

ShapingSEQ

South East Queensland
Regional Plan
2023



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.

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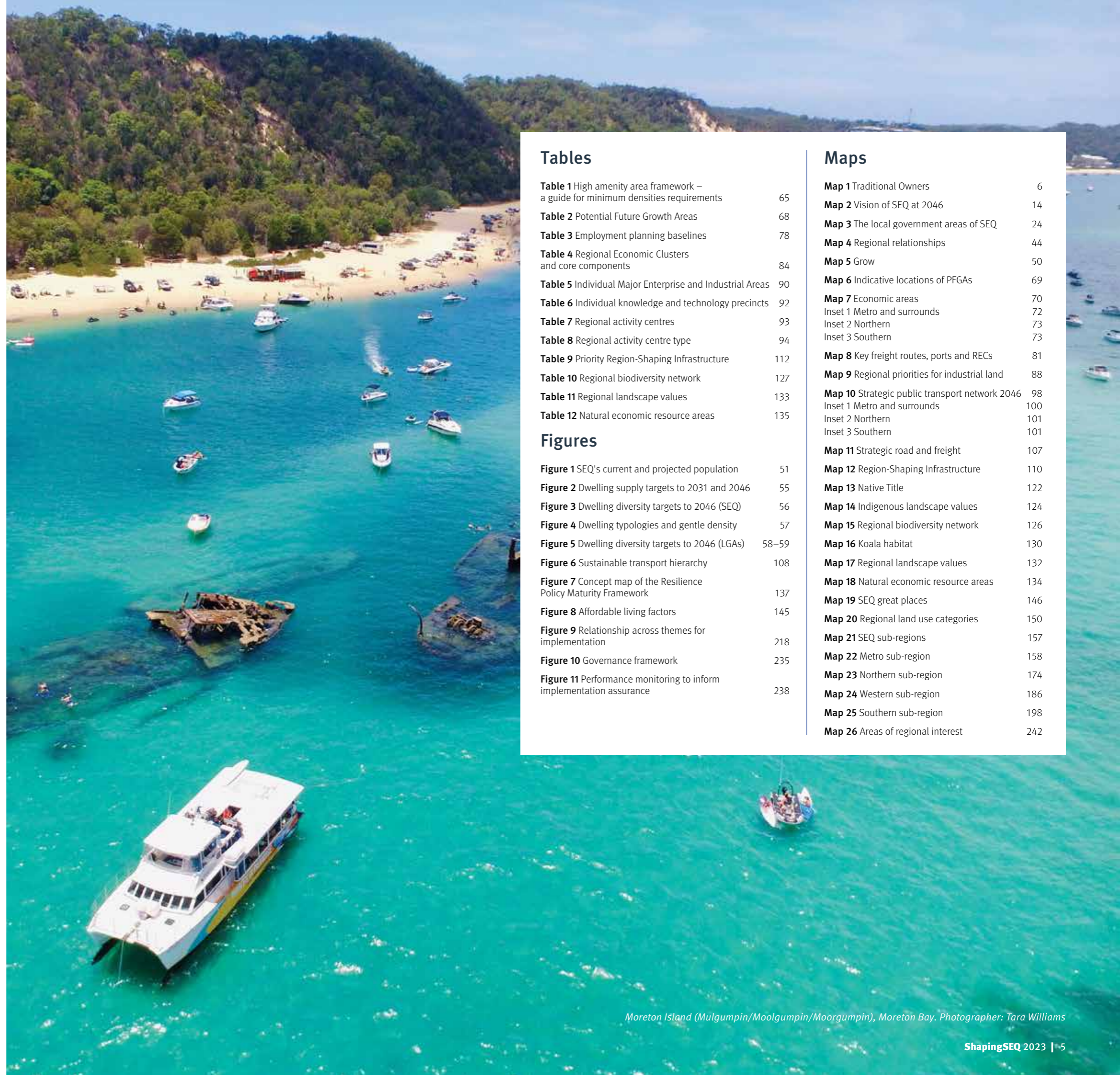
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Habitat on Juers (Refresh Studio), Logan. Photographer: Scott Burrows and Ravens At Odds

Contents

The land of First Nations peoples	7
Foreword	10
Chapter 1	
The plan for South East Queensland	12
50-year vision	15
South East Queensland snapshot	22
Purpose	25
Effect	27
How to read this plan	28
Chapter 2	
Regional priorities	32
Regional relationships	45
Chapter 3	
The next 25 years	46
Making our vision a reality	47
Part A: Outcomes and strategies	48
Part B: The regional growth pattern	148
Part C: Sub-regional directions	156
Chapter 4	
Delivery	210
Implementation assurance	212
Our shared task	214
Implementing ShapingSEQ 2023	218
Governance	234
Governance, monitoring and assurance	238
Chapter 5	
Resource activity	240
Area of regional interest	243
Priority Agricultural Areas	244
Priority Living Area	245
Glossary	246
Acronyms	252



Tables

Table 1 High amenity area framework – a guide for minimum densities requirements	65
Table 2 Potential Future Growth Areas	68
Table 3 Employment planning baselines	78
Table 4 Regional Economic Clusters and core components	84
Table 5 Individual Major Enterprise and Industrial Areas	90
Table 6 Individual knowledge and technology precincts	92
Table 7 Regional activity centres	93
Table 8 Regional activity centre type	94
Table 9 Priority Region-Shaping Infrastructure	112
Table 10 Regional biodiversity network	127
Table 11 Regional landscape values	133
Table 12 Natural economic resource areas	135

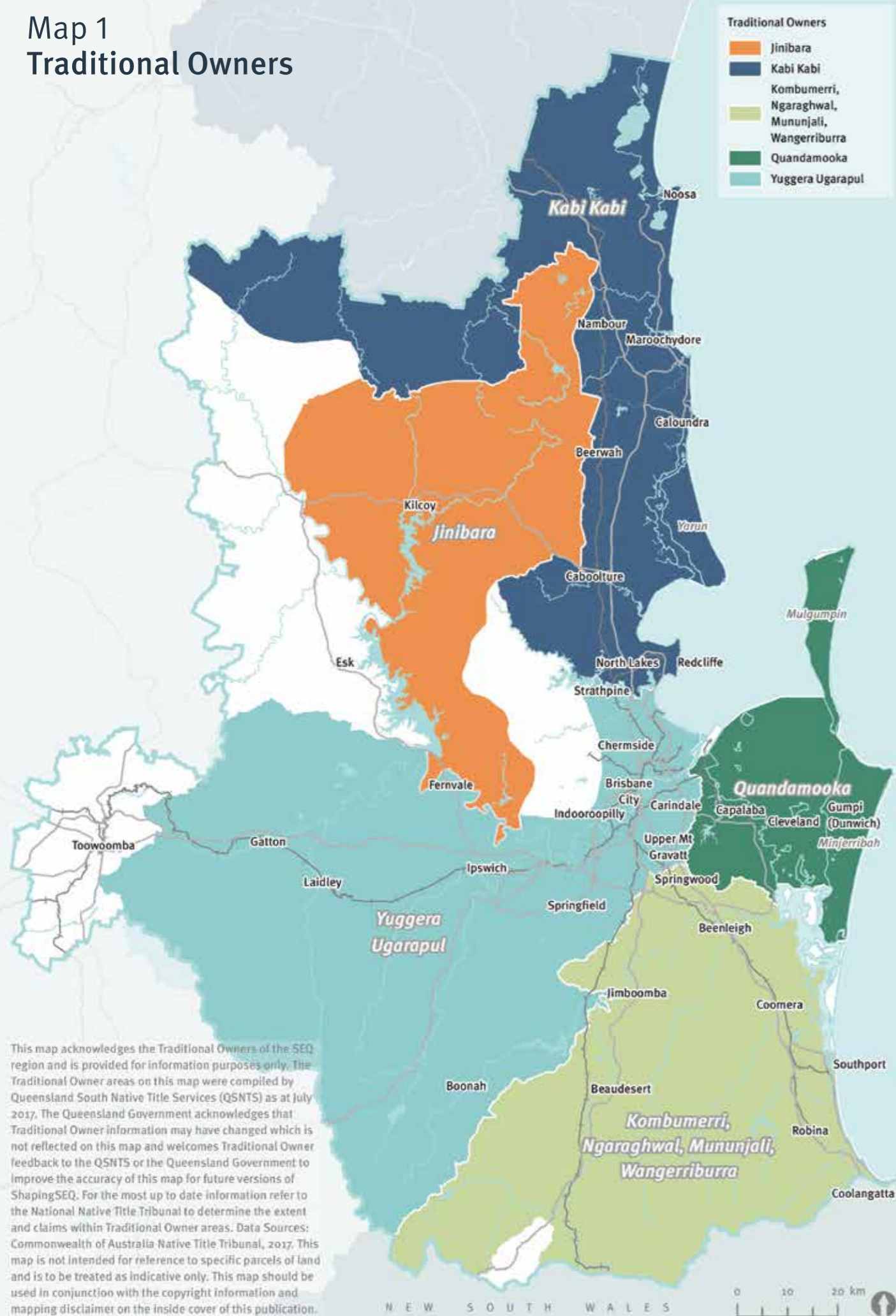
Figures

Figure 1 SEQ's current and projected population	51
Figure 2 Dwelling supply targets to 2031 and 2046	55
Figure 3 Dwelling diversity targets to 2046 (SEQ)	56
Figure 4 Dwelling typologies and gentle density	57
Figure 5 Dwelling diversity targets to 2046 (LGAs)	58–59
Figure 6 Sustainable transport hierarchy	108
Figure 7 Concept map of the Resilience Policy Maturity Framework	137
Figure 8 Affordable living factors	145
Figure 9 Relationship across themes for implementation	218
Figure 10 Governance framework	235
Figure 11 Performance monitoring to inform implementation assurance	238

Maps

Map 1 Traditional Owners	6
Map 2 Vision of SEQ at 2046	14
Map 3 The local government areas of SEQ	24
Map 4 Regional relationships	44
Map 5 Grow	50
Map 6 Indicative locations of PFGAs	69
Map 7 Economic areas	70
Inset 1 Metro and surrounds	72
Inset 2 Northern	73
Inset 3 Southern	73
Map 8 Key freight routes, ports and RECs	81
Map 9 Regional priorities for industrial land	88
Map 10 Strategic public transport network 2046	98
Inset 1 Metro and surrounds	100
Inset 2 Northern	101
Inset 3 Southern	101
Map 11 Strategic road and freight	107
Map 12 Region-Shaping Infrastructure	110
Map 13 Native Title	122
Map 14 Indigenous landscape values	124
Map 15 Regional biodiversity network	126
Map 16 Koala habitat	130
Map 17 Regional landscape values	132
Map 18 Natural economic resource areas	134
Map 19 SEQ great places	146
Map 20 Regional land use categories	150
Map 21 SEQ sub-regions	157
Map 22 Metro sub-region	158
Map 23 Northern sub-region	174
Map 24 Western sub-region	186
Map 25 Southern sub-region	198
Map 26 Areas of regional interest	242

Map 1
Traditional Owners



This map acknowledges the Traditional Owners of the SEQ 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. The Queensland Government acknowledges that Traditional Owner information may have changed which is not reflected on this map and welcomes Traditional Owner feedback to the QSNTS or the Queensland Government to improve the accuracy of this map for future versions of ShapingSEQ. 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. This map is not intended for reference to specific parcels of land and is to be treated as indicative only. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

The land of First Nations peoples

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.

Aboriginal and Torres Strait Islander peoples of Queensland are made up of many distinct communities and groups, each with their own unique rules and obligations, traditions, languages, culture and traditional knowledge. Aboriginal and Torres Strait Islander peoples successfully lived with and managed their lands, seas, waters, air and resources for at least 65,000 years for Aboriginal peoples and at least 2,500 years for Torres Strait

Islander peoples, prior to British colonisation of Queensland. First Nations peoples 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. Torres Strait Islander peoples have a continuing responsibility for their lands, seas, waters, air and resources under Torres Strait Islander law and Ailan Kastom¹. The Queensland Government recognises the aspirations of Traditional Owners to live on their Country.

Aboriginal peoples 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 inhabitants at the time of colonisation (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 the 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 their valuable culture, knowledge, traditions and stories.

A note on terminology throughout this document: Aboriginal and Torres Strait Islander peoples and First Nations peoples are used interchangeably.

¹ Queensland Government, ‘Path to Treaty Act 2023’, Queensland Government, 2023. www.legislation.qld.gov.au

Recognising First Nations peoples' rights and interests

First Nations peoples have a long and continuing connection to the lands and waters.

The region benefits from valuable culture, knowledge, tradition and stories of Aboriginal peoples and Torres Strait Islander peoples across generations. First Nations peoples are integral to shaping our cities and this will be advanced through a commitment to engage and create relationships as part of the implementation of ShapingSEQ 2023. The rights, interests and aspirations of First Nations peoples relating to land use planning will be reflected through the Queensland Government's commitment to provide a partnership approach for advice, and shared decision-making for SEQ. This includes recognising rights and interests in the *Planning Act 2016* – 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 United Nations Declaration on the Rights of Indigenous Peoples 2007 (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*.

The Queensland Government is committed to a reframed relationship with Aboriginal and Torres Strait Islander peoples, including finding new ways of working together in genuine partnership with First Nations peoples to deliver real change and real outcomes, setting the

foundations for a shared future grounded in mutual respect, recognition and a willingness to speak the truth about our shared history. The Queensland Government recognises that colonisation and displacement has marginalised and disempowered First Nations peoples and has ongoing impacts on their communities and, equally, acknowledges the enormous resilience of First Nations peoples and the strength drawn from their rich history, culture, law and knowledge. The government is committed to building a prosperous, vibrant and equal future for all Queenslanders and will continue to walk the healing journey with First Nations peoples including through truth-telling.

South East Queensland Traditional Owners

SEQ 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 peoples with historical connections and those that move here to live.

It is also shared with non-Indigenous 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 fulfil their responsibilities to the land and sea under their traditional law and customs. This includes seeking to manage access to protect and preserve sacred sites. These rights are protected generally under the *Human Rights Act 2019*, and through specific legal outcomes including 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 iconic physical elements in SEQ and 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 Traditional Owner groups in SEQ at times of celebration such as the Bunya Festival.

Protected Area Estates like Naree Budjong Djara (My Mother Earth) and Gheebulum Kunungai (lightning's playground) National Parks are jointly managed by the Quandamooka People and the Queensland Government.

The *Aboriginal Cultural Heritage Act 2003* and *Torres Strait Islander Cultural Heritage Act 2003* (Cultural Heritage Acts) set out the framework for the recognition, protection and conservation of Aboriginal and Torres Strait Islander cultural heritage in Queensland.

ShapingSEQ 2023 acknowledges this spiritual and physical connection with Country and makes a commitment to engage and work with Traditional Owners and First Nations peoples in maintaining and enhancing the health of SEQ Traditional Owners and the wellbeing of all SEQ's First Nations peoples.

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 peoples and non-Indigenous Australians. The Implementation Plan documents how the Queensland Government is working to address the priority reforms and socio-economic 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 waters².



Glass House Mountains, Sunshine Coast. Photographer: Tara Williams

Queensland Government Reconciliation Action Plan 2023–2025

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 Nations 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 peoples of Queensland. We will achieve excellence by enabling First Nations peoples to co-design policies, programs and initiatives and increasing representation on boards and major governance structures for First Nations peoples of Queensland. A specific key action of the Queensland Government Reconciliation Action Plan 2023–2025 is that legislation, policies, programs and services are co-designed with Aboriginal and Torres Strait Islander peoples³.

² Queensland Government, 'Queensland's 2022 Closing The Gap Implementation Plan', Queensland Government, 2022. www.dsdatsip.qld.gov.au

³ Queensland Government, 'Reconciliation Action Plan July 2023–June 2025', Queensland Government, 2023. www.dsdatsip.qld.gov.au

Foreword

Queensland is the best place in the world to live, work and raise a family, so it's no surprise that a record number of people are moving here. SEQ is the state's biggest and fastest-growing region. By 2046, SEQ will have a population of around six million people.

Growth will enable our region to build the infrastructure our communities need and increase housing supply and affordability, while protecting what we love about Queensland.

Queensland's golden decade of growth means that we need more homes than ever before. And we need a plan that enables homes to be delivered when and where they are needed.

When the Premier convened the Housing Summit in October 2022, stakeholders asked for the government to review the South East Queensland Regional Plan, ShapingSEQ. We listened and committed to a fast-tracked review of the plan to ensure the policies were appropriate to respond to this challenge and unlock more homes, faster.

ShapingSEQ 2023 responds to the national challenge of housing supply and affordability 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.

Accommodating 2.2 million more people in SEQ by 2046 will require almost 900,000 new homes and almost 1 million new jobs.

Acting now and ensuring we are providing the right types of homes to suit everyone's needs will make certain every Queenslanders has a place to call home.

ShapingSEQ 2023 sets out new housing targets that are distributed regionally and underpinned by an integrated modelling process.

For the first time, the plan includes dwelling diversity sub-targets for local governments to deliver the right mix of housing.

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

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, and where and when 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.

We cannot solely rely on traditional models of development as the answer for housing affordability given what we know about people's changing preferences and choices.

Urban sprawl leads to worse outcomes for people and the environment. The south-east corner is home to many unique environments. Growth needs to protect our environment because it is part of what we love about Queensland.

Affordable housing near major centres and around rapid public transport leads to better outcomes for both people and the environment.

We are also providing opportunities for more jobs in this plan and ensuring key elements such as sufficient industrial land at a regional scale is supported.

ShapingSEQ 2023 will provide the framework for the protection of these values, including implementation actions to improve protections through bioregional planning for Potential Future Growth Areas (PFGAs).

The Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) provides an opportunity for accelerated infrastructure connections across the region. Elevate 2042, the Brisbane 2032 Legacy Strategy, will help to deliver an Olympic legacy that will help address the needs of the growing Queensland population, and beyond.

To ensure additional housing is built around existing infrastructure, community have the infrastructure they need and future infrastructure is built where and when it is needed, the Queensland Government has also released the South East Queensland Infrastructure Supplement (SEQIS).

ShapingSEQ 2023 is a bold plan and the implementation requires commitment from everyone to deliver more of the SEQ we love.

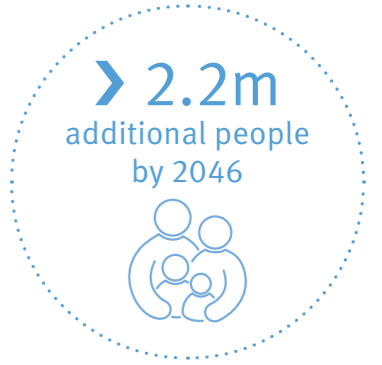
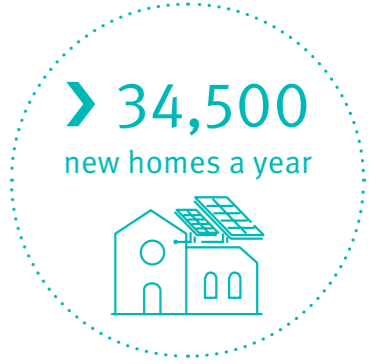


Steven Miles MP

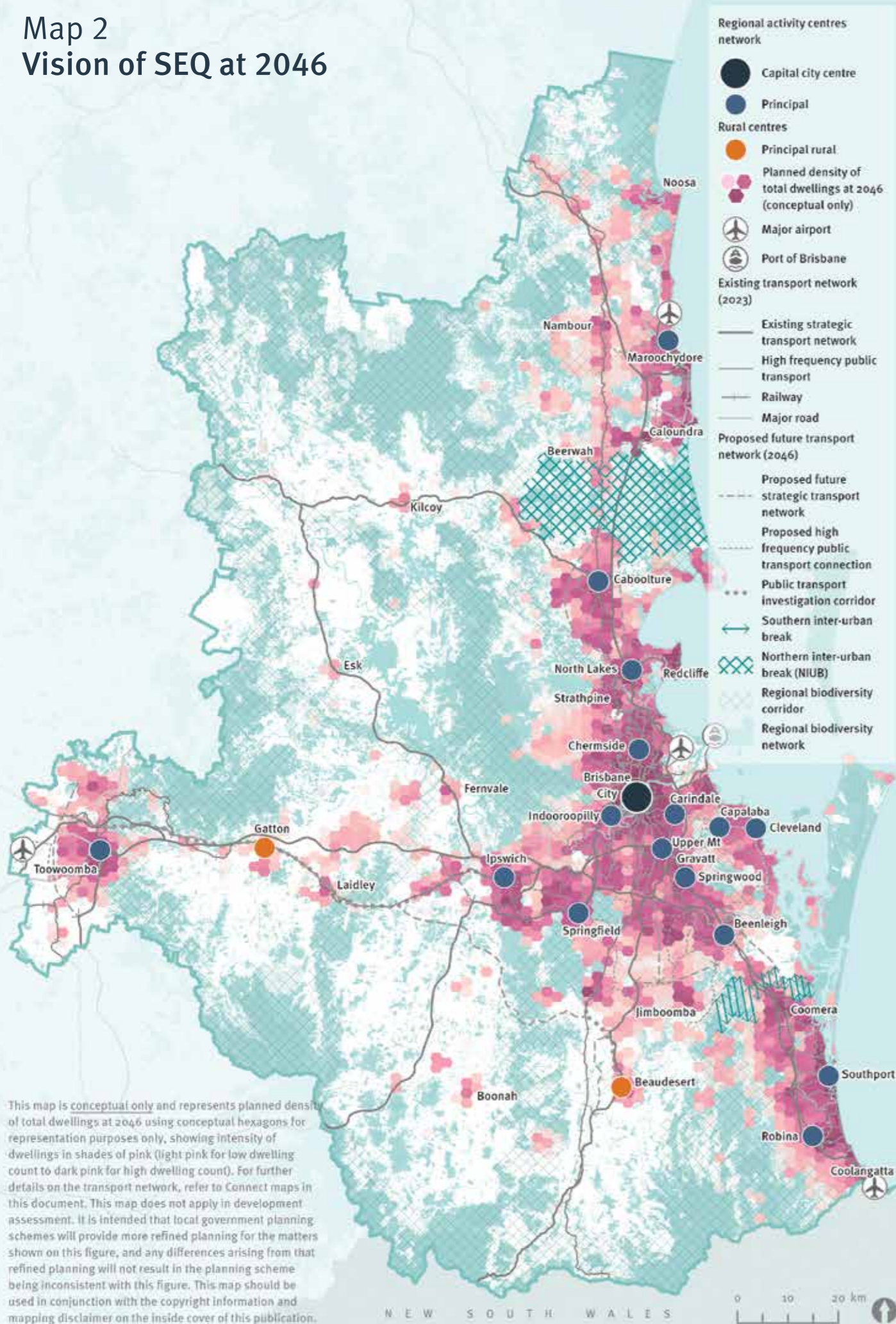
Deputy Premier,
Minister for State Development,
Infrastructure, Local Government
and Planning and Minister Assisting
the Premier on Olympic and
Paralympic Games Infrastructure

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THE PLAN FOR SOUTH EAST QUEENSLAND



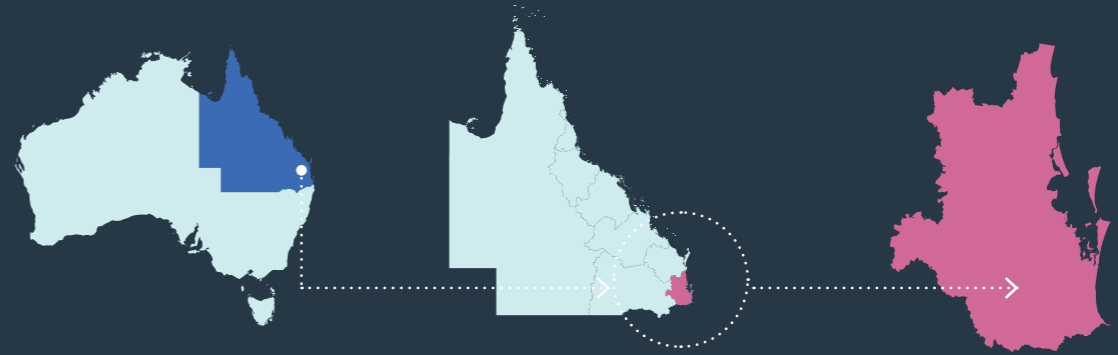
Map 2 Vision of SEQ at 2046



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 will enjoy a wide range of choices in their lifestyles, housing and jobs, and how they get around. This will make SEQ a leading subtropical, climate-resilient region where choice allows everyone to live productive and fulfilling lives.

