



**DRAFT**

**SHAPING**

**SEQ**

**South East Queensland Regional Plan  
2023 Update**



**Queensland  
Government**

The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to leverage regions' strengths to generate sustainable and enduring economic growth that supports well-planned, inclusive and resilient communities.

We pay our respects to Aboriginal and Torres Strait Islander peoples of this land, their ancestors and their legacy. The foundations laid by the ancestors—First Nations Peoples—give strength, inspiration and courage to current and future generations to create a better Queensland. We recognise it is our collective efforts and responsibility as individuals, communities and governments to ensure equity, recognition and advancement of Aboriginal and Torres Strait Islander Queenslanders across all aspects of society and everyday life. We are committed to working with, representing, advocating for and promoting the needs of Aboriginal and Torres Strait Islander Queenslanders with unwavering determination, passion and persistence. As we reflect on the past and hope for the future, we walk together on a shared journey and vision of reconciliation where all Queenslanders are equal and the diversity of Aboriginal and Torres Strait Islander cultures and communities across Queensland is recognised, respected and valued by all Queenslanders.

#### Copyright

This publication is protected by the Copyright Act 1968.

#### Creative Commons licence

This work, except as identified below, is licensed by the Department of State Development, Infrastructure, Local Government and Planning under a Creative Commons Attribution No Derivative Works (CC BY-ND) 4.0 Australia licence. To view a copy of this licence, visit [creativecommons.org.au](https://creativecommons.org.au)

You are free to copy and communicate this publication, as long as you attribute it as follows:

© State of Queensland, the Department of State Development, Infrastructure, Local Government and Planning, August 2023.

Third party material that is not licensed under a Creative Commons licence is referenced within this document. All content not licensed under a Creative Commons licence is all rights reserved. Please contact the Department of State Development, Infrastructure, Local Government and Planning/the copyright owner if you wish to use this material.



#### Translating and interpreting service

If you have difficulty understanding a document and need an interpreter, we provide access to a translating and interpreting service. You will not be charged for this service. To contact the Translating and Interpreting Service, telephone 131 450 and ask them to telephone the Department of State Development, Infrastructure, Local Government and Planning on +61 7 3328 4811.

#### Disclaimer

While every care has been taken in preparing this publication, to the extent permitted by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

Copies of this publication are available on our website at [www.statedevelopment.qld.gov.au](http://www.statedevelopment.qld.gov.au) and further copies are available upon request.

#### Mapping

The information on the maps in this document is not intended for reference to specific parcels of land, and should be treated as indicative only. In some parts of the mapping, one layer may obscure another, this does not imply any order of importance or priority. The statutory effect of data displayed in these maps must be clarified with the Department of State Development, Infrastructure, Local Government and Planning and relevant agencies. The department does not guarantee or make any representations as to the accuracy or completeness of the information shown on these maps, nor does it accept any responsibility or liability arising from their use.

For parcel specific layers, refer to Queensland Government online interactive mapping or data portal for further information.

#### Contact us

T +61 7 3328 4811 or 13 QGOV (13 74 68)

E [bestplanning@dsdilgp.qld.gov.au](mailto:bestplanning@dsdilgp.qld.gov.au)

W [www.statedevelopment.qld.gov.au](http://www.statedevelopment.qld.gov.au)

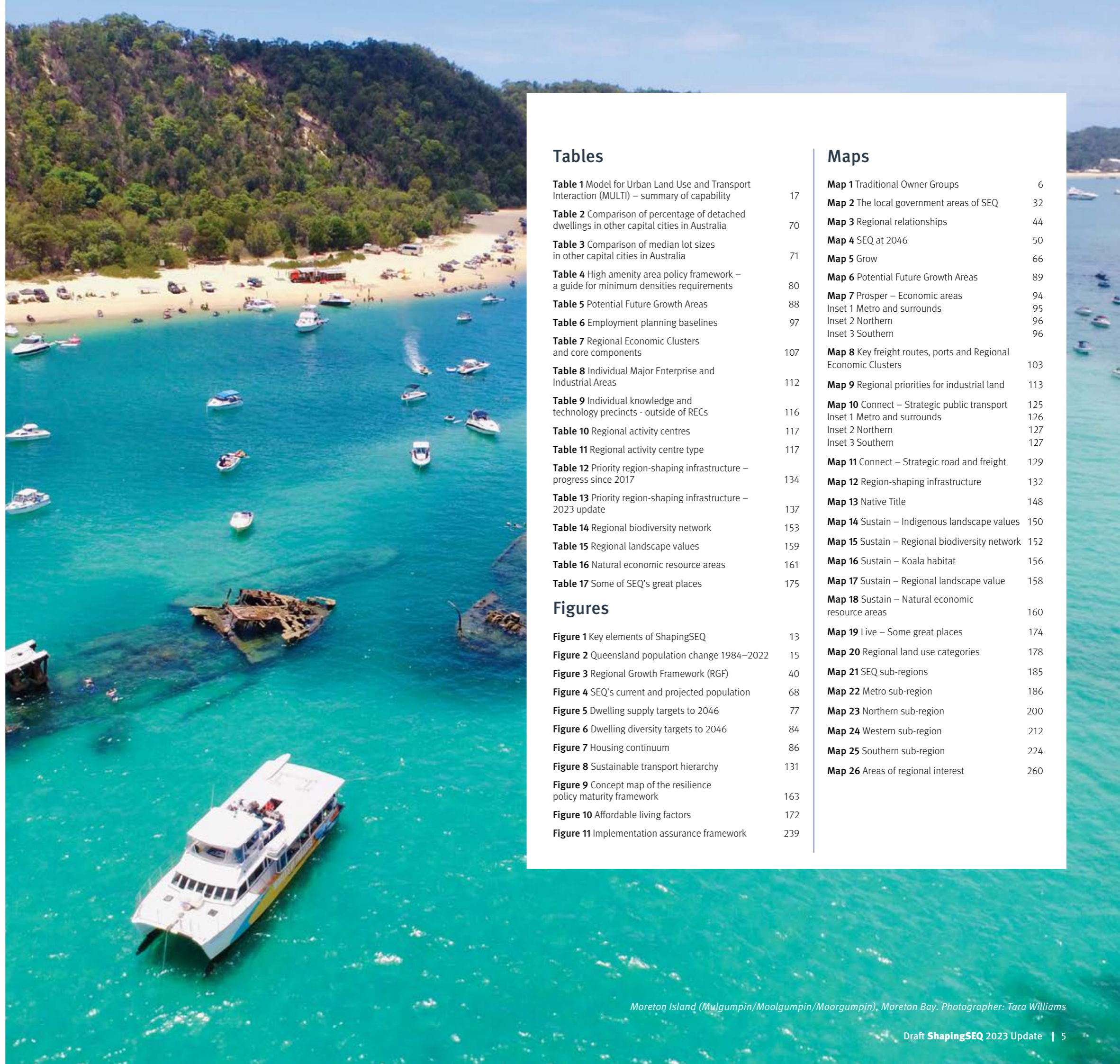
M PO Box 15009, City East, Queensland 4002

A 1 William Street, Brisbane 4000



# Contents

<b>The land of our first people</b>	<b>7</b>
<b>Foreword</b>	<b>10</b>
<b>The draft ShapingSEQ 2023 Update</b>	<b>13</b>
What's new in the ShapingSEQ 2023 Update	14
SEQ Today	27
<b>Chapter 1</b>	
<b>The plan for South East Queensland</b>	<b>30</b>
The need for ShapingSEQ	33
Draft ShapingSEQ 2023 Update regional priorities	35
Regional relationships	45
Effect	46
Alignment with the United Nations Sustainable Development Goals	48
<b>Chapter 2</b>	
<b>Our future South East Queensland</b>	<b>49</b>
50-year vision	51
Grow	52
Prosper	54
Connect	56
Sustain	58
Live	60
<b>Chapter 3</b>	
<b>The next 25 years</b>	<b>62</b>
Making our vision a reality	63
Accommodating 6 million people	63
Part A: Goals, elements and strategies	64
Part B: The regional growth pattern	176
Part C: Sub-regional directions	184
<b>Chapter 4</b>	
<b>Delivery</b>	<b>236</b>
Implementation assurance	238
Governance	241
Statutory delivery framework	246
Funding and financing	254
Communication and engagement	255
Measuring our success	257
<b>Chapter 5</b>	
<b>Resource activity</b>	<b>258</b>
Areas of regional interest	260
Priority Agricultural Areas	262
Priority Living Area	263
<b>Glossary</b>	<b>264</b>
<b>Acronyms and abbreviations</b>	<b>270</b>



## Tables

<b>Table 1</b> Model for Urban Land Use and Transport Interaction (MULTI) – summary of capability	17
<b>Table 2</b> Comparison of percentage of detached dwellings in other capital cities in Australia	70
<b>Table 3</b> Comparison of median lot sizes in other capital cities in Australia	71
<b>Table 4</b> High amenity area policy framework – a guide for minimum densities requirements	80
<b>Table 5</b> Potential Future Growth Areas	88
<b>Table 6</b> Employment planning baselines	97
<b>Table 7</b> Regional Economic Clusters and core components	107
<b>Table 8</b> Individual Major Enterprise and Industrial Areas	112
<b>Table 9</b> Individual knowledge and technology precincts - outside of RECs	116
<b>Table 10</b> Regional activity centres	117
<b>Table 11</b> Regional activity centre type	117
<b>Table 12</b> Priority region-shaping infrastructure – progress since 2017	134
<b>Table 13</b> Priority region-shaping infrastructure – 2023 update	137
<b>Table 14</b> Regional biodiversity network	153
<b>Table 15</b> Regional landscape values	159
<b>Table 16</b> Natural economic resource areas	161
<b>Table 17</b> Some of SEQ's great places	175

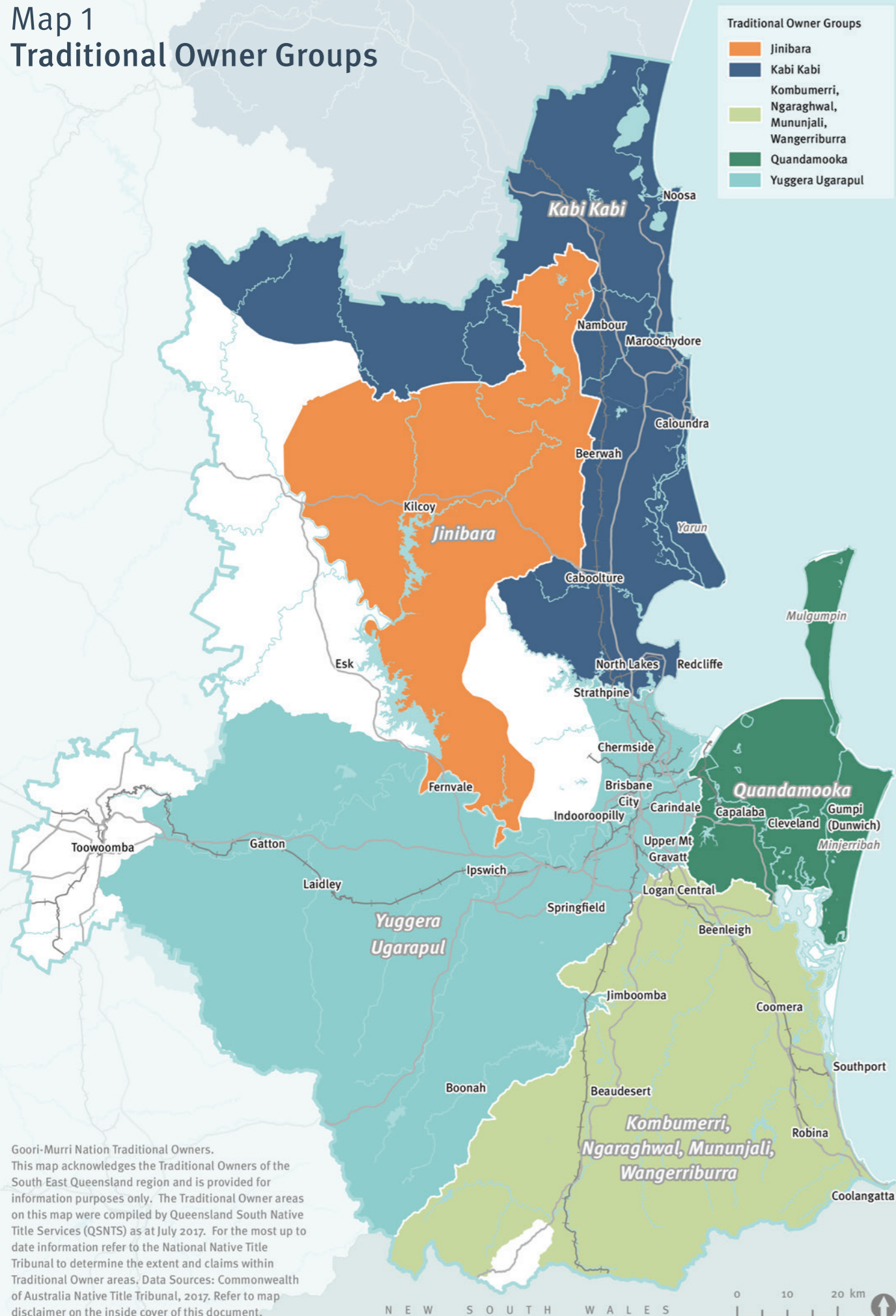
## Figures

<b>Figure 1</b> Key elements of ShapingSEQ	13
<b>Figure 2</b> Queensland population change 1984–2022	15
<b>Figure 3</b> Regional Growth Framework (RGF)	40
<b>Figure 4</b> SEQ's current and projected population	68
<b>Figure 5</b> Dwelling supply targets to 2046	77
<b>Figure 6</b> Dwelling diversity targets to 2046	84
<b>Figure 7</b> Housing continuum	86
<b>Figure 8</b> Sustainable transport hierarchy	131
<b>Figure 9</b> Concept map of the resilience policy maturity framework	163
<b>Figure 10</b> Affordable living factors	172
<b>Figure 11</b> Implementation assurance framework	239

## Maps

<b>Map 1</b> Traditional Owner Groups	6
<b>Map 2</b> The local government areas of SEQ	32
<b>Map 3</b> Regional relationships	44
<b>Map 4</b> SEQ at 2046	50
<b>Map 5</b> Grow	66
<b>Map 6</b> Potential Future Growth Areas	89
<b>Map 7</b> Prosper – Economic areas	94
Inset 1 Metro and surrounds	95
Inset 2 Northern	96
Inset 3 Southern	96
<b>Map 8</b> Key freight routes, ports and Regional Economic Clusters	103
<b>Map 9</b> Regional priorities for industrial land	113
<b>Map 10</b> Connect – Strategic public transport	125
Inset 1 Metro and surrounds	126
Inset 2 Northern	127
Inset 3 Southern	127
<b>Map 11</b> Connect – Strategic road and freight	129
<b>Map 12</b> Region-shaping infrastructure	132
<b>Map 13</b> Native Title	148
<b>Map 14</b> Sustain – Indigenous landscape values	150
<b>Map 15</b> Sustain – Regional biodiversity network	152
<b>Map 16</b> Sustain – Koala habitat	156
<b>Map 17</b> Sustain – Regional landscape value	158
<b>Map 18</b> Sustain – Natural economic resource areas	160
<b>Map 19</b> Live – Some great places	174
<b>Map 20</b> Regional land use categories	178
<b>Map 21</b> SEQ sub-regions	185
<b>Map 22</b> Metro sub-region	186
<b>Map 23</b> Northern sub-region	200
<b>Map 24</b> Western sub-region	212
<b>Map 25</b> Southern sub-region	224
<b>Map 26</b> Areas of regional interest	260

Map 1  
Traditional Owner Groups



Goori-Murri Nation Traditional Owners.  
This map acknowledges the Traditional Owners of the South East Queensland region and is provided for information purposes only. The Traditional Owner areas on this map were compiled by Queensland South Native Title Services (QSNTS) as at July 2017. For the most up to date information refer to the National Native Title Tribunal to determine the extent and claims within Traditional Owner areas; Data Sources: Commonwealth of Australia Native Title Tribunal, 2017. Refer to map disclaimer on the inside cover of this document.

# The land of our First People

Aboriginal and Torres Strait Islander peoples of Queensland are made up of many distinct communities and groups, each with their own unique laws, traditions, languages, culture and traditional knowledge.

Aboriginal and Torres Strait Islander peoples successfully governed their lands, seas, waters, air and resources for at least 65,000 years prior to British colonisation of Queensland. Aboriginal and Torres Strait Islander peoples assert they have never ceded their sovereignty

over their lands, seas, waters, air and resources and they continue to assert their sovereignty. Aboriginal peoples have a continuing responsibility for their lands, seas, waters, air and resources under Aboriginal law and Aboriginal tradition<sup>1</sup>.

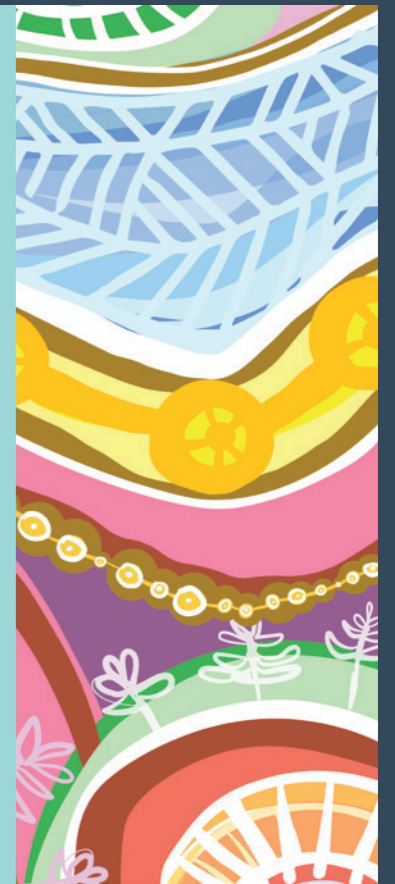
## The Yhurri Gurri Framework 2021–2024

A key achievement outlined in the Queensland Government Reconciliation Action Plan is the Yhurri Gurri Framework 2021–2024 (the Framework). The Framework is an integral part of the Department of State Development, Infrastructure, Local Government and Planning's (DSDILGP) day-to-day operations and sets out DSDILGP's ongoing commitment to have a positive impact on First Nations businesses, communities and peoples.

The Framework outlines DSDILGP's ongoing commitment to grow First Nations participation in its everyday business with initiatives that support First Nations communities, businesses and peoples across Queensland.

It is part of DSDILGP's commitment to support the reframed relationship with Aboriginal and Torres Strait Islander peoples through the Statement of Commitment.

DSDILGP's Regional Growth Framework (RGF) under which the draft ShapingSEQ 2023 Update and *South East Queensland Infrastructure Supplement (SEQIS)* have been prepared support the Framework's 'Structural Reform' initiative which recognises the need to draw on perspectives and knowledge of First Nation peoples in legislation, policy and program design.



*A note on terminology throughout this document: Aboriginal and Torres Strait Islander peoples, First Nations peoples, First Peoples and Indigenous peoples are used interchangeably. The definition for Indigenous peoples is Australian Aboriginal peoples and Australian Torres Strait Islander peoples.*

<sup>1</sup> Queensland Government (2023) *Path to Treaty Act 2023*, <https://www.legislation.qld.gov.au/view/pdf/asmade/act-2023-012>

## Aboriginal and Torres Strait Islander peoples in South East Queensland

### About 40 per cent of Queensland's Aboriginal and Torres Strait Islander population live in South East Queensland (SEQ).

This 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). SEQ is unique for the number of peak bodies for Aboriginal and Torres Strait Islander peoples that operate out of the region.

The landscape of SEQ is traditional Country for several Traditional Owner groups who have a long and continuing connection to the lands and waters across SEQ and the region benefits from valuable culture, knowledge, tradition and stories of Aboriginal and Torres Strait Islander peoples across generations.

## 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 of SEQ have cared for Country, and Country has cared for them. They want access to traditional, natural and cultural resources and to plan for and preserve them for the future generations of all Queenslanders to enjoy and live prosperous lives.

Traditional Owners acknowledge that the SEQ of today is a changed place, where traditional Country is shared and hosts both First Nations people with historical connections and those that move here to live. It is also shared with non-first nations people who reside on Country.

However, it is respected that SEQ Traditional Owners exert their fundamental human right to both maintain their ongoing and unique connection to their ancestral lands and fulfill their responsibilities to the land and sea under their traditional law and customs.

These rights are protected generally under the *Human Rights Act 2019*, and through specific legal outcomes like the *Native Title Act 1993*.

Country continues to have a role in the spiritual, social and economic future 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. Protected Area Estates like Naree Budjoong Djara (My Mother Earth) and Gheebulum Kunungai (lightnings playground) National Parks are jointly managed by the Quandamooka People with the Queensland Government.

The draft ShapingSEQ 2023 Update acknowledges this spiritual and physical connection with Country and need for ongoing engagement of Traditional Owners in maintaining and enhancing the health of Goori–Murri Nation and the wellbeing of Traditional Owners.

## Queensland's 2022 Closing the Gap Implementation Plan

The release of Queensland's 2022 Closing the Gap Implementation Plan is a milestone in our efforts to close the gap in life outcomes between Aboriginal and Torres Strait Islander people and non-Indigenous Australians. The Implementation Plan documents how the Queensland Government is working to address the priority reforms and socioeconomic targets in the National Agreement on Closing the Gap, and how our progress will be evaluated. These include:

- » **Outcome 1**  
Aboriginal peoples and Torres Strait Islander peoples enjoy long and healthy lives
- » **Outcome 8**  
Strong economic participation and development of Aboriginal and Torres Strait Islander peoples and communities
- » **Outcome 9**  
Aboriginal peoples and Torres Strait Islander peoples secure appropriate, affordable housing that is aligned with their priorities and need
- » **Outcome 14**  
Aboriginal peoples and Torres Strait Islander peoples enjoy high levels of social and emotional wellbeing
- » **Outcome 15**  
Aboriginal peoples and Torres Strait Islander peoples maintain a distinctive cultural, spiritual, physical and economic relationship with their land and waters<sup>2</sup>.

## Queensland Government Reconciliation Action Plan 2023–2026

The Queensland Government's vision for reconciliation is building a reframed relationship that acknowledges, embraces and celebrates the humanity of Aboriginal and Torres Strait Islander peoples and achieves equity through excellence for the First Nations peoples of Queensland. The Queensland Government recognises that:

- » Aboriginal and Torres Strait Islander peoples and their individual cultures are unique
- » colonisation has left an enduring legacy of economic and social disadvantage that many First Nations peoples continue to experience

- » Aboriginal and Torres Strait Islander peoples have continuing cultural rights and responsibilities as the First Peoples of Queensland
- » regional and place-based approaches are required to address the different needs of Aboriginal and Torres Strait Islander communities.

The Queensland Government commits to delivering Aboriginal and Torres Strait Islander excellence to achieve equity for First Nations people of Queensland.

We will achieve excellence by enabling First Nations voices to co-design policies, programs and initiatives and increasing First Nations Queenslanders representation on boards and on major governance structures. A specific key action under the key area of Relationships is that legislation, policies, programs and services are co-designed with Aboriginal and Torres Strait Islander peoples<sup>3</sup>.

*Glass House Mountains, Sunshine Coast. Photographer: Tara Williams*

<sup>2</sup> Queensland Government (2021) *Queensland's 2021 Closing The Gap Implementation Plan*, <https://www.dsdsatsip.qld.gov.au/resources/dsdsatsip/work/atsip/reform-tracks-treaty/closing-gap/closing-gap-implementation-plan.pdf>

<sup>3</sup> Queensland Government (2023) *Reconciliation Action Plan July 2023–June 2025*, <https://www.dsdsatsip.qld.gov.au/resources/dsdsatsip/work/atsip/reform-tracks-treaty/rap/reconciliation-action-plan-2023-2025.pdf>

# Foreword



Moreton Bay Cycleway, Cleveland (Nandeebie/Indillia). Supplied by Redland City Council

## Having a home is a fundamental human right. In coming decades Queensland is expected to experience ongoing population growth which is likely to exacerbate housing shortages experienced in recent years.

While regional planning will not alleviate the pressures on short term housing supply, it can ensure local governments and industry are providing sufficient supply for population growth in the medium to longer term. South East Queensland (SEQ) is the state's biggest population centre. When the Premier convened the inaugural Housing Summit in October 2022 industry asked for the government to review the *South East Queensland Regional Plan, ShapingSEQ 2017*. The government agreed to that request and committed to a fast tracked review of the plan to ensure the policies were appropriate to respond to this challenge.

SEQ will have a population of almost six million people in 2046. This will require almost 900,000 new homes and just over one million new jobs. The sustained effort for coordinated land use and infrastructure planning in SEQ has positioned us well to accommodate this growth, however, the current housing supply shortfall and higher projected population growth require a heightened and more focussed response than ever before.

This means more housing than ever before is needed. And we need a plan that makes sure homes are delivered when and where they are needed.

We also need to make sure the new homes are creating affordable lifestyles for Queenslanders by maximising access to their daily needs and limiting travel time.

Housing stock delivery has slowed for many reasons on both the demand and supply side, and one reason going forward should not be overly restrictive planning requirements that discourage sensible and gentle growth in the right locations that provide fairer opportunities for people to access the homes they need.

Homes need to be well-located close to jobs and services. The COVID-19 pandemic showed us the importance of suburbs and communities outside the major metropolitan centres. We are providing opportunities for more jobs in this plan and ensuring key elements such as sufficient industrial land at a regional scale is supported. Townships and villages in the rural areas are also being supported to grow to maintain their sustainability.

We are fortunate to have a federal government re-engaged in housing – they have set a National Housing Accord with a target for one million new well-located homes over five years.

This plan demonstrates how SEQ will play our part in this national challenge.

It will make sure we are at the table to receive our fair share of funding for the critical services and infrastructure needed to accommodate this growth.

So this draft plan – the draft ShapingSEQ 2023 Update – responds to this national challenge in a place specific context for our region and in a way that protects our liveability but creates fairer opportunity for those wanting to live here.

We cannot rely on traditional models and greenfield style development as the only answer for housing affordability given what we know about people's changing preferences and choices. And we need to protect our environment – a unique feature of why so many people want to live here. Growth needs to be sustainable and protect critical environmental values and respond to climate change and increased climate events. The simple fact is urban sprawl leads to bad outcomes for people and the environment – and affordable housing near the CBD and around rapid public transport leads to better outcomes for both people and the environment. The draft ShapingSEQ 2023 Update will provide the framework for the protection of these values, including implementation actions to improve protections through bioregional planning.

The Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) provides an opportunity for accelerated infrastructure connections across the region.

Local government expressed support for additional housing around existing infrastructure, along with planned infrastructure aligned to the plan. The Queensland Government has heeded this feedback and we are pleased to advance alignment of infrastructure and land use planning through the draft *South East Queensland Infrastructure Supplement (SEQIS)*, released at the same time as the draft ShapingSEQ 2023 Update.

Changes to the population over time, with more smaller and single person households, means we need to provide housing options that respond to these choices. This plan aims to provide access to the types of homes that South East Queenslanders want where they want them. This doesn't mean growth everywhere – but it does mean fairer distribution across our region to cater for the growth we know is coming.

This plan sets out updated housing targets as our region is growing and outlines a need for more homes than ever before with about 900,000 new homes by 2046. For the first time, the plan sets out housing diversity and density targets for local governments to deliver a mix of housing. Evidence shows that there has been a significant gap between a detached house and a high-rise unit in SEQ and this is an opportunity to respond to a changing population.

In addition, the state seeks to set clear targets and requirements for both social housing and affordable housing. This will mean federal, state, local governments and industry are clear on all parts of the housing system and what is needed to supply housing in SEQ.

The implementation of this plan requires commitment from everyone, but with this plan the state government is signalling its intention to lead the way. An assurance framework is included that will make sure that the policies and strategies in this plan translate into delivery of homes on the ground for the current and future residents of SEQ.

This draft plan has been prepared in consultation with many voices and we look forward to receiving your feedback.

### Steven Miles MP

Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure





Highfields, Toowoomba. Supplied by Toowoomba Regional Council

# The Draft ShapingSEQ 2023 Update

**ShapingSEQ is the Queensland Government’s plan to guide the future of the South East Queensland (SEQ) region, encompassing the 12 local government areas (LGAs) of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).**

ShapingSEQ allocates all land in SEQ into one of three regional land use categories: Regional Landscape and Rural Production Area (RLRPA), Urban Footprint and Rural Living Area (RLA). In doing so, it provides a framework for delivering efficient urban and rural residential growth, a more compact urban form, economic agglomeration and the protection and sustainable use of SEQ’s natural assets, landscape and productive rural areas.

**The current South East Queensland Regional Plan (*ShapingSEQ* 2017) identifies that a review of the plan is anticipated between 2022 and 2024.**

On 20 October 2022, the Premier and Minister for the Olympic and Paralympic Games, the Honourable Anastacia Palaszczuk MP, committed to a review of ShapingSEQ as a key outcome from the Queensland Housing Summit, anticipated to be released at the end of 2023.

In response to the current housing pressures, this document – the draft ShapingSEQ 2023 Update – reflects the outcomes from work undertaken to date on a fit for purpose review of *ShapingSEQ* 2017. The review reflects new and emerging priorities influencing the growth narrative in SEQ.

It responds to the region’s projected growth to 2046, having regard to the opportunities and challenges for maintaining and enhancing the region’s sustainability, global competitiveness and high-quality living opportunities. It sets the long-term vision for the region which is supported by strategies and actions to deliver on the vision. A key driver for change is to make sure there is sufficient land and the right type of housing supply to meet the housing needs of Queenslanders today and into the future.

The draft ShapingSEQ 2023 Update, maintains the fundamental elements of *ShapingSEQ* 2017, including the five themes underpinning the 50-year vision for SEQ: Grow, Prosper, Connect, Sustain and Live. Each theme provides further dimension and clarity on the future sought for SEQ. These five themes are woven through all aspects of the plan as illustrated in Figure 1.

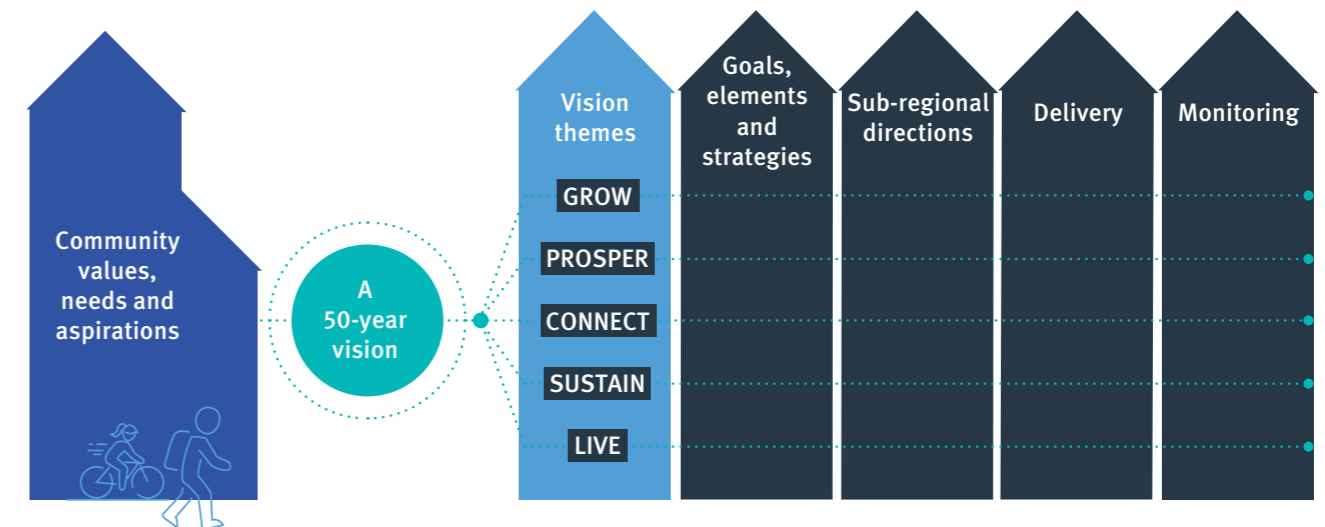


Figure 1: The five key themes of the 50 year vision

While the draft ShapingSEQ 2023 Update has primarily been prepared in response to the housing challenges, all themes have been reviewed and updated to reflect the planning outcomes and latest policy work progressed between 2017 and 2023, to the greatest extent possible.

All themes are inextricably linked, with Connect, Sustain and Live underpinning sustainable and ecological outcomes aligned to the preferred growth pattern detailed in Grow and Prosper. All themes work together to achieve the 50-year vision for SEQ.

Development of the Draft ShapingSEQ 2023 Update has been undertaken in alignment with the *South East Queensland Infrastructure Supplement (SEQIS)* and has incorporated feedback from engagement with state agencies, local government and industry.

# What's new in the *ShapingSEQ 2023 Update*

**In the context of the National Housing Accord 2022 and the current housing challenges, one of the primary drivers underpinning the review of *ShapingSEQ 2017* is to ensure that land and housing supply settings are fit for purpose and responsive to current and expected future growth, while providing an enhanced framework to engage with local governments, industry and the community to accelerate the delivery of more housing.**

However, the significant advancements in policy settings at all levels of government cannot be disregarded, and therefore the draft *ShapingSEQ 2023 Update* also focuses on amending key policies in line with current priorities and in response to trends and new data, in the context of SEQ.

The key changes between the draft *ShapingSEQ 2023 Update* and *ShapingSEQ 2017* are summarised in the following sections.

*Chapter 3 – the next 25 years* provides further detail on updated and new strategies and supplementary information on achieving strategies.

## A robust evidence base

**In planning for growth, the draft *ShapingSEQ 2023 Update* has, for the first time, considered factors that influence housing supply beyond the planning system.**

These include realistic timeframes for land availability, development rates, financial feasibility and the interplay of land use and infrastructure in the delivery of housing. The analysis undertaken by the Queensland Government takes into account realistic developability to the greatest extent possible in regional planning practice for Queensland and presents a new standard of national best practice for evidence based regional planning. This analysis has directly informed the spatial pattern of growth for SEQ to 2046.

The policy direction provided under the draft *ShapingSEQ 2023 Update* has been developed having regard to meeting the dwelling supply targets in terms of:

» **Size:** accommodating future households in accordance with a preferred spatial pattern, limiting sprawl while still providing for growth across the region

- » **Speed:** having improved knowledge about barriers to growth so we can drive the required rate of housing delivery
- » **Mix:** delivering the necessary diversity in housing types for new and changing households demographics to provide more affordable choices.

## The draft *ShapingSEQ 2023 Update* population projections

Queensland's population growth has recovered strongly post-COVID-19, driven by record levels of net interstate migration (Figure 2). There has also been a significant recovery in net overseas migration to Queensland, of which SEQ accounts for approximately 80 per cent.

The draft *ShapingSEQ 2023 Update* population projections take into account this growth in interstate migration derived from the Australian Bureau of Statistics (ABS) Regional Population components and trends at June 2022, as well as the Queensland Government population projections

2023 edition medium series and high series, and the Australian Government budget announcements relating to increased immigration (2022/23 and 2023/24).

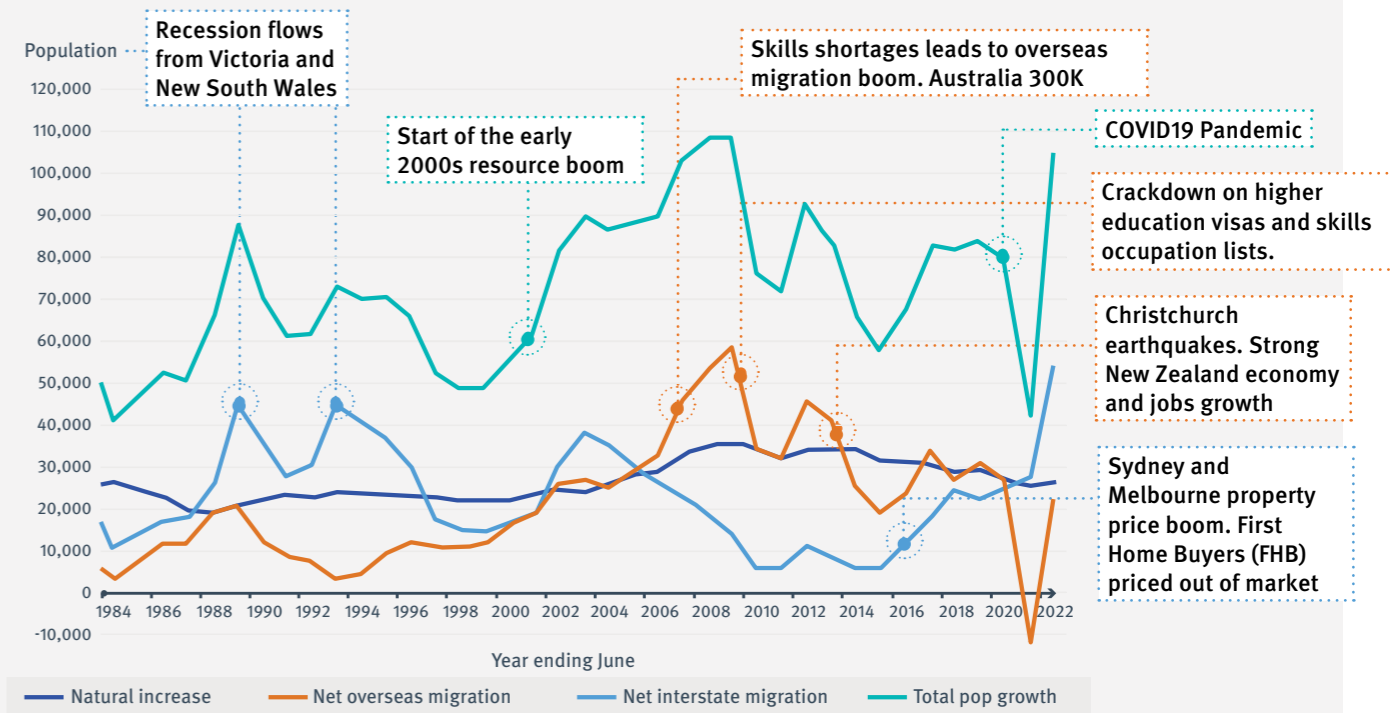


Figure 2: Queensland population change 1984–2022

The draft *ShapingSEQ 2023 Update* population projections identify a period of considerable growth. SEQ is currently home to 3.8 million people and by 2046 it will be home to six million people. This presents an increase of 2.2 million people over 25 years. This will require around 900,000 new homes for residents as well as homes utilised for tourism and short-term accommodation.

The draft *ShapingSEQ 2023 Update* population projections, like all population projections, provide a point-in-time projection based on trends and assumptions.

There is always uncertainty about the application of projections in terms of the level and nature of future growth patterns.

For this reason, the Queensland Government population projections present three growth series, based on low, medium and high growth assumptions. These projections provide an envelope for the draft *ShapingSEQ 2023 Update* projections.

While the Queensland Government 2023 edition medium series projections provide the basis for the draft *ShapingSEQ 2023 Update*, the *ShapingSEQ*

projections also take account of the latest actuals to provide the most appropriate set of projections for use in undertaking the review. Population and dwelling growth will continue to be reviewed and updated regularly as actual data is confirmed, and the Queensland Government's Growth Monitoring Program (GMP) will capture how SEQ is tracking over time, with future, more regular revisions to *ShapingSEQ*, updating policy directions as necessary.



The population projections demonstrate the significant challenge before governments, the development industry and communities, particularly considering the pressure already being experienced in housing shortfalls and declining affordability. The housing challenges being experienced across Australia and in Queensland have resulted in the draft ShapingSEQ 2023 Update incorporating new policy responses necessary to address housing supply over the short, medium and long term.

The updated projections and policy directions will be underpinned by a new implementation approach – that must hang on joint accountability across federal, state and local governments along with industry and the community.

It is acknowledged that to truly respond to these challenges, there needs to be clear agreement by all parties on the scale of shortfall, underpinned by continual improvement of evidence to track supply and housing diversity in a real way based on actual capacity and delivery, not theoretical assumptions.


This requires ongoing commitment and investment from these parties to keep each other accountable and use evidence that is up to date and accurate, so the appropriate policy and investment can be implemented to unlock new types of homes for the future population of SEQ. Critically, this evidence will ensure we can continue facilitating homes in the right locations that can accommodate growth and ensure communities have access to services, jobs and amenities that make liveability in SEQ so unique.


### Detailed analysis – integrated land use and transport planning


The draft ShapingSEQ 2023 Update is underpinned by detailed and comprehensive analysis undertaken through updated regional planning modelling capability.


The Model for Urban Land Use and Transport Interaction (MULTI) has been informed by the land supply and development monitoring (LSDM) peer review (undertaken by KPMG in 2022) and stakeholder feedback. The need for improved integrated land use and transport modelling was first identified in 2017 and has been delivered by government through genuine partnership of the Department of Transport and Main Roads (TMR) and DSDILGP. The MULTI dynamically integrates economics, transport modelling, demographics, and land use planning to test growth scenarios across SEQ for planning and decision making (Table 1).


For the ShapingSEQ 2023 Update, the MULTI provides the following capabilities:


 Models housing demand, location choice and interactions with available housing supply as contained in local government planning schemes, considering infrastructure servicing across SEQ

 Provides a better understanding of supply pressures to inform decision making and policy actions bringing supply to market

 Reflects the land use benefits unlocked from major future planned transport infrastructure investment projects, such as Cross River Rail, Coomera Connector and Brisbane Metro, which will be used to support preliminary evaluations and business cases through Infrastructure Australia

 Reflects an improved understanding of the dynamics of the housing market across the region in response to changes in accessibility, land use policy and transport outcomes

 Informs the suitability, sizing, and potential future growth requirements for the Urban Footprint and dwelling supply targets

 Accounts for key transport connections needed to support growth across SEQ

**Table 1**  
Model for Urban Land Use and Transport Interaction (MULTI) – summary of capability

Supply factors	ShapingSEQ 2017	ShapingSEQ 2023 Update
Zoning	✓	✓
Land suitability	✓	✓
Ultimate development	✓	✓
Development feasibility (financial feasibility model)		✓
Transport infrastructure		✓
Realistic take-up rates		✓
Water/waste infrastructure provision (ability to service)		✓

Demand factors	ShapingSEQ 2017	ShapingSEQ 2023 Update
Household changes	✓	✓
Dwelling type requirements	✓	✓
Transport accessibility		✓
School catchments and ranking		✓
Location attractors		✓
Socioeconomic factors		✓

### Accurate and transparent data

Each theme will be supported by new and focused measures for monitoring to better inform implementation and ongoing policy refinement. To truly respond to the issues our region faces, we need to agree on what is and isn't working to achieve our vision for the region. We will therefore be utilising and acquiring transparent data to track implementation progress of the strategies included in the draft ShapingSEQ 2023 Update based on actual data and not theoretical assumptions.

This will mean working directly and continuously with local government, industry and other stakeholders to capture new information that is robust and tested and informs a central evidence base that is ultimately used to enable transparent and joint accountability in implementing this plan.

New measures for monitoring and reporting are still being developed and will be included in the final ShapingSEQ 2023 Update. DSDILGP welcomes feedback and suggestions on new measures to monitor and report on strategies and outcomes sought from the draft ShapingSEQ 2023 Update.



## Changes under each theme

### Grow

The planning system has an important role to play in reducing housing supply costs, including through regulation and reducing unnecessary red tape for low-complexity housing, and providing greater clarity and certainty around infrastructure delivery and costs. The draft ShapingSEQ 2023 Update acknowledges that the existing statutory framework needs to do more to enable the delivery of more well-located homes than ever before.

Changes to Grow under the draft ShapingSEQ 2023 Update therefore focus on updated policies that increase potential capacity for housing development across the region, supported by a range of tools for implementation assurance. These tools include a combination of legislative amendments, initiatives and programs supported by coordinated governance and delivery frameworks (refer *Chapter 4 – Governance and delivery*).

To enable the updated policy directions under the draft ShapingSEQ 2023 Update and meet the collective challenges of the future, all parts of the region will need to embrace some change. To further this, the Queensland Government is partnering with local governments and industry to develop a Community Engagement and Awareness Campaign on growth and housing diversity and will work closely with local governments to facilitate place-based community outcomes. This campaign will articulate the benefits of growth and housing diversity and how well-managed growth supports community well-being, connection and amenity. In addition to this, the Queensland Government has developed a suite of content for state government agencies, local government and industry to use on their own channels to have a consistent voice around growth and housing in Queensland.

It is acknowledged that not all change will be immediately transformative, with incremental change occurring in many places over the life of the plan. However, there are some places that have significant potential for unlocking more homes that are close to services, jobs and amenity given their proximity to committed and delivered infrastructure. The draft ShapingSEQ 2023 Update leverages and encourages growth of diverse housing supply aligned to these opportunities.

### Prosper

The provision of well-located homes close to jobs is a key outcome sought from the draft ShapingSEQ 2023 Update, including acceleration of the number and type of jobs across the region. The COVID-19 pandemic highlighted the need to review the role of centres and employment land, as people continue to re-evaluate how and where they work, influencing travel patterns and performance of employment land, including centres and industrial land.

The draft ShapingSEQ 2023 Update provides an opportunity to build flexibility into the region’s spatial pattern in response to COVID-19, and to promote the region’s economic diversity and strengths for a strong economy – including population-serving jobs as well as high-value and specialised jobs in Regional Economic Clusters (RECs).

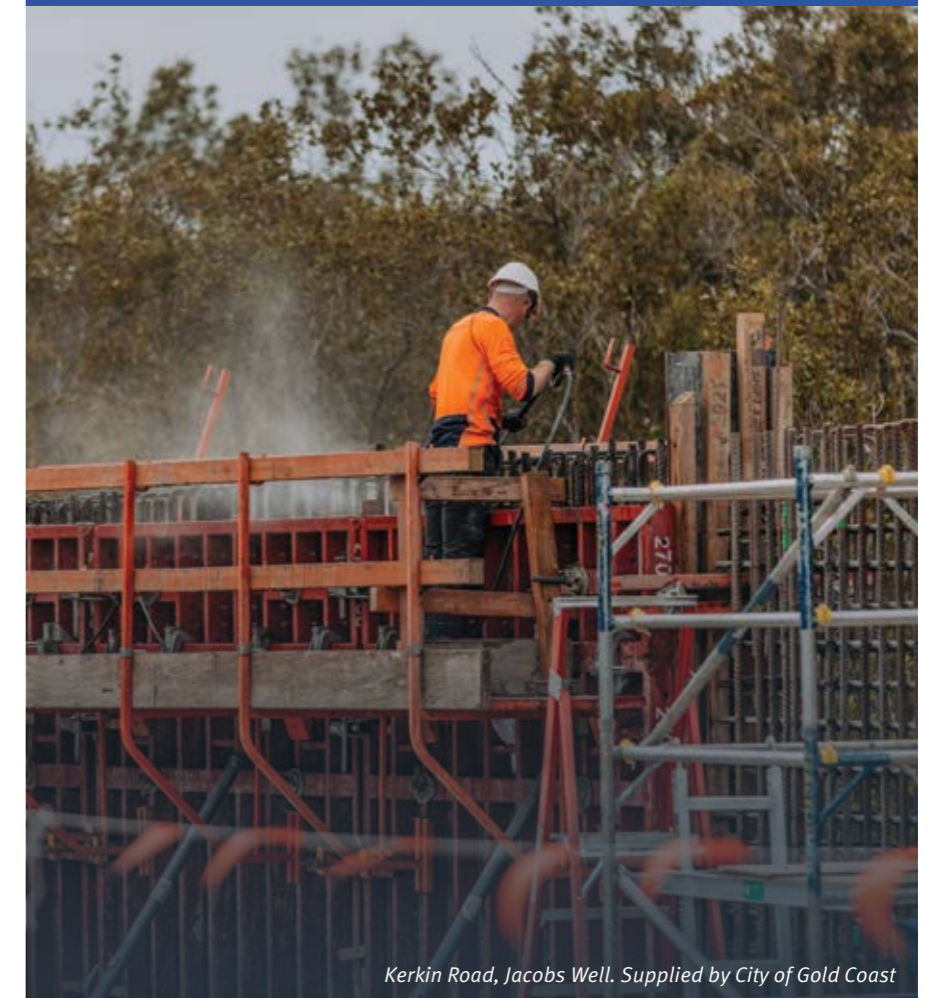
SEQ is challenged by the demand for land use of all types. There are competing pressures to provide for both residential and employment land in a balanced and equitable way across the region. While trade-offs between competing demands for land are inevitable, the draft ShapingSEQ 2023 Update aims to protect and enhance employment land significant to the region and its current and future needs. This is supported by proposed changes to the Planning Regulation 2017 (refer to ShapingSEQ 2023 Update Regulation Amendment Consultation Paper).

### Key changes under Prosper

- ✔ Retains the Regional Activity Centres Network (RACN) with renewed focus on the importance of flexibility in local planning
- ✔ Identifies possible locations for strategic Recycling Enterprise Precincts (REPs) to help meet ambitious targets for recycling
- ✔ Strengthens the role of RECs as the locations of regionally and nationally significant economic activity
- ✔ Legislative changes, initiatives and programs to support implementation assurance
- ✔ New regional approach to strategic industrial land
- ✔ New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement
- ✔ Strengthens planning and protection for Major Enterprise and Industrial Areas (MEIAs) across SEQ

### Key changes under Grow

- ✔ Greater emphasis on consolidation, noting there is very limited unconstrained land remaining in SEQ for expansion
- ✔ New sub-targets including dwelling diversity targets, density targets and social and affordable housing targets
- ✔ Introduction of “high amenity areas” as areas to support increased density in the most appropriate locations across SEQ
- ✔ Focus on unlocking underutilised land in the Urban Footprint
- ✔ Increased focus on, and support for, achieving well designed “gentle density” in our suburbs
- ✔ Urban Footprint changes to enable expansion for housing and employment purposes where appropriate
- ✔ Updated dwelling supply targets to reflect fit for purpose population, demographics and household projections
- ✔ Additional Potential Future Growth Areas (PFGAs) to bolster the long term options and supply pipeline
- ✔ Legislative changes, initiatives and programs to support sequencing of development and improve implementation assurance
- ✔ New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement



Kerkin Road, Jacobs Well. Supplied by City of Gold Coast

## Connect

The Connect theme within the draft ShapingSEQ 2023 Update remains largely the same as *ShapingSEQ 2017* in terms of core principles and outcomes sought. The elements and strategies in the Connect theme have been revised and updated where required to align with recent policy and planning work captured in the SEQ Regional Transport Plans (RTPs), TMR's *SEQ Rail Connect* and Translink's 10-year passenger transport plan *Creating Better Connections for Queenslanders*. The RTPs for SEQ released by TMR in 2021 provide a transport planning response to support the *ShapingSEQ 2017* goals of Grow, Prosper, Sustain and Live with Connect. The overarching mandate for the RTPs is moving people and products efficiently. The RTPs build on the elements and strategies in the Connect theme, providing further contextualisation and detail on the policy outcomes sought in *ShapingSEQ 2017*.

The *ShapingSEQ 2017* strategic transport systems to support growth were identified with freight and high frequency public transport networks (at 2041) and represented in a suite of maps under the Connect theme. Due to the evolution of the transport network since 2017, and anticipated changes to the transport network to support growth through to the updated planning horizon of 2046, the strategic public transport system and strategic road and freight system maps have been updated. The updates reflect the strategic transport network required to support delivery against the dwelling supply targets and employment planning baselines through to 2046 and identify the key state-led infrastructure that will deliver a transport network that moves people and products efficiently across multiple modes.

Along with the Connect maps, the list of priority region-shaping infrastructure (RSI) has been reviewed and updated to reflect the projects that are most important in supporting growth across SEQ. As with *ShapingSEQ 2017*, the list identifies a range of transport projects across various modes throughout SEQ which are at various stages of the planning, funding and delivery process.

Many transport infrastructure projects are underway but are yet to be reflected in the statutory planning framework (e.g. through local government planning schemes and infrastructure plans). The draft ShapingSEQ 2023 Update, through work underway on the SEQIS and SEQ RTPs, seeks to identify where there are infrastructure planning projects that aren't yet included in the statutory planning framework, but are required to achieve the desired spatial growth pattern for the region. It is expected this will lead to subsequent dwelling uplift in particular areas, such as in Principal Regional Activity Centres (PRACs) and Major Regional Activity Centres (MRACs).

The growth strategy set by the draft ShapingSEQ 2023 Update will provide key stakeholders including state and local governments a clear picture of the regional infrastructure needs, to help prioritise investment of key infrastructure that is central to the sustainability of SEQ. This will allow for collective advocacy of federal funding streams to support the infrastructure required to sustain the region's growth.

## Key changes under Connect

- ✔ **Updates the RSI list, identifying priority RSI needed to support SEQ's growth to 2046**
- ✔ **Strengthens focus on planning and delivering transport infrastructure than enables housing and employment growth in the right locations**
- ✔ **Further promotes and supports active transport as a primary mode of travel**
- ✔ **Aligns growth with TMR's Movement and Place Framework currently under development**
- ✔ **Updates the strategic public transport system and strategic road and freight system to reflect changes in the network at 2046**
- ✔ **Supported by new SEQIS to help deliver on key strategic priorities for the region**
- ✔ **Supported by existing SEQ RTPs**
- ✔ **New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement**

## Sustain

The Sustain theme continues to highlight the importance of Traditional Owners in SEQ and their connection to Country to enhance sustainable management of the region's cultural heritage landscapes. The draft ShapingSEQ 2023 Update highlights the need to support cultural heritage management and socioeconomic impacts. As a key part of implementation assurance, DSDILGP is exploring opportunities to work with a representative body to develop a new SEQ Traditional Owner Cultural Resource Management Plan (refer to *Chapter 4 – Governance and delivery*).

The Sustain theme also continues to focus on the unique biodiversity of the region and aims to balance ecological processes and natural assets with the ongoing growth of SEQ. The theme has been updated in the draft ShapingSEQ 2023 Update to reflect various advancements to policy that have occurred since 2017, as well as to reflect the work undertaken as part of the implementation of *ShapingSEQ 2017*. It further seeks to build upon extensive work undertaken by all levels of government to build a more resilient region through better understanding and responding to risks including flooding.

The aim is for SEQ to be better prepared for climate change and to better enable recovery from impacts such as the 2022 extreme weather event.

Although *ShapingSEQ 2017* facilitated the implementation and delivery of a variety of Sustain strategies and actions, there are still areas of improvement to progress. The changes to Sustain in the draft ShapingSEQ 2023 Update reflect this.

## Key changes under Sustain

- ✔ **Continues to recognise First Nations peoples and their connection to Country**
- ✔ **Aligns with Native Title determinations, Closing the Gap Implementation Plan actions, the Reconciliation Action Plan and Path to Treaty**
- ✔ **Commits to ongoing engagement with Traditional Owners and the broader First Nations community across SEQ**
- ✔ **Continues to protect and nurture SEQ's biodiversity, natural assets and regional landscapes**
- ✔ **Aligns with bioregional planning which replaces the strategic assessment committed to in *ShapingSEQ 2017***
- ✔ **Updated koala mapping and strategies that align with the SEQ Koala Conservation Strategy 2020–2025**
- ✔ **New cadastral boundary for the Northern Inter Urban Break (NIUB) and strengthened outcomes sought for the NIUB**
- ✔ **New strategies on resilience providing a clear pathway for managing risk in a regionally consistent way over time**
- ✔ **New strategies to manage heatwave and urban heat island effect including new tree canopy targets for SEQ**
- ✔ **Retains and enhances strategies to meet emission reduction targets set out in the Queensland Climate Action Plan**
- ✔ **Advances circular economy principles at a regional scale**
- ✔ **New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement**



## Live

The Live theme has been updated primarily in response to the implementation actions that have been carried forward as part of delivering *ShapingSEQ 2017*, as well as updated and new policy, strategies and design guidance developed by both state and local governments.

Good design and place-making outcomes will be critical to achieving support for growth, including increased density in high amenity areas and gentle density across suburbs. Good quality design has an impact on quality of life and where done well, can improve health and wellbeing and overall liveability for all South East Queenslanders.

The draft *ShapingSEQ 2023 Update* further places greater emphasis on affordable living, acknowledging the important nexus between where people live, access to employment, transport and other services and facilities, and living costs. There is growing evidence which suggests that the cost difference between the inner and outer suburbs becomes insignificant when both housing and transport costs are taken into account.

### Key changes under Live

- ✔ Strengthens the importance of design in place making
- ✔ Refines strategies relating to health and wellbeing to better reflect new strategies and guidelines in effect since 2017
- ✔ Refines strategies relating to fairness and affordable living
- ✔ Updates the list of Great Places
- ✔ New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement

## Implementation assurance

**There is a clear mandate across all levels of government to respond to the current housing pressures, while still creating cities and regions that work for their people – from affordable housing, access to jobs and services, efficient transport networks and better designed neighbourhoods.**

A common challenge with strategic policy documents such as the draft *ShapingSEQ 2023 Update*, is the translation of policy intent into delivery. Ambition and good intent can be overlooked during practical implementation due to miscommunication or unintended barriers inhibiting successful delivery. To respond to this, implementation assurance is a key focus for the draft *ShapingSEQ 2023 Update*.

Assurance is a fundamental part of effective project governance and enables stakeholders to have confidence that the governance is working effectively and that the program is being managed and delivered as intended. Assurance ensures accountability and covers the identification of risk, in conjunction with the evaluation of opportunities and actions being undertaken to realise the benefits.

A key component of assurance for the draft *ShapingSEQ 2023 Update* is a commitment to the establishment of a transparent evidence-base to inform policy refinement, decision making and identification of suitable interventions needed to unblock supply in the region. To do this effectively, it requires investment, a refined governance arrangement, change management processes, and the ongoing commitment from key stakeholders to engage in a modern partnership model to work effectively together.

The implementation assurance framework provides clear direction on governance, delivery mechanisms and tools with timeframes, as well as how progress will be measured, monitored and reported on. Aligned to this, the GMP will remain a critical program in delivering key aspects of the draft *ShapingSEQ 2023 Update*.

The purpose of the implementation assurance for the draft *ShapingSEQ 2023 Update* is to establish a framework and process that is dynamic, accountable, transparent and effective (refer to *Chapter 4 – Governance and delivery*).

## Key changes for implementation

- ✔ Provides a new implementation assurance framework that is dynamic, accountable, transparent and effective
- ✔ Supported by coordinated governance, tools and funding and financing approaches, and underpinned by ongoing stakeholder and community communication and engagement
- ✔ A suite of legislative changes (including regulation amendments), planning tools, programs and initiatives to support implementation assurance
- ✔ Commitment to engage and create partnership networks with First Nations peoples
- ✔ New and focused measures for monitoring and reporting to better inform implementation and ongoing policy refinement

The implementation assurance framework for the *ShapingSEQ 2023 Update* relies on collective effort across DSDILGP, other state agencies and local government.



DSDILGP is currently working with relevant stakeholders to better understand changes that need to occur to the existing governance and delivery structures to enable implementation assurance for the *ShapingSEQ 2023 Update*. The implementation assurance framework will be refined during the consultation period on the draft and updated in the final *ShapingSEQ 2023 Update*.

## Supporting infrastructure supplement

### Within SEQ there is an imperative to deliver integrated and coordinated land use and infrastructure planning.

Historically, there have been challenges in the alignment of land use plans with the sequencing of infrastructure delivery to support the growth of communities and economies. The State Infrastructure Strategy 2022 (SIS) identified an opportunity for better infrastructure coordination to optimise investment across portfolios and asset classes.

The draft ShapingSEQ 2023 Update is supported by the draft SEQIS, which is a prelude to the South East Queensland Infrastructure Plan (SEQIP) anticipated for delivery in 2025.

Regional infrastructure plans are a new Queensland Government initiative supporting the state's intent for a greater focus on placed-based infrastructure planning. Regional infrastructure plans are a key implementation priority of the SIS which sets policy objectives for infrastructure planning by agencies to ensure that infrastructure delivery meets the changing needs of Queensland's population and economy.

The draft SEQIS aligns to the draft ShapingSEQ 2023 Update, both of which respond specifically to the 2022 Housing Summit action to 'increase land supply and enable infrastructure growth'. The draft SEQIS also considers the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) infrastructure programs.

The purpose of the SEQIS is to:

- 1 Identify priority place-based infrastructure responses to proposed amendments in the draft ShapingSEQ 2023 Update
- 2 Map the alignment of planned and committed projects to both the ShapingSEQ 2023 Update and the SIS
- 3 Investigate options for review of the forward pipeline
- 4 Identify longer term regional infrastructure planning needs and strategic opportunities

The SEQIS will represent a whole-of-government infrastructure planning response to the growth needs and land-use amendments of the final ShapingSEQ 2023 Update to be released by the end of 2023.

## Brisbane 2032 Olympic and Paralympic Games as a catalyst for change

### Hosting Brisbane 2032 is a privilege that will define Brisbane, the SEQ region and Queensland as a whole, for decades to come.

Brisbane 2032 represents the opportunity to catalyse long-term, sustainable growth for Queensland's cities and regions by bringing forward current infrastructure and urban development plans. A 10-year pipeline of development and construction projects is being accelerated to deliver venues and infrastructure to support our growing state, particularly within SEQ. All new and upgraded venue projects were pre-planned to meet the needs of our growing regions and will be brought forward to be built in time for the Games, not built for the Games.

The Brisbane 2032 Master Plan outlines six new venues and eight upgraded venues that align with the region's long-term development plans and anticipated growth patterns. These new and upgraded venues provide a once-in-a-lifetime opportunity to create a lasting community legacy, with world-class sporting facilities that will attract major events and increase participation in sports and volunteering.

They are first and foremost being purposely designed to meet local community participation needs, before being converted to venues for Games competition, after which they will then be returned to the community with long-lasting benefits.

Brisbane 2032 also presents the opportunity to design and deliver the venues and villages with First Nations People and elevate the integration of Indigenous design principles and designing with Country to showcase a truly place-based Australian design.

The Athlete Villages in Brisbane, Gold Coast, Sunshine Coast and Scenic Rim will also provide new housing options and increase diversity in growth areas.

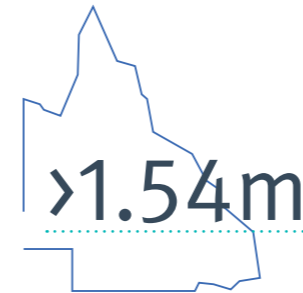
Brisbane 2032 is also crucial for SEQ's service-based and tourism sectors, which are essential for driving the region's economy forward. Delivering and maintaining the supporting enabling infrastructure including digital, water, transport and other freight infrastructure as well as arts, culture and recreation facilities and accommodation is required to ensure SEQ can realise the opportunities to strengthen and grow these sectors.

SEQ can strengthen its global connections further by hosting international events such as sporting events and international political forums. Identifying, delivering and maintaining enabling infrastructure (such as transport, world-class education and training facilities, event and accommodation facilities) will support SEQ's international profile as a First Nations cultural and economic hub, and a prominent trade partner and tourist destination.

Brisbane 2032 is expected to accelerate major transport infrastructure projects across SEQ. Not only will Brisbane 2032 generate significant tourism visitation during the event, it is likely that this will continue after the Games. Both mass transport and active transport infrastructure is required to support the movement "in between" that will be critical to support Brisbane 2032 in the short term and SEQ's growing population in the longer term.

