Matters of local environmental significance
PAA	Priority Agricultural Areas
PALU	Priority agricultural land uses
PDA	Priority Development Area
PFGA	Potential Future Growth Area
PLA	Priority Living Area
QPP	Queensland Planning Provisions
QUDaPP	Queensland Urban Design and Places Panel
REC	Regional Economic Cluster
RIDA	Regional interests' development approval
RLA	Rural Living Area
RLRPA	Regional Landscape and Rural Production Area
RPI Act	<i>Regional Planning Interests Act 2014</i>
SCA	Strategic Cropping Area
SEQ	South East Queensland
SIP	State Infrastructure Plan
SPA	<i>Sustainable Planning Act 2009</i>
SPP	State Planning Policy

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- ▲ SEQ local governments
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- ▲ staff from the Department of Infrastructure, Local Government and Planning.

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Queensland Government departments and other infrastructure agencies

- ▲ 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 of 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
- ▲ Powerlink
- ▲ Queensland Reconstruction Authority
- ▲ Queensland Treasury
- ▲ Queensland Urban Utilities
- ▲ Seqwater
- ▲ Unitywater

Local governments

- ▲ Brisbane City Council
- ▲ Council of the City of Gold Coast
- ▲ 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.*

Credits

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Buying local produce, Scenic Rim

Appendix A

Table 23 provides the Queensland Treasury employment planning baselines for each local government area by industry sector.

Table 23: Employment planning baselines by LGA

Brisbane							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	60,630	49,384	64,141	70,526	74,775	78,329	81,964
Industry	155,062	150,892	161,524	173,114	188,783	206,222	225,588
Office	254,235	268,377	290,381	318,146	350,410	385,006	425,514
Retail and leisure	139,321	149,356	156,573	165,289	175,660	186,240	197,942
Natural resources	22,622	21,782	24,999	26,405	28,071	29,710	31,208
Health and education	157,569	177,214	195,019	216,267	239,526	262,745	285,391
Total	789,439	817,005	892,637	969,747	1,057,225	1,148,252	1,247,607
Gold Coast							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	25,982	25,241	33,972	39,032	42,824	46,122	49,250
Industry	38,113	36,608	39,359	42,057	45,518	49,337	53,585
Office	55,027	58,315	64,322	72,365	81,579	91,522	102,972
Retail and leisure	72,702	78,540	84,038	90,736	97,985	105,076	112,392
Natural resources	3,210	2,954	3,640	5,749	9,179	12,199	14,390
Health and education	46,795	53,254	60,298	69,523	79,637	90,226	100,843
Total	241,829	254,912	285,629	319,462	356,722	394,482	433,432
Ipswich							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	5,070	4,634	6,498	7,656	8,611	9,468	10,355
Industry	15,618	15,863	16,675	17,865	19,659	21,923	24,564
Office	14,171	15,039	16,362	18,373	20,710	23,303	26,312
Retail and leisure	12,557	13,786	14,801	16,423	18,111	19,727	21,396
Natural resources	1,620	1,546	1,664	1,811	1,993	2,160	2,308
Health and education	14,751	17,060	19,963	24,773	30,443	36,737	43,864
Total	63,787	67,928	75,963	86,901	99,527	113,318	128,799
Lockyer Valley							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	867	707	915	1,036	1,118	1,183	1,240
Industry	2,268	2,235	2,414	2,654	3,028	3,478	3,942
Office	1,645	1,740	1,889	2,081	2,297	2,535	2,803
Retail and leisure	2,471	2,658	2,745	2,831	2,918	3,006	3,090
Natural resources	2,431	2,261	2,324	2,503	2,793	3,071	3,308
Health and education	2,439	2,740	3,057	3,458	3,892	4,340	4,795
Total	12,121	12,341	13,344	14,563	16,046	17,613	19,178
Logan							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	12,437	13,155	18,059	20,842	22,811	24,729	26,617
Industry	20,283	19,325	20,589	22,005	23,926	26,205	28,807
Office	18,987	19,787	21,403	23,700	26,346	29,378	32,928
Retail and leisure	23,614	25,080	26,298	27,738	29,251	30,896	32,558
Natural resources	1,823	1,532	1,673	1,969	2,404	2,807	3,140
Health and education	20,537	23,101	25,767	29,575	33,783	38,745	44,075
Total	97,681	101,980	113,789	125,829	138,521	152,760	168,125
Moreton Bay							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	13,402	15,568	18,169	20,473	21,963	23,077	24,089
Industry	19,918	18,856	20,365	21,823	23,738	25,877	28,283
Office	22,034	23,224	25,180	27,730	30,590	33,605	37,092
Retail and leisure	29,453	31,539	33,173	34,677	36,104	37,373	38,592
Natural resources	3,344	2,952	3,270	4,108	5,425	6,612	7,531
Health and education	26,676	30,416	34,150	38,923	43,866	48,731	53,594
Total	114,827	122,555	134,307	147,734	161,686	175,275	189,181