Our global reputation will be built on our relationship with our First Nations 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.

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

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

Lifestyle and housing choices will be available to people of all ages and ability. Such choices will capitalise on our climate and environment, and shape the quality, affordability, design and renewal of our communities and places. A wide range of services, including health and education, will be readily available to all.

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

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



Sustainably accommodating a growing population

In 50 years, SEQ will have sustainably and responsibly accommodated a growing regional population. Urban growth will be consolidated 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 urban areas will occur through well-designed gentle and higher densities, focused in and around SEQ's high amenity and employment areas and along the reliable high frequency public transport corridors that connect them.

SEQ's centre will be a major metropolitan area centred on Brisbane and the adjoining Logan, Moreton Bay and Redland municipalities. This will be anchored by the Capital City Regional Economic Cluster (REC) – 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 Valley, 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 that make SEQ an attractive place to live.

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 our population grows and housing preferences and composition changes, SEQ 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 placemaking.



A globally competitive economic powerhouse

In 50 years, SEQ will be a globally competitive region – an innovative, economic powerhouse and a destination of opportunity for all, with continued strong jobs growth.

By working together, SEQ will have a competitive edge that ensures the region is a magnet for trade, investment and sustainable growth. SEQ will attract investment and high-value economic activities that flow from our strong regional and local 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 placemaking. 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 major enterprise and industry areas (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.

The range and distribution of these employment opportunities, together with the rediscovery of our suburbs, 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 our competitive advantages, positioning the region as a global destination for trade, First Nations knowledge, investment, tourism and creating strong ties with interstate and international partners.



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 and goods. SEQ will use existing infrastructure networks and embrace innovative new infrastructure solutions to increase the region's productivity and efficiency, while minimising our 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 day-to-day. It also means that transport infrastructure will respond to the growth 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.

Streets and transport corridors across SEQ provide for the movement of people and goods while being essential places for everyday living. Balancing these two functions is important in creating attractive and healthy places for people. Achieving the right balance of movement and place functions for SEQ transport corridors 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 growth pattern will capitalise on opportunities to promote transport options that make the most of our existing transport system through mass and shared transport options, while streamlining the freight task.

Our urban form and regional transport system will provide connected lifestyles in more complete communities that support economic growth 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, 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.

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.



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 that 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.

SEQ will have reached net zero 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 our food, water and energy supply systems will be flexible, reliable and secure.

The region's Inter-Urban Breaks (IUBs) 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, 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. The connection of Traditional Owners to SEQ 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.



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. Great design will underpin the success of our cities, towns and villages, through to the quality of our streets, buildings and public spaces.

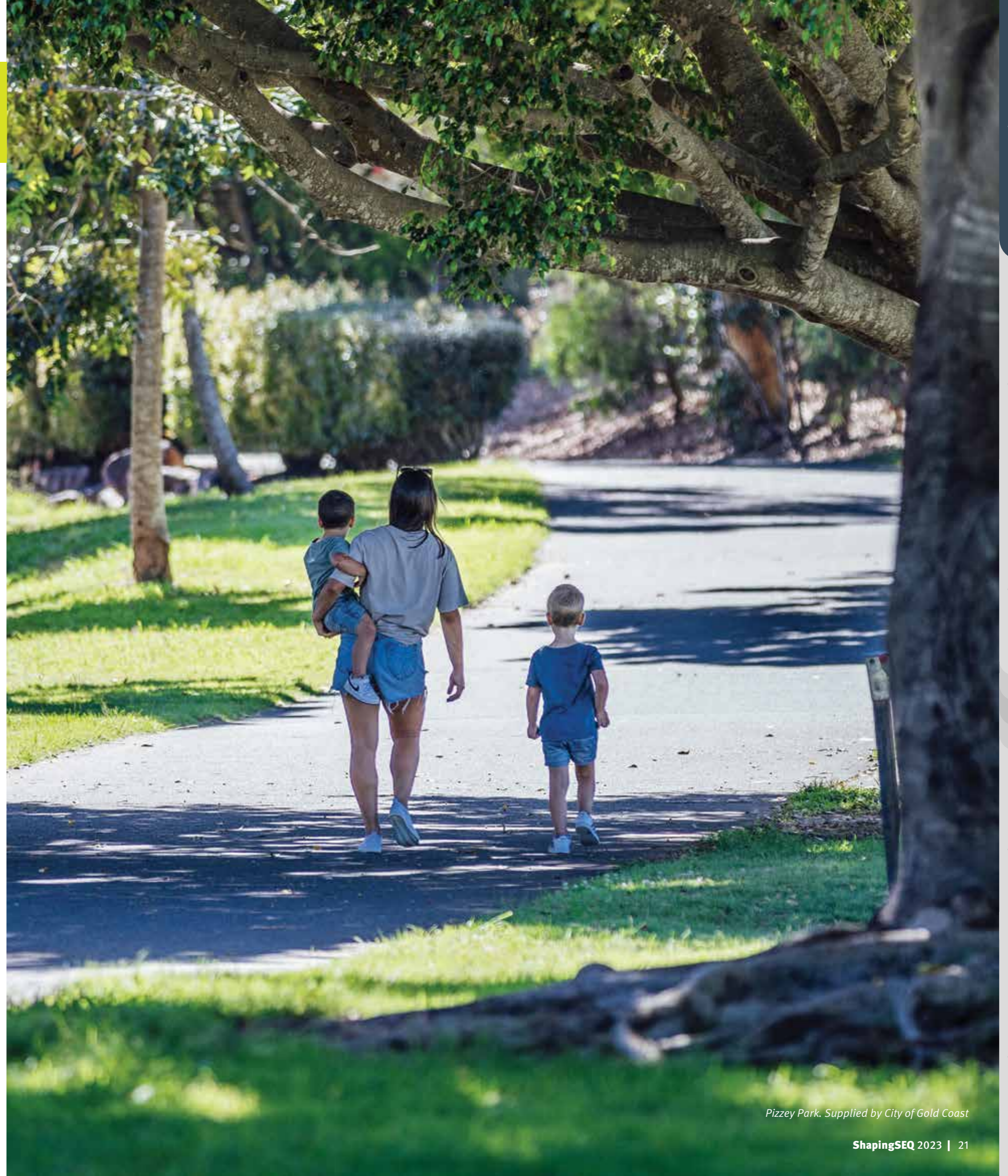
SEQ will be one of the leafiest regions in Australia and this, coupled with exemplar design across the region, will mean that SEQ's communities will benefit from improved health and wellbeing and increased quality of life.

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.

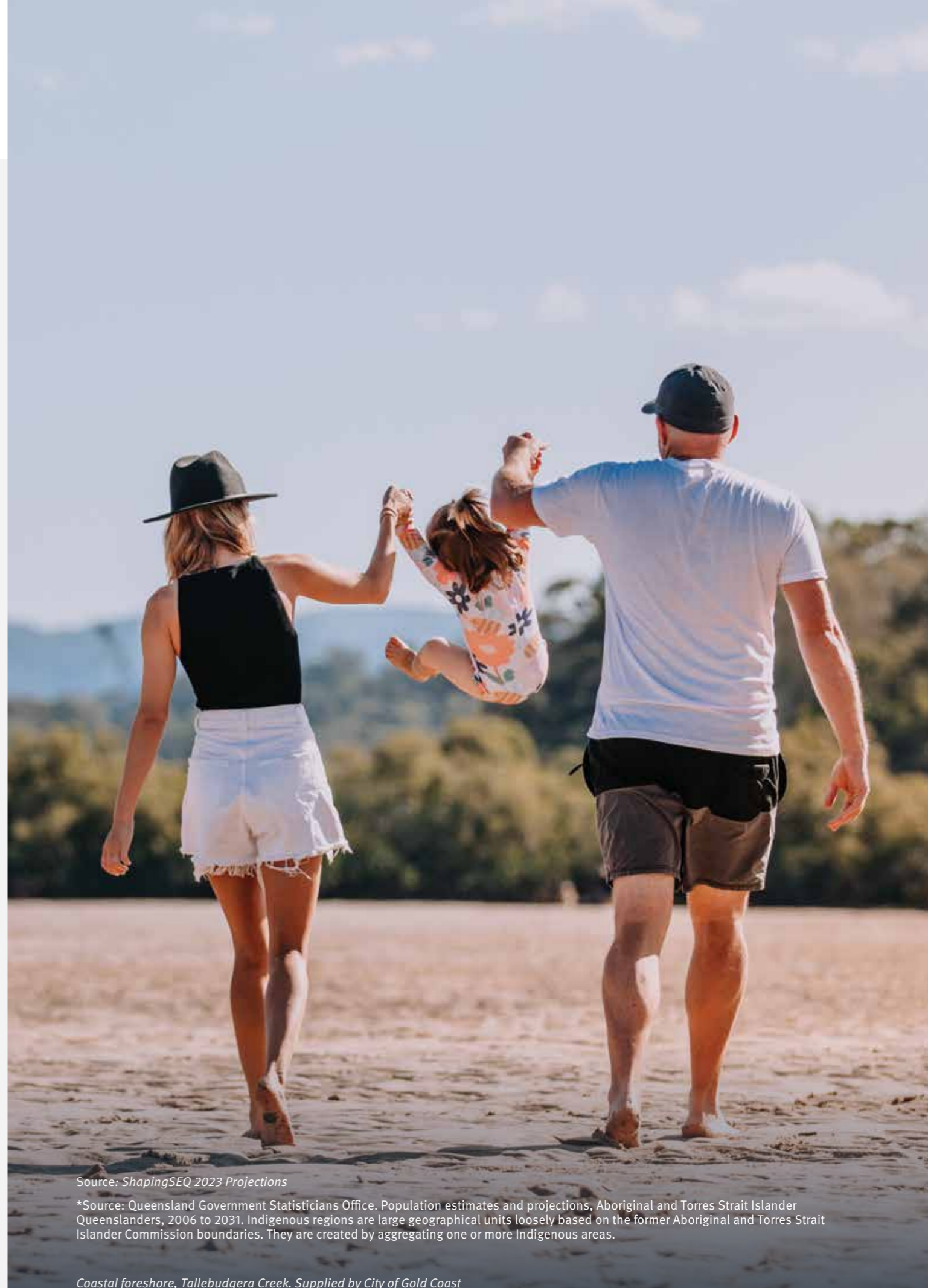
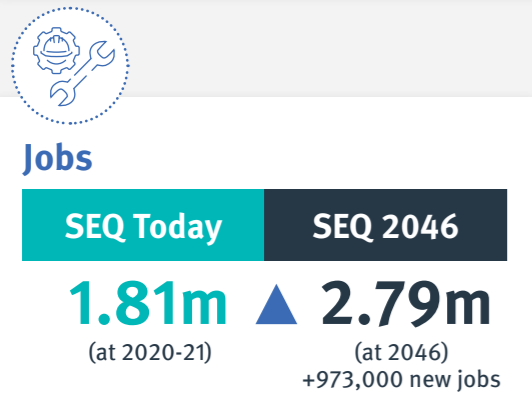
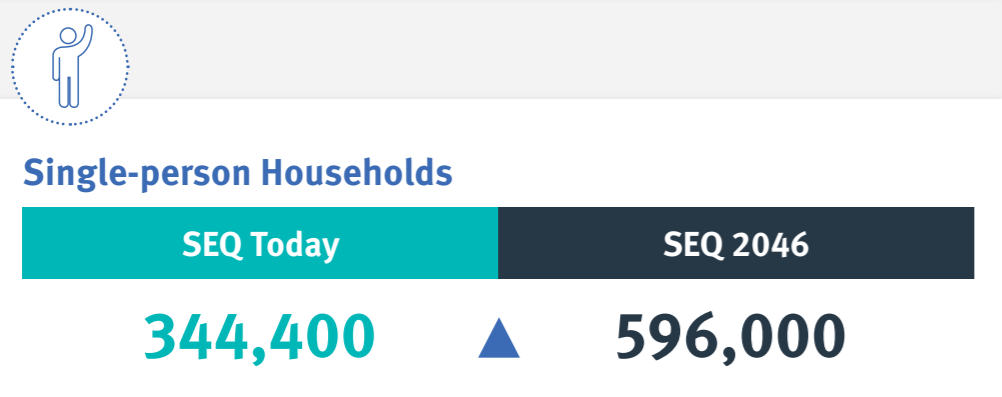
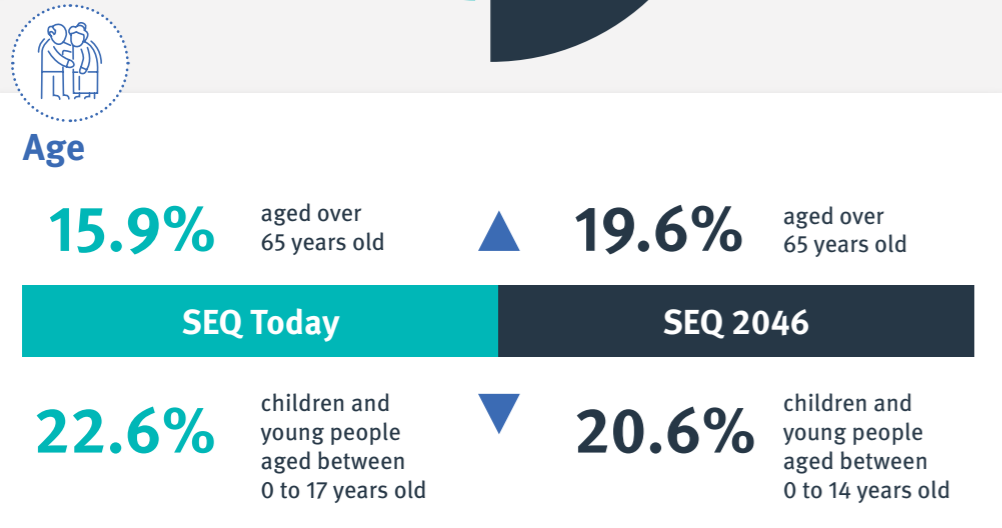
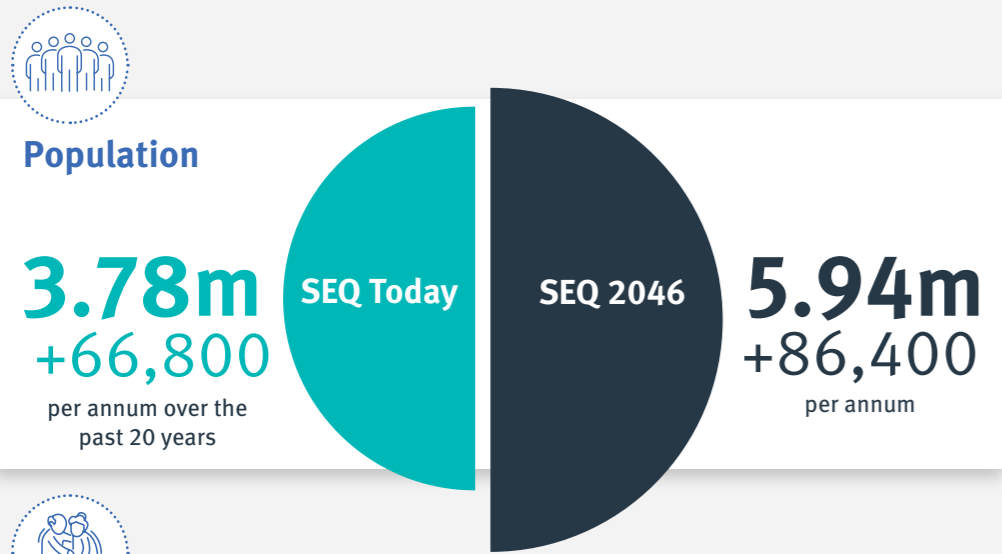
SEQ will be a great region made up of active, safe, green, comfortable and accessible places that bring people together and support events and our changing economy. We will protect and enhance the value of our public places. Our design focus will deliver signature places that draw visitors and residents 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 design with Country principles that embed storytelling, functionality and sustainability.

We will inspire the creation of places that celebrate distinctly Queensland design principles by addressing the varied climate, cultures and characteristics of SEQ.



Pizzey Park. Supplied by City of Gold Coast

South East Queensland snapshot



Source: ShapingSEQ 2023 Projections

*Source: Queensland Government Statisticians Office. Population estimates and projections, Aboriginal and Torres Strait Islander Queenslanders, 2006 to 2031. Indigenous regions are large geographical units loosely based on the former Aboriginal and Torres Strait Islander Commission boundaries. They are created by aggregating one or more Indigenous areas.

Coastal foreshore, Tallebudgera Creek. Supplied by City of Gold Coast

Map 3
The local government areas of SEQ



This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Purpose

ShapingSEQ is the Queensland Government's 25-year strategic plan to guide the future growth of the SEQ region.

The SEQ region encompasses 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: Urban Footprint, Regional Landscape and Rural Production Area (RLRPA), 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 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.

ShapingSEQ 2023 is a part of the Queensland Government's response to the National Housing Accord and National Planning Reform Blueprint. The plan has a critical role to play in setting effective and responsive policies that facilitate the delivery of diverse and well-located homes to meet the housing needs of South East Queenslanders today and into the future.

ShapingSEQ 2023 projected population growth requires dwelling supply targets for each LGA as well as diversity, social and affordable

housing sub-targets which work together to articulate the growth task ahead for SEQ. The place-based allocation of dwelling targets with subcategories for housing mix in each LGA is a nation-leading approach with the purpose of setting clear expectations around how SEQ will sustainably accommodate the projected population growth to 2046.

ShapingSEQ 2023 is a key part of the Queensland Government's statutory planning framework, however, is only one factor influencing the current housing challenges. Macro and micro market conditions as well as community aspirations and needs have a significant role to play in the supply of housing. This plan alone cannot ensure the delivery of housing on the ground. It will require a concerted effort from all stakeholders, including all tiers of government, service providers, industry, businesses and the local community.

Accommodating six million people

Growth to 2046 remains a significant opportunity and challenge, influencing housing, jobs, infrastructure, sustainability and the communities of SEQ. Growth in SEQ has recovered strongly following the COVID-19 pandemic, driven by record levels of net interstate migration. In 2021-22, Queensland's growth rate was the highest nationally at 2.1 per cent with SEQ accommodating almost 80 per cent of this growth.

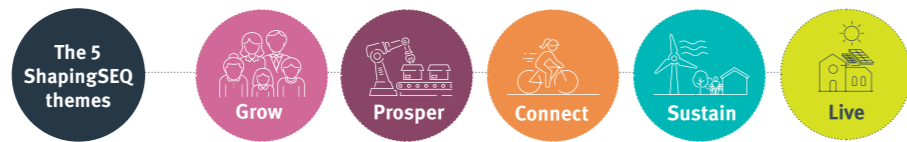
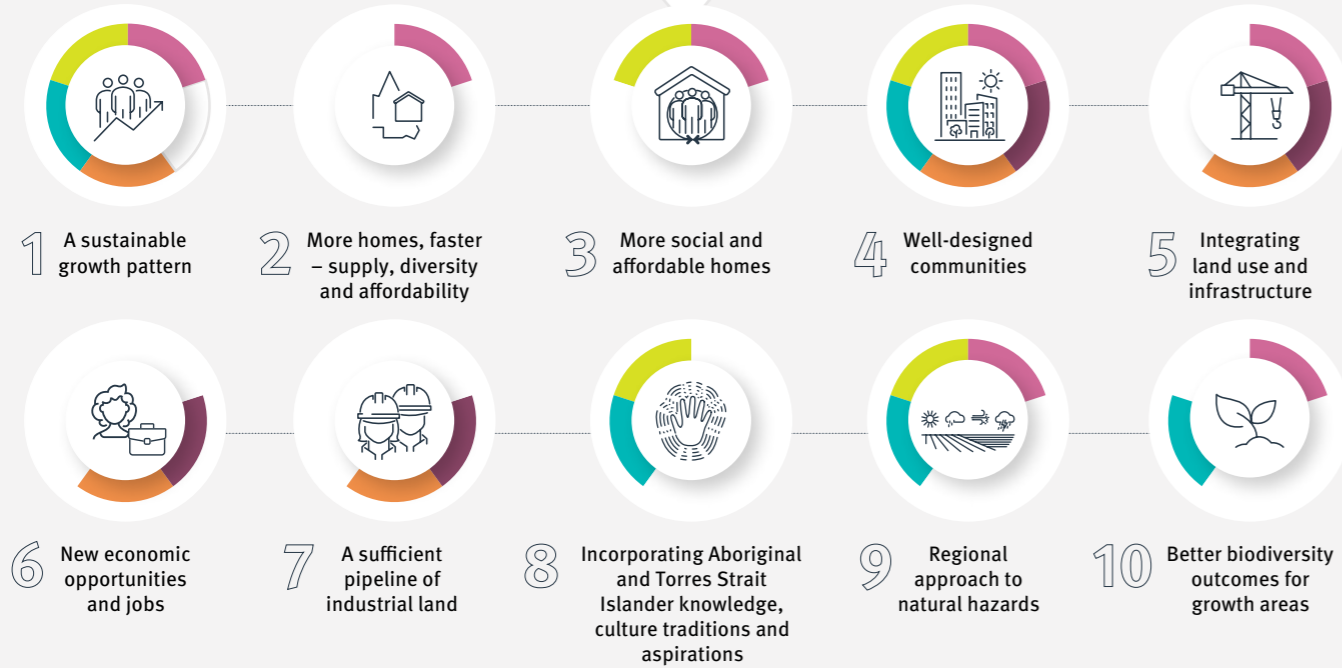
SEQ will continue to grow to almost six million people by 2046 which represents an increase of 2.2 million people from 2021. However, this growth is not going to be steady to 2046; a period of above-trend high growth is expected to 2026 before returning to long-term trend levels by 2030-31. At the same time, the demography of SEQ will continue to change with demand for smaller households increasing.

The growth rate 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.

The region's growth demands new policies and integrated responses across government, industry and community. People are also rethinking how and where they work and businesses are pursuing new opportunities that influence travel patterns and the performance of the SEQ economy, industry, centres and housing markets. These factors, coupled with the announcement that Queensland will host Brisbane 2032, present a unique opportunity to drive long-lasting positive changes for SEQ.

50-year vision

10 regional priorities ShapingSEQ 2023



Outcomes and strategies

Sub-regional directions

Implementation assurance framework

Effect

ShapingSEQ 2023 is the statutory spatial growth strategy for SEQ prepared by the Queensland Government under the *Planning Act 2016* (Planning Act).

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

ShapingSEQ 2023 has been prepared as an update to ShapingSEQ 2017. However, it takes effect as a standalone document, replacing ShapingSEQ 2017. It takes effect on and from the day the making of the plan is published in the Government Gazette.

As a regional plan under the Planning Act, ShapingSEQ 2023 translates state-wide policies into place-based outcomes for the region. Specifically, ShapingSEQ 2023 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.

It sets out the underpinning priorities for integrated planning and development assessment matters that are of state interest for SEQ.

ShapingSEQ 2023 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.
- » The assessment of certain types of resource activities or regulated activities as defined under the *Regional Planning Interests Act 2014* (RPI Act).

The Planning Regulation 2017 (Planning Regulation) contains SEQ regulatory provisions to ensure that particular forms of development in SEQ are consistent with ShapingSEQ 2023 policy.

The department's interactive mapping system displays some of ShapingSEQ's spatial information in an interactive format.



Mount Peel. Supplied by Toowoomba Regional Council

How to read this plan

ShapingSEQ 2023 provides a strategic approach to managing growth for SEQ and each part of the plan plays a different role.