*Artist impression of The Gabba redevelopment. Images owned by the Queensland Government*

# SEQ today



number of dwellings in SEQ



**68.9%**

detached housing



**31.1%** attached housing

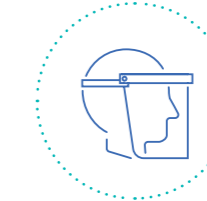
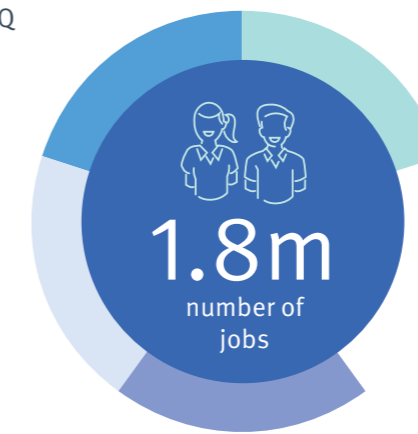


**15.9%**

SEQ population over the age of 65

## Top 5 Industries in SEQ

- » Health care and social assistance
- » Retail trade
- » Education and training
- » Construction
- » Professional, scientific and technical services



Home to **45%**

QLD's Aboriginal and Torres Strait Islander population

**2.9%** of SEQs total population

**>72.6%** of the Queensland population live in SEQ



Australians are living in SEQ



**> 2.6** Average number of people per household



**> 322,190 (23.8%)** Lone person households



**> 0.9%** Rental vacancy rate

## > past 20 years

**2.2%** annual population growth

66,800 persons per annum

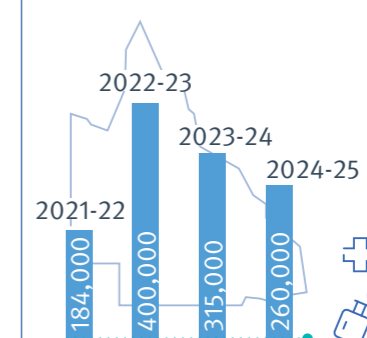


## > past 10 years

64,700 average annual population growth

**+ 1.9%** Per annum

## > Net overseas migration



Queensland projected to gain an additional **1,663,700** people from both interstate and overseas migration to 2046.

**83.3%** are projected to locate within South East Queensland.

# SEQ pathway to today

## 2005

- » First statutory SEQ Regional Plan released
- » First organisation of SEQ Councils formed
- » Introduction of the Natural Resource Management Plan
- » Introduction of 100 hectare minimum subdivision in RLRPA.

## 2009

- » SEQ Regional Plan 2009–2031 released
- » Urban Footprint supported by regulatory provisions
- » SEQ Regional Plan introduced first consolidation and expansion split, which was 50/50.

## 2017

- » *ShapingSEQ* 2017 released
- » Balance between consolidation and expansion moved to 60/40 split
- » Introduction of PFGAs to protect future land for development if required
- » Introduction to RECs
- » Introduction of GMP including LSDM
- » Introduction of high frequency public transport network to 2041
- » Introduction of Measures that Matter and 36 implementation actions
- » Announcement of SEQ City Deal – a 20-year partnership between the federal, state and SEQ local governments
- » Increased recognition of First Nations peoples in the plan
- » First Density and Diversity Done Well competition for SEQ (as an implementation action of *ShapingSEQ* 2017) to demonstrate a diverse range of secondary and primary housing forms.

## 2018

- » QDesign released (as an implementation action from *ShapingSEQ* 2017) – representing a modern and unified guide for urban design.

## 2019

- » Queensland Walking Strategy 2019–2029 released – setting the direction to make walking an easy choice over the next 10 years.

## 2020

- » *SEQ Koala Conservation Strategy 2020–2025* released – providing further direction for strategic and coordinated action and investment in koala conservation.

## 2021

- » SEQ Regional Transport Plans released – identifying a shared direction for SEQ's transport system
- » Delivery of the water sensitive region investigation for SEQ (as an implementation action under *ShapingSEQ* 2017)
- » Brisbane confirmed as 2032 Olympic and Paralympic Games host city.

## 2022

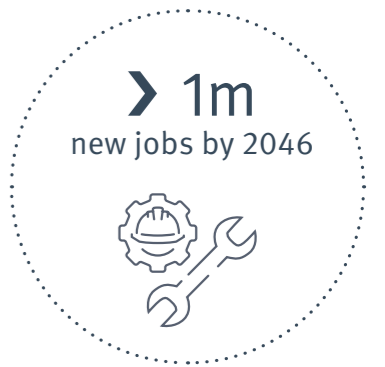
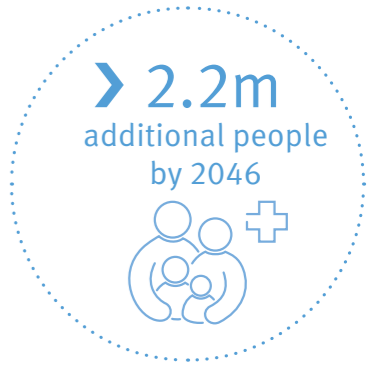
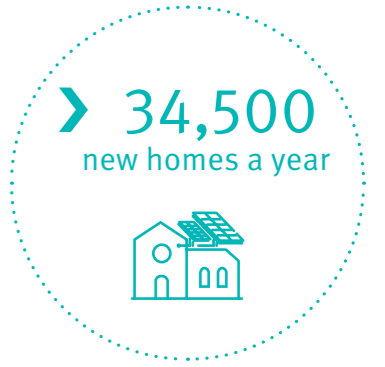
- » National Housing Accord landmark agreement to address supply and affordability of housing
- » Commitment of \$25.5 million in loan funding to deliver water and sewer infrastructure to unlock Waraba (formerly Caboolture West)
- » 75 Underutilised Urban Footprint (UUF) areas, considering all constraints
- » Finalisation of the Beerwah East Major Development Area (MDA) Preliminary Evaluation Report
- » Review of *ShapingSEQ* 2017 announced at the inaugural Queensland Housing Summit
- » Establishment of ongoing Regional Land Use Planning and Regional Infrastructure Planning program
- » Queensland Housing Roundtable and Housing Summit
- » State Infrastructure Strategy 2022 (SIS) released
- » Walking Strategy Action Plan released to help implement the Queensland Walking Strategy 2019–2029 and create more walkable communities.

## 2023

- » Significant advancements in integrated land use and transport planning
- » Draft *ShapingSEQ* 2023 Update being developed alongside SEQIS
- » Continued collaboration across all levels of government to respond to housing challenges.

# THE PLAN FOR SOUTH EAST QUEENSLAND

Miami, Gold Coast. Supplied by City of Gold Coast



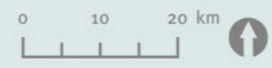


Map 2  
The local government areas of SEQ



Refer to map disclaimer on the inside cover of this document.

N E W S O U T H W A L E S



# The need for ShapingSEQ

**The Queensland Government and key stakeholders have long recognised the need for coordinated planning across SEQ to manage growth sustainably and ensure the region’s prosperity and liveability.**

This is evident through the regional frameworks for growth management developed in the 1990s, and the statutory regional plans released in 2005, 2009 and 2017.

Growth has defined regional planning in SEQ and remains a significant challenge and opportunity to 2046, influencing housing, jobs, infrastructure, sustainability and the communities of SEQ.

Growth in SEQ has recovered strongly post the COVID-19 pandemic, driven by record levels of net interstate migration, and will continue to grow to almost six million people by 2046, which represents an increase of over 2.2 million people from 2021.

This growth is expected to be increasingly influenced by migration from interstate and overseas, with above-trend high growth expected to 2026, before returning to long-term trend levels by 2030–31.

At the same time, the demographic composition of SEQ will continue to change, with households increasingly becoming smaller. The changing nature of our growing population demands new policies and integrated responses across government, industry and community.

Building on the policy foundations of *ShapingSEQ* 2017, the draft *ShapingSEQ* 2023 Update focuses on five regional priorities that have emerged since 2017. The draft *ShapingSEQ* 2023 Update sets clear direction for these priorities through updated goals, elements and strategies (from 2017) linked to an improved approach to implementation to drive meaningful change.

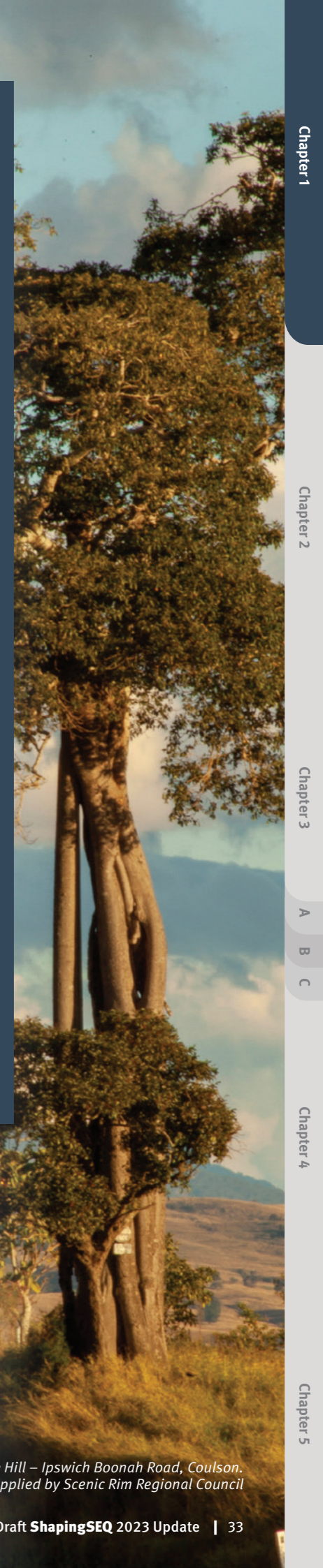


Fig Tree Hill – Ipswich Boonah Road, Coulson. Supplied by Scenic Rim Regional Council

## Recognising Indigenous rights and interests

### Indigenous Australians have a long and continuing connection to the lands and waters across SEQ.

The region benefits from valuable culture, knowledge, tradition and stories of Aboriginal and Torres Strait Islander peoples across generations. Indigenous people are integral to shaping our cities and this will be advanced through a commitment to engage and create partnership networks as part of the implementation of the ShapingSEQ 2023 Update. Indigenous rights, interests and aspirations relating to land use planning will be reflected through the Queensland Government's commitment to provide Aboriginal and Torres Strait Islander people a partnership interface for advice, and shared decision-making for SEQ. This includes recognising rights and interests in the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), the *Human Rights Act 2019*, the *Native Title Act 1993* and the *Path to Treaty Act 2023*, which was passed by Queensland Parliament in accordance with the principles of the UNDRIP and the *Human Rights Act 2019*.

For Queensland, treaty is about the Queensland Government and Aboriginal and Torres Strait Islander peoples coming together as equals to write our future. A treaty or treaties will set the foundation for a shared future between Aboriginal and Torres Strait Islander peoples and the Queensland Government. It will allow all parties to come together and negotiate a new way of working and set the foundation for a positive co-existence. The Path to Treaty recognises the process of colonisation has marginalised and disempowered Aboriginal and Torres Strait Islander peoples. Equally it is built on the enormous resilience of First Nations peoples and the strength drawn from the rich history, culture, law and knowledge. Path to Treaty is a shared path for Queenslanders to come together in a joint commitment. This path will move us forward, equally, on this land we share.

# Regional priorities

The draft ShapingSEQ 2023 Update is a strategic planning instrument that gives effect to state policy, and provides regional context and direction for state policies in SEQ.

The draft ShapingSEQ 2023 Update identifies five regional priorities for SEQ, which respond to challenges and opportunities that have emerged since 2017.



➤ A sustainable growth pattern



➤ More homes, faster – supply, diversity and affordability



➤ Integrated infrastructure and planning



➤ Industrial land strategy



➤ Respecting natural systems



## A sustainable growth pattern

**Since 2017, the COVID-19 pandemic has considerably influenced our behaviour, spatial growth pattern and the future of our communities. People are rethinking how and where they work and businesses are pursuing new opportunities which is influencing travel patterns and the performance of our economy, industry, centres, and housing markets. These factors coupled with the announcement for Queensland to host Brisbane 2032, presents a unique opportunity to drive long-lasting positive changes for SEQ.**

Aligned to this, the draft ShapingSEQ 2023 Update goes further to encourage growth within the consolidation area, where accessible and supported by the right infrastructure, and provides targeted strategies and interventions to enable sustainable communities and a more polycentric urban structure.

In the context of this change, the Capital City Centre, including the Brisbane Central Business District (CBD) and its surrounding frame, continues to play a critical economic role for SEQ. The draft ShapingSEQ 2023 Update also recognises the important role of the RECs in supporting growth and the unique economic opportunities found in each community. Updated strategies and implementation actions focus on targeted growth of RECs, PRACs and MRACs, supported by a suitable transport system and associated infrastructure, to enable greater housing density and diversity and the provision of more jobs close to where people live.

Given the housing shortage, the draft ShapingSEQ 2023 Update recognises that all centres have potential for further residential growth, either within or on the edges. New strategies promote residential growth, including high density, medium density or “gentle density” in the right locations, or incremental residential development where appropriate.

Given the affordable living benefits of providing homes close to jobs, local governments need to be planning proactively to seek opportunities for residential growth in and around centres, using the mechanisms set out in the draft ShapingSEQ 2023 Update, and informed by detailed assessments of centre capacity. The draft ShapingSEQ 2023 Update provides local governments with an evidence-based picture of their current growth needs in conjunction with a clear mandate and urgency to support the timely delivery of housing through planning schemes and infrastructure planning.

This draft ShapingSEQ 2023 Update also encourages and enables growth in logical areas and on land that has long been earmarked for development but is currently underutilised. Expansion, as and when required, is supported through updates to the Urban Footprint and MDA designations where land is deemed to be appropriate for urban development but needs adequate integrated land use and infrastructure planning to occur before they are ‘turned on’ for development.

PFGAs continue to be identified as areas for potential future expansion, that may or may not be needed to accommodate longer term urban growth, but that are not required to meet the dwelling supply targets or employment planning baselines nominated within the

draft ShapingSEQ 2023 Update. Through MDAs and PFGAs the draft ShapingSEQ 2023 Update provides state and local governments, utility providers and industry with more certainty around staging and sequencing of expansion areas.

Critically, through the implementation of the ShapingSEQ 2023 Update, the Queensland Government is investigating new resources and support strategies to maximise the potential of SEQ’s underutilised growth areas. This includes the provision of sequencing tools, protection of state infrastructure, streamlined assessment pathways for development applications and growth acceleration funding where community needs are prioritised in the development outcome (for example, delivery of social housing and affordable housing).

SEQ’s growth pattern acknowledges the important role of green and blue spaces as a vital part of the region, including parks, rivers, green open spaces and regional landscapes. Inter-urban breaks remain an important designation within this draft ShapingSEQ 2023 Update and are of strategic and regional significance to help protect some of these important open spaces, support subregional lifestyles, and enhance amenity and landscape values.

We are at an important crossroads. To cater for the expected population growth, do we continue to build-out (expansion) or do we focus on building-in (consolidation)?

Expansion has an impact on environmental values (for example, removing vegetation or needing a car to move around), ultimately undermining lifestyle and the sustainability of the region.

On the flip side, consolidation, and subsequent density, can be contested because of potential issues associated with increased traffic or undermining the “character” of suburbs. This is often demonstrated through the opposition of development applications which seek to provide more diverse and dense forms of living.

It is now time to consider – by saying “no” to density, what are we saying “yes” to?



Mount Peel. Supplied by Toowoomba Regional Council

## More homes, faster – supply, diversity and affordability



**Over the next 25 years, SEQ’s population is expected to grow to almost six million people. This will require almost 900,000 new homes to be delivered when and where they are needed, supported by affordable lifestyles, maximising access to daily needs and limiting travel time. Townships and villages in the rural areas are also being supported to grow to maintain their sustainability.**

Every South East Queenslander should have access to a safe, secure and affordable home that meets their needs and enables participation in the social and economic life of our prosperous state. SEQ, like many other regions in Australia and overseas, is experiencing significant pressures on housing. Since 2017, SEQ has continued to grow strongly, even through the COVID-19 pandemic, with high volumes of inward migration when compared to other parts of Australia. In 2021–22, Queensland’s growth rate was the highest nationally at 2.1 per cent, with SEQ accommodating for almost 80 per cent of this growth. This speaks to SEQ’s many strengths including its climate, liveability, economic opportunities, quality education, natural assets and relatively more affordable living (compared to other parts of Australia).

Housing stock delivery has slowed for many reasons on both the demand and supply side.

A lack of suitable housing, including affordable housing, is leading to increased rental stress, mortgage stress, social housing demand and homelessness. Planning requirements should encourage logical growth that provides fairer opportunities for people to access the homes they need.

The Australian government has recently agreed to and set a National Housing Accord with targets for new well-located homes. The draft ShapingSEQ 2023 Update responds to this national challenge in a place-specific context for SEQ, unlocking more homes in well-located places and providing greater housing choice (typology and tenure), that protects our liveability but creates fairer opportunity for those wanting to live here. In doing so, it makes sure that we do not miss the opportunity to respond to the needs of the community in how we grow.

By responding to the national requirements, we are putting ourselves in a better position to receive our fair share of funding for the critical services and infrastructure needed to accommodate this growth.

Updated and new dwelling targets (including supply, diversity and density targets) act as a tool to achieve this. Dwelling targets included in the plan must be met by local governments and other housing delivery agencies in their strategic planning and other plan-making exercises. To support the achievement of these targets, the draft ShapingSEQ 2023 Update is supported by a range of potential changes to Queensland’s planning system currently undergoing development to de-risk and unblock processes to provide more homes, faster, where we need them and where they support the vision of this plan for SEQ.



Related changes will support growth in the right areas by reducing red tape, incentivising innovative housing models such as Build to Rent (BtR) development, and articulating quality and cost conscious design for density done well through form-based codes (relating to well-designed low rise development).

This does not mean density everywhere, but it does mean protecting our environment and maximising investment in services and infrastructure by going up and in where we can and should.

The draft ShapingSEQ 2023 Update sets a target for more social and affordable housing to embed this critical part of the housing system into the planning framework and ensure that homes being unlocked are providing fair and accessible opportunities for all. A failure to accommodate appropriate population growth within the existing urban form results in outcomes such as key workers not being able to live near their work.

It also means urban sprawl and a loss of environmental values at the fringe of our urban centres.

Without a plan, we risk entrenching place-driven disadvantage in our region, not just for our vulnerable but also for the growing cohort of middle income workers that power our communities – if we keep growing how we have, it has the potential to drive us apart.

Providing greater choice and more affordable homes in a sustainable way inevitably means greater density. If we gently increase the number of homes such as duplexes, row houses, and low-rise units within existing urban areas, close to existing services like transport, education and shops, then we can offer people more choice as to how and where they live.

It means opportunity for first home buyers to enter the market, increased ability for retirees to downsize but stay in their area, more revenue for council and more ongoing investment in the places we live.

Do you support greater density if it means more diversity and choice in housing types and a more equitable society?

This means that future and current SEQ residents who are experiencing housing stress have a better chance of finding a suitable home to meet their household needs.



# Integrated infrastructure and planning



**The draft ShapingSEQ 2023 Update has been prepared under DSDILGP’s RGF (Figure 3) which embeds a suite of policy and regulatory controls including the integration with the draft SEQIS. The RGF is a key priority for the Queensland Government and establishes a platform for more frequent updates to the state’s statutory regional plans going forward.**

Major infrastructure investments generate significant benefits to communities. In particular, significant transport infrastructure, is vital in facilitating and unlocking growth as envisioned in this draft ShapingSEQ 2023 Update, enabling delivery of additional and more diverse homes and jobs, facilitating higher densities, and adopting appropriate design principles to create places and neighbourhoods which improve amenity.

Brisbane 2032 also presents significant opportunity for accelerated economic activity and growth across the region while providing a long-term legacy to the benefit of the state. Key precincts supported by Games infrastructure will enable economic growth, and greater diversity and densification of housing, while also providing opportunity to deliver affordable and social housing. Capitalising on these opportunities will be critical to the success of the regional plan and delivering on the outcomes from the 2022 Housing Summit.

The SEQIS considers Brisbane 2032 infrastructure programs and identifies priority place-based infrastructure responses to align with the vision and revised policy in the draft ShapingSEQ 2023 Update. It further maps the alignment of planned and committed projects to both the draft ShapingSEQ 2023 Update and the SIS, investigates options for review of the forward pipeline and identifies longer term regional infrastructure planning needs and strategic opportunities.

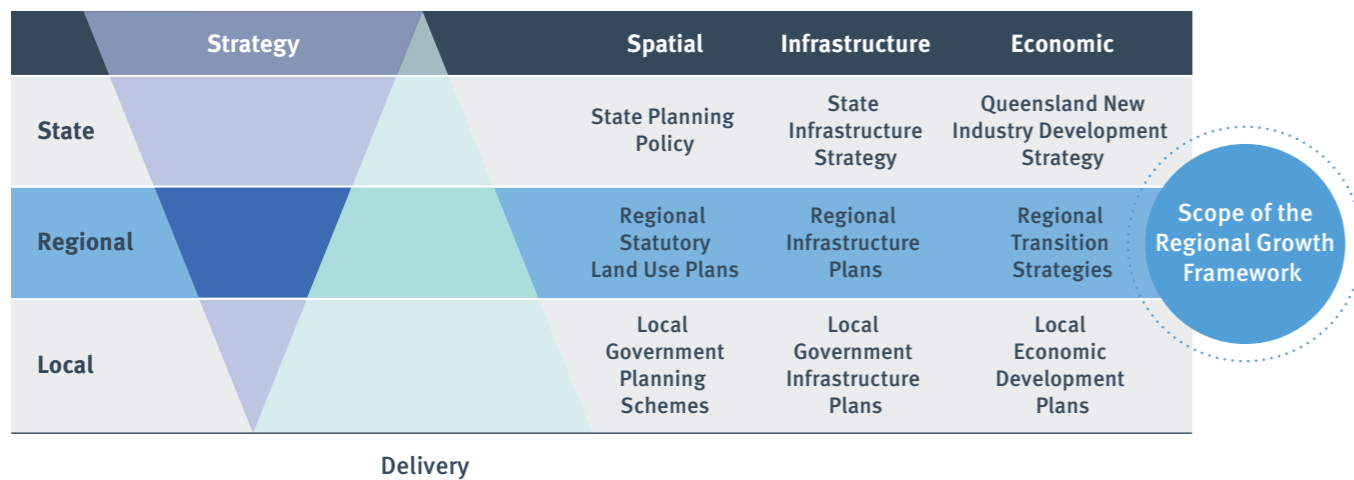


Figure 3: Regional Growth Framework (RGF)

# Industrial land strategy



**SEQ is approaching a tipping point in terms of supply of industrial land, with key areas of the region approaching a critical shortfall of industrial land within the life of this plan, and as early as a ten year horizon. Industrial land demand within SEQ is anticipated to increase by around 60 per cent based on 2016 figures, representing demand for almost 5,000 hectares of additional industrial land.**

Forecast industrial land supply shortfalls in Brisbane will result in increased land prices, leading to new businesses choosing to locate outside of Brisbane, and existing lower value, land expansive industrial uses seeking to relocate out of Brisbane. This will impact the ability for projected employment increases for Brisbane to materialise and will result in industrial uses being accommodated in neighbouring local government areas.

In response, the draft ShapingSEQ 2023 Update establishes a regional approach to industrial land planning. This will complement industrial land planning that already occurs at the local government level and represents the next evolution in industrial land planning in circumstances where local industrial land planning alone cannot address the issues or make the most of the opportunities presented at the regional scale.

The draft ShapingSEQ 2023 Update recognises the important role of a regional industrial land strategy that leverages the competitive strengths of the region’s industries and supports the growth of high value sectors and mix of supporting land uses in RECs. It seeks to safeguard strategic industrial locations to ensure an ongoing supply of industrial land over the next 25 years, noting that each MEIA within SEQ fulfills a different role and function depending on the markets they serve and the strategic location within the broader freight network.

The draft ShapingSEQ 2023 Update aims to preserve and protect existing industrial land in RECs and MEIAs. It guides compatible development around industrial areas so as not to jeopardise the future development and operation of critical industrial land uses within RECs and MEIAs.

Industrial land will also play an important role in Queensland’s waste, resource recovery and recycling task with the intent of achieving 85 per cent waste diversion from landfill and 70 per cent recycling rates across all waste types by 2040<sup>4</sup>. Waste operations in SEQ are relatively significant in comparison to other regions, accounting for 77 per cent of Queensland’s total waste, with only 58 per cent of that waste currently being recovered.

Acknowledging the range of opportunities and challenges in achieving waste diversion targets, the draft ShapingSEQ 2023 Update supports priority investigations into locations for REPs for SEQ. REPs will work together with RECs, MEIAs and State Development Areas (SDAs) as a broader economic system for the region to enable continued growth of the SEQ economy.



Supplied by City of Gold Coast

<sup>4</sup> Queensland Government (2019) ‘Waste Management and Resource Recovery Strategy’, Queensland Government, <https://www.qld.gov.au/environment/management/waste/strategy>

## Respecting natural systems



### Building a disaster resilient and adaptive region

Since 2017, SEQ has experienced several flooding events, bushfires, and severe storms that have impacted homes and the economy. The draft ShapingSEQ 2023 Update acknowledges the substantial disaster resilience and climate adaptation policy and practice advancement that has been occurring in Queensland.

There is a clear need to create futures that are disaster-resilient and adaptive to change. Adapting and building resilience will increase the collective 'capacity to cope' and will help SEQ, and its communities and economies, to deal with the inevitable natural hazard events and other disruptions that will occur in the future.

The Queensland Reconstruction Authority (QRA) and local governments have undertaken significant work since 2017 to better understand strategic floodplain risk, coastal hazards and bushfire risk. However, it is acknowledged that local governments across SEQ are at differing levels of maturity in practice, capacity and data/intelligence. Land use policies and approach to risk tolerance differs.

Through implementation, the draft ShapingSEQ 2023 Update adopts a pathway to effect change and is a collaborative approach to governance across all agencies and sectors, including with First Nations peoples. This plan provides a regional policy maturity approach, consistent with state-level directions, to demonstrate how and when policy integration can occur into regional planning processes over time.

### Respecting regionally significant biodiversity

Since 2017, Queensland has committed substantial new spending to create more national parks and advance environmental and sustainable development principles. The draft ShapingSEQ 2023 Update recognises that transformational change is needed in how biodiversity and nature are considered and managed to meet international and national ambitions to halt and reverse biodiversity loss and to achieve sustainable use, sustainable development goals and human well-being.

Aligned to the Australian and Queensland government's bioregional planning approach, the *South East Queensland Koala Conservation Strategy 2020–2025* and *Conserving Nature – a Biodiversity Conservation Strategy for Queensland*, the draft ShapingSEQ 2023 Update continues to protect, restore and promote biodiversity, balancing growth needs with achieving better biodiversity outcomes. It recognises First Nations peoples' role in biodiversity protection and planning like the Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) working in partnership with the Queensland and Australian governments to undertake the necessary steps to support consideration of Quandamooka Country on Australia's World Heritage Tentative List<sup>5</sup>.

Bioregional planning replaces the strategic assessment committed to in *ShapingSEQ 2017* and will result in the development of bioregional plans across Queensland, including for SEQ. Ultimately, bioregional planning aims to achieve better biodiversity outcomes and greater development certainty in Queensland through providing clear guidance on areas to be protected from development, areas that may be prioritised for development, and areas where development can proceed subject to agreed rules.

<sup>5</sup>Queensland Government (2022), 'Queensland First Nations World Heritage Strategy', Queensland Government. <https://parks.des.qld.gov.au/management/managed-areas/world-heritage-areas/qld-first-nations-wh-strategy>

### Koalas

In 2020, the Queensland Government launched the *South East Queensland Koala Conservation Strategy 2020–2025* along with improvements to the SEQ koala habitat regulations under the Planning Regulation 2017.

The 2020 improvements to the koala regulations increased the planning controls that protect high-quality koala habitat within the SEQ region from the impacts of clearing. Additionally, enhancements to the mapping methodology significantly increased the extent of koala habitat areas regulated in SEQ.

At the commencement of the regulations, koala habitat areas covered 713,000 hectares of SEQ, with the greatest level of planning protections afforded to over 331,000 hectares of large, connected areas of high-quality habitat, known as koala priority areas.

The draft ShapingSEQ 2023 Update integrates the 2020 koala protections and supports continued improvements to the SEQ Koala Conservation Strategy.



Map 3  
Regional relationships



Refer to map disclaimer on the inside cover of this document.

# Regional relationships

**As Queensland's capital city region, SEQ has many strengths that position it for ongoing success as a prosperous, liveable and sustainable region.**

SEQ is a critical economic powerhouse for the state, being 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 telecommunications sectors.

The draft ShapingSEQ 2023 Update takes an integrated approach to enabling ongoing economic prosperity for SEQ and Queensland, balancing productivity and liveability across the state.

It does this by acknowledging and utilising SEQ's strong relationships across regional boundaries, with the surrounding areas of the Darling Downs, Wide Bay Burnett, the Tweed Coast and northern New South Wales. These areas have unique social and economic linkages, which together with SEQ, present opportunities for supporting continued population growth and diverse employment market and energy solutions, as outlined in the *Queensland Energy and Jobs Plan*.

Building stronger connections between SEQ and surrounding regional areas through enhanced infrastructure networks is critical to the ongoing success of SEQ and Queensland. This regional plan therefore includes strategies in support of inter-regional passenger and freight movements, including an extensive freight network of major interstate rail and road connections.

These connections will enable access to more homes, employment and recreation and efficient movement of commodities, services and skills.

# Effect

## The draft ShapingSEQ 2023 Update is the statutory spatial growth strategy for SEQ prepared by the Queensland Government under the *Planning Act 2016*.

It provides a regional framework to manage growth, change, land use and development in SEQ, and sets targets for residential and industrial development capacity. 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.

As a regional plan under the *Planning Act 2016*, the draft ShapingSEQ 2023 Update sets out integrated planning and development assessment policies about matters of state interest for particular regions of the State.

The draft ShapingSEQ 2023 Update has been prepared as an update to *ShapingSEQ 2017*.

The final ShapingSEQ 2023 Update will take effect as a standalone document, replacing *ShapingSEQ 2017*. It will have effect on and from the day the making of the plan is published in the Government Gazette.

The draft ShapingSEQ 2023 Update 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 governments 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*.

The draft ShapingSEQ 2023 Update advances a range of state interests defined in the *State Planning Policy (SPP)* by providing 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 the draft ShapingSEQ 2023 Update policy.

The department's interactive mapping system shows aspects of ShapingSEQ's spatial information.

## SEQ regulatory provisions

Statutory regional planning in SEQ has been accompanied by regulatory provisions since October 2004. Regulatory provisions play a critical role in ensuring the policy within ShapingSEQ is delivered through development assessment.

The Planning Regulation 2017 contains the SEQ regulatory provisions which accompany ShapingSEQ. The draft ShapingSEQ 2023 Update will be supported by changes to the Planning Regulation 2017 as set out in the ShapingSEQ Update Regulation Amendment Consultation Paper.

The three regional land use categories adopted in ShapingSEQ (RLRPA, Urban Footprint, RLA) provide the spatial context for the SEQ regulatory provisions within the Planning Regulation 2017.

For the RLRPA, the regulatory 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.

For the Urban Footprint, the regulatory provisions apply where land is in an MDA. The provisions ensure that development does not adversely affect the future development intent of these areas.

For the RLA, the regulatory provisions limit certain types of development, but generally allow rural residential development in appropriate circumstances.





## Alignment with United Nation Sustainable Development Goals

**The Queensland Government is committed to contributing meaningfully to the United Nation Sustainable Development Goals (UN SDGs).**

They help define what 'better' looks like in 2030 and provide a lens through which to challenge, frame, refine and expand the impact of the regional plan.

New and focused measures for monitoring and reporting on the achievement of strategies included in the draft ShapingSEQ 2023 Update will align to the UN SDGs where possible. This includes (but is not limited to) the following UN SDG goals:

	<b>Goal 3</b>	ensuring healthy lives and promoting well-being for all at all ages
	<b>Goal 7</b>	ensuring access to affordable, reliable, sustainable and modern energy for all
	<b>Goal 8</b>	promoting sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
	<b>Goal 9</b>	building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation
	<b>Goal 11</b>	making cities and human settlements inclusive, safe, resilient and sustainable
	<b>Goal 12</b>	ensuring sustainable consumption and production patterns
	<b>Goal 13</b>	taking urgent action to combat climate change and its impacts.

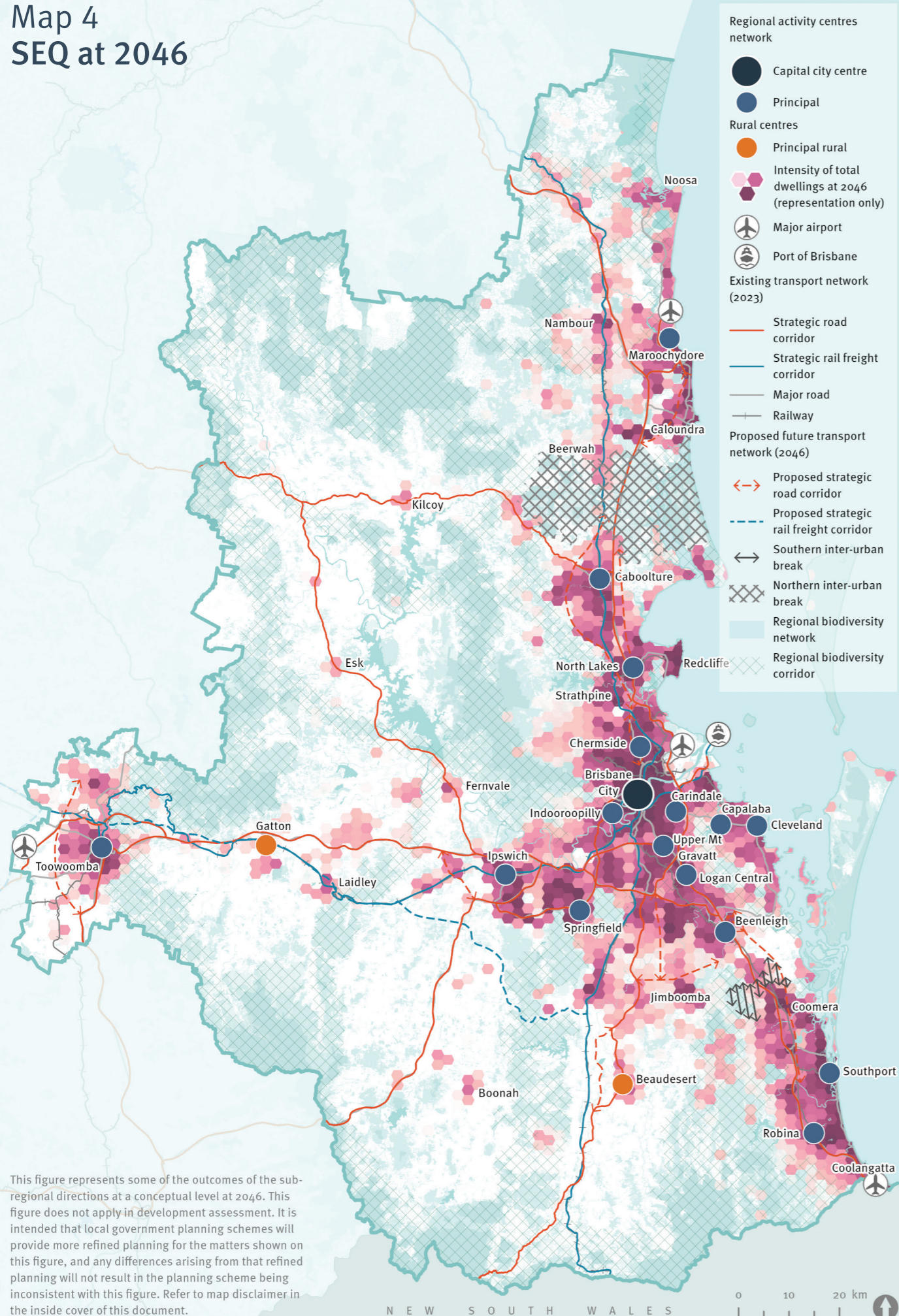
By leveraging the UN SDGs, the region has more opportunities for investment and action at regional and local levels.

CHAPTER

# 2

# OUR FUTURE SEQ

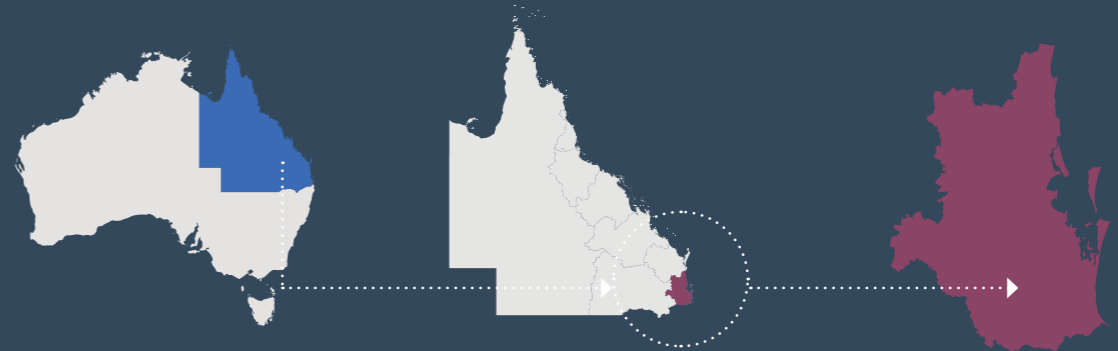
Map 4  
SEQ at 2046



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2046. 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. Refer to map disclaimer in the inside cover of this document.

# 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 play.



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 relationship with our First Nations peoples' culture and knowledge; 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 active transport 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.

# Grow

Supplied by City of Gold Coast

## Sustainably accommodating a growing population

**In 50 years, SEQ will have sustainably and responsibly accommodated a growing regional population which will be almost 6 million. The majority of all new growth will be accommodated in the consolidation area with high amenity across four large accessible inter-connected urban corridors.**

This urban landscape will sit within a diverse, attractive and productive rural hinterland.

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

SEQ's centre will be a major metropolitan area centred on Australia's New World City, Brisbane, 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 and living.

The region provides access to high quality homes that are well-located, resilient, affordable and meet the diverse needs of the population, including our various life stages, cultural needs and multigenerational living.

SEQ's urban form will provide for the region's evolving needs and preferences appropriately accommodating old and new. As its population grows and housing preferences and composition changes, it will offer more housing, location and lifestyle choices for all including home buyers and renters, people with special needs and older people seeking different housing in their own neighbourhoods.

New and established neighbourhoods will support enjoyable active and public transport options; mixed and integrated land uses; housing diversity; a high level of connectivity; access to public realm, natural features and functions; and authentic place-making.

Retaining identity and liveability



More complete communities



Meeting changing lifestyle needs



# Prosper

## 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 continued strong jobs growth.**

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 and infrastructure investment. 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:

1 \_\_\_\_\_

Major economic areas, including our Capital City Centre and RECs that will be connected and supported so people can choose to work in attractive employment precincts throughout the region

2 \_\_\_\_\_

Our economic advantages in key export-oriented industries including knowledge, education and creative industries; food production and agribusiness; energy and resources; tourism and events; and high-value manufacturing

3 \_\_\_\_\_

Our position as Australia’s eastern global gateway to Asia and beyond, facilitated by our port, airports and freight networks

4 \_\_\_\_\_

The continuing role of SEQ’s centres, knowledge and technology precincts, and other MEIAs, with collective outputs far greater than once envisioned

5 \_\_\_\_\_

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

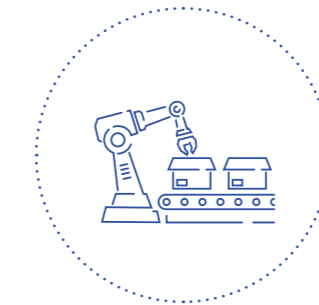


Brisbane. Supplied by Queensland Museum. Photographer: Gary Cranitch

The range and distribution of these employment opportunities, and our urban form, will provide more choices in finding fulfilling jobs in our communities. 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.

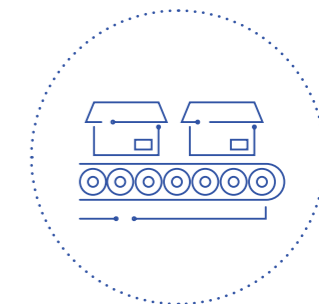
SEQ’s agricultural land – some of the most fertile in the world – is coveted as an important global resource that contributes economically and supports SEQ’s reputation as an exporter of the highest quality food and agricultural produce.

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



Supporting economically productive areas

A focus on export-oriented industries



A globally competitive economy

## Moving people, products and information efficiently

**In 50 years, SEQ will be connected by world-class infrastructure that supports fair and equitable access to the transport network across multiple modes, enabling more efficient and sustainable 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.**

Integration of land use and transport outcomes will see communities supported by transport infrastructure that enables access to employment and the services and facilities they need in day-to-day life. It also means that transport infrastructure will respond to the land use pattern with appropriate transport modes that prioritise sustainable outcomes, for example active transport is prioritised in areas with employment, services and facilities nearby and centres can be accessed by high frequency public transport.

Street and transport corridors across SEQ provide for movement of people and goods alongside being places that are essential for everyday living. Balancing these two functions is important in creating attractive and healthy places that people want to be.

Achieving the right balance of movement and place functions for transport corridors across SEQ will provide for liveable neighbourhoods with productive economies that are well connected to services that enable them to flourish.

To better move people and goods, we will take advantage of new technologies such as e-mobility, connected and automated vehicles and Mobility as a Service (MaaS), promoting a shift to more efficient and sustainable transport for people and goods. Our urban form and land use pattern will capitalise on opportunities to promote transport options that make the most of our existing transport system through mass and shared transport options, whilst streamlining the freight task.

Our urban form and regional transport system will provide connected lifestyles in more complete communities that support economic growth areas and give people better and more sustainable choices for travelling to work and connecting to the world. The integration of land use and transport will support investment in sustainable transport (including active and public transport and personal mobility devices) while also providing choice and convenience for more people to travel safely, efficiently and sustainably. Our sustainable transport system will mature to rival those of the best modern cities in the world.

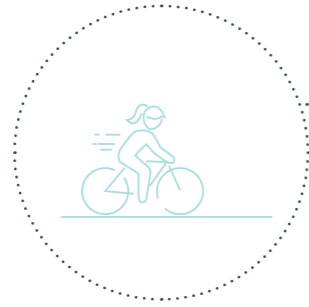
A 'business as usual' approach to transport will not get us to this future. Our improved approach will prioritise transport infrastructure and associated land use changes that will significantly increase the share of trips made by active and public transport.

Every trip made on active and public 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 and business 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.



Best transport plans need great land use plans



Prioritise active and public transport



Planning for freight



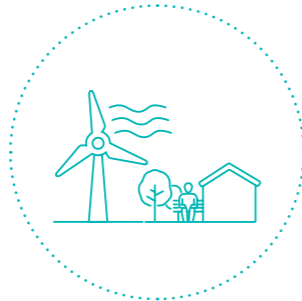
# Sustain

## Promoting ecological sustainability and resilience

**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 prosperity and maintain the quality of life for which the region is renowned. Moreton Bay (Quandamooka) will be a World Heritage listed healthy Ramsar wetland of international importance, and the cultural, environmental, economic and recreational value of the bay and islands will be an important component of SEQ’s way of life.

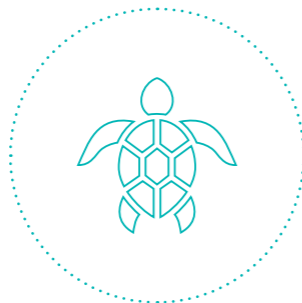
The biodiversity and quality of our regional landscapes, national parks, open spaces, waterways and beaches will continue to positively differentiate our region and support sustainability and community health. SEQ’s koala population, and the habitat which supports this iconic species, will be sustained 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.



**Strong, safe and sustainable communities**



**Nurturing the natural systems that sustain us**



**Incorporating Indigenous knowledge of Aboriginal and Torres Strait Islander people in our region**

“  
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.

SEQ will have reached zero net emissions, be powered predominantly by renewable energy and be resilient to the projected effects of climate change. SEQ will be carbon neutral and have net zero 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, sustainable and resilient to disasters and natural hazards.

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 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.

# Live

## Living in well-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 will be one of the leafiest regions in Australia, and this coupled with exemplar design across the region will mean that SEQ's communities will benefit from improved health and wellbeing and increased quality of life.

The region will foster an abundant urban forest through increased tree canopy cover to improve social cohesion, reduce heat exposure and improve the mental and physical wellbeing of our communities.

Good design has been critical to achieving higher density in key locations and housing diversity in SEQ. An equitable and affordable supply of housing will be well-located, close to employment opportunities and accessible for all.

SEQ will be a great region made up of active, safe, green, comfortable 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. Our design will incorporate First Nations designing with Country principles that embed storytelling, functionality and sustainability.

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



Great subtropical places

Good design adds value



A region of great places



# 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 eight million or more.**

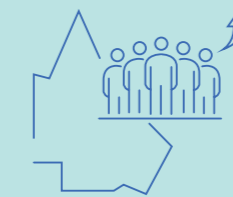
To achieve this vision, we need to make conscious decisions about the future of our region rather than maintain a ‘business as usual’ approach.

towards the vision and sustainably accommodate a population of almost six million people, which is expected in about 25 years.

This chapter charts a course of action that reflects these decisions to help us move

## Accommodating six million people

The planning framework outlined in this chapter sets the direction for how we sustainably manage and accommodate around an additional 2.2 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

**Part B**  
The regional growth pattern

**Part C**  
Sub-regional directions

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



# 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 of ShapingSEQ: 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 67

1. Efficient land use
2. Housing supply
3. Housing diversity
4. Social and affordable housing
5. Growing rural towns and villages



### Goal 2 Prosper

A globally competitive economic powerhouse

Page 90

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 120

1. An efficient movement system
2. Active transport
3. Vibrant and connected regional activity centres
4. Integrated planning
5. Region-shaping infrastructure
6. Movement and Place



### Goal 4 Sustain

Promoting ecological and social sustainability

Page 140

1. First Nations peoples
2. Biodiversity
3. Koala conservation
4. Regional landscapes
5. Water sensitive communities
6. Natural economic resources
7. Climate change
8. Resilience



### Goal 5 Live

Living in better designed communities

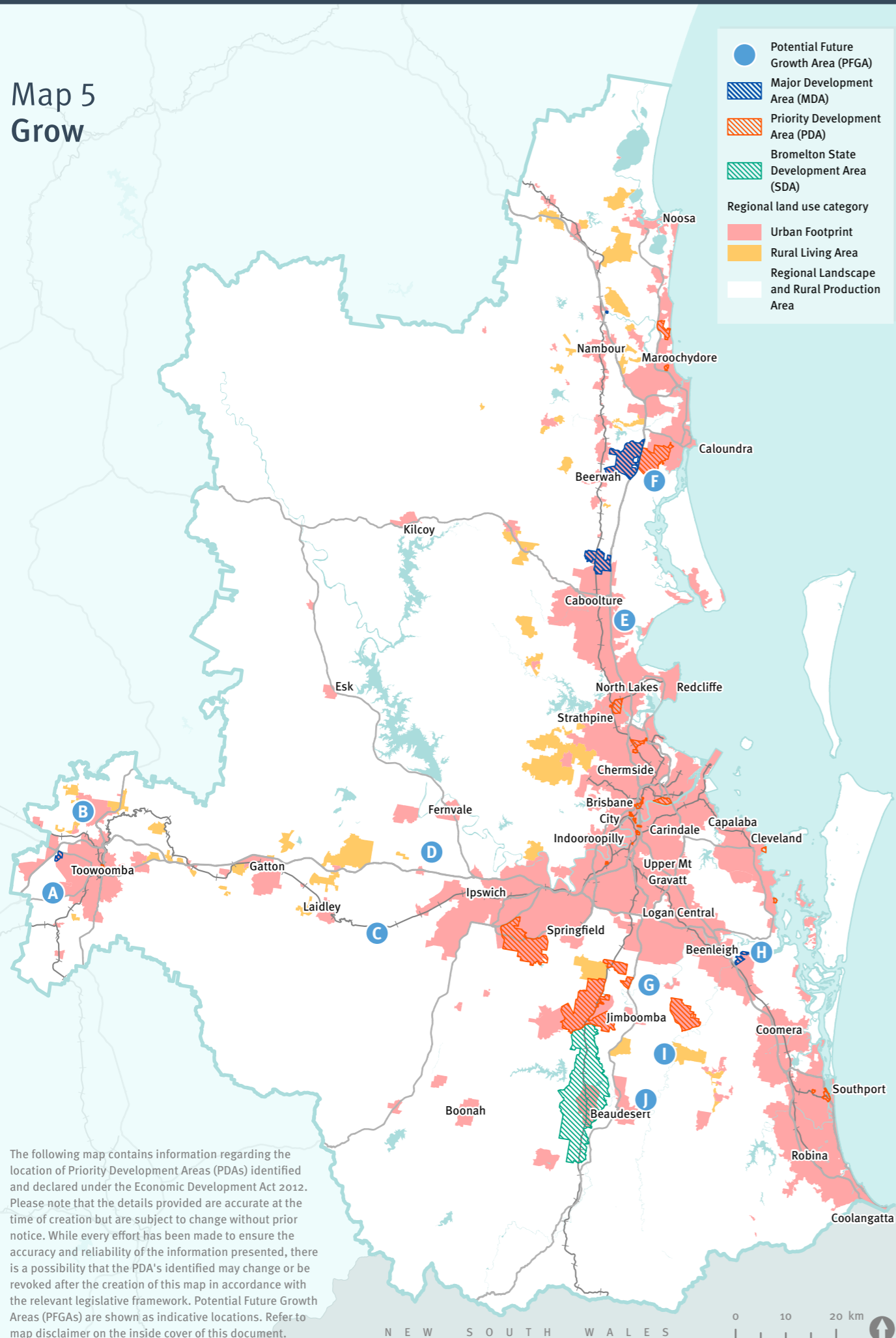
Page 168

1. Valuing good design
2. Working with the weather
3. Inspiration from local character
4. Fairness
5. Working with natural systems
6. Creating legible and connected streets and spaces
7. Embedding opportunities for adaptation and change
8. The power of placemaking
9. Health and wellbeing



Schuster Park, Tallebudgera. Supplied by City of Gold Coast

## Map 5 Grow



The following map contains information regarding the location of Priority Development Areas (PDAs) identified and declared under the Economic Development Act 2012. Please note that the details provided are accurate at the time of creation but are subject to change without prior notice. While every effort has been made to ensure the accuracy and reliability of the information presented, there is a possibility that the PDA's identified may change or be revoked after the creation of this map in accordance with the relevant legislative framework. Potential Future Growth Areas (PFGAs) are shown as indicative locations. Refer to map disclaimer on the inside cover of this document.

# Grow

Over the past 20 years SEQ has grown consistently by an average of 2.2 per cent per year. Today SEQ is home to approximately 3.8 million people, up from 2.4 million people in 2001.

Over the next 25 years, SEQ's population is expected to grow by 2.2 million people to six million people (an average growth rate of 1.8 per cent per year). This growth will require an average of 34,500 new homes each year, as well as increased transport accessibility, job opportunities and essential services.

The next 25 years of growth for SEQ will be different to the past 25 years of growth, presenting challenges and opportunities of a complexity beyond those faced by the region to date. Increasing fiscal uncertainty, housing affordability pressures and unparalleled changing housing needs and preferences demands a paradigm shift – one that truly responds to the changing needs of a fast-growing population.

Net interstate migration to Queensland reached record levels in the year to June 2022, with SEQ accommodating almost 80 per cent of this growth. Net overseas migration is expected to make a strong contribution to population growth in SEQ to 2046, with a significant short-term increase to 2026.

The draft ShapingSEQ 2023 Update population projections indicate that of the additional 2.2 million people who will call SEQ home in 2046, 38.7 per cent will come from overseas, 25.4 per cent will come from interstate and 7.8 per cent will come from elsewhere in Queensland.

Of this population, the number of children and youth (0 to 17 years), will decrease as a proportion of the population from 22.6 per cent in 2021 to 20.5 per cent in 2046. Over the same period, the number of older people (65 years and over) will significantly increase as a portion of the population from 15.9 per cent in 2021 to 19.5 per cent in 2046.

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. SEQ is seeing an increase in one-person households from 23.4 per cent in 2021 to 40.5 per cent by 2046, and a higher small household to small dwelling ratio.

The ageing population will contribute to the increased smaller households demand, due to older people's tendency to live in smaller homes. Further, extended family households are becoming more common. There has also been a decline in families with dependent children, but an increase in couple-only families, especially older couples.

While it is difficult to understand the exact impact of changes in household size to smaller households, it is estimated that each 0.01 per cent fall in persons per household requires around 8,500 additional homes. Housing stock will need to suit the needs and preferences of future residents, including the "household market".

In addition, there is an increasing demand for homes to serve as short term accommodation, removing some properties from the longer-term rental market. In some specific circumstances, this is adding some pressure in certain locations to an already strained rental market, with the supply of housing not keeping up with demand.

SEQ's current and projected population

- 2021 (estimated resident population)
- 2046 (based on ShapingSEQ projections)

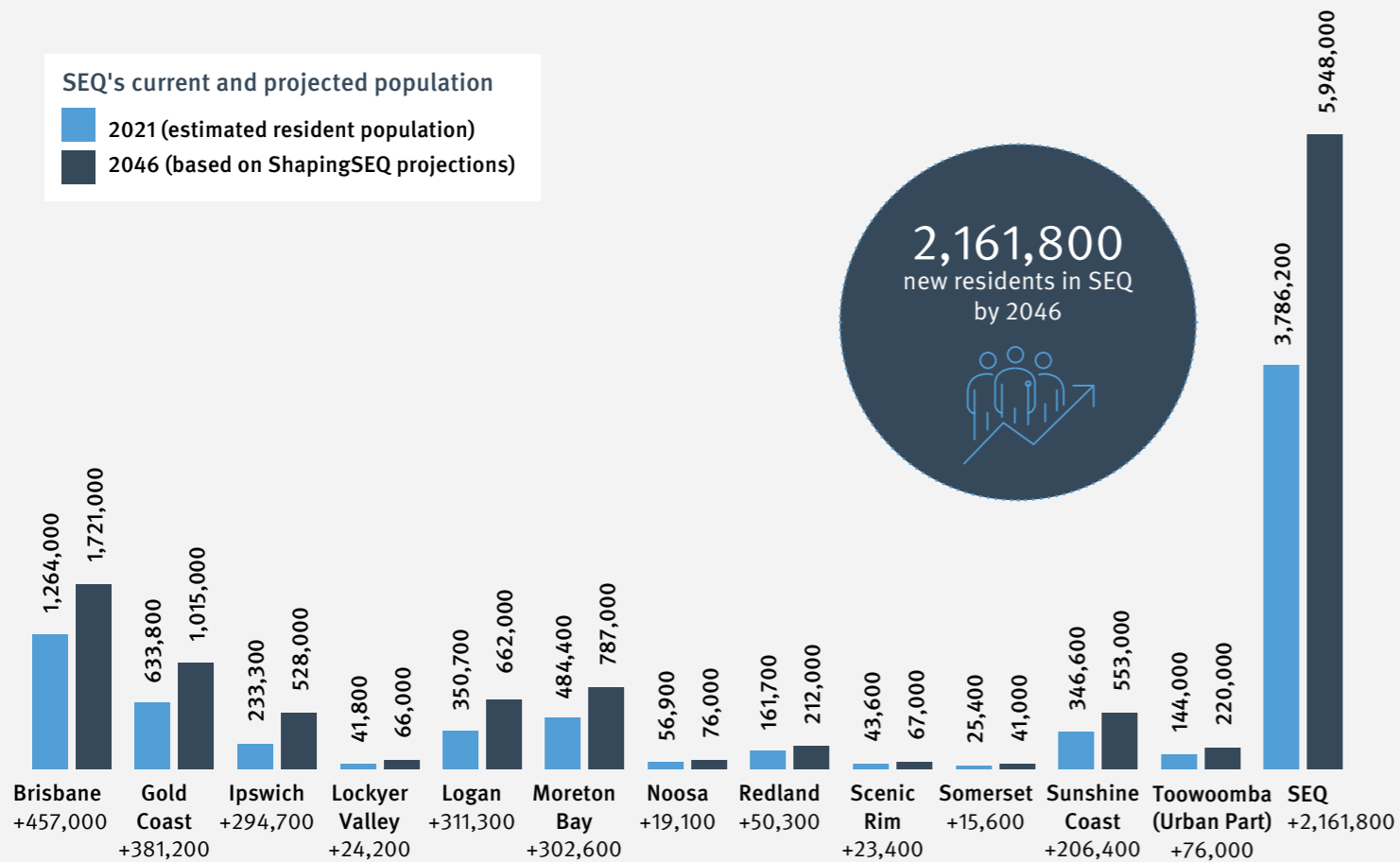


Figure 4: SEQ's current and projected population

## Housing market

Housing has increasingly been subject to market forces, with varying factors driving increased demand for, and cost of, housing in SEQ, as follows:

- » stable economy with low unemployment rates and continued growth in discretionary expenditure
- » increased interstate migration, which has more than offset declines in international migration
- » increase in demand for rental homes resulting from fracturing households during COVID-19
- » increased capacity to pay for housing due to higher household saving rates during COVID-19

- » increased demand for newly constructed homes from HomeBuilder stimulus, coupled with delays in construction and a significant increase in construction input prices.

The supply of housing is not keeping pace with demand, and the impact of this supply shortfall is being felt most acutely in the private rental market. In September 2022, residential vacancy rates across SEQ were at historic lows and were below one per cent in all markets analysed except for the Brisbane CBD, which sat at just about one per cent.

It is important to note that the planning system is only one contributing factor to housing supply. There are several other factors that sit outside the planning system that impact supply of housing, such as land ownership and acquisition, accessing financing and funding, housing construction, geographical constraints and public attitude towards development.

## Declining affordability

The cost of housing in Australia has grown significantly in recent decades as the price of houses and apartments have risen faster than average household incomes, with higher purchase prices flowing through to the cost of renting. It now takes approximately 10 years for a person on an average income to afford an average house in Australia which is only one indicator of declining affordability. In Queensland, this is being felt acutely in SEQ where the bulk of urban growth is and will continue to occur.

An overall lack of suitable housing, including through private led development as well as social and affordable housing provision, is contributing to increased rental stress, mortgage stress, social housing demand and homelessness.

Nationally, the supply of new social housing has followed a downwards trend since the early 1990s which has created a shortfall in social housing stock.

Recent rental vacancy rates have been at record low rates, with many areas in SEQ recording below one per cent vacancy which contributes to overall falling affordability across the market and increases pressure on social housing demand.

The *Queensland Housing Strategy 2017–2027* outlines a 10-year plan to deliver more social and affordable homes and to transform the way housing services are delivered as essential frontline services across the state. The Strategy is supported by the *Queensland Housing and Homelessness Action Plan 2021–2025* which sets out more detail on actions and responsibility for matters relating to housing provision, homelessness support and policy reform. A new *First Nations Housing and Homelessness Action Plan 2024–27* is also being developed to address Closing the Gap outcomes.

Further, the Australian Government has announced a suite of initiatives in response to the current housing challenges including the 2022 National Housing Accord which aligns all levels of government, investors and the construction industry to build one million new, well-located homes over five years from 2024, and the introduction of draft legislation for the Housing Australia Future Fund to enable delivery of 30,000 new social and affordable homes within five years.

The Queensland Government Housing Summit in October 2022 set out a range of actions in the Outcomes Report (November 2022) to address the housing needs of Queenslanders. The Outcomes Report sets out actions across a range of matters for supply and support including policy and regulatory reform, finance and tax considerations, homelessness and housing support.

Initial findings from the Community Engagement and Awareness Campaign research on growth and housing diversity:

- » most people are aware and agree that our population is growing with the perception that the rate of growth is high
- » community perceptions about population growth are driven by what people see around them – busier traffic, and building of new infrastructure – and from news, media and anecdotal stories about the housing challenges



- » attitudes about the impact of population growth tend to be more negative than positive
- » perceived benefits of population growth are better roads, more shops and public services, and some benefits for the economy such as more jobs, benefits for small business and for property owners, increasing housing values

- » perceived costs of population growth include congested roads, crowded shopping centres and greater competition for the essentials such as jobs, healthcare, places at schools, retirement homes and a lack of affordable housing with increased societal problems.



# Meeting the needs of existing and future households

The lack of diversity in housing types across the region is one of the fundamental drivers of the current housing pressures, with SEQ's population not having appropriate housing that meets the evolving needs throughout their lifecycle. People's housing needs and desires change with household composition and age and often directly relate to the size of the dwelling. These needs can vary between different households and areas across a region and depend on various factors such as income, employment, cultural background and accessibility to services and transport.

Although slowly declining, detached houses remain the dominant housing type across SEQ, accounting for 73.4 per cent of all housing stock in SEQ (Greater Brisbane) in 2021 (down from 75.8 per cent in 2011). This is also true for other major capital cities across the Australia as outlined in Table 2.

The highest incidence of detached houses (as a proportion of total housing stock per LGA) is in the more rural parts of SEQ (Somerset, Lockyer Valley and Scenic Rim) followed by the urban fringe LGAs of Ipswich, Logan, Redland and Moreton Bay.

**Table 2**  
Comparison of percentage of detached dwellings in other capital cities in Australia

City	% of detached dwellings in 2021 <sup>6</sup>
Brisbane	73.4%
Sydney	55.8%
Melbourne	67.8%
Adelaide	75%
Perth	77.8%

<sup>6</sup>Source: Australian Bureau of Statistics (2021) Greater Sydney, Melbourne, Adelaide and Perth – 2021 Census – Quick Stats Dwelling Structure. <https://www.abs.gov.au/census/find-census-data/quickstats/2021/AUS>

Due to necessity, with no further options for expansion land, Brisbane and the City of Gold Coast achieve significantly greater density (attached product) than the rest of the region.

Additionally, the median size of new lots created in SEQ over the 2021/22 period (across both expansion and consolidation areas) was 420 square metres (sqm). Whilst the median size of new lots created in SEQ has decreased from 553sqm to 420sqm since 2011/12, lot sizes have flattened since 2019/20.

For example, the Greater Capital City areas of Sydney and Brisbane reached average site areas of less than 500 square metres for new houses by 2014, after which site areas trended lower through to 2019 in these cities, before plateauing.

Greater Adelaide and Greater Brisbane had the largest site areas of the capital cities for 9 of the 10 years. For Brisbane, the average site areas were unchanged from 2019 to 2021, representing a clear stagnation of the downward trend in recent years (refer Table 3).

## Accessible housing

People with disability are disproportionately impacted by housing need, for example a significant proportion of households on Queensland's social housing register include a person with disability. The draft ShapingSEQ 2023 Update recognises the importance of increasing the availability of affordable, accessible, well-designed housing to support the independence and social and economic participation of people with disability.

This aligns with the significant focus in the disability reform context on state and territory investment in supports and services for people with disability through the Independent Review of the National Disability Insurance Scheme (NDIS) Review and the Disability Royal Commission and the policy priorities of *Australia's Disability Strategy 2021–2031*.

**Table 3**  
Comparison of median lot sizes in other capital cities in Australia

City	Average Site Area (Infill and Greenfield) (2012 & 2021) <sup>7</sup>				
	2012	2018	2019	2020	2021
Brisbane	571m <sup>2</sup>	459m <sup>2</sup>	458m <sup>2</sup>	459m <sup>2</sup>	459m <sup>2</sup>
Sydney	514m <sup>2</sup>	444m <sup>2</sup>	415m <sup>2</sup>	418m <sup>2</sup>	423m <sup>2</sup>
Melbourne	490m <sup>2</sup>	451m <sup>2</sup>	447m <sup>2</sup>	430m <sup>2</sup>	429m <sup>2</sup>
Adelaide	498m <sup>2</sup>	449m <sup>2</sup>	457m <sup>2</sup>	453m <sup>2</sup>	468m <sup>2</sup>
Perth	448m <sup>2</sup>	402m <sup>2</sup>	402m <sup>2</sup>	395m <sup>2</sup>	399m <sup>2</sup>

<sup>7</sup>Source: Australian Bureau of Statistics (June 2022) *New houses being built on smaller blocks*, ABS Website. <https://www.abs.gov.au/articles/new-houses-being-built-smaller-blocks>

Table 3 includes average site area of new houses across Greater Capital City Statistical Areas – this data is based on building approvals and is a mix of greenfield and infill development. Data is presented for private sector houses – defined as detached buildings used for long-term residential purposes, consisting of only one dwelling unit and are not a result of alterations or additions to a pre-existing building. It is also noted that this represents approvals only and does not reflect the dwellings being constructed and delivered.

Across SEQ, semi-detached dwellings are the most common attached dwellings, followed by flats or apartments, with a higher number of dwellings in one to three storey developments than four or more storey developments. However, there has been relatively little growth in the one to three storey flat or apartment market since 2011, with the market tending to provide either semi-detached dwellings or flats or apartments in four or more storey apartment complexes.

Brisbane, the Gold Coast and the Sunshine Coast are also the only regions to achieve significant attached product that is four or more storeys in height. This is consistent with the marketability and feasibility challenges associated with delivering apartment product of this scale in SEQ outside of Brisbane, the Gold Coast and Sunshine Coast.