Noosa							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	2,411	2,495	3,185	3,565	3,762	3,896	3,993
Industry	2,271	2,190	2,343	2,464	2,605	2,747	2,904
Office	4,666	4,791	5,219	5,749	6,335	6,965	7,696
Retail and leisure	7,591	8,118	8,580	9,077	9,618	10,156	10,720
Natural resources	456	393	419	499	627	745	834
Health and education	4,285	4,794	5,255	5,800	6,328	6,846	7,308
Total	21,680	22,781	25,001	27,154	29,275	31,355	33,455
Redlands							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	5,298	5,782	7,861	8,863	9,416	9,733	9,960
Industry	6,846	6,844	7,172	7,474	7,841	8,234	8,679
Office	9,423	9,764	10,524	11,532	12,656	13,812	15,159
Retail and leisure	11,820	12,514	13,014	13,533	14,057	14,523	15,016
Natural resources	1,042	882	941	1,203	1,618	2,002	2,307
Health and education	10,352	11,499	12,664	14,131	15,576	16,864	18,073
Total	44,781	47,285	52,176	56,736	61,164	65,168	69,194
Scenic Rim							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	1,365	1,216	1,608	1,818	1,965	2,078	2,173
Industry	1,710	1,669	1,753	1,846	1,963	2,082	2,210
Office	2,738	2,871	3,102	3,410	3,766	4,142	4,570
Retail and leisure	3,224	3,492	3,627	3,824	4,047	4,264	4,491
Natural resources	1,996	1,784	1,770	1,898	2,130	2,349	2,524
Health and education	2,791	3,143	3,541	4,050	4,638	5,220	5,813
Total	13,824	14,175	15,401	16,846	18,509	20,135	21,781
Somerset							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	672	592	807	937	1,030	1,113	1,185
Industry	1,762	2,010	2,036	2,088	2,149	2,209	2,268
Office	791	840	908	997	1,098	1,205	1,328
Retail and leisure	1,265	1,352	1,395	1,444	1,496	1,548	1,603
Natural resources	1,173	1,040	1,032	1,059	1,115	1,193	1,290
Health and education	1,174	1,336	1,492	1,689	1,901	2,119	2,342
Total	6,837	7,170	7,670	8,214	8,789	9,387	10,016
Sunshine Coast							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	12,236	11,944	16,272	18,653	20,340	21,776	23,096
Industry	15,314	14,510	15,579	16,601	17,842	19,151	20,600
Office	24,707	25,687	28,182	31,211	34,639	38,346	42,599
Retail and leisure	30,420	32,489	34,463	36,541	38,730	40,877	43,026
Natural resources	3,818	3,410	3,736	4,668	6,159	7,481	8,469
Health and education	26,047	29,809	33,969	38,937	44,287	49,834	55,300
Total	112,542	117,849	132,201	146,611	161,997	177,465	193,090
Toowoomba (Urban extent)							
Sector	2010–11	2015–16	2020–21	2025–26	2030–31	2035–36	2040–41
Construction	5,018	4,486	5,898	6,491	6,805	7,028	7,202
Industry	9,946	9,457	9,990	10,498	11,192	11,980	12,890
Office	14,040	14,660	15,380	16,230	17,186	18,239	19,411
Retail and leisure	13,409	14,078	14,366	14,596	14,816	15,023	15,193
Natural resources	2,370	2,063	2,332	2,830	3,620	4,337	4,885
Health and education	16,739	18,366	19,815	21,611	23,489	25,371	27,061
Total	61,522	63,110	67,781	72,256	77,108	81,978	86,642

Source: Queensland Treasury Regional Employment Projections, 2010–2011 to 2040–2041

Department of Infrastructure, Local Government and Planning

Level 13, 1 William Street

Brisbane Qld 4000

tel 13 QGOV (13 74 68)

www.dilgp.qld.gov.au