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

Chapter	What	Read this to...
1 The plan for South East Queensland	<p>Outlines the 50-year vision for SEQ, with reference to the 50 themes of Grow, Prosper, Connect, Sustain and Live.</p> <p>It further outlines the purpose of ShapingSEQ 2023 and clearly articulates the problem statement for SEQ.</p>	<ul style="list-style-type: none"> ✔ Understand where SEQ will be in 50 years under this plan. ✔ Understand the purpose of ShapingSEQ 2023 and its effect.
2 Regional priorities	<p>Describes the 10 regional priorities that are the focus of the plan. These priorities link to the implementation of the plan and the priority actions required in the short and medium term to achieve the vision for SEQ to 2046.</p> <p>ShapingSEQ 2023 sets a clear direction for these regional priorities through the outcomes, strategies and sub-regional directions. Priority actions have also been identified and linked to an improved approach to implementation to drive meaningful change.</p> <p>Describes the relationships between SEQ and neighbouring regions.</p>	<ul style="list-style-type: none"> ✔ Understand the key areas of focus for the plan, which are carried through to specific policy interventions and implementation actions. ✔ Understand the relationship between SEQ and neighbouring regions.
3 – Part A Outcomes and strategies	<p>Details the outcomes and strategies that will ensure SEQ can achieve its vision, under the five themes of Grow, Prosper, Connect, Sustain and Live by 2046.</p> <p>Priority actions relating to the regional priorities are also detailed in this chapter.</p>	<ul style="list-style-type: none"> ✔ Understand the regional-scale strategies that will be implemented for SEQ using the tools and mechanisms established through the Queensland planning framework. ✔ Understand the priority actions that can be implemented faster, within the life of the plan, to ensure the outcomes and strategies can be achieved.

Chapter	What	Read this to...
3 – Part B Regional growth pattern	Describes how all land in SEQ is allocated into one of three regional land use categories: Urban Footprint, RLRPA and RLA.	<ul style="list-style-type: none"> ✔ Understand how the growth management strategies are applied spatially, including the land use categories for land in SEQ. <p>Read with: SEQ regulatory provisions*</p>
3 – Part C Sub-regional directions	Details how the regional priorities, outcomes and strategies apply at the sub-regional level, based on four sub-regions.	<ul style="list-style-type: none"> ✔ Understand the key areas of application for the regional priorities, outcomes and strategies, at a sub-regional scale.
4 Delivery	Outlines how the outcomes, strategies and priority actions in the plan will be implemented, including further detail on the statutory delivery framework, including monitoring, evaluation and reporting.	<ul style="list-style-type: none"> ✔ Understand how the plan will be implemented, and measured, including governance arrangements and the statutory application of the plan.
5 Resource activity	Details the policy and spatial allocation of land to areas of regional interest (under the <i>Regional Planning Interest Act 2014</i>), including Priority Agricultural Areas, and the Priority Living Area.	<ul style="list-style-type: none"> ✔ Understand where and how resource activities in SEQ, including minerals, coal and gas, are managed through the planning framework.

There are several other documents that should be read in support of ShapingSEQ 2023.

*The SEQ regulatory provisions (in the Planning Regulation) play a critical role in ensuring the policy within ShapingSEQ is delivered through development assessment.

The SEQIS, which was prepared in alignment with ShapingSEQ 2023, represents a whole-of-government infrastructure planning response to the growth needs and land use strategies in this plan.

Background papers support each of the five themes as a summary of the evidence base that informed the policy development in the plan.

Alignment with United Nations Sustainable Development Goals

The Queensland Government is committed to contributing meaningfully to the United Nations 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 ShapingSEQ 2023.

The themes, outcomes and strategies of ShapingSEQ 2023 align with the following UN SDGs:

	Goal 3	Ensuring healthy lives and promoting wellbeing for all at all ages.
	Goal 7	Ensuring access to affordable, reliable, sustainable and modern energy for all.
	Goal 8	Promoting sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
	Goal 9	Building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation.
	Goal 11	Making cities and human settlements inclusive, safe, resilient and sustainable.
	Goal 12	Ensuring sustainable consumption and production patterns.
	Goal 13	Taking urgent action to combat climate change and its impacts.



Kings Beach and Caloundra. Supplied by Sunshine Coast Council (Getty Images)

CHAPTER

2

REGIONAL PRIORITIES

To ensure the strategic intent of this plan is upheld effectively through its implementation, 10 regional priorities have been identified.

Regional priorities

ShapingSEQ 2023 sets a clear direction for these regional priorities through the outcomes and strategies (**Chapter 3, Part A: Outcomes and strategies**) and sub-regional directions (**Chapter 3, Part C: Sub-regional directions**).

Priority actions (**Chapter 3, Part A: Outcomes and strategies**) have also been identified and linked to an implementation assurance framework (**Chapter 4: Delivery**) to drive meaningful change.

- 1 A sustainable growth pattern 
- 2 More homes, faster – supply, diversity and affordability 
- 3 More social and affordable homes 
- 4 Well-designed communities 
- 5 Integrating land use and infrastructure 
- 6 New economic opportunities and jobs 
- 7 A sufficient pipeline of industrial land 
- 8 Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations 
- 9 Regional approach to natural hazards 
- 10 Better biodiversity outcomes for growth areas 

A sustainable growth pattern



ShapingSEQ 2023 continues to drive efficient use of land by encouraging growth within existing urban areas, where land is more readily able to be serviced and accessed.

The plan provides targeted strategies and interventions to support efficient use of land and enable more sustainable and affordable communities by facilitating growth in locations with high accessibility to employment, services, natural areas and amenity.

Given the affordable living benefits of providing homes close to jobs and services, local planning must proactively seek opportunities for residential growth in and around centres and quality public transport, informed by detailed assessments of development capacity. This does not mean density everywhere but it does mean protecting the environment and maximising investment in services and infrastructure by focusing on building up and in.

Expansion of the Urban Footprint, as and when required, is supported in areas where land is deemed to be appropriate for urban development and can be efficiently developed and serviced. Where this requires integrated land use and infrastructure planning to occur before they are ‘turned on’ for development, the land has been included in the Urban Footprint with a SEQ development area designation. A SEQ development area is a regulatory tool to assist with the sequencing of development and prevents development from occurring until such time that appropriate structure planning has been completed.

Potential Future Growth Areas (PFGAs) are another sequencing tool under this plan and include areas that are identified 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 ShapingSEQ 2023.

SEQ’s green and blue spaces, including parks, rivers, green open spaces and regional landscapes, are a vital part of the region and of the SEQ growth pattern. IUBs remain an important designation within ShapingSEQ 2023 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.

More homes, faster – supply, diversity and affordability



Every SEQ resident should have access to a safe, secure and affordable home that meets their needs and enables participation in the social and economic life of this prosperous state. SEQ’s expected growth to almost six million people over the next 25 years, will require the delivery of almost 900,000 new, well-located homes.

Housing supply is a regional priority for SEQ and this aligns with the 2022 Queensland Housing Summit and National Housing Accord and the subsequent National Cabinet target to build 1.2 million, new well-located homes over five years from July 2024. ShapingSEQ 2023 responds to this national challenge in a place-based context for SEQ, by planning to unlock more homes in well-located places, providing greater housing choice (typology and tenure) that protects our liveability but creates a fairer opportunity for those wanting to live in SEQ. The time to do this is now so that SEQ does not miss the opportunity to ensure ‘how’ we grow to meet the needs of the community. By responding to the national requirements, SEQ will be in a strong position to receive a fair share of funding for the critical services and infrastructure needed to accommodate this growth.

The integrated land use and infrastructure planning underpinning ShapingSEQ and SEQIS provides the evidence base needed to secure funding for the right infrastructure in the right locations and at the right time as SEQ grows.

Planning requirements must enable logical growth that provides fairer opportunities for people to access the homes they need. Increased diversity in the types of housing delivered across the region is critical to increasing overall supply but also to improving affordability. This must include a strong focus on good design that is responsive to the needs of the communities and the subtropical and warmer environment of SEQ and adopts more innovative design, materials and sustainable construction techniques.

Providing greater choice and more affordable homes in a sustainable way inevitably means greater density.

Gently increasing the number of homes such as duplexes, freehold terraces, row houses, and low-rise units within existing urban areas and close to existing services like transport, education and shops, creates more choice as to how and where people live.

This means that future and current SEQ residents who are experiencing housing stress have a better chance of ‘rightsizing’ and finding a suitable home to meet their household needs. It means opportunities for key workers to live near where they work, first home-buyers to enter the market, increased ability for retirees to downsize but stay in their neighbourhood, and more opportunity and investment in both new and established communities.

Without a plan that takes a regional view of how to manage growth, there is a risk of entrenching place-driven disadvantage in SEQ, not just for vulnerable people but also for the growing cohort of middle-income workers. This has the potential to drive the community apart, as seen elsewhere in the world.

More social and affordable homes



Increasing the amount of social housing and affordable housing across the region is critical to the future prosperity of SEQ. ShapingSEQ 2023 has an important role to play in driving joint accountability at all levels of government and industry through the articulation of targets coupled with the Queensland Government’s substantial investment in social housing and affordable housing.

In SEQ, affordability has been declining for some time, evidenced by low rental vacancies, increasing rents and booming dwelling prices. 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 those on median wages having to live further away from where they work. Vulnerable cohorts need to be prioritised and ShapingSEQ 2023 includes a 20 per cent social

housing and affordable housing target to help deliver more homes for people on low and moderate incomes – including a growing cohort of key workers – who are critical to the broader prosperity and diversity of SEQ.

To improve commerciality of social housing and affordable housing developments proposed in well-located areas, and to significantly reduce the price of the homes for the buyer or renter, reduced car parking and prioritisation of car share services will be supported.

Social housing and affordable housing must be well-designed and well-located close to jobs, services and infrastructure. A failure to deliver sufficient social housing and affordable housing not only impacts those households experiencing housing stress or homelessness but also the broader community through flow-on impacts across the housing market.



Well-designed communities



Communities across Australia, including SEQ, are willing to embrace growth and greater urban density if the area has good access to public transport, quality urban design, plenty of green open space as well as walking and cycling options.

Well-designed communities are essential to maintaining and improving the region's quality of life while accommodating the growth that is projected for SEQ. It is about designing solutions to the challenges and opportunities facing the region with a long-term perspective that avoids creating new challenges or unintended consequences and builds resilience and sustainability. This means well-designed communities at all scales. At the neighbourhood scale, this includes

the ease at which people move around, access to quality greenspace or how energy, stormwater and ecology are managed. At the built-form scale, this includes climate-responsive design for both subtropical and temperate climate zones of the region that can improve the natural cooling of buildings and urban areas.

Quality design that has a distinctly Queensland style and maintains a cost-conscious approach will be

a determining factor in achieving the vision for SEQ. It considers and cares for the environment and Country and contributes to social cohesion, physical and mental health, economic growth and more. It overlays every part of the plan in a meaningful and tangible way, requiring positive collaboration from all stakeholders.

Integrating land use and infrastructure



Improved coordination of land use planning and infrastructure planning will ensure the needs of SEQ's changing and growing population can be met. ShapingSEQ 2023 and SEQIS provide clear infrastructure investment priorities for SEQ that support the economic and social priorities of the region and drive how all levels of government allocate capital spending.

Major infrastructure investments generate significant benefits for communities. In particular, significant transport infrastructure is vital in facilitating growth as envisioned in ShapingSEQ 2023.

Integrating land use and infrastructure allows for the delivery of additional and more diverse homes and jobs, facilitating higher

densities and adopting appropriate design principles to create places and neighbourhoods that improve amenity.

Brisbane 2032 also presents a significant opportunity for increased interest and investment in Queensland. Precincts supported by Brisbane 2032 infrastructure will enable economic growth and

greater diversity and densification of housing, including more social and affordable homes.



Spinnaker Park, Newport. Photographer: Tara Williams



Gold Coast. Supplied by City of Gold Coast

New economic opportunities and jobs



The population growth projected for SEQ brings with it a significant opportunity for jobs growth during the life of the plan.

A balanced approach to how land is prioritised for both residential and employment uses is essential. While trade-offs between competing demands for land are inevitable, the most regionally important employment opportunities must be well-planned to meet the region's future needs.

When it comes to economic activity in SEQ, the whole is greater than the sum of its parts. That is, when industries and businesses co-locate and are well-connected, they increase their productivity and capacity to compete nationally and globally.

To achieve the vision for SEQ, a range of different types of jobs and opportunities are needed. This includes jobs that can boost the economic growth of the region,

high-value, specialised or 'outward facing' jobs and also a range of population-serving jobs. These jobs have different requirements in terms of their location, infrastructure and investment drivers.

ShapingSEQ 2023 carries forward land use policies to support jobs across the region through three key policies:

- » RECs
- » Regional Activity Centres Network (RACN)
- » Major Enterprise and Industry Areas (MEIAs).

These different types of employment areas benefit from the synergies that exist between them, with many of the regional activity centres and MEIAs located within RECs.

ShapingSEQ 2023 continues to acknowledge that the capital city centre, including the Brisbane Central Business District (CBD) and its surrounding frame play a critical economic role for SEQ. ShapingSEQ 2023 also recognises the important role of the RECs in supporting growth and the unique economic opportunities found across the region.

A sufficient pipeline of industrial land



Supply of sufficient industrial land across SEQ is a key priority to service the growing population and to ensure SEQ can make the most of the opportunities presented by innovation in sectors such as manufacturing, waste and energy.

Forecast industrial land supply shortfalls in Brisbane will result in increased land prices, leading to new businesses choosing to locate outside 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 LGAs.

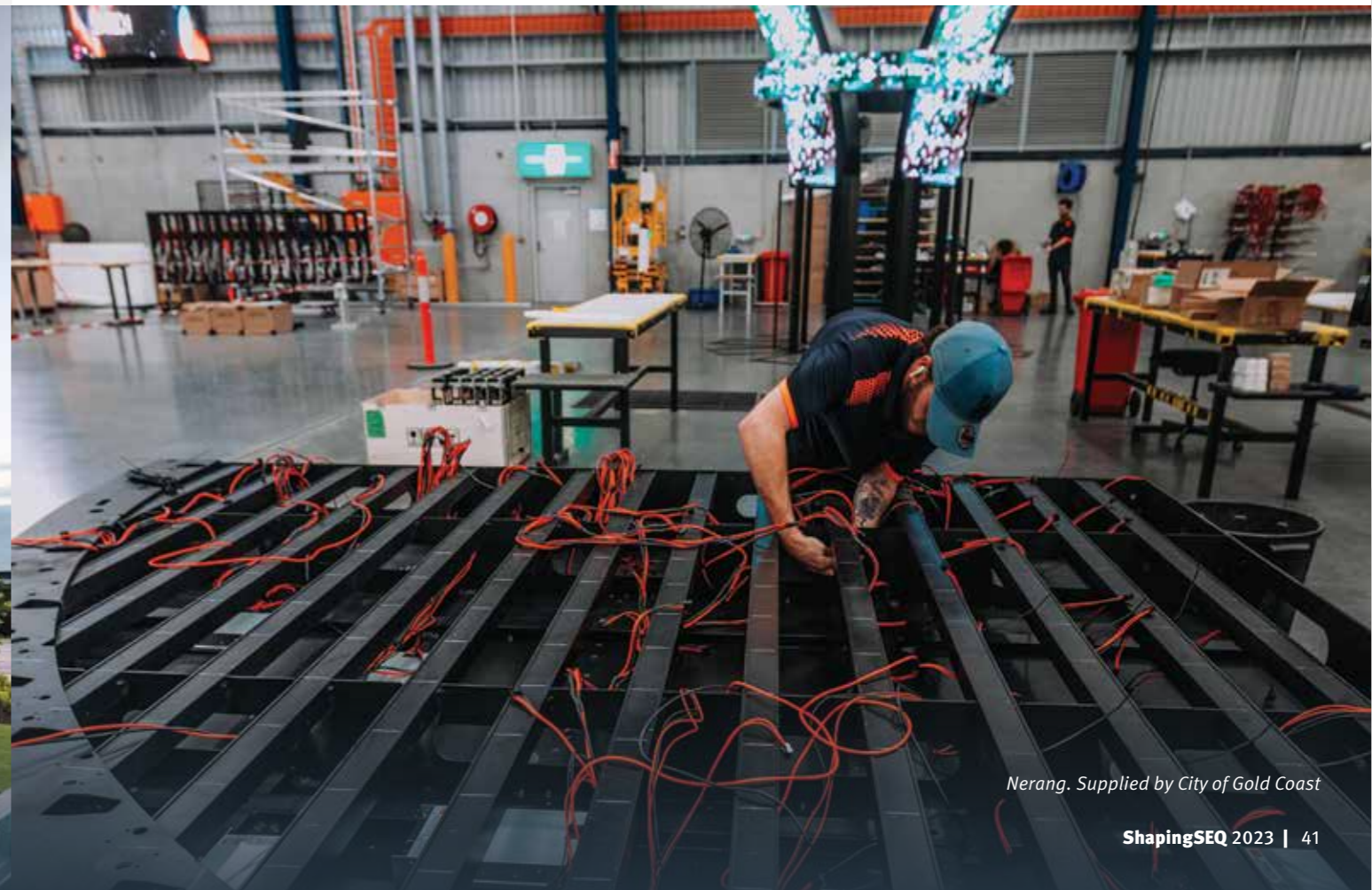
A regional approach to industrial land will complement industrial land planning that already occurs at the local government level and will position SEQ to realise opportunities of national significance.

Well-positioned, well-served and timely supply of industrial land helps to leverage the competitive strengths of the region's industries and supports the growth of high-value sectors and mix of supporting land uses in RECs. At the same time, existing regionally significant industrial locations in MEIAs must be safeguarded to ensure there is no loss of this industrial land to ensure ongoing supply over the next 25 years. These areas are not easily replaced, so development in and around these areas must be compatible with their role and function so as not to jeopardise the future development and operation of critical industrial land uses within SEQ.

One key priority for industrial land in SEQ is to support the resource recovery and recycling task set under the Queensland Waste Management and Resource Recovery Strategy (2019). MEIAs are ideal locations to accommodate the network of Recycling Enterprise Precincts (REPs) that will provide opportunities for sustainable economic development based on the use and reuse of materials.



Sippy Downs. Supplied by Sunshine Coast Council. Photographer: Angus Martin Photography



Nerang. Supplied by City of Gold Coast

Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations



The knowledge, culture, traditions and aspirations of First Nations peoples will be reflected through the ongoing implementation of ShapingSEQ 2023, providing a partnership approach 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*.

The Queensland Government is committed to respecting the rights of First Nations peoples to free, prior and informed consent, including the importance of this principle to ensure meaningful shared decision-making for SEQ.

Better biodiversity outcomes for growth areas



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 health and wellbeing.

The protection of biodiversity should consider biodiversity values at a landscape scale and how those values contribute to the holistic biodiversity of the area.

Ultimately, bioregional planning aims to achieve better biodiversity outcomes and greater development certainty in Queensland by providing clear guidance on areas to be protected from development, areas that may be prioritised for development, and areas where development can proceed if it will appropriately protect biodiversity values. This approach will be used across PFGAs in SEQ.

More broadly across the region, a priority is to protect, restore and promote biodiversity, balancing growth needs with achieving better biodiversity outcomes. This is aligned with 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.

Regional approach to natural hazards



A regional approach to natural hazards builds on the substantial disaster resilience and climate adaptation policy and practice advancement occurring in Queensland.

There is a clear need to create a growth pattern that is 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, deal with the inevitable natural hazard events and other disruptions that will occur in the future.

State 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 approaches to risk tolerance differ.

ShapingSEQ 2023 adopts a regional policy maturity approach, consistent with state-level directions and in collaboration with stakeholders, to demonstrate how policy changes can be integrated into regional planning processes over time.



Purga Nature Reserve, Ipswich



Botanic Gardens. Supplied by City of Gold Coast

Map 4
Regional relationships



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 – 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.

ShapingSEQ 2023 enables ongoing economic prosperity for SEQ and Queensland by acknowledging and utilising SEQ's strong relationships across regional boundaries and 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 and 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 (2022).

Building stronger connections between SEQ and surrounding regional areas through enhanced infrastructure networks is critical to the ongoing success of SEQ and Queensland.

ShapingSEQ 2023, 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.

This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

THE NEXT 25 YEARS



Ann St Garden Villas. Supplied by Anna O’Gorman Architects. Photographer: Christopher Frederick Jones

Making our vision a reality

ShapingSEQ’s vision (Chapter 1: The plan for South East Queensland) 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, important decisions about the future of SEQ must be made and implemented.

This chapter charts a course of action that reflects these decisions to help us move towards the vision and sustainably accommodate a population of almost six million people by 2046.

This chapter is divided into three parts:

Part A
Outcomes
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 2023.



Part A

Outcomes and strategies

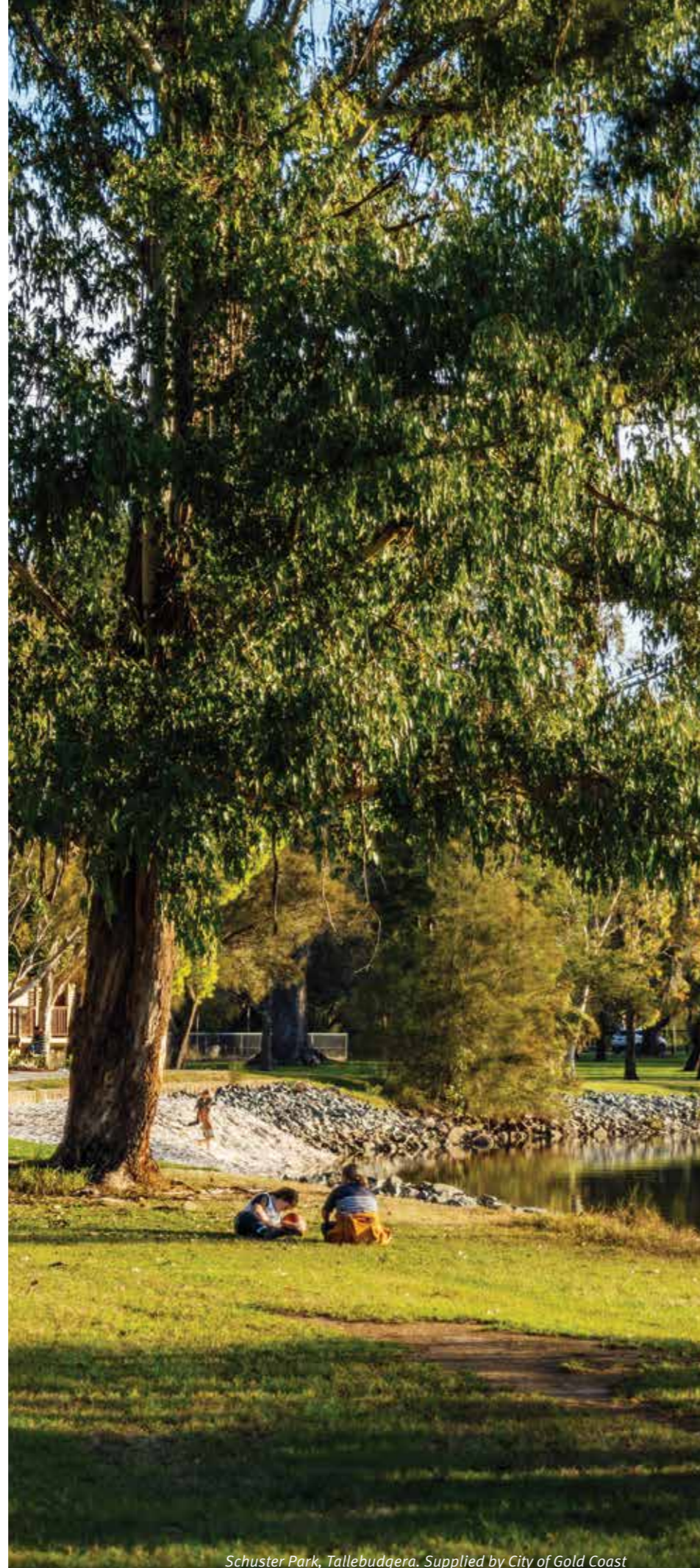
The outcomes and strategies are the central part of ShapingSEQ 2023's policy framework that focuses on the plan's horizon to 2046. Achieving the intended outcomes through the identified strategies will achieve the 50-year vision for SEQ.

This chapter is set out under the five themes of Grow, Prosper, Connect, Sustain and Live. Each theme includes several outcomes for SEQ (what is needed) which are to be delivered through the corresponding strategies (how to get there) outlined in this plan.