Brisbane has consistently recorded a higher incidence of one to three storey apartments than semi-detached dwellings across the last 15 years, which is against the trend in all other areas in SEQ. However, the gap between the number of one to three storey apartments and semi-detached dwellings in the Brisbane market has declined over time, with the market increasingly delivering apartments four or more storeys in height, rather than low rise apartment development.

The lack of diversity in homes being delivered in most SEQ markets has meant there are reduced opportunities for younger people to remain within their local community (due to low housing affordability) and for empty nesters to downsize within their local community (due to a lack of suitable downsizing opportunities).

This regional plan includes additional policy around gentle density to further guide how planning could continue to deliver more diverse housing and provides direction, actions and planning tools to support the delivery of a diversity in attached dwellings.

## Sizing the Urban Footprint – capacity for new homes, jobs and communities

The Urban Footprint identifies land within which the region's urban development needs to 2046 can be accommodated and includes established areas and land with potential for new development. The Urban Footprint is determined having regard to capacity within statutory plans (including constraints and infrastructure servicing), efficiency of infrastructure servicing, economic feasibility and future long term infrastructure planning. Capacity beyond the life of current statutory plans is also considered aligned to locations which have good access to services and jobs, while also protecting the environment.

Since 2017, the GMP has enabled a better understanding of the drivers for land supply and housing in SEQ. This has included ongoing work with local governments, utility providers and the development industry on improvements to better forecast and measure land supply and monitor its development.

Outputs from the GMP, together with outcomes from work undertaken on the Underutilised Urban Footprint (UUF), updated development timing for some Priority Development Areas (PDAs) and updated local government data, has provided a more realistic understanding of capacity within the 2017 Urban Footprint from which to rebase future dwelling requirements for this regional plan. Further, the monitoring of industrial development has provided a more detailed understanding of growth in industry and this also needs to be provided for within the Urban Footprint.

Urban Footprint changes where they have been included have responded to this evidence and the need to meet regional planning policies.

### Underutilised Urban Footprint

Several areas in the 2017 Urban Footprint that are also identified for urban purposes under a local planning instrument, remain undeveloped or underutilised for urban purposes due to barriers such as land fragmentation, infrastructure planning and other broad market factors. These areas are referred to as UUF.

A key implementation action under the 2017 regional plan was to investigate and expedite the development of UUF areas in the Urban Footprint. A total of 75 UUF areas were identified and the Queensland Government has been working, in consultation with local governments, to review all 75 UUF to obtain a more realistic understanding of land supply capacity for these sites, and what intervention may be required to unlock these areas for development.

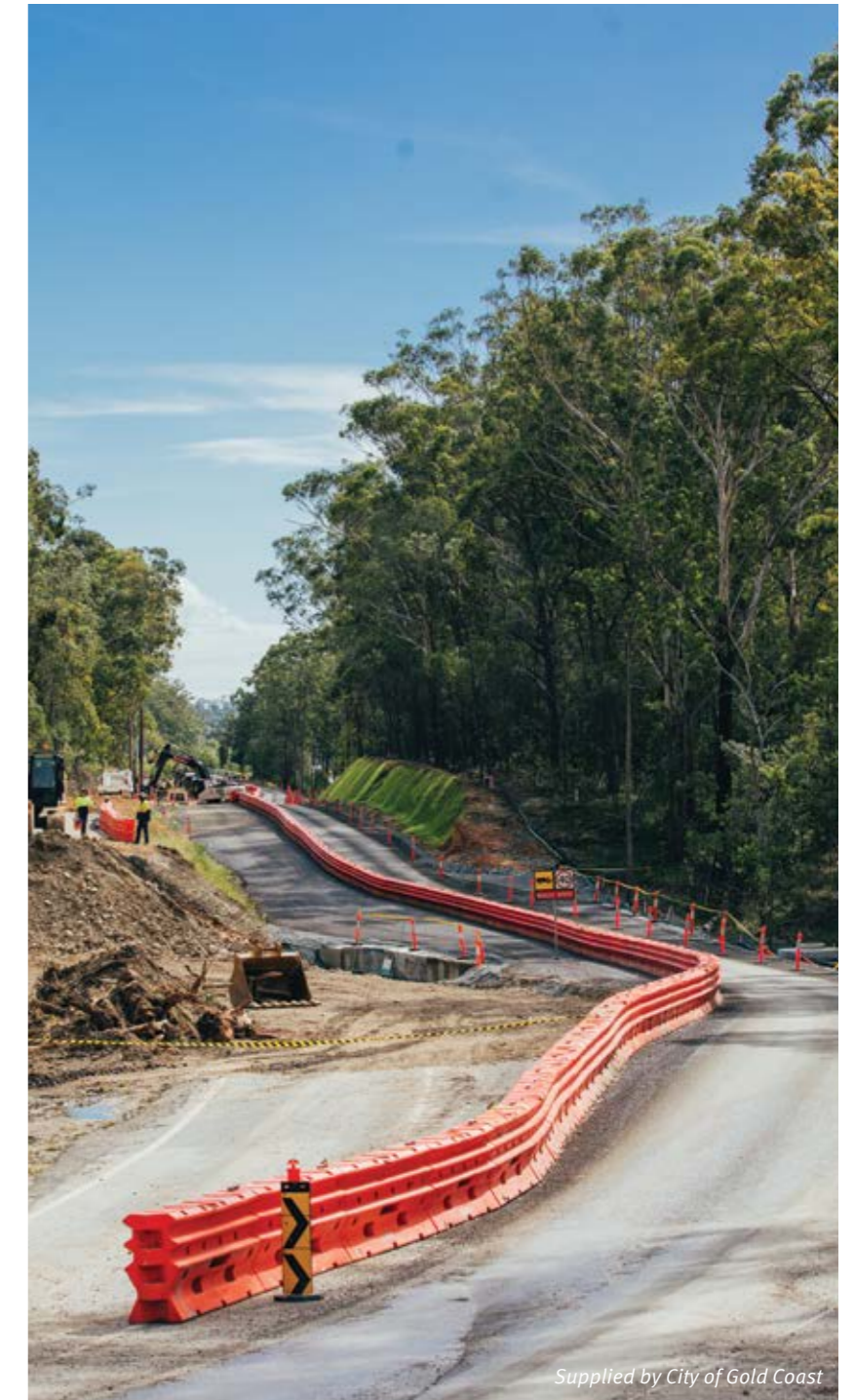
As a result of this work, it has been identified that 7,000 hectares of land (27 per cent) is utilised (being actively developed); or is unrealisable; and 20,000 hectares (73 per cent) could be developed with appropriate intervention. The land that is utilised or unrealistic has been removed from the available supply calculations for the purposes of rebasing the dwelling supply targets to 2046. The learnings from UUF have been applied in analysis going forward, ensuring that we are more realistic about the true availability and capacity of land for new homes within the life of the regional plan at different time horizons.

## Infrastructure to support growth

SEQ's growth challenge continues to be met by a combination of growth solutions within and on the outskirts of the consolidation area – meeting an overall approximate 60/40 consolidation/expansion dwelling growth ratio across the region. Development in expansion areas continues to be necessary to help release pressure on short-medium term supply, it represents a desired housing type and continues to provide housing diversity through provision of detached housing. Expansion growth however, generally occurs with challenges in timing of infrastructure delivery with residents generally moving in before schools, public transport, community centres and health services are in place.

Building new infrastructure in greenfield areas can be up to four times more expensive than adapting existing infrastructure in established suburbs that have the capacity to support growth<sup>8</sup>. Further, while houses on the outer fringe of urban areas can be more affordable, the journey-to-work costs increase the total cost of living to more than 30 per cent of total household incomes in some areas, impacting on people's ability to live affordably.

SEQ's growth challenge to 2046 will require a concerted effort to support growth, as much as possible, closer to existing infrastructure, including schools, hospitals and public transport. This can help to deliver more affordable living options, encouraging new jobs close to where people live, promoting more housing close to existing and planned employment and supporting the delivery of critical infrastructure connecting the two. This will require a concerted effort by government in partnership with the private sector and community to provide new and renewed communities that are well planned and well designed.



<sup>8</sup>Infrastructure Victoria (2023) 'Our home choices – How more housing options can make use of Victoria's infrastructure', Infrastructure Victoria. <https://www.infrastructurevictoria.com.au/project/our-home-choices/>

## Elements and strategies

Elements	Strategies
<p><b>Element 1</b> <b>Efficient land use</b></p> <p>Support a consolidated urban settlement pattern and higher densities in well-located places – places with access to employment, services and amenity, where land is supported by appropriate infrastructure</p>	<ol style="list-style-type: none"> <li>1.1 Maintain a minimum 60/40 consolidation/expansion dwelling growth ratio across the region, while moving towards a dwelling growth ratio of 70/30 consolidation/expansion.</li> <li>1.2 Prioritise unlocking underutilised land in the Urban Footprint.</li> <li>1.3 Identify and prioritise sites in high amenity areas that can be developed to provide for residential densities in Table 4.</li> <li>1.4 In new communities, plan for a net residential density of 20–30 dwellings/ha or 40–80 dwellings/ha if these areas are within a walkable catchment to an existing or proposed public transport station.<sup>9</sup></li> <li>1.5 Accommodate new rural residential development only in the RLA, or in the Urban Footprint where land is unsuitable for urban use.</li> <li>1.6 Protect PFGAs that may be needed to accommodate long-term urban growth.</li> </ol>
<p><b>Element 2</b> <b>Housing supply</b></p> <p>Make provision for the delivery of adequate housing supply to 2046 to meet the full spectrum of housing demand</p>	<ol style="list-style-type: none"> <li>2.1 Plan for and achieve the dwelling supply targets (including sub-targets) to 2031 and 2046 in Figure 6.</li> <li>2.2 Maintain a minimum 4 years of approved supply and a minimum of 15 years of supply of land that has been appropriately zoned and is able to be serviced.</li> <li>2.3 Support residential opportunities on publicly owned land to accommodate growth in the short term (including temporary uses that respond to acute demands).</li> </ol>
<p><b>Element 3</b> <b>Housing diversity</b></p> <p>Provide housing choice that meets the changing make-up of SEQ's population, community needs and lifestyles</p>	<ol style="list-style-type: none"> <li>3.1 Plan for and achieve, at a minimum, dwelling diversity targets in Figure 6.</li> <li>3.2 Facilitate increased gentle density across SEQ in consolidation and expansion locations (such as free-standing small lots, or freehold title terrace style development).</li> <li>3.3 Facilitate the achievement of attached medium rise development in walkable catchments along high frequency public transport networks.</li> <li>3.4 Facilitate the delivery of attached high rise development in PRACs.</li> <li>3.5 Unlock new models and diverse forms of homes (size and built form) for housing delivery, including build to rent, co-housing and micro-housing.</li> <li>3.6 Work with the community to build knowledge and understanding of housing diversity and benefits to local communities.</li> </ol>

<sup>9</sup>Net residential densities do not apply to Lockyer Valley, Scenic Rim and Somerset LGAs – refer to sub-regional directions for further detail

Elements	Strategies
<p><b>Element 4</b> <b>Social and affordable housing</b></p> <p>Provide more social and affordable housing to meet the demand</p>	<ol style="list-style-type: none"> <li>4.1 Plan for and achieve delivery of 20 per cent of new homes in SEQ being: <ol style="list-style-type: none"> <li>a) social housing (including public and community housing)*</li> <li>b) affordable housing (households on low to moderate incomes)</li> </ol> <p><i>*A target for social housing is to be informed by independent modelling being prepared by the Australian Housing and Urban Research Institute (AHURI) and will be included in the final ShapingSEQ 2023 Update</i></p> </li> <li>4.2 Support partnerships between development industry and financial providers, housing and homelessness service providers and local, state and federal governments and the community to provide further housing opportunities such as supported accommodation, community housing and housing assistance opportunities.</li> <li>4.3 Support the repurposing of underutilised spaces and buildings for multi-purpose emergency short-term accommodation options.</li> <li>4.4 Increase access to safe, secure and affordable housing choices for Aboriginal peoples and Torres Strait Islander peoples.</li> </ol>
<p><b>Element 5</b> <b>Growing rural towns and villages</b></p> <p>Rural towns and villages provide for sustainable growth and community development in a way that reinforces local identity</p>	<ol style="list-style-type: none"> <li>5.1 Enable an appropriate growth within rural towns and villages where supported by existing infrastructure and in a manner that avoids the fragmentation of productive rural land.</li> <li>5.2 Support rural workers accommodation in accordance with government policy in relation to rural workers, including the Rural Workers' Accommodation Initiative.</li> </ol>

The draft ShapingSEQ 2023 Update is a key policy document for addressing the housing challenges being faced in SEQ, and to ensure our region is well positioned to meet housing demand into the future. An important aspect of this is the provision of social housing and affordable housing.

It is intended for the ShapingSEQ 2023 Update to set clear targets and requirements for both social housing and affordable housing.

This will mean federal, state, local governments and industry are clear on all parts of the housing system and what is needed to meaningfully shift the dial on supply in SEQ.

This draft proposes a combined target for social housing and affordable housing being 20 per cent of new homes in SEQ.

During the consultation period for this draft Update, feedback is sought on appropriate targets for the provision of both social housing and affordable housing

in SEQ, with the intention to provide separate targets for social housing and affordable housing.

The target for social housing is also to be informed by independent modelling being prepared by the Australian Housing and Urban Research Institute (AHURI), and will be included in the final ShapingSEQ 2023 Update.

## Consolidation and expansion dwelling growth ratio

ShapingSEQ utilises a policy indicating the split of where new homes are built in terms of within or outside the consolidation area in the Urban Footprint. This is currently expressed as the consolidation/expansion dwelling growth ratio for the region, and in *ShapingSEQ* 2017 was 60/40 consolidation/expansion.

The long-standing policy of seeking compact urban growth which limits sprawl, protects our precious natural landscape and minimises environmental impacts, is still relevant to SEQ.

The consolidation/expansion dwelling growth ratio for SEQ is achieved through meeting dwelling supply targets which are based on taking a place-based approach that has regard to each LGA's local characteristics and needs balanced against the overall characteristics and needs for the region.

The 60/40 consolidation/expansion dwelling growth ratio in *ShapingSEQ* 2017 was predicated on several expansion areas still being available for development, including for example Flagstone and Yarrabilba in the Metro sub-region, Palmview, Beerwah East and Caloundra South in the Northern sub-region, Springfield and Ripley in the Western sub-region and Coomera and Ormeau in the Southern Sub-region. As a result of *ShapingSEQ* 2017, supply in most of these expansion areas have commenced and some areas (Caloundra South, Palmview, Coomera, Ormeau) are likely to be fully developed in the life of this plan. Depending on development rate, the remaining areas will retain capacity after 2046 and are assumed to provide long term capacity.

Growth by expansion in SEQ will remain challenging, subject to inherent trade-offs in social and environmental values, Native Title determinations and the comparative cost of servicing large greenfield development.

As such, the dwelling supply targets set in this draft *ShapingSEQ* 2023 Update continue to push for the aspirational move from a dwelling growth ratio of 60/40 consolidation/expansion to 70/30 consolidation/expansion.

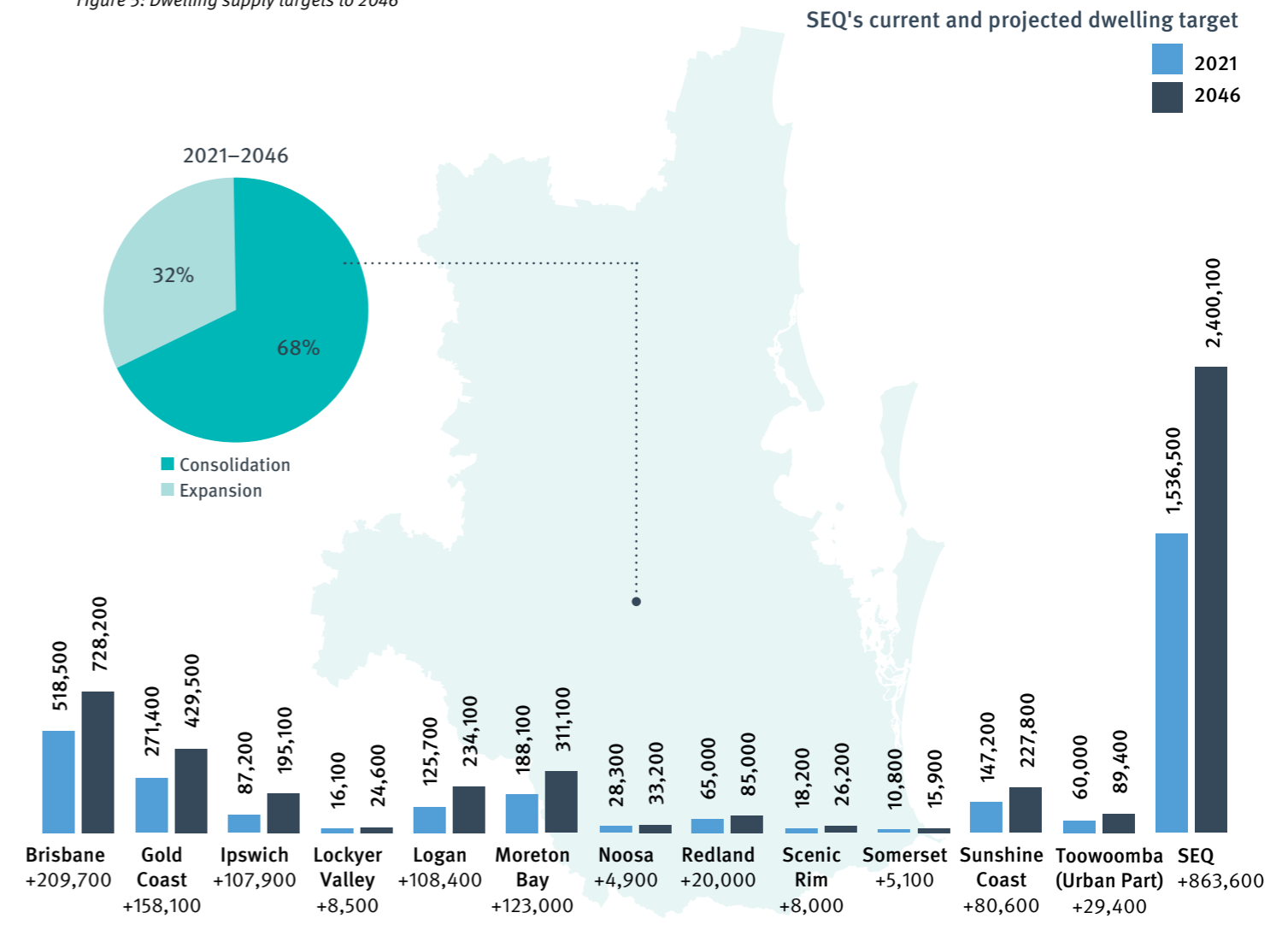
## Dwelling supply targets

Dwelling supply targets have been determined through a sophisticated and nation-leading approach of integrated land use and transport modelling. The approach is built on the data and information provided by state and local governments and enables the ability to identify and analyse the following:

- » **Supply and demand:** capacity in planning schemes and demand factors that influence where households would choose to locate
- » **Supply and realistic take-up:** informed by financial feasibility to deliver development and current and planned infrastructure
- » **Land use and transport integration:** supply for new homes and existing and planned transport infrastructure to provide for more homes closer to transport and infrastructure investment
- » **Employment accessibility:** future growth in proximity to employment locations across SEQ to support shorter commutes, improved environmental outcomes and thriving businesses.

Updated dwelling supply targets for SEQ and for each LGA to 2046 are provided in Figure 5.

Figure 5: Dwelling supply targets to 2046



The consolidation/expansion ratio is no longer considered as the most suitable or effective measure of overall efficiency in the use of land in SEQ. This is particularly the case where local governments have, or have nearly, reached 100 per cent consolidation. As such the consolidation/expansion measure will be updated and replaced with more relevant and modern measures in close collaboration with local government partners and as part of implementation of *ShapingSEQ*.

The GMP will review suitable land use efficiency (LUE) measures in terms of accuracy and clarity. LUE is a representative concept and is the result of dynamic processes driven by economic and social factors. Many indices, such as development density, population density, employment density, investment intensity, economic output per land unit are used to measure the LUE in cities across the world. LUE indicators are designed to understand the relationship between population shifts and urban land.

The results help planners and policy makers ensure that cities remain economically productive and environmentally sustainable. Through consultation on this draft update a more suitable set of measures (in close consultation with local government) will be adopted and monitored.

## Action for state agencies and local government Dwelling supply targets

Relevant state agencies and local governments are required to demonstrate how they will meet dwelling supply targets set by the ShapingSEQ 2023 Update for two, five and ten year timeframes. This includes actively progressing policy and servicing activities, such as zoning, levels of assessment and development design requirements.

Two key mechanisms to achieve this include:

- » in the short term – developing and delivering on a housing supply statement for each SEQ LGA (excluding Somerset, Lockyer and Scenic Rim)
- » in the longer term – developing and delivering on a housing strategy and implementation plan for each SEQ LGA.

Housing supply statements and housing strategy and implementation plans will be assessed and approved by the Queensland Government.

The Queensland Government will work with state agencies and local governments to expedite recommendations sought as part of the housing supply statements and housing strategy and implementation plans. This may include streamlined planning scheme amendments and use of other regulatory mechanisms to materially improve housing supply, diversity and/or affordability.

The Queensland Government is committed to expedited processes that unlock housing supply in accordance with the ShapingSEQ 2023 Update, available through alternative and streamlined plan making processes (i.e. Minister's Guidelines and Rules) or the development assessment framework to support short term need.

Having regard to the current housing challenges and the expected and acute short term supply issues in response to the immediate growth we are experiencing, DSDILGP would like to work with relevant state agencies and local governments during consultation on the draft ShapingSEQ 2023 Update to develop housing supply statements. Housing supply statements are needed to inform how the rate of housing supply can be achieved over a short-medium (2026, 2031, 2036) timeframe to be on track to meet draft dwelling supply targets.

Through this process, we would like local governments to advise on:

- » Where are the areas of primary concern in achieving the housing supply targets and why?
- » What can local government do differently to help achieve the identified targets?
- » What does local government require from the Queensland Government to assist?

### Positive practice: Toowoomba Region Growth Plan

The Toowoomba Region Growth Plan is a long-term population and employment growth strategy for the Toowoomba local government area to 2050. This Growth Plan provides a framework for sustainable growth within the local government area, and it outlines expansion plans for each

area of Toowoomba based, in part, on the predicted population growth. This includes several areas expected to experience an increase in population growth in the next decade.

The plan has been informed by the investigation of trends and the testing and analysis of alternate growth scenarios to understand implications of growth and performance of each scenario against key criteria.

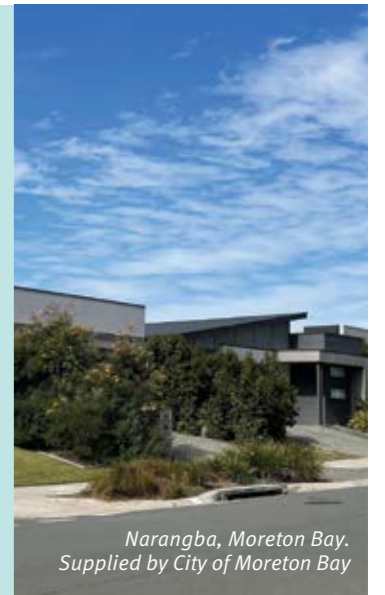


Supplied by Toowoomba Regional Council

### Positive practice: Moreton Bay Infill Housing Expert Panel

City of Moreton Bay has established an Infill Housing Expert Panel who provide strategic advice to assist in achieving a greater proportion of infill housing in the future. The formation of the panel is a result of the Council's Growth Management Strategy which will investigate barriers to, and opportunities for increasing housing delivery in existing urban areas.

It has been identified in the Growth Management Strategy as a short-term action – to be delivered over the next five years. The progress of the Growth Management Strategy will be monitored and reported through Council's annual report. This will include progress against our measures of success and actions.



Narangba, Moreton Bay. Supplied by City of Moreton Bay



Green Bridge, Surfers Paradise. Supplied by City of Gold Coast



## High amenity areas

The draft ShapingSEQ 2023 Update includes an amenity-based policy framework to increase density and diversity in key locations where growth is more easily supported and serviced. An amenity-based policy framework directs housing density and diversity to higher amenity locations where communities are supported by key features such as critical access to high frequency public transport, community facilities, open space and activity centres.

There are several factors that contribute to amenity, with functional values including things like safety (day/night), accessibility (to jobs, significant green and blue places/spaces, cultural elements

etc.), transport, economy/economic performance, cleanliness, visit/dwell time and greenery.

A framework for high amenity areas is proposed to rely upon those locations that are found within an appropriately determined catchment of the following types of regional features:



A centre (including Regional Economic Cluster, the Capital City Centre, a Principal Regional Activity Centre, a Major Regional Activity Centre)



A major operational bus or train station with frequent services



A major operational railway or busway corridor with frequent services



Significant greenspace/parks and recreation areas such as parks, conservation areas and waterbodies (canals, rivers, oceans)



A primary and/or secondary school or tertiary education facility

Where identified within a high amenity area, local governments are required to proactively support increased densities in accordance with Table 4.

Table 4

High amenity area policy framework – a guide for minimum densities requirements

Where high amenity area includes	Minimum residential density ranges
Principal Regional Activity Centre (PRAC)	100 dw/ha – 400 dw/ha
Major Regional Activity Centre (MRAC)	40 dw/ha – 200 dw/ha
High frequency public transport stations/stops	40 dw/ha – 80 dw/ha (bus) 50 dw/ha – 150 dw/ha (rail)
Where located outside the above areas	As determined by local government

The densities in Table 4 align with those included in ShapingSEQ 2017. DSDILGP is undertaking further work to test these densities with local government and whether they are achievable, with the view to incorporate updated densities in the final draft ShapingSEQ 2023 Update. DSDILGP is also seeking evidence in support of appropriate minimum densities for development in proximity to light rail for inclusion in the final ShapingSEQ 2023 Update.

High amenity areas will be prioritised and supported for urban development in the short, medium and longer term where:

- » the area is within proximity to the high frequency public transport network at 2046 (refer Connect theme) and/or includes land within a Brisbane 2032 renewal precinct, such as the expanded Woolloongabba Cross River Rail PDA
- » the area is within, or within walking distance of, a PRAC
- » there is spare capacity in the infrastructure networks, or existing networks can be cost-effectively augmented

- » the area includes several potential development sites involving unencumbered land or land within the government's immediate control.
- An amenity-based policy framework also enables and aligns to other strategies sought through the regional plan, including achieving a more consolidated urban form.

High amenity areas also enable maximising of access to existing and future planned infrastructure and services to provide more homes for people in places that will mean they can live more affordably once they move in (a key policy driver of this plan update to address current impacts on the likes of local workers being unable to afford to live close to major employment centres including hospitals and universities).

## Actions for state agencies and local government High amenity areas

Local governments are required to undertake further work to spatially identify high amenity areas within their planning scheme aligned to the criteria and **Part C: Sub-regional directions**.

Through housing supply statements and housing strategies and implementation plans, local governments are required to further identify how they will achieve greater residential densities in high amenity areas.

The Queensland Government will work with local governments to prioritise urban development of high amenity areas in the short, medium and longer terms.

## Positive practice: Brisbane City Council's approach to car parking in Brisbane's Inner City Strategy

Brisbane's Inner City Strategy sets the planning direction that will shape the future of Brisbane's inner city and guide Council's program of inner city precinct planning and infrastructure delivery in the lead up to the Brisbane 2032 Olympic and Paralympic Games and beyond. The strategy sets out the future direction to reduce car parking rates within inner city precincts that are rich in active and public transport infrastructure through precinct planning.

Within the Kurilpa Sustainable Growth Precinct, maximum car parking rates for higher density residential buildings limit car parking supply to promote sustainable forms of transport and to assist in meeting flood resilient design outcomes.

The Kurilpa Sustainable Growth Precinct aligns carparking standards to the City Core area providing a maximum of 0.5 spaces per 1 bedroom dwelling instead of the Precinct's current City Frame area which provides for a minimum of 0.9 spaces per 1 bedroom dwelling under

Brisbane's Transport, access, parking and servicing planning scheme policy.

Providing for maximum car parking rates allows council to identify the appropriate amount of car parking needed for the building and the community and provides a more definitive and transparent approach to car parking limits than the traditional minimums set by local planning schemes. This is a positive shift in practice as a means to provide more affordable living for our residents as we grow.

## Gentle density

**The term "gentle density" refers to the gradual, incremental approach to development that limits abrupt changes in scale, density, or character that might disrupt existing communities. This form of development already exists in a number of locations across SEQ, Queensland, and Australia.**

The draft ShapingSEQ 2023 Update aligns with state planning policy through encouraging more gentle density – an emerging term used to describe a type of urban planning that emphasises compact and diverse housing that integrates into existing neighbourhoods. It replaces the terminology of the 'missing middle' referenced in the 2017 plan.

The concept supports the core principle of minimising urban sprawl to protect the environment and maximise investment in services and infrastructure by going 'up and in where appropriate instead of sprawling out into natural landscapes.

Gentle density typically involves the construction of low rise to medium-rise dwellings and/or buildings. This allows for some increased density without overwhelming the existing urban fabric.

Gentle density includes housing products in low density and low-medium density zoned areas and can include:

- » small studios or Fonzie flats
- » duplexes
- » row or terrace houses

- » triplexes or quadraplexes
- » multiple dwellings (i.e. low-rise town houses or units – 1 to 3 storeys).

The diversification of housing supply is key to improving housing affordability in SEQ. Housing affordability is not a one-size-fits-all solution, and diversity of housing means a diverse range of solutions that can also support affordable living.



## Dwelling diversity targets

In addition to dwelling supply targets, the draft ShapingSEQ 2023 Update sets dwelling diversity sub-targets which provide further policy guidance as to the preferred mix of dwellings to accommodate changing population and households by 2046 and in a form which allows regular monitoring and implementation assurance.

A whole-of planning system approach to dwelling supply and diversity is required to address the immediate needs and broad range of challenges facing the provision of appropriate housing required for the growing and changing SEQ demographics.

The intent is for the draft ShapingSEQ 2023 Update to establish clearer policy requirements that are necessary to support the delivery of diverse dwellings that respond to changing households, provide greater housing choice and deliver gentle density in partnership with local governments and industry. The following breakdown shows how the draft ShapingSEQ 2023 Update will quantify dwelling typologies for the purposes of providing targets which will be monitored through the State Government's ongoing LDSM reporting.

Dwelling diversity targets for SEQ and each LGA to 2046 are provided in Figure 6. Aligned to outcomes sought through the draft ShapingSEQ 2023 Update, these diversity targets identify a significant shift away from detached housing to the building of more attached housing. The reasons for this shift are:

- » there is greater demand for attached housing with a generation shift and an increase in single person and couple households. This demand which is demographically driven will continue to increase to 2046
- » there are numerous economic, social and environmental reasons for supporting the delivery of housing choice in locations with good access to employment, services and infrastructure
- » there are large high growth local governments (Brisbane and Gold Coast) where there is no feasible alternatives for additional housing supply other than diversity in supply of attached dwellings.

The shift to more attached housing is necessary to enable greater housing diversity across SEQ with the aim to improve housing choice and affordability. However, the split within attached housing is equally important.




As can be seen from Figure 6, the share of attached low rise product largely stays the same in most LGAs, with a preference for attached high rise, followed by attached medium rise. The draft ShapingSEQ 2023 Update therefore seeks to drive greater change in the efficient and successful delivery of attached low rise product through working with local governments to review planning regulation and unblock barriers inhibiting the delivery of this product, with the view to provide greater certainty in the market.

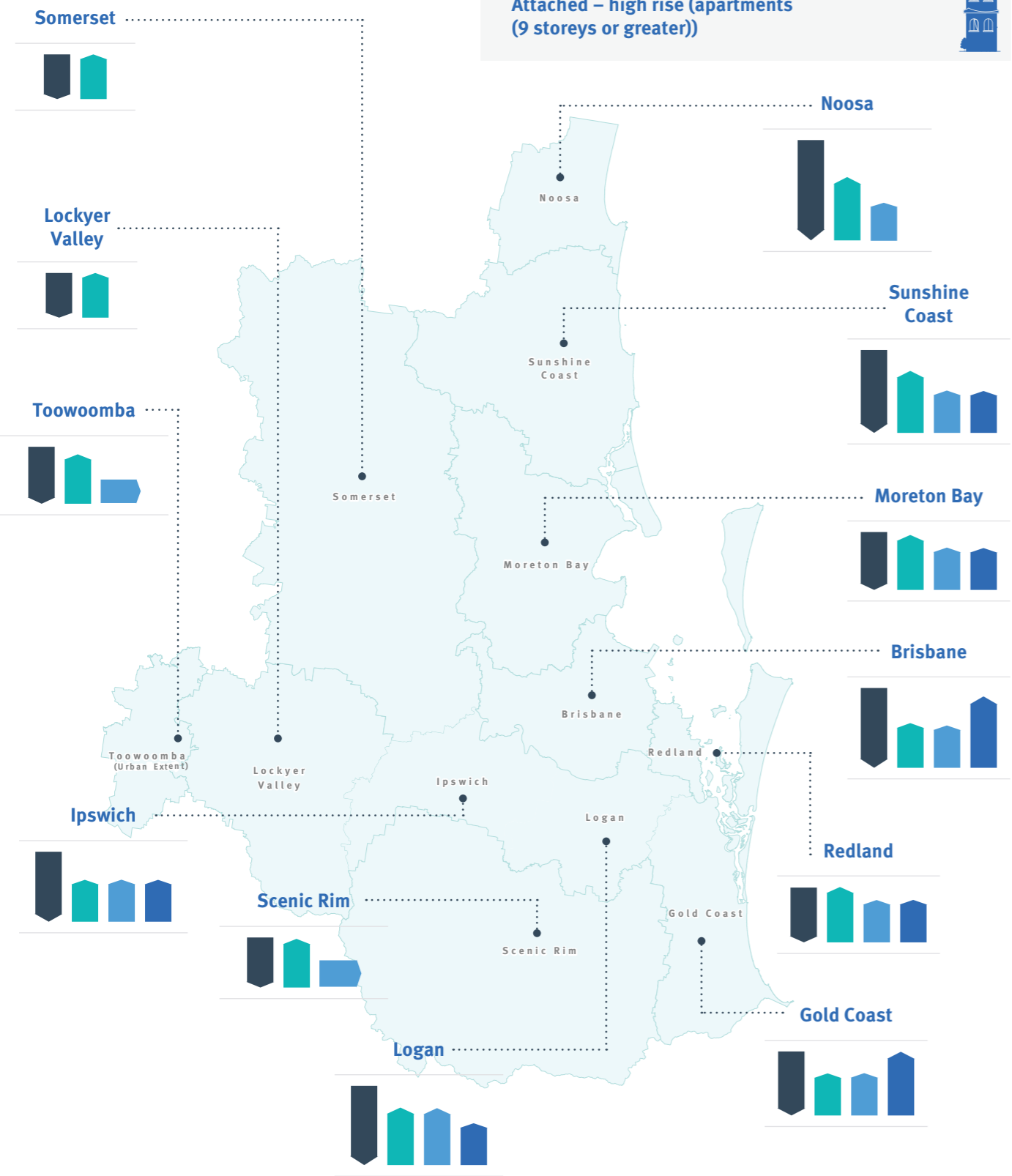
While the draft ShapingSEQ 2023 Update seeks to encourage increased diversity, supported by targets, it is acknowledged that the targets are a minimum requirement. The diversity targets are based on dwelling demand and known opportunities to deliver supply. Local governments should consider these targets in the context of their own local planning, and may seek to refine their local application to achieve higher diversity (attached – low, medium and high rise) for short, medium and long-term need.

Opposite page (from top left): 1. Church Street, Boonah. Supplied by Scenic Rim Regional Council  
2. Supplied by Sunshine Coast Regional Council  
3. Woolloongabba. Supplied by Brisbane City Council  
4. Modern townhouses  
5. Smallman Street Photography: Christopher Frederick Jones  
6. Supplied by City of Gold Coast

# Dwelling diversity targets

Figure 6: Dwelling diversity targets to 2046  
The DSDILGP is working on identifying diversity targets for each LGA to be included in the final version of the regional plan.

- Detached (houses)** 
- Attached – low rise (semi-detached, row or terrace houses, townhouses, apartments (1–3 storeys))** 
- Attached – medium rise (apartments (4–8 storeys))** 
- Attached – high rise (apartments (9 storeys or greater))** 



# Actions for local government Gentle density and dwelling diversity targets

Local governments are required to meet the dwelling diversity targets set by the ShapingSEQ 2023 Update. This includes actively progressing policy and servicing activities, such as:

- » a review of the category of assessment for gentle density housing products to provide planning certainty for industry in delivering gentle density housing products (i.e. code assessable at a maximum in all residential zones where local government have engaged with their communities on strategic planning for the area)
- » a review of car parking requirements, with a view to remove minimum car parking requirements, and provide maximum car parking requirements in accordance with best practice for urban planning nationally
- » a review of building height requirements, assessing potential to allow up to 3 storeys in the low density, low-medium density, or general residential zones

- » a review of design requirements for medium density development and identifying critical design elements that improves amenity and encourages good quality design
- » encouraging gentle density development through financial incentives or other planning levers (density bonuses, planning concessions, impact fees).

Two key mechanisms to achieve dwelling diversity targets include:

- » in the short term – developing and delivering on a housing supply statement for each SEQ LGA (excluding Somerset, Lockyer Valley and Scenic Rim)
- » in the longer term – developing and delivering on a housing strategy and implementation plan for each SEQ LGA.

Housing supply statements and housing strategy and implementation plans will be assessed and approved by the Queensland Government.

The Queensland Government will work with state agencies and local governments to expedite recommendations sought as part of the housing supply statements and housing strategy and implementation plans. This may include streamlined planning scheme amendments and use of other regulatory mechanisms that will materially improve housing supply, diversity and/or affordability.

The Queensland Government is committed to expedited processes that unlock housing supply in accordance with the ShapingSEQ 2023 Update, available through alternative streamlined plan making processes (i.e. Minister's Guidelines and Rules) or the development assessment framework to support short term need.

Having regard to the current housing challenges and the expected and acute short term supply issues in response to the immediate growth we are experiencing, DSDILGP will work with relevant state agencies and local governments during consultation on the draft ShapingSEQ 2023 Update to develop housing supply statements. Housing supply statements are needed to inform how the rate of housing supply can be achieved over a short-medium (2026, 2031, 2036) timeframe to be on track to meet draft dwelling diversity targets.

Through this process, we would like local governments to advise on:

- » Where are the areas of primary concern in achieving the housing supply targets and why?
- » What can local government do differently to help achieve the identified targets?
- » What does local government require from the Queensland Government to assist?

# Affordable housing

**Affordable housing is key social infrastructure that improves community resilience and economic productivity. It is also a key outcome of the Queensland 2022 Closing the Gap Implementation Plan.**

People on low and moderate incomes – including a growing cohort of childcare workers, health workers and service industry staff – are critical to the broader prosperity and diversity of an area.

Affordable housing ensures that people in vulnerable situations, and people on very low to moderate incomes, have access to a place to live which is secure and gives people the best opportunity to participate in the community.

An affordable housing shortfall has been growing over the last decade across all Australian cities due to a range of factors impacting supply and demand. The tightening of the affordable housing market has pushed many people on low and moderate incomes into housing stress.

The housing continuum framework in Figure 7 shows the range of housing types available to the community. Personal circumstances can cause people to shift up or down the housing continuum. Generally, a person moving along the continuum represents an improvement in their housing stability, employment security, and income. Higher market housing prices and increasing housing stress are pushing more people into the non-market housing end of the continuum.

It is only when the full continuum of housing options are provided, that housing needs for all South East Queenslanders can be met.

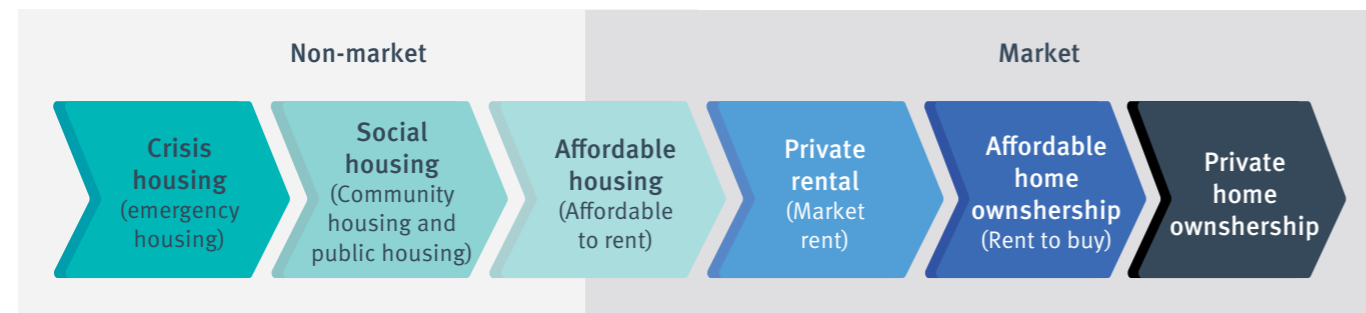


Figure 7: Housing continuum

Affordable housing targets are proposed in the draft ShapingSEQ 2023 Update to help deliver on the National Housing Accord. The agreement includes an investment commitment to support state and territory governments to deliver 30,000 new affordable homes in the next five years.

Economic Development Queensland (EDQ) have existing place-specific affordable housing metrics that are set out in certain PDAs, as well as guidance material that outlines methods for establishing housing affordability and diversity.

EDQ are currently in the process of reviewing metrics and definitions to assist developers in using the same methodology to determine what constitutes affordable housing.

The *Queensland Housing and Homelessness Action Plan 2021–2025* (HHAP) was released in June 2021 and outlines several commitments across government to address housing supply and affordability and to drive the delivery of more social housing and affordable housing for low to moderate income Queenslanders.

The Queensland Government is working on a range of initiatives to address housing needs, including those nominated in the HHAP. Key actions include exploring options to deliver more social housing and affordable housing and ensuring there are diverse housing options available to people on low incomes.

Through the Housing Summit Outcomes Report, the Queensland Government has re-committed to investigate and consult extensively on introducing inclusionary requirements into the planning framework to increase the supply of social housing and affordable housing.

## Positive practice: Brisbane City Council’s approach to housing initiatives and incentives

Brisbane City Council has recently rolled out a range of initiatives and incentives to support housing delivery including:

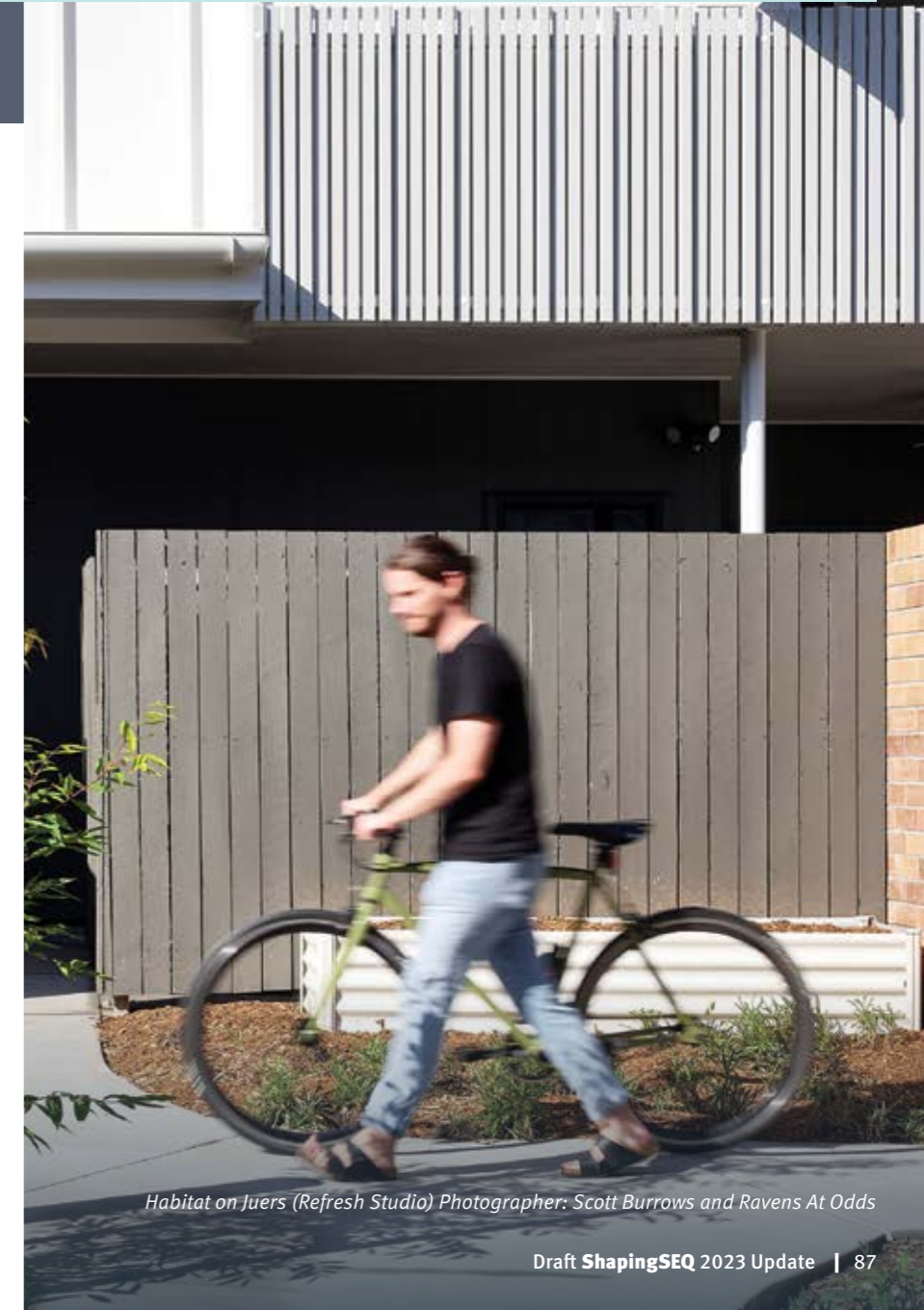
- » BtR special assessment unit and incentive – Council is prioritising the assessment of large-scale BtR accommodation in the right locations. Council is also prioritising the assessment of affordable BtR housing delivered by not-for-profit housing providers
  - » dedicated House and Homes assessment team – Council has formed a team that will prioritise small domestic scale applications to support the delivery of smaller dwellings as needed.
- The presents a targeted approach to delivering new housing models that support the delivery of affordable housing options.

DSDILGP is working with state agencies, including the Department of Housing investigate and consult extensively on introducing inclusionary planning requirements into the planning framework to increase the supply of social housing and affordable housing. Where relevant, policies relating to affordable housing will be updated to align with the outcomes of this investigation for the final ShapingSEQ 2023 Update.



Inclusionary planning can be used as a mechanism to locate affordable and social housing in areas that have better access to amenities, education, employment and public transport. Further, it can be used to address gaps in market supply and involves transferring some of the costs of social and affordable housing to developers with the objective that they internalise a portion of the social costs of housing unaffordability.

Inclusionary planning can also be used to enable affordable and social housing to be located in areas that have better access to amenities, education, employment and public transport.



Habitat on Juers (Refresh Studio) Photographer: Scott Burrows and Ravens At Odds

## Potential Future Growth Areas (PFGAs)

**Areas identified as PFGAs may be needed to accommodate long-term urban growth. These areas are not required to accommodate the dwelling supply targets or employment planning baselines identified in the draft ShapingSEQ 2023 Update.**

The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of the regional plan, unless the GMP indicates there is an inadequate land supply and the targets or baselines may not be accommodated in the Urban Footprint.

PFGAs (identified in Table 5) are located in the RLRPA 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.

PFGAs will be subject to bioregional planning to enable better biodiversity outcomes and greater development certainty for these areas in the longer term.

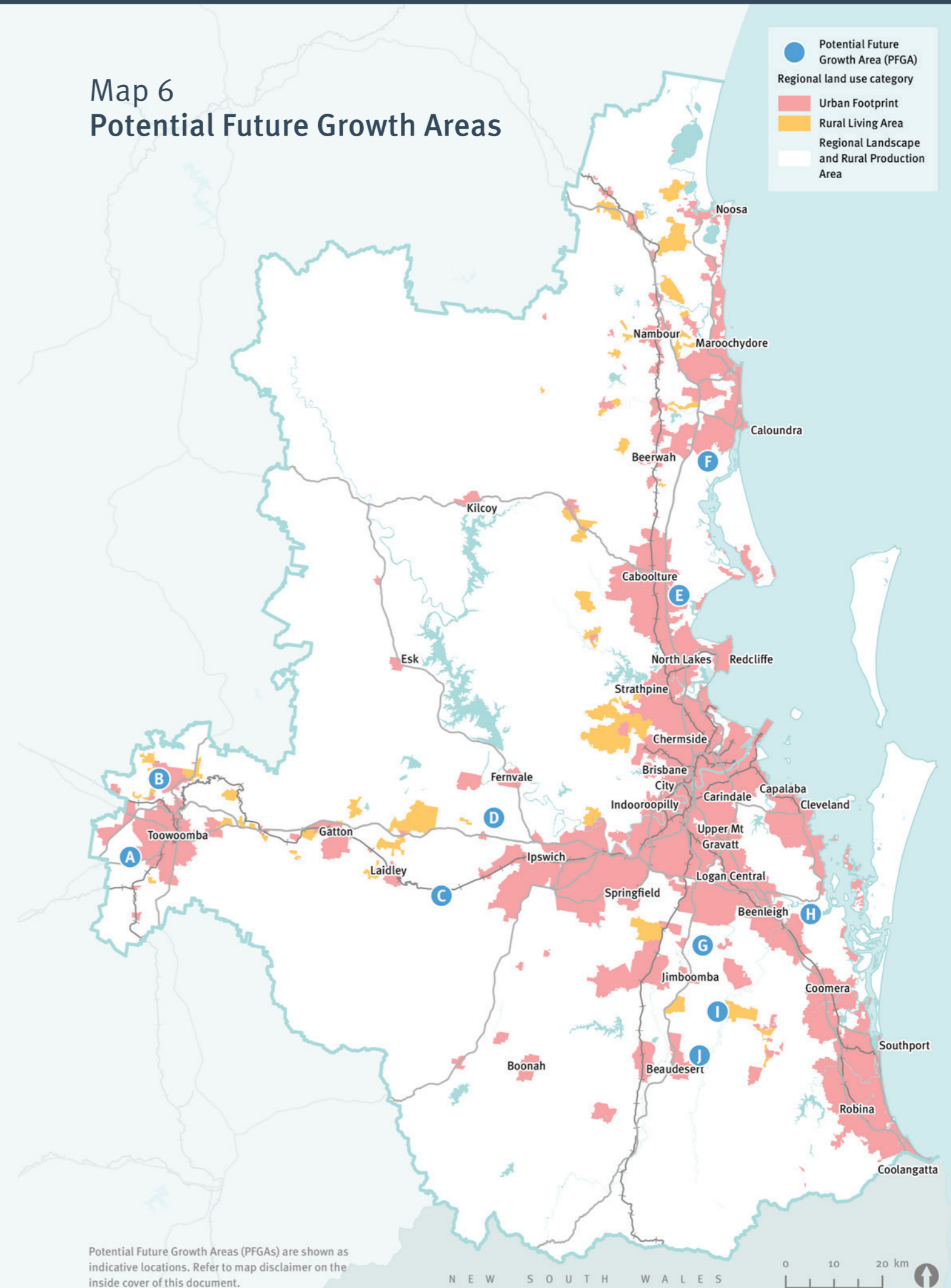
Where appropriate, the draft ShapingSEQ 2023 Update identifies more specific intent in relation to particular areas in *Chapter 3 – the next 25 years, Part C: Sub-regional directions*.

The role of these areas will be further considered at the next review of ShapingSEQ.

**Table 5**  
Potential Future Growth Areas (PFGAs)

Location	LGA
<b>A</b> Westbrook	Toowoomba
<b>B</b> Highfields	Toowoomba
<b>C</b> Lanefield/Grandchester	Ipswich
<b>D</b> Glamorgan Vale	Ipswich/Somerset
<b>E</b> North Harbour	Moreton Bay
<b>F</b> Halls Creek	Sunshine Coast
<b>G</b> South Logan (Industrial)	Logan
<b>H</b> Stapylton (Industrial)	Gold Coast
<b>I</b> Mundoolun	Logan/Scenic Rim
<b>J</b> Beaudesert East	Scenic Rim

## Map 6 Potential Future Growth Areas



Potential Future Growth Areas (PFGAs) are shown as indicative locations. Refer to map disclaimer on the inside cover of this document.

# Prosper

## As Queensland’s capital city region, SEQ is an economic powerhouse generating over 72 per cent of the state’s gross state product (GSP)<sup>10</sup>.

In 2022 SEQ provided over two million local jobs, supporting 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 makes a large and unique contribution to the Queensland and Australian economies. As Queensland’s capital and the third largest metropolitan region in the county, it is a diverse and rapidly growing economy that is also contributing to Australia’s trade growth into the Asia-Pacific region.

SEQ will continue to provide strong jobs growth to 2041, providing in excess of an additional 781,600 jobs from 2020–2021 levels. However, the type and nature of jobs may look very different as a result of new technologies and globalisation that are changing the way we interact, communicate and conduct business. The COVID-19 pandemic brought this fact into sharp focus with significant change occurring in a short period of time.

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 and events, 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 provide greater opportunities for local employment and growth in First Nations economic development.

ShapingSEQ aims to accelerate future jobs across SEQ, and provides strategies that enable:

- » more jobs where the people are
- » more people where the jobs are
- » better connections between where people live and work.

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.

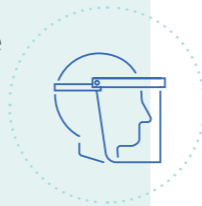
ShapingSEQ informed and supported the SEQ City Deal and SEQ City Deal Implementation Plan which aim to leverage investment in infrastructure across the region. Through the SEQ City Deal and Implementation Plan, the Australian Government, Queensland Government, and the Council of Mayors SEQ (COMSEQ) are working together to plan and deliver enhanced investment for the region. The SEQ City Deal is a significant package of investment to the residents of SEQ, now and over the next 20 years, much of which supports the implementation of the strategies in the Prosper theme.

A key initiative of the SEQ City Deal is the SEQ Innovation Economy Fund to invest in capital projects that grow SEQ’s innovation economy and ignite the region’s nationally significant innovation precincts and places with high value, knowledge intensive jobs. This aligns closely with the Prosper theme and will support the delivery of several strategies relating to RECs, MEIAs and Knowledge and Technology Precincts.



### Top 5 Industries in SEQ

- » Health care and social assistance
- » Retail trade
- » Education and training
- » Construction
- » Professional, scientific and technical services



## Supporting Regional Economic Clusters

The next 25 years of growth for SEQ will be different to the past 25 years of growth, presenting challenges and opportunities of a complexity beyond those faced by the region to date. As we embrace these opportunities, the draft ShapingSEQ 2023 Update must ensure that there is a balanced approach to how land is prioritised for both residential and employment uses. While trade-offs between competing demands for land are inevitable, the draft ShapingSEQ 2023 Update seeks to ensure that the most regionally important employment lands (defined as RECs) are well positioned for the region’s future needs.

RECs were identified in *ShapingSEQ* 2017 as areas that are likely to involve higher-value and ‘outward looking’ industries and jobs, and as such, present enormous opportunities for the SEQ economy. These geographic concentrations of interconnected businesses, suppliers and associated institutions result in greater economic activity and are significant economic drivers.

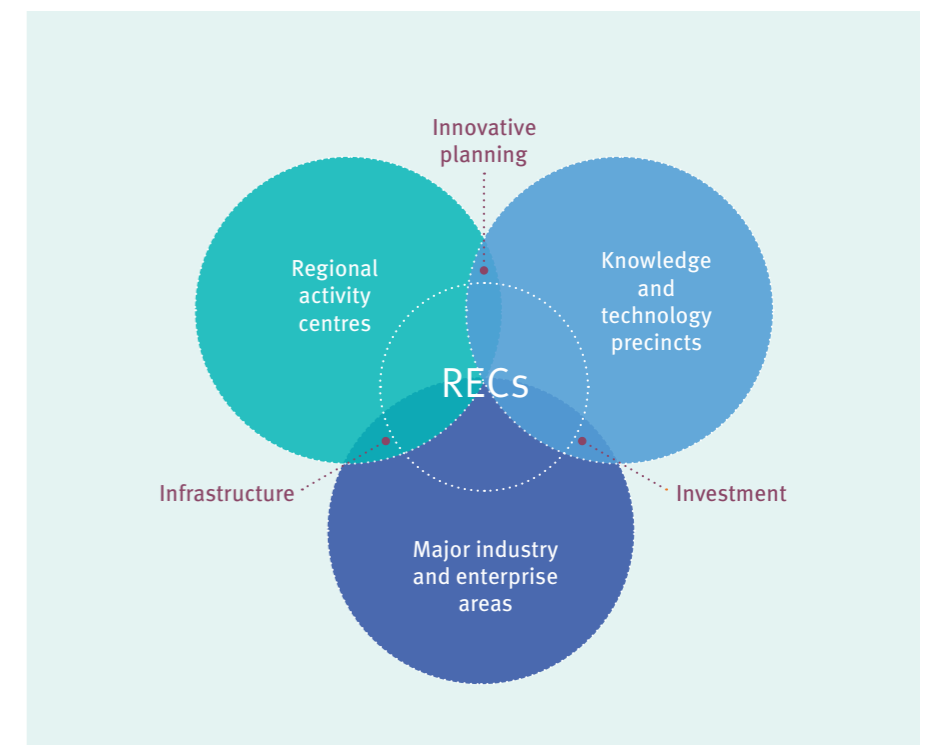
Since 2017, RECs have continued to grow, with data demonstrating the expansion of the North Lakes-Mango Hill REC north to Redcliffe – aligned with the heavy rail and connections to the Redcliffe Hospital and Peninsula Private Hospital. Updated data also shows a new REC emerging at Helensvale-Coomera – reflecting the Coomera Marine industry precinct, Major Centres at Helensvale and Coomera, and industrial areas at Oxenford, Coomera and Helensvale.

The draft ShapingSEQ 2023 Update is an opportunity to ensure that all RECs are performing to maximise the region’s traditional strengths and to drive greater levels of high value employment throughout SEQ.

The SEQ City Deal draws on RECs as the economic foundation of SEQ. The SEQ City Deal was informed by analysis of the industry clusters and their potential to drive economic growth, in association with key spatial locations and enablers that are critical to realising this growth. These insights provided the overarching narrative for the region’s economic future, as well as providing the foundations for an investment framework for the region.

The SEQ City Deal will boost the growth of RECs through a range of projects including the aforementioned SEQ Innovation Economy Fund, and by enabling world-class digital connectivity through initiatives such as the Smart Region Digital Plan, local digital priority projects and the SEQ Rail Corridor digital connectivity.

RECs also play a key role in the implementation of the Queensland New-Industry Development Strategy for SEQ. This strategy identifies emerging industries that have the most potential to drive our economy forward by using Queensland’s traditional strengths to capitalise on global trends. For SEQ, this includes: renewable energy manufacturing and infrastructure development; critical mineral processing; manufacturing and product development; battery industry development; and green hydrogen.



<sup>10</sup> id community demographic resources. South East Queensland economic profile <https://economy.id.com.au/comseq>

## An evolution in industrial land planning

ShapingSEQ has traditionally played the role of identifying key industrial areas for the region (such as MEIAs) and enabling local planning for industrial land to meet local demand. The draft ShapingSEQ 2023 Update has identified some localised areas of SEQ that require additional industrial land to meet the projected demand to 2046. In response, draft ShapingSEQ 2023 Update identifies future industrial land in the LGAs of Redland, Sunshine Coast and Gold Coast.

In addition to this traditional role of the regional plan, the draft ShapingSEQ 2023 Update has an increased focus on industrial land, recognising the need for a strategic region-wide industrial land strategy for SEQ. As the region grows, current projections show the future supply of industrial land in the Brisbane LGA becoming exhausted within the life of the plan – as soon as the 10–15 year horizon. Despite intensification of use of industrial areas being a key objective of industrial land planning within Brisbane LGA, there remains only a finite supply of industrial land in Brisbane. Over time, as Brisbane’s industrial land is taken up, industrial land prices will rise which will cause an incremental redistribution of industrial activities with larger footprints outside of Brisbane. This will also naturally occur for freight and logistics operators who typically aim to be on the urban fringe to facilitate breaking of bulk freight prior to areas of urban congestion.

Excess demand out of Brisbane by 2046 is estimated to range from 500 hectares up to greater than 1500 hectares. The freight and logistics network of SEQ sees its regional focus skew south and west in response to significant freight volumes originating from or being destined to the southern states. This indicates that the local government areas of Gold Coast, Ipswich and Logan are all likely to play key roles in meeting future industrial land demand diverted from Brisbane.

However, it is acknowledged that this is additional demand to that which has previously been projected for these LGAs.

How this regional demand is accommodated will depend on a variety of factors including the market and infrastructure. While some businesses will prefer to locate in a particular area for their own reasons be it supply chain, workforce origin, branding, or other factors, infrastructure servicing is also an issue that needs a coordinated approach across state and local governments.

The supply constraints and growing demand for industrial land across the region highlight the need for land use planning to adequately consider and protect established and often hard to locate industrial uses from encroaching urban development. This principle is required to provide certainty to those established industrial uses for future investment in their assets and ongoing future operations. This is critical in MEIAs across SEQ including the Australia TradeCoast which has recently been under pressure from encroaching incompatible uses.

There are ambitious targets for SEQ under the Queensland Waste Management and Resource Recovery Strategy to increase diversion of waste from landfill and increase recycling – including to achieve 85 per cent waste diversion from landfill and 70 per cent recycling rates across all waste types by 2040. Waste operations in SEQ are relatively significant in comparison to other regions. SEQ accounts for 77 per cent of Queensland’s total waste, producing approximately 7,200,00 tonnes per year. Currently only 58 per cent of that waste is being recovered, with construction and demolition recovery leading the way in waste recovery, followed by commercial and industrial waste and municipal solid waste.

Industrial land will also play an important role in Queensland’s waste, resource recovery and recycling task – through REPs. REPs are places that transform and remanufacture recovered materials into new products with a commercial value. When established, these precincts aim to generate new jobs, increase investment in research and development, encourage positive environmental outcomes, support a transition to a low carbon future, and support the creation of sustainable markets for remanufactured end products.

This plan establishes a strategy to ensure that SEQ is well positioned to benefit from and maximise the projected employment growth into the future, and to have industrial land available to achieve the target of the *Queensland Waste Management and Resource Recovery Strategy*.

## Flexibility and responsiveness in our regional activity centres network

Regional activity centres remain the key focus points for employment and services in SEQ. A functional and effective network of activity centres is key to accommodating and growing economic activity that is resilient to the range of impacts being experienced in SEQ and throughout the country.

The success of the regional activity centres – particularly in the face of the impacts of COVID-19 – suggest that planning for these areas has been successful at enabling flexibility and innovation. However, the ongoing success of centres will depend on continued responsiveness to change, and taking action to improve investment, planning and connectivity with surrounding areas.

There are many established and emerging trends influencing how centres have and will continue to evolve across SEQ – including shifts to online retail, COVID-19 impacts on commercial office floorspace, increasing flexibility and co-working, virtual services, Native Title determinations, climate change, natural capital, and increasing knowledge intensity.

Looking ahead, the rise in co-working and third spaces could assist in the rejuvenation of the office markets in some PRACS and MRACS, as businesses will spend the next five to ten years experimenting with how and where their employees work, resulting in turnover in office floor space within centres.

The rising market share of online retailing represents a major challenge for retail centric centres. Retail centres are already trying to reposition themselves as ‘experience based’ centres, while individual retailers look towards trailing concepts to experience their product in new store formats.