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

Part A also includes 13 priority actions that align with the regional priorities (**Chapter 2: Regional priorities**). Priority actions are required to be implemented in the short to medium term to support delivery of the outcomes and strategies.

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



Schuster Park, Tallebudgera. Supplied by City of Gold Coast

Goal 1 Grow

Sustainably accommodating a growing population

Page 51

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



Goal 2 Prosper

A globally competitive economic powerhouse

Page 71

- 1 High-performing outward-focused economy
- 2 Regional Economic Clusters (REC)
- 3 Regional Activity Centres Network (RACN)
- 4 Knowledge and technology precincts
- 5 Major Enterprise and Industrial Areas (MEIAs) and other industrial areas
- 6 Tourism and events
- 7 Special uses
- 8 Rural prosperity



Goal 3 Connect

Moving people, products and information efficiently

Page 99

- 1 An efficient and sustainable movement system
- 2 Active transport
- 3 Vibrant and connected regional activity centres
- 4 Integrated planning
- 5 Region-Shaping Infrastructure (RSI)
- 6 Movement and Place



Goal 4 Sustain

Promoting ecological and social sustainability

Page 117

- 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

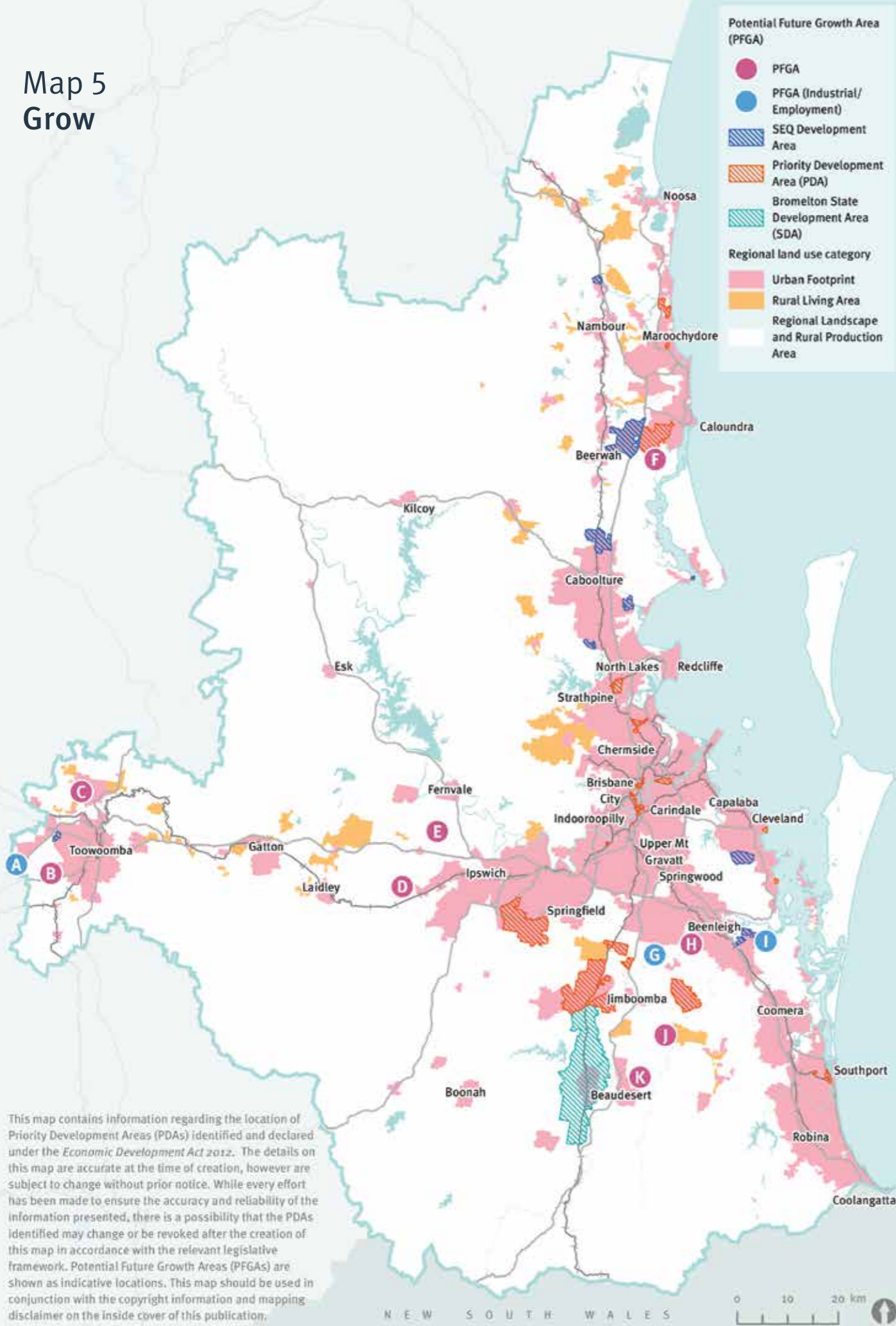
Living in better-designed communities

Page 140

- 1 Valuing good design
- 2 Working with the weather
- 3 Inspiration from local character
- 4 Fairness
- 5 Working with and enhancing 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 through the built environment

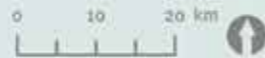


Map 5 Grow



This map contains information regarding the location of Priority Development Areas (PDAs) identified and declared under the *Economic Development Act 2012*. The details on this map are accurate at the time of creation, however 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 PDAs 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

NEW SOUTH WALES



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 almost six million people. This represents an average growth rate of 1.8 per cent per year. This growth will require almost 900,000 new homes by 2046, 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 demand a paradigm shift – one that truly responds to the changing needs of a fast-growing population.

Household sizes and structures are also changing. SEQ is seeing an increase in single-person households to 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.

Housing stock will need to suit the needs and preferences of future residents and their household structures.

The strategies in the Grow theme ensure that SEQ responds effectively to both the anticipated growth and demographic changes. Figure 1 provides the current (2021) and projected population (2046).

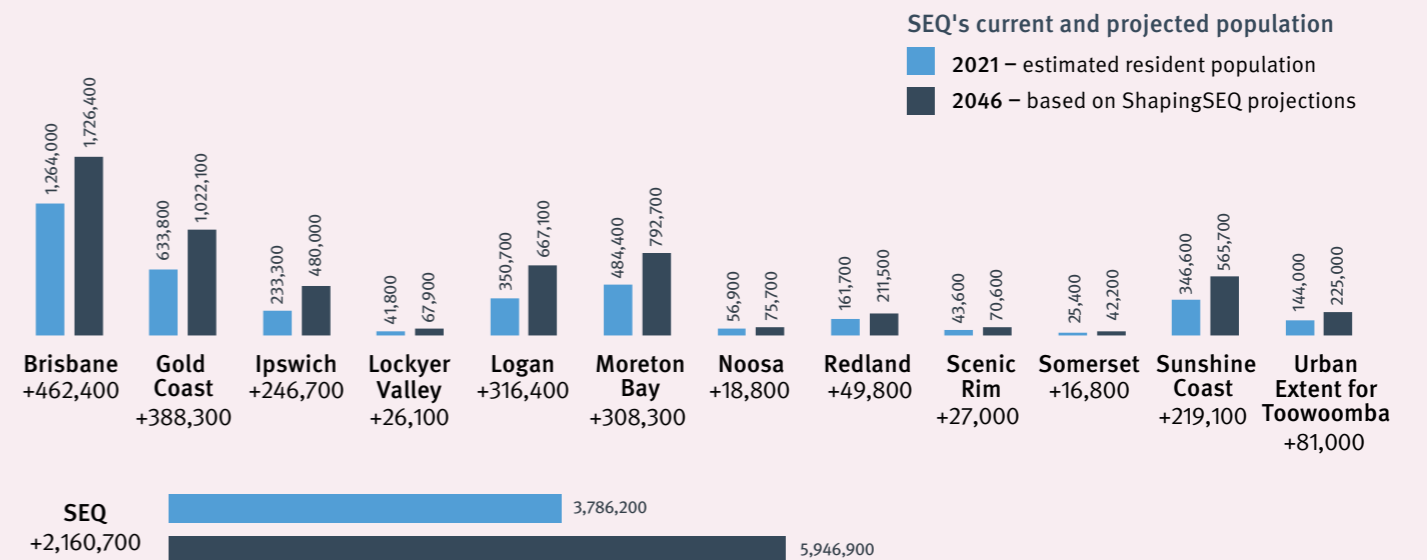


Figure 1 – SEQ's current and projected population

Outcomes and strategies

The outcomes and strategies under the Grow theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
<p>Outcome 1 Efficient land use</p> <p>Support a consolidated urban growth 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"> 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. Prioritise unlocking underutilised land in the Urban Footprint. Sequence the planning and investigation of SEQ development areas to ensure alignment of land use and infrastructure planning. Identify and prioritise sites in high amenity areas that can be developed to provide for residential densities in Table 1. 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*. Accommodate new rural residential development only in the RLA or in the Urban Footprint where land is unsuitable for urban use. Protect PFGAs that may be needed to accommodate long-term urban growth.
<p>Outcome 2 Housing supply</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"> Plan for and achieve the dwelling supply targets (including sub-targets) to 2031 and 2046 in Figure 2 and to 2046 in Figure 3 and Figure 5. Maintain a minimum 4 years of approved supply and a minimum of 15 years of supply of land that has been appropriately zoned and planned to be serviced. Support residential opportunities on publicly owned land to accommodate growth in the short term (including temporary uses that respond to acute demands).

Outcomes	Strategies
<p>Outcome 3 Housing diversity</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"> Plan for and achieve dwelling diversity sub-targets in Figure 3 and Figure 5. Facilitate increased gentle density across SEQ in consolidation and expansion areas (such as free-standing small lots or freehold title terrace-style development). Facilitate the achievement of attached medium-rise development in walkable catchments along high frequency public transport networks. Facilitate the delivery of attached high-rise development in Principal Regional Activity Centres (PRACs). Unlock new models and diverse forms of homes (size and built-form) for housing delivery such as build-to-rent, co-housing and micro-housing. Work with the community to build knowledge and understanding of housing diversity and benefits to local communities.
<p>Outcome 4 Social housing and affordable housing</p> <p>Provide more social housing and affordable housing to meet the demand.</p>	<ol style="list-style-type: none"> Plan for and achieve delivery of 20% of new homes in SEQ being: <ol style="list-style-type: none"> Social housing (including public and community housing). Affordable housing – both market and non-market (for households with low to moderate incomes). Support and promote accessible, safe, secure and affordable housing choice for people with disability and older people. Increase access to safe, secure and affordable housing choices for Aboriginal peoples and Torres Strait Islander peoples.
<p>Outcome 5 Growing rural towns and villages</p> <p>Rural towns and villages provide for sustainable growth and community development in a way that reinforces local identity.</p>	<ol style="list-style-type: none"> Enable appropriate growth within rural towns and villages where supported by existing infrastructure and in a manner that avoids the fragmentation of productive rural land. Support rural workers accommodation in accordance with government policy in relation to rural workers including the Rural Workers' Accommodation Initiative. Plan for well-designed growth that integrates sensitively with existing local character and identity and promotes viability of the rural economy.

**Net residential densities do not apply to Lockyer Valley, Scenic Rim and Somerset LGAs – refer to sub-regional directions for further detail. Within these areas, the uniform application and achievement of these densities at a precinct or larger scale may not be realistic to apply across a diverse region. These densities warrant more detailed planning by local government and/or state government, including statutory authorities to determine the best outcomes for these localities including the most desirable form and distribution of density. These densities are a plan-making and development assessment guidance tool to assist local government and the community for encouraged densities across the region.*



Newport, Moreton Bay. Photographer: Tara Williams

Consolidation and expansion growth ratio

ShapingSEQ 2023 continues the policy of efficient use of land for urban purposes and sets a strategy articulating compact form by maximising capacity in the Urban Footprint through consolidation as a priority over expansion.

This strategy is expressed as the consolidation/expansion dwelling growth ratio for the region, being a minimum of 60/40 consolidation/expansion while moving towards a ratio of 70/30 consolidation/expansion for the region.

The long-standing policy of seeking compact urban growth which limits sprawl, protects cultural heritage values and 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 take a place-based approach that has regard to each LGA's local characteristics and needs balanced against the overall characteristics and needs of the region.

To support more sophisticated tracking of the degree of land use efficiency within the consolidation area across the region, indicators will be used to monitor land use in this area including the following:

- » Dwelling density
- » Number of lots by residential zone and size
- » Population density
- » Lot registrations.

ShapingSEQ targets

Dwelling supply targets

Dwelling supply targets for SEQ and each LGA to 2031 and 2046 are provided in Figure 2.

Dwelling supply projections include occupied private, permanent dwellings and vacant private, permanent dwellings. Private, permanent dwellings include structural dwellings (for example, houses, flats, townhouses) but exclude temporary dwellings (for example, tents, caravans, houseboats).

Non-private dwellings (for example, hotels, hospitals, boarding schools, mining camps) are not included in these dwelling projections. It is recognised that non-private dwellings account for a proportion of current and future projected dwellings in SEQ, particularly in key tourist and traveller destinations across the Gold Coast, Brisbane, Sunshine Coast and Noosa LGAs.

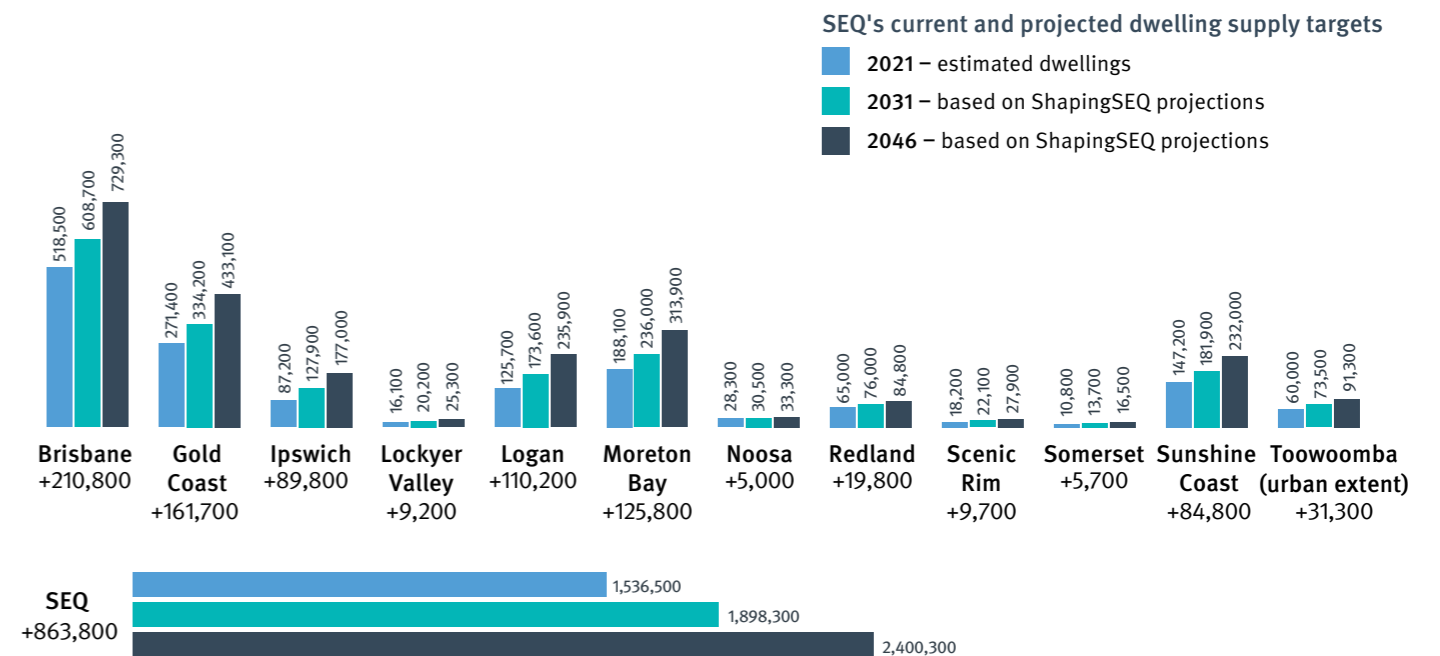


Figure 2 – Dwelling supply targets to 2031 and 2046

Dwelling diversity sub-targets

Dwelling diversity sub-targets complement the dwelling supply targets to provide further direction on the preferred mix of dwelling types needed to accommodate changing populations and households by 2046.

Supply of housing in a diverse range of built forms is critically important to achieve the dwelling supply targets, respond to changing households, provide greater housing choice and deliver gentle density in partnership with local governments and industry.

Dwelling diversity targets for SEQ to 2046 are provided in Figure 3. Figure 4 shows the dwelling typologies that are used for the dwelling diversity sub-targets.

The dwelling diversity sub-targets for each LGA to 2046 are shown in Figure 5.

These sub-targets shift the dial away from the current trend of building detached housing towards building attached homes. This direction is necessary because:

- » 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 – given land constraints (such as flooding or bushfire-prone land) – there are very limited feasible or appropriate 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 to improve choice and affordability. However, the split within attached housing is equally important. ShapingSEQ 2023 seeks to drive greater change in the efficient and successful delivery of attached low-rise product by working with local governments to unblock barriers inhibiting the delivery of this product to provide greater certainty in the market.

While the intent of dwelling diversity sub-targets is to encourage more diverse housing stock, it is acknowledged that the targets are a minimum requirement. The diversity targets are based on demand and known opportunities for supply. Local governments will need to 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. Where provided, local government policy objectives have also been shown against the targets to reflect local policy intent.

SEQ

Total Dwelling Stock (2021 and 2046)

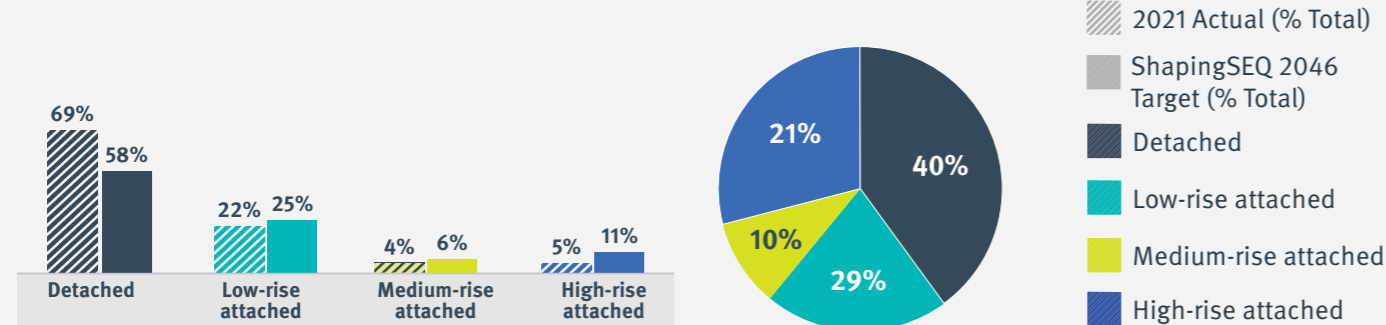


Figure 3 – Dwelling diversity targets to 2046 (SEQ)

Note: The graph represents the composition of projected new dwelling supply by type (i.e. building approvals) between 2021 and 2046 based on present planning scheme intent and policy adjustments made by ShapingSEQ 2023 Review. Future amendments to ShapingSEQ and local planning schemes are likely to adjust the percentage split. A decrease in percentage does not necessarily imply a decrease in actual number. For example, detached dwellings may still be constructed, but the % it represents of total housing stock may be less. This graph shows total dwelling stock at 2021 and 2046.



Figure 4 – Dwelling typologies and gentle density

From top left: 1. Church Street, Boonah. Supplied by Scenic Rim Regional Council, 2. Newport Display Village, 3. Ann St Garden Villas. Supplied by Anna O’Gorman Architects, 4. Habitat on Juers (Refresh Studio) Photographer: Scott Burrows and Ravens At Odds, 5. Kangaroo Point, Brisbane, 6. Newport, Moreton Bay. Photographer: Tara Williams, 7. West End, Brisbane, 8. Nundah Village. Supplied by Brisbane City Council.

Note: Non-private dwellings (for example, hotels, hospitals, boarding schools, mining camps) are not included in these dwelling diversity splits. It is recognised that this accounts for a proportion of current and future projected dwellings in ShapingSEQ 2023.

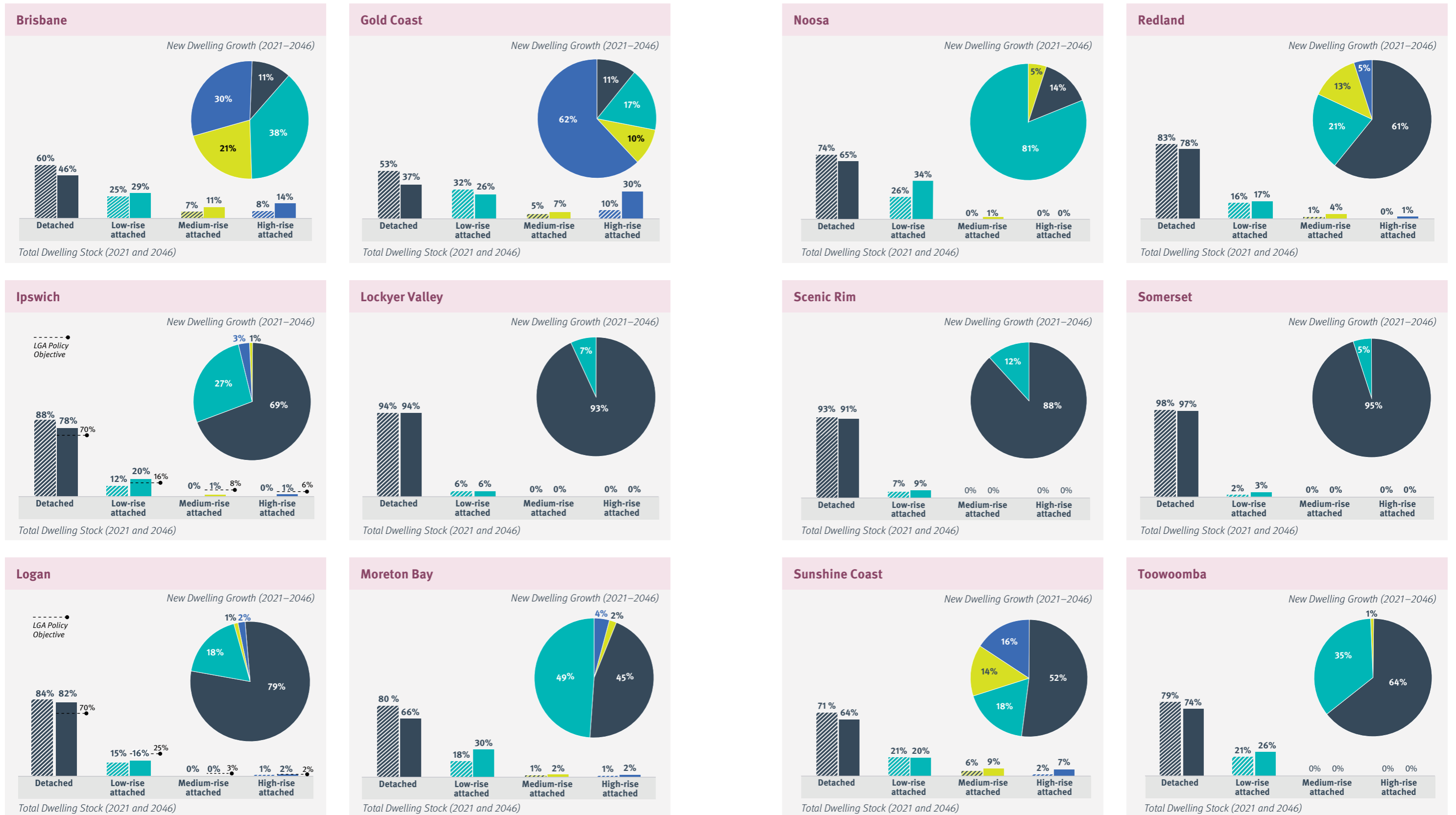


Figure 5 – Dwelling diversity targets to 2046 (LGAs)

Note: The graph represents the composition of projected new dwelling supply by type (i.e. building approvals) between 2021 and 2046 based on present planning scheme intent and policy adjustments made by the 2023 ShapingSEQ Review. Future amendments to ShapingSEQ and local planning schemes are likely to adjust the percentage split. A decrease in percentage does not necessarily imply a decrease in actual number. For example, detached dwellings may still be constructed, but the per cent it represents of total housing stock may be less. This graph shows total dwelling stock at 2021 and 2046.

Social housing and affordable housing sub-target

Delivering more homes, faster across a range of typologies helps to ensure that SEQ residents can access a place to live which is secure and gives people the best opportunity to participate in the community.

Providing more diverse housing types and lot sizes in existing and underutilised urban areas also makes a significant contribution to achieving more market-affordable housing options by delivering new homes in better service locations at different price points.

A variety of dwelling sizes, types and ownership structures are required to respond to the broad housing and income needs of the community.

SEQ needs a range of housing to be delivered including:

Non-market housing

Non-market housing refers to subsidised housing that is sold or rented at less than its market value. Non-market housing (such as social housing) provides for individuals and households who do not have the opportunity to access and sustain appropriate housing options in their community. Social housing is directly managed by the state government or community housing providers (CHPs).

Market-affordable housing

Market-affordable housing refers to a range of market-driven delivery models that create more affordable product but do not necessarily rely on a government subsidy. These models can include, but are not limited to, the following examples:

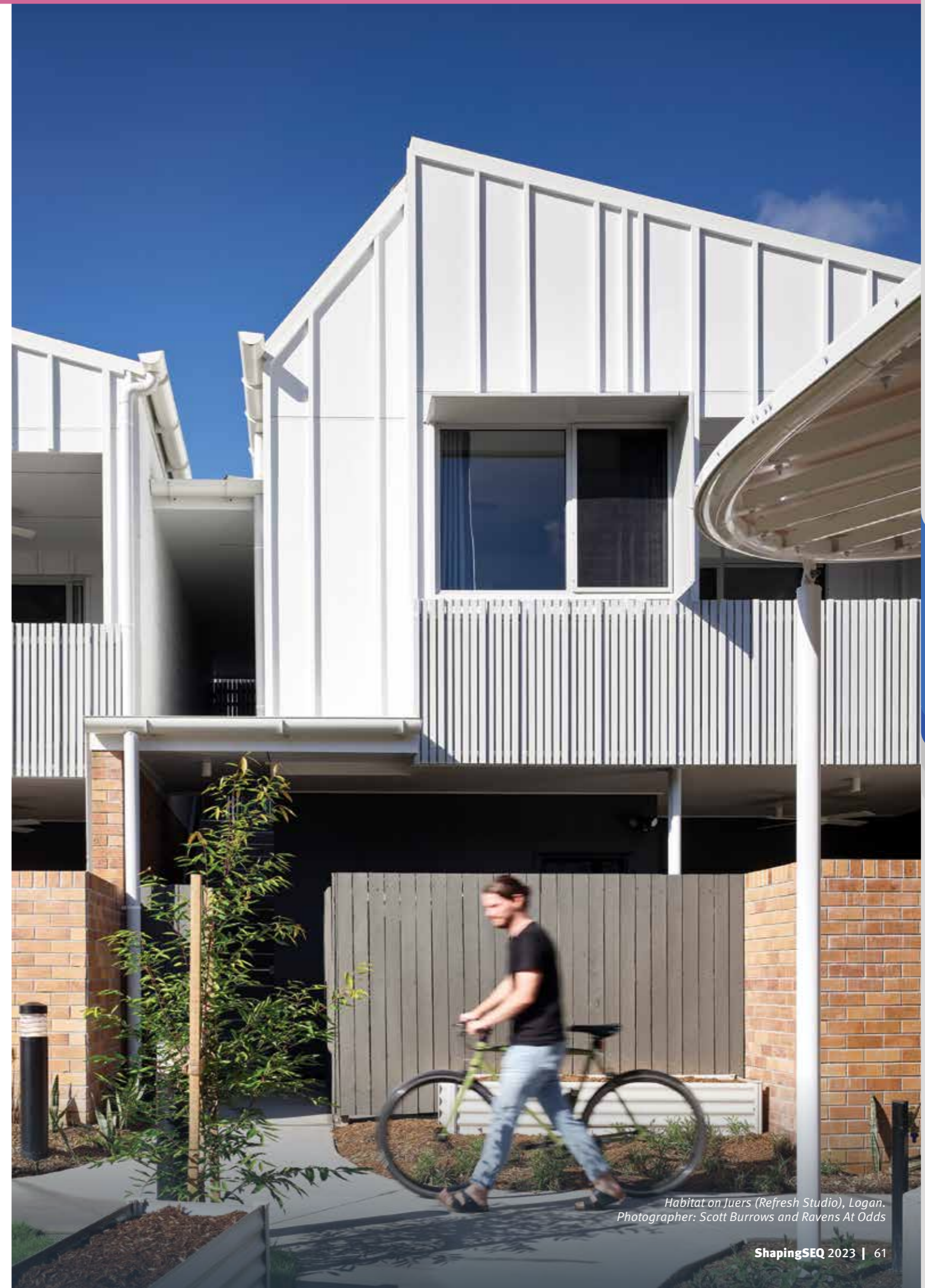
- » Not-for-profit developments that use internal revenue and cross-subsidy schemes to maintain discounted sale or rental prices to provide some affordable housing for a proportion of a broader development.
- » Affordable by design housing that is sold or rented at its market value and is affordable for low to moderate-income households within a defined area on the basis of its type, composition, method of construction, size or level of finish.

Other market housing

Other market housing refers to housing that is sold or rented at its market value but does not meet the affordability criteria for low to moderate-income households. A sufficient supply of other market housing assists with broader housing affordability by placing downward pressure on rising property prices and alleviating stress on the overall housing system.

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. Continuing to evolve our housing models and create more diversity in the market through innovations in non-market, market-affordable and other market housing will be critical as we grow.

It is only when a diverse range of housing options is available, that housing needs for all SEQ residents can be met.



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

Meeting the ShapingSEQ targets

Local government planning schemes are the primary mechanism to implement ShapingSEQ 2023, supporting place-based outcomes.

The following sections establish how local governments need to respond to this plan through local plan-making processes and reflecting policy intent in their planning schemes. Targets are not intended to be implemented in an ad-hoc way through assessment of individual development applications.

Implementation assurance of ShapingSEQ 2023 depends on fast and efficient plan-making and amendment processes from both state and local governments to enable local government to quickly implement policy change that responds to ShapingSEQ 2023.

Priority Action 1 – Streamlined ShapingSEQ 2023 alignment planning scheme amendments

Stakeholders: State and local governments **Timeframe:** 2024–2025

The Queensland Government will facilitate streamlined (3, 6 and 12-month) planning scheme amendment processes for local governments to undertake where policy requires recalibration with the outcomes sought by ShapingSEQ 2023. The streamlined processes will be available to local governments where proposed planning scheme amendments align with and advance the outcomes and strategies of the ShapingSEQ 2023 Grow theme.



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 is well established in several locations across SEQ, Queensland, and nationally. It is also common practice globally.

ShapingSEQ 2023 aligns with the SPP by 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.

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

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

As shown in Figure 4, gentle density includes housing products in low-density and low-medium-density zoned areas and can include:

Detached house (1–2 storeys):

- » Dwelling house on a 'small lot'
- » Detached secondary dwelling (granny flat or Fonzie flat)

Row housing/terrace housing (1–2 storeys):

- » Row or terrace houses (with party walls on side boundaries or common zero lot lines)

Semi-detached (1–2 storeys):

- » Dual occupancy (duplexes)
- » Townhouses
- » Attached secondary dwelling (granny flat or Fonzie flat)

Multiple dwellings (1–3 storeys):

- » Townhouses
- » Row or terrace houses
- » Triplexes
- » Quadruplexes
- » Low-rise walk-up apartments or units



Envi Micro Urban Village, Southport. degenhartSHEDD architecture + urban design. Photographer: Tom Anthony Imaging

Housing affordability is not a one-size-fits-all solution. The diversification of housing supply is key to improving housing affordability in SEQ to meet the needs of diverse households and support more affordable living.

Gentle density typologies form a considerable proportion of the dwelling diversity sub-targets across SEQ and significantly increasing the delivery of these typologies is crucial to achieving the strategies in ShapingSEQ 2023.

To encourage delivery of gentle density typologies across SEQ, local governments are required to ensure planning schemes facilitate delivery of gentle density products. The streamlined planning scheme amendment process is intended to support this approach (Priority Action 1).

The Queensland Government is also committed to delivering the Distinctly Queensland Design Series (Priority Action 11). The Distinctly Queensland Design Series, including form-based codes and design guidelines, will provide

further clarity on gentle density typologies and their design and siting requirements, standardise and simplify assessment processes, and deliver cost and time savings for gentle density products.

High amenity areas framework

ShapingSEQ 2023 includes a multi-functional approach to amenity applied across the region to promote additional growth in the right locations and to understand where areas can support further density and diverse housing choice. This approach also supports the new initiative of Regional Growth Corridor Plans (RGCPs) detailed within the SEQIS.

A RGCP will enable government agencies, infrastructure providers and local councils to collaborate and sequence infrastructure needs aligned with growth and land use change, thereby improving amenity. This proactive approach ensures smooth delivery of infrastructure when needed, supporting sustainable growth.

The high amenity areas framework is a tool to identify areas that are highly accessible and serviced and supported by key features such as activity centres and community and cultural facilities so that increased housing density and diversity can be directed to these locations.

Several factors contribute to amenity with functional values including accessibility (for example, to jobs, significant community facilities and cultural elements), transport, economy/economic performance, and greenery.

The framework provides opportunities to identify areas of existing or future high amenity where under-supply is occurring to inform appropriate zoning and built-form outcomes needed to support future growth.

It also assists in identifying areas or localities where components of amenity (for example, accessibility or servicing) are lacking or deficient to inform relevant policy interventions for particular areas in collaboration with local governments.

High amenity areas will also inform updated long-term infrastructure demand planning to be developed for the South East Queensland Infrastructure Plan (SEQIP) in response to the policies set in ShapingSEQ 2023. As an action under the SEQIS the Queensland Government will undertake a review of historical infrastructure planning and design assumptions and approaches within one kilometre of a high amenity area in SEQ. By reviewing the planning assumptions that underpin service provision and infrastructure design across the government, SEQ can better equip itself to meet the evolving needs of its growing and densifying urban areas. This forward-looking approach aims to enhance the sustainability, efficiency and liveability of these communities.

The framework for high amenity areas is supported by a multi-criteria analysis tool that spatially assesses areas across SEQ.

High amenity areas framework – densities

Planning within identified high amenity areas should direct increased residential densities to areas that benefit from a combination of access to high frequency public transport, community facilities, open space and activity centres.

The density ranges in Table 1 reflect desired development (density) outcomes in specific locations

including Principal and Major Activity Centres across the region where they deliver high levels of amenity, services and accessibility.

Within these areas, the uniform application and achievement of these densities at a precinct or larger scale may not be realistic to apply across a diverse region.

It is expected that these density ranges will be tested and applied appropriately through local planning

and as such will vary within these ranges depending on the nature, maturity, infrastructure and services.

The areas listed within Table 1 are varied and therefore warrant more detailed planning by state and local government to determine the best outcomes for these localities, including the most desirable form and distribution of density. These densities are a guidance tool to assist state and local government and the community during plan-making.

Table 1 – High amenity area framework – a guide for minimum densities requirements

Where high amenity area includes	Minimum residential density ranges
Principal Regional Activity Centre (PRAC) » High amenity PRAC » Other PRAC	300 dw/ha – 400 dw/ha 100 dw/ha – 300 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 stop) 50 dw/ha – 150 dw/ha (rail/busway)
Where located outside the above areas	As determined by local government



Loganlea Road Healthy Street Project. Supplied by Logan City Council

Priority Action 2 – High amenity areas

Stakeholders: State and local governments, utility providers **Timeframe:** 2024

The Queensland Government will refine the multi-criteria analysis tool from the framework in partnership with local governments and state agencies. The Queensland Government will work in collaboration with local governments and utility providers to identify and spatially define high amenity areas and prioritise greater housing densities and diversity in these locations. The high amenity areas framework will continue to inform localised policy interventions, plan-making and development assessment processes.



Inclusionary planning

Inclusionary planning can be used as a mechanism to facilitate social housing and affordable housing in areas that have better access to amenities, education, employment and public transport. Inclusionary planning captures a range of initiatives, incentives, programs or regulatory mechanisms that can be introduced into planning systems to support the increased delivery of social or affordable housing. The effect of inclusionary planning is to encourage, incentivise or require private investors to provide additional social or affordable housing.

As a part of the Housing Summit response, the Queensland Government is exploring potential inclusionary planning measures. Public consultation on any proposed ideas relating to inclusionary planning in a Queensland context will be subject to a separate public consultation process with the community, industry and interested stakeholders.

Sequencing

There are several growth management tools that assist state and local governments in striking a balance between new urban development and environmental preservation, fostering resilient and vibrant communities.

The key tools under ShapingSEQ 2023 include:

- » Regional land use categories including Urban Footprint, RLRPA and RLA
- » SEQ development areas
- » PFGAs.

These sequencing tools will be further supported by infrastructure sequencing tools such as the RGCPs outlined in the SEQIS which will enable government agencies, infrastructure providers and local councils to collaborate and sequence infrastructure needs aligned with growth and land use change, thereby improving amenity.

Local government planning schemes, through land use zoning and overlays, continue to have a fundamental role in managing future population growth within growth areas.

Regional Land Use Categories

The regional land use categories provide the regional framework for where growth will and will not occur.

Allocating all land in SEQ into one of three regional land use categories, 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.

The three regional land use categories are:

- » Urban Footprint – accommodates the full range of urban uses with priority given 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.
- » RLRPA – the area to be protected from inappropriate development, particularly urban and rural residential development.
- » RLA – key locations currently, or intended to be, used for rural residential development.

Refer to Chapter 3, Part B: The regional growth pattern for further detail.

Growing rural towns and villages in the Regional Landscape and Rural Production Area

Local governments may investigate the future viability of rural towns and villages to determine whether there are limitations to their ongoing resilience or ability to respond to change.

In limited cases where it is demonstrated that the social and economic viability of the town or village can be improved, local governments may propose limited expansion of these areas using the Township Zone.

Any proposed expansion into the RLRPA must provide a logical extension of the township area, protect the regional and local level activity centres hierarchy, and minimise fragmentation of productive agricultural land and the regional biodiversity network, including koala habitat.

Township Zone provisions must not be used to provide for new rural residential estates and any residential lots must be orientated to, and be part of, the rural town or village. The maximum scale of any growth, relative to the existing scale of the township, would also need to be in proportion to the growth expected for the LGA overall.

SEQ development areas

SEQ development areas have been identified over some areas of Urban Footprint that require coordinated planning and delivery to cater for regionally significant residential and/or employment supply.

Land within a SEQ development area is subject to coordinated land use and infrastructure planning by state or local governments or requires significant infrastructure investment before urban development can come forward. These areas are supported by the SEQ regulatory provisions to ensure that out-of-sequence development does not occur.

Potential Future Growth Areas

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 ShapingSEQ 2023.

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.

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 ongoing monitoring as part of the Growth Monitoring Program (GMP) indicates there is inadequate land supply and the targets or baselines may not be accommodated in the Urban Footprint.

The role of these areas will be considered further in future reviews of ShapingSEQ. If any area of a PFGA is required to accommodate future urban growth, and the area is determined suitable for future development, the Minister for

Planning may consider whether a statutory instrument is necessary to coordinate land use and infrastructure planning or support other desired outcomes for the area. This may include, for example, a SEQ development area or Priority Development Area (PDA) declaration under the *Economic Development Act 2012*.

PFGAs (identified in Table 2) are located in the RLRPA to limit development and protect them from further fragmentation that would prejudice their ability to accommodate future urban development.

Where a PFGA is under consideration for urban development, the PFGA will be subject to a natural hazard risk assessment. Where natural hazard risk is present, the area must achieve an acceptable level

of risk primarily through avoidance of risk in preference to mitigation. Risk-responsive structure planning determines the growth pattern (see the Resilience Policy Maturity Framework under the Sustain theme).

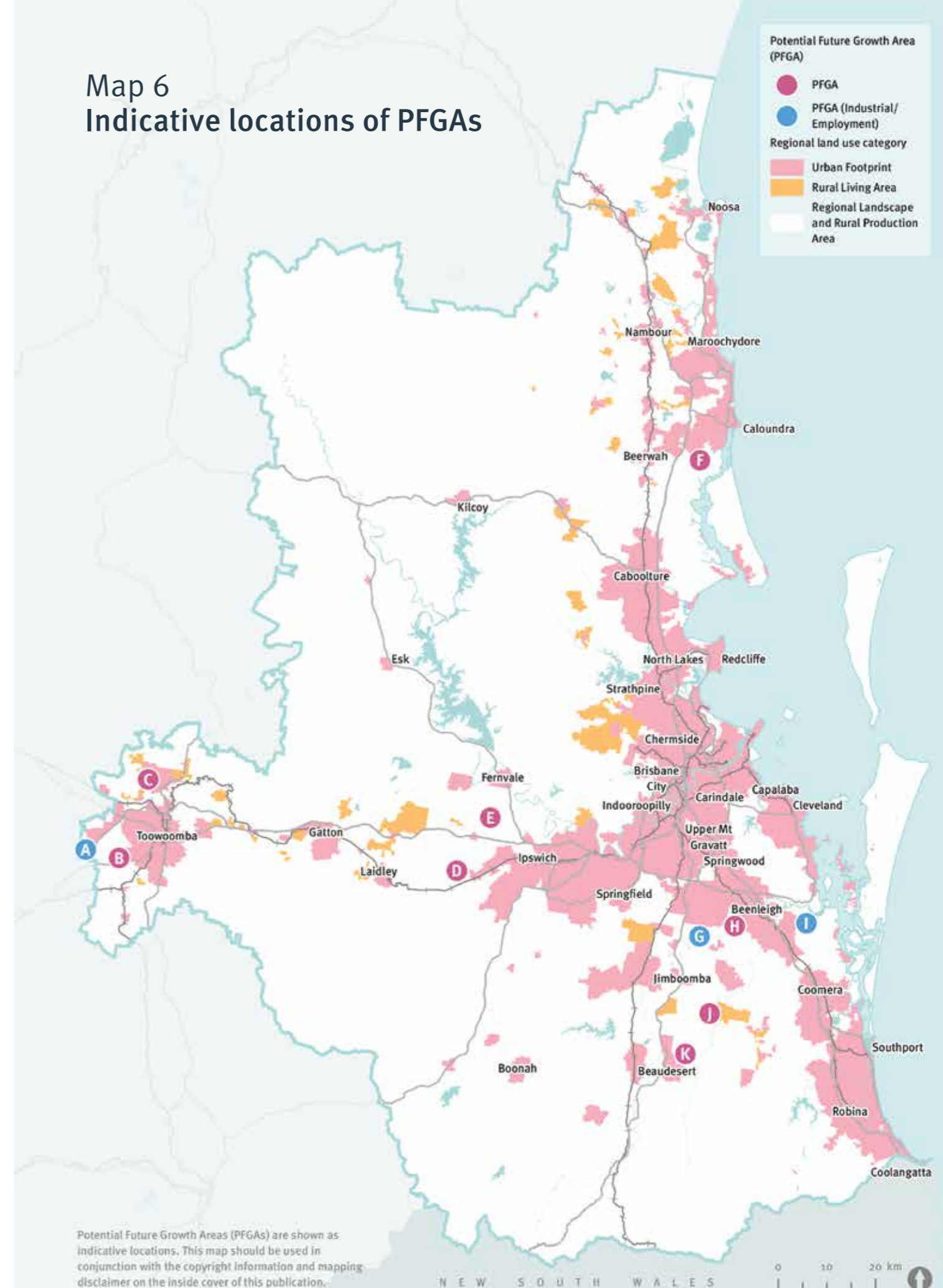
PFGAs are also subject to bioregional planning under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) to enable better biodiversity outcomes and provide greater development certainty for these areas.

Where appropriate, ShapingSEQ 2023 identifies more specific intent for PFGAs in Chapter 3, Part C: Sub-regional directions.

Table 2 – Potential Future Growth Areas (PFGAs)

Location	LGA
A Wellcamp (Employment/industrial)	Toowoomba
B Westbrook	Toowoomba
C Highfields	Toowoomba
D Lanefield/Grandchester	Ipswich
E Glamorgan Vale	Ipswich/Somerset
F Halls Creek	Sunshine Coast
G South Logan (Industrial)	Logan
H Buccan	Logan
I Stapylton (Industrial)	Gold Coast
J Mundoolun	Logan/Scenic Rim
K Beaudesert East	Scenic Rim

Map 6 Indicative locations of PFGAs

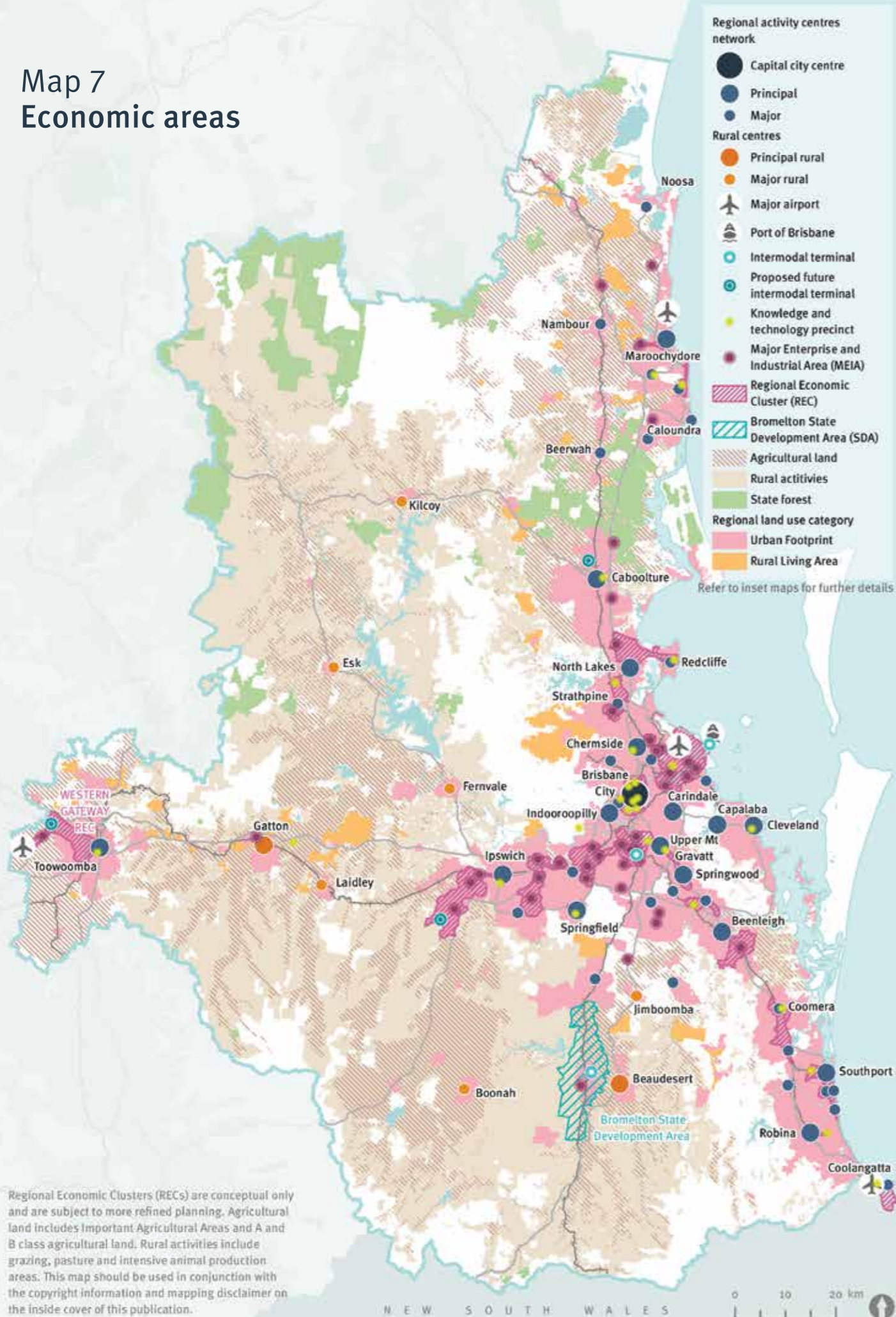


Potential Future Growth Areas (PFGAs) are shown as indicative locations. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

NEW SOUTH WALES

0 10 20 km

Map 7 Economic areas



Regional Economic Clusters (RECs) are conceptual only and 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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)⁴.