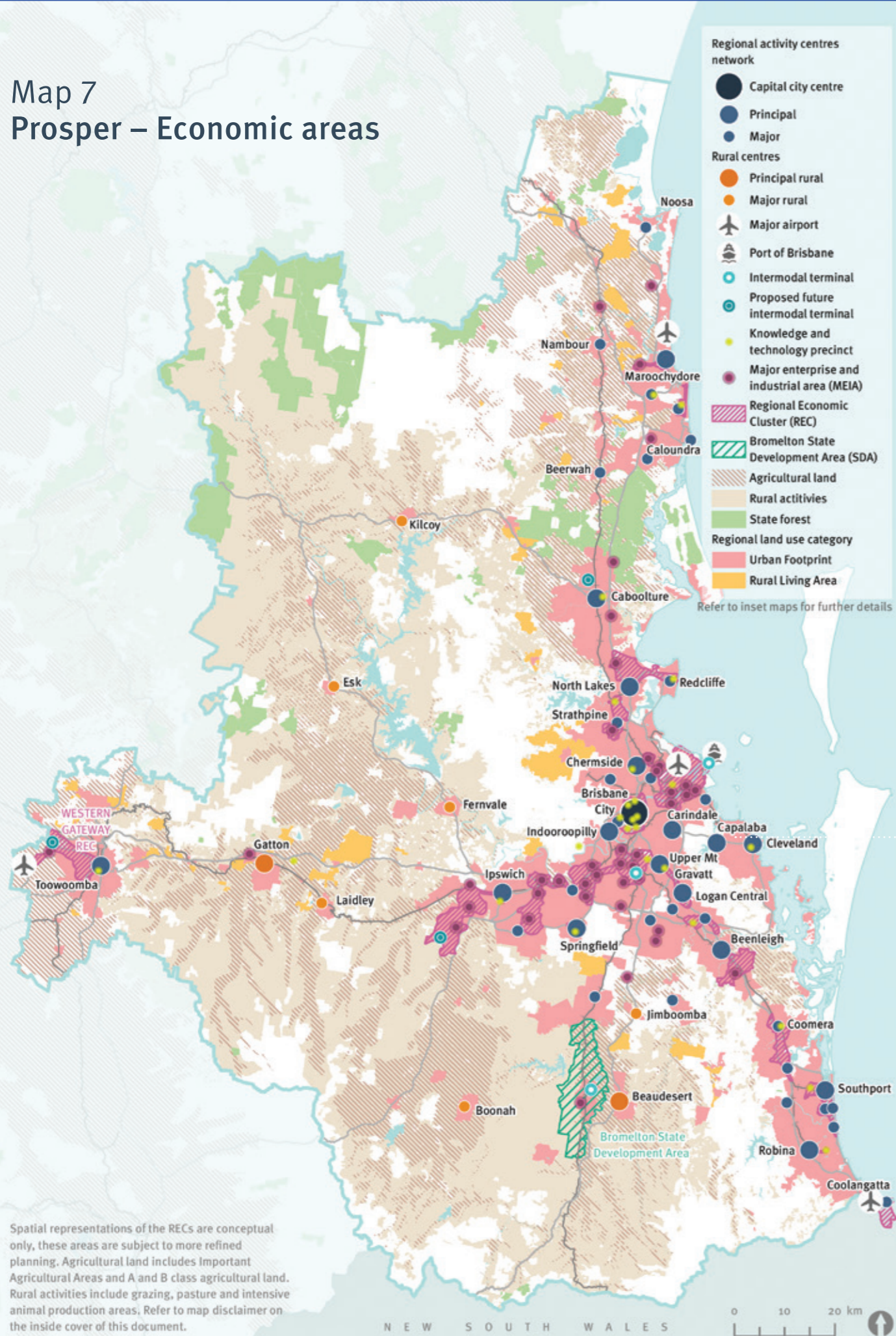
Additionally, activity centres particularly those with central locations and good connectivity might also begin to experience interest from land uses that are not the typical market for centres. As automation and smart technology result in increased knowledge intensity in sectors more traditionally associated with industrial land, there could be some high-value low impact industrial uses that might consider high quality centre environments as a potential enterprise location. This disruption and evolution demonstrates a clear opportunity to increase flexibility in existing planning controls that are historically heavily focussed on impact rather than used to create new tenant demand for some centres.

In light of the rapidly changing regional centres and their critical importance to the region’s economic resilience, ongoing monitoring and review of their performance is key to understanding how best to plan for their evolution.



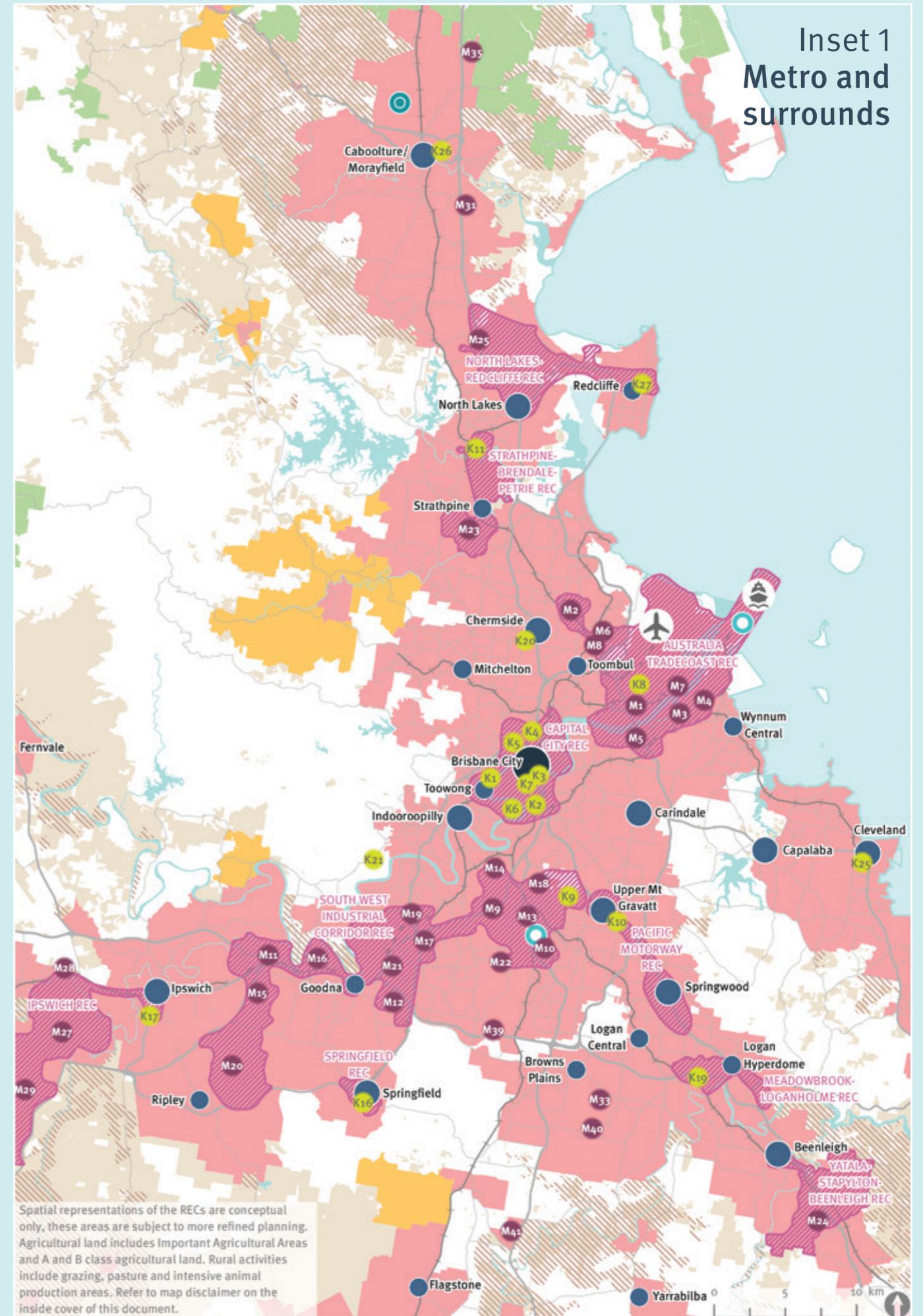
Supplied by City of Gold Coast

# Map 7 Prosper – Economic areas



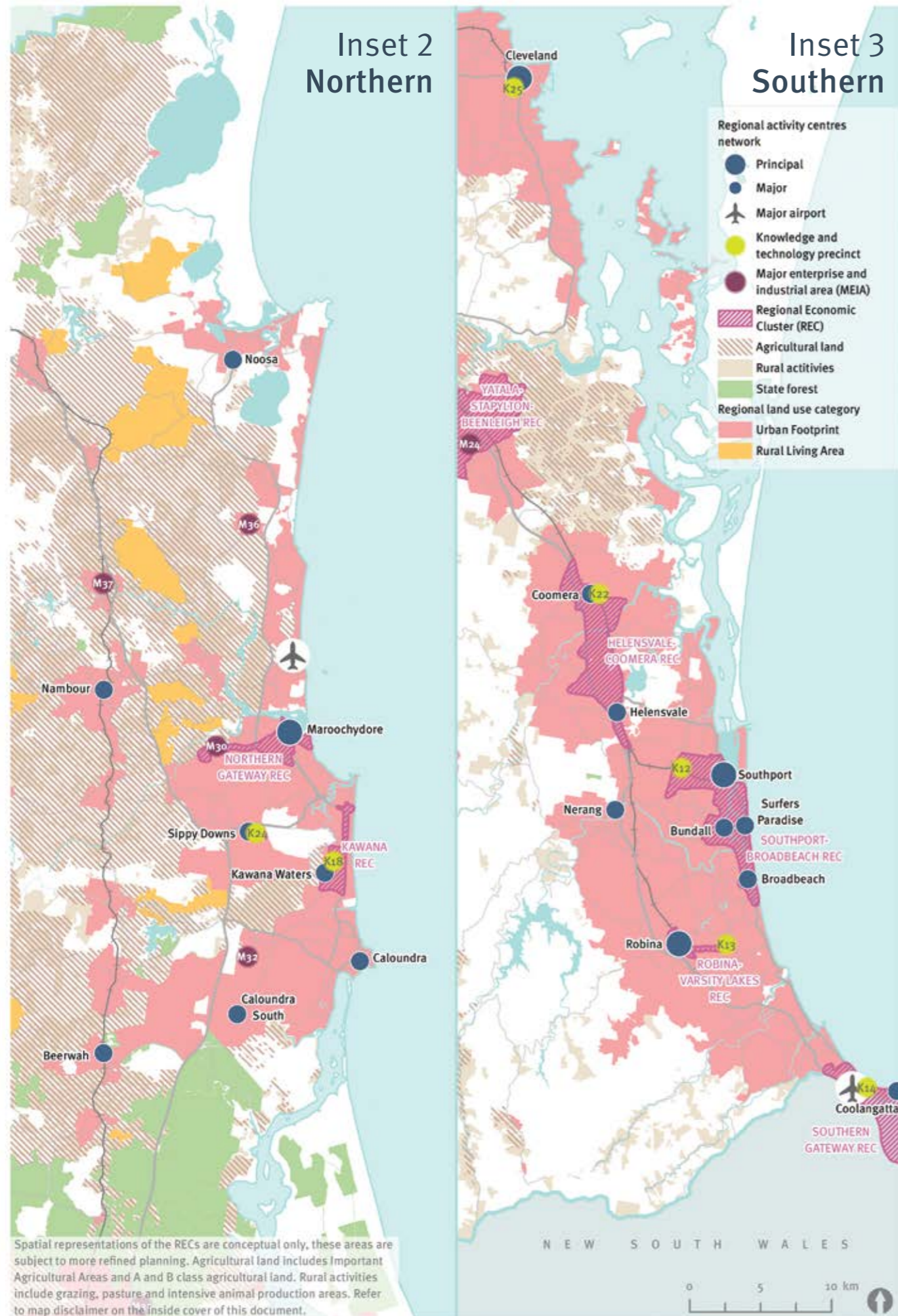
Spatial representations of the RECs are conceptual only, these areas are subject to more refined planning. Agricultural land includes Important Agricultural Areas and A and B class agricultural land. Rural activities include grazing, pasture and intensive animal production areas. Refer to map disclaimer on the inside cover of this document.

# Inset 1 Metro and surrounds



Spatial representations of the RECs are conceptual only, these areas are subject to more refined planning. Agricultural land includes Important Agricultural Areas and A and B class agricultural land. Rural activities include grazing, pasture and intensive animal production areas. Refer to map disclaimer on the inside cover of this document.





## Employment planning baselines

The draft ShapingSEQ 2023 Update contains Queensland Treasury employment projections to 2041, noting that the final ShapingSEQ 2023 will include updated employment projections to 2046.

These employment planning baselines in Table 6 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.

Table 6  
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
<b>Total</b>	<b>1,580,881</b>	<b>1,649,080</b>	<b>1,815,895</b>	<b>1,992,046</b>	<b>2,186,575</b>	<b>2,387,191</b>	<b>2,600,502</b>

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

# Elements and strategies

Elements	Strategies
<p><b>Element 1</b> <b>High-performing outward-focused economy</b></p> <p>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</p>	<ol style="list-style-type: none"> <li>1.1 Foster high levels of economic activity and employment in export-oriented and high-value sectors to strengthen the region’s economic relationships.</li> <li>1.2 Investigate and plan for existing or potential economic relationships between regional economic clusters, regional activity centres, major enterprise and industrial areas, knowledge and technology precincts and other employment areas to maximise economic output and productivity in the region.</li> <li>1.3 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.</li> <li>1.4 Plan for and support continued growth in population-serving employment and traditional economic industries.</li> <li>1.5 Support the shift to an innovative and knowledge-intensive region, enabled by world-class digital connectivity.</li> <li>1.6 Plan for and deliver sufficient land and local infrastructure to accommodate, as a minimum, the employment planning baselines (Table 6), including an adequate supply in the interim.</li> </ol>
<p><b>Element 2</b> <b>Regional Economic Clusters</b></p> <p>High-value and outward-facing economic opportunities and synergies within SEQ’s RECs are accelerated</p>	<ol style="list-style-type: none"> <li>2.1 Plan for the intensification and/or expansion of RECs consistent with their role in accommodating concentrated economic activity and as described in this plan (Maps 7 and 8).</li> <li>2.2 Identify and protect core economic components within RECs (Table 7) and their enabling infrastructure from encroachment by incompatible land uses.</li> <li>2.3 Facilitate synergies between core economic components within RECs, and connect with emerging components like First Nations.</li> <li>2.4 Invest in enabling infrastructure that support RECs, including the port and airports, intermodal terminals, public transport, freight linkages, road networks, and data and energy.</li> <li>2.5 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 economic components.</li> </ol>

Elements	Strategies
<p><b>Element 3</b> <b>Regional activity centres network</b></p> <p>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</p>	<ol style="list-style-type: none"> <li>3.1 Ensure planning for centres provides flexibility to accommodate a range of major employment-generating activities in regional activity centres to: support their role and function in the broader centres network, support their resilience to change, and leverage existing economic assets and infrastructure (Maps 7 and 8).</li> <li>3.2 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.</li> <li>3.3 Ensure development in individual centres is consistent with the regional centres network (Table 10 and Table 11).</li> <li>3.4 Deliver improvements to centres to achieve a high-quality urban form that promotes a walkable urban environment within regional activity centres, to encourage interaction and collaboration.</li> </ol>
<p><b>Element 4</b> <b>Knowledge and technology precincts</b></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>	<ol style="list-style-type: none"> <li>4.1 Consolidate the growth of knowledge and technology precincts, and allow them to intensify and specialise over time (Map 7).</li> <li>4.2 Support the co-location of mutually supportive and value-adding activities like First Nations knowledge hubs that do not compromise the primary function of the precinct.</li> <li>4.3 Ensure that knowledge and technology precincts maximise the advantage of their location, including direct access to the high frequency public transport network, to attract value-adding uses and skilled workers.</li> <li>4.4 Achieve a high-quality, mixed-use urban form that promotes a walkable urban environment within knowledge and technology precincts, to encourage interaction and collaboration.</li> </ol>

Elements	Strategies
<p><b>Element 5 Major enterprise and industrial areas</b></p> <p>Well-located industrial land is planned, delivered and protected from incompatible uses.</p> <p>MEIA, including their supply chain networks, are planned, facilitated, and delivered using a regional approach that recognises their importance to the regional economy and to national and global trade</p>	<p>5.1 Establish a regional industrial land framework to monitor regional industrial land supply, project industrial land demand, and plan for projected regional industrial land demand in SEQ.</p> <p>5.2 Plan for a supply of suitable land for industrial uses that considers anticipated demand within the local government area, constraints of the land, surrounding land uses and proximity to essential infrastructure required to service industrial development.</p> <p>5.3 Plan for new and existing MEIA, including associated connections to freight, intermodal, and supply chain networks, to ensure they can accommodate regionally or state significant agglomerations of industry and business activity and respond to projected local and regional industrial land demand.</p> <p>5.4 Protect planned and existing MEIA, including associated transport, from encroachment by incompatible land uses (Maps 7, 8 and 9 and Table 7 and 8).</p> <p>5.5 Enable the intensification and expansion of MEIA, where appropriate, to improve their capacity and functionality.</p> <p>5.6 Plan and deliver supporting infrastructure to enable take up of MEIAs.</p> <p>5.7 Ensure development in MEIAs facilitates their role in accommodating medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure.</p> <p>5.8 Prioritise provision of infrastructure to those MEIAs identified as being able to meet the regional industrial land demand challenge.</p> <p>5.9 Accommodate a mix of commercial uses in MEIA 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 or encroaching on significant and established nearby industrial uses.</p>
<p><b>Element 6 Tourism and events</b></p> <p>SEQ is a world-class tourism and events destination providing domestic and international visitors with diverse and sophisticated tourism experiences</p>	<p>6.1 Build upon the region’s international brand to promote tourism opportunities that will enhance economic, environmental, social and cultural benefits.</p> <p>6.2 Plan for socially, culturally and environmentally sustainable tourism and recreational activities in rural areas.</p> <p>6.3 Facilitate tourism opportunities by enhancing enabling infrastructure and services, particularly airports, maritime infrastructure (such as cruise terminals), major roads and rail, public transport, personal mobility devices and digital technology.</p>

Elements	Strategies
<p><b>Element 7 Special uses</b></p> <p>SEQ is a world-class tourism and events destination providing domestic and international visitors with diverse and sophisticated tourism experiences</p>	<p>7.1 Protect existing special uses from encroachment by incompatible development.</p> <p>7.2 Plan for and support the establishment or relocation of special uses that emerge over time in locations identified as suitable for these purposes.</p>
<p><b>Element 8 Rural prosperity</b></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>8.1 Support rural communities to adapt and build on their locational advantages to continue the profitability and sustainability of existing rural industry and activities.</p> <p>8.2 Encourage the intensification or diversification of on-farm agricultural activities and the introduction of new rural value-adding activities such as biotechnology.</p> <p>8.3 Encourage local government-led rural precinct planning to support rural sustainability and economic growth.</p>

# Regional Economic Clusters

## In SEQ, the greatest concentration of economic activities is within RECs.

RECs are important because they contain significant levels of high value or trade focussed economic activity. They also support the connection of SEQ to other regions, state and countries through sophisticated supply chain relationships and a range of infrastructure networks that enable the transmission of goods, services, information and knowledge.

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 and events
  - » creative and cultural
- » support significant levels of employment.

In addition they are supported by significant state and/or local government commitments and have strong transport connections (existing or committed).

The growth of RECs since 2017 is reflected across the region, and specifically through the expansion of the North Lakes-Mango Hill REC to Redcliffe and the identification of a new REC emerging at Helensvale-Coomera.

To support the ongoing growth of RECs, these economic agglomerations will need long-term, committed policy and the prioritisation of 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.

RECs differ in their scale and specialisation and each has their own context and competitive advantages. Some RECs have a stronger industrial specialisation while others have more of a bias towards centre activities. A core strength of REC's is that there are not uniform and respond to local economic conditions and build on unique competitive advantages of different communities across SEQ.

Localised planning for RECs is key to identifying the specific opportunities for each REC. This includes opportunities for improved connectivity within and to surrounding areas, for diversifying economic activity and attracting investment, and for improved protection from incompatible uses that will not support the REC.

Infrastructure and service delivery must be prioritised for RECs across all levels of government. Any agency involved in service delivery can significantly influence a REC. For some RECs the location of a major service delivery facility (e.g. hospital) is integral in their identification as a REC, and also key to their employment significance. Similarly, some RECs have emerged around infrastructure (e.g. Australia TradeCoast REC, South West Industrial Corridor REC) or been enhanced by infrastructure investment (North Lakes-Redcliffe REC). While infrastructure agencies, such as TMR, have an obvious influence over the performance of RECs, decisions such as the location of services such as health and education are equally significant in the growth and development of RECs.

Industrial land (of all types) within RECs provides an important location for industrial uses that can contribute to, and benefit from, the significant economic activity of the broader REC – including specialised jobs, supporting activities, business-to-business activity and strong transport connections. Planning for these areas must acknowledge that these areas play a unique role in the SEQ economy and are not easily replaced.

### Map 8 Key freight routes, ports and RECs



This map represents a strategic transport system to support the proposed land use pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. Refer to map disclaimer on the inside cover of this document.

## Actions for state and local governments RECs

Recognise RECs as regionally significant agglomerations of economic activity, and prioritise investment and service delivery within RECs. RECs must be appropriately recognised and reflected in local government planning schemes. The regional significance of RECs should be identified within strategic frameworks to provide highest-order recognition (along with other economic areas).

Planning schemes should also support the growth of RECs with planning responses that address the opportunities and constraints of each REC. These planning responses should be informed by detailed investigations of RECs within their LGA to better understand the driving force behind a REC in terms of:

- » factors which have given rise and underpin the REC
- » what drives specialisation within the REC
- » what opportunities there are to enhance the performance of the REC by leveraging existing competitive advantages or removing impediments to the efficient operation of the REC.

Under this regional plan, local governments in partnership with the Queensland Government should:

1. better understand the scale, significance and specialisation of each REC in their LGA through both a quantitative and qualitative assessment of each REC
2. identify and recognise the major economic assets anchoring each REC (e.g. major hospital, university, technology precinct, MEIA, etc.)
3. identify measures to ensure economic assets are not compromised or adversely impacted by other planning decisions

4. identify the competitive advantages of each REC and opportunities and constraints to growth

5. engage with key institutions and enterprises within each REC to identify what measures could be taken to improve the efficient operation of the REC; or better leverage existing enterprises and infrastructure

6. identify key measures and actions required to facilitate the ongoing efficient and sustainable operation and growth of the REC

7. ensure planning controls over RECs do not unduly compromise the efficient operation of the REC but allow for appropriate growth or intensification of activities within the REC

8. ensure RECs are appropriately accessible to their respective workforces and supply chains and provide business and worker amenities and services conducive to attracting global talent

9. ensure the role of each REC is recognised in city wide strategies within which RECs might play a significant role

10. formulate a strategy in partnership with local government's for the ongoing sustainable and growth of RECs particularly where they extend across administrative boundaries

11. plan for the integrated delivery of infrastructure to support the RECs ongoing development and growth by different levels of government and service delivery providers

12. advocate and promote RECs as locations of regionally and in some cases nationally significant economic activity, invocation and employment.



Eagle Lane, Brisbane. Supplied by Brisbane City Council

# 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. Spatially, this important clustering of economic activity, is generally within about the first five kilometres of the Brisbane 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, Queensland 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.

Despite recent trends towards working from home, the Capital City REC has experienced a resurgence following the COVID-19 pandemic. Changes in how people work in the office is triggering movement within the office market prompting higher levels of absorption than expected.

Moving towards 2046, the economic and social importance of the Capital City REC will continue to be nationally and globally significant. This is supported by several city centre or inner city planning projects delivered by Brisbane City Council and EDQ that directly relate to the Capital City Centre as well as special consideration in city wide strategies.

The Queens Wharf Brisbane Integrated Resort Development will further elevate Brisbane as a tourism, leisure and entertainment destination ahead of Brisbane 2032. This development will revitalise this precinct and will create thousands of jobs and provide improved facilities for everyday use and public events to showcase Brisbane to locals, interstate and international visitors.

Key infrastructure projects are also supporting the Capital City REC. 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.




















The Kangaroo Point Green Bridge will provide an active transport connection from Kangaroo Point to the Brisbane CBD to reduce congestion, create safer pedestrian connections and provide healthier commuting alternatives.


















Without Cross River Rail and other enabling infrastructure, like the Brisbane Metro and the Kangaroo Point Green Bridge, the concentration of employment is likely to become constrained, hampering high-value jobs growth and limiting economic productivity.
















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 economic performance.

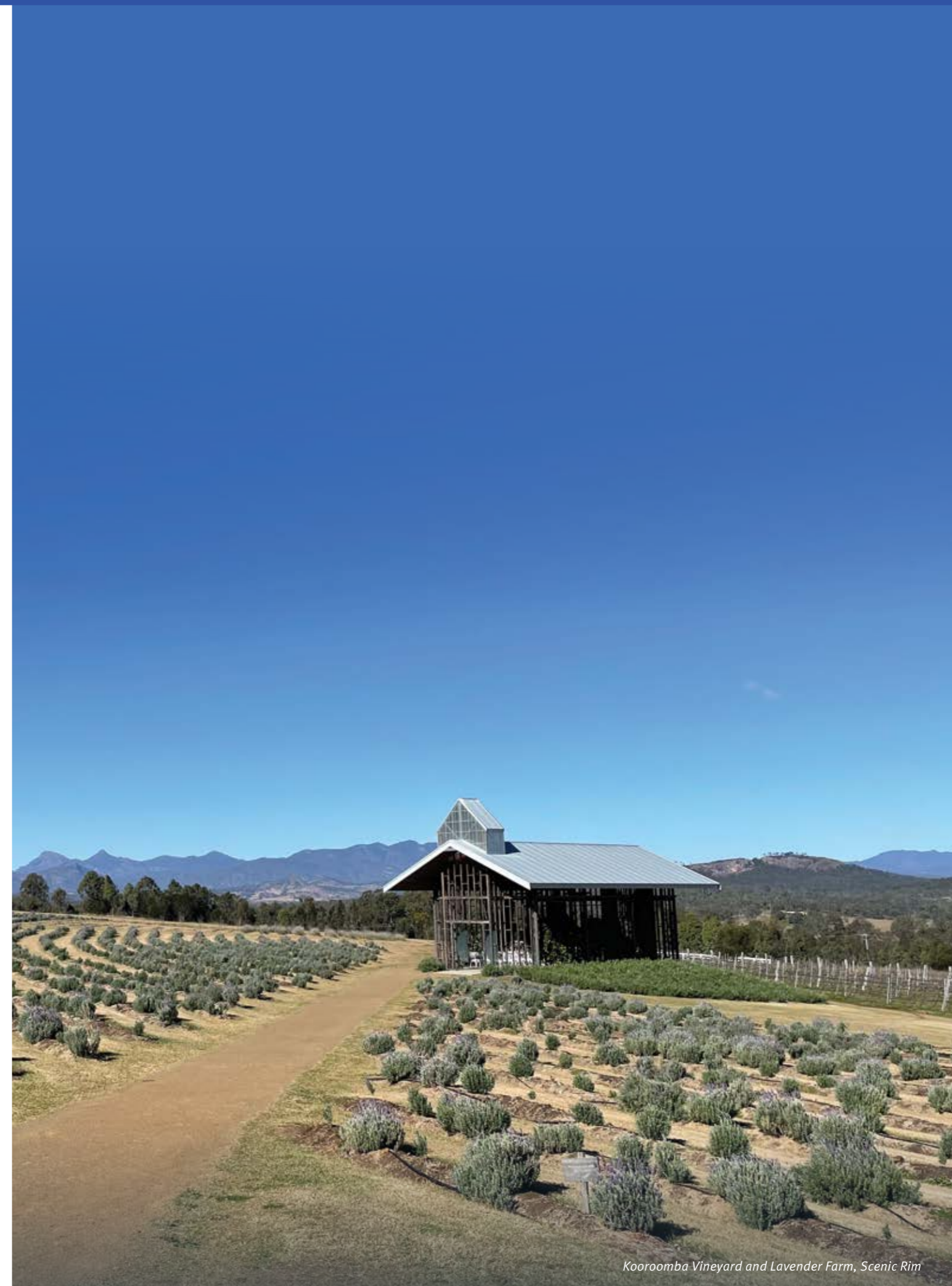
**Table 7**  
Regional Economic Clusters (RECs) and core components

Regional Economic Cluster	Core Components	
<p><b>Capital City</b></p>	 <p><b>Knowledge and technology precincts</b></p> <p><b>Auchenflower K1</b> Wesley Hospital</p> <p><b>Dutton Park/Buranda K2</b> Ecosciences Precinct, Princess Alexandra Hospital</p> <p><b>Gardens Point K3</b> Queensland University of Technology, Gardens Point campus</p> <p><b>Herston K4</b> Royal Brisbane and Women’s Hospital The University of Queensland, Herston campus</p> <p><b>Kelvin Grove K5</b> Queensland University of Technology, Kelvin Grove campus</p> <p><b>St Lucia K6</b> The University of Queensland, St Lucia campus</p>	<p><b>South Brisbane K7</b> Queensland Children’s Hospital Hospital, Griffith University, South Bank campus, Mater Private and Public Hospital Brisbane, Queensland Cultural Precinct, South Bank Institute of Technology, Brisbane Convention and Exhibition Centre</p>  <p><b>Regional activity centres</b> Capital city centre Toowong</p>  <p><b>Economic enabling infrastructure</b> 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>
<p><b>Australia TradeCoast</b></p>	 <p><b>Knowledge and technology precincts</b></p> <p><b>Australia TradeCoast K8</b> Queensland University of Technology, Da Vinci Precinct, Aviation Australia</p>  <p><b>Major enterprise and industrial areas</b> Eagle Farm M1 Geebung M2 Hemmant M3 Lytton M4 Murarrie/Colmslie M5 Nudgee/Banyo M6 Pinkenba/Bulwer Island M7 Virginia/Northgate M8</p>	 <p><b>Economic enabling infrastructure</b> Port of Brisbane Brisbane Airport Brisbane Intermodal Terminal Heavy rail network Port of Brisbane Motorway Gateway Motorway</p>

Regional Economic Cluster	Core Components	
<b>South West Industrial Corridor</b>	 <p><b>Knowledge and technology precincts</b>  <b>Nathan/Coopers Plains K9</b>            Griffith University, Nathan and Mount Gravatt campuses            Forensic and Scientific Services campus            Health and Food Sciences Precinct, Coopers Plains</p>  <p><b>Major enterprise and industrial areas</b>            Queen Elizabeth II Jubilee Hospital            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><b>Regional activity centres</b>            Goodna</p>  <p><b>Economic enabling infrastructure</b>            Acacia Ridge Intermodal Terminal            Archerfield Airport            Ipswich Motorway            Heavy rail network            Warrego Highway            Cunningham Highway            Logan Motorway</p>
<b>Pacific Motorway</b>	 <p><b>Knowledge and technology precincts</b>            Eight Mile Plains K10            Brisbane            Technology Park</p>  <p><b>Regional activity centres</b>            Upper Mount Gravatt            Springwood</p>	 <p><b>Economic enabling infrastructure</b>            Pacific Motorway            South East Busway</p> <p><b>Also incorporates the Underwood– Slacks Creek Industrial Corridor</b></p>
<b>Strathpine–Brendale–Petrie</b>	 <p><b>Knowledge and technology precinct Petrie K11</b>            University of Sunshine Coast;            Future Moreton Bay campus</p>  <p><b>Major enterprise and industrial area</b>            Brendale M23</p>	 <p><b>Regional activity centre</b>            Strathpine</p>  <p><b>Economic enabling infrastructure</b>            Direct arterial access to Gateway Motorway            Direct arterial access to Bruce Highway Heavy rail network</p>
<b>Yatala–Stapylton–Beenleigh</b>	 <p><b>Major enterprise and industrial area</b>            Yatala/Stapylton M24</p>  <p><b>Regional activity centre</b>            Beenleigh</p>	 <p><b>Economic enabling infrastructure</b>            Pacific Motorway</p>
<b>North Lakes–Redcliffe</b>	 <p><b>Knowledge and technology precinct</b>  <b>Redcliffe (Health) K27</b>            Redcliffe Hospital Peninsula Private Hospital            Redcliffe Hospital Private Practice Clinic</p>  <p><b>Major enterprise and industrial area</b>            Narangba M25</p>  <p><b>Regional activity centre</b>            North Lakes            Redcliffe</p>	 <p><b>Economic enabling infrastructure</b>            Bruce Highway            Heavy rail network</p> <p><b>Also incorporates the North Lakes Industrial Park</b></p>

Regional Economic Cluster	Core Components	
<b>Southport–Broadbeach</b>	 <p><b>Knowledge and technology precinct</b>  <b>Southport K12</b>            Griffith University,            Gold Coast campus,            Gold Coast University Hospital            Queensland Academy for Health Sciences            Gold Coast Private Hospital</p>	 <p><b>Regional activity centres</b>            Southport            Broadbeach</p>  <p>Surfers Paradise            Bundall</p>  <p><b>Economic enabling infrastructure</b>            Light rail            Heavy rail network</p>
<b>Robina–Varsity Lakes</b>	 <p><b>Knowledge and technology precinct</b>  <b>Robina/Varsity Lakes K13</b>            Robina Hospital Bond University</p>  <p><b>Regional activity centre</b>            Robina</p>	 <p><b>Economic enabling infrastructure</b>            Heavy rail network            Pacific Motorway</p>
<b>Southern Gateway</b>	 <p><b>Knowledge and technology precinct</b>  <b>Coolangatta K14</b>            John Flynn Private Hospital,            Southern Cross University,            Gold Coast campus</p>	 <p><b>Regional activity centre</b>            Coolangatta</p>  <p><b>Economic enabling infrastructure</b>            Gold Coast Airport            Pacific Motorway</p>
<b>Western Gateway</b>	 <p><b>Knowledge and technology precinct</b>  <b>Toowoomba K15</b>            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><b>Major enterprise and industrial area</b>            Toowoomba Enterprise Hub (Charlton/Wellcamp) M26</p>	 <p><b>Regional activity centre</b>            Toowoomba</p>  <p><b>Economic enabling infrastructure</b>            Brisbane West Wellcamp Airport            Intermodal Facility            Heavy rail network            Toowoomba Second Range Crossing            Gore Highway            Warrego Highway            New England Highway</p>
<b>Springfield</b>	 <p><b>Knowledge and technology precinct</b>  <b>Springfield K16</b>            University of Southern Queensland,            Springfield campus            Mater Private Hospital Springfield</p>  <p><b>Regional activity centre</b>            Springfield</p>	 <p><b>Economic enabling infrastructure</b>            Heavy rail network            Centenary Highway            Logan Motorway</p>

Regional Economic Cluster	Core Components	
Ipswich	 <p><b>Knowledge and technology precinct</b>  <b>Ipswich K17</b>            University of Southern Queensland, Ipswich campus            Ipswich Hospital            St Andrews Private Hospital</p>  <p><b>Major enterprise and industrial area</b>            Amberley M27 Wulkuraka/Karrabin M28            Ebenezer M29</p>	 <p><b>Regional activity centre</b>            Ipswich</p>  <p><b>Economic enabling infrastructure</b>            Heavy rail network            Warrego Highway            Cunningham Highway            RAAF Base Amberley</p>
Northern Gateway	 <p><b>Major enterprise and industrial area</b>            Kunda Park M30</p>  <p><b>Regional activity centre</b>            Maroochydore (Sunshine Coast CBD)</p>	 <p><b>Economic enabling infrastructure</b>            Sunshine Coast Airport            Sunshine Motorway            Maroochydore Road</p>
Kawana	 <p><b>Knowledge and technology precinct</b>  <b>Kawana Waters K18</b>            Sunshine Coast University Hospital</p>  <p><b>Regional activity centre</b>            Kawana</p>	 <p><b>Economic enabling infrastructure</b>            Nicklin Way            Kawana Way</p>
Meadowbrook –Loganholme	 <p><b>Knowledge and technology precinct</b>  <b>Meadowbrook K19</b>            Logan Hospital            Griffith University, Logan campus TAFE Queensland, Logan campus</p>	 <p><b>Regional activity centre</b>            Logan Hyperdome</p>  <p><b>Economic enabling infrastructure</b>            Logan Motorway            Pacific Motorway</p>
Helensvale–Coomera	 <p><b>Knowledge and technology precinct</b>  <b>Coomera K22 (film and media)</b>            TAFE Queensland Gold Coast, Coomera campus            Village Roadshow Studios</p> <p><b>Regional activity centre</b>            Helensvale            Coomera</p>	 <p><b>Economic enabling infrastructure</b>            Pacific Motorway            Coomera Connector</p>



Kooroomba Vineyard and Lavender Farm, Scenic Rim



# Regional industrial land strategy

The SEQ economy operates as a single economic system and therefore planning for industrial land in SEQ must respond with a regional approach. In addition to industrial land planning at the local government level, the draft ShapingSEQ 2023 Update establishes a strategic approach to regional industrial land planning. This represents the next evolution in industrial land planning in response to the industrial land challenge of the exhaustion of industrial land in Brisbane. These are circumstances where local industrial land planning alone cannot address the issues or make the most of the opportunities presented at the regional scale.

Industrial land is critical to achieving many of the region's goals relating to jobs creation, economic growth and innovation. It supports a range of uses including freight, transport, manufacturing, and waste and the circular economy, as well as major transport projects such as inland rail and intermodal terminals.

Local governments play a key role in planning for industrial land to meet the demands of their LGA. Ensuring local supply of industrial land meets the benchmarks set out in the plan is an important step to ensuring that each LGA can achieve the employment targets for their area.


In response, this plan identifies future industrial land in the LGAs of Redland, Sunshine Coast and Gold Coast.

MEIAs continue to represent major anchors for SEQ's industrial activities, activities that do not recognise LGA boundaries. The presence of industrial activity that operates across SEQ highlights the importance of a regional approach to industrial land planning. Each MEIA fulfills different roles and functions depending on their location and accessibility. The role and function of individual MEIAs have and will continue to evolve as SEQ develops.

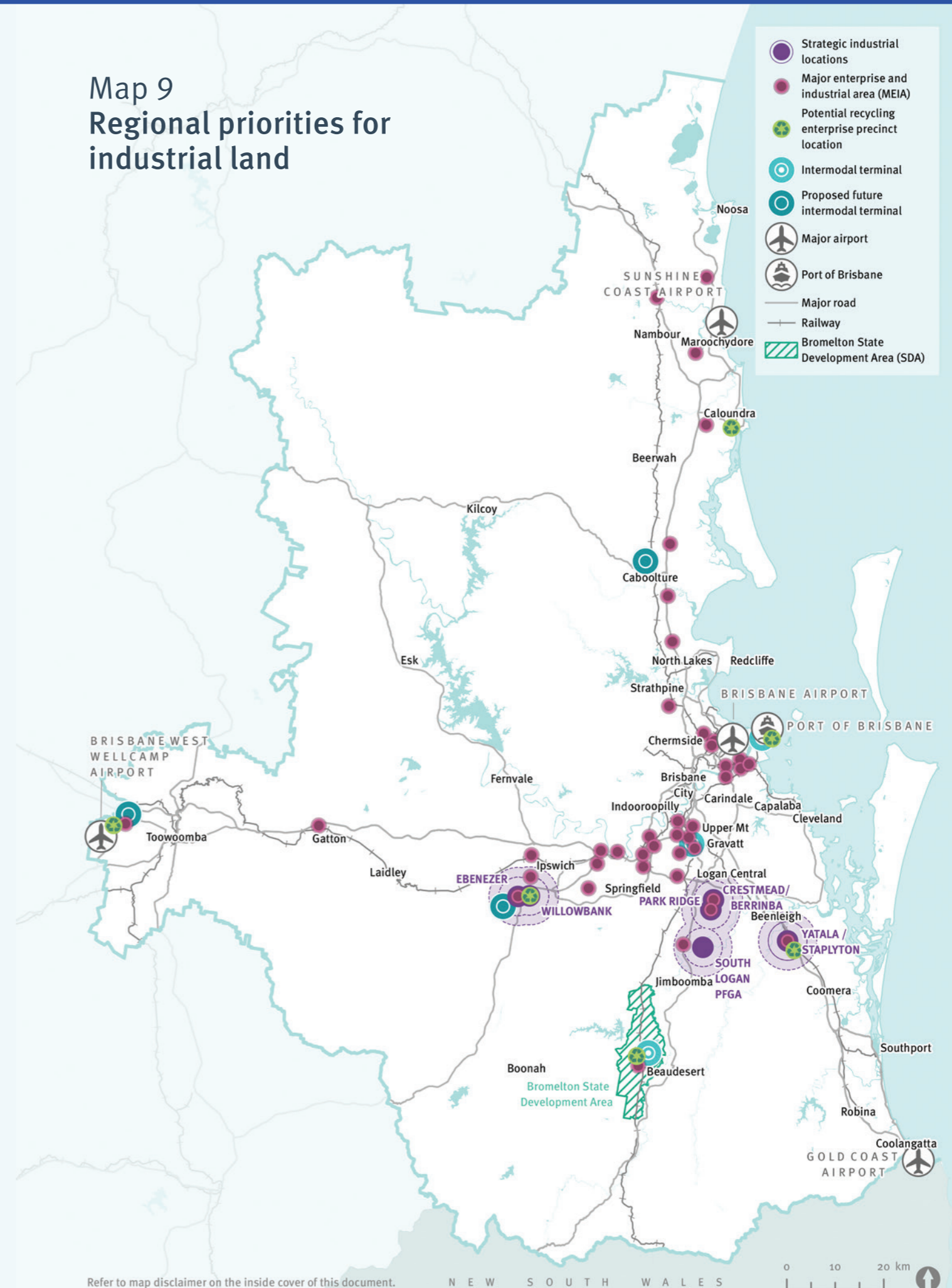
MEIAs accommodate medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. These areas are major drivers of economic growth. They are either significant in size or have the potential to expand to provide for industry and business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

Within SEQ, there are 30 MEIAs that have a role and function as part of the REC in which they are located. In addition, there are 11 MEIAs that are not located within RECs and have their own role and function within the region (Table 8).

**Table 8**  
Individual Major Enterprise and Industrial Areas

Individual MEIAs (not located within RECs)		
	Morayfield M31	Yandina East M37
	Caloundra M32	Bromelton State Development Area M38
	Crestmead/Berrinba M33	Heathwood/Larapinta M39
	Gatton North M34	Park Ridge M40
	Elimbah East M35	North Maclean M41
	Coolum M36	

## Map 9 Regional priorities for industrial land



Refer to map disclaimer on the inside cover of this document.

The specific locational requirements for MEIAs – 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 – makes identifying new areas difficult.

The overarching principle of the strategies in the draft ShapingSEQ 2023 Update is to protect the land within existing MEIAs for medium-high impact industrial uses. Their operation into the future must be protected from encroachment by incompatible uses. Furthermore, no land within any MEIAs should be converted to residential uses other than those uses which facilitate the operation of the MEIA (e.g. caretakers residence, worker quarters, etc).

Local planning should enable the intensification and expansion of MEIAs so they can fulfil their ultimate role in the regional economy.

Development within MEIAs areas must be consistent with their regional role and function.

The commitment to developing a regional industrial land framework has been established through draft ShapingSEQ 2023 Update to provide a strategic approach to industrial land planning in SEQ. The industrial land framework sets out the process by which the Queensland Government will monitor industrial land supply within SEQ, and plan for growth within existing or new MEIAs through infrastructure investment and prioritisation.

However, given that the impacts of the exhaustion of industrial land supply in Brisbane are expected to be felt within 5-10 years, a targeted response must be prioritised. Gold Coast, Logan and Ipswich LGAs are the key focus areas for this issue given the location of the existing and planned freight and logistics networks that are located in the south and south-western corridors.

The following actions are prioritised through the draft ShapingSEQ 2023 Update to ensure the timely provision of regional industrial land:

- 1 Identification of additional industrial land within northern Gold Coast
- 2 Infrastructure investment within Logan to provide improved freight accessibility to Park Ridge MEIA and Crestmead/Berrinba MEIA
- 3 Investigation of potential additional industrial land within Logan within the South Logan PFGA
- 4 Infrastructure investment within Ipswich LGA to service industrial land located at Ebenezer

## Industrial land for Recycling Enterprise Precincts (REP)

Some of SEQs industrial areas will contribute to specific priorities for the region such as REP. Development and operation of a recycling enterprise precinct provides opportunity for sustainable economic development based on use and reuse of materials that would otherwise be discarded to landfill. The co-location of complementary industry activities can develop places that contribute to a circular economy.

The identification of likely locations for REPs is underpinned by an examination of economic impacts, social impact, environmental impact, amenity impact and the efficiency of land and infrastructure use. The objectives of the location of these precincts focus on economic development opportunities, the co-location of industries, maximising sustainability outcomes, minimising environmental impacts, creating quality industrial places and developing quality infrastructure.

The Queensland REP Location Strategy identifies two types of precincts, namely:



**Prepare precincts:** consolidation locations for waste that can be recycled or transformed. These precincts can leverage off existing waste and resource recovery centres



**Transform precincts:** large scale locations where waste is recycled or transformed. These would need to be specialised locations with adequate buffering from other urban uses.

The development of REPs is likely to occur through actions of local governments, industry and the Queensland Government and while the location of REPs relies on the availability of suitably zoned land, there are other factors which will determine appropriate locations and timing of future development. Port of Brisbane, Bromelton and Wellcamp are indicative sites that have been identified based on analysis of opportunities and will progress as the market takes up those opportunities. Further sites for future investigation have been identified at Caloundra, Willowbank and Stapylton.

## Actions for state and local government Industrial land

In partnership with local government, the Queensland Government will establish a regional industrial land framework to monitor industrial land supply, project industrial land demand, and respond to projected regional industrial land demand in SEQ.

The strategy will articulate the role and function for MEIAs and industrial land in RECs in recognition of their place in regional, national and international supply chains.

Through the regional industrial land framework, state and local government will undertake a more detailed assessment of the industrial land supply-demand outlook in Brisbane, Gold Coast, Logan and Ipswich, and to investigate the ability of land already designated to be appropriately serviced and made accessible to meet future demand pressures.



Supplied by City of Gold Coast

# Knowledge and technology precincts



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.

Within SEQ, there are 19 knowledge and technology precincts that have a role and function as part of the REC in which they are located. In addition, there are six knowledge and technology precincts that are not located within RECs and have their own role and function within the region.

**Table 9**  
Individual knowledge and technology precincts – outside of RECs

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	Queensland Animal Science Precinct (QASP)
Gatton K22 (animal sciences)	The University of Queensland, Gatton campus	Innovation Centre Sunshine Coast
Sippy Downs K23 (education and technology)	University of Sunshine Coast, Sippy Downs campus	
Cleveland K24 (health)	Redland Hospital Mater Private Hospital	
Caboolture K25 (health)	Caboolture Hospital Caboolture Private Hospital	

# Centres



The well-established RACN includes 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.

A clear centres network that is flexible to change is important to the overall resilience of the SEQ economy. The region's PRACs and MRACs have largely continued to perform well and be responsive to the changes that have occurred since 2017.

The future of SEQ's RACN centres will be influenced heavily by their ability to pivot towards providing experiences as well as traditional retail and their ability to diversify land use within centres by increasingly accommodating more commercial office, health, community, entertainment and education uses.

Planning for an increased range and mix of economic activities within centres is increasingly important to ensure these areas are able to adapt and succeed into the future.

This must be supported by high levels of amenity, infrastructure provision, and improvements to active and public transport connectivity in and around centres. These centres provide important anchors across the region for new jobs and well-located homes.

To better understand the performance of the region's centres, and plan for their growth, ongoing monitoring of the higher order centres will be implemented. This information will be used as an evidence base to inform future policy decisions.

**Table 10**  
Regional activity centres

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

**Table 11**  
Regional activity centre type

Centre	Areas		
<b>Capital city centre</b>	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. 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. 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. 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. Increasingly, growth and commercial expansion into the frame area will play an important support role to the CBD. 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.

Centre	Areas
<b>Principal regional activity centres</b>	<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>
<b>Major regional activity centres</b>	<p>These centres are focal points for sub-regional employment and the delivery of sub-regional services. They provide a third tier administrative function to the capital city centre, accommodating government branch offices or service centres of sub-regional significance.</p> <p>They also contain major concentrations of business and related activities, cultural and entertainment facilities, and support comparison and convenience retail uses that meet the needs of their sub-regional catchments.</p> <p>As well as their traditional service roles, growth and commercial development increasingly supports creative and knowledge-intensive businesses to meet the demands of a changing economy.</p> <p>These centres are usually located around key suburban or interurban public transport stations and provide frequent public transport services to link the centre to surrounding communities.</p>
<b>Principal rural activity centres</b>	<p>These centres are important service and community hubs in rural areas. They support a sub-regional rural catchment and contain concentrated rural services, as well as commercial, retail, government and community activities. These centres have excellent road connections and basic public transport links.</p>
<b>Major rural activity centres</b>	<p>These centres are rural towns that provide more than one function to their surrounding rural catchments. They provide concentrated retail, commercial, community and some government services. They have excellent road connections and potentially, public transport services.</p>

## Actions for state and local government Regional activity centres

The Queensland Government will work with local governments to develop agreed principles and boundaries for what constitutes the area of a regional activity centre.

Using the agreed boundaries, key measures for centres will be identified, and will be used for the ongoing monitoring of regional activity centres.

## Special uses

### ShapingSEQ acknowledges several special uses within the region that must be protected from encroachment.

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). They are:

- 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
- 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
- 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 precincts

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 RLRPA. 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 activities to complement a rural area, however these activities must demonstrate a clear nexus with the natural or rural environment.

The ShapingSEQ Rural Precinct Guideline provides further information.

# Connect

**The movement system of SEQ plays a pivotal role in shaping and supporting our economy and lifestyle. As the region continues to evolve and grow, it is essential to develop a comprehensive and integrated transport system that moves people and goods seamlessly, efficiently and sustainably and is responsive to changing community and economic needs.**

Community and economic needs and preferences evolve over time. The COVID-19 pandemic saw unprecedented shifts in the way people move around the region, reinforcing the need for a responsive and adaptable transport system. The region will need a movement system that seamlessly integrates with land use, creating accessible and interconnected communities. The draft ShapingSEQ 2023 Update is focused on integrating land use and transport planning to support the preferred future and settlement pattern for the region.

## Land use and transport integration

Integration of land use and transport planning is essential, as it seeks to improve connectivity and accessibility within the region. The efficient movement of people and goods enhances economic productivity, reduces congestion, and promotes social cohesion. Major investments in the transport system, including those that build capacity in the system through the use of emerging technology, 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 to the transport system
- » greater use of active and public transport where higher density development and key employment centres and precincts are supported by high-frequency public transport
- » effective and timely movement of goods and services via key freight connections
- » a more efficient, consolidated urban form that integrates housing, economic activity and transport, reducing overall transport needs.

By planning accessible and complete communities, we can give people more sustainable choices for travel as they live, work and play, and use spare capacity in services where it exists. This will require a further shift in the planning and delivery of land use and transport infrastructure.

SEQ will need:

- » a more concerted approach to integrating transport infrastructure with complementary land use and densities to increase the share of trips made by active and public transport
- » a more focused approach to consider social equity in land use and transport planning
- » integrated decision-making and investment by government infrastructure agencies and the private sector
- » a network of 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.

The draft ShapingSEQ 2023 Update identifies the need to change our transport priorities to achieve a more sustainable, healthy, equitable and integrated transport system, building on the priorities outlined in the SEQ RTPs.

Embracing more sustainable mobility solutions such as public transport enhancements, active transport infrastructure, and innovative mobility services can help reduce the environmental footprint of the transport system while improving accessibility.

The growth pattern for SEQ will be underpinned by a high frequency public transport network, interconnected active transport networks that encourage travel behaviour change and get more people walking, cycling and taking public transport.

The pattern and form of SEQ must prioritise multimodal connectivity to accommodate the diverse travel needs of its residents. Integrating various modes of transport, including active and public transport, facilitates efficient travel across the region. An integrated transport network enables individuals to make well-informed choices based on convenience, cost and environmental impact. This approach promotes sustainable mobility by reducing car dependency, congestion and emissions.

The transport system not only provides for mobility options, it also enhances the social fabric and economic vibrancy of the region. With the draft ShapingSEQ 2023 Update encouraging density around public transport and active transport infrastructure there will be an increased emphasis on streets, roads and public transport stations providing for the movement of people and goods alongside being places that are essential for everyday living that need to be designed for people as well as vehicles.



Kangaroo Point Green Bridge Artist Impression. Supplied by Brisbane City Council

## Elements and strategies

Elements	Strategies
<p><b>Element 1</b> <b>An efficient movement system</b></p> <p>People and freight move efficiently around the region, maximising community and economic benefits and prioritising more sustainable travel modes</p>	<ol style="list-style-type: none"> <li>1.1 Deliver reliable high-frequency public transport services and connect these with active transport infrastructure (Map 10).</li> <li>1.2 Increase and enhance opportunities for seamless integration of journeys across the transport system with interchange opportunities between transport modes across the network, maximising integration of transport infrastructure and allowing for easy travel.</li> <li>1.3 Prioritise best use of existing assets with targeted infrastructure investment to support the desired regional settlement pattern (refer to Grow) and growth in RECs and MEIAs (refer to Prosper).</li> <li>1.4 Prioritise efficient and reliable freight movement on key corridors to increase the efficiency of the movement of goods and minimise conflicts with other transport modes and land uses (Map 11).</li> </ol>
<p><b>Element 2</b> <b>Active transport</b></p> <p>Active transport is a favoured, practical option for a range of trips</p>	<ol style="list-style-type: none"> <li>2.1 Provide an extensive, convenient, safe and connected active transport network throughout the region's urban areas, with principal cycle routes forming the core network (see Transport and Main Roads Principal Cycle Network Plans).</li> <li>2.2 Provide active transport connections to existing and planned high-frequency public transport stops and stations, centres, schools and tertiary education institutions.</li> </ol>
<p><b>Element 3</b> <b>Vibrant and connected regional activity centres</b></p> <p>Design and development of regional activity centres is focused on enabling easy access to employment, education and essential services using more sustainable transport modes</p>	<ol style="list-style-type: none"> <li>3.1 In regional activity centres, prioritise pedestrian friendly design and the provision of safe and connected pathways and public spaces.</li> <li>3.2 Promote compact neighbourhoods where development is concentrated within walking distance of stops and stations on the high frequency public transport network.</li> <li>3.3 Deliver a land use pattern that prioritises use of more sustainable transport modes and reduces reliance on private vehicles to access essential services and facilities.</li> <li>3.4 Ensure streets within regional activity centres are designed and delivered in a manner that responds to the needs of all users and prioritises sustainable transport options.</li> <li>3.5 Provide for convenient and direct transport connections within and between key regional activity centres to enable people to access employment, education and essential services close to home, encouraging shorter travel distances.</li> </ol>

Elements	Strategies
<p><b>Element 4</b> <b>Integrated planning</b></p> <p>Infrastructure and land use planning and delivery are integrated</p>	<ol style="list-style-type: none"> <li>4.1 Investigate, plan and deliver a strategic transport system that connects people, places and employment efficiently with high-frequency passenger transport services (Map 10 and Map 12).</li> <li>4.2 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.</li> <li>4.3 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 2046 dwelling supply targets (Figure 5) and employment planning baselines (Table 6).</li> <li>4.4 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.</li> <li>4.5 Harness emerging technology, such as Mobility as a Service (MaaS) and connected and autonomous vehicles, to maximise shared use of vehicles and encourage e-mobility options.</li> <li>4.6 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.</li> </ol>
<p><b>Element 5</b> <b>Region-shaping infrastructure</b></p> <p>Investment in the regional infrastructure network is prioritised to service social and economic needs in a way that integrates with and enables delivery of the desired growth pattern</p>	<ol style="list-style-type: none"> <li>5.1 Advance RSI (Table 13) via the planning, prioritisation and delivery frameworks established in the SEQ RTPs and the forthcoming SEQ RIP.</li> <li>5.2 Support accessible and affordable urban land supply in planned growth areas through the provision of appropriate transport solutions.</li> <li>5.3 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.</li> <li>5.4 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 PFGAs) to help service new growth areas.</li> </ol>
<p><b>Element 6</b> <b>Movement and Place</b></p> <p>The transport system provides for both movement of people and goods as well as enhancing the social fabric and economic vibrancy of SEQ</p>	<ol style="list-style-type: none"> <li>6.1 Establish a movement and place framework that facilitates balancing the dual function of transport corridors across the region as both movement corridors and places for public life.</li> <li>6.2 Ensure design of roads, streets and other transport infrastructure in new urban communities utilise movement and place principles.</li> <li>6.3 Prioritise equitable access and cater to the diverse needs of the community through the provision of a range of transport infrastructure and services that are compatible with adjacent land uses, and support amenity and a sense of place.</li> </ol>

## Building a high-frequency public transport network

**Public transport is a cornerstone to supporting communities across SEQ and requires an integrated approach which is reflected across the elements and strategies in the Connect theme.**

Moving people efficiently and sustainably is a priority underpinned in the draft ShapingSEQ 2023 Update. With a more compact urban form, focused around high amenity areas and regional activity centres, reliable and regular public transport services will play a significant role in moving people around the region. Identification of a network of corridors serviced by high-frequency public transport services (services every 10 to 15 minutes between 7am and 7pm, 7 days a week), was an important new element introduced in *ShapingSEQ* 2017. This element continues to be vital to the delivery of the preferred settlement pattern for SEQ.

To support growth in regional activity centres, Connect gives priority to delivering a network of connected, high-frequency public transport services to encourage increased use of public transport. Map 10 shows the high-frequency public transport system to 2031 and 2046 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. Ultimately, the settlement pattern for SEQ needs to enable a shift to more sustainable transport modes where people can spend less time travelling to work, education and essential services and facilities.

## Regional Transport Plans – a transport response to ShapingSEQ

The South East Queensland Regional Transport Plans (SEQ RTPs) and ShapingSEQ play a crucial role in shaping the future of the region, by aligning transportation infrastructure and services with land-use planning.

While ShapingSEQ focuses on land-use planning, it recognises the critical role of transport in shaping the region's future. The SEQ RTPs are an important partner to ShapingSEQ, as they provide the framework for integrating transportation infrastructure and services with the envisioned land-use patterns and development aspirations.

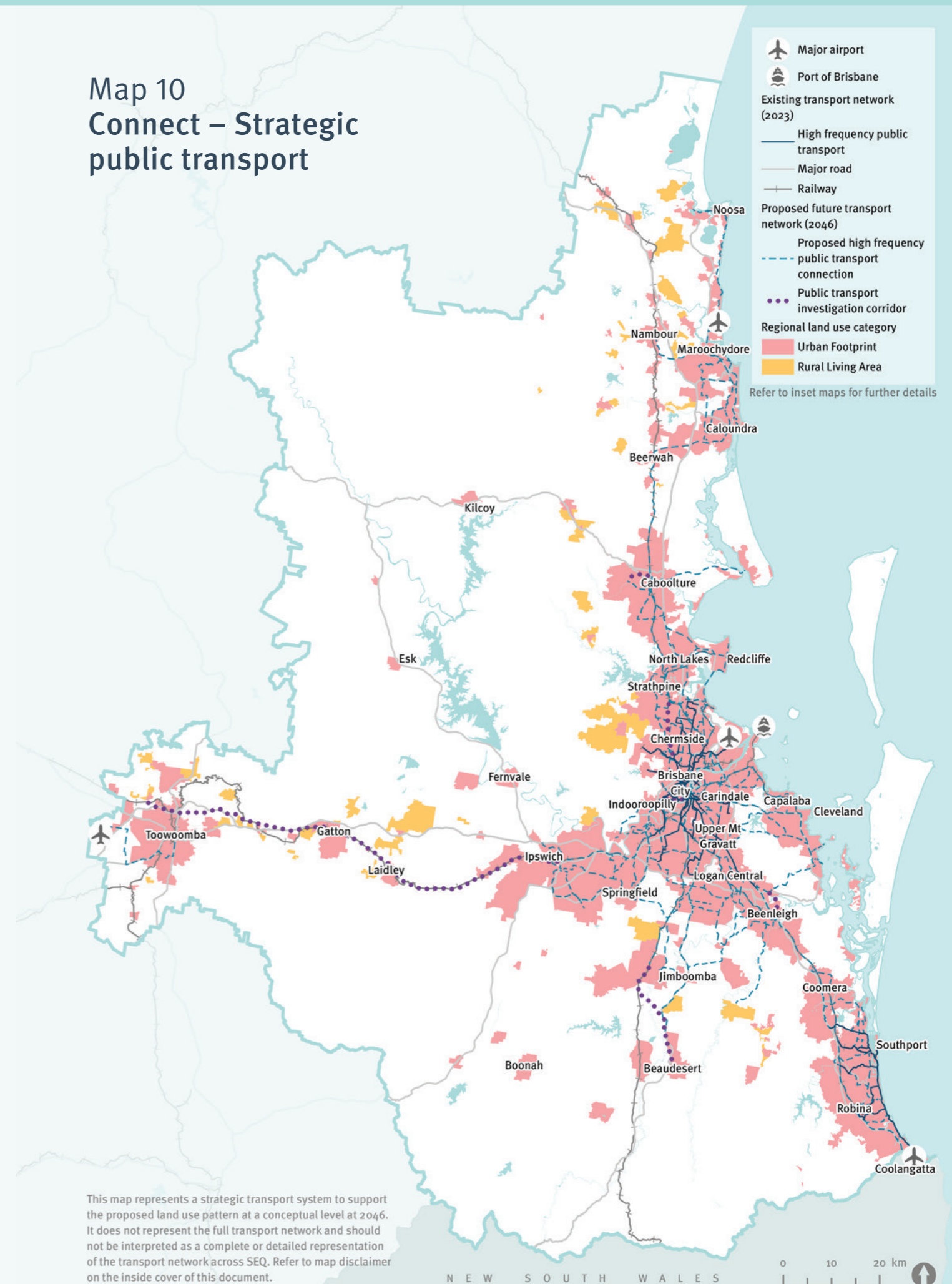
The SEQ RTPs outline the strategic vision and priorities for transport infrastructure and services in the region. These plans aim to enhance connectivity, accessibility, and sustainability across SEQ, taking into account the growing population and evolving mobility needs.

The Regional Transport Plans provide guidance on the development of public transport networks, road infrastructure, active transport corridors, and other transport initiatives, which are then incorporated into the broader land-use planning strategies outlined in Connect. This collaborative approach ensures that land use and transport planning is integrated to achieve the shared vision for SEQ.