In 2022, SEQ provided over 1.8 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 country, 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 2046, providing in excess of an additional 973,000 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 people interact, communicate and conduct business. The COVID-19 pandemic brought this 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 theme 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, foster new industries and sectors – particularly those showing strong growth – and provide greater opportunities for local employment and growth in First Nations economic development.

The Prosper theme aims to accelerate future jobs across SEQ and provide strategies that enable:

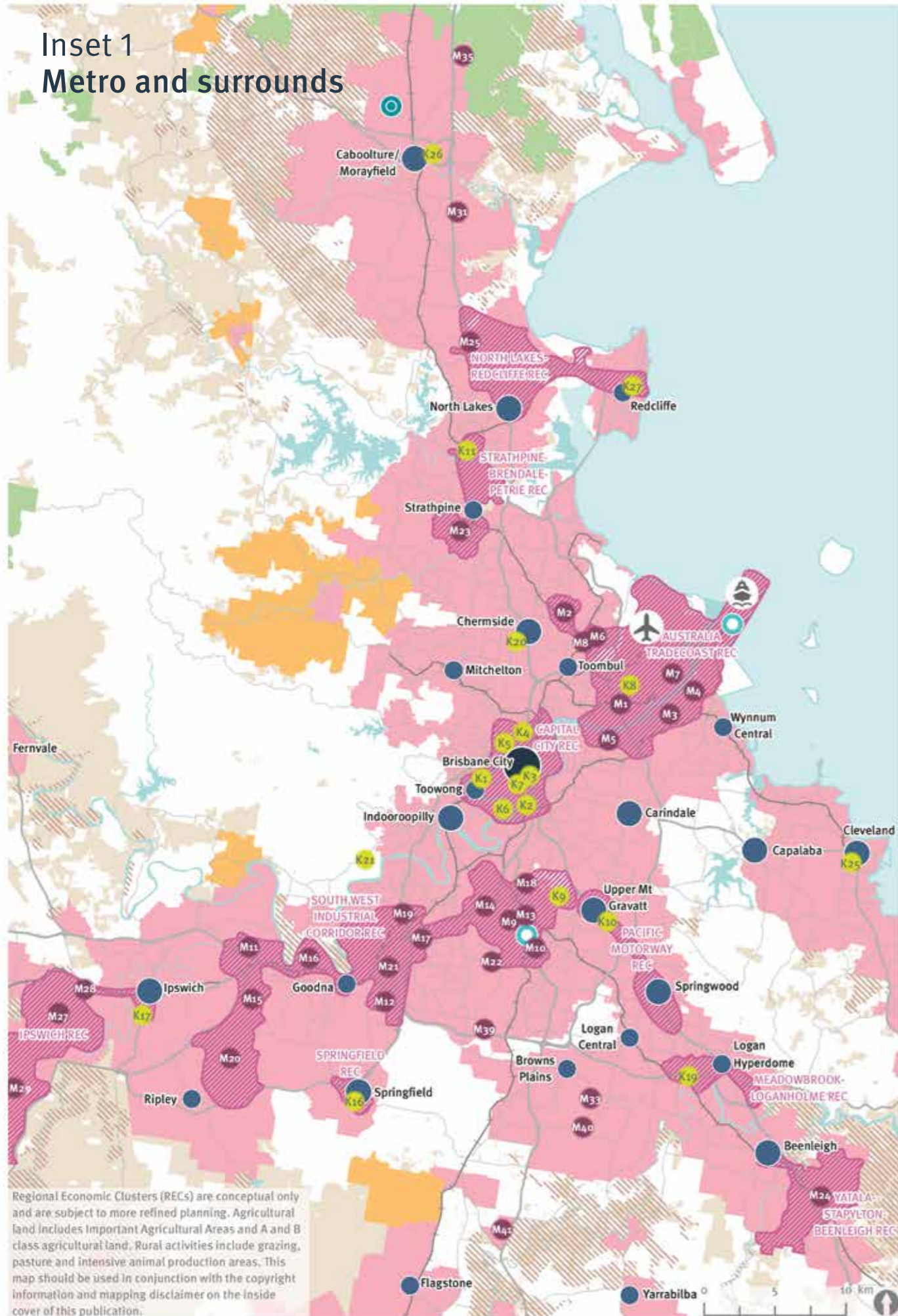
- » More jobs where the people are
- » More people where the jobs are
- » Better connections between where people live and work.

⁴.id community demographic resources. South East Queensland economic profile www.economy.id.com.au



Maroochydores CBD. Supplied by Sunshine Coast Council

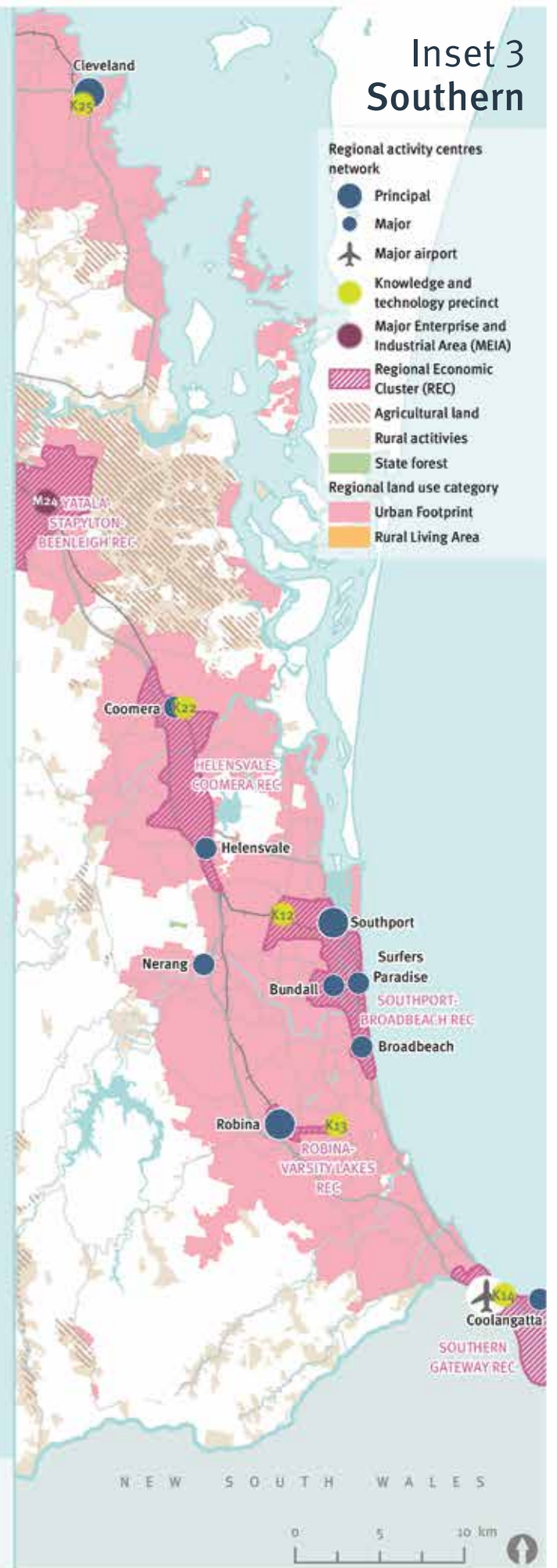
Inset 1 Metro and surrounds



Inset 2 Northern



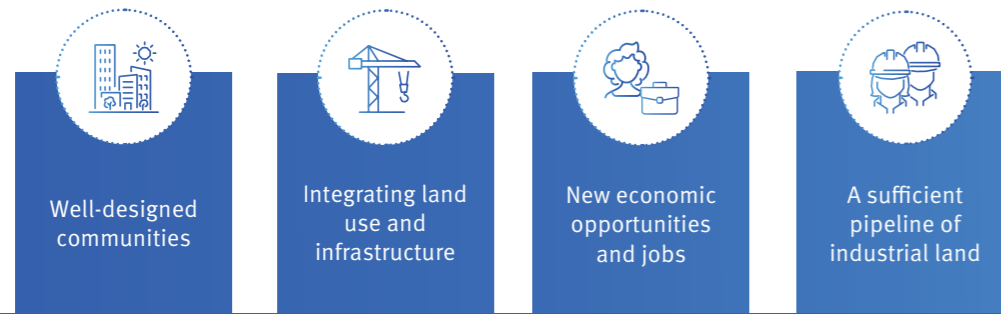
Inset 3 Southern



Outcomes and strategies

The outcomes and strategies under the Prosper theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
<p>Outcome 1 High-performing outward-focused economy</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"> 1.1 Foster high levels of economic activity and employment in export-oriented and high-value sectors to strengthen the region’s economic relationships. 1.2 Investigate and plan for existing or potential economic relationships between RECs, regional activity centres, MEIAs, knowledge and technology precincts and other employment areas to maximise economic output and productivity in the region. 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. 1.4 Plan for and support continued growth in population-serving employment and traditional economic industries. 1.5 Support the shift to an innovative and knowledge-intensive region enabled by world-class digital connectivity. 1.6 Plan for and deliver sufficient land and local infrastructure to accommodate, as a minimum, the employment planning baselines (Table 3) including an adequate supply in the interim.
<p>Outcome 2 Regional Economic Clusters</p> <p>High-value and outward-facing economic opportunities and synergies within SEQ’s RECs are accelerated.</p>	<ol style="list-style-type: none"> 2.1 Recognise RECs as regionally significant agglomerations of economic activity, and: <ol style="list-style-type: none"> a. prioritise investment and service delivery within RECs. b. plan for the intensification and/or expansion of RECs consistent with their role in accommodating concentrated economic activity (Map 7 (inset 1, 2 and 3), Map 8 and Table 4). 2.2 Identify and protect core economic components within RECs (Table 4) and their enabling infrastructure from encroachment by incompatible land uses. 2.3 Facilitate synergies between core economic components within RECs.

Outcomes	Strategies
<p>Outcome 2 Regional Economic Clusters (continued)</p>	<ol style="list-style-type: none"> 2.4 Encourage First Nations business development and economic participation within RECs, including identifying and facilitating opportunities. 2.5 Invest in enabling infrastructure that support RECs including the port and airports, intermodal terminals, public transport, active transport links, freight linkages, road networks, and data and energy. 2.6 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.
<p>Outcome 3 Regional Activity Centres Network</p> <p>The RACN 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"> 3.1 Ensure planning for centres provides flexibility to accommodate a range of major employment-generating activities in regional activity centres to: <ol style="list-style-type: none"> a. support their role and function in the broader centres network. b. support their resilience to change. c. leverage existing economic assets and infrastructure (Map 7, Table 7 and Table 8). 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. 3.3 Ensure development in individual centres is consistent with the RACN (Table 7 and Table 8). 3.4 Plan for and deliver improvements to centres to achieve a high-quality urban form that promotes a walkable and accessible urban environment within regional activity centres to encourage interaction and collaboration. 3.5 Identify land and infrastructure that is underutilised and where reuse can support beneficial economic, cultural and social outcomes for Traditional Owners and First Nations peoples.
<p>Outcome 4 Knowledge and technology precincts</p> <p>Knowledge and technology precincts are globally and nationally connected vibrant, collaborative places that drive innovation and creativity in the market, attract investment and enhance human capital.</p>	<ol style="list-style-type: none"> 4.1 Consolidate the growth of knowledge and technology precincts, and allow them to intensify and specialise over time (Map 7, Table 4 and Table 6). 4.2 Support the co-location of mutually supportive and value-adding activities that do not compromise the primary function of the precinct. 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. 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.

Outcomes and strategies

Outcomes	Strategies
<p>Outcome 5 Major Enterprise and Industrial Areas and other industrial areas</p> <p>Well-located industrial land is planned, delivered and protected from incompatible uses.</p> <p>MEIAs, 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 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>5.3 Accommodate a mix of commercial uses in MEIAs 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>5.4 Plan for new and existing MEIAs, 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>5.5 Protect planned and existing MEIAs, including associated transport infrastructure, from encroachment by incompatible land uses (Map 7 (inset 1, 2 and 3), Table 4 and Table 5).</p> <p>5.6 Enable the intensification and expansion of MEIAs, where appropriate, to improve their capacity and functionality, including through the delivery of supporting infrastructure.</p> <p>5.7 Plan for a local supply of suitable land for industrial uses that considers anticipated demand within the LGA, constraints of the land, surrounding land uses and proximity to essential infrastructure required to service industrial development.</p>
<p>Outcome 6 Tourism and events</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 accessible 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>

Outcomes	Strategies
<p>Outcome 7 Special uses</p> <p>SEQ accommodates a range of special uses, including activities that are difficult to locate and that support regional needs and economic growth.</p>	<p>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>Outcome 8 Rural prosperity</p> <p>Rural areas leverage traditional primary industry strengths to expand, diversify and introduce value-adding activities that enhance productivity, resilience and competitiveness in domestic and global markets.</p>	<p>8.1 Support rural communities to adapt and build on their locational advantages (including knowledge and technology precincts) 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 (such as farm gate sales, camp sites where ancillary to the rural purpose) 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>

Employment planning baselines

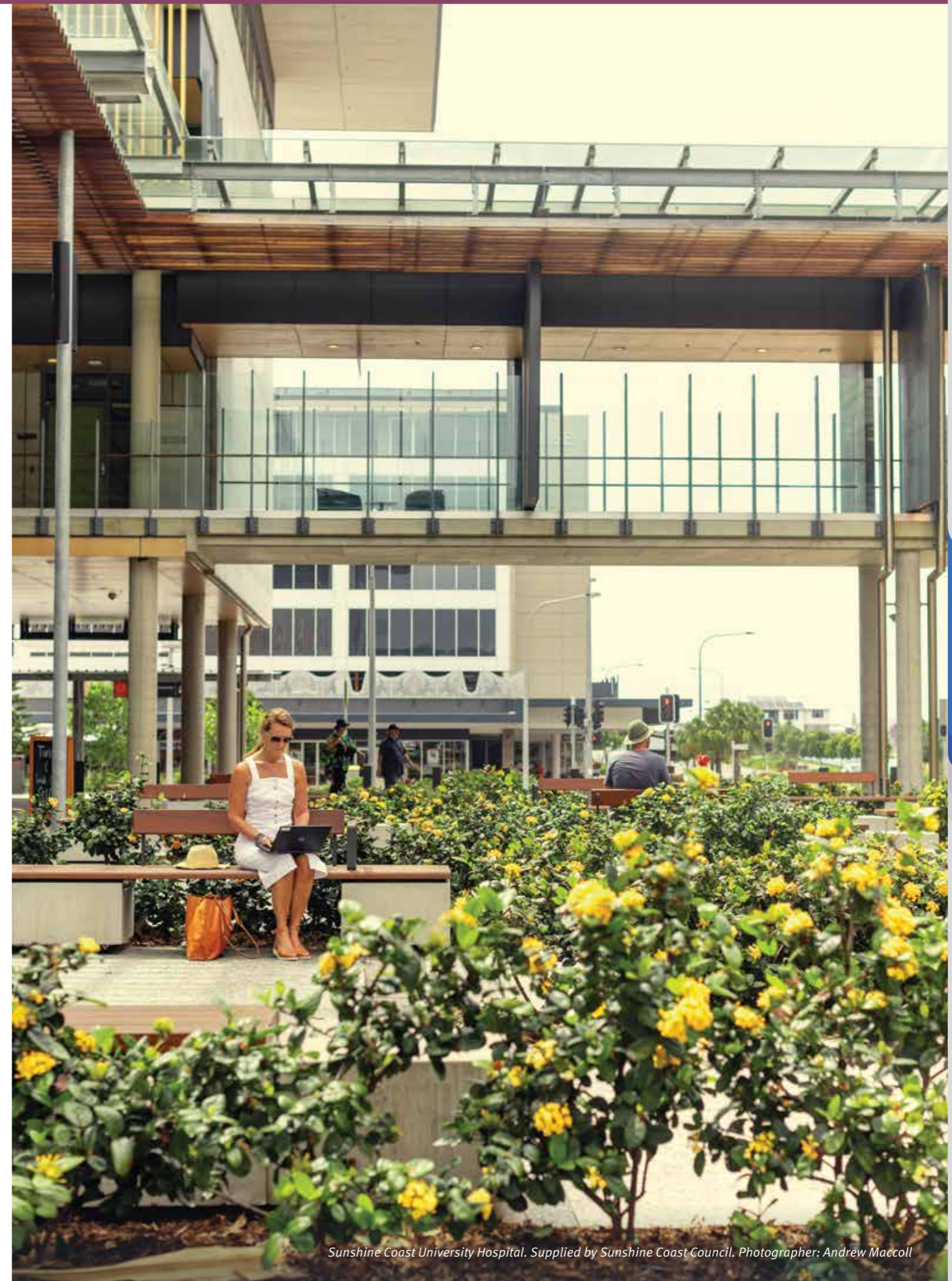
The employment planning baselines (Table 3) reflect Queensland Government projections of possible future employment growth based on available information.

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 3 – Employment planning baselines

Local government area	2020–21	2025–26	2030–31	2035–36	2040–41	2045–46
Brisbane	842,200	956,600	1,046,000	1,118,900	1,190,700	1,263,600
Gold Coast	293,500	333,400	366,400	399,800	433,300	467,300
Ipswich	80,800	97,400	110,500	123,900	138,800	153,900
Lockyer Valley	14,400	16,800	17,800	18,500	19,600	21,000
Logan	112,900	127,600	139,400	150,900	161,600	172,000
Moreton Bay	149,300	171,700	189,400	204,300	219,400	234,700
Noosa	25,200	28,400	30,300	32,500	34,900	37,300
Redland	50,200	56,300	60,200	63,900	67,900	71,900
Scenic Rim	15,800	18,200	19,700	20,800	22,000	23,300
Somerset	8,200	10,100	10,900	11,300	12,000	12,800
Sunshine Coast	147,600	166,800	181,500	197,800	215,000	232,200
Toowoomba (urban extent)	72,700	81,000	85,800	89,500	93,200	96,600
SEQ Total	1,812,800	2,064,300	2,257,900	2,432,100	2,608,400	2,786,600

Source: Queensland Treasury Regional Employment Projections, 2020–21 to 2045–46, Census employment basis



Sunshine Coast University Hospital. Supplied by Sunshine Coast Council. Photographer: Andrew Maccoll

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-focused economic activity. They also support the connection of SEQ to other regions, states 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:

- » Significant levels of employment
- » Groupings of employment precincts, including centres, knowledge and technology precincts and/or MEIAs, where significant business-to-business activity/connections occur
- » 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.

RECs are also supported by significant state and/or local government commitments and have strong transport connections, either existing or committed.

To continue the ongoing growth and success of RECs, these economic agglomerations 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 in these clusters. Enhancing relationships between key transport infrastructure and RECs will be vital to securing a prosperous and competitive future for the region.

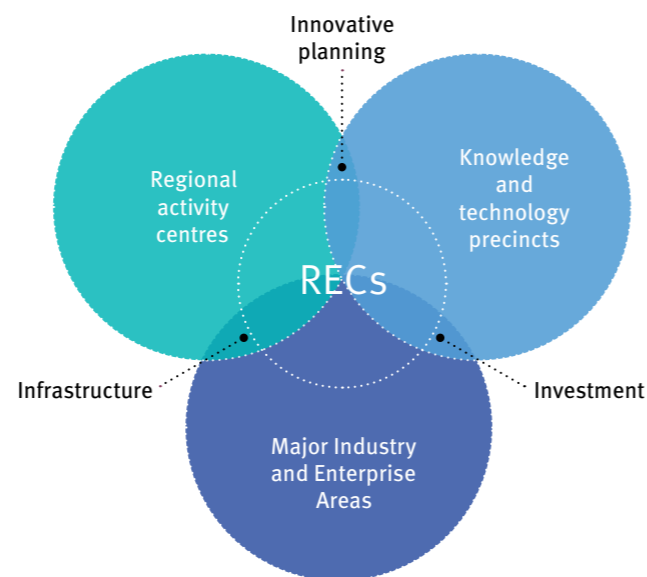
RECs differ in their scale and specialisation and each has their own context and competitive advantages. Some RECs have a stronger industrial specialisation while others have a bias towards centre activities. A core strength of RECs is that they are not uniform, they respond to local economic conditions and they 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.

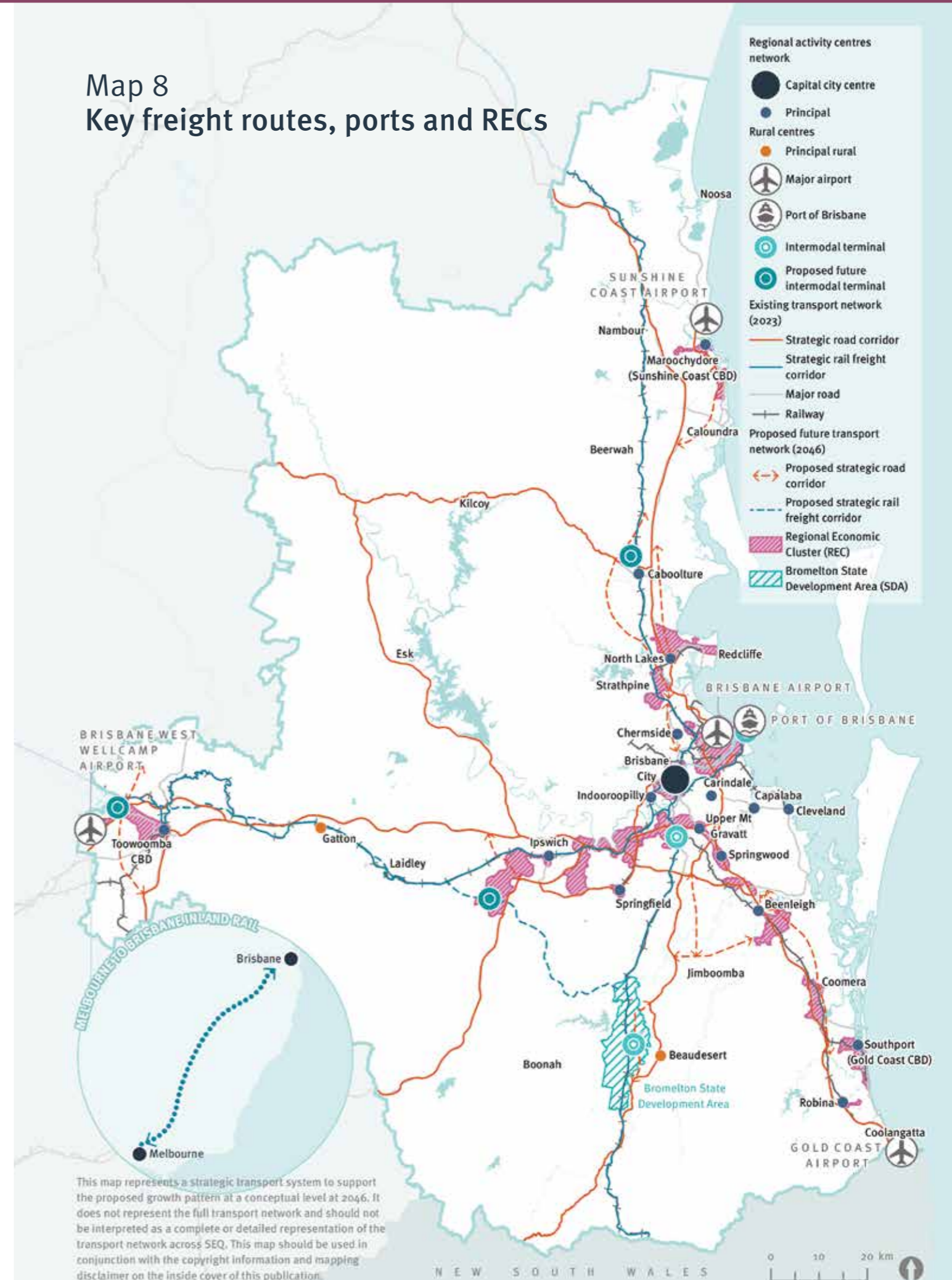
Infrastructure and service delivery must be prioritised for RECs across all levels of government. Any agency involved in service delivery can significantly influence a REC.