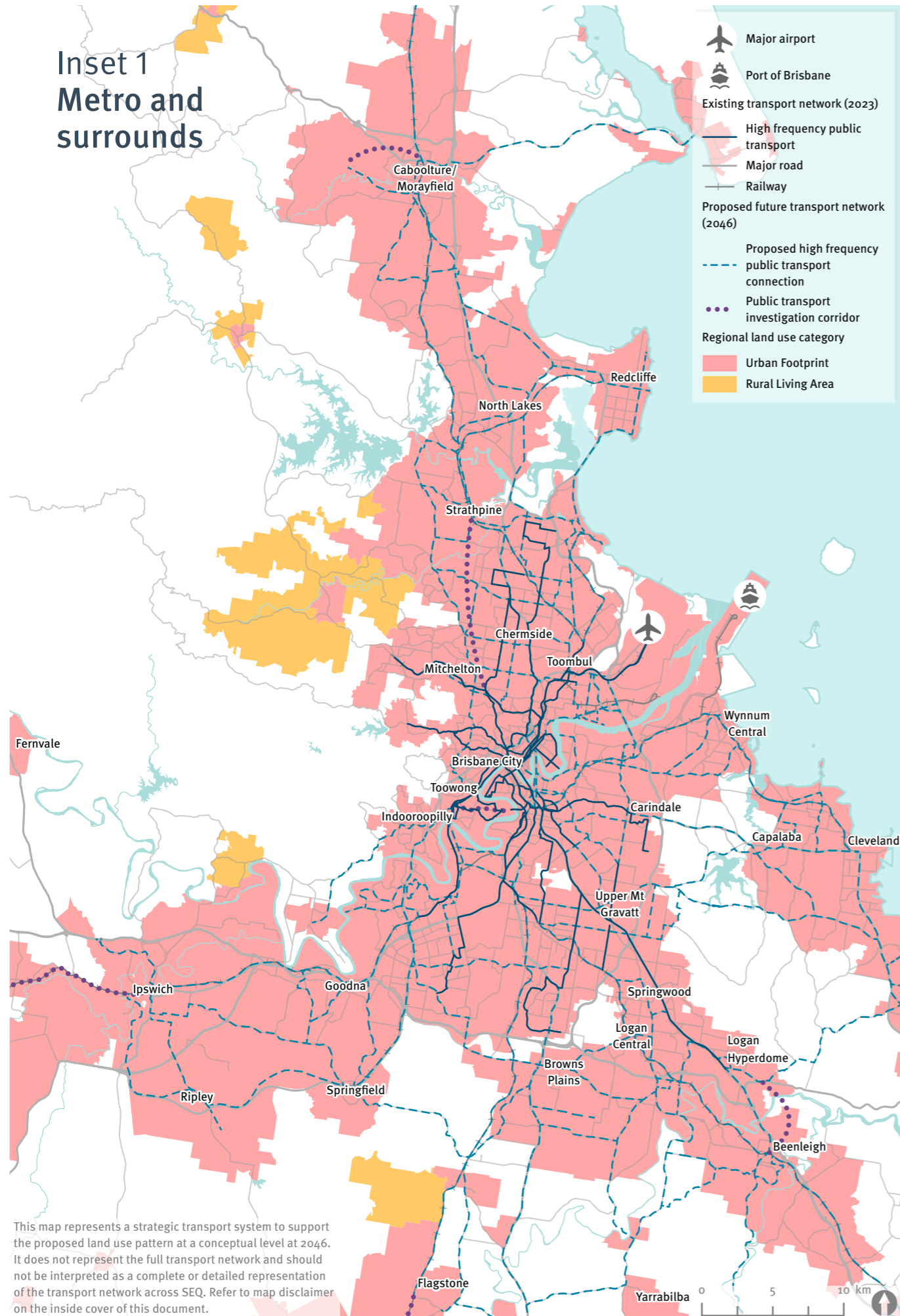


The SEQIS, in accordance with the Department's Regional Growth Framework, is a regional place-based application of the Queensland Government's state-wide economic policies through a coordinated and prioritised infrastructure plan. Outlining the priorities for infrastructure investment in SEQ, the SEQIS will provide strategic context for infrastructure providers' capital planning programs – such as TMR's Regional Transport Planning – to ensure infrastructure provision is aligned with regional land-use planning needs.

Map 10  
Connect – Strategic public transport

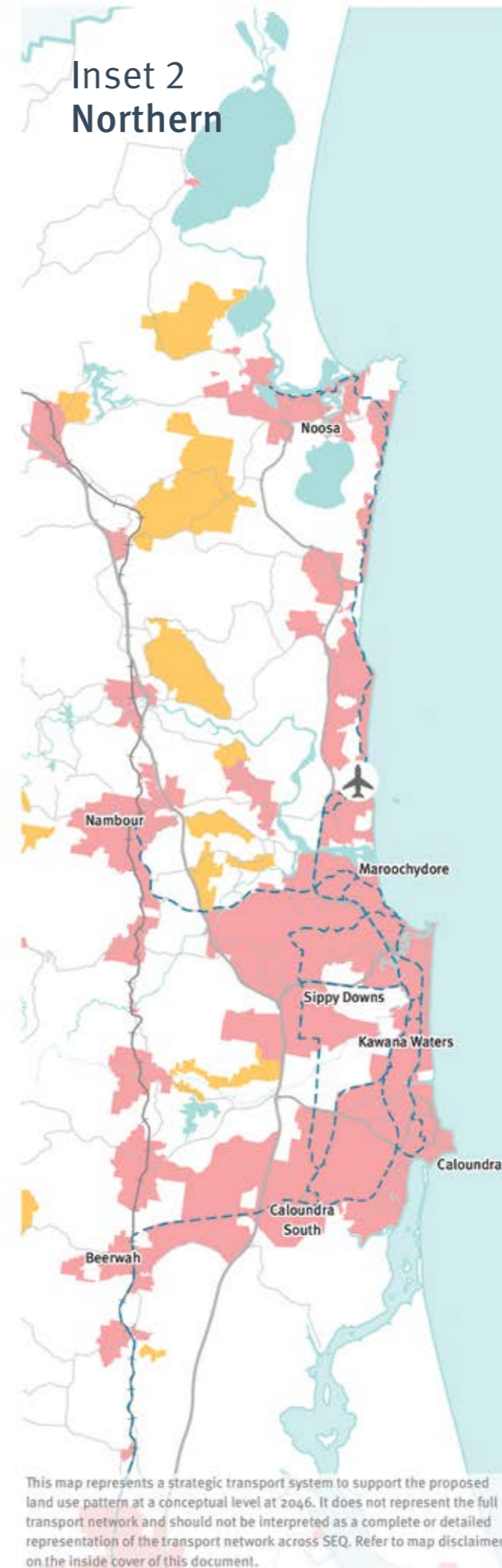


### Inset 1 Metro and surrounds



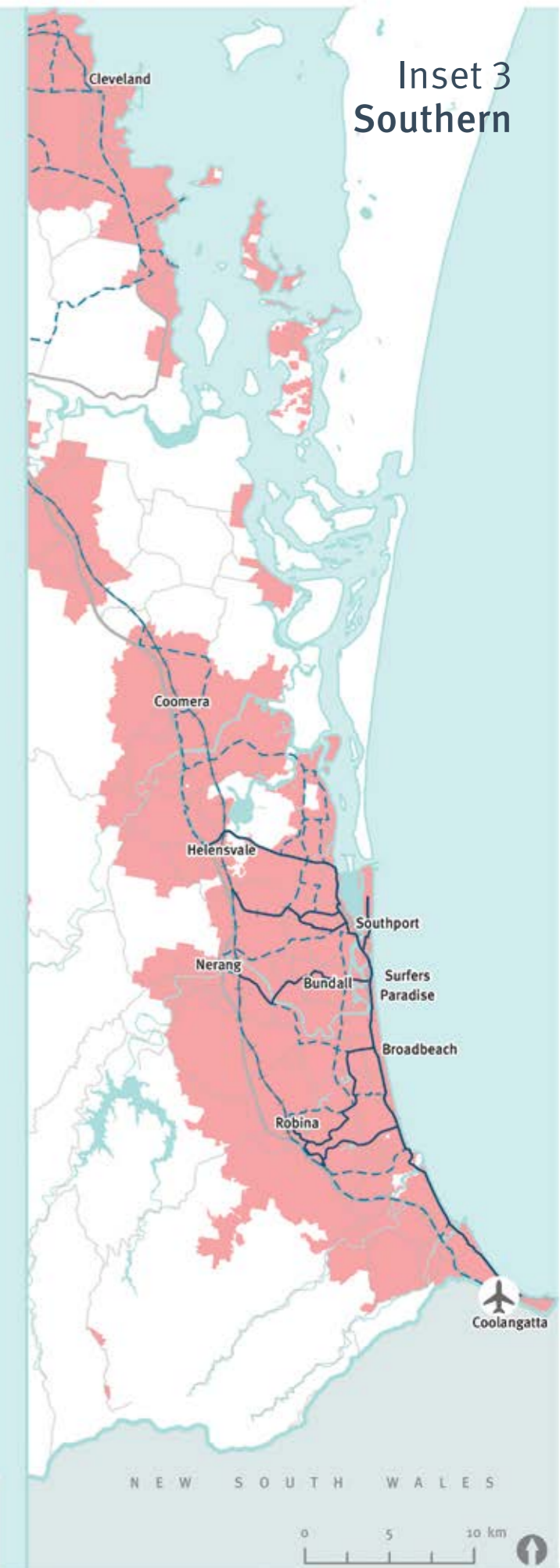
This map represents a strategic transport system to support the proposed land use pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. Refer to map disclaimer on the inside cover of this document.

### Inset 2 Northern



This map represents a strategic transport system to support the proposed land use pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. Refer to map disclaimer on the inside cover of this document.

### Inset 3 Southern



NEW SOUTH WALES



## Moving people and goods efficiently and sustainably

**Efficient and sustainable transportation of people and goods is key to supporting growth across SEQ. The region relies heavily on an effective road and rail freight network to support the smooth daily movement of people and products around the region. Connect recognises the role of the strategic road and freight network as shown in Map 11.**

An efficient road and rail freight network reduces congestion on the roads, minimising travel times and enhancing productivity. By managing road space and rail capacity, it allows goods to be transported swiftly and reliably, ensuring timely delivery to businesses and consumers. This streamlined movement of products not only supports local industries but also contributes to overall economic growth by facilitating trade and commerce within the region.

The strategic road and freight network will play an important role in the shift to a more sustainable transport system in SEQ.

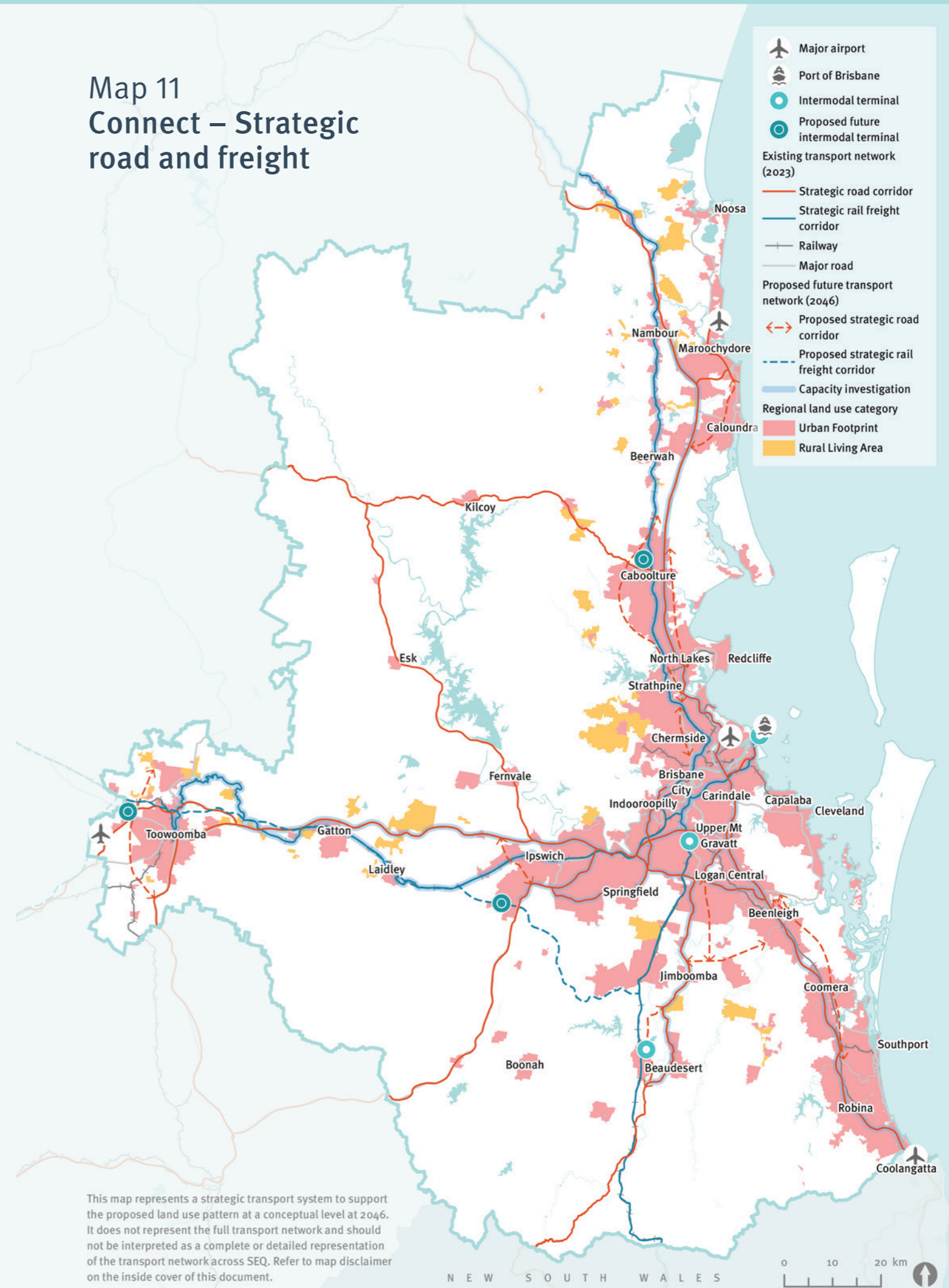
By optimising routes and utilising cleaner technologies, such as electric or hybrid vehicles and trains, the region can significantly decrease its carbon footprint.

This transition to sustainable transport options aligns with broader efforts to combat climate change and promotes a greener future for SEQ.

Moreover, an effective road and rail freight network plays a crucial role in enhancing regional connectivity and accessibility. It ensures that people have reliable transportation options, enabling them to commute efficiently and access essential services, education, and employment opportunities.

This connectivity not only improves the quality of life for residents but also fosters social and economic inclusion by reducing transportation barriers and promoting equitable access to resources and amenities.

### Map 11 Connect – Strategic road and freight



## Promoting active transport

The ShapingSEQ 2023 Update continues to promote 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 has set a clear vision for active transport, as set out in the *Queensland Cycle Strategy 2017–2027* and the *Queensland Walking Strategy 2019–2029*, as follows:

- » **Cycling:** more cycling, more often, on safe direct and connected routes
- » **Walking:** an easy choice for everyone, every day.

The sustainable transport hierarchy outlined in the Queensland Walking Strategy (refer Figure 9) reinforces the approach of putting active transport first to help create cultural change and deliver positive outcomes for walking and cycling. The sustainable transport hierarchy reflects the cross-agency support for active transport and the delivery of pedestrian friendly environments through work on transport, health, planning, education and recreation.

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. The layout and design of new and existing communities will be focused on providing pedestrian friendly

environments that encourage people to use active transport to access employment, services and facilities.

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.

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 TMR. These plans show the core routes needed to get more people cycling, more often.

## Connected precincts

The Connected Precincts Strategy seeks to deliver a more walkable, healthy and connected inner-city with engaging public spaces across the capital city's key precincts. The strategy focuses on 11 inner-Brisbane precincts identified on the basis of the level of state interest and the significance of each precinct to the future of Queensland and its capital city. The precincts are located within three strategic precinct corridors and include:

- » the River Reach Corridor of the Gabba, South Bank, the Cultural Centre, Kurilpa, Roma Street and Suncorp Stadium
- » the City Peninsula Corridor of the Gabba, Albert Street (CBD), Roma Street and Suncorp Stadium
- » the Housing and Lifestyle Arc of Bowen Hills, Albion and Northshore Hamilton.

The strategy demonstrates the Queensland Government's commitment to going beyond the individual project investments being made in these key precincts and to advance a network approach to benefit realisation and investment in the state, the economy and the community and deliver transformational precinct and connectivity outcomes. The initial focus of the strategy is the planning and design of the River Reach Corridor, which will facilitate a Walkable Spine between the Gabba and Roma Street. This Walkable Spine has been identified as the priority corridor for initial State investment to improve walkability and active transport connectivity.

### Sustainable transport hierarchy

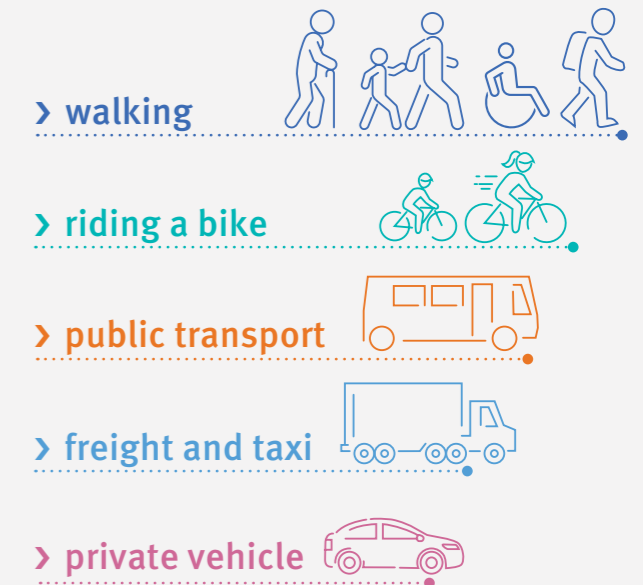


Figure 8: Sustainable transport hierarchy

## The role of personal mobility devices

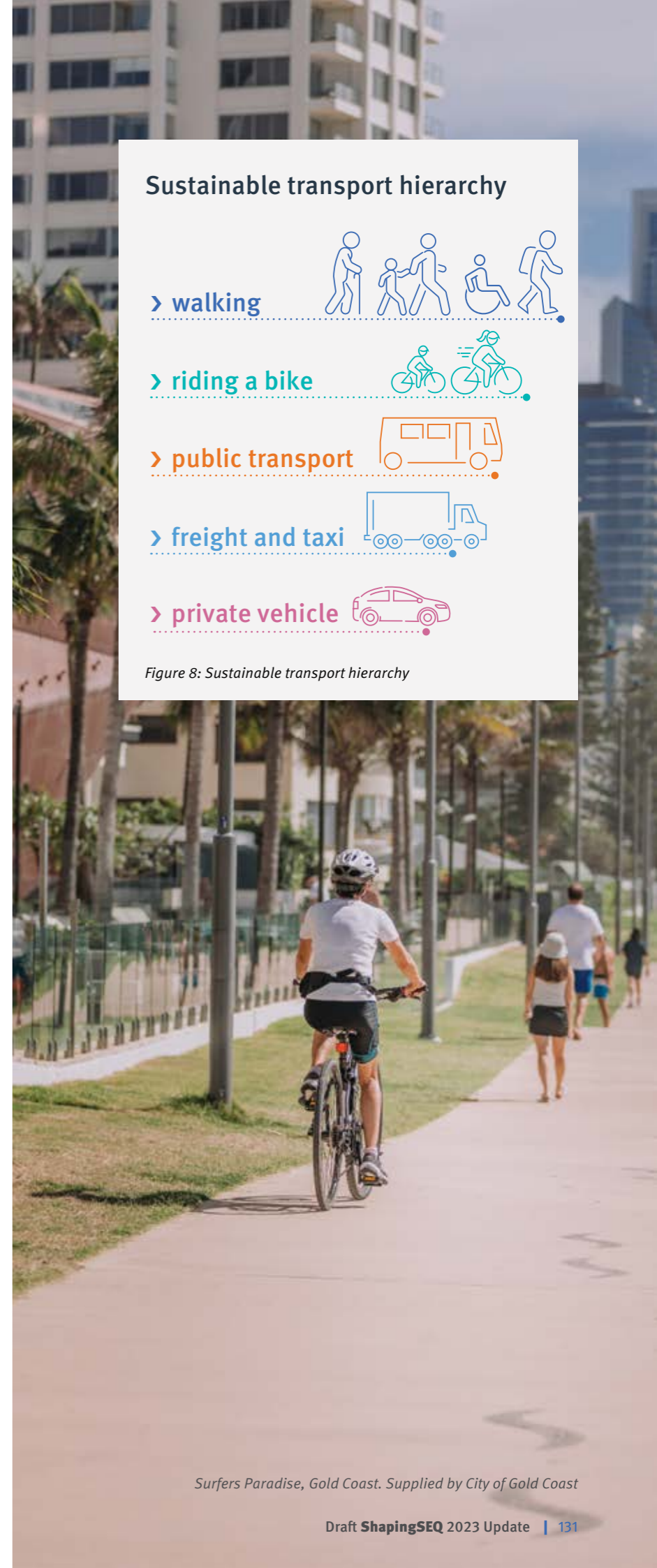
Personal mobility devices offer a convenient and sustainable alternative for short-distance travel. These devices, such as e-scooters, e-skateboards, and e-boards, are becoming increasingly popular due to their ease of use, affordability, and eco-friendly nature. With their compact size and manoeuvrability, personal mobility devices provide an attractive solution for navigating congested urban areas.

In SEQ, personal mobility devices have a role to play in reducing traffic congestion and carbon emissions, promoting a more equitable and sustainable transport system.

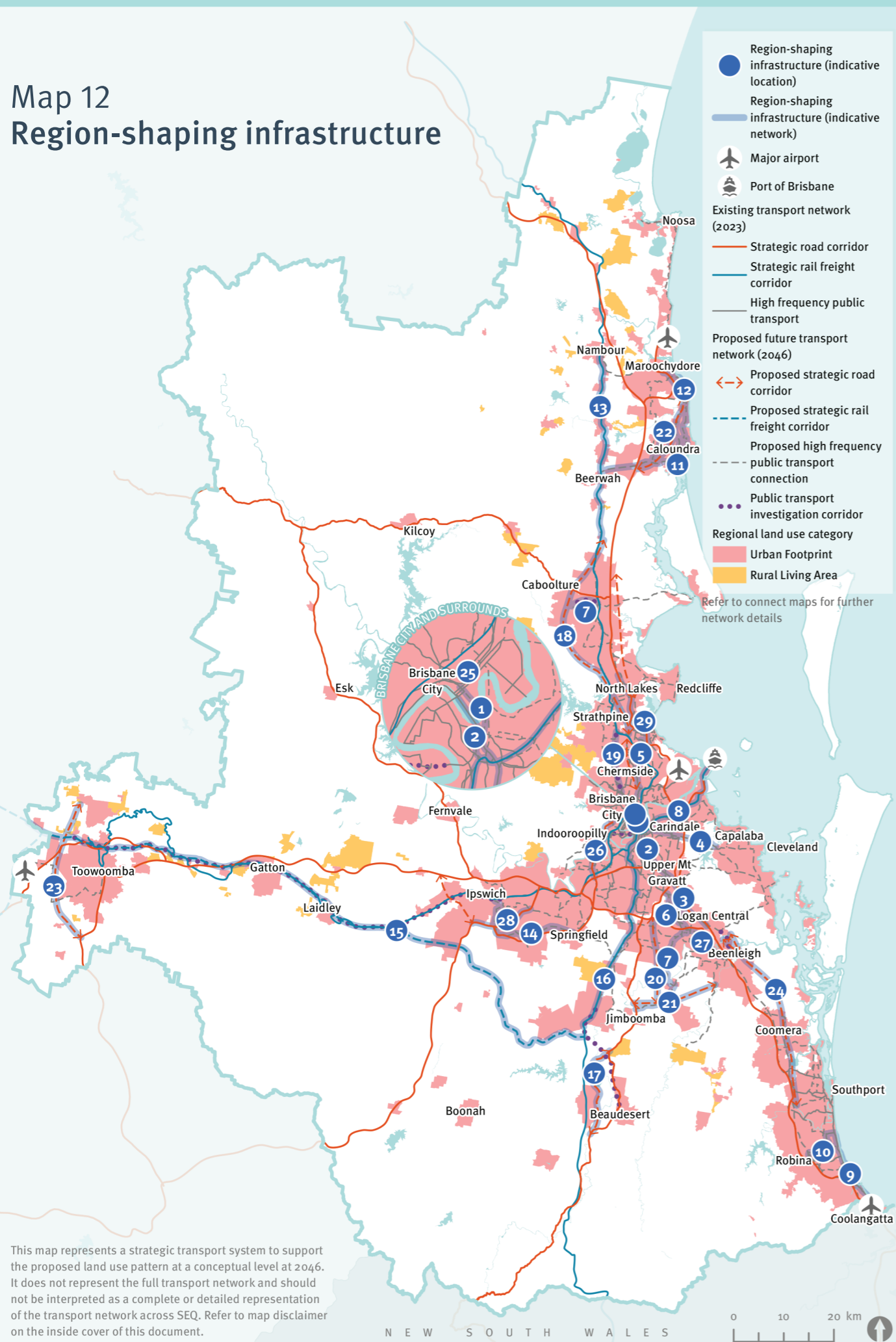
Personal mobility devices are often equipped with electric motors, making them eco-friendly alternatives. Their low carbon footprint and minimal environmental impact make them an attractive option for individuals looking to reduce their ecological footprint. Additionally, by incorporating universal design principles, personal mobility devices can also cater to a wide range of users, including seniors, people with disabilities, and those who may not have access to private vehicles.

As personal mobility devices continue to gain popularity in SEQ, it is crucial to establish regulations and infrastructure

that support their safe and responsible use. The recent increase in use of personal mobility services has created some safety issues as riders share a range of infrastructure with other users. The Personal Mobility Device Safety Action Plan released by TMR in 2022 sets a framework for addressing these safety issues. Creation of dedicated paths and charging stations, can further encourage the adoption of personal mobility devices and enhance their integration into the existing transport system in a safe manner.



# Map 12 Region-shaping infrastructure



This map represents a strategic transport system to support the proposed land use pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. Refer to map disclaimer on the inside cover of this document.

## Region-shaping infrastructure (RSI)

RSI is focused on strategically shaping the future trajectory of land use in SEQ. While *ShapingSEQ 2017* did not establish a set definition of RSI, there are considered to be four broad criteria:

- » fundamental to realisation of the land use pattern set in *ShapingSEQ*
- » fundamental to the movement of people to access employment and essential services as well as the movement of goods
- » has a significant funding requirement across multiple levels of government
- » is of regional economic significance.

RSI goes beyond addressing capacity and safety challenges, which are captured under TMR and local government portfolio planning and funding activities.

RSI is focused on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth, as well as supporting the establishment of new communities and encouraging better use of existing infrastructure as people shift to more sustainable transport modes.

### Progress since 2017

*ShapingSEQ 2017* identified infrastructure priorities that had capacity to shape SEQ in a way sought by the regional plan's

settlement pattern and other policies. In total, 17 priority RSI across the region were identified.

These projects were focused on supporting the necessary shift to mass transit of people by high-frequency public transport and efficient movement of freight.

Across the 17 priority RSI identified, 29 projects have been progressed since 2017. As shown in Table 11, the priority RSI have evolved since 2017 with projects progressing through planning and funding pathways toward delivery. All projects are identified in forward planning with a number under construction and two delivered – the Toowoomba Bypass and the Eastern Transitway Stage 1.

- |    |  |    |   |
|----|--|----|---|
| 1  | Cross River Rail   | 16 | Salisbury to Flagstone Passenger Rail   |
| 2  | Options for improved inner-city distribution (to complement Cross River Rail)  | 17 | Bromelton North–South Arterial Road   |
| 3  | South East Busway extension to Springwood  | 18 | North Brisbane–Bruce Highway Western Alternative                                      |
| 4  | Eastern Busway extension to Carindale and Capalaba   | 19 | Improved road and public transport connectivity between Inner Brisbane and Strathpine |
| 5  | Northern Busway extension to Bracken Ridge   | 20 | Park Ridge Connector  |
| 6  | Enhanced high-frequency public transport between Browns Plains and the South East Busway                                 | 21 | Improvements between Yarrabilba and the Mount Lindesay Highway                        |
| 7  | Provide frequent public transport services to planned major expansion growth areas: Waraba (Caboolture West), Yarrabilba | 22 | Kawana Motorway   |
| 8  | Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane  | 23 | Toowoomba North-South Transport Corridor  |
| 9  | Extension of light rail from Broadbeach to Coolangatta   | 24 | Coomera Connector   |
| 10 | New high-frequency public transport (Broadbeach via Bond University to Robina)   | 25 | Inner Brisbane walking initiative   |
| 11 | Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore)   | 26 | Centenary Motorway Upgrade (Toowong to Darra)   |
| 12 | Sunshine Coast Public Transport Project (Caloundra to Maroochydore CBD)  | 27 | Logan and Gold Coast Faster Rail  |
| 13 | Beerurrum to Nambour Rail Upgrade Project  | 28 | Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley                |
| 14 | Ipswich to Springfield Public Transport Corridor   | 29 | Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region     |
| 15 | The Melbourne to Brisbane Inland Rail  |    |   |

**Table 12**  
Priority region-shaping infrastructure – progress since 2017

Priority region-shaping infrastructure 2017	Related projects	Status in 2017	Status in 2023*	Relationship to regional policy
Cross River Rail	Cross River Rail	Strategic Planning	Under Construction	Significantly increases the regional rail network's capacity. Facilitates employment growth, delivers economic agglomeration benefits for the region, and supports residential consolidation and future rail links to planned expansion areas.
Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro and Gabba Metro integration	Brisbane Metro – University of Queensland to Royal Brisbane Women's Hospital	Strategic Planning	Under Construction	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential consolidation in Brisbane. Enhances growth and intensification of Capital City REC.
	Brisbane Metro – Eight Mile Plains to Roma Street	Strategic Planning	Under Construction	
South East Busway extension to Springwood (as busway or other priority corridor)	Pacific Motorway, Eight Mile Plains to Daisy Hill Upgrade	Strategic Planning	Under Construction	Supports increased dwelling densities and employment growth, e.g. around any new busway stations, centres and more accessible and efficient public transport. Busway extension to Springwood enhances growth and intensification of Pacific Motorway REC.
Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Eastern Transitway Stage 1 (bus priority works Carina to Carindale)	Strategic Planning	Complete (Stage 1)	
	Eastern Transitway Future Stages	Strategic Planning	Strategic Planning	
Northern Busway extension to Bracken Ridge (as busway or other priority corridor)	Northern Transitway, bus priority works	Strategic Planning	Strategic Planning	
Enhance the high-frequency public transport connection between Browns Plains and the South East Busway		Strategic Planning	Detailed Planning	

\*Under a summarised Project Assurance Framework (PAF) Level of Planning

Priority region-shaping infrastructure 2017	Related projects	Status in 2017	Status in 2023*	Relationship to regional policy
Provide frequent public transport services to planned major expansion growth areas: » Waraba (Caboolture West) » Yarrabilba		Strategic Planning	Strategic Planning	Supports increased take-up of planned expansion areas, including higher densities close to any planned stations.
Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane	Port of Brisbane, planning	Strategic Planning	Strategic Planning	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 RECs including: » Western Gateway REC » South western component of the Ipswich REC » South West Industrial Corridor REC » Yatala–Stapylton–Beenleigh REC.
Extension of light rail from Broadbeach to Coolangatta	Broadbeach to South Burleigh Heads (light rail stage 3)	Detailed Planning	Under Construction	Supports increased dwelling densities and employment growth, e.g. around any new light rail stations, and more accessible and efficient public transport.
	South Burleigh Heads to Coolangatta (light rail stage 4)	Strategic Planning	Detailed Planning	
New high-frequency public transport connection linking Broadbeach via Bond University to Robina	High frequency corridor Broadbeach to Robina	Strategic Planning	Strategic Planning	
High frequency public transport services from Maroochydhore to Caloundra to Beerwah	Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydhore)	Strategic Planning	Detailed Planning	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 expansion areas, including higher densities close to any planned stations.
	Sunshine Coast Public Transport Project (Caloundra to Maroochydhore CBD)	Strategic Planning	Detailed Planning	

Priority region-shaping infrastructure 2017	Related projects	Status in 2017	Status in 2023*	Relationship to regional policy
Beerburum to Nambour Rail Upgrade Project	Stage 1	Detailed Planning	Under Construction	Relieve pressure on the strategic road network and will improve freight efficiency.
	Future Stages	Detailed Planning	Detailed Planning	
Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)	Ipswich To Springfield Public Transport Corridor	Strategic Planning	Detailed Planning	Supports increased take-up of <i>expansion</i> areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway.
Toowoomba Second Range Crossing	Toowoomba Bypass	Detailed Planning	Complete	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.
The Melbourne to Brisbane Inland Rail	Melbourne to Brisbane Inland Rail	Strategic Planning	Detailed Planning	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.
Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Salisbury to Beaudesert Passenger Rail	Strategic Planning	Detailed Planning	Supports increased take-up of planned expansion growth, including higher densities close to any planned stations.
Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Mount Lindesay Highway Deviation – Bromelton North-South Arterial Road	Strategic Planning	Strategic Planning	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.

\*Under a summarised Project Assurance Framework (PAF) Level of Planning

## With the evolution of the land use pattern for SEQ through to 2046 several new priority RSI have been identified to better align with the preferred land use pattern in the draft ShapingSEQ 2023 Update.

These priority RSI are not intended to present a definitive list of all transport infrastructure require to support growth to 2046 and instead represent transport projects that meet the broad criteria outlined earlier in this Connect theme. The new priority RSI are outlined in Table 13 and complement the priority RSI identified in 2017 that have not yet been completed.

The projects identified focus on the efficient and sustainable movement of people and goods, prioritising projects that enhance access to RECs, MEIAs and high amenity areas. The new priority RSI are grouped into projects that will deliver additional capacity on existing infrastructure

to make the most of our existing transport system and better use our established assets as well as those that will provide new connections to support an efficient and sustainable transport system in SEQ.

The identified priority region-shaping infrastructure is not intended to be an exhaustive list of all transport infrastructure required to support growth. It is acknowledged that projects such as works on the Ipswich Motorway, Brisbane Valley Highway and Warrego Highway will address safety concerns and capacity constraints to support efficient movement on the transport system, however these projects will not directly influence

the land use pattern and are more appropriately carried through the SEQ RTPs and funding programs such as the Queensland Transport and Roads Investment Program.

As with the 2017 *ShapingSEQ*, the priority region-shaping infrastructure captured below are fundamental to realisation of the land use pattern set in the draft ShapingSEQ 2023 Update and the movement of people and goods – they are of regional economic significance and will require considerable investment supported by funding arrangements across multiple levels of government.

**Table 13**  
Priority region-shaping infrastructure – 2023 update

Infrastructure priority	Relationship to regional policy	Status*
<b>New connections</b>		
North Brisbane–Bruce Highway Western Alternative	Supports increased take-up of planned expansion area – Waraba (Caboolture West). Provides for multi-modal outcomes aiding in delivery of active transport and public transport outcomes.	Strategic Planning
Improved road and public transport connectivity between Inner Brisbane and Strathpine	Provides for additional connectivity in Brisbane’s arterial network. Supports increased dwelling densities and employment growth and more accessible and efficient public transport.	Strategic Planning
Park Ridge Connector	Provides connection between the Park Ridge MEIA and the strategic road freight network. Supports increased take-up of land in Park Ridge MEIA.	Strategic Planning
Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)	Supports increased take-up of planned expansion areas, including higher densities close to any planned public transport stops.	Strategic Planning
Kawana Motorway	Provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport.	Detailed Planning

Infrastructure priority	Relationship to regional policy	Status*
Toowoomba North-South Transport Corridor	Provides for connectivity between key growth areas and supports an orbital road network to remove pressure on Toowoomba city road network.	Strategic Planning
Coomera Connector	Provides a connection that will relieve pressure on the Pacific Motorway and facilitate improved local traffic movement, including opportunities for public transport services. Supports growth in the northern Gold Coast corridor.	Stage 1 – Under Construction
	Provides a connection that will relieve pressure on the Pacific Motorway and facilitate improved local traffic movement including opportunities for public transport services.	Stage 2 – Strategic Planning
<b>Capacity improvements</b>		
Inner Brisbane walking initiative	Provides for mass movement by walking/rolling in inner Brisbane between key entertainment precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.	Strategic Planning
Centenary Motorway Upgrade (Toowong to Darra)	Supports increased take-up of Ripley Valley and growth areas in the western corridor. Supports more efficient movement of freight between and around the South West Industrial Corridor REC and Springfield REC.	Strategic Planning
Logan and Gold Coast Faster Rail	Provides additional capacity, station and signalling improvements to support increased train service frequency on the Beenleigh and Gold Coast lines.	Detailed Planning
Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley	Supports increased take-up of Ripley Valley and growth areas in the western corridor. Supports more efficient movement of freight between and around the South West Industrial Corridor REC, Springfield REC and Ipswich REC – particularly the Ebenezer MEIA.	Strategic Planning
Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region	Provides for additional capacity and improves safety and network efficiency. Will help to reduce peak hour congestion and overall travel time.	Detailed Planning

\*Under a summarised Project Assurance Framework (PAF) Level of Planning

## City Deal

The SEQ City Deal Implementation Plan was released in July 2023 and provides a framework for how the SEQ City Deal will be delivered with key milestones and funding arrangements. The Implementation Plan provides detail on how all commitments in the SEQ City Deal will support high-quality connectivity and community infrastructure to create a sustainable region that is connected locally and competing globally.

The Implementation Plan enables key projects from the SEQ City Deal to progress to their next phases. These include (but is not limited to) the following infrastructure projects relevant to the draft ShapingSEQ 2023 Update:

- » Ipswich to Springfield Public Transport Corridor Options Analysis
- » Bromelton SDA Business Case

- » Waraba (Caboolture West)
- » Planning for Future Region-Shaping Infrastructure
- » Brisbane Metro – Woolloongabba Station.

The Implementation Plan will deliver important infrastructure aimed at enhancing liveability of growing communities across SEQ through eligible local government initiatives.



Dutton Park, Brisbane. Supplied by Brisbane City Council

# Sustain

**SEQ is one of the most biodiverse regions in the world, containing a wide range of values, including biodiversity, rural production, natural economic resources, scenic amenity, cultural heritage and regional landscapes and outdoor recreation. Access to such a varied natural environment in proximity to major urban areas is highly valued by SEQ residents and is a key attractor for domestic and international tourism.**

SEQ's communities depend on their natural assets and regional landscapes to support their lifestyles. Further cultural heritage landscapes provide present and future generations of First Nations peoples with a sense of identity and connection to Country.

The draft ShapingSEQ 2023 Update recognises the need to identify, protect and manage these values, including re-connecting wildlife habitat corridors across the landscape to ensure they continue to contribute to the region's liveability, health and economy. Traditional Owners in SEQ also have an important role to play in sustainable management of the region's cultural heritage landscapes.

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 and creates environments in which pests and diseases can more easily spread.

Koalas are an iconic species that require strong action from government, industry and the community to ensure their long-term survival.

The *SEQ Koala Conservation Strategy 2020–2025* provides the strongest koala protections in Queensland through amending the state planning framework. The strategy includes an action to align ShapingSEQ to reflect its conservation goals, mapping and regulations. The draft ShapingSEQ 2023 Update integrates the new koala mapping and includes amended strategies that reflect the *SEQ Koala Conservation Strategy 2020–2025*.

Climate change has also increased pressure on the health of SEQ's natural assets and has increased the frequency and intensity of natural disasters affecting communities and the economy. In 2030, under a high emissions scenario, the climate of Brisbane will be more like the current climate of Bundaberg<sup>11</sup>.

Natural hazards (including the impacts of climate change) present ongoing risks to our natural and built environments. The Queensland 2021/22 State Disaster Risk Report prepared by Queensland Fire and Emergency Services (QFES) highlights that riverine flooding is the primary natural hazard of concern for SEQ, followed by thunderstorm as a secondary priority.

Other natural hazards of concern include bushfire and heatwave. The region has lived experience of the significant impacts of such hazards over the past five years, including the 2022 floods.

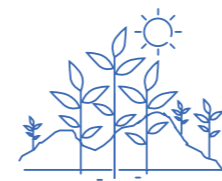
The compounding stresses of natural hazard risk and climate change include insurance affordability and financing ability, as well as longer term impacts of repeat events impacting investor confidence and socioeconomic wellbeing.

ShapingSEQ plays an important role in ensuring safe, sustainable and resilient communities to ensure future generations enjoy a high-quality of life. With SEQ being one of the most biodiverse and liveable regions in Australia, maintaining its ecological integrity can enhance ecological and social sustainability, and improve the benefits of ecosystem services for the wider community.

Koala habitat areas cover

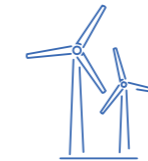
## 713,000 ha

of SEQ






› Over **331,000** hectares of protected koala priority areas

› State target of **70%** renewable energy by 2032



Climate change projections:

- › significant increase in number of hot days for all seasons 
- › lower than average temperature increases 
- › significantly lower spring and autumn rainfall but significantly higher summer and winter rainfall
- › significantly lower than average Forest Fire Danger Index (FFDI) through to 2056–66 though rising relative to earlier decades
- › significant impacts of sea level rise on coastal areas. 

<sup>11</sup> Queensland Government (2019) 'Climate change in the South East Queensland region' Department of Environment and Science. <https://www.qld.gov.au/environment/climate/climate-change/resources/science>

## Resilient Homes Fund – biggest ever climate adaptation fund

The Resilient Homes Fund is a two-year program set up by the Queensland and Australian Governments to help Queenslanders across 39 local government areas whose homes were impacted by the 2021–2022 floods.

The \$741 million fund is available to eligible flood-impacted homeowners across three programs:

- » **Resilient Retrofit program:** funding to repair (enhance resilience) or retrofit homes
- » **Home Raising program:** funding to raise homes
- » **Voluntary Home Buy-Back program:** funding to buy-back homes that were most severely impacted and are at the greatest risk of future flooding.

The Resilient Retrofit and Home Raising programs support resilient design and mitigation of flood risk. The Voluntary Home Buy-Back program seeks to avoid future flood risk to life, personal safety and property. Once an eligible home has been purchased, the house and land become the property of the relevant council, all buildings are demolished/removed, and the land is rezoned in the local planning scheme for non-habitable uses.

## Recent disaster events in SEQ

Since 2017, there has been several significant natural events that have, and continue to impact SEQ. In February 2022, the region faced flooding throughout its river and creek catchments not seen at such a scale since the devastating summer of 2011. In May, there was further unseasonable rain and more flooding, with many communities impacted again. The damage was widespread, with Queensland facing one of the biggest recovery operations in its history, spanning 39 of Queensland's 77 local government areas.

The 2022 rainfall and flood event is estimated to have cost \$7.7 billion in social, financial and economic impacts, with public infrastructure damage of \$492 million and residential, commercial and environmental clean-up costs of \$42 million<sup>12</sup>.

The total cost of the flood event represents 2.75 per cent of SEQ's estimated 2022 gross regional product of \$279.79 billion<sup>13</sup>.

According to estimates, 18,000 homes were affected – a little over 1 per cent of the total housing stock in SEQ.

This means around 1 in every 100 homes was impacted, which may have further contributed to our housing shortage in the past year.

The event resulted in \$2 billion in insured and uninsured losses to residential and commercial premises – with a little over 30 per cent of this uninsured. Non-insurance and under insurance of properties is emerging as a key issue for land use planning across Queensland.

The 2022 flood event came not long after the Halloween Hailstorm of 31 October 2020, which

impacted widely across SEQ. Thousands of homes across the suburbs of Springfield, Springfield Lakes, Rosewood, Thagoona and Willowbank in Ipswich in particular suffered extensive roof damage, resulting in collapsed internal ceilings and major water damage to internal structures as well as home contents<sup>14</sup>. The storm resulted in \$1.05 billion in insured losses from around 42,000 claims. Tiled roofs were particularly susceptible to hail damage.

The 2019 bushfires event that occurred from September to December 2019 was catastrophic. Raging bushfires broke out across SEQ from the Noosa and Sunshine Coast LGAs in the north (including in the highly suburban area of Peregian) in early September, to the Scenic Rim and the Lamington National Park in the south, and over the ensuing weeks advanced into other SEQ Council areas like Lockyer Valley, Toowoomba, Redland, and Gold Coast – eventually impacting 42 LGAs across Queensland. This was preceded by a very challenging few years of drought for much of Queensland, which exacerbated conditions.

49 homes were destroyed (primarily in SEQ/southern Queensland), with around 7.7 million hectares of country burnt across the state – 4 per cent of Queensland's land mass.

# 1/100

houses affected by the recent QLD flooding event



## Elements and strategies

Elements	Strategies
<p><b>Element 1 First Nations peoples</b></p> <p>First Nations peoples are engaged and their culture is respected and reflected in planning for the region</p>	<ol style="list-style-type: none"> <li>1.1 Recognise First Nation communities through outcomes like Native Title are active participants in land use planning processes to reflect their self determined economic, cultural and social outcomes.</li> <li>1.2 Empower First Nations communities by recognising their rights, knowledge, and interests in land and resource management, and actively involve First Nations communities in decision-making processes.</li> <li>1.3 Develop a First Nations Engagement Framework that engages Traditional Owners and or First Nations stakeholders to enable their cultural knowledge and connection to land and seascapes to be included in planning processes and outcomes.</li> <li>1.4 Foster a collaborative environment where First Nations communities and government agencies can work together on co-designing policies, plans and strategies.</li> <li>1.5 Develop a new SEQ Traditional Owner Cultural Resource Management Plan.</li> </ol>
<p><b>Element 2 Biodiversity</b></p> <p>The regional biodiversity network is protected and enhanced to support the natural environment and contribute to a sustainable region</p>	<ol style="list-style-type: none"> <li>2.1 Maintain and enhance the value and connectivity of regional biodiversity corridors, and identify opportunities for regeneration of new corridors, to maximise biodiversity conservation outcomes (Map 15, Table 14).</li> <li>2.2 Avoid fragmentation of regional biodiversity corridors and rehabilitate degraded areas to maintain habitat and support fauna movement.</li> <li>2.3 Protect, restore, and manage regional biodiversity values and the ecological processes that support them from inappropriate development.</li> <li>2.4 Focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network.</li> </ol>
<p><b>Element 3 Koala conservation</b></p> <p>A network of interconnected koala habitat is maintained to sustain SEQ's koala population over the long-term</p>	<ol style="list-style-type: none"> <li>3.1 Protect and connect koala habitat, particularly within and between koala priority areas to support viable koala populations that are distributed widely across SEQ in rural, rural residential and urban landscapes.</li> <li>3.2 Plan development and infrastructure to avoid koala habitat areas, in particular those within koala priority areas, and ensure habitat connectivity for long term viable populations.</li> <li>3.3 Coordinate planning and focus management and investment programs, to maintain and enhance the extent and quality of koala habitat for the viability and abundance of koalas across the region.</li> </ol>

<sup>12</sup>Deloitte Access Economics Pty Ltd, 'The Social, financial and economic costs of the 2022 South East Queensland Rainfall and Flood Event' Deloitte Access Economics Pty Ltd, 2022. [https://www.qra.qld.gov.au/2021-22-Southern-Queensland-Floods#Deloitte-independent-report-estimates-\\$7.7-billion-cost-from-floods](https://www.qra.qld.gov.au/2021-22-Southern-Queensland-Floods#Deloitte-independent-report-estimates-$7.7-billion-cost-from-floods)

<sup>13</sup>iD Consulting, 'South East Queensland Economic Profile 2022', idcommunity website, 2022. <https://economy.id.com.au/comseq/gross-regional-product>

<sup>14</sup>Ipswich City Council, Halloween Hailstorm One Year On 2021 [media release], Ipswich City Council, 25 October 2021. [https://www.ipswich.qld.gov.au/about\\_council/media/media-releases/articles/2021/halloween-hailstorm-one-year-on](https://www.ipswich.qld.gov.au/about_council/media/media-releases/articles/2021/halloween-hailstorm-one-year-on)



Elements	Strategies
<p><b>Element 4 Regional landscapes</b></p> <p>Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region</p>	<p>4.1 Protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character (Map 17, Table 15).</p> <p>4.2 Protect regional scenic amenity areas from development that would compromise their value (Map 17, Table 15).</p> <p>4.3 Protect and enhance the regional greenspace network, including through innovative approaches, to meet the recreational and outdoor needs of the community (Map 17, Table 15).</p>
<p><b>Element 5 Water sensitive communities</b></p> <p>Water management in SEQ will use best practice and innovative approaches in urban, rural and natural areas to enhance and protect the health of waterways, wetlands, coast and bays</p>	<p>5.1 Protect and sustainably manage the region's catchments, through a coordinated approach to catchment management under the Resilient Rivers Initiative and ensure urban land development and its construction protects 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.</p> <p>5.2 Support water sensitive urban design principles in planning and innovation in catchment wide water management (such as total water cycle management planning) that increases the efficient use of water(including stormwater and wastewater), security of supply, addresses climate change and manages impacts on waterways and Moreton Bay.</p>
<p><b>Element 6 Natural economic resources</b></p> <p>The region's natural economic resources are managed sustainably and efficiently to meet the needs of existing and future communities</p>	<p>6.1 Conserve agricultural areas, including those which provide communities with an affordable supply of fresh food, food security and export earning potential (Map 18, Table 16).</p> <p>6.2 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 18, Table 16).</p> <p>6.3 Protect and enhance the region's native and plantation forests in the RLRPA.</p> <p>6.4 Protect, enhance and sustainably manage waterways and fish habitats to sustain fish stock levels and maximise fisheries production for the ongoing benefit of the environment and community.</p> <p>6.5 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.</p>

Elements	Strategies
<p><b>Element 7 Climate change</b></p> <p>Greenhouse gas emissions are minimised, and the unavoidable impacts of climate change are managed to protect and enhance the safety and resilience of communities and the natural environment</p>	<p>7.1 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.</p> <p>7.2 Incorporate affordable renewable energy, low emissions technology, energy efficiency and zero waste/circular economy measures into the design, planning and development of communities, buildings and transport systems and facilitate the uptake of relevant certifications and ratings.</p> <p>7.3 Support local strategies that contribute to the region's transition to a low carbon future and that implement effective climate change adaptation measures.</p> <p>7.4 Enhance the resilience and capacity of natural assets to adapt to climate change impacts including chronic stress and extreme weather events.</p> <p>7.5 Identify and manage the physical and transition climate change risks through planning and development including through incorporation of nature-based solutions, for example, to buffer people, infrastructure and biodiversity from the impact of extreme events.</p> <p>7.6 Queensland Government to lead by example in minimising emissions in line with the Paris Agreement and offsetting more than 100 per cent of any remaining emissions, including low carbon, circular and sustainable procurement.</p> <p>7.7 Investigate adopting a preferred Representative Concentration Pathway (RCP) or Shared Socioeconomic Pathway (SSP) to guide consistent identification of risk and climate mitigation, disaster risk reduction, and adaptation efforts in settlement planning and built form/urban design.</p>
<p><b>Element 8 Resilience</b></p> <p>Climate and natural hazard risk avoidance, reduction and adaptation are core drivers of the region's sustainable settlement pattern and resilient built form needed to maintain our future capacity to cope and prosper</p>	<p>8.1 Continue to deliver on actions relevant to land use planning identified by natural hazard risk management plans and strategies, including delivering on the Resilience policy maturity framework (Figure 9).</p> <p>8.2 Identify 'no-go' future development areas in accordance with the avoidance principles of the SPP.</p> <p>8.3 Identify existing urban areas subject to intolerable risk for further investigation for feasible mitigation alternatives with a view to support transition of existing uses over time.</p> <p>8.4 Ensure PFGAs achieve an acceptable level of risk primarily through avoidance of risk in preference to mitigation.</p> <p>8.5 Ensure strategic infill sites subject to natural hazard risk are only considered where they can achieve a tolerable (or preferably acceptable) level of risk in conjunction with settlement scale mitigation that account for future climate.</p> <p>8.6 Incorporate heatwave and urban heat considerations in SEQ settlement planning and urban design, including increasing tree canopy coverage within centres and residential areas to achieve a minimum of 15 per cent in the Capital city centre, 25 per cent in urban residential and light commercial and 50 per cent in suburban residential areas.</p>

## Actions for state government First Nations peoples

DSDILGP to partner with First Nations representatives and engage with agencies and local governments to develop new Living on Country planning policy and practice guidance which provides clear requirements for local governments about land use

policy application, particularly where local plan-making and development assessment need to facilitate realisation of Native Title and Indigenous Land Use Agreements (ILUAs).

## First Nations peoples

**SEQ is home to a diverse range of First Nations peoples who hold deep connections to their ancestral lands and waters.**

These communities play a critical role in protecting, managing, and enhancing the region's natural and cultural resources. Through Native Title outcomes, First Nations people are now co-managers of Protected Area Estates, implementing township fire management plans, co-managing township master planning processes, and leading World Heritage tentative listing over Moreton Bay. There is an urgent need for a more structured and cohesive approach to involving First Nations peoples in critical planning and policy decision-making processes.

The Queensland Government is undertaking significant legislative, policy and program reform to reframe and strengthen the relationship between Queensland's First Nations peoples and the wider community. First Nations peoples rights, interests and aspirations relating to land use planning will be reflected through the development and ongoing delivery of the draft ShapingSEQ 2023 Update, providing Aboriginal and Torres Strait Islander people a partnership interface for advice, and shared decision-making for SEQ.

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.

The development of *ShapingSEQ* 2017, its content and implementation program, were informed by workshops by DSDILGP with Traditional Owners and reflected elements contained within the SEQ Traditional Owner Cultural Resource Management Plan, a self-determined plan developed by SEQ Traditional Owners in 2008.

The draft ShapingSEQ 2023 Update recognises both Traditional Owners and historical and contemporary Aboriginal and Torres Strait Islander residents as important stakeholders with differing needs and aspirations. This acknowledgement will be advanced in the ShapingSEQ 2023 Update by:

- » First Nations people assisting in drafting the ShapingSEQ 2023 Update
- » First Nations people will be engaged in identifying sub-regional priorities
- » First Nations people will be appropriately represented in the governance and decision-making framework for the ShapingSEQ 2023 Update to ensure their voices are heard
- » ensuring key Indigenous design principles and designing for Country are recognised and embraced in the ShapingSEQ 2023 Update
- » developing a First Nations peoples engagement framework to assist in the final version of the ShapingSEQ 2023 Update to ensure ongoing engagement with First Nations peoples in the coordination, planning, monitoring and review of the ShapingSEQ 2023 Update.

This includes:

- » engaging collaboratively with Native Title Prescribed Body Corporates (PBCs) and Indigenous Protected Area estate managers to integrate their collective and individual aspirations into the ShapingSEQ 2023 Update
- » engaging collaboratively with Aboriginal and Torres Strait Islander people living in SEQ
- » engaging with other relevant First Nations organisations, industry and representatives across a number of relevant sectors (e.g. cultural heritage, health and wellbeing, community services, facilities, housing) for the ShapingSEQ 2023 Update.


First Nations peoples are integral to shaping our cities and this will be advanced through a commitment to engage and create partnership networks as part of the implementation of the ShapingSEQ 2023 Update. Incorporating Indigenous design principles and designing for Country will ensure storytelling, functionality and sustainability are embedded in our future growth. The ShapingSEQ 2023 Update will not only be setting the framework for growth for the region but will capitalise on the opportunity to acknowledge our first peoples who have planned and managed Country for millennia in a sustainable way.

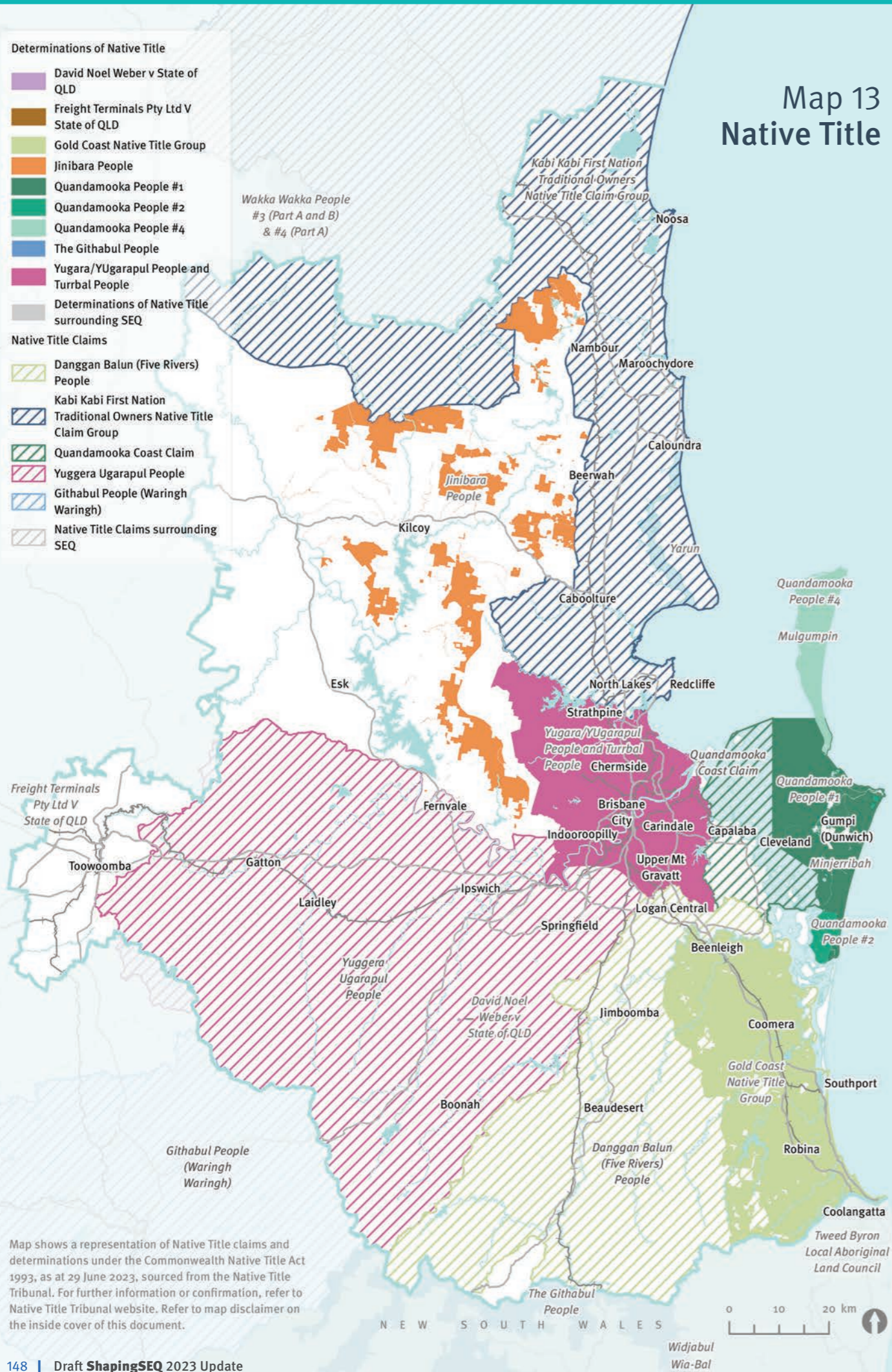
# Map 13 Native Title

### Determinations of Native Title

-  David Noel Weber v State of QLD
-  Freight Terminals Pty Ltd v State of QLD
-  Gold Coast Native Title Group
-  Jinibara People
-  Quandamooka People #1
-  Quandamooka People #2
-  Quandamooka People #4
-  The Githabul People
-  Yugara/Yugarapul People and Turrbal People
-  Determinations of Native Title surrounding SEQ

### Native Title Claims

-  Danggan Balun (Five Rivers) People
-  Kabi Kabi First Nation Traditional Owners Native Title Claim Group
-  Quandamooka Coast Claim
-  Yuggera Ugarapul People
-  Githabul People (Waringh Waringh)
-  Native Title Claims surrounding SEQ



Map shows a representation of Native Title claims and determinations under the Commonwealth Native Title Act 1993, as at 29 June 2023, sourced from the Native Title Tribunal. For further information or confirmation, refer to Native Title Tribunal website. Refer to map disclaimer on the inside cover of this document.

NEW SOUTH WALES



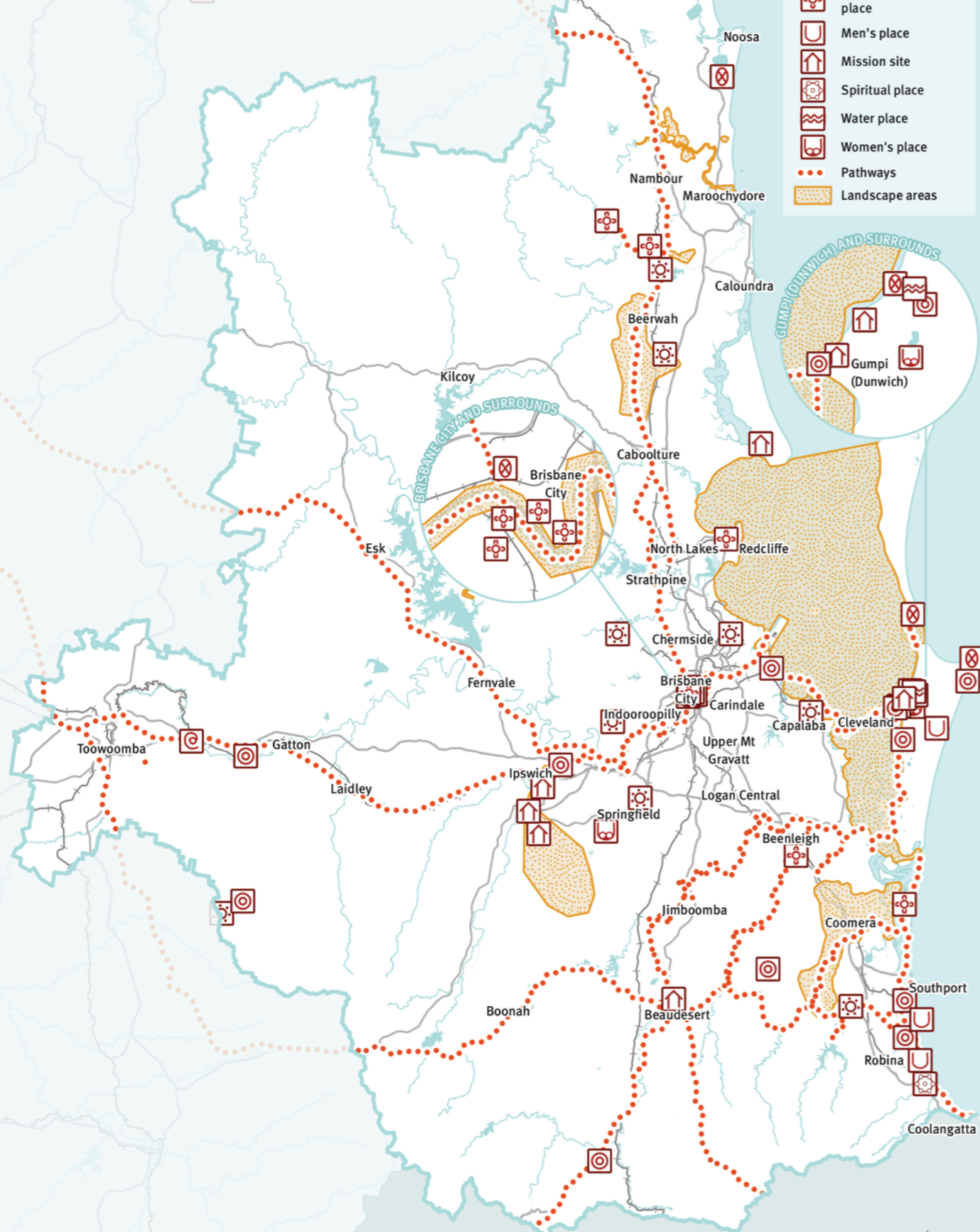
Widjabal Wia-Bal



Gooolahra Falls, Gold Coast. Supplied by City of Gold Coast

# Map 14 Sustain – Indigenous landscape values

- Indigenous landscape values
- Battle place
  - Ceremonial place
  - Habitation site
  - Healing site
  - Meeting keeping place
  - Men's place
  - Mission site
  - Spiritual place
  - Water place
  - Women's place
  - Pathways
  - Landscape areas



## Indigenous landscape values

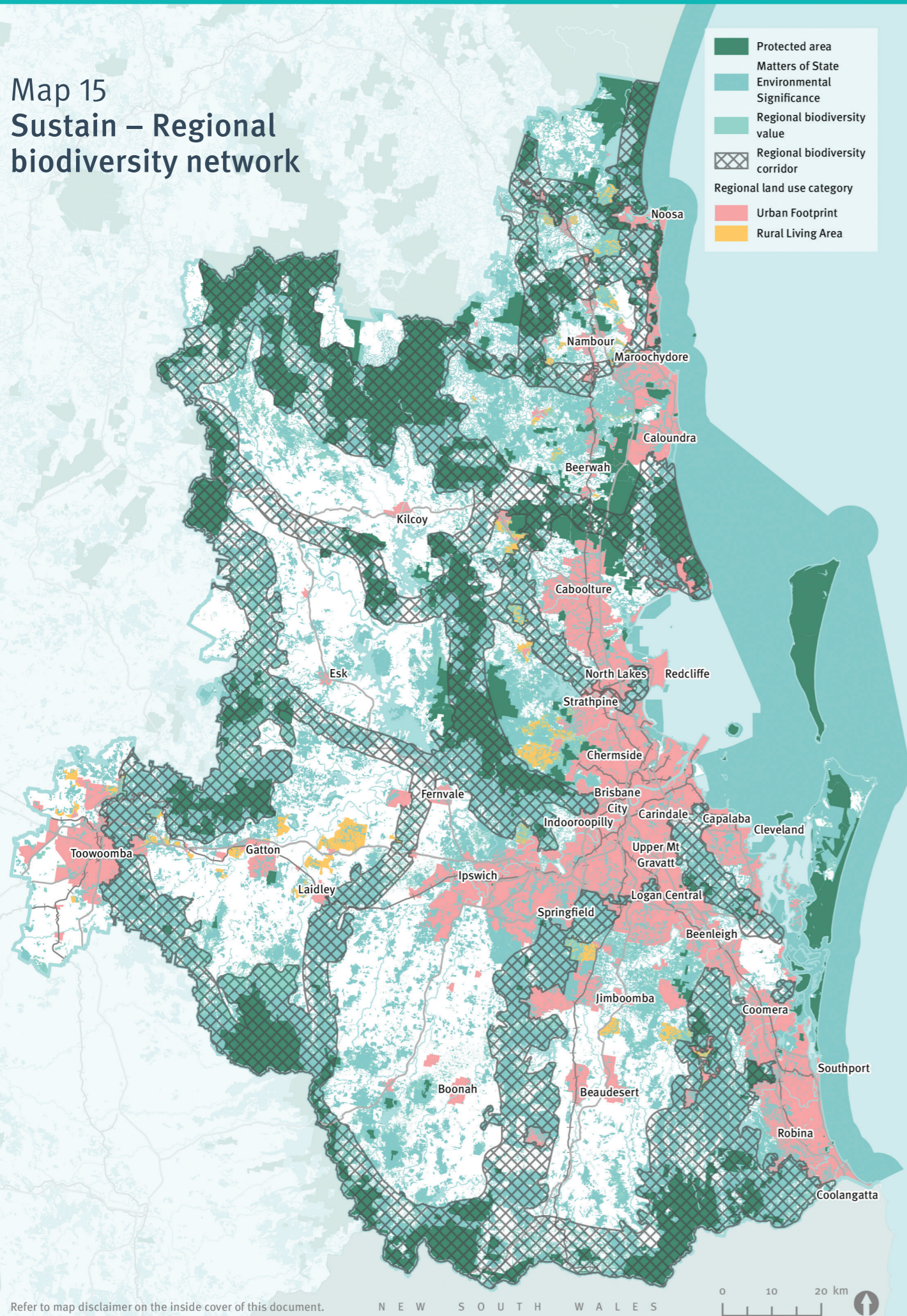
**Indigenous landscape values include landscape areas that hold cultural, spiritual and environmental significance for Indigenous peoples and Traditional Owners.**

They include 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 are to be identified and managed in consultation with appropriate Traditional Owners and through the Cultural Heritage Database ([www.datsip.qld.gov.au](http://www.datsip.qld.gov.au)). Landscapes that contain these elements are often overlapped by contemporary non-Indigenous (European) landscape planning or require additional consideration.