For some RECs, the location of a major service delivery facility, such as a hospital, is integral to their identification as a REC, and also key to their employment significance. Similarly, some RECs have emerged around infrastructure (for example, Australia TradeCoast REC, South West Industrial Corridor REC) or have been enhanced by infrastructure investment, such as North Lakes–Redcliffe REC. While infrastructure agencies, such as the Department of Transport and Main Roads (TMR), have an obvious influence over the performance of RECs, decisions such as the location of services including health and education are equally significant in the growth and development of RECs. An implementation action in SEQIS is for the Queensland Government infrastructure delivery agencies to ensure infrastructure and service delivery is prioritised in RECs in SEQ.

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 growth 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Priority Action 3 – Strengthening Regional Economic Clusters

Stakeholders: State and local governments **Timeframe:** 2024–2025

Local governments will appropriately recognise and reflect RECs in 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.

To support this, the Queensland Government will work with local governments on a detailed investigation of RECs across SEQ to aid understanding 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.



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 and 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 such as 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 are 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 state agencies (including statutory authorities) that directly relate to the capital city centre as well as special consideration in city-wide strategies.

The catalytic nature of Brisbane 2032 will accelerate the transformation of Brisbane’s inner-city through strategic precinct corridors such as the River Reach Corridor, City Peninsula Corridor and Housing and Lifestyle Arc, as well as new PDAs including the Woolloongabba PDA. 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. Over the next 20 years, the PDA will transform Woolloongabba as the southern gateway to Brisbane’s city centre and create interconnected neighbourhoods close to high frequency public transport, jobs, services, shopping, entertainment, leisure, dining opportunities, and diverse living options, including affordable, social and accessible housing.

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, create thousands of jobs, provide improved facilities for everyday use and host public events to showcase Brisbane to locals, interstate and international visitors.

Key infrastructure projects are also supporting the Capital City REC. Cross River Rail will enable greater economic growth of the Capital City REC and improve network reliability.

It will be complemented by Brisbane Metro which will provide 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, including the Brisbane Metro and 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.



















Brisbane. Supplied by Queensland Museum. Photographer: Gary Cranitch



Core components of Regional Economic Clusters

Table 4 – Regional Economic Clusters and core components

Regional Economic Cluster	Core Components	
<p>The RECs show groupings of economic activities and are graphically shown on Map 7 (inset 1, 2 and 3) and Map 8 and in the sub-regional directions. It is not intended that all land (for example, residential land) within these areas will be used for employment and economic purposes. The desired development outcomes within each area will require further detailed and integrated land use, infrastructure and economic development planning.</p>		
Capital City	 <p>Knowledge and technology precincts</p> <p>Auchenflower K1 Wesley Hospital</p> <p>Dutton Park/Buranda K2 Ecosciences Precinct Princess Alexandra Hospital</p> <p>Gardens Point K3 Queensland University of Technology, Gardens Point campus</p> <p>Herston K4 Royal Brisbane and Women’s Hospital The University of Queensland, Herston campus</p> <p>Kelvin Grove K5 Queensland University of Technology, Kelvin Grove campus</p> <p>St Lucia K6 The University of Queensland, St Lucia campus</p>	 <p>South Brisbane K7 Queensland Children’s Hospital Griffith University South Bank campus Mater Private Hospital Brisbane Queensland Cultural Precinct South Bank Institute of Technology Brisbane Convention and Exhibition Centre</p>  <p>Regional activity centres Capital city centre Toowong</p>  <p>Economic-enabling infrastructure Radial heavy rail network (Cross River Rail) Busway and improved inner-city distribution to complement Cross River Rail, including the Brisbane Metro pedestrian and cycle network and green bridges</p>
Australia TradeCoast	 <p>Knowledge and technology precincts</p> <p>Australia TradeCoast K8 Queensland University of Technology Da Vinci Precinct Aviation Australia</p>  <p>Major Enterprise and Industrial Areas Eagle Farm M1 Geebung M2 Hemmant M3 Lytton M4 Murarrie/Colmslie M5</p>	 <p>Nudgee/Banyo M6 Pinkenba/Bulwer Island M7 Virginia/Northgate M8</p>  <p>Economic-enabling infrastructure Port of Brisbane Brisbane Airport Brisbane Intermodal Terminal Heavy rail network Port of Brisbane Motorway Gateway Motorway</p>

Regional Economic Cluster	Core Components	
South West Industrial Corridor	 <p>Knowledge and technology precincts</p> <p>Nathan/Coopers Plains K9 Griffith University, Nathan and Mount Gravatt campuses Forensic and Scientific Services campus Health and Food Sciences Precinct, Coopers Plains Queen Elizabeth II Jubilee Hospital</p>  <p>Major Enterprise and Industrial Areas Archerfield M9 Acacia Ridge M10 Bundamba/Riverview M11 Carole Park M12 Coopers Plains M13 Rocklea/Brisbane Markets M14 New Chum M15 Redbank M16</p>	 <p>Richlands M17 Salisbury M18 Sumner/Darra M19 Swanbank M20 Wacol M21 Willawong M22</p>  <p>Regional activity centre Goodna</p>  <p>Economic-enabling infrastructure Acacia Ridge Intermodal Terminal Archerfield Airport Ipswich Motorway Heavy rail network Warrego Highway Cunningham Highway Logan Motorway</p>
Pacific Motorway	 <p>Knowledge and technology precincts</p> <p>Eight Mile Plains K10 Brisbane Technology Park</p>  <p>Regional activity centres Upper Mount Gravatt Springwood</p>	 <p>Economic-enabling infrastructure Pacific Motorway South East Busway</p> <p>Also incorporates the Underwood – Slacks Creek Industrial Corridor</p>
Strathpine–Brendale–Petrie	 <p>Knowledge and technology precinct</p> <p>Petrie K11 University of Sunshine Coast Moreton Bay campus</p>  <p>Major Enterprise and Industrial Area Brendale M23</p>	 <p>Regional activity centre Strathpine</p>  <p>Economic-enabling infrastructure Direct arterial access to Gateway Motorway Direct arterial access to Bruce Highway Heavy rail network</p>
Yatala–Stapylton–Beenleigh	 <p>Major Enterprise and Industrial Area Yatala/Stapylton M24</p>  <p>Regional activity centre Beenleigh</p>	 <p>Economic-enabling infrastructure Pacific Motorway</p>
North Lakes–Redcliffe	 <p>Knowledge and technology precinct</p> <p>Redcliffe (Health) K27 Redcliffe Hospital Peninsula Private Hospital Redcliffe Hospital Private Practice Clinic</p>  <p>Major Enterprise and Industrial Area Narangba M25</p>  <p>Regional activity centres North Lakes Redcliffe</p>	 <p>Economic-enabling infrastructure Bruce Highway Heavy rail network Also incorporates the North Lakes Industrial Park</p>

Regional Economic Cluster	Core Components	
Southport–Broadbeach	 <p>Knowledge and technology precinct Southport K12 Griffith University, Gold Coast campus Gold Coast University Hospital Queensland Academy for Health Sciences Gold Coast Private Hospital</p>	 <p>Regional activity centres Southport Broadbeach Surfers Paradise Bundall</p>  <p>Economic-enabling infrastructure Light rail Heavy rail network</p>
Robina–Varsity Lakes	 <p>Knowledge and technology precinct Robina/Varsity Lakes K13 Robina Hospital Bond University</p>  <p>Regional activity centre Robina</p>	 <p>Economic-enabling infrastructure Heavy rail network Pacific Motorway</p>
Southern Gateway	 <p>Knowledge and technology precinct Coolangatta K14 John Flynn Private Hospital Southern Cross University, Gold Coast campus</p>	 <p>Regional activity centre Coolangatta</p>  <p>Economic-enabling infrastructure Gold Coast Airport Pacific Motorway Extension of Light Rail from Broadbeach to Coolangatta</p>
Western Gateway	 <p>Knowledge and technology precinct Toowoomba K15 University of Southern Queensland, Toowoomba campus Toowoomba Hospital St Vincent’s Private Hospital St Andrew’s Private Hospital Toowoomba TAFE</p>  <p>Major Enterprise and Industrial Area Charlton/Wellcamp M26</p>	 <p>Regional activity centre Toowoomba</p>  <p>Economic-enabling infrastructure Toowoomba Wellcamp Airport Potential future Intermodal Facility Heavy rail network Toowoomba Bypass Gore Highway Warrego Highway New England Highway</p>
Springfield	 <p>Knowledge and technology precinct Springfield K16 University of Southern Queensland, Springfield campus Mater Private Hospital, Springfield BioPark Australia</p>  <p>Regional activity centre Springfield</p>	 <p>Economic-enabling infrastructure Heavy rail network Centenary Highway Logan Motorway</p>

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

Map 9 Regional priorities for industrial land



This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Regional industrial land framework

The SEQ economy operates as a single economic system and therefore, planning for industrial land in SEQ must respond with a regional approach. Industrial land is critical to achieving many of the region's goals relating to job creation, economic growth and innovation. It supports a range of industries and 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 remain responsible for local planning for all types of industrial land required to meet the demands of their LGA.

In addition to industrial land planning at the local government level, ShapingSEQ 2023 establishes a strategic approach to regional industrial land planning. This represents the next evolution in industrial land planning in response to the projected exhaustion of industrial land in Brisbane. 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 10-15 years. 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.

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 this excess demand look for well-located land to the south and west of Brisbane in response to significant freight volumes originating from or being destined for southern states. This indicates that the local government areas of Gold Coast, Ipswich and Logan are likely to play key roles in meeting future industrial land demand diverted from Brisbane. Priority responses may include:

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

In addition, industry requires suitable industrial land in each local government area to meet unique place-based or industry specific needs.

There is significant demand for industrial land uses other than the large distribution centres typically located in, or as close as possible to, Brisbane. There is also demand for industrial land in locations other than along established road freight corridors from Brisbane into southern states. Recycling Enterprise Precincts (REPs), which are described in the following section, are examples of these overlapping place-based or industry specific needs. Local governments must plan for a local supply of suitable land for industrial uses that considers anticipated demand within the LGA.

A variety of factors including the market and infrastructure will determine how this regional demand is accommodated. While some businesses will prefer to locate in a particular area for reasons such as supply chain, workforce origin, branding, or other factors, infrastructure servicing is also an issue that needs a coordinated approach across state and local governments.

A regional industrial land framework will analyse industrial land supply, consider future demand, and establish a response to the regional challenges of industrial land supply in SEQ.

Major Enterprise and Industrial Areas

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 fulfils different roles and functions depending on its location and accessibility. The role and function of individual MEIAs have and will continue to evolve as SEQ develops.

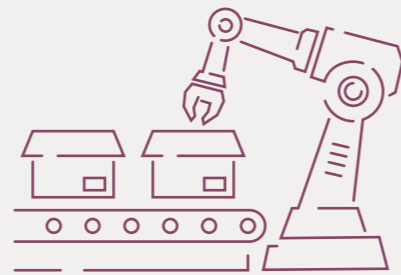
MEIAs accommodate medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. These areas are major drivers of economic growth.

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, 30 MEIAs have a role and function as part of the REC in which they are located. In addition, there are 11 MEIAs not located within RECs and have their own role and function within the region (Table 5).

Table 5 – Individual Major Enterprise and Industrial Areas

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



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 – make identifying new areas difficult.

The overarching principle of the strategies in ShapingSEQ 2023 is to protect the land within existing MEIAs for a range of industrial-related uses, with a focus on 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 that facilitate the operation of the MEIA (for example, caretaker's residence or workers' quarters). Local planning should enable the intensification and expansion of MEIAs so they can fulfil their ultimate role in the regional economy. Development within MEIAs must be consistent with their regional role and function.

Priority Action 4 – Establish a regional industrial land framework

Stakeholders: State and local governments **Timeframe:** 2024–2025

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. This framework will consider industrial land at a regional scale, which will complement local industrial land planning.



Industrial land for Recycling Enterprise Precincts

Some of SEQ's industrial areas will contribute to specific priorities for the region such as REPs. The development and operation of a REP provides opportunities for sustainable economic development based on the use and reuse of materials that would otherwise be discarded in 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, social, environmental and 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 Recycling Enterprise Precinct Location Strategy (2022) identifies two types of precincts, namely:



Prepare precincts: consolidation locations for waste that can be recycled or transformed. These precincts can leverage 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, other factors will determine appropriate locations and timing of future development. Port of Brisbane, Bromelton and Toowoomba 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.

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 the development of these activities to intensify over time.

Within SEQ, there are 19 knowledge and technology precincts (Table 6) that have a role and function as part of the REC in which they are located. In addition, six knowledge and technology precincts are not located within RECs and have their own role and function within the region.

Table 6 – Individual knowledge and technology precincts

Precinct (sectors)	Core health, education or cultural facility	Key components or associated facilities
Chermside K20 (health and education)	Prince Charles Hospital	Medical Engineering Research Facility (MERF)
Pinjarra Hills K21 (technology and mining)	Queensland Centre for Advanced Technologies (QCAT) Mining3 Solar Biofuels Research Centre	
Gatton K23 (animal sciences)	The University of Queensland, Gatton campus	Queensland Animal Science Precinct (QASP) Gatton Smart Farm (horticulture)
Sippy Downs K24 (education and technology)	University of Sunshine Coast, Sippy Downs campus	Innovation Centre Sunshine Coast
Cleveland K25 (health and research)	Redlands Research Station Redlands Hospital Mater Private Hospital Redland	National Export and Market Access Centre for Horticulture (NEMACH) QUT H2 Xport Pilot Facility
Caboolture K26 (health)	Caboolture Hospital Caboolture Private Hospital	

Regional Activity Centres Network

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 (Table 7 and Table 8).

A clear centres network that is flexible to change is important to the overall resilience of the SEQ economy. The future of SEQ's RACN will be influenced heavily by a centre's ability to pivot towards

providing experiences as well as traditional retail and its ability to diversify land use 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 important to ensure these areas can 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 7 – Regional activity centres

Centre	Areas			
Capital City Centre	Brisbane CBD and surrounding frame			
Principal Regional Activity Centre	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		
Major Regional Activity Centre	Beerwah	Coomera	Mitchelton	Strathpine
	Broadbeach	Flagstone	Nambour	Surfers Paradise
	Browns Plains	Goodna	Nerang	Toombul/Nundah
	Bundall	Helensvale	Noosa	Toowong
	Caloundra	Kawana	Redcliffe	Wynnum Central
	Caloundra South	Logan Central	Ripley	Yarrabilba
	Coolangatta	Logan Hyperdome	Sippy Downs	
Principal rural activity centre	Beaudesert	Gatton		
Major rural activity centre	Boonah	Fernvale	Kilcoy	
	Esk	Jimboomba	Laidley	

Table 8 – Regional activity centre type

Centre	Areas
Capital City Centre	SEQ's capital city centre includes the Brisbane CBD and its surrounding frame.
	The area is the civic, social, cultural, 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, social and First Nations connections to the growing Asia-Pacific economy.
Principal Regional Activity Centres	The centre's surrounding frame includes Fortitude Valley, South Brisbane, Spring Hill, Newstead-Bowen Hills, Paddington-Milton and Woollongabba.
	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.
	Outside the capital city centre, PRACs 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.
Major Regional Activity Centres	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.
	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.
	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.
Major Regional Activity Centres	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.
	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.
	As well as their traditional service roles, growth and commercial development increasingly support creative and knowledge-intensive businesses to meet the demands of a changing economy.
Major Regional Activity Centres	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.

Centre	Areas
Principal rural activity centres	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.
Major rural activity centres	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.

Priority Action 5 – Regional activity centres

Stakeholders: State and local governments **Timeframe:** 2024–2025

The Queensland Government will work with local governments to develop agreed principles and boundaries for what constitutes the area of a regional activity centre. This will inform an update to regional activity centres, including geographic boundaries as necessary.

Using the agreed boundaries, key measures for centres will be identified, and used for the ongoing monitoring of regional activity centres. This information will be used as an evidence base to inform future policy decisions and put in place actions to address where centres are underperforming or alternately actions to facilitate more floor space, mixed uses, jobs and residential development where capacity exists in these areas.



HOTA Gallery. Supplied by City of Gold Coast

Special uses

ShapingSEQ 2023 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 (for example, raceways and defence facilities). They are:

- a. Ace Waste facility at Willawong, which is a regionally significant medical and industrial waste disposal facility.
- b. Lakeside Park motorsport precinct at Kurwongbah that supports recreational activities, which are otherwise difficult to locate.
- c. Greenbank Training Area, which is used as a live-fire training facility and is critical to the operational training of the Australian Defence Force.
- d. Gallipoli Barracks in Enoggera, which is the largest Australian Army base in SEQ. This facility includes on-base accommodation, operational and training activities.
- e. Helidon Hazardous Industry Precinct contains the Helidon Explosives Reserve, which is one of only two explosives reserves within Queensland.
- f. Ipswich Motorsport Precinct at Willowbank is a regionally, state and nationally significant motorsport and outdoor recreational facility that hosts a range of national and international events.
- g. 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 economies.
- h. Kokoda Barracks (Land Warfare Centre) located in Canungra is an important training and operational readiness facility for defence force personnel.
- i. Borallon Training and Correctional Centre, Southern Queensland Correctional Centre, Arthur Gorrie Correctional Centre, Brisbane Correctional Centre, Brisbane Women's Correctional Centre, Wolston Correctional Centre, Woodford Correctional Centre and the Locker Valley Correctional Centre (currently under construction) provide high security correctional facilities in the region.

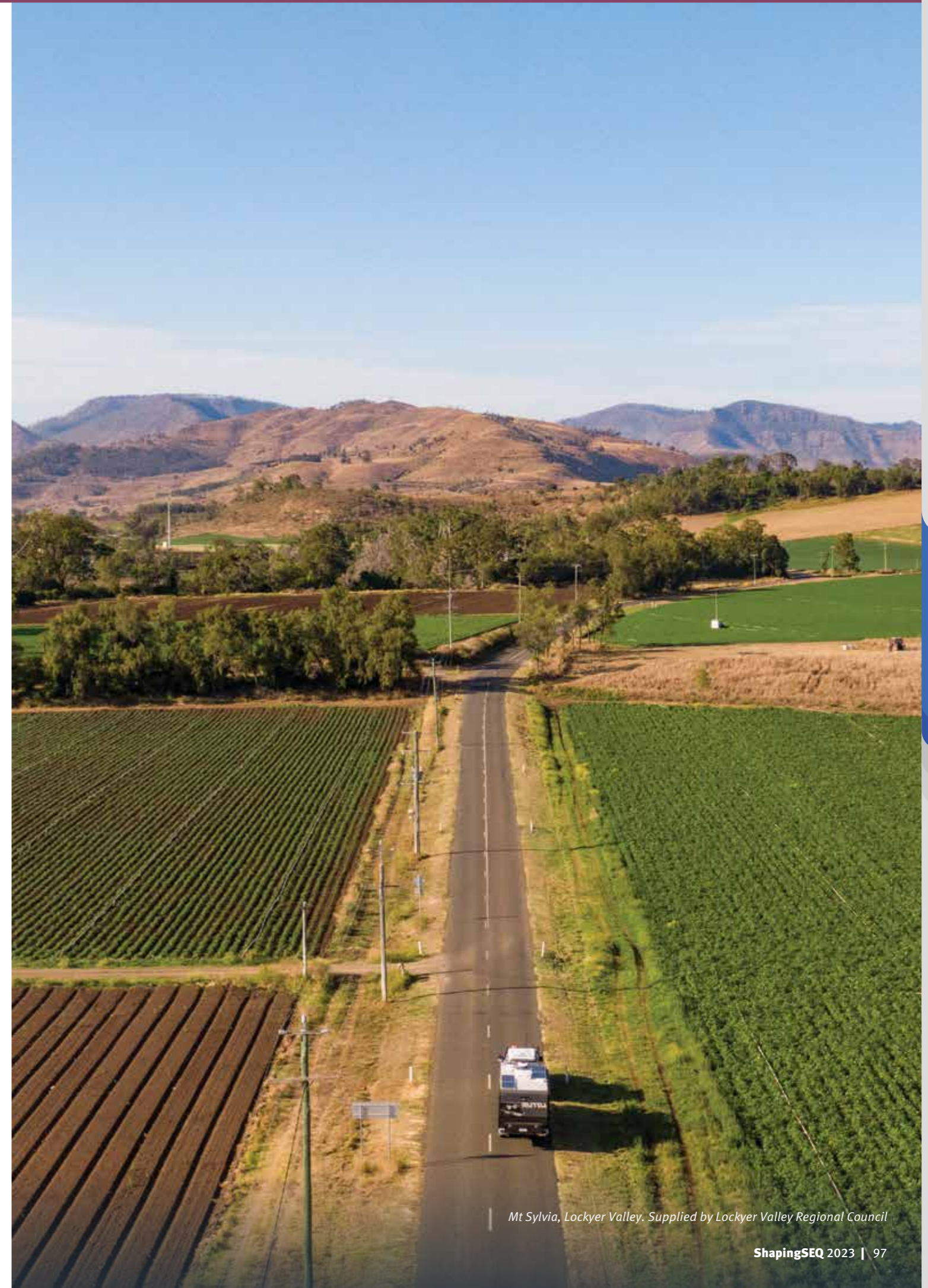
Rural Enterprise Precincts

Rural Enterprise Precincts are designated rural areas planned by local government in collaboration with the Queensland Government and the community. These precincts serve as a crucial tool in the RLRPA and are endorsed and designated by the Minister for Planning. Their purpose is to foster sustainable growth in rural economies, and safeguard natural resources, including agriculture, water, energy generation and extractive resources.

Rural Enterprise Precincts are to be used to facilitate development that complements or benefits rural and regional landscape values through simpler approval processes and/or modified subdivision limits (compared to other development in the RLRPA where the SEQ regulatory provisions apply). This is intended to encourage targeted investment and provide economic and environmental benefits from clustering similar or compatible

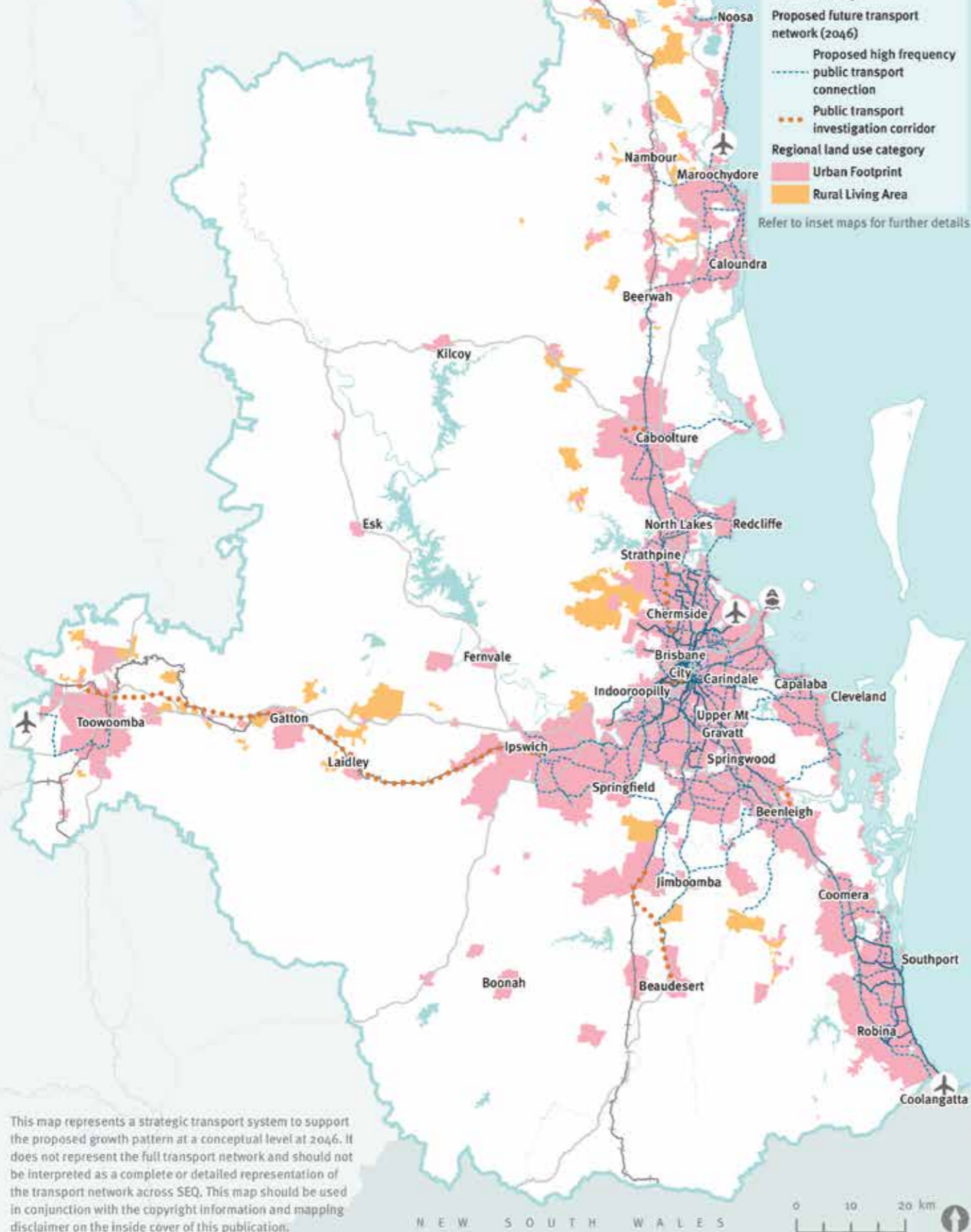
land uses. However, these Rural Enterprise Precincts are not to be used to facilitate rural residential development. The aim is to attract targeted investment, generate economic and environmental benefits, and encourage the clustering of similar or compatible land uses.

For further information on Rural Enterprise Precincts, refer to the ShapingSEQ 2023 Rural Precinct Guideline.



Mt Sylvia, Lockyer Valley. Supplied by Lockyer Valley Regional Council

Map 10 Strategic public transport network 2046



This map represents a strategic transport system to support the proposed growth 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.



Connect

The movement system plays a pivotal role in shaping and supporting our economy and lifestyle in SEQ. 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.

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. ShapingSEQ 2023 is focused on integrating land use and transport planning to support the preferred growth pattern for the region.

ShapingSEQ 2023 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 Regional Transport Plans (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.

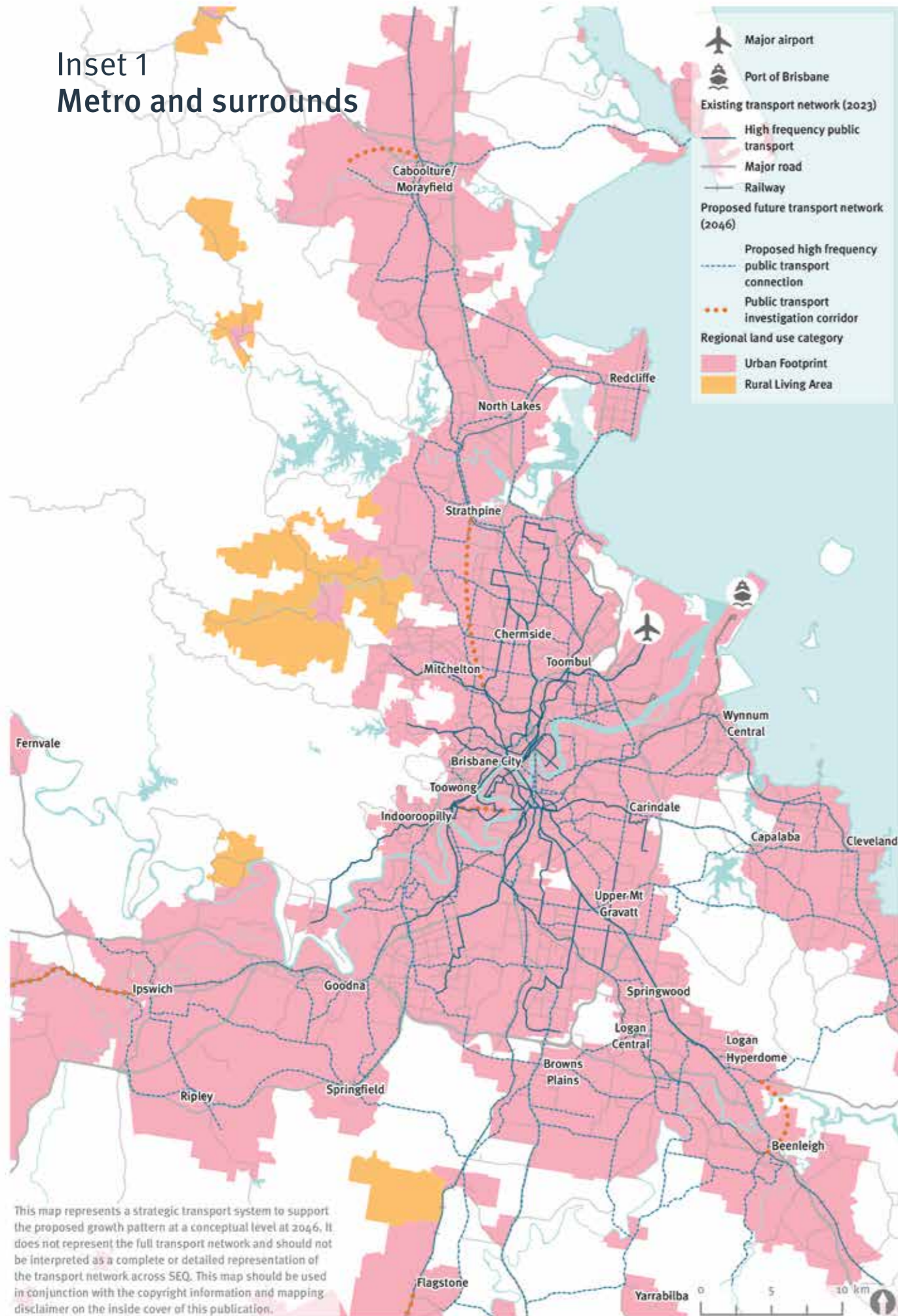
With ShapingSEQ 2023 encouraging density around public transport and active transport infrastructure, there will be an increased emphasis on streets, roads and public transport stations providing for the movement of people and goods alongside being places that are essential for everyday living that need to be designed for people as well as vehicles.

The Connect theme focuses on moving people and freight more efficiently around the region and prioritising more sustainable travel modes. This theme ensures that investment in the regional infrastructure network enables the delivery of the desired growth pattern.



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

Inset 1 Metro and surrounds



Inset 2 Northern



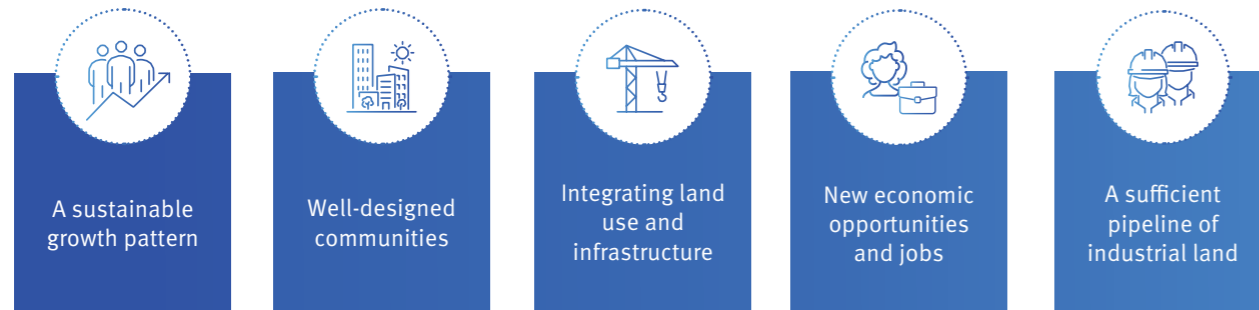
Inset 3 Southern



Outcomes and strategies

The outcomes and strategies under the Connect theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
<p>Outcome 1 An efficient and sustainable movement system</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"> 1.1 Deliver reliable high frequency public transport services and connect these with active transport infrastructure (Map 10 (inset 1, 2 and 3)). 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. 1.3 Prioritise best use of existing assets with targeted infrastructure investment to support the desired regional growth pattern (refer to Grow) and growth in RECs and MEIAs (refer to Prosper). 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). 1.5 Accelerate Queensland toward a cleaner, greener transport future, by implementing the Queensland Zero Emission Vehicle Strategy 2022-2032, while ensuring energy networks support the transition to zero emission vehicles.
<p>Outcome 2 Active transport</p> <p>Active transport is a favoured, practical option for a range of trips.</p>	<ol style="list-style-type: none"> 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 TMR Principal Cycle Network Plans). 2.2 Provide active transport connections to existing and planned high frequency public transport stops and stations, regional activity centres, schools and tertiary education institutions.

Outcomes	Strategies
<p>Outcome 3 Vibrant and connected regional activity centres</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"> 3.1 In regional activity centres, prioritise pedestrian-friendly design and the provision of safe and connected pathways and public spaces. 3.2 Promote compact neighbourhoods where development is concentrated within walking distance of stops and stations on the high frequency public transport network. 3.3 Deliver a growth pattern that prioritises the use of more sustainable transport modes and reduces reliance on private vehicles to access essential services and facilities. 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 accessible, inclusive and sustainable transport options. 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.
<p>Outcome 4 Integrated planning</p> <p>Infrastructure and land use planning and delivery are integrated.</p>	<ol style="list-style-type: none"> 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 (inset 1, 2 and 3)). 4.2 Investigate, plan and deliver transport solutions to enable the growth of RECs by connecting regional activity centres, knowledge and technology precincts and MEIAs. 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 2031 and 2046 dwelling supply targets (Figure 2) and employment planning baselines (Table 3). 4.4 Design new urban communities to ensure active and public transport are the most convenient and easiest ways to move around, to reduce private vehicle dependence. 4.5 Harness emerging technology, such as MaaS and connected and autonomous vehicles, to maximise shared use of vehicles and encourage e-mobility options. 4.6 Investigate, plan and deliver terrestrial and aquatic 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.

Outcomes and strategies

Outcomes	Strategies
<p>Outcome 5 Region-Shaping Infrastructure</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>	<p>5.1 Advance RSI (Table 9) via the planning, prioritisation and delivery frameworks established in the SEQ RTPs and the forthcoming SEQIP.</p> <p>5.2 Support accessible and affordable urban land supply in planned growth areas through the provision of appropriate transport solutions.</p> <p>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.</p> <p>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.</p>
<p>Outcome 6 Movement and Place</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>	<p>6.1 Establish a movement and place framework that facilitates balancing the movement of people and goods to, from and within a transport system with places that are essential to social and economic activity to foster vibrant communities and enhance quality of life.</p> <p>6.2 Ensure design of roads, streets and other transport infrastructure in new and existing urban communities utilise movement and place principles.</p> <p>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.</p> <p>6.4 Collaborate with multidisciplinary and cross jurisdictional teams and encourage active involvement from all stakeholders, including the community, industry and First Nations, to create a vision that will contribute to more liveable and sustainable neighbourhoods.</p>

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 outcomes and strategies in the Connect theme.

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 anticipated to be needed to support growth to 2046. These maps also illustrate the geographic distribution of high frequency public transport services to support population growth.

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 growth 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 2023



The SEQ RTPs play a crucial role in shaping the future of the region, by aligning transportation infrastructure and services with land use planning.

While ShapingSEQ 2023 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 2023, as they provide the framework for integrating transportation infrastructure and services with the envisioned growth pattern.

The SEQ RTPs outline the strategic vision and priorities for transport infrastructure and services in the region. These 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 and forthcoming SEQIP are regional place-based applications 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 to ensure infrastructure provision is aligned with regional land use planning needs.



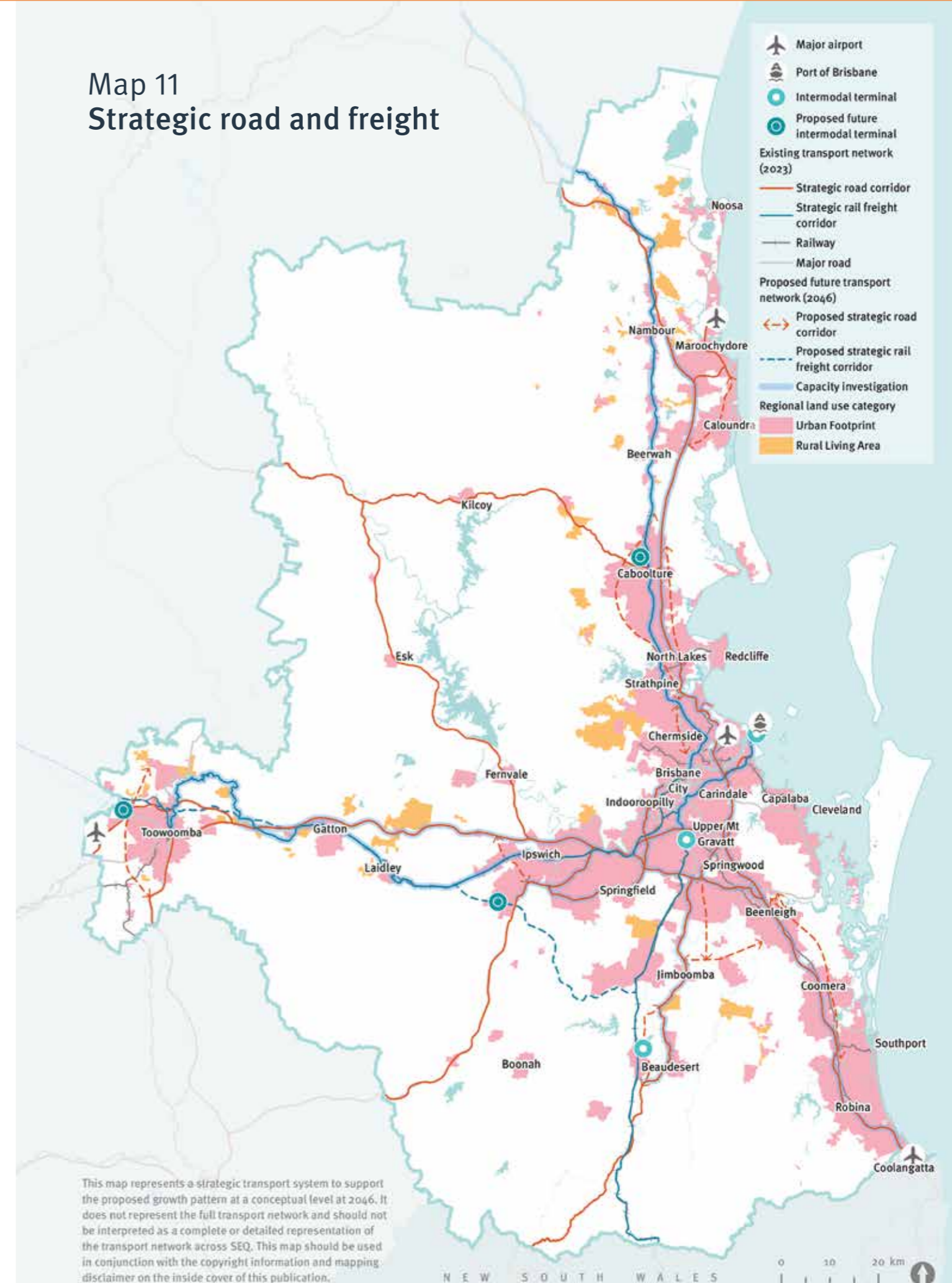
Moving people and goods efficiently and sustainably

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 goods around the region. Connect recognises the role of the strategic road and freight network as shown in Map 11.

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.

The strategic road and rail freight network plays a crucial role in enhancing regional connectivity and accessibility. An efficient road and rail freight network reduces congestion on the roads, minimising travel times and enhancing productivity. Managing road space and rail capacity allows goods to be transported swiftly and reliably, ensuring timely delivery to businesses and consumers. This streamlined movement of goods not only supports local industries but it also contributes to overall economic growth by facilitating trade and commerce within the region. Moreover, it ensures that people have reliable transportation options, enabling them to commute efficiently and access essential services, education, and employment opportunities.

Map 11 Strategic road and freight



Promoting active transport

ShapingSEQ 2023 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 outlined in the Queensland Cycling 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 (Figure 6) 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.



Noosa. Supplied by Noosa Shire Council

Sustainable transport hierarchy

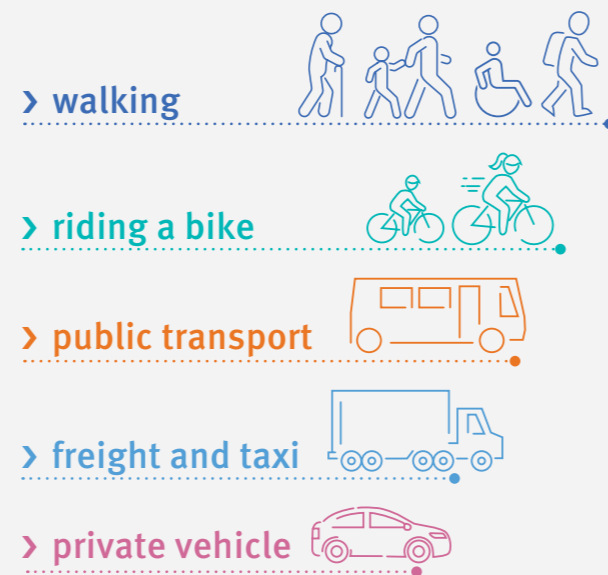


Figure 6 – Sustainable transport hierarchy (Source: TMR, 2019)

Well-designed streets, paths and public spaces that slow and deprioritise vehicle movement and provide physical separation from motorised traffic, way finding, adequate shade from greening and amenities, encourage people to walk and ride as an everyday activity. The layout and design of new and existing communities will prioritise 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 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 granular level. Important tools 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.

Movement and Place

TMR, in partnership with the Office of Queensland Government Architect, is developing a Movement and Place Policy and Framework.

Balancing the focus of both the movement of people and goods to, from and within a transport system, with places that are essential to social and economic activity will foster vibrant communities and enhance quality of life.

This will optimise integrated, efficient, and environmentally responsible multi-modal transport choices while prioritising safe and accessible public spaces that promote social equity, economic vitality, health and wellbeing for Queensland residents and visitors.

Connected precincts

The Queensland Government is committed to delivering a well-connected network of inner-city precincts to deliver a more walkable, healthy and connected inner-city with engaging public spaces across the capital city's key precincts.

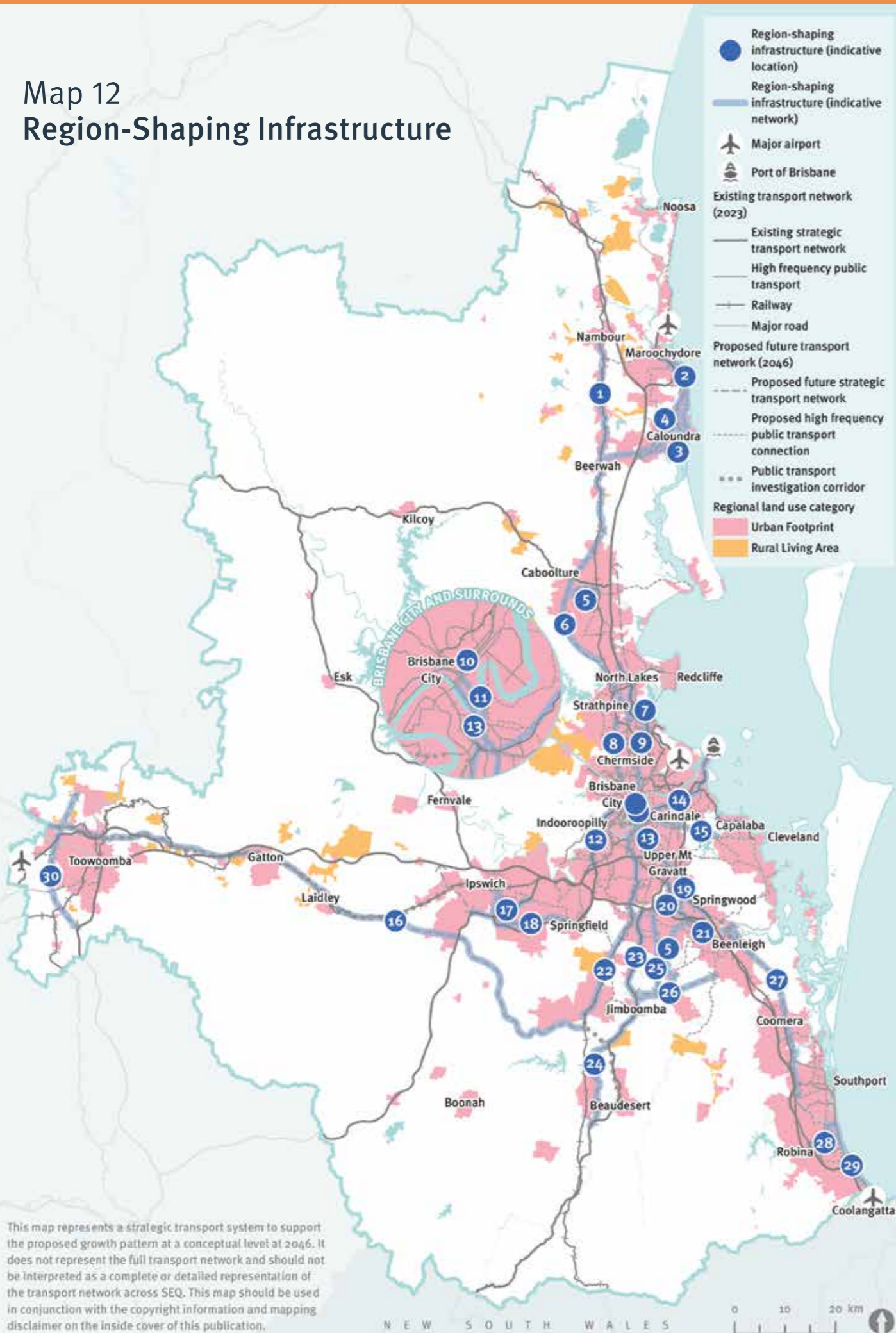
The precincts include the major destination precincts of the Gabba, South Bank, Cultural Centre and Roma Street; the major economic precincts of Herston, Albert Street and the CBD, and Boggo Road; and the lifestyle precincts of Northshore Hamilton, Bowen Hills, Albion and Kurilpa.

These precincts are located within three key corridors – River Reach, City Peninsula and the Housing and Lifestyle Arc.

The Queensland Government is committed to going beyond the individual project investments being made in these key precincts 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 is the planning and design of the River Reach Corridor which will facilitate a walkable spine between the Gabba and Roma Street through South Bank. This walkable spine has been identified as the priority corridor for initial Queensland Government investment to improve walkability and active transport connectivity.

Map 12 Region-Shaping Infrastructure



This map represents a strategic transport system to support the proposed growth 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Region-Shaping Infrastructure

RSI is focused on strategically shaping the future trajectory of land use in SEQ and includes infrastructure that is:

- » Fundamental to realising the growth pattern set in ShapingSEQ 2023.
- » Fundamental to the movement of people to access employment and essential services as well as the movement of goods.
- » A significant funding requirement across multiple levels of government.
- » Of regional economic significance.

RSI goes beyond addressing capacity and safety challenges, instead focused on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth. Additionally, RSI supports the establishment of new communities and increased density in key locations as well as encouraging better use of existing infrastructure as people shift to more sustainable transport modes.

Priority RSI has been identified to align with the preferred