Refer to map disclaimer on the inside cover of this document.

# Map 15 Sustain – Regional biodiversity network



## Biodiversity

The regional biodiversity network map identifies 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 components identified in Table 14.

**Table 14**  
Regional biodiversity network

Landscape area or natural asset	Definition
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"> <li>» large tracts of vegetation</li> <li>» aquatic connectivity</li> <li>» areas of species richness and diversity</li> <li>» areas of ecosystem representation and uniqueness</li> <li>» climate adaptation zones and refugia.</li> </ul> These values (further defined on page 155) 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.
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.

Landscape area or natural asset	Definition
<b>Koala habitat</b>	<p>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, are identified through koala habitat mapping prepared as part of the SEQ Koala Conservation Strategy.</p> <p>A koala priority area and a koala habitat area is an area shown on the Koala Conservation Plan Map that the chief executive of the <i>Nature Conservation Act 1992</i> has determined under the <i>Nature Conservation (Koala) Conservation Plan 2017</i> to be a koala habitat area due to the combination of biophysical measures and suitable vegetation of the area.</p>
<b>Large tracts of vegetation</b>	<p>Large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region's ongoing biodiversity.</p> <p><b>Benefits:</b> Large viable areas of vegetation sustain viable populations of native flora and fauna and buffer the region from extreme events and the impacts of climate change.</p>
<b>Terrestrial connectivity</b>	<p>Vegetation that connects and allows for the biological interaction between large intact areas.</p> <p><b>Benefits:</b> 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>
<b>Areas of high species richness and diversity</b>	<p>Areas that support a broad range and large populations of the region's species.</p> <p><b>Benefits:</b> Maintenance of unique ecological and often highly biodiverse environments.</p>
<b>Areas of ecosystem representation and uniqueness</b>	<p>Areas that support a broad representation of the region's ecosystems, all with their own different set of functions that contribute to overall regional biodiversity.</p> <p><b>Benefits:</b> Resilience and economic opportunities for tourism and pharmaceutical and other industries.</p>
<b>Climate adaptation zones and refugia</b>	<p>Large tracts and corridors that contain refugia, i.e. areas in the landscape buffered from extreme weather by features such as dense leaf cover, hills and gullies, and permanent water bodies.</p> <p><b>Benefits:</b> Enhanced resilience and capacity to adapt to climate change impacts.</p>
<b>Aquatic connectivity</b>	<p>Aquatic areas that have appropriate connectivity between other wetlands.</p> <p><b>Benefits:</b> Habitat, refugia, water purification and groundwater recharge for the environment and other uses such as agriculture.</p>

## Bioregional planning

The Australian and Queensland governments are working together on the development of bioregional plans to help protect, restore and manage the environment in three initial areas of Queensland, including urban development in SEQ. A landmark memorandum

of understanding (MoU) between the Australian and Queensland governments was signed on 8 December 2022 to guide this work. Bioregional plans will better protect areas that matter for the environment and allow for faster development decisions under

the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), including addressing cumulative impacts. In SEQ, bioregional planning will focus on urban development in future growth areas.

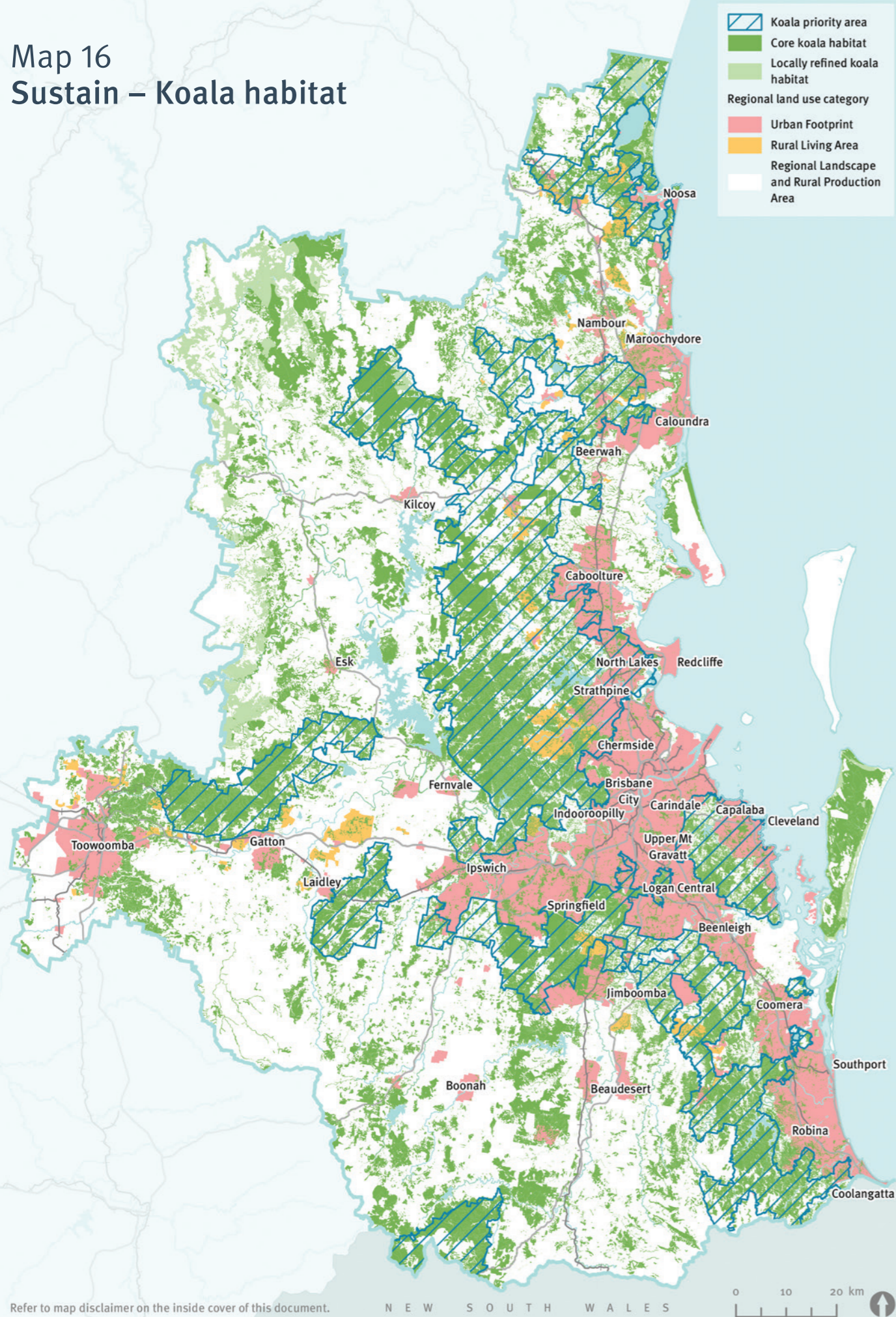
### Actions for state government Bioregional planning

Department of Environment and Science (DES) to work with the DSDILGP to develop bioregional plans for PFGAs in SEQ.



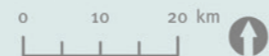
Wivenhoe Hill Trails. Supplied by Somerset Regional Council

# Map 16 Sustain – Koala habitat



Refer to map disclaimer on the inside cover of this document.

NEW SOUTH WALES



## Koalas

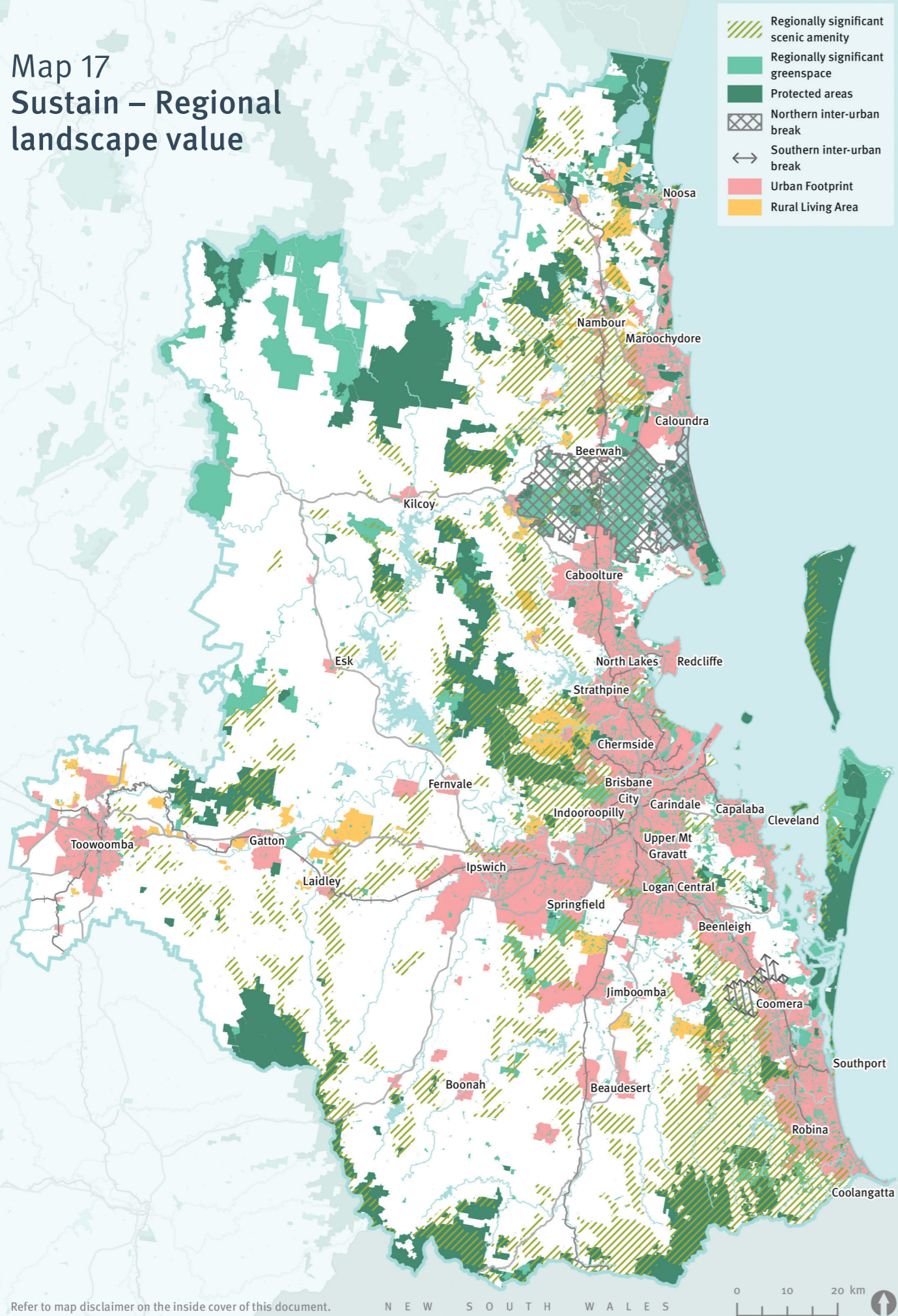
The Queensland government is undertaking a Post Implementation Review (PIR) to evaluate whether the 2020 koala regulations will provide strong and effective protection for SEQ's koala habitat in the long term. Complex exemptions and data limitations have been identified as areas of concern.

Options for improvement are being developed in consultation with community, industry and government and will include regulatory and non-regulatory amendments to the koala protection framework that facilitate continued regulatory best practice.



Karawatha Forest Park, Brisbane. Supplied by Brisbane City Council

# Map 17 Sustain – Regional landscape value



## Regional landscapes

Regional landscapes refer to areas with the highest confluence of multiple regional landscape values and ecosystem services (refer Table 15). Benefits include concentration of multiple landscape values, functions, ecosystem services and community benefits.

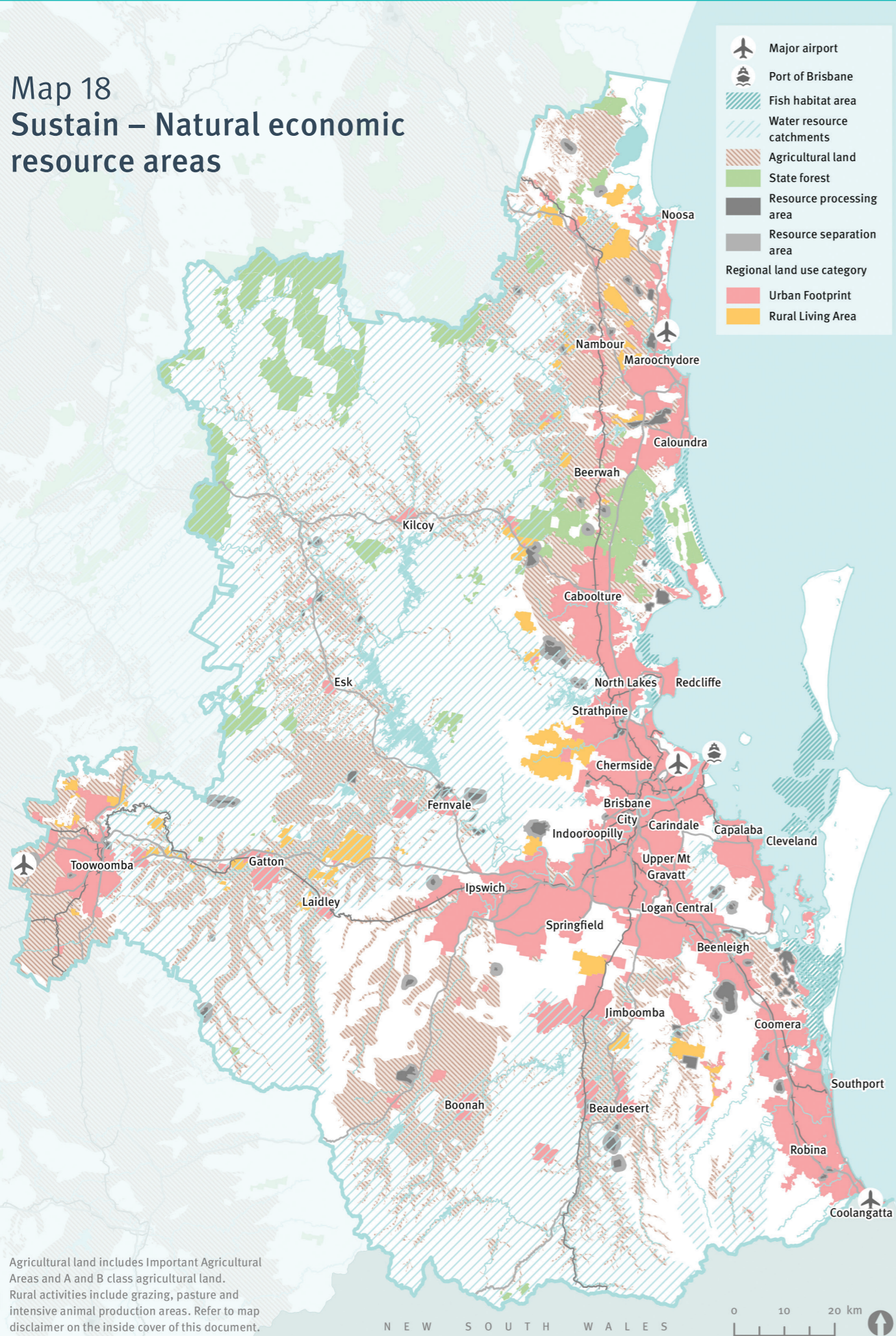
Table 15  
Regional landscape values

Landscape area or natural asset	Definition
Scenic amenity areas	Landscape areas identified by the SEQ regional amenity methodology as having scenic amenity value. <b>Benefits:</b> Physical and mental health and wellbeing, tourism, sense of place and community cohesion.
Inter-urban breaks	Non-urban areas that differentiate major urban development areas. <b>Benefits:</b> 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.
Places of cultural heritage significance	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 <a href="http://www.qld.gov.au/environment/land/heritage/register">www.qld.gov.au/environment/land/heritage/register</a> .
Regional greenspace network	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. <b>Benefits:</b> Improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction, increased employment and liveability.

Refer to map disclaimer on the inside cover of this document.



# Map 18 Sustain – Natural economic resource areas



Agricultural land includes Important Agricultural Areas and A and B class agricultural land. Rural activities include grazing, pasture and intensive animal production areas. Refer to map disclaimer on the inside cover of this document.

## Natural economic resources

Natural economic resource areas include landscape areas that support agriculture, rural industries, forestry, fisheries, extractive resources, minerals and water supply as defined in Table 16.

Table 16  
Natural economic resource areas

Landscape area or natural asset	Definition
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> .
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.

## Climate change

Climate change mitigation and transition is about efforts to reduce greenhouse gas emissions and transition to a lower carbon future. The Queensland Government has committed to net zero emissions by 2050.

While transition is critical for the environment and the wellbeing of our society in general, mitigation efforts may also help to reduce the role climate change is projected to play in increasing the severity of the natural hazard events like floods or bushfires that SEQ experiences already.

Anticipating and planning for the dynamic risks presented by natural hazards is a challenging and evolving part of strategic land use planning – particularly at the regional scale. It is becoming increasingly important for regional settlement planning to be risk-based and responsive to our dynamic climate.

Under the *Queensland Climate Action Plan 2030*, Queensland Government is taking strong action on climate change, and has committed to achieving an interim emission reduction target of 30 per cent below 2005 levels by 2030, and net zero emissions by 2050, in line with leading global economies.

The Queensland's Energy and Jobs Plan includes more ambitious renewable targets set out, 70 per cent by 2032 and 80 per cent by 2035.

The Queensland Government is committed to limiting the adverse impacts of climate change and managing our climate risks by adapting to the impacts through better planning and design, as well as reducing emissions across SEQ, including restoring natural systems through regenerative practices.

## Resilience policy maturity framework

**Queensland has been maturing its disaster resilience activities and policies for the last decade, building on and implementing lessons learnt from, responding to and recovering from, nearly 100 significant natural hazard events since 2011.**

The *Queensland Strategy for Disaster Resilience 2022–2027* (QSDR) is designed to guide how Queensland can continue to strengthen its disaster resilience, guided by the local and regional needs of our large and diverse state. It identifies actions for the land use planning system to contribute to Queensland's disaster resilience.

The SPP also sets a clear expectation for the planning system to address natural hazards, risk and resilience (including the projected impact of climate change) as a state interest.

Since 2017, multiple local governments across SEQ have undertaken local natural hazard risk investigations as part of:

- » broader risk management planning exercises like the Local Floodplain Management Plans pursuant to the Brisbane River Strategic Floodplain Management Plan, and/or

- » in preparation for updating their planning schemes in line with the SPP state interest policy requirements.

However, these natural hazard risk management processes are at different stages and levels of maturity across hazard types, and across different local government areas. Local governments are also at differing levels of maturity across the region in practice, data/intelligence and implementation within the planning system.

Risk-based land use planning policy and risk tolerances (such as the acceptability of land uses relative to risk) also differ between local governments across the region, as the SPP expects that such policy considerations are made at the local level during plan-making.

The opportunity therefore exists to integrate natural hazard risk management and climate adaptation processes at the regional scale through the implementation of the ShapingSEQ 2023 Update to provide a consistent region-wide understanding of climate and disaster risk for land use planning, and the resilience or adaptation interventions required over time for the existing and future built environment.

This requires longer term sustained policy and practice change to ensure our settlement pattern and built form is responsive and adapted over the long term to natural hazard risks.

To support this, the draft ShapingSEQ 2023 Update includes a resilience policy maturity pathway approach for regional planning (Figure 9) that advances the state level directions intended by strategies such as the QSDR and the Queensland Climate Adaptation Strategy.

This approach utilises the 'doing same', 'doing better' and 'doing different' pathways from the Queensland Resilience, Adaptation Pathways and Transformation Approach (QRAPTA) pioneered by CSIRO and the QRA.

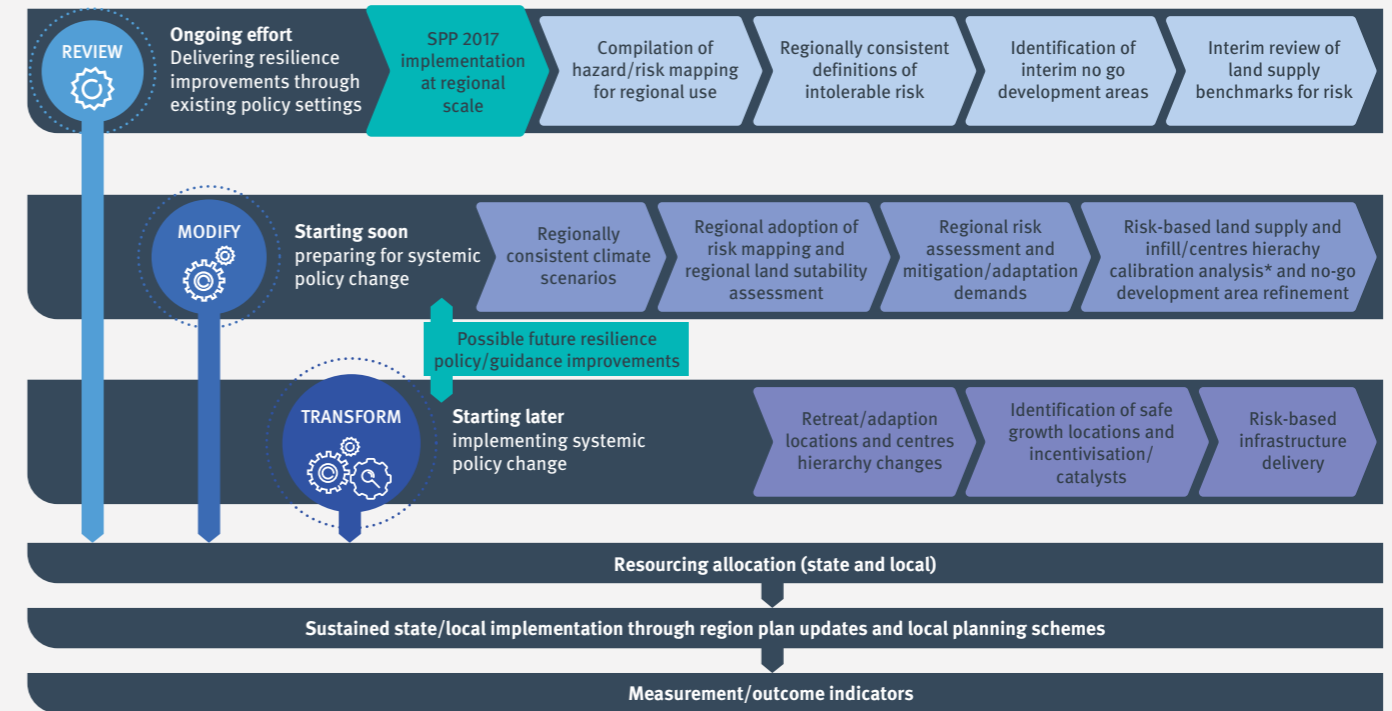
The 'review' pathway identified in Figure 9 recognises the significant recent advancement in resilience and risk reduction efforts that have occurred and focuses on continuing to embed and implement that work into the regional plan in line with the existing SPP parameters.

The 'modify' pathway identified in Figure 9 focuses on preparing for future policy step changes through more focus on regional consistency of hazard/risk inputs and resilient land use policy parameters. If state level SPP changes are likely within the implementation life of the regional plan, these can be foreshadowed as the drivers for 'doing better', based on the policy gaps already known.

The 'transform' pathway identified in Figure 9 foreshadows the statutory implementation of policy changes that could arise to ensure continued resilience to future hazard events and the impacts of climate change.

## Action for state government Resilience policy maturity framework

Future regional plan reviews are to be undertaken in accordance with the Resilience Policy Maturity Framework.



\* Council also include risk-based whole of lifecycle infrastructure planning/prioritisation.  
Figure 9: Concept map of the resilience policy maturity framework

## No-go future development areas

**In considering areas for future development as part of plan-making, the SPP state interest for natural hazards, risk and resilience promotes an approach of risk avoidance first in preference to mitigation.**

There are many parts of SEQ, that if developed, would likely represent an intolerable risk to future life and property. Some existing urban areas of SEQ, such as those that have been impacted by recent hazard events, also need to be considered sensitively for their existing and future levels of risk exposure.

It is important that areas unsuitable for development due to intolerable natural hazard risk are clearly identified in both local and regional plans to avoid increasing risks to the land use pattern and exposing more people to harm.

No-go future development areas are those that are incompatible with urban use or built form, and may include:

- » currently vacant/non-urban areas of high natural hazard exposure/intolerable natural hazard risk within the UF, RLA and RLRPA
- » locations identified as part of the current Resilient Homes Fund, and other possible future property-scale buy-back or resilience programs

- » centres at intolerable risk where the cost benefit of mitigation relative to density and capital at long term risk and repeated impact.

Identification of no-go future development areas will be based on the SPP state interest principle of avoidance of natural hazard risk and will be undertaken in a place-based manner using regionally-consistent risk-based planning criteria.

## Actions for state and local governments No-go future development areas

DSDILGP will work with local governments to identify no-go future development areas in accordance with the avoidance principles of the SPP.

This may include undertaking a risk-based calibration analysis of the centres hierarchy to

investigate centres at intolerable risk for their continued role in the centres hierarchy, as well as evaluating the cost benefit of mitigation relative to density and capital at long term risk and repeated impact.

Aligned to identified no-go future development areas, amendments to local government planning schemes may be fast tracked to reflect necessary changes, including updates to zoning and LGIP assumptions.

## Action for state and local governments Resilience

QRA, DES and DSDILGP to work with local governments in an integrated manner to identify intolerable risk 'hot-spots' to develop coordinated mitigation or adaptation solutions with clear funding pathways to address risk at the community scale or to plan for transition over time.

*Wellington Point Recreation Reserve, Wellington Point (Cullen Cullen).  
Supplied by Redland City Council*

## Risk-responsive future growth

### When severe natural hazard events occur, the impacts are not only felt in a short-term way through property impact and clean up.

For example, if housing is damaged or destroyed through an event, this can have micro or macro scale impacts on longer term housing availability and affordability as there are suddenly less homes available in the market to rent or buy. Natural hazard events also never happen in

isolation of other macroeconomic factors like rising interest rates, economic challenges, or business uncertainty. This is why the 2022 flooding event in SEQ may have contributed in some way to the current housing shortage.

Each successive event we have where we do not address disaster resilience of the built form can also impact insurance affordability and lending policies of financial institutions, which can disrupt traditional cycles and practices of investment in at-risk places.

Delivering future housing and urban growth in safe places ensures that households and businesses can thrive, even when severe weather might strike. It is becoming increasingly important in the age of global competitiveness that we provide a land use pattern that avoids or limits exposure to natural hazard events so that we can provide economic and social confidence in our places – particularly if SEQ is increasingly likely to be subject to more events in the future due to climate change.

## Actions for state and local governments Resilience

DSDILGP to work with local governments to undertake natural hazard risk assessments and risk-responsive structure planning for PFGAs that incorporates natural hazard risk and land suitability as a core determinant of the settlement pattern in the growth area.

DSDILGP to work with local governments to undertake integrated risk assessment,

infill scenario and mitigation feasibility structure planning for strategic infill locations. This strategic planning will be required to ensure that mitigation is not deferred solely to on-site/built form approaches – particularly where infill in hazard areas may present offsite cumulative impacts or disaster management/evacuation challenges.

## Preparing for future adaptation

Now is the time to start preparing for the adaptation of the parts of SEQ that are, or will be, at intolerable natural hazard risk in the future. These are locations that have been severely impacted by events in the past and are very likely to be severely or extremely impacted again, possibly repeatedly, into the future. These are locations that currently, and likely will in the future:

- » present a high risk to life safety
- » are repeatedly subject to events – either frequently or due to severity of impact

- » have homes or built form that cannot withstand the impact
- » cannot be feasibly mitigated through settlement scale solutions like levees, sea walls, or bushfire mitigation
- » are or very likely to be secure property insurance and/or financing
- » may be socially or economically vulnerable.

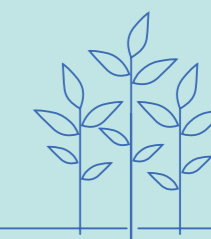
These areas are likely to be very localised in nature, but still present an important future planning challenge for state and local governments.

Local governments are already in the process of identifying locations of concern through natural hazard management processes such as coastal hazard adaptation strategies and local floodplain management plans. Support will likely be required to examine the feasibility of settlement-scale mitigation solutions, which will need to be supported by or reflected in regional and local planning instruments over time. It is also important that when these locations are identified for transition over time, that this is implemented through regional and local plans.

### Positive practice: Logan City Council's approach to flood modelling

Logan City Council is undertaking a Flood Studies Review Program to inform updated information on flooding and flood mapping. Council is preparing a new planning scheme, due for completion in 2025 which will incorporate updated flood information and a best practice approach to flood mapping.

The Development Assessment team will also be considering new flood mapping data to support key decisions for future development applications, and further protecting people and property.



## Heatwave and urban heat considerations

**Heatwaves are Australia's deadliest natural hazard, estimated to have caused more deaths in Australia than all other natural hazards combined.**

A changing climate is likely to see heatwaves and extreme heat events become more frequent with all natural, rural and urban environments within SEQ likely to experience higher average temperatures as a result of a changing climate. These impacts will be greater within urban areas and cities due to the urban heat island effect.

While urban heat island effect will always be inextricably associated with urban development and density, mitigation and resilience measures will be key to reducing urban heat island impacts and tie in with broader urban greening strategies and climate change adaptation measures to enhance the liveability of urban communities including increased building standards.

The draft ShapingSEQ 2023 Update seeks to encourage higher standards for greening and cooling in our urban environments through increasing tree canopy cover. This will ensure our communities are more sustainable, resilient and promote an enhanced sense of place and wellbeing.

### Action for state and local governments

#### Urban heat mitigation

Relevant state agencies and local governments are required to undertake regional and local scale heat hazard risk assessments, local microclimate assessment and built form investigations. Local governments should incorporate findings and outcomes into plan-making, including greening and cooling strategies and increasing tree canopy cover aligned to tree canopy cover targets.

### Circular economy

It is widely recognised that there is a need to move away from the traditional linear economic model (take, make, use, waste) to a more circular model that is more sustainable (avoiding and minimising waste, recycling, reuse, remanufacture, maintenance and redesign). Improving SEQ's resource recovery capacity and sustainable consumption is critical to avoiding environmental degradation.

The draft ShapingSEQ 2023 Update identifies new strategies aligned to circular economy principles to optimise land utilisation and design of the built environment. It does this by acknowledging the important role of an interconnected and shared mobility system (refer Connect) and resource consumption, use and disposal, in adapting to more circular practices (refer Prosper).

*Lake Hugh Muntz, Mermaid Waters. Supplied by City of Gold Coast*

# Live

**The Live theme is focussed on achieving better design and place-making outcomes in SEQ, creating an urban environment that is well made, improves the quality of life for all, and is distinctly SEQ.**

As the region grows and seeks to accommodate more people in the urban environment, the value of high-amenity urban places becomes increasingly important. Quality design will be fundamental to creating these places, as well as enabling communities to connect both physically and mentally in ways that support our health and wellbeing.

The COVID-19 pandemic highlighted the importance of creating well-designed communities to support health and wellbeing. The Healthy Places, Healthy People Report<sup>15</sup> documents evidence that well-designed built and natural environments can preference healthy lifestyles, contribute to reducing health risks and improve physical and mental health outcomes for the community in the longer term. Places that are designed to bring people together reduce our risk of experiencing social isolation, support mental wellbeing and help build resilient communities.

Embracing SEQ’s subtropical climate can contribute greatly to this, and the quality of life South East Queenslanders 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.

SEQ’s distinctiveness and sense of place is also defined by its many places of cultural heritage significance, which are unique to the region. These include cultural heritage places which are integral to the identity and character of local communities and collectively reinforce the region’s image.

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 theme 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 amenity plays in the lives we lead. Combined, these two factors underpin liveability.

## Elements and strategies

Elements	Strategies
<p><b>Element 1 Valuing good design</b></p> <p>Great subtropical and temperate design underpins SEQ urban places</p>	<ol style="list-style-type: none"> <li>1.1 Deliver well-designed development in accordance with QDesign and QCompanion<sup>16</sup>.</li> <li>1.2 Design communities that acknowledge and appreciate diversity and provide interactive public and open spaces to cultivate a sense of place and community belonging.</li> <li>1.3 Integrate community safety considerations into development design and delivery, including Crime Prevention Through Environmental Design principles.</li> <li>1.4 Consider Indigenous design principles and embed designing with Country so SEQ becomes a global leader in integrating First Nations design.</li> </ol>
<p><b>Element 2 Working with the weather</b></p> <p>SEQ’s climate-derived character delivers new models of subtropical, energy-efficient living</p>	<ol style="list-style-type: none"> <li>2.1 Ensure all design outcomes are adaptive and responsive to SEQ’s climate, applying a subtropical design approach.</li> <li>2.2 Orient urban form to optimise user comfort naturally and provide low-energy, low-cost living.</li> <li>2.3 Create indoor and outdoor spaces that provide easy access to comfortable, shaded outdoor living throughout the year.</li> <li>2.4 Create urban places that contribute to activity and life on the street through building layout design and architectural features.</li> </ol>
<p><b>Element 3 Inspiration from local character</b></p> <p>The communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character</p>	<ol style="list-style-type: none"> <li>3.1 Identify and conserve state and local landscape, heritage and cultural assets, including Indigenous landscape values (Map 14), and where appropriate, integrate or adaptively re-use them in building, streets and spaces.</li> <li>3.2 Work respectfully with natural topography to create development that contributes positively to the environmental and visual experience of a place.</li> <li>3.3 Explore the appropriate use of building materials to create contemporary design that delivers on Indigenous design principles, adds to a local area’s character and diversity, and contributes to the cultural heritage significance of its heritage places.</li> <li>3.4 Work with the characteristics, traditions and values of the local community to create a distinctive local character and contributory community value.</li> </ol>

<sup>15</sup> Queensland Health, ‘Healthy Places, Healthy People Report: April 2021’, Queensland Government, 2021. <https://www.health.qld.gov.au/public-health/industry-environment/environment-land-water/healthy-places-healthy-people>

<sup>16</sup> Queensland Government, ‘QDesign’, Office of the Queensland Government Architect, Department of Housing and Public Works, Queensland Government, 2018. [https://www.hpw.qld.gov.au/\\_\\_data/assets/pdf\\_file/0022/4837/qdesignmanual.pdf](https://www.hpw.qld.gov.au/__data/assets/pdf_file/0022/4837/qdesignmanual.pdf)

Elements	Strategies
<p><b>Element 4 Fairness</b></p> <p>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</p>	<p>4.1 Engage communities in land use planning processes.</p> <p>4.2 Work to improve the quality of design outcomes in the built environment for all.</p> <p>4.3 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.</p> <p>4.4 Embed First Nations representation in the governance of land use planning processes that impact on their lands, waters and winds.</p>
<p><b>Element 5 Working with natural systems</b></p> <p>The liveability and sustainability of SEQ's urban environments are enhanced by incorporating urban greening networks</p>	<p>5.1 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).</p> <p>5.2 Conserve and protect significant trees, plants of scale and significant species, as valuable community assets and use these features to enhance local character.</p> <p>5.3 Use extensive native vegetation and large shade trees in public spaces and along streets to encourage active transport, and comfortable use of the outdoors.</p> <p>5.4 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>
<p><b>Element 6 Creating legible and connected streets and spaces</b></p> <p>An integrated network of streets and spaces creates connectivity and supports economically vibrant communities</p>	<p>6.1 Use existing streets and spaces to create places that are part of a well-connected network with simple and direct links.</p> <p>6.2 Deliver a range of street and space scales that easily and comfortably accommodate the needs of all users.</p> <p>6.3 Design streets and spaces to be fit for purpose, reflecting their role within the wider urban context.</p> <p>6.4 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.</p>

Elements	Strategies
<p><b>Element 7 Embedding opportunities for adaptation and change</b></p> <p>Buildings, streets and spaces have inbuilt flexibility and adaptability to accommodate new uses and users in the long-term</p>	<p>7.1 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.</p> <p>7.2 Create flexible buildings, streets and spaces that are capable of adapting to new uses and user needs over time.</p> <p>7.3 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.</p> <p>7.4 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.</p> <p>7.5 Leverage Brisbane 2032 to showcase the opportunities and build the legacy for adaptation and change.</p>
<p><b>Element 8 The power of placemaking</b></p> <p>Great placemaking in SEQ creates and improves urban places and rural towns that successfully reinforce local and regional identity and create social and economic dividends for our communities</p>	<p>8.1 Support local government and community placemaking 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, celebrating First Nations culture and community involvement in placemaking, leveraging also the Brisbane 2032 Olympic and Paralympic Games Climate Positive sustainability commitments and placemaking legacy.</p> <p>8.2 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:</p> <ol style="list-style-type: none"> <li>quick, inexpensive and temporary experimentation in the nature and use of streets and public spaces (referred to as 'tactical urbanism')</li> <li>shared spaces that encourage collaboration</li> <li>new models of inclusive decision-making for representative local community focus areas that capture the wide range of voices and interests that exist in communities</li> <li>new ways to involve young people in projects fostering a culture of entrepreneurship.</li> </ol>
<p><b>Element 9 Health and wellbeing</b></p> <p>Communities are designed and supported by social infrastructure and natural assets to provide healthy, liveable places that promote mental and physical wellbeing</p>	<p>9.1 Consider and integrate health outcomes, as identified in the Closing the Gap Implementation Plan, Healthy Places, Healthy People framework, into communities.</p> <p>9.2 Ensure the community has adequate access to sport and recreation opportunities that use the region's natural assets sustainably and do not unduly compromise the region's biodiversity values.</p> <p>9.3 Enhance community connections through investment in arts, recreation, First Nations culture, education, health, public safety and social housing facilities.</p>

## Design

**The delivery of good design is important to positively contribute to the creation of liveable places.**

Good design adds economic value by enhancing living standards. It creates places where people want to live and work, places people feel safe to walk around, resilient places, places with good access to open space, public transport, facilities and job opportunities. Urban development which responds to local climate, landscape and lifestyles contributes to a healthy environment, a viable economy and a vibrant society.

### Action for state government Design

DSDILGP to work with the Office of the Queensland Government Architect to develop design guidance for diverse housing products (gentle density) including form-based codes and guidelines in new “Density Done Well Series” aimed at protecting liveability as we grow and showing that good design can be cost effective and a feature of any 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 10).**

The analysis used to inform the draft ShapingSEQ 2023 Update 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.

The number of households in SEQ experiencing a drop in affordability has increased. Census data shows that in 2016, 93 per cent of SEQ households had mortgage repayments less than or equal to 30 per cent of household income. This figure dropped to 76 per cent by 2021.

For renters in 2016, 86 per cent of households had rent payments less than or equal to 30 per cent of household income. This figure dropped to 57 per cent by 2021. This decline in affordability has constrained the ability of skilled workers on average wages to service mortgage and rental payments. This fall in affordability across SEQ is likely to result in a significant number of essential workers (and others on average wages) having to live further away from where their jobs are located.

The draft ShapingSEQ 2023 Update 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.



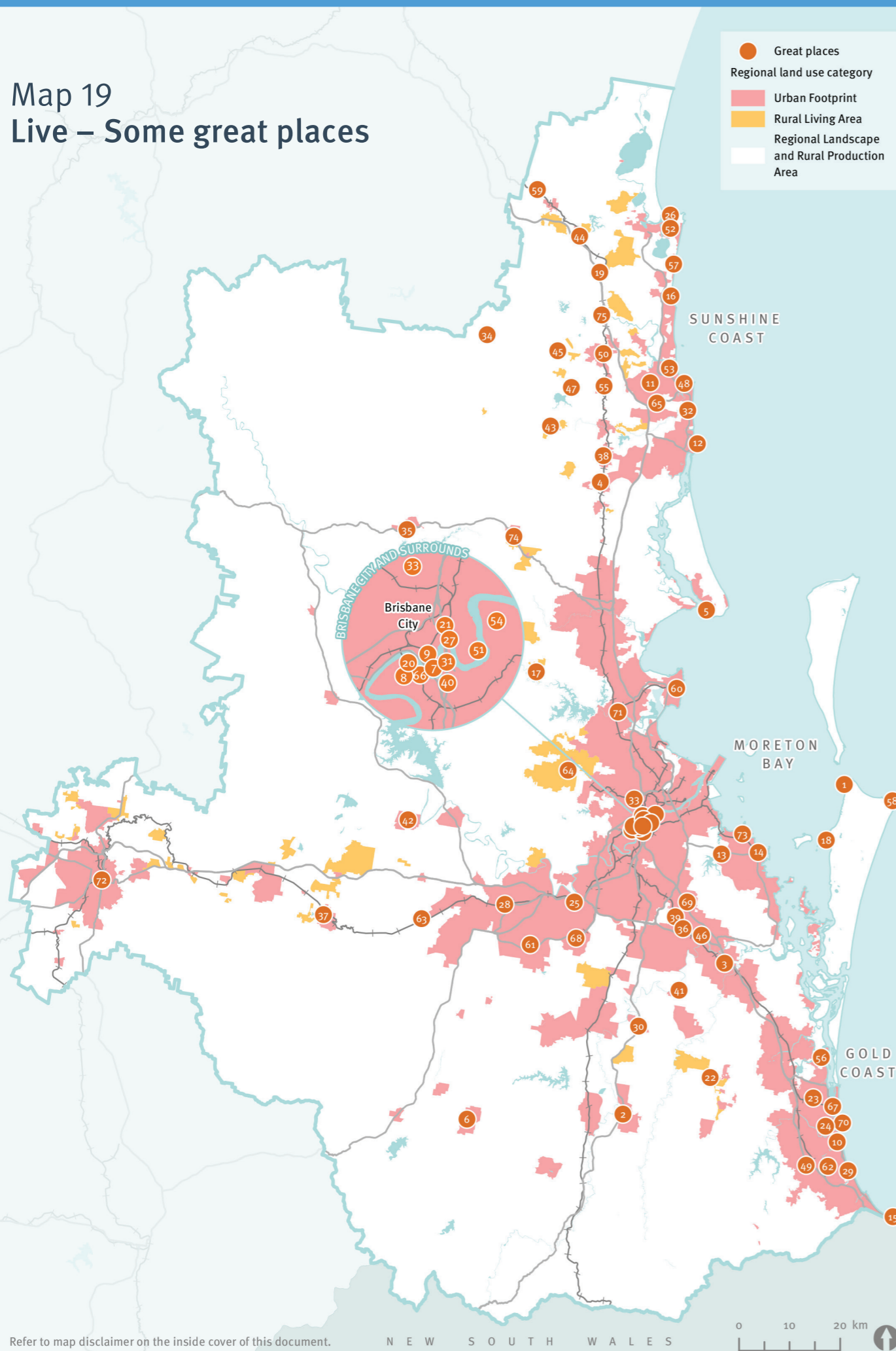
Country Paradise Parklands, Nerang. Supplied by City of Gold Coast



Figure 10: Affordable living factors

# Map 19 Live – Some great places

● Great places  
 Regional land use category  
 Urban Footprint  
 Rural Living Area  
 Regional Landscape and Rural Production Area



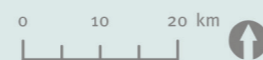
## SEQ Great places

**The draft ShapingSEQ 2023 Update 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 19 and on Map 19 have been nominated by the region’s local governments based on their placemaking programs and aspirations for future great places. It is intended to be an indicative rather than exhaustive list.

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1 Amity Point Village</li> <li>2 Beaudesert Town Centre</li> <li>3 Beenleigh Town Square</li> <li>4 Beerwah Town Centre</li> <li>5 Bongaree, Moreton Bay</li> <li>6 Boonah Town Centre</li> <li>7 Botanic Gardens - Brisbane and City</li> <li>8 Boundary Street, West End</li> <li>9 Brisbane CBD</li> <li>10 Broadbeach Business Centre</li> <li>11 Buderim Town Centre</li> <li>12 Caloundra Headland</li> <li>13 Capalaba Centre</li> <li>14 Cleveland Town Centre</li> <li>15 Coolangatta Coastal Community and Foreshore</li> <li>16 Coolum Esplanade</li> <li>17 Dayboro Town Centre</li> <li>18 Dunwich (Gumpi) Town</li> <li>19 Eumundi Village Centre</li> <li>20 Fish Lane, South Brisbane</li> <li>21 Fortitude Valley Entertainment Precinct</li> <li>22 Gallery Walk, Tamborine Mountain</li> <li>23 Gold Coast Health and Knowledge Precinct</li> <li>24 Gold Coast Home of the Arts</li> <li>25 Goodna Town Centre</li> <li>26 Hastings Street, Noosa</li> <li>27 Howard Smith Wharves</li> <li>28 Ipswich City Centre</li> <li>29 James Street, Burleigh Heads</li> <li>30 Jimboomba Town Centre</li> <li>31 Kangaroo Point Cliffs</li> <li>32 Kawana Town Centre, and health and stadium precincts</li> <li>33 Kedron Brook Road, Wilston</li> <li>34 Kenilworth Town Centre</li> <li>35 Kilcoy Town Centre</li> <li>36 Kingston Butter Factory Cultural Precinct, Logan</li> <li>37 Laidley Town Centre</li> <li>38 Landsborough Town Centre</li> </ul> | <ul style="list-style-type: none"> <li>39 Logan Central/Woodridge</li> <li>40 Logan Road precinct, Woolloongabba</li> <li>41 Logan Village</li> <li>42 Lowood, Somerset</li> <li>43 Maleny Main Street</li> <li>44 Maple Street, Cooroy</li> <li>45 Mapleton Main Street</li> <li>46 Meadowbrook, Logan</li> <li>47 Montville Main Street</li> <li>48 Mooloolaba Esplanade and Spit</li> <li>49 Mudgeeraba Village</li> <li>50 Nambour Town Centre</li> <li>51 New Farm Park and Powerhouse</li> <li>52 Noosa Junction</li> <li>53 Ocean Street and Cotton Tree Esplanade</li> <li>54 Oxford Street, Bulimba</li> <li>55 Palmwoods Town Centre</li> <li>56 Paradise Point neighbourhood and village</li> <li>57 Peregian Beach Village</li> <li>58 Point Lookout</li> <li>59 Pomona Village</li> <li>60 Redcliffe Peninsula and foreshore</li> <li>61 Ripley Town Centre</li> <li>62 Robina and Bond University/Varsity Central</li> <li>63 Rosewood Town Centre</li> <li>64 Samford Village</li> <li>65 Sippy Downs town centre and University of the Sunshine Coast</li> <li>66 South Bank</li> <li>67 Southport/Broadwater Parklands</li> <li>68 Springfield Town Centre</li> <li>69 Springwood Centre</li> <li>70 Surfers Paradise Business Centre</li> <li>71 The Mill at Moreton Bay</li> <li>72 Toowoomba City Centre</li> <li>73 Wellington Point Village</li> <li>74 Woodford Township</li> <li>75 Yandina Main Street</li> </ul> |
|---|--|

Refer to map disclaimer on the inside cover of this document.





# Part B

## The regional growth pattern

**The regional growth pattern provides a spatial context for the draft ShapingSEQ 2023 Update'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 (RLRPA)**
- » **Urban Footprint (UF)**
- » **Rural Living Area (RLA)**

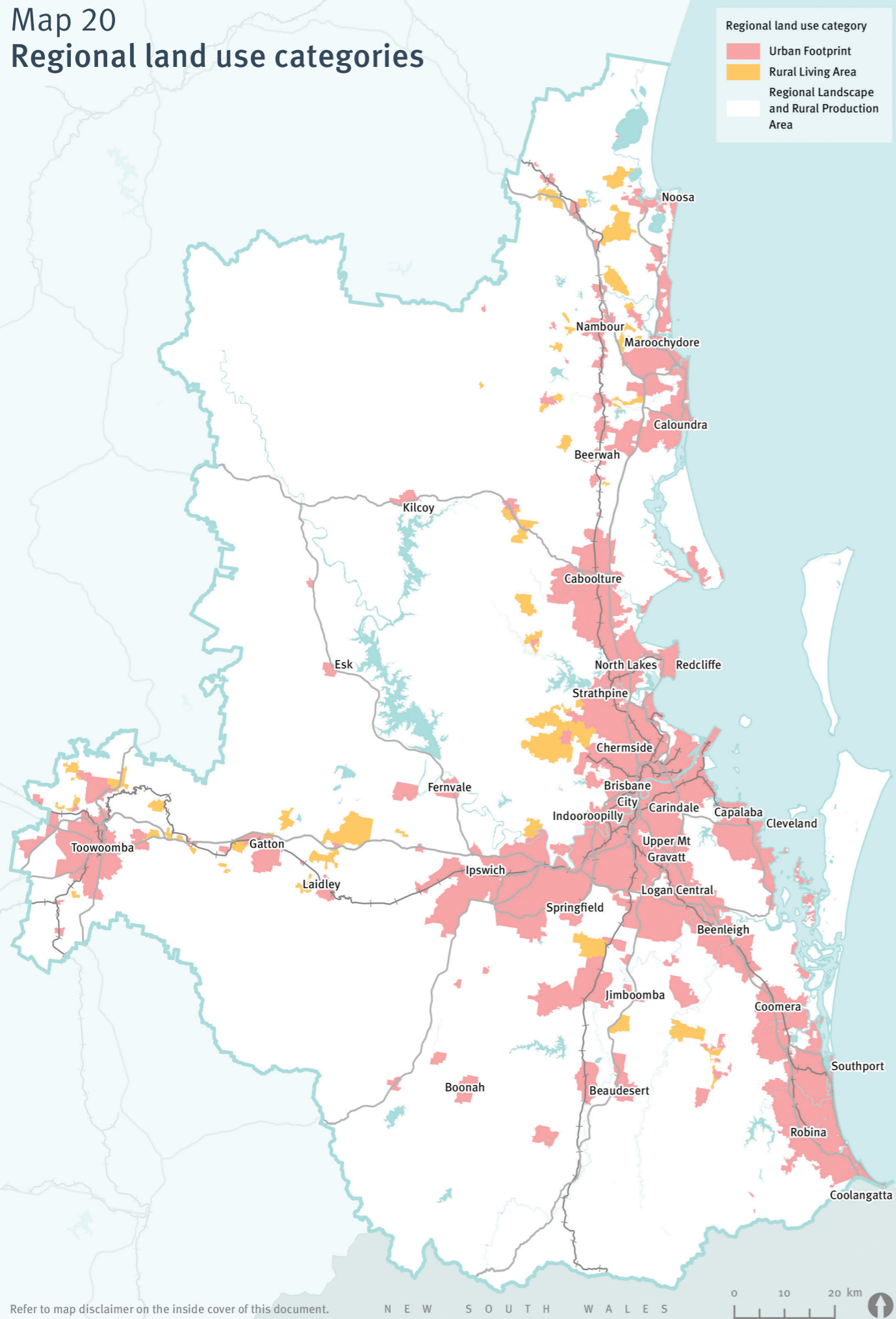
These categories also provide the spatial context for the SEQ regulatory provisions found in the Planning Regulation 2017.

These categories are shown on the regional land use category map (Map 20) and are more precisely defined on the ShapingSEQ regulatory maps published in digital electronic form on the department's website, via the department's interactive mapping system.

The regional land use category mapping forms part of the ShapingSEQ 2023 Update 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.

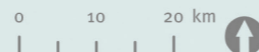


Map 20  
Regional land use categories



Refer to map disclaimer on the inside cover of this document.

NEW SOUTH WALES



# Regional Landscape and Rural Production Area

## Intent

**The 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 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.

The RLRPA includes:

1. peri-urban activities
2. rural towns and villages
3. rural and related economic activity
4. important agricultural land

5. water catchments, water storages and groundwater resources
6. regional landscapes and natural environments, including regional biodiversity corridors
7. cultural and landscape heritage values (traditional and non-Indigenous)
8. inter-urban breaks of strategic and regional significance
9. national parks, conservation parks, state forests, resources reserves and other conservation areas
10. natural economic resources, including extractive resources and forestry plantations
11. native forests and koala habitat
12. 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.

# Urban Footprint

## Intent

**The Urban Footprint identifies land within which the region’s urban development needs to 2046 can be accommodated in a way consistent with the goals, elements and strategies of the draft ShapingSEQ 2023 Update.**

## Description

The Urban Footprint 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 or additional development activity 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 the draft ShapingSEQ 2023 Update is to investigate these areas with a view to unlock their urban development potential in the short-term.



## 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 GMP 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. minimise impacts on matters of indigenous cultural heritage and respects the importance of native title
- j. achieve an appropriate balance of urban development in the SEQ region and associated sub-regions
- k. maintain a well-planned region of urban areas, towns and villages
- l. minimise impacts on natural economic and cultural resources which are mapped in Map 18 and are covered by Element 6 of Sustain
- m. avoid irrevocable impacts to important, sensitive natural and cultural environments in and outside the area
- n. provide physical and social infrastructure efficiently, including public transport.

# Rural Living Area

## Intent

**The 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 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 the draft ShapingSEQ 2023 Update, 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.




# Part C

## Sub-regional directions

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

The draft ShapingSEQ 2023 Update divides the region into four sub-regions as shown on Map 21. 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-regional directions:

-  identify sub-regional planning outcomes that build on, and provide greater clarity and direction to the goals, elements and strategies of the draft ShapingSEQ 2023 Update
-  provide an important framework to guide the application, weighting and prioritisation of state interests as described in the SPP in planning scheme preparation
-  inform other plans and programs 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.

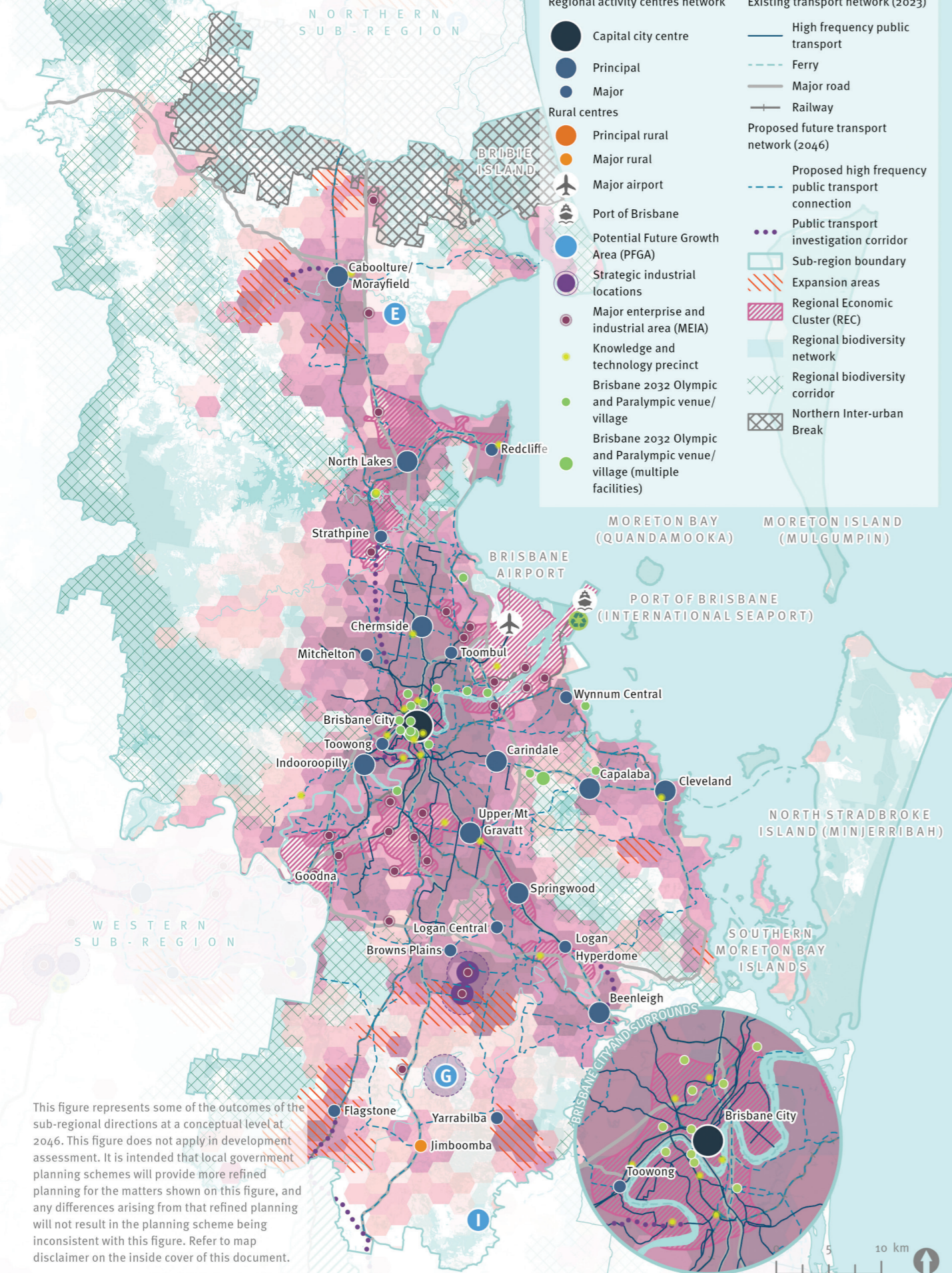
Matters not addressed in the sub-regional directions will be implemented in line with the regional strategies in Part A of this chapter.

Map 21  
SEQ sub-regions



Refer to map disclaimer on the inside cover of this document.

# Map 22 Metro sub-region



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2046. 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. Refer to map disclaimer on the inside cover of this document.

# Metro sub-region

The Metro sub-region is the social, cultural and economic heart of SEQ. It contains the region's major urban area, incorporating the state capital and 'New World City' of Brisbane, the growing cities of Logan and 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 in high amenity areas, including around major urban centres and along high-frequency public transport corridors

» major expansion areas on its southern and northern edges in the Logan and Moreton Bay LGAs that are well serviced by transport infrastructure that encourages sustainable growth and travel

» 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, MEIAs, 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 (Minjerrabah) and world-class coastal and hinterland areas.

# Metro sub-regional outcomes

## Outcomes for Grow

### Growth by consolidation

The Metro sub-region is the densest sub-region in SEQ and presents the most significant opportunity to achieve greater diversity in housing close to jobs, services and facilities. The Metro sub-region has, and will continue to, benefit from considerable investment in infrastructure which will help drive a consolidated urban form. Current policy is recognised and will continue to be refined and advanced to deliver growth to 2046.

Growth by consolidation will be focused in high amenity areas, including around high frequency public transport stations and centres, and appropriate density across low density residential areas. Focusing growth in these locations enables the most efficient use of land and infrastructure, providing growth where it is more easily able to be supported and serviced.

Delivering greater housing choice will require concerted effort by local and state governments and industry. The community also have an important role to play.

Low density residential areas have the potential to deliver more housing choice through gentle density, including small studios or Fonzie flats, duplexes, row or terrace houses, triplexes or quadruplexes and low-rise multiple dwellings (up to 3 storeys).

By gently increasing the number of houses within existing urban areas, close to existing services like transport, education and shops, we can offer people more choice as to how and where they live.

Unlocking underutilised land in the Urban Footprint will also play a role in achieving growth by consolidation for the Metro sub-region.

High amenity areas include those areas that are within an appropriately determined catchment of an existing or future (to 2046) centre, active transport network, significant green and blue space and/or an education facility. These areas provide greater access to employment and services and are therefore able to support growth and more diverse housing options.

High amenity areas for the Metro sub-region will be further refined and spatially defined in collaboration with Brisbane City Council, City of Moreton Bay, Logan City Council and Redland City Council, and include:

1. the Capital City Centre
2. key regional activity centres and rail and bus station precincts along existing north-east, south, south-west and east transport corridors including:
  - a. the Toombul, Strathpine and Caboolture/Morayfield regional activity centres and key rail stations

- b. the Springwood, Logan Central and Beenleigh regional activity centres and key rail and bus stations
- c. the Chermside, Toowong and Indooroopilly regional activity centres and key rail and bus stations
- d. The Wynnum Central, Carindale, Capalaba and Cleveland regional activity centres and key rail and bus stations
- e. Increased residential densities and employment growth at and around these regional activity centres and station precincts will be supported by future extensions (to 2046) of high-frequency public transport connections to Browns Plains, Springwood, Capalaba and Bracken Ridge which will increase public transport accessibility and efficiency in these areas.

3. key precincts associated with Cross River Rail, Brisbane Metro, including the Gabba Metro integration, and Brisbane 2032 including Woolloongabba, Northshore Hamilton and Bowen Hills. Infrastructure investment in these precincts will act as a catalyst to support more housing, more jobs and better connectivity

4. the proposed high-frequency public transport connection between Inner Brisbane and Strathpine. The corridor will support increased density to deliver infill growth in north Brisbane and Moreton Bay
5. the South East Busway extension to Springwood, including the Upper Mount Gravatt and Springwood regional activity centres and key busway stations.

By 2046, these high amenity areas will be more compact, mixed-use, connected and active, and will provide improved urban amenity. Housing diversity, including a range of gentle density housing forms, will also increase in and around these places.



### Growth by expansion

The inclusion of four major expansion areas in previous planning decisions at Waraba (formerly Caboolture West), Park Ridge, Flagstone/Flinders and Yarrabilba, has driven growth by expansion in the Metro sub-region. These areas will continue to play a critical role in growth by expansion for this sub-region and will be supported by transport infrastructure (including the Salisbury-Greater Flagstone high-frequency public transport connection and North Brisbane – Bruce Highway Western Alternative) to enable continued growth and ongoing delivery of well-planned and serviced communities.

Waraba, Flagstone/Flinders, Yarrabilba and Park Ridge will be the priority growth areas by expansion, and will accommodate the largest proportion of the sub-region's planned expansion growth to 2046.

Assuming local constraints will be resolved through future planning – new, high quality, well planned and serviced communities are proposed for Elimbah North and Southern Thornlands.

1. Elimbah (Moreton Bay)

The Elimbah PFGA identified in *ShapingSEQ 2017* is required to support residential and employment outcomes for the region and has been transitioned into the Urban Footprint as a MDA. The timing for the commencement of the MDA will be determined by future monitoring of residential land supply. The MDA will be supported by regulatory provisions to ensure that out of sequence development does not occur on the site until detailed land and infrastructure planning is completed, and the relevant provisions are included in the planning scheme.

It is noted that housing and employment provision in this area is subject to resolution of the following matters which may affect the area available for development:

- » capacity for affordable and efficient staged expansion of public transport networks
- » the location/design of the North Brisbane – Bruce Highway Western Alternative
- » the need and location of a future Northern Intermodal Freight Terminal
- » the treatment capacity at the South Caboolture Wastewater Treatment Plant
- » capacity of the Elimbah reservoir and the regional water supply network
- » 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.

2. Southern Thornlands

Investigations undertaken as part of the draft *ShapingSEQ 2023 Update* indicate that there is limited residential capacity in the Redland LGA to 2046. Further, the historical growth rate for the Redland LGA is approximately 1.9 per cent, indicating future demand for residential development.

A significant mismatch between housing stock and household composition has been identified within the Redland LGA. Detached houses remain the dominant housing typology with a slight shift towards semi-detached dwellings. However, couple only households have risen from 28.2 per cent (2011) to 29.3 per cent (2021) for Redland, in comparison to 26.4 per cent (2021) for Queensland.

Lone person households have also increased by over 25 per cent since 2011.

There is also evidence of higher average age in the LGA in comparison to other places within the region. Redland has shown an increase of approximately 20.8 per cent of people aged over 65 years old between 2016 and 2021. There is an identified need to align housing stock more closely with current and future residents needs through diversifying housing stock available.

Southern Thornlands will provide for both housing diversity and supply as well as needed land for business and industry within the Redland LGA. It is noted that housing and employment provision in this area is subject to resolution of the following matters:

- » Indigenous cultural value considerations
- » land fragmentation to ensure efficient delivery of infrastructure
- » state interests relating to agricultural land identified on portions of the area
- » accessibility to required infrastructure including the reticulated wastewater network
- » mitigation and/or management of significant environmental values including Matters of State Environmental Significance (MSES) such as vegetation protection requirements and identified koala habitat through appropriate environmental assessments
- » capacity for affordable and efficient staged expansion of public transport networks.

## Potential Future Growth Areas

PFGAs may be needed to accommodate long-term urban growth for SEQ. These areas are not required to accommodate the dwelling supply targets or employment planning baselines set out in the draft *ShapingSEQ 2023 Update*.

The Mundoolun PFGA and South Logan PFGA identified in *ShapingSEQ 2017* remain PFGAs in the Metro sub-region. The Mundoolun PFGA may be suitable for future urban growth subject to further planning and investigation. The South Logan PFGA identified in 2017 has been identified by Logan City Council as a potential area for future industrial development (refer to Prosper).

The draft *ShapingSEQ 2023 Update* has identified one additional PFGA in the Metro sub-region being North Harbour.

The North Harbour PFGA may be suitable for future urban growth subject to resolving the following critical matters:

- » understanding the approval pathway under the EPBC Act
- » confirmation that the proposed governance and maintenance arrangements for the proposed Caboolture River works will not expose the state to any financial risk or burden
- » City of Moreton Bay and the proponent agree to fund the bring-forward costs associated with the delivery of necessary state infrastructure (including roads, schools, emergency services facilities etc.)

As a PFGA the area will remain in the RLRPA to limit development and protect land from further fragmentation that would prejudice the ability for land to accommodate future urban development.

## Rural towns and bay islands

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.

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.

Development on North Stradbroke Island (Minjerrabah) supports the provision of land for social, cultural and residential housing opportunities promoting Aboriginal knowledge, culture and tradition, while also encouraging investment, economic resilience and economic diversity for the Quandamooka people on Quandamooka Country.

# Outcomes for Prosper



## Regional Economic Clusters

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 RECs.

Regional activity centres, Knowledge and Technology Precinct, and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions and actions for state and local government outlined in this draft *ShapingSEQ 2023 Update*. Not all RECs require the same level of planning or implementation of actions, but in some cases further work is required to reflect their context and their different roles and functions at a regional level.

The RECs in the Metro sub-region include:

### 1. 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.

The 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.

A well-integrated transport network focused on moving people through active and public transport will enable increased connectivity between clusters of economic activity and encourage efficient movement of knowledge workers.

The Capital City REC will benefit from \$35.5 million funding through the Queensland Jobs Fund towards the Translational Manufacturing facility at the world-leading Translational Research Institute (TRI) located within the Dutton Park/Buranda knowledge and technology precinct within the REC. An additional \$7 million of co-funding has been provided towards the construction of the Thermo Fisher Scientific manufacturing facility – which is co-located alongside the Translational Research Institute (refer to Prosper theme).

### 2. 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, food product manufacturing and tourism.

This REC is supported by major supply chain networks that extend throughout the region, throughout the state, nationally and globally. 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).



The Australia TradeCoast REC is one of the region's most significant RECs, with a large agglomeration of industrial land uses serviced by some of the state's most important freight infrastructure. The Australia TradeCoast REC features high levels of specialisation in priority sectors of manufacturing, mining services, transport and logistics, food product manufacturing and tourism.

Planning for the Australia TradeCoast REC should leverage the competitive advantages of the area by ensuring that high-value export orientated employment uses are able to locate and intensify in this area.

The Australia TradeCoast REC is well positioned to support a range of new industry as part of the decarbonising global economy. This includes the new green hydrogen demonstration production plant at Bulwer Island, and the establishment of the Queensland Energy and Storage Technologies Hub (QUEST Hub) at the Queensland University of Technology Pilot Plant Precinct in Banyo via a \$15 million investment that leverages a further \$35 million in contributions from industry and university.

This REC would benefit from improvements to last mile/first mile freight connections. Additional improvements to active and public transport connections to serve the significant workforce population, utilising the existing railway network, and additional centre-like functions, particularly in the northern precinct would benefit this REC.

### 3. 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. As a key freight route, the Ipswich Motorway will benefit from ongoing capacity improvements to enable freight movement within the REC and beyond. There may also be potential for synergies to emerge with the Pacific Motorway REC through strong connections via the Logan and Pacific Motorways. Potential strengthening freight connections to the Port of Brisbane are being investigated in the context of the opportunities arising from the Inland Rail project and other rail capacity improvements.

### 4. 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 will further facilitate growth of this REC. There may also be potential for synergies to emerge with the Yatala–Stapylton–Beenleigh REC and benefits from further planning for the northern extent of the Coomera Connector.

### 5. 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.

The establishment of the University of Sunshine Coast campus at Petrie has provided a knowledge-based dimension to the REC which will continue to support the achievement of strong employment levels and specialisation.

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 in the draft ShapingSEQ 2023 Update for knowledge and technology precincts.

### 6. 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.

Industrial land planning is a key focus for this area given its strategic importance as part of the Regional Industrial Land Strategy.

This REC is located alongside the Pacific Motorway and has direct access into the strategic SEQ freight network with the motorway providing access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane.

This REC would benefit from better active and public 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.

### 7. North Lakes–Redcliffe

The North Lakes–Redcliffe REC (formerly North Lakes–Mango Hill REC) has emerged as a REC and major employment precinct, benefitting from the Redcliffe knowledge and Technology precinct, Narangba MEIA, two regional activity centres and the heavy rail network.

North Lakes supports the priority sectors of health, tertiary education and community services, while Deception Bay contains industrial uses in the Narangba Innovation Precinct, and Redcliffe contains health and tourism specialisations. Mango Hill has been removed from the REC due to the absence of major employment in the area.

As the activity centres mature, 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. Planning for arterial roads that support the movement of north-south traffic and facilitate more efficient freight movement on the Bruce Highway will continue and ultimately support functioning of this REC.

### 8. 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 Meadowbrook knowledge and technology precinct and the activity centre. Local planning has been carried out to enhance opportunities for the knowledge and technology precinct, however 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.

Through the SEQ City Deal commitment of \$45 million, the Australian Government, Queensland Government and Logan City Council will support the revitalisation of the Loganlea/Meadowbrook precinct through improved connectivity and mobility investments.

## Industrial land

The intent of ensuring there is sufficient industrial land to accommodate projected demand will be implemented by planning for new industrial areas. Detailed planning will be prioritised for these future industrial areas in the Metro sub-region:

1. Part of the land within the Southern Thornlands Urban Footprint expansion area will provide for a major new employment area to accommodate a mix of business and industrial uses within Redland LGA with good arterial road access, which ultimately accesses the SEQ strategic freight network via the Gateway Motorway, as well as direct access to the Capalaba Principal Regional Activity Centre.
2. Urban Footprint expansion area at Redland Bay is an area that will contribute to industrial land supply in the Redland LGA. This area represents a logical expansion of an existing industrial area, and residential development is not supported in this area.
3. Additional areas for industrial development at Narangba East to meet local industrial land demand.



Supplied by Brisbane City Council

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by expanding the Park Ridge MEIA through prioritised infrastructure investment to improve freight accessibility to Park Ridge.

The expanded Park Ridge MEIA will be supported by detailed local planning in the area. Activating the industrial land at the Park Ridge MEIA is challenged by poor access to major freight networks. The long-term efficiency of Park Ridge as an industrial location will be influenced by its access to the freight network.

The future Park Ridge Connector provides for north-south movements between the Logan Motorway and Park Ridge. Upgrades to the Mount Lindesay Highway and east-west connections to Park Ridge are being planned to support freight movement and similarly, access will need to be provided to the Mount Lindesay Highway via arterial roads with all-movement interchanges to facilitate freight flows north, south and west from Park Ridge.

The Metro sub region includes a number of MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high impact industrials and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas, and protect them from encroachment.

## Outcomes for Connect

### Key regional infrastructure

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:

1. 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
2. delivering a network of high-frequency public transport connections as part of the strategic public transport system to 2046, including:
  - a. 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
  - b. 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
  - c. delivering the Logan and Gold Coast Faster Rail between Kuraby and Beenleigh which will significantly increase capacity on the Gold Coast rail line and enable high frequency public transport connectivity
  - d. delivering the Salisbury–Greater Flagstone high-frequency public transport connection, which will support expansion areas and higher residential densities close to planned stations
  - e. extending high-frequency public transport connections to Yarrabilba and Waraba, which will support expansion areas and higher residential densities close to planned stations
3. delivery of a multimodal corridor and high-frequency public transport connection between Inner Brisbane and Strathpine, which will improve local and sub-regional accessibility for northern growth areas
4. delivering the North–South Urban Arterial 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 and support the movement of freight between RECs
5. delivery of the North Brisbane – Bruce Highway Western Alternative to support development in Waraba and improve north-south movements that remove local traffic from the Bruce Highway, enabling the prioritisation of through traffic movements and freight movements
6. delivering improvements to the M1 through the Moreton Bay region and Logan City
7. delivering improvements to the Centenary Motorway to enable multimodal outcomes and improved passenger transport services
8. delivering the Park Ridge Connector and maximised benefits from upgrades to the Mount Lindesay Highway through improved east-west connections
9. preserving the road corridor connecting the Greater Flagstone and Yarrabilba expansion areas to the regional road network.



### Future investigations

Rail freight connectivity improvements, including consideration of a dedicated connection to the Port of Brisbane, are currently subject to preliminary investigation. As these investigations progress the Australian and Queensland governments, Brisbane City Council and key stakeholders will be involved.

Increasing the frequency of rail services to Cleveland will require improvements to the rail line between Manly and Cleveland, ultimately to a full duplication of the line.



# Outcomes for Sustain



## Landscape areas and natural assets

The intent to protect and nurture the regional biodiversity network, and manage regional landscapes will be particularly relevant to the following locations:

1. 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
2. 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
3. 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
4. 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)
5. D’Aguilar Range–Glass House Mountains Corridor, which includes Mount Mee
6. 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
7. 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

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).

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](http://www.nntt.gov.au).



Supplied by Sunshine Coast Council

## Inter-urban break

The Moreton Bay–Sunshine Coast Northern Inter-urban Break (NIUB) is protected in perpetuity 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.

Since 2017, the Queensland Government has been working with the NIUB Reference Group (including Sunshine Coast Council, City of Moreton Bay and relevant state agencies) to further develop the values and objectives for the NIUB.

The seven core values of the NIUB include urban break, water, biodiversity, amenity, culture, prosperity and community, with the following objectives sought for the NIUB:

- » protect and preserve separation between urban areas
- » maintain and restore hydrological functions and water quality
- » maintain, restore and improve biodiversity and associated ecosystems
- » protect and enhance rural and scenic landscapes and character
- » protect and enhance cultural landscapes and character
- » promote rural economic productivity and growth
- » encourage community access and cohesion.

Land within the NIUB is included in the RLRPA and is protected from development in accordance with the Planning Regulation 2017. Key environmental values within the NIUB, including MNES, protected areas, the Moreton Bay Marine Park, fish habitat areas, regional planning interests, native vegetation, high ecological significance wetlands, coastal areas, state significant heritage places, state forests and key resource areas are further protected under various piece of legislation and subsequent frameworks, including the EPBC Act, *Nature Conservation Act 1992*, *Marine Parks Act 2004*, *Fisheries Act 1994*, *Vegetation Management Act 1999*, *Regional Planning Interests Act 2014*, *Environmental Offset Act 2014*, *Coastal Protection and Management Act 1995*, *Forestry Act 1959* and *Aboriginal Cultural Heritage Act 2003*.

## Regional water supply

SEQwater will work with the Queensland Government, relevant water service providers, local governments 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.

The protection of unique aquifer recharge areas of North Stradbroke Island (Minjerribah) and Bribie islands that support potable drinking water will also be important for the long-term sustainability of the region.

## Resilience

The intent to deliver risk-responsive growth across the region means that this sub-region will become an exemplar of safer places and resilient built form. This will be achieved by building on the lessons learned from previous events since 2011 by ensuring that natural hazard and climate risk assessments and settlement-scale mitigation planning inform future expansion and consolidation growth efforts.

Implementation actions from various plans and strategies such as the *Brisbane River Strategic Floodplain Management Plan, 2021–22*, *Southern Queensland Floods State Recovery and Resilience Plan 2022–24*, and the *Queensland Strategy for Disaster Resilience* will continue to be delivered in the short term, while the sub-region takes the initial steps for longer term adaptation arising from activities such as the Voluntary Home Buy-Back program under the Resilient Homes Fund. Outcomes from other local risk management and adaptation processes will also be incorporated into planning for the sub-region.

# Outcomes for Live



## Our great places

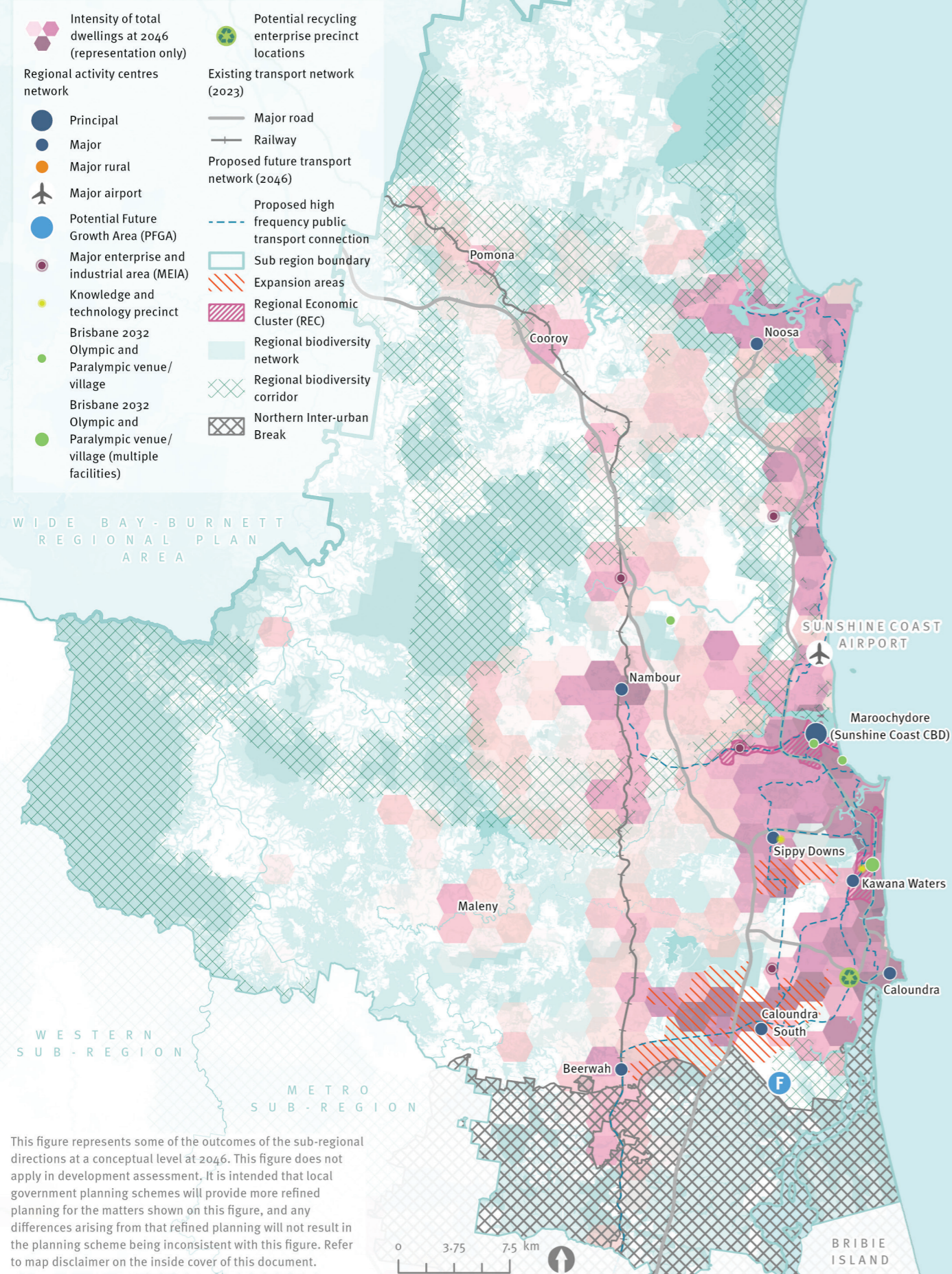
Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community. Current and evolving great places identified by local governments in the Metro sub-region include:

1. 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
2. inner-city laneways throughout the Brisbane CBD and inner-city have come to life with activity and vibrancy, forming an important part of the city's place-making
3. 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 Sciencentre, Queensland Performing Arts Centre, State Library of Queensland and The Edge, a concentration of cultural, educational, retail and recreational spaces unique in Australia
4. Brisbane's inner-city precincts – including Howard Smith Wharves, 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'
5. 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
6. Brisbane's identity as a great place overall, complementing placemaking initiatives with drawcards like the Brisbane River, Kangaroo Point Cliffs, Mt Coot-tha, Botanic and Roma Street Gardens, Brisbane Forest Park, Moreton Bay/Tangalooma, Shorncliffe Pier, Lone Pine Koala Sanctuary and Boondall Wetlands
7. Beenleigh Town Square provides a community focus for placemaking and directs this traditional town towards a future as a major centre in its own right
8. Logan Central and Woodridge are 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
9. the Kingston Butter Factory Cultural Precinct is a landmark cultural precinct offering a year-round program of art, culture and entertainment, with major festivals, concerts, markets and other events
10. Meadowbrook is strategically located on key transport corridors and is home to Riverdale Park stretching along the Logan River, Griffith University, a Tafe and Logan Hospital
11. 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
12. 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
13. 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  
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
14. the townships of North Stradbroke Island (Minjerrabah) have their own unique character, identity and cultural heritage values, including:
  - a. Point Lookout – a coastal township renowned for its iconic coastal landscape and foreshores of state heritage significance
  - b. Gumpi (Dunwich) – the gateway to North Stradbroke Island and an historical town rich in heritage and culture
  - c. Amity Point – a low-key seaside village and a popular holiday location
15. Redcliffe Peninsula and foreshore includes initiatives such as Bee Gees Way, markets, the Redcliffe Jetty and Scarborough harbour that promote this byside destination as a magnet for residents and visitors alike
16. 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
17. the Coastal village of Bongaree is a gateway to Bribie Island that embraces its coastal character attracting residents and visitors
18. 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.



South Bank, Brisbane. Photographer: Tara Williams

## Map 23 Northern sub-region



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2046. 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. Refer to map disclaimer on the inside cover of this document.

# Northern sub-region

The Northern sub-region 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 the coastal corridor which will be supported by the high frequency public transport infrastructure between Maroochydore and Caloundra
- » existing major expansion areas on its southern and south-western edges which will be supported by public transport services and benefit from the proposed Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore)
- » 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
- » an expanded city centre at Maroochydore supported by a network of other urban centres, knowledge and technology precincts and MEIAs
- » 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 the NIUB 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 Cooribah).

# Northern sub-regional outcomes

## Outcomes for Grow



### Growth by consolidation

Brisbane 2032 Olympic and Paralympic Games will see significant investment in high frequency public transport in the Northern sub-region. This will drive more sustainable urban form outcomes for the Northern sub-region and see greater housing diversity outcomes, particularly in high amenity areas which include those areas close to centres, active transport networks, significant green and blue spaces, and/or an education facility. These areas provide greater access to employment and services and are therefore able to support more density.

The intent to use land and infrastructure efficiently to create a preferred pattern of settlement will be achieved by focusing higher density in select, but distinctive, locations across the Northern sub-region.

High amenity areas for the Northern sub-region will be further refined and spatially defined in collaboration with the Sunshine Coast Council and Noosa Shire Council, with key locations including:

1. Maroochydore (City Centre), Kawana, Caloundra and Nambour regional activity centres which present opportunities for increased residential density, mixed use development and diversity of housing types to support housing choice given its higher concentration of employment, services and location on the proposed Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore)

2. Kawana Waters (health and education) knowledge and technology precinct. The Sunshine Coast University Hospital and surrounding area will benefit from the proposed Sunshine Coast Public Transport (Maroochydore to Birtinya with extension to Caloundra) and presents opportunity for achieving greater density and diversity in housing outcomes for the Northern sub-region
3. key stations along existing high frequency public transport corridors including the north-coast rail line between Beerwah rail station and the Metro sub-region. The Beerburum to Nambour Rail Upgrade Project will improve reliability, create travel time savings and increase capacity for passenger services to the Northern sub-region
4. key stations along proposed high frequency public transport corridors including the proposed Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore), proposed Sunshine Coast Public Transport (Maroochydore to Birtinya with extension to Caloundra) and proposed extensions of high-frequency public transport connections from Noosa and Nambour to Maroochydore and Caloundra South.

By 2046, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Future growth and urban renewal in high amenity areas will be coupled with good planning and design to ensure these areas add positively to the typical 'sunshine coast' character, showcasing subtropical, energy-efficient living options that support outdoor living all year round.

Growth by consolidation will also be supported by uplift in low density residential areas and continued incremental growth in all existing residential areas. Delivering greater housing choice will require concerted effort by government and industry. Low density residential areas have the greatest potential to deliver greater gentle density, including small studios or Fonzie flats, duplexes, row or terrace houses, triplexes or quadraplexes and low-rise multiple dwellings (up to 3 storeys). This will be critical for achieving housing diversity targets and providing more housing choice and affordability.

### Growth by expansion

The intent to deliver new, high quality and more complete communities that are well-planned and serviced will be achieved in areas including:

#### 1. Beerwah East MDA

The Beerwah East MDA has been the subject of several years of collaborative effort to identify how to secure the medium to long term supply of developable greenfield land for the Northern sub-region.

Beerwah East will provide a new residential community with significant employment lands that support a sustainable and efficient pattern of settlement for the Sunshine Coast and northern sub-region. Its location is a logical expansion of the settlement pattern along the proposed passenger transport corridor, the Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore), and adjoining the Bruce Highway which enables efficient and sustainable connections with other communities on the Sunshine Coast and the broader SEQ region. The Queensland Government and Sunshine Coast Council are expediting land use and infrastructure investigations to ensure its availability as the next large area of urban expansion in the Northern sub-region.

Beerwah East is also planned to make a significant contribution to the long-term supply of industrial land in the northern sub-region. The Beerwah East MDA provides opportunity for direct access to the Bruce Highway via the existing Roys Road interchange and is suitable for industrial land due to its relative proximity to the Brisbane Airport and Port of Brisbane.

Development of the Beerwah East MDA must also consider the long-term needs and operation of the adjoining Australia Zoo, which is a significant tourist activity and economic driver.

#### 2. Caloundra South PDA

The Caloundra South PDA (otherwise known as Aura) is a master planned community providing significant housing supported by public transport, housing choice and affordability, employment opportunities, facilities and services. Once complete, Aura will provide a well designed urban community for approximately 50,000 residents, in 20,000 homes

and providing approximately 15,000 jobs. Development at Aura is subject to the provisions of the Caloundra South Urban Development Area Development Scheme.

#### 3. Palmview Structure Plan Area

Palmview is a master planned community providing residential and commercial precincts and is anticipated to support about 16,000 people in 7,000 homes by 2036. Palmview will include a town centre, traditional main street layout, a park, civic plazas, a transit station, community facilities, a Local Employment Area Precinct and two schools.

Of these expansion areas, Caloundra South will accommodate the largest proportion of the sub-region's planned expansion within the life of ShapingSEQ, while the Beerwah East Major Development Area will provide important residential and industrial land supply within, and beyond, this timeframe.

### Rural towns

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.

Ginger Harvest. Supplied by Sunshine Coast Council

## Potential Future Growth Areas

Halls Creek is the only PFGA in the Northern sub-region that may be suitable for future urban growth. The suitability of Halls Creek for urban development has been under investigation for some time and is subject to approval under the EPBC Act. Another consideration for Halls Creek is the timing for delivery of the Beerwah East MDA. Following completion of these investigations and assessments, a determination will be made about which parts of Halls Creek are suitable or appropriate to accommodate urban purposes in the future. Until this time, Halls Creek will remain in the RLRPA to limit development and protect land from further fragmentation that would prejudice the ability for land to accommodate future urban development.

Following an outcome of these investigations, it is intended that the NIUB will be extended to include all parts of Halls Creek that are not deemed suitable for urban purposes.

Although there are no other PFGAs identified in the Northern sub-region, Sunshine Coast and Noosa Shire councils are encouraged to investigate the potential 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 local governments 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 GMP.

## Outcomes for Prosper



### Regional Economic Clusters

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 RECs.

Regional activity centres, knowledge and technology precincts and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions for state and local government outlined in this plan. Not all RECs require the same planning or implementation actions, but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Northern sub-region include:

#### 1. 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 Maroochydore City Centre 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. With the recent establishment of the International Submarine Broadband Cable into the heart of the city centre, Maroochydore is equipped to support higher-value knowledge-based economic activities that will further complement this REC and create additional economic opportunities for the sub-region.

The Sunshine Coast Airport has undergone a major upgrade to become an international airport. The recently completed runway caters for aircraft such as the Airbus A330 and Boeing 787. It is an increasingly significant aviation and advanced manufacturing hub within the region, contributing to the increasing knowledge intensity of the Northern sub-region's economy.

The delivery of road infrastructure improvements, the Sunshine Coast Public Transport project (high-frequency public transport infrastructure) between Maroochydore and Caloundra and Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore) are critical to the success to the REC. In conjunction with local governments planning, this will deliver higher-value economic activity to complement the corridor and benefits to the regional as a whole.

#### 2. Kawana

This 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.

The Kawana REC would benefit from improvements to workforce accessibility, provision of land for research and development activities, improved internal active transport connectivity within the REC. Delivering the Sunshine Coast Public Transport project and Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore) into the Kawana town centre will accelerate economic activity in this cluster.

### Industrial land

The intent of ensuring there is sufficient industrial land to accommodate projected demand will be implemented by planning for new industrial areas. Detailed planning will be prioritised for future industrial uses in the northern sub-region:

1. Beerwah Further Investigation Area to ensure long-term supply of industrial land for the sub-region
2. part of the Beerwah East major development area for industrial uses to provide long-term industrial land supply for the sub-region
3. Urban Footprint expansion area at Yandina is an area that will exclusively support employment (industrial) land supply in the sub-region. This area is located south of Yandina-Coolum Road and is well-located for industrial development – adjacent to an highway interchange and is an expansion of existing industrial areas. Residential development is not supported in this area.

### Rural prosperity

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.

4. Sunshine Coast Council will investigate this area for industrial purposes as part of their planning scheme review. Other land uses in this location will not be supported.
5. The Urban Footprint expansion area at Yandina will be supported by regulatory provisions to ensure that out of sequence development does not occur on the site until detailed land and infrastructure planning is completed, and the relevant provisions are included in the planning scheme.

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by:

- a. expanding the Coolum MEIA with Economic Development Queensland to prioritise the business case for the expansion of the Coolum Eco Industrial Park with an aim to deliver lots within five years to activate land already zoned for industrial uses and to bring that land into the available supply

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 and beverage 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.

- b. expanding the Caloundra MEIA, including Sunshine Coast Industry Park, and Sunshine Coast Council's proposed Sustainability Park.

The Northern sub-region includes several MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high impact industrials and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas, and protect them from encroachment.

# Outcomes for Connect



## Key regional infrastructure

The Northern sub-region will be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits. This will be facilitated by the delivery of high-frequency public transport connections and key improvements to the integrated regional transport system, including connections to Beerburum, Nambour and Maroochydhore, that integrate with the preferred pattern of settlement.

Key outcomes for the Northern sub-region include:

1. Improved accessibility to the capital city centre enabled through the delivery of Cross River Rail and Brisbane Metro in the Metro-sub-region and subsequent improvements to the existing rail network in the Northern sub-region. This will support mode shift and greater use of sustainable transport modes within the sub-region
2. Delivering a network of high-frequency public transport connections as part of the strategic public transport system to 2046, including:
  - a. delivering the Sunshine Coast Public transport project (high frequency public transport infrastructure) between Maroochydhore–Caloundra, which will support increased residential densities and employment growth, increase public transport accessibility and efficiency, link the sub-region’s RECs and support key economic corridors
  - b. providing high-frequency public transport connections on the north-coast rail line between Beerwah rail station and the Metro sub-region, through the Beerburum to Nambour Rail Upgrade Project, which will relieve pressure on the strategic road network and improve freight efficiency
  - c. delivering the Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydhore) which will improve connectivity within the sub-region and between other sub-regions, as well as relieving pressure on the strategic road network to enable efficient movement of freight
  - d. extending the network of high-frequency public transport connections from Noosa and Nambour to Maroochydhore and Caloundra South, which will help service commuter and other trips within the sub-region and relieve pressure on the road network
  - e. improving the strategic road network, with projects such as the Kawana Motorway and Mooloolah River Interchange, to support the preferred pattern of settlement and enable additional capacity on key public transport corridors.



Supplied by Noosa Shire Council

# Outcomes for Sustain



## Landscape areas and natural assets

The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:

1. Noosa North Shore Corridor, which links Teewah Beach to Cooloola and Great Sandy National Park
2. Lakes Cootharaba, Cooroibah and Weyba, and their catchment areas
3. the UNESCO (United Nations Educational, Scientific and Cultural Organisation) recognition of Noosa Shire and the Sunshine Coast region as Biosphere Reserves
4. National Estate-listed Maroochy–Noosa Wallum Corridor
5. Maroochy Wetlands and the Blue Heart
6. Elgin–Conondale Corridor, which links Yabba/Squirrel Creek/Jimna/Conondale
7. Mapleton National Park to Mooloolah River National Park Terrestrial Corridor
8. Blackall Range–Imbil Corridor, which links Conondale/Bellthorpe/Kenilworth/Imbil
9. Currimundi and Stumer Creek, and associated lagoons, shallow wetlands and coastal vegetation
10. The Northern Inter-Urban Break, including the National Heritage-listed and culturally significant Glass House Mountains, the Ramsar-listed wetlands of Bridie Island, the Pumicestone Passage, and the islands and waters of northern Moreton Bay
11. Noosa North Shore to Pumicestone Passage coastal corridor.

## Regional water supply

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.

Upgrade of the Northern Pipeline Interconnector or a new interconnector may be required. The Northern Pipeline Interconnector forms part of the SEQ Water Grid and is a critical link in the bulk potable water delivery infrastructure for a reliable SEQ water supply.

Works may be proposed through or adjoining the SEQwater easement for the Northern Pipeline Interconnector in the future. These works must comply with SEQwater Network Consent Guidelines and obtain SEQwater consent to avoid impacts to the Northern Pipeline Interconnector.

## Resilience

Developing climate and natural hazard risk responsive coastal and hinterland communities that reflect local mitigation and adaptation values of protecting natural areas and consolidating growth in safer locations will advance the intent to:

- » realise risk responsive future growth – by continuing local efforts to avoid development in areas of intolerable risk (including those areas projected to be at risk from climate change)
- » preparing for future settlement adaptation – by integrating outcomes from local natural hazard risk management and adaptation strategies like local governments Coastal Hazard Adaptation Strategies.

The Blue Heart provides a critical regional environmental preservation, flood storage, and climate adaptation function for the Maroochy River catchment and the broader northern sub-region. Transition planning for this area is to continue, with a focus on balancing ongoing use rights of current landholders with the dynamic nature of environmental and landscape change that is occurring in the area now and into the future. A transitional approach to statutory planning over time that balances economic and environmental transition should be developed in the short term to provide clarity and certainty for all stakeholders as to how this critical area will transform over time to an environmental area.



Sunshine Coast Solar Farm. Photographer: Sam Letchford





Glass House Mountains. Photographer: Jesse Lindemann

## Inter-urban break

The Moreton Bay–Sunshine Coast Northern Inter-urban Break (NIUB) is protected in perpetuity 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.

Since 2017, the Queensland Government has been working with the NIUB Reference Group (including Sunshine Coast Council, City of Moreton Bay and relevant state agencies) to further develop the values and objectives for the NIUB.

The seven core values of the NIUB include urban break, water, biodiversity, amenity, culture, prosperity and community, with the following objectives sought for the NIUB:

- » protect and preserve separation between urban areas
- » maintain and restore hydrological functions and water quality
- » maintain, restore and improve biodiversity and associated ecosystems
- » protect and enhance rural and scenic landscapes and character
- » protect and enhance cultural landscapes and character
- » promote rural economic productivity and growth
- » encourage community access and cohesion.

Land within the NIUB is included in the RLRPA and is protected from development in accordance with the Planning Regulation 2017. Key environmental values within the NIUB, including MNES, protected areas, the Moreton Bay Marine Park, fish habitat areas, regional planning interests, native vegetation, high ecological significance wetlands, coastal areas, state significant heritage places, state forests and key resource areas are further protected under various piece of legislation and subsequent frameworks, including the EPBC Act, *Nature Conservation Act 1992*, *Marine Parks Act 2004*, *Fisheries Act 1994*, *Vegetation Management Act 1999*, *Regional Planning Interests Act 2014*, *Environmental Offset Act 2014*, *Coastal Protection and Management Act 1995*, *Forestry Act 1959* and *Aboriginal Cultural Heritage Act 2003*.

## Indigenous landscape values

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.

## The Blue Heart

The Blue Heart is a regionally significant greenspace of the Maroochy River Floodplain that provides critical flood storage to the catchment and areas of planned growth, including the Maroochy regional activity centre and surrounds. The area also contains important non-urban uses, significant public and open space and areas of environmental and cultural significance.

The Blue Heart will continue to transition away from uses at risk from flooding and climate change related impacts. New land uses and intensification of existing uses that are incompatible with the values of the land are inappropriate and will not be supported.

Per the SEQ City Deal, the Australian Government, Queensland Government and Sunshine Coast Council, in partnership with the private sector will expand the existing Blue Heart partnership.

Sunshine Coast Council, the Queensland Government and Unity Water will continue to work with landowners and the community to identify suitable new land uses options. These options will build economic, cultural and environmental resilience, protect significant landscape values while retaining a focus on flood hazard management and climate change adaptation.

# Outcomes for Live



## Our great places

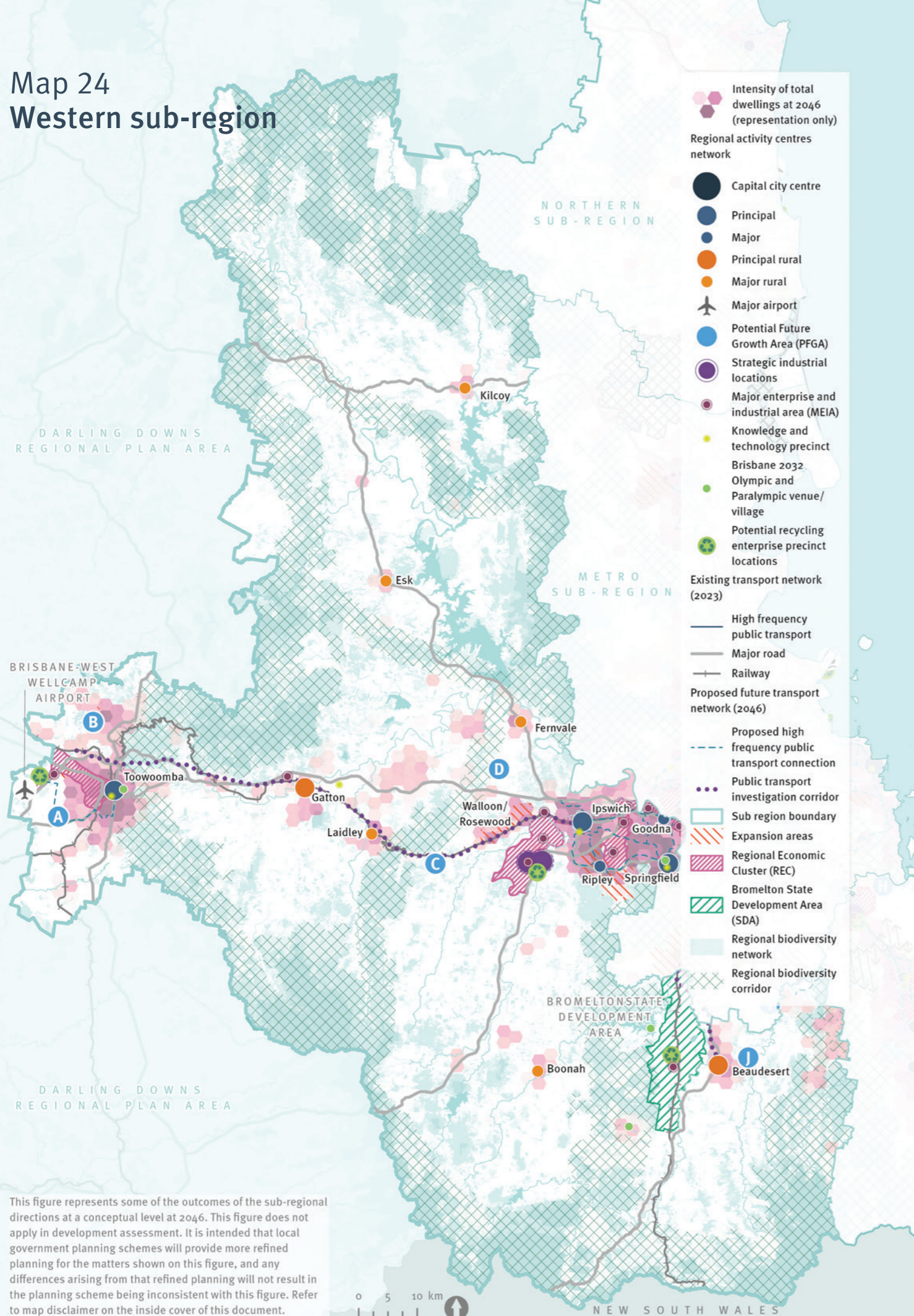
Developing and promoting great places will support the sub-region's liveability, prosperity, and sense of identity and community.

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

1. 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
2. Caloundra Headland with its traditional main street – Bulcock Street – connecting to Kings Beach and other local beaches 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
3. Mooloolaba Esplanade and Spit, a renowned beach and riverfront resort destination features high-quality urban design and public space with street shopping and dining
4. Maroochydore's traditional centre areas of Ocean Street and Cotton Tree Esplanade have a revitalised food, live music and dining scene connected to the new city centre and provides world-class urban form and infrastructure, as well as smart city technologies
5. Palmwoods has a centre rich in historic character with preserved laneways and buildings, and a local community offering a mix of activities, arts and crafts, and hinterland trails
6. Nambour Town Centre and its surrounds, 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
7. Eumundi has a traditional and historically intact main street, which is home to the world famous Eumundi Markets and a focal point for arts, crafts and other creative activities, as well as its hinterland
8. 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, the Hinterland Adventure Playground and visual connections with the sub-region's agricultural and forestry heritage
9. Yandina, one of the oldest towns on the Sunshine Coast, includes a subtropical town centre showcasing heritage-listed buildings, vibrant markets and dining options
10. 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
11. Landsborough, is a popular historic town, often regarded as the gateway to the hinterland tourist trail.
12. Maleny, Montville and Mapleton are small towns and villages on the picturesque Blackall Range offering a mix of activities on their village character main streets
13. Kenilworth sits behind the Blackall Range and offers an historical museum, art gallery, and a range of eateries, shops and niche food production
14. Kawana Town Centre and health and stadium precincts including the lakefront, which is connected to the Buddina Urban Village, Bokarina Beach, Sippy Downs Town Centre and University of the Sunshine Coast, are emerging pedestrian-scale, urban precincts, featuring a wide range of town centre uses
15. Coolum Esplanade reflects the relaxed coastal lifestyle amongst the idyllic coastline of Sunshine Coast.
16. Pomona Village, at the base of Mt. Cooroora has rich heritage values and attractions like the silent movie theatre, railway gallery and museum, and is complemented by cafes, boutique retail and antique and old-ware dealers
17. Peregian Beach Village is a unique destination offering many cafes, restaurants and retail and creative businesses. Low-set buildings and small tenancies surrounding a village square ensure an intimate setting with mature trees. The presence of the Peregian Digital Hub provides a key attractor for a growing digital and innovation business and employment sector
18. Noosa Junction has emerged into a vibrant, pedestrian friendly centre for retail, dining and entertainment. It also accommodates many creative and health and wellbeing businesses, and destination shops and galleries. Cafes and restaurants are complemented by live entertainment venues, night markets and street art, which add to the appeal of the contemporary coastal village atmosphere
19. Gympie Terrace, Noosaville adjoins over 1.7km of public parkland along the Noosa River, offering ample opportunities for active and passive outdoor recreation, particularly for families. A wide choice of restaurants and cafes attract patrons with outdoor dining and opportunities to picnic in the park. Retail offerings are of niche, boutique scale with residents and visitors exploring by foot.



Noosa Foreshore Reserve, Noosaville. Supplied by Noosa Shire Council



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2046. 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. Refer to map disclaimer on the inside cover of this document.

# Western sub-region

The Western sub-region contains SEQ's major RLTPAs, and is supported by the major cities of Ipswich and Toowoomba. These cities contain significant expansion areas, 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 Western 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 existing 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 major airport at Wellcamp, which supports broader economic activities, including freight and tourism

» significant major industry and enterprise areas and Australian Defence Force infrastructure

» provision of long-term industrial land supply at the Bromelton State Development Area, which will facilitate industrial activities of regional, state and national significance

» 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.

# Western sub-regional outcomes

## Outcomes for Grow



### Growth by consolidation

The intent to use land and infrastructure efficiently will be supported by focusing density in high amenity areas where there is superior access to public transport, employment and services.

High amenity areas for the Western sub-region will be further refined and spatially defined in collaboration with each LGA, with key locations including:

1. Ipswich, Springfield and Toowoomba regional activity centres
2. key station precincts along existing and proposed high-frequency public transport corridors including the Ipswich to Rosewood transport corridor, proposed Ipswich to Springfield public transport corridor, proposed connection between Brassall and Yamanto via Ipswich

3. Toowoomba Railway Parklands Priority Development Area. The Australian Government, Queensland Government and Toowoomba Regional Council, through the SEQ City Deal will explore options for the regeneration of the Toowoomba Railway Parklands PDA to increase housing availability
4. Ipswich knowledge and technology precinct (health and education).

and proposed connections between Redbank, Ipswich and Springfield Central

This precinct comprising the University of Southern Queensland, Ipswich campus, Ipswich Hospital and St Andrews Private Hospital is critical to supporting growth for the Western sub-region.

By 2046, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of gentle density housing forms, will also increase in and around these places.

### Potential Future Growth Areas

Major areas in the sub-region that may be suitable for future urban growth include Beaudesert East, Glamorgan Vale (Industrial), Lanefield/Granchester, Highfields and Mundoolun (part). The intent for these areas is set out in Chapter 3.

### Growth by expansion

The intent to deliver, high quality new and more complete communities that are well-planned and serviced will be achieved in areas including:

1. Beaudesert
2. Emerging growth area at Plainlands
3. Fernvale
4. Highfields
5. Redbank Plains, Bellbird Park, Collingwood Park
6. Ripley Valley
7. Rosewood/Thagoona/Walloon
8. Springfield
9. Westbrook/Drayton.

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.

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.

### Rural towns

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

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 RECs.

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. Key to the ongoing success of RECs is the implementation of the directions for state and local government outlined in this plan. Not all RECs require the same planning or implementation actions, but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Western sub-region include:

### 1. 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 and direct access to the Toowoomba Bypass the REC is well serviced by the strategic road network and key freight routes.

The ongoing development of the Toowoomba Wellcamp Airport, Toowoomba Enterprise Hub (Charlton Wellcamp Enterprise Area), 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 Toowoomba 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.

### 2. 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.

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. Willowbank has been identified as a possible Recycling Enterprise Precinct for further investigation, and the Willowbank and Ebenezer industrial areas are key priorities for the Regional Industrial Land Strategy.

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.

As key freight routes the Ipswich Motorway and Cunningham Motorway will benefit from ongoing capacity improvements to enable freight movement within the REC and beyond. The future proposed intermodal freight terminal at Ebenezer will play an important role as a key junction between the planned Inland Rail project and the freight network, principally the Cunningham Highway. 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.

### 3. Springfield

This emerging REC is home to the Brisbane Lions boutique stadium and includes priority sectors of health and tertiary education clusters, supported by higher order consumer activities such as retail and hospitality. Investment by advanced biotech manufacturers into the newly created BioPark Australia has further elevated the status of this REC as a key knowledge and technology precinct.

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.

### 4. 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.

As a key freight route the Ipswich Motorway will benefit from ongoing capacity improvements to enable freight movement within the REC and beyond. There may also be potential for synergies to emerge with the Pacific Motorway REC through strong connections via the Logan and Pacific Motorways. Potential strengthening freight connections to the Port of Brisbane are being investigated in the context of the opportunities arising from the Inland Rail project and other rail capacity improvements.



Supplied by Toowoomba Regional Council

## Industrial land

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by catalysing development at Ebenezer MEIA with Economic Development Queensland to prioritize the delivery of Stage 1 of the Willowbank Industrial Area. Further actions to enable the servicing of Ebenezer MEIA with trunk infrastructure delivered through private development should also be explored.

The Western sub region includes a number of MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high impact industrials and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas, and protect them from encroachment as well as protect surrounding communities and sensitive receiving areas.

The intent of ensuring there is sufficient employment land to accommodate projected demand will be implemented by planning for new industrial areas.

Urban Footprint expansion at West Toowoomba is an area that will provide a new employment area to accommodate a mix of business and industrial uses to support jobs closer to where people live within Toowoomba. The area is located within the suburb of Charlton in Toowoomba Regional Council, west of the Toowoomba Central Business District. The area benefits from being located partially within the Western Gateway Regional Economic Cluster – with the intent of attracting investment and high value economic activities.

The site is well-connected to the wider region, intrastate, interstate and overseas markets due to its key freight assets including proximity to the Brisbane West Wellcamp Airport and the Interlink SQ Intermodal Terminal which support freight transport by air and rail.

The inclusion of the area also presents an opportunity to utilise existing infrastructure including Gore Highway, Warrego Highway, Toowoomba Bypass and New England Highway as part of the western gateway.

The Urban Footprint expansion area at West Toowoomba will be supported by regulatory provisions to ensure that out of sequence development does not occur on the site until detailed land and infrastructure planning is completed, and the relevant provisions are included in the planning scheme.

## Rural prosperity

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 other supply chain activities and infrastructure 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.

The Queensland Government will partner with Ipswich, Scenic Rim, Somerset, and Lockyer Valley councils, the private sector, SEQwater, 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.

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

## Bromelton State Development Area

The Bromelton 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. The Bromelton SDA is well positioned as a location for special industry that needs to be separated from urban areas, or for industries where Bromelton itself is central to a supply chain (e.g. rural industry). Bromelton is also identified as a possible location for a Recycling Enterprise Precinct given its unique strategic location in the region.

Delivery of a number of key infrastructure projects will facilitate long-term development of the SDA. This includes the Melbourne to Brisbane Inland Rail Project to the Sydney–Brisbane Rail Corridor, which will serve as the major freight link and the Bromelton North-South Arterial road as part of the Mount Lindesay Highway upgrade, through the SDA, which will improve connections with SEQ markets and provide efficiencies in freight movement.

The SEQ City Deal allocates funding towards the preparation of a business case to activate parts of the Bromelton SDA for industrial activities. A key aspect of the business case will be to understand the appropriate role and function of the Bromelton SDA in the broader

context of the SEQ regional economy and recognise its potential as a specialised industrial area that will meet the very long-term needs of special industry within SEQ.

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.

### Bromelton Compact

An infrastructure compact is being explored for the delivery of the Bromelton SDA. An infrastructure compact is explained further in the SEQIS and is a place-based strategic planning model to look holistically at a specific location or corridor to better align growth with the provision of infrastructure services. It is a collaborative approach allowing government agencies, infrastructure providers and local governments to deliver on place-based outcomes.

Infrastructure compacts, as a model for improved coordination across government, include the following benefits:

- » transparency across government, industry, and community in planning, decision making and implementation
- » optimisation of government investments and decision making
- » delivery of complete and connected communities through better place-based outcomes.



Bromelton SDA

# Outcomes for Connect



## Key regional infrastructure

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:

1. delivering Cross River Rail in the Metro sub-region, which will support economic growth in the Western sub-region and enable rail network improvements in the Southern sub-region as well as support improved accessibility to the capital city centre using sustainable transport modes
  2. delivering high-frequency public transport connections as part of the strategic public transport system to 2046, including:
    - a. 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
    - b. delivering a high-frequency public transport connection between the northern suburbs of Ipswich and Ripley Valley via the Ipswich CBD to support increased residential densities, employment growth, and public transport accessibility and efficiency
    - c. delivering new high-frequency public transport connections between Redbank, the Ipswich CBD and Springfield Central
  3. delivering the Melbourne to Brisbane Inland Rail Project, connecting the western rail line near Rosewood to the Sydney-Brisbane Rail corridor, which will improve the freight network's efficiency and relieve pressure on the passenger rail network between Rosewood/Ipswich and the Metro sub-region
  4. planning for the Western Ipswich Bypass, which will improve freight network efficiency and relieve pressure on Ipswich City roads
  5. delivering improvements to the Ipswich Motorway, Warrego Highway and Cunningham Highway to support freight movement
  6. 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.
- 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, with opportunities to enhance connectivity to the Port of Brisbane being explored.

## Future investigations

As part of the Melbourne to Brisbane Inland Rail project, continue investigations for the integration of public transport services with the Inland Rail project, to provide improved connectivity between Toowoomba and Brisbane.

Enhanced public transport connections from Flagstone to Beaudesert are being explored as part of broader Salisbury to Beaudesert investigations.

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.

A new strategic road corridor connecting Highfields to Westbrook and the Gore Highway will be investigated.

This new connection will support multimodal movement and capacity in the Toowoomba city road network to enable delivery of high frequency public transport services and provide an orbital network to support freight movements.

# Outcomes for Sustain



## Landscape areas and natural assets

The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:

1. 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
2. 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
3. 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
4. Helidon Hills–Blackall Range Corridor, which links Helidon Hills north to Benarkin, Imbil and Connondale, and to the Blackall Range
5. 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
6. 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
7. D'Aguilar Range–Benarkin Corridor, which includes Deer Reserve National Park and Deer Reserve State Forest
8. 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.

## Resilience

The intent to drive growth to risk appropriate areas across the region means that this sub-region will protect the natural functions and agricultural primacy of its landscape in preference to urban expansion to limit increases in intolerable risk.

Implementation actions from various plans and strategies such as the *Brisbane River Strategic Floodplain Management Plan, 2021–22 Southern Queensland Floods State Recovery and Resilience Plan 2022–24*, and the *Queensland Strategy for Disaster Resilience* will continue to be delivered in the short term while greater focus on setting resilient growth management patterns will occur in the peri-urban areas of Lockyer Valley, Scenic Rim and Somerset during ShapingSEQ implementation.

## Indigenous landscape values

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.

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](http://www.nntt.gov.au).

# Outcomes for Live



## Our great places

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:

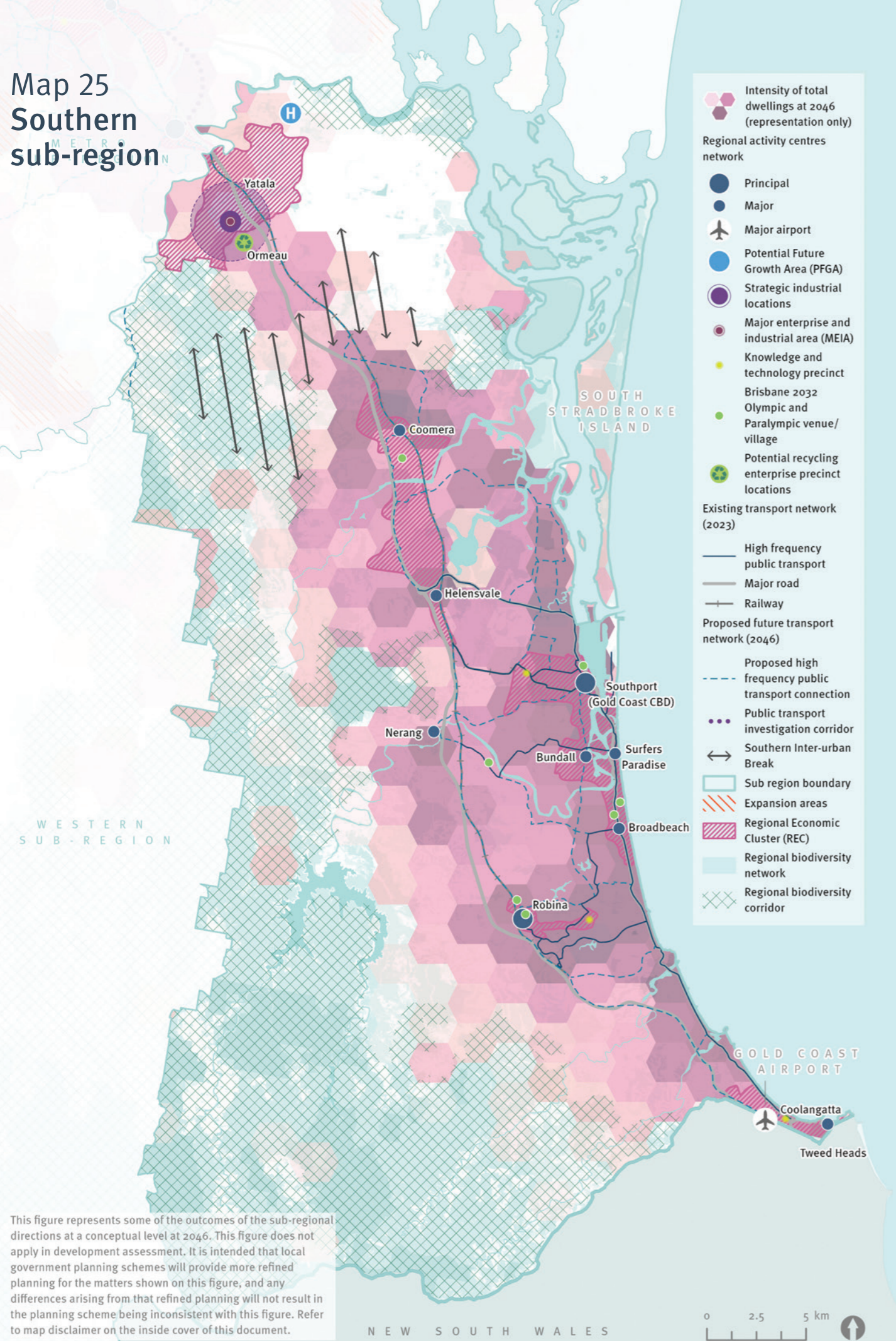
1. Ipswich City Centre, the heart of one of Queensland's oldest cities, which is being revitalised into a modern CBD while reflecting its rich history and character, flanked by highlights such as Queens Park and River Heart Parklands
2. Toowoomba City Centre, a vibrant commercial, health, civic and service 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
3. 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
4. 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
5. 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
6. 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
7. Laidley, one of the region's largely intact rural town main streets with potential to increase the appeal of the town centre
8. 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
9. Esk, Kilcoy and Lowood, with traditional main streets supporting vibrant and successful rural town centres.



Cannon Creek Road, Boonah. Supplied by Scenic Rim Regional Council



# Map 25 Southern sub-region



This figure represents some of the outcomes of the sub-regional directions at a conceptual level at 2046. 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. Refer to map disclaimer on the inside cover of this document.

# Southern sub-region

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

The Southern sub-region is characterised by:

- » an exciting coastal-urban lifestyle supported by world-class beaches, waterways and hinterland areas
- » a highly urbanised coastal edge and historical, inland urban settlements and hinterland townships
- » diverse living opportunities, including seaside urban centres, 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 by sustainable transport modes, 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.

# Southern sub-regional outcomes

## Outcomes for Grow

### Growth by consolidation

The Southern sub-region is largely characterised by increased densities along the eastern coastline and around activity centres to provide denser and more diverse housing product. The sub-region continues to provide homes in close proximity to world renowned beaches and high-quality open space as well as recreational, tourist and cultural activities. The Southern sub-region provides a range of leisure and active lifestyle opportunities close to where we live and work through a mix of coastal, urban and rural living.

Growth by consolidation will support the intent to use land and infrastructure efficiently through focusing density in and around appropriate locations identified as providing high amenity and in areas with superior active transport networks, access to public transport, employment and services.

High amenity areas for the Southern sub-region will be further refined and spatially defined in collaboration with City of Gold Coast, and include:

1. 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. Further growth and urban renewal along the light rail corridor will provide a cohesive corridor of high-quality mixed use environments.

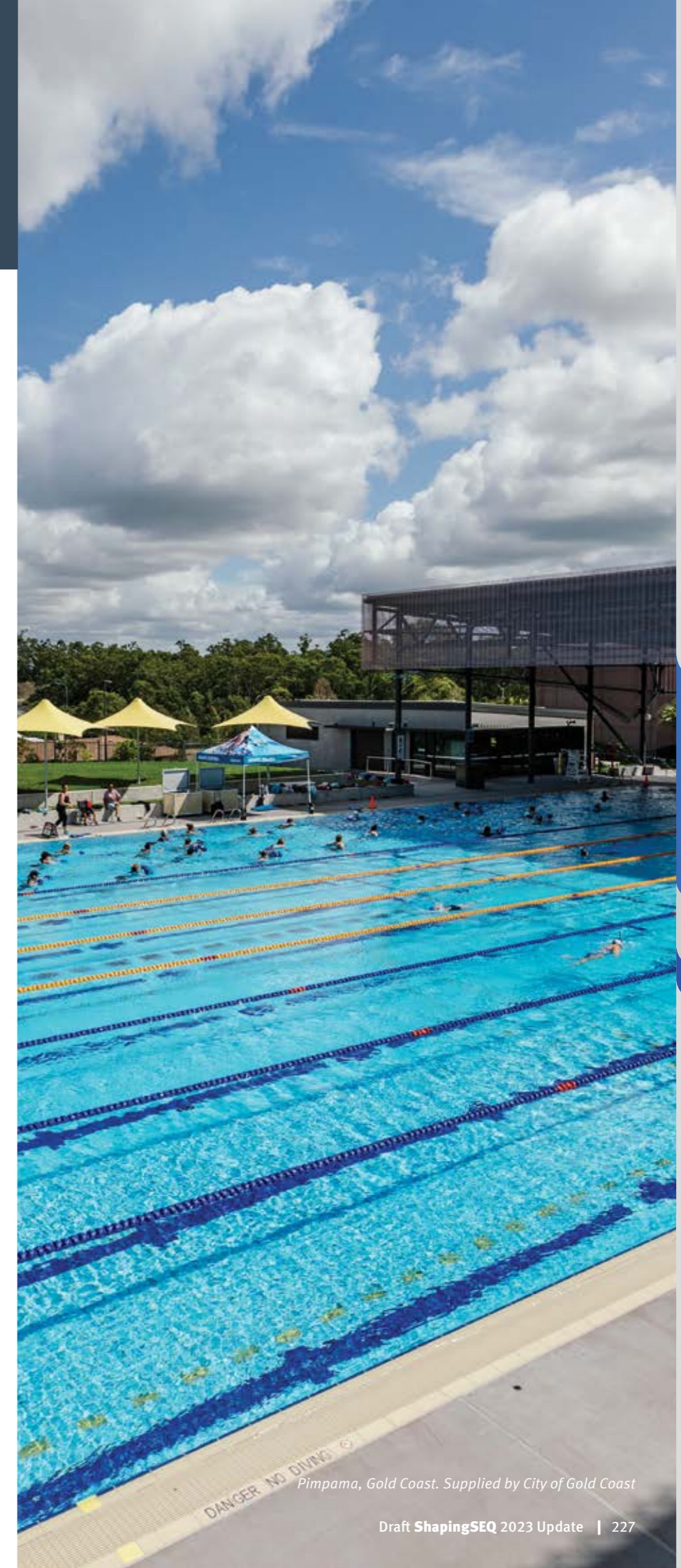
- This corridor provides increased housing density and diversity outcomes that respond to local circumstances and character of each station and centre. Economic development opportunities, and housing choice and affordability, will also be maximised along this corridor
2. within and in proximity to regional activity centres, (including the above locations and Bundall and Coomera), which provide opportunities to focus growth and promote higher density residential development coupled with mixed use development to support well-located employment uses and essential services. Additional residential densities (to 2046) will be supported around these centres and precincts to increase accessibility to jobs, services and transportation infrastructure.
  3. key station precincts along the proposed Southern Transport Corridor including Burleigh Heads, Palm Beach Village Centre, Gold Coast Airport and Coolangatta.
  4. the Gold Coast rail transport corridor, including Robina, Nerang, Coomera and Helensvale regional activity centres, and key rail stations
  5. Gold Coast Health and Knowledge Precinct (Lumina), and Robina (health and education) and Varsity Lakes (education) knowledge and technology precincts

6. the proposed Coomera Connector transport infrastructure that will improve connectivity on the northern Gold Coast and support opportunities for increased residential densities along the corridor where accessibility is enhanced
7. key precincts associated with the Brisbane 2032 Olympic and Paralympic Game including Gold Coast Stadium, Coomera Indoor Sport Centre, Gold Coast Convention and Exhibition Centre, Gold Coast Sport and Leisure Centre, Southport Broadwater Parklands and the Robina Olympic and Paralympic Village to stimulate and enhance ongoing urban renewal.
8. cultural precincts such as the Home of the Arts centre, including the surrounding parkland and recreational facilities.
9. the Greenheart destination parkland which will promote increased residential development and diversity in Robina given its future benefits of access to significant, improved green space for current and future residents.

By 2046, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of gentle density' housing forms, will also increase in and around these places.

Delivering greater housing choice will require concerted effort by government and industry. The community also have an important role to play. Low density residential areas have potential to deliver more housing choice through gentle density, including small studios or Fonzie flats, duplexes, row or terrace houses, triplexes or quadraplexes and low-rise multiple dwellings (up to 3 storeys). By gently increasing the number of houses within existing urban areas, close to existing services like transport, education and shops, we can offer people more choice as to how and where they live.

Unlocking underutilised land in the Urban Footprint will also play a role in achieving growth by consolidation for the Southern sub-region.



Pimpama, Gold Coast. Supplied by City of Gold Coast

## Growth by expansion

Key expansion areas for the Southern sub-region, including Coomera and Ormeau are nearing capacity, and will be fully developed during the life of this plan. Growth by expansion in the Southern sub-region will remain challenging subject to inherent trade-offs in social and environmental values, Native Title determinations and the comparative cost of servicing large greenfield development.

The City of Gold Coast is currently investigating potential growth by expansion at Oxenford and Parkwood.

## Potential Future Growth Areas

No major areas with potential for future residential growth have been identified outside the Urban Footprint. However, this is subject to monitoring to ensure there is adequate supply and the targets 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 City of Gold Coast.

One PFGA has been identified at Stapylton for employment purposes (see further information under outcomes for Prosper).

## Outcomes for Prosper

### Regional Economic Clusters

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 RECs.

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. Key to the ongoing success of RECs is the implementation of the directions for state and local government outlined in this plan. Not all RECs require the same planning or implementation actions, but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Southern sub-region include:

#### 1. 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.

#### 2. 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 will benefit from investment in east-west high frequency public transport services and facilitating greater synergies between the university and the activity centre.

#### 3. Yatala–Stapylton–Beenleigh

The Meadowbrook–Loganholme 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.

Industrial land planning is a key focus for this area given its strategic importance as part of the Regional Industrial Land Strategy.

This REC is located alongside the Pacific Motorway and has direct access into the strategic SEQ freight network with the motorway providing access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane.

This REC would benefit from better active and public 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.

#### 4. 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.

#### 5. Helensvale–Coomera

A new REC has been identified at Helensvale–Coomera, reflecting the Coomera Marine industry precinct, Major Centres at Helensvale and Coomera, and industrial areas at Oxenford, Coomera and Helensvale. It supports the priority sectors in final manufactures, creative and cultural industry and tourism related industry.

This will also depend on developing synergies between industry, the Meadowbrook knowledge and technology precinct and the activity centre. Local planning has been carried out to enhance opportunities for the knowledge and technology precinct, however 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.

Through the SEQ City Deal commitment of \$45 million, the Australian Government, Queensland Government and Logan City Council will support the revitalisation of the Loganlea/Meadowbrook precinct through improved connectivity and mobility investments.



## Industrial land

The intent to deliver a sufficient supply of suitable land for industrial development that considers anticipated demand, constraints of the land, surrounding land uses and proximity to essential infrastructure required to service industrial development will be achieved in the Urban Footprint expansion area at Stapylton as a short-medium term supply of industrial land in the sub-region.

The Urban Footprint expansion area at Stapylton will be supported by regulatory provisions to ensure that out of sequence development does not occur on the site until detailed land and infrastructure planning is completed, and the relevant provisions are included in the planning scheme. Detailed planning for this area will consider the range of constraints including flooding, MSES, the nearby Key Resource Areas and associated separation areas.

## Potential Future Growth Area

Additional land at Stayplton has been identified as an area that may be suitable for future urban growth. This area has already been identified as having potential to meet some of the demand for industrial land in the Gold Coast LGA, as well as being well-located to meet some of the regional demand for industrial land. Subject to further planning being undertaken by the City of Gold Coast, additional land in this area may be appropriate for future growth of industrial land. Planning investigations for the area will consider a range of factors including environmental and landscape values, flooding and coastal hazards, natural economic resources, and councils' broader strategies for accommodating growth.

It will also consider detailed planning for the Coomera Connector A PFGA is also identified over a broader area at Stapylton as an area that may be suitable for future industrial land uses.

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by expanding the Yatala/Stapylton MEIA. Subject to further detailed investigations, a further expansion of the Yatala/Stapylton MEIA may be required.

The Yatala/Stapylton MEIA represents the only regional scale industrial area within northern Gold Coast. The Yatala/Stapylton MEIA straddles the Pacific Motorway and has direct access into the strategic SEQ freight network via the Pacific Motorway providing the MEIA with motorway access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane.

In addition to the satisfactory outcome of detailed planning investigations for the area, the timing and extent of land from this PFGA to be included in the Urban Footprint will also be informed by the Regional Industrial Land Strategy.

Sub-regional arterial access will be provided with the delivery of the Coomera Connector, which will connect Yatala/Stapylton MEIA to the northern Gold Coast growth areas of Ormeau, Pimpama and Coomera.

Because of its location and scale, expansion of Yatala/Stapylton MEIA represents the most appropriate policy response within the Gold Coast context to a diversion of industrial land demand away from Brisbane.

The Southern sub region includes several MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high impact industrials and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas, and protect them from encroachment.

## Rural prosperity

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. Agri-adventure and nature-based tourism, recreation and events and clean energy initiatives will also be encouraged where impacts on agricultural productivity, the environment, and scenic amenity can be successfully managed.

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

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



Gold Coast Hinterland.  
Photographer: Tara Williams

# Outcomes for Connect



## Key regional infrastructure

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 and promote more sustainable transport modes. This will include:

1. delivering Cross River Rail in the Metro sub-region, which will support economic growth in the Southern sub-region and enable rail network improvements in the Western to Southern sub-region as well as support improved accessibility to the capital city centre using sustainable transport modes
2. delivering a network of high-frequency public transport connections as part of the strategic public transport system to 2046, including:
  - a. extending the light rail from Broadbeach to Burleigh Heads with eight new light rail stations being delivered by 2026 providing increased public transport accessibility and supporting increased residential densities and employment opportunities
  - b. planning for extension of the light rail from Burleigh Heads 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
  - c. 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
  - d. 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
  - e. delivering the Logan and Gold Coast Faster Rail between Kuraby and Beenleigh which will significantly increase capacity on the Gold Coast rail line and enable high frequency public transport connectivity
3. delivering the Coomera Connector from Nerang to Coomera initially and from Coomera to the Metro sub-region 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 and improving freight movement on the Pacific Motorway
4. 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

The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:

1. 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
2. The Ramsar-listed wetlands of the Southern Moreton Bay Islands National Park and Declared Fish Habitat Areas
3. World Surfing Reserve from Burleigh Heads to Snapper Rocks
4. Guanaba Indigenous Protected Area
5. Springbrook–Wongawallan Corridor, which links Border Ranges–Springbrook, Tamborine Mountain, Darlington Range and Wongawallan
6. Southern Moreton Bay–Wongawallan Corridor which links Darlington Range, Wongawallan and Southern Moreton Bay Islands National Park through the Gold Coast inter-urban break
7. 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
8. Burleigh Heads–Springbrook National Park Corridor extending from Burleigh Heads National Park through to Springbrook National Park
9. Tugun–Springbrook National Park Corridor extending from Tugun, including Currumbin Valley, through to Springbrook National Park.

### Inter-urban break

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.

## Indigenous landscape values

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.

## Regional water supply

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.

## Resilience

Developing climate and natural hazard risk responsive coastal and hinterland communities that reflect local mitigation and adaptation values of protecting natural areas and consolidating growth in safer locations will advance the intent to:

- » realise risk responsive future growth – by continuing local efforts to update hazard mapping and implement planning scheme amendments
- » preparing for future settlement adaptation – by integrating outcomes from local natural hazard risk management and adaptation strategies like local government’s Coastal Hazard Adaptation Strategy.

# Outcomes for Live



## Our great places

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:

1. 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
2. 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
3. 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
4. Gold Coast Health and Knowledge Precinct focuses on major investment across three levels of government, bringing together university and health, research and technology industries
5. 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
6. Gold Coast Home of the Arts 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
7. James Street Burleigh Heads is a traditional main street village centre with laneways that enhance its human scale, and a beach village character
8. 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
9. Mudgeeraba Village, a historic centre with a traditional rural town feel, provides a people-place and gateway to major hinterland destinations
10. 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
11. Coolangatta provides a relaxed beach culture in an urban coastal community that is nestled between a pristine north-facing beach and hinterland.



Bluesfest, Broadbeach. Supplied by City of Gold Coast

# GOVERNANCE AND DELIVERY



Witta Cork Dairy Farm. Photographer: El Rho Photos

---

**All levels of government, industry and the community have a role to play in responding to the housing challenges.**

The 2022 National Housing Accord – a joint commitment between federal and state governments, investors, and industry sectors – seeks to improve housing affordability by addressing Australia’s housing supply challenges and facilitating the delivery of affordable housing in the medium term. As a part of the Accord, the Australian Government, and state and territory governments, agreed to take action to deliver expedited zoning, planning and land release.

The National Cabinet has agreed on various reforms to support a national approach to the growth of our cities, towns and suburbs. A key requirement of National Cabinet is for all state and territory Planning Ministers, in the next six months, to develop a proposal for National Cabinet outlining reforms to increase housing supply and affordability, working with the Australian Local Government Association.

The draft ShapingSEQ 2023 Update ensures that we are taking the opportunity to provide a place-based response to SEQ’s share in tackling the current housing challenges – meaning we get to influence how and where this growth occurs and make sure this happens in a sustainable manner.

The supply targets for SEQ set out in this draft ShapingSEQ 2023 Update will be supported by a new and enhanced implementation framework to drive accountability, require transparency and allow for engagement with the community and stakeholders to accelerate the size, speed and mix of housing within SEQ.

This framework will provide clear evidence about SEQ’s contribution to addressing the national housing shortage and enable SEQ councils and the Queensland Government to seek our fair share of federal funding to support our sustained and projected population growth and changing demographic needs.

# Implementation assurance

A key outcome sought from the draft ShapingSEQ 2023 Update is implementation assurance. Implementation assurance ensures accountability for stakeholders while identifying potential risks in delivery and associated mitigation measures.

The draft ShapingSEQ 2023 Update therefore establishes a new implementation assurance framework and process that is:

## 1 > Dynamic

integrating measures to improve the capacity to adjust and respond to changing priorities, evolving needs or crisis scenarios

## 2 > Accountable

sharing responsibility and commitment to deliver outcomes, supplemented by ongoing monitoring

## 3 > Transparent

sharing of evidence and information, access to data and ongoing monitoring and reporting to reflect implementation progress

## 4 > Effective

assurance that the implementation actions will be delivered by leveraging off a suite of mechanisms available to stakeholders to achieve envisioned outcomes

## Implementation framework

The draft ShapingSEQ 2023 Update is underpinned by new data sets and methodologies, including updated population projections and integrated land use and transport modelling. This robust evidence base leaves the plan well-placed to respond to the region's key priorities and challenges, deliver regionally beneficial outcomes and achieve the 50 year vision.

However, a common challenge with regional plans, is the translation from policy to implementation.

The successful delivery of the goals, elements, and strategies in the draft ShapingSEQ 2023 Update is therefore heavily dependent on an updated and refined implementation framework that provides assurance to local and state governments, industry and the community.

As such, the enhanced implementation framework has been developed to ensure policy directions can be delivered with sufficient transparency, accountability, and resources, providing greater clarity and certainty to stakeholders.

The implementation framework (Figure 11) incorporates:

- » the five themes at its core – Grow, Prosper, Connect, Sustain and Live. These themes are supported by revised elements and strategies and supplemented with key actions for stakeholders
- » the implementation process which details the mechanisms for delivery, timeframes, roles and responsibilities, ongoing monitoring and measures
- » governance, assurance and risk, which clarifies the roles and responsibilities for decision makers and advisors to improve implementation assurance and manage ongoing risk

- » a change control process, that enables the plan to address non-preferred trends or respond to other changes and disruptors
- » ongoing monitoring that signals delayed delivery of implementation actions or where key indicators are showing non-preferred trends.

Assurance ensures accountability and covers the identification of risk, plus the evaluation of opportunities and actions being undertaken to realise benefits on behalf of the region.

A key component of providing assurance for the draft ShapingSEQ 2023 Update is the inclusion of change control measures that are linked to ongoing monitoring and that ultimately trigger key decision-making points for intervention. Including these triggers and decision-making pivot points result in a more dynamic implementation framework, that is not only responsive to an evolving region and changing priorities but allows for rapid action or intervention when required.

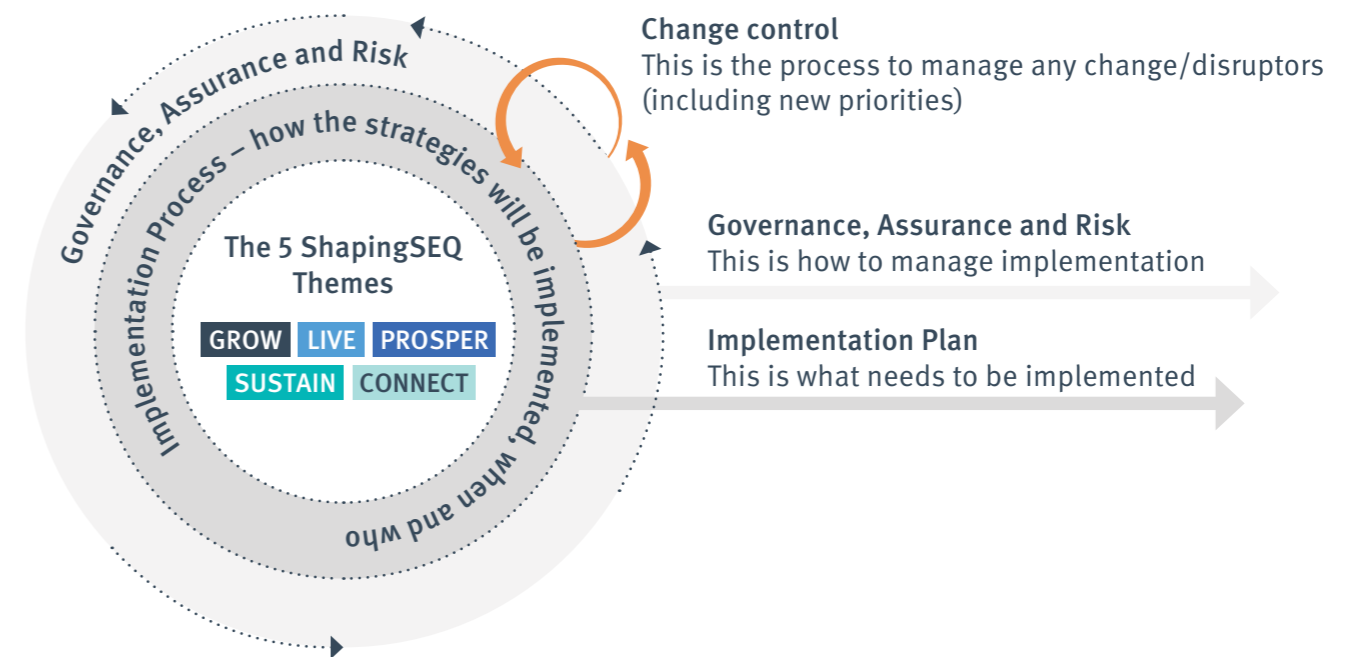


Figure 11: Implementation assurance framework



## Implementation process

The successful delivery of the goals, elements, and strategies in the draft ShapingSEQ 2023 Update is heavily dependent on providing assurance to all stakeholders that actions will be delivered, tools and mechanisms to allow for implementation are available and accessible and that stakeholders will be held to account. It is acknowledged that the draft ShapingSEQ 2023 Update cannot be ‘set and forget’ and to provide true assurance, will require shorter, sharper review periods and dynamic interventions along the way in direct response to evidence.

To refocus on key priorities, and to streamline delivery pathways, the draft ShapingSEQ 2023 Update includes clear strategies and implementation actions for key parties including state and local governments as articulated in **Chapter 3, Part A**. This new integrated format defines accountable action owners aligned with revised policy directions, provides clarity to stakeholders on immediate tasks for implementation and sets out key milestones for delivery and reporting.

Actions for state and local governments are drafted to be clear as to what is required by delivery partners for their completion, with particular emphasis on immediate priorities. This limits any ambiguity and provides a clear and coordinated approach to achieving the policy intent within the draft ShapingSEQ 2023 Update.

The implementation process maintains the core elements of the existing *ShapingSEQ* 2017 implementation program: implementation actions, timeframes, delivery mechanisms, stakeholder responsibility, and measures for ongoing monitoring. However, there are key amendments to the implementation process to provide greater assurance, which include:

» **Change control measures**

Integrating a change control process that allows implementation to address and actively respond to changes that occur within the life of the plan. This may be in response to baseline data and evidence, changes to policy direction based on emerging priorities, and/or performance in relation to targets. This allows for a dynamic implementation plan that is responsive to an evolving region and its changing priorities and facilitates direct action of relevant stakeholders in response to evidence where and when required.

» **Decision making triggers**

**Decision-making point 1**

» integrating and modernising improved and regular and transparent tracking of performance and progress against policy intent (including dwelling supply targets), timeframes and measures.

- » identification of performance indicators where responses or intervention may be required due to anticipated progress not being made (in a timely manner) or where key indicators are showing non-preferred trends
- » triggers built into the process that notify a potential decision-making point. Subsequent decision, assurance and risk review is undertaken and may result in changes to the implementation action or delivery pathway and/or trigger direct site-based interventions (such as an intervention by GAT or EDQ).

**Decision-making point 2**

- » through implementation of the plan, there may be external changes and disruptors that are reactive and require immediate intervention. Disruptors may include but are not limited to natural hazard events or crisis, major shifts in policy or priorities, or significant new evidence used to inform policy or targets
- » this would trigger a decision-making point, assurance and risk review, and may result in changes to the implementation action or delivery pathway or in some cases may be significant enough to trigger a regional plan update or review.

## Implementation of the revised strategies in the draft ShapingSEQ 2023 Update is dependent on a collective commitment from state and local governments, Traditional Owners and industry to be accountable for their ongoing delivery.

The delivery of *ShapingSEQ* 2017 over the last six years has been limited by a lack of coordinated activity and committed action across all entities. These limitations have informed a necessary review of existing governance arrangements to ensure that going forward there is joint accountability, strategic alignment across government bodies, and to provide greater clarity regarding roles and responsibilities for community and stakeholders.

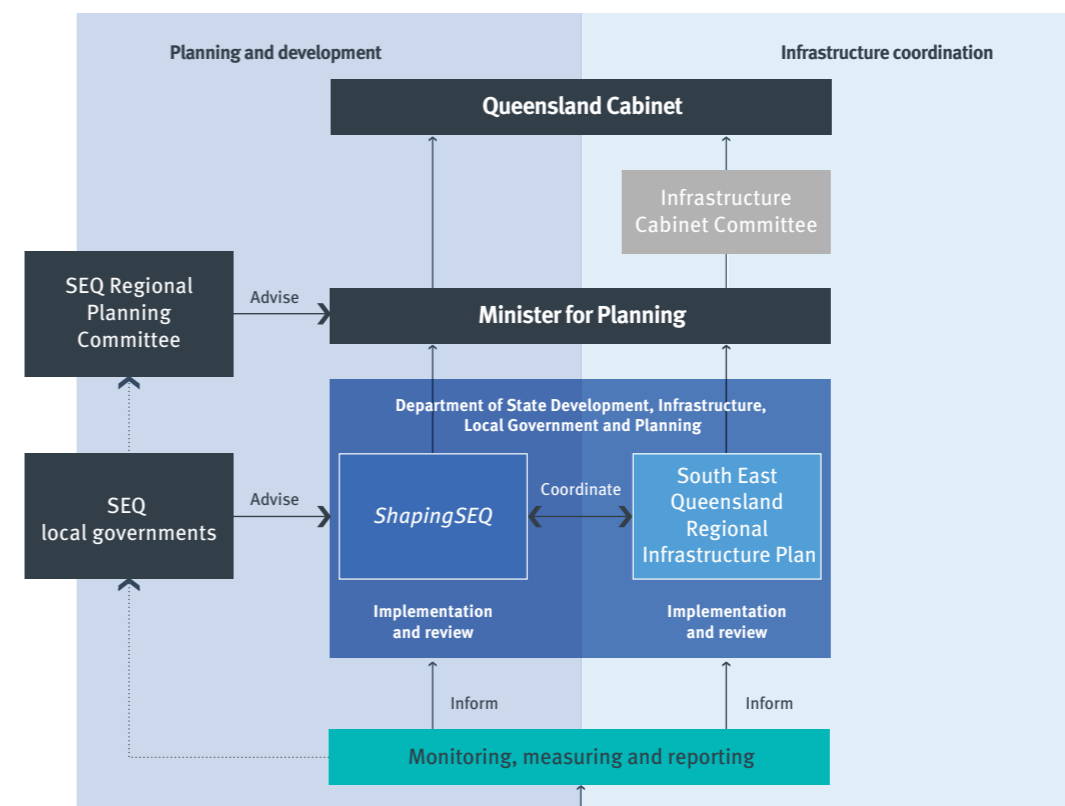
The delivery of draft ShapingSEQ 2023 Update will be supported by the Queensland Government with dedicated resourcing to drive this change in practice and ensure accountability in its delivery through refreshed governance arrangements.

A key focus of this refinement is to enhance communication of advice and recommendations from experts to decision makers, including the Minister for Planning and Minister for Housing.

The revised governance framework for the delivery of the draft ShapingSEQ 2023 Update includes:

- » clear delineation of advisory bodies from decision making bodies
- » streamlined communication channels for advice and recommendations
- » advancing the current and previously used arrangements within the Regional Planning Committee (RPC)

- » a Project Control Group (PCG) that coordinates internal (state departments) and external (local governments, industry etc.) working groups, providing finalised recommendations to decision makers
- » inclusion of First Nations people in governance on decisions impacting their rights to determine outcomes that impact their lands and waters
- » additional specialised working groups that can change based on regional priorities and clarity of roles for decision makers and advisory bodies.





Crows Nest, Toowoomba. Supplied by Toowoomba Regional Council

## Queensland Cabinet

The Queensland Cabinet will oversee the ongoing delivery of the ShapingSEQ 2023 Update.

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 the ShapingSEQ 2023 Update.

## The Minister for Planning

The Minister for Planning is responsible for the preparation, implementation and review of ShapingSEQ, for advising the government on related matters, and assembling and convening the SEQ RPC.

## SEQ Regional Planning Committee

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

Its membership includes 11 of 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 the ShapingSEQ 2023 Update.

The SEQ RPC fosters regional unity, transparency 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 the draft ShapingSEQ 2023 Update and subsequent implementation actions, including: the SIS and SEQIS; legacy infrastructure delivery to support Brisbane 2032; the ongoing delivery of the SEQ City Deal and responding to issues identified through the SEQ GMP.



Supplied by Brisbane City Council

## Growth Monitoring Program

The GMP was established in 2018 to provide clear evidence to inform planning and infrastructure decision-making in SEQ.

As a key implementation action from *ShapingSEQ 2017*, the GMP prepare annual LSDM reports, providing an evidence base to better inform decisions on infrastructure and land use planning in SEQ. Since 2017, an independent peer review of the LSDM has been undertaken and is currently being implemented.

The refined and continuously improving evidence base being collected and monitored by the GMP team will compile a wide range of data from local governments, utility providers, the ABS and Queensland Treasury in one easy-to-use location to annually monitor land supply and development activity across the SEQ region.

Specifically, past LSDM reports have helped to understand land supply and development across SEQ and shared results on the following for each LGA in SEQ

(noting that a new baseline of evidence has been established through this plan update that will capture the supply challenge in additional ways):

- » planned dwelling supply
- » approved supply
- » sales and price
- » dwelling growth
- » housing diversity and densities
- » planned industrial employment supply
- » planned industrial land supply/take up.

## Growth Areas Team

The GAT works to overcome barriers that constrain new development in growth areas, including facilitating development approvals, partnering to undertake structure planning, infrastructure planning, and identifying and promoting reforms to the planning and infrastructure framework that will lead to better long-term management of Queensland's growth.

GAT was established in 2021 in response to growing demands for affordable land and housing in rapidly expanding parts of SEQ.

GAT's remit is to help 'unlock' land to facilitate housing and well-planned community outcomes. Many growth fronts in SEQ pose significant challenges that need to be overcome before housing can be approved and constructed. These challenges include 'land fragmentation' which requires developers to negotiate with multiple landowners to assemble parcels of land large enough to support development applications for urban development. These growth fronts also require land use and infrastructure planning to be in place to ensure that incremental approvals fit together over time to develop cohesive neighbourhoods and communities.

GAT works in partnership with local governments and collaborates with state agencies, utility providers and the development industry on strategies to mobilise land supply and housing outcomes on a range of growth fronts.

## Economic Development Queensland

EDQ operates under the *Economic Development Act 2012* and leads and delivers infrastructure and property projects for Queensland's economic benefit, and drives a range of development projects including:

- » large complex urban sites which support renewal
- » regional residential projects which respond to community need
- » industrial activities which generate ongoing employment opportunities
- » infrastructure projects which encourage further development.

EDQ works with local governments to streamline the planning, approval and development processes in PDAs to enable development to reach the market sooner. Each PDA is subject to a development scheme, which regulates land use, infrastructure planning and development in the area.

## First Nations

In recognition of their Native Title and cultural heritage rights that exist extensively over SEQ, First Nations will play a fundamental role in supporting and driving the delivery of the strategies within the ShapingSEQ 2023 Update. Co-governance arrangements wherever practical will occur to ensure Traditional Owners can contribute to effective planning and designing with Country that will ensure their ongoing access to their cultural resources, and contribute to sustainable communities for all future generations in SEQ.

## Local Government

Local governments prepare planning schemes which coordinate and integrate state interests and regional plans in local planning and development assessment policies. SEQ local governments have responsibility in delivering the updated strategies and implementation actions set out in this draft ShapingSEQ 2023 Update.

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 the draft ShapingSEQ 2023 Update and is not inconsistent with the SEQ regulatory provisions detailed in Planning Regulation 2017.

## Industry

Industry will play a fundamental role in supporting and driving the delivery of the strategies within the draft ShapingSEQ 2023 Update and providing ongoing feedback about operational realities and learnings. The key role for industry in implementation is to support and deliver innovation through development. In particular innovation which to progress regional policies including but not limited to affordability, sustainability, design, waste minimisation, energy efficiency and construction. Industry play the primary role in innovation and design quality.

Noting the current economic circumstances influencing housing construction and delivery appropriate forums and engagement will be needed to ensure policy settings consider current economic realities (e.g. cost of construction) and that industry responds proactively to opportunities provided by the ShapingSEQ 2023 Update while ensuring development is of a high quality and contributes appropriately to broader regional policies.

## Community, local businesses and non-government organisations

The community, including local businesses, academic and research institutions, and non-government organisations will play a role in delivering the draft ShapingSEQ 2023 Update through collective action, including but not limited to:

- » advocating for their community
- » partnering with government on specific mutually beneficial projects
- » engaging collectively with the Queensland Government on the plan and its performance
- » delivering high-quality development
- » innovating in 'gentle density' housing product
- » collective action in natural resource management
- » growing business and providing for new employment.

Non-government organisations, including regional natural resource management, are encouraged to align planning initiatives with the draft ShapingSEQ 2023 Update to ensure a coordinated effort across the region.

Best-practice initiatives, data, focussed research and key learnings from academic institutions will continue to be a valuable tool in understanding emerging trends, new technologies, intra-regional relationships, and new markets.

The Queensland Government will continue to look for opportunities to incorporate emerging and innovative forms of data to inform planning.



O'Reilly's, Canungra Valley Vineyards. Photographer: Tara Williams

## Planning framework

### The Planning Act 2016

The *Planning Act 2016* is the overarching act that govern land use in Queensland and is key to implementing the policy direction set out in ShapingSEQ 2023 update.

The *Planning Act 2016* establishes the framework for Queensland's planning system and its associated instruments, and is supported by the Planning Regulation 2017 and other legislation.

The *Planning Act 2016* also provides the Minister for Planning with powers to intervene in planning and development processes that can be enacted in response to matters involving, or likely to involve a state interest.

Under the *Planning Act 2016*:

- » the SPP sets out planning and development assessment policies about matters of State interest

- » statutory regional plans, such as ShapingSEQ, set out planning and development assessment policies about matters of State interest for particular regions of the state
- » local government instruments, such as planning schemes, planning scheme policies and Temporary Local Planning Instruments (TLPs) made by local government reflect and implement the SPP and ShapingSEQ policy. These instruments must coordinate and integrate the matters dealt with by the planning scheme, including State and regional aspects of these matters.

### Economic Development Act 2012

The Economic Development Act 2012 through the Minister of EDQ facilitates economic development, and development for community purposes in the state.

EDQ operates under the *Economic Development Act 2012* and is the Queensland Government's land use planning and property development agency. EDQ has unique planning and approval powers and a mandate to create investment opportunities by de-risking and unlocking land for redevelopment.

Under the *Economic Development Act 2012* the Minister of EDQ can declare a PDA which provide an effective means for accelerating planning and development outcomes.

The use of PDAs remains an important planning mechanism to support the delivery of the draft ShapingSEQ 2023 Update and its respective dwelling supply and diversity targets as well as social housing and affordable housing targets. EDQ, along with other planning and infrastructure agencies, will work collaboratively to ensure PDAs advance the strategies of the ShapingSEQ 2023 Update.

### Planning Regulation 2017 and SEQ regulatory provisions

The Planning Regulation 2017 (Planning Regulation) has been in effect since 2 June 2017. Regulatory provisions associated with ShapingSEQ (SEQ regulatory provisions) apply to the following areas in the region:

- » RLRPA
- » RLA
- » SEQ development areas.

The SEQ regulatory provisions play a crucial role in ensuring the ShapingSEQ policy is delivered through the development assessment process. They are also used in the preparation or amendment of local government planning instruments, such as planning schemes, ensuring alignment of levels of assessment.

Findings from targeted stakeholder consultation have deemed comprehensive amendments to the SEQ regulatory provisions unnecessary.

### Ministerial Infrastructure Designations

Ministerial Infrastructure Designation's (MIDs) facilitate the delivery of certain community supporting infrastructure, including development of social housing or affordable housing by a community housing provider or under a State funded program. The types of infrastructure that can be considered under the MID process are listed in the Planning Regulation 2017.

However, some amendments to the regulatory provisions are required to ensure that development does not result in further undesired land fragmentation and sprawl, contrary to ShapingSEQ policy direction and strategies. Additional feedback has emphasised the significance of small-scale adjustments to policy settings to support rural towns and villages. Consequently, the provisions concerning rural precincts these areas will be reviewed to facilitate the sustainable growth of these locations.

Regulatory provisions for SEQ Development Areas (Schedule 10, Part 15) will require an amendment to support the designation of additional Major Development Areas identified within the draft ShapingSEQ 2023 Update. This section is also to be updated to include assessment of MEIAs. These locations were introduced in *ShapingSEQ 2017* and additional protection measures to support their contribution to the regional economy are sought through the draft ShapingSEQ 2023 Update.

Refer to ShapingSEQ 2023 Update Regulation Amendment Consultation Paper for further information.

The MID process provides an alternative to lodging a development application with the relevant local government. MIDs can be requested by public and private entities and are designated by the Minister for Planning.

The effect of an MID is to make specified work 'accepted development' under the *Planning Act 2016* which therefore does not require a development approval.

### State Planning Policy (SPP)

The 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 with ShapingSEQ providing the basis for prioritising, qualifying or resolving the state interests in a place-based context for SEQ. As such, ShapingSEQ advances the SPP in response to the region's projected growth, community expectations, values, opportunities and constraints.

A MID does not prevent other development from taking place on the designated premises. However, the MID will be considered in assessing any development application for proposed development that is not for the designated infrastructure. Local governments also have power to make designations, with similar effect to MIDs.



Dr Alex Horn Park, Harlaxton.  
Supplied by Toowoomba  
Regional Council

## 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.

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.

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 LGA to accommodate its expansion dwelling supply target 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 or having regard to 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.

To avoid any doubt, the vision in Chapter 2, including the discussion of each of the five themes in Chapter 2, is not relevant to development assessment, whether as a "relevant matter" or on any other basis. That content from chapter 2 reflects a long-term vision for the region, which is intended to be achieved over time through planning instruments, rather than in an ad hoc way through assessment of individual development applications.

The following matters are intended to assist local governments in plan-making, and to be implemented through planning schemes. They are not intended to be implemented in an ad hoc way through assessment of individual development applications:

- » dwelling supply targets
- » dwelling diversity sub-targets
- » dwelling density sub-targets
- » social and affordable housing sub-targets.

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.

## State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) defines the state's interest in development assessment and provides state codes that include the assessment benchmarks SARA assesses development applications against. SDAP does not contain specific provisions for the South East Queensland Regional Plan.

## Queensland Housing Code

A Queensland Housing Code (QHC) is being investigated by the Queensland Government to include provisions for single detached housing and secondary dwellings (granny flats). It is intended to replace the Queensland Development Code (QDC) mandatory provisions for single detached housing. The QHC will have a similar role to the QDC currently, however will reflect more contemporary housing design principles and terminology, providing local governments with the ability to adopt a consistent approach to siting and design rules for standard housing under planning schemes resulting in less of a need for applicants to vary the siting and amenity provisions.

## Major Development Area

A MDA is a proposed growth area, requiring coordinated land use and infrastructure planning or significant infrastructure investment to unlock for urban development. MDAs reflect areas that require coordinated planning and delivery to cater for regionally-significant residential and/or employment supply.

Declaration of a MDA must advance ShapingSEQ by demonstrating compliance with:

- » Chapter 3, Part A  
Goals, elements, strategies, and
- » where within the Urban Footprint, the SEQ regulatory provisions in the Planning Regulation 2017, or
- » where outside of the Urban Footprint, the Urban Footprint Principles in Chapter 3, Part B.

The Planning Regulation prescribes the regulatory provisions for MDAs and is being reviewed to align with requirements set out in this draft ShapingSEQ 2023 Update. Refer to ShapingSEQ 2023 Update Regulation Amendment Consultation Paper for further information.

## Potential new planning tools

DSDILGP is investigating new planning tools to further enable delivery of the strategies and implementation actions in the draft ShapingSEQ 2023 Update, and to support local governments where key direction have been provided, including the housing supply statement and housing strategy and implementation plan.

### Housing supply statement

The purpose of a housing supply statement is to describe how the state and local governments are actively progressing policy and servicing activities to meet dwelling supply targets (and sub-set targets for diversity) for two, five and ten year timeframes.

DSDILGP is seeking the development of a housing supply statement for each SEQ LGA (excluding Somerset, Lockyer and Scenic Rim) during consultation on the draft ShapingSEQ 2023 Update to inform how the rate of housing supply can be achieved over a short-medium (2026, 2031 and 2036) timeframe to be on track to meet draft dwelling supply targets.

Through this process, local governments are asked to advise on:

- » Where are the areas of primary concern in achieving the housing supply targets and why?
- » What can local government do differently to help achieve the identified targets?
- » What does local government require from the Queensland Government to assist?

A housing supply statement should include:

- » a statement of current ability to meet the rate and diversity of supply as identified in the draft ShapingSEQ 2023 Update on 2, 5 and 10 year horizons.

This includes:

- a. identification and quantification of current development submissions and approvals with details including total lots, dwellings, sizes and typology mix, noting best understanding of dwelling capacity with consideration of rate of non-conversion of approval into actual construction
  - b. identification and quantification of dwelling yield from planning scheme/PDA development scheme assumed by local government/EDQ to facilitate supply and mix of housing assumed to meet supply in the next 2 and 5 years.
  - c. identification and quantification of residential yield planned within Local Government Infrastructure Plans (LGIPs), Development Infrastructure Charges and Offset Plans (DCOPs) and Infrastructure Agreements (IAs) to facilitate residential supply and mix of housing in the next 2, 5 and 10 years
  - d. identification of planning scheme/PDA development scheme and servicing plans (including draft scheme first state interest check) future amendments which align with ShapingSEQ 2023 Update proposed to facilitate greater dwelling density, supply and mix.
- » identification of any specific additional initiatives to support Build to Rent and other innovative housing models
  - » identification of non-planning scheme actions being undertaken within the LGA or required of Queensland Government to support housing supply and diversity in the next 5 years

- » identification of additional specific action/support by the Queensland Government to deliver on housing supply statement
- » identification, through engagement with the Department of Housing, EDQ and community housing providers (CHPs) to quantify planned supply of social and affordable housing within LGA.

### PDA urban renewal

The Queensland Government is investigating the establishment of an urban renewal framework for PDAs to allow EDQ to lead effectively across a complex and dynamic system of urban regeneration in a way that supports decision-making to achieve place-based outcomes across all aspects of the built environment. A framework will provide EDQ with the capability to lead the broad urban renewal of PDAs with Woolloongabba being the first.

Strategic urban renewal within PDA's requires a high degree of coordination and integration in planning and delivery. The renewal within the Woolloongabba PDA represents the most significant opportunity since the re-development of South Bank to achieve the large-scale transformation of an existing urban precinct and leave an intergenerational lifestyle and economic legacy for Queenslanders.

The expanded Woolloongabba PDA will support significant urban renewal outcomes over the next 20 years, including the delivery of more housing, shopping and dining precincts and public space. It is also a key location for Brisbane 2032 and location for other major and catalytic infrastructure projects.

Although voluntary for local governments to participate in preparing a housing supply statement, DSDILGP are looking to amend the Planning Regulation 2017 to:

- » provide greater certainty for Build to Rent product
- » set minimum lot sizes for zones
- » set dwelling/ha (density) expectations for residential zones
- » implement Diversity Done Well (gentle density) Model Codes
- » introduce capped levels of assessment (code) for gentle density product.



These regulation provisions may not apply if there is an endorsed housing supply statement in place.

Other benefits for a local government to participate in developing a housing supply statement in collaboration with DSDILGP is:

- » promotes joint accountability between state and local governments
- » provides further evidence to support local governments formal submission
- » will be used to inform the final ShapingSEQ 2023 Update
- » if accepted, may streamline outputs required under the longer-term housing
- » if accepted, will allow local governments to opt out of mandatory provisions.

# Infrastructure policy framework

## State Infrastructure Strategy

The SIS sets policy objectives for infrastructure planning by agencies to ensure that infrastructure delivery meets the changing needs of Queensland's population and economy.

## Strategy and Capital Program

The Strategy and Capital Program details the infrastructure investment strategy set out in the SIS and delivery program for the next four years.

## Regional infrastructure plans

Regional infrastructure plans are a new Queensland Government initiative supporting the state's intent for a greater focus on placed-based infrastructure planning. Regional infrastructure plans are a key implementation priority of the SIS.

Regional infrastructure plans have a long-term 20-year outlook identifying strategic economic, social and infrastructure priorities for the region to guide State infrastructure planning and investments, in partnership with other levels of government and industry where possible.

The priorities identified through the regional infrastructure plans will inform and be informed by statutory regional (land use) plans. This integrated approach to planning will set the strategic direction for regional growth and provide timely regional responses to economic, social and environmental changes, aligning land use and infrastructure planning.

## South East Queensland Infrastructure Supplement (SEQIS) (see associated draft SEQIS paper)

The draft SEQIS is the infrastructure planning component of DSDILGP's integrated regional planning program for SEQ. The draft SEQIS considers the infrastructure implications of other Queensland Government policies in a SEQ context including the following (but not limited to):

- » 2022 Queensland Housing Summit
- » Brisbane 2032
- » Queensland Energy and Jobs Plan (QEJP)
- » Communities 2032
- » The Queensland Health and Hospitals Plan
- » Path to Treaty
- » Queensland Government Reconciliation Action Plan 2023 and Closing the Gap Implementation Plan 2021
- » Good People. Good Jobs: Queensland Workforce Strategy
- » Department of Education's Equity and Excellence Strategy.

The SEQIS aligns to the SIS which sets policy objectives specifically for infrastructure planning by Queensland Government departments to ensure that infrastructure delivery meets the changing needs of Queensland's population and economy. These four guiding objectives for setting Queensland Government planning approaches are:

- » encourage jobs, growth and productivity

- » enhance sustainability and resilience
- » develop regions, places and precincts
- » adopt smarter approaches.

In accordance with these guiding objectives, the SIS also identifies a number of focus areas which are relevant to SEQ in its current context and have been identified for response in the SEQIS:



**Realising our future as a renewable energy superpower**



**Building a Brisbane 2032 legacy**



**Connecting our regions**



**Creating liveable communities**



**Driving infrastructure performance**

The draft SEQIS responds to the need to prioritise infrastructure planning for growth areas, including ensuring land and housing supply is matched with commensurate infrastructure to support growth. It takes into consideration the opportunity to maximise Brisbane 2032's legacy by ensuring coordinated land use and transport planning. It responds to the overarching focus of the SIS to ensure SEQ can support the State's potential to become a renewable energy superpower, generate a lasting legacy from 2032, connect Queensland's regions, create liveable communities and drive more sustainable infrastructure and improved performance.

It responds to the policy drivers for First Nations people including Path to Treaty, native title, Closing the Gap and the Queensland Government Reconciliation Action Plan 2023.

As our population grows, so too does the need to cater for that growth. The final SEQIS will provide a clear narrative about for regional infrastructure investment priorities for SEQ that supports the economic and social priorities of government and contributes to government's ability to prioritise capital spend.

By being clear on our infrastructure priorities and working closely with our state and local government partners – as well as industry, the private sector and SEQ's First Nations peoples – we can identify where and how stronger partnerships can deliver SEQ's future infrastructure. This specifically includes regionally significant infrastructure assets critical to servicing housing and land supply from the following classifications:

- » Transport
- » Water
- » Energy
- » Health
- » Education
- » Emergency Services; and
- » The Brisbane 2032 Olympic and Paralympic Games.

Implementation assurance of the draft ShapingSEQ 2023 Update needs to be supported by investment from all levels of government as well as industry and community stakeholders.

The following lists existing funding programs and initiatives that may support the implementation of the ShapingSEQ 2023 Update. This is not intended to be an exhaustive list.

## Federal

- » National Housing Accord funding
- » Infrastructure Investment Program
- » Brisbane 2032 infrastructure funding
- » Thriving Suburbs Program
- » Urban Precincts and Partnerships programs
- » Social Housing Accelerator
- » Housing Australia Future Fund (HAFF)

## State

- » Housing Investment Fund (HIF)
- » Catalyst Infrastructure Fund (CIF)
- » Growth Acceleration Fund (GAF)
- » QLD Jobs Fund
- » 2022–24 Local Government Grants and Subsidies Program (LGGSP)
- » 2021–2024 SEQ Community Stimulus Program

## State SEQ City Deal

- » SEQ City Deal – Liveability Fund
- » SEQ City Deal – Green Urban Infrastructure
- » SEQ City Deal – Growth Area Compact
- » SEQ City Deal – Toowoomba Railway Parklands
- » SEQ Innovation Economy Fund
- » Local Digital Priority Projects
- » SEQ Rail Corridor Digital Connectivity
- » Loganlea – Meadowbrook Infrastructure
- » Kangaroo Point Green Bridge
- » Brisbane Metro – Woolloongabba Station
- » Brisbane Metro – South Bank Transport Study
- » Southern Gateway (Park Ridge Connector) Business Case
- » Ipswich to Springfield Public Transport Corridor Options Analysis
- » Regional Freight Movement Study
- » Bromelton State Development Area Business Case
- » Planning for future region-shaping infrastructure

Ongoing stakeholder and community communication and engagement forms a key part of the implementation of ShapingSEQ.

This includes government officials and agencies, businesses, First Nations peoples, and local communities.

Ongoing communication and engagement will also be critical to identify how government led initiatives and investment to 2046 will be catalysed to create opportunities for private market (investment attraction) and community benefits (via service delivery).

## First Nations peoples

First Nations peoples are integral to shaping our cities and this will be advanced through a commitment to engage and create partnership networks as part of the implementation of the ShapingSEQ 2023 Update. Incorporating Indigenous design principles and designing for Country will ensure storytelling, functionality and sustainability are embedded in our future growth. The ShapingSEQ 2023 Update will not only be setting the framework for growth for the region but will capitalise on the opportunity to acknowledge our first peoples who have planned and managed Country for millennia in a sustainable way.

Developing a First Nations peoples engagement framework to assist in the final version of the ShapingSEQ 2023 Update, and ensure ongoing engagement with First Nations peoples in the coordination, planning, monitoring and review of the ShapingSEQ 2023 Update includes:

- » engaging collaboratively with Native Title Prescribed Body Corporates (PBCs) and Indigenous Protected Area estate managers to integrate their collective and individual aspirations
- » engaging collaboratively with Aboriginal and Torres Strait Islander people living in SEQ
- » engaging with other relevant First Nations organisations, industry and representatives across a number of relevant sectors (e.g. cultural heritage, health and wellbeing, community services, facilities, housing).

## Community Engagement and Awareness Campaign

As a key outcome of the Housing Summit, the Queensland Government committed to a Community Engagement and Awareness Campaign on growth and housing diversity.

As a part of this campaign, in March 2023, DSDILGP commissioned Kantar Public to undertake qualitative and quantitative research to understand Queenslanders' attitudes to population growth as it applies to increased density and different types of housing options.

The Community Engagement and Awareness Campaign will be an ongoing effort, led by the Queensland Government in the short term to support the implementation of the ShapingSEQ 2023 Update.



New measures for monitoring and reporting are still being developed and will be included in the final ShapingSEQ 2023 Update. DSDILGP welcome feedback and suggestions on new measures to monitor and report on strategies and outcomes sought from the draft ShapingSEQ 2023 Update.

# Measuring our success

**Implementation assurance for achieving outcomes sought by the draft ShapingSEQ 2023 Update requires monitoring against key strategies included in the plan to test progress and inform changes required for ongoing improvement over time.**

The draft ShapingSEQ 2023 Update will therefore require quality data and information to track the achievement against key strategies. This will be supported by updated measures that matter that provide key indicators of implementation progress against key strategies from available information sources. The GMP will be responsible for comprehensive monitoring and reporting against measures that matter.

The effectiveness of the draft ShapingSEQ 2023 Update and its ongoing monitoring of implementation depends on the measures that matter and the GMP being maintained for the long-term.

## Measures that matter

Measures that matter are a small but powerful set of indicators that track the progress of implementation of the ShapingSEQ 2023 Update strategies. They provide the basis for building data that identifies trends over time and 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 the draft ShapingSEQ 2023 Update, with results presented graphically and spatially and available on the department's website.

Additional measures may be added or updated as data becomes available.

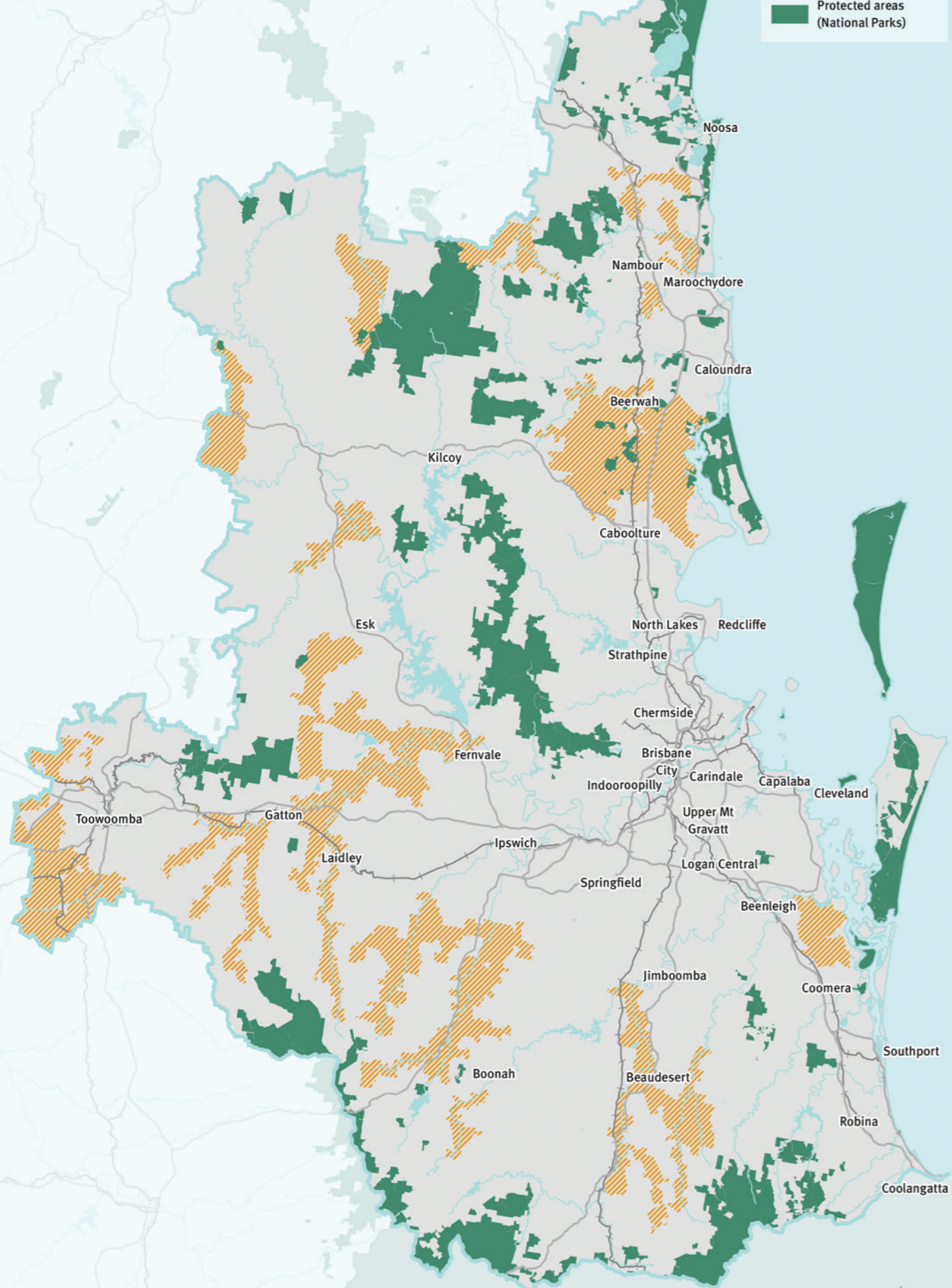
# RESOURCE ACTIVITY

---

**SEQ's mineral resources include coal, natural gas, metallic ores, industrial minerals and materials used in construction such as clay and dimension stone.**

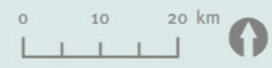
There is prospectivity in SEQ for these minerals, including critical minerals. Mining activities are undertaken according to the requirements of various resources legislation with the majority under the *Mineral Resources Act 1989*.

Map 26  
Areas of regional interest



Refer to map disclaimer on the inside cover of this document.

NEW SOUTH WALES



**The mining of clay and dimension stone in SEQ supports a thriving building and construction industry through the supply of bricks and stone products. These mines are generally small scale and need to be located close to market in order for products to remain economical and ensure supply.**

### Area 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 map, however the SCA is mapped independently of the regional plan.

Local government planning schemes will continue to identify and protect identified mineral resource areas from inappropriate development. However, the planning and assessment of resource activities 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 activities 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: <https://planning.statedevelopment.qld.gov.au/planning-issues-and-interests/areas-of-regional-interest>.

# Priority Agricultural Areas

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

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

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

Priority Agricultural Areas (PAAs) (Map 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 PAA.
- Ensure the continuation and growth of agricultural sector production in the PAA 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.**

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 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 economic 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.

There is opportunity for small scale mining of construction materials, such as clay and dimension stone, to support the region's building and construction industry. These mines have reduced environmental impacts and need to be located close to market in order for products to remain economical and ensure supply. These mines can be provided for in SEQ if community expectations within the PLA can be met.

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 policies

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.

# 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 housing	As defined in the Planning Regulation 2017.
Affordable living	As defined in the State Planning Policy.
Agriculture	As defined in the State Planning Policy.
Agricultural Land Classification (Classes) A and B)	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.
Biodiversity	The variability of all living organisms, at all levels of organisation, including genetic diversity, species diversity and ecosystem diversity. This includes organisms from terrestrial, aquatic, marine and other ecosystems, and the ecological complexes they live in.
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 (Department of Climate Change, Energy, the Environment and Water).
Community housing	Social housing that is not provided directly by the State. Community housing may be provided and managed by a Community Housing Provider under Part 4A of the <i>Housing Act 2003</i> .
Consolidation (form of development)	Development on land inside the consolidation boundary. Previously known as ‘infill development’.
Country	Country includes land, waters, and sky. It can be tangible or intangible aspects, knowledge and cultural practices, belonging and identity, wellbeing and relationships. People are part of Country.
Dimension stone	A general term used to describe rock mined in block or slab form for building and monumental purposes.
Dwelling supply targets	The dwelling supply targets identified in Figure 5. The targets indicate the supply to 2046 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.
Designing with Country	Designing with Country is an approach to design and planning that recognises the unique systems of knowledge and ways of being of First Nations people. It includes incorporating First Nations perspectives that recognise the unique Indigenous cultural relationship with place.
Employment planning baselines	The employment planning baselines identified in Table 6. 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 and expansion</i> development for the purposes of <i>ShapingSEQ</i> .
Expansion (form of development)	Development on land outside the consolidation boundary. Previously known as ‘greenfield development’.

Term	Definition
Gentle density	<p>The term "gentle" refers to the gradual, incremental approach to development that avoids abrupt changes in scale, density, or character that might disrupt existing communities. The concept supports the core principle of minimising sprawl to protect the environment and maximise investment in services and infrastructure by going up and in where appropriate instead of out into natural landscapes.</p> <p>Gentle density typically involves the construction of low rise to medium-rise dwellings and/or buildings in the appropriate places. This allows for some increased density without overwhelming the existing urban fabric.</p> <p>Gentle density includes housing products in low density and low-medium density zoned areas and can include:</p> <ul style="list-style-type: none"> <li>» small studios or Fonzie flats</li> <li>» duplexes</li> <li>» row or terrace houses</li> <li>» triplexes or quadraplexes</li> <li>» multiple dwellings (i.e. Low-rise town houses or units – 1 to 3 storeys).</li> </ul>
Growth assumptions	The consistent set of dwelling and employment growth assumptions used in <i>ShapingSEQ</i> (See Chapter 2 for further explanation).
High amenity areas	<p>High amenity areas include those areas supported by key amenity features such as access to high frequency public transport, activity centres, community facilities and open space. Greater density and diversity of housing in high amenity areas is typically more appropriate given the tangible benefits of walkability, liveability and overall lifestyle, and the draft <i>ShapingSEQ 2023 Update</i> aims to leverage that through providing greater direction for housing development in such areas.</p> <p>The draft <i>ShapingSEQ 2023 Update</i> has undertaken analysis of locations including select centres and precincts supporting high frequency public transport network and the potential additional housing supply and diversity which can be achieved through focused planning and investment in these key locations across SEQ. The government will work across the planning system to ensure these opportunities are identified and reflected in these locations.</p>
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 2046 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.
Homelessness	When a person does not have suitable accommodation alternatives, they are considered homeless if their current living arrangement is in a dwelling that is inadequate, has no tenure, or if their initial tenure is short (Australian Bureau of Statistics).
Housing stress	Households that fall in the bottom 40 per cent of the income distribution and spend more than 30 per cent of their income on housing are defined as being in housing stress.
Important Agricultural Areas	As defined in the State Planning Policy.
Indigenous landscape values	Refer to page 151
Inter-urban break	A non-urban area separating major urban development areas.

Term	Definition
Koala priority areas	A koala priority area is an area shown on the Koala Conservation Plan Map that the chief executive administering the <i>Nature Conservation Act 1992</i> has determined to be a koala priority area where long-term management and monitoring effort can be strategically focused due to the area having the highest likelihood of achieving conservation outcomes for koalas.
Major Regional Activity Centre	Refer to page 119
Major Development Area (MDA)	A MDA is a proposed growth area, requiring coordinated land use and infrastructure planning or significant infrastructure investment to unlock for urban development. MDAs reflect areas that require coordinated planning and delivery to cater for regionally-significant residential and/or employment supply.
Major enterprise and industrial areas (MEIA)	MEIAs continue to represent major anchors for SEQ's industrial activities, activities that do not recognise LGA boundaries.  MEIAs 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.
Market housing	Housing that is purchased or rented at market price.
Matters of state environmental significance (MSES)	As defined by the SPP.  Note: Where possible, MSES is indicatively shown on the SPP Interactive Mapping System.
Measures that Matter	Key indicators of progress against each of ShapingSEQ's five themes from available information sources.
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: <ul style="list-style-type: none"> <li>» encumbered areas (e.g. areas subject to flooding, protected vegetation, heritage etc.);</li> <li>» non-residential sites (e.g. centres, industrial, community facilities, education/health facilities, district and higher order public open space, significant stormwater management infrastructure, etc); and</li> <li>» non-local transport (e.g. sub-arterial, arterial, and state roads, railway corridors etc)</li> </ul>
Peri-urban	The area of influence between rural and urban areas, usually located near urban areas.
Places of cultural heritage significance	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 <a href="http://www.qld.gov.au/environment/land/heritage/register">www.qld.gov.au/environment/land/heritage/register</a> .
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 ShapingSEQ, and do not represent a development commitment.
Principal Regional Activity Centres	Refer to page 119

Term	Definition
Projections	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: <ul style="list-style-type: none"> <li>» at the broader regional level, those assumptions are about fertility, mortality and migration</li> <li>» at the local level, the assumptions are about land supply and development timing.</li> </ul> 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 ShapingSEQ 2023 Update, may influence a different outcome.
Public housing	Social housing service provided directly by the state. Available for people on low incomes who are unable to independently access and sustain stable housing (e.g. homelessness, long-term unemployment, disability).
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).
Recycling Enterprise Precincts (REPs)	Refer to page 115
Refugia	An area within which a population of organisms can survive through a period of unfavourable climatic conditions.
Regional biodiversity values	Refer to page 154
Regional Economic Clusters (RECs)	Regional Economic Clusters are areas that demonstrate synergies across important economic and employment areas as they contain a concentration of significant economic activity.
Regional Landscape and Rural Production Area (RLRPA)	Is an area that provides important values that help sustain the region, socially, economically and environmentally. This area protects the values of this land from encroachment by urban and rural residential development, protects natural assets and regional landscapes, and ensures their sustainable use and management. The RLRPA also supports development and economic growth of rural communities and industries.
Rural Living Area (RLA)	Identifies areas for consolidated 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 a region.
Rural precinct	Refer to page 120  An administrative tool under ShapingSEQ to facilitate best practice land management, and appropriate and sustainable rural economic growth and diversification in the Regional Landscape and Rural Production Area.
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.

Term	Definition
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.
State Planning Policy (SPP)	The State Planning Policy (July 2017).
SEQ regulatory provisions	Provisions contained in schedule 10, parts 15 and 16 of the Planning Regulation 2017 which ensure particular forms of development in SEQ are consistent with ShapingSEQ 2023 Update policy.
Social housing	Residential accommodation that is provided to eligible people, using provisions and powers under the Housing Act 2003, that govern funding, regulations, and enable policy and program delivery settings.  Includes public housing and community housing. Social housing is predominantly built, owned and managed by either the State (public housing) or Community Housing Providers (CHPs) under Part 4A of the <i>Housing Act 2003</i> . The CHP sector includes a range of providers of varying size, including not-for-profit, charitable and faith-based providers as well as for-profit organisations.
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.
State Development Areas (SDAs)	As defined in the <i>State Development and Public Works Organisation Act 1971</i>
Underutilised Urban Footprint	Land previously identified in the urban footprint that may be suitable for urban development, which, due to arrange of factors, remains undeveloped.
Urban Footprint	Identifies land within which the region's urban development needs will be met in a way consistent with the goals, elements and strategies of ShapingSEQ.
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.
Waterways	As defined in the <i>Fisheries Act 1994</i>

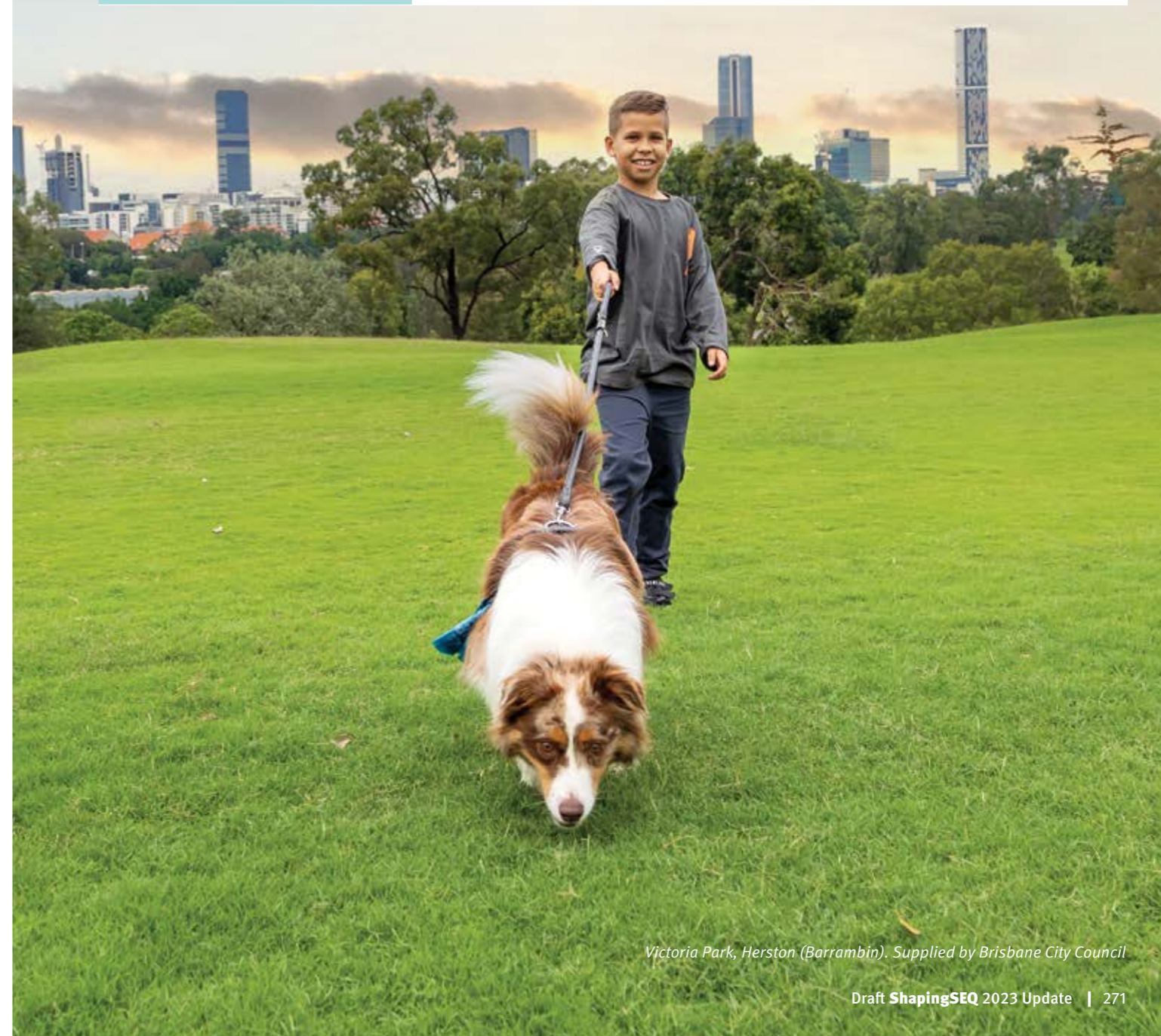


Redcliffe Kite Festival. Photographer: Tara Williams

# Acronyms

Abbreviations	
CBD	Central Business District
DES	Department of Environment and Science
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
EDQ	Economic Development Queensland
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
GMP	Growth Monitoring Program
ICC	Infrastructure Cabinet Committee
IUB	Inter urban break
LGA	Local Government Area
LSDM	Land Supply and Development Monitoring
MaaS	Mobility as a Service
MDA	Major Development Area
MEIA	Major Enterprise and Industrial Areas
MLES	Matters of Local Environmental Significance
MRAC	Major Regional Activity Centre
MSES	Matters of State Environmental Significance
MULTI	Model for Urban Land Use and Transport Interaction
NIUB	Northern Inter Urban Break
PDA	Priority Development Area
PFGA	Potential Future Growth Area
PRAC	Principal Regional Activity Centre
QRA	Queensland Reconstruction Authority
QSDR	Queensland Strategy for Disaster Resilience 2022–2027
REC	Regional Economic Cluster
RGF	Regional Growth Framework
RIP	Regional Infrastructure Plan
RLA	Rural Living Area
RLRPA	Regional Landscape and Rural Production Area
RLUC	Regional Land Use Categories
RSI	Region-Shaping Infrastructure
RPC	Regional Planning Committee

Abbreviations	
SDA	State Development Area
SEQ	South East Queensland
SEQIS	South East Queensland Infrastructure Supplement
SPP	State Planning Policy
TMR	Department of Transport and Main Roads
UN SDGs	United Nations Sustainable Development Goals
UF	Urban Footprint
UUF	Underutilised Urban Footprint



Victoria Park, Herston (Barrambin). Supplied by Brisbane City Council





**Department of State Development, Infrastructure, Local Government and Planning**

1 William Street  
Brisbane QLD 4000

13 QGOV (13 74 68)

[www.statedevelopment.qld.gov.au](http://www.statedevelopment.qld.gov.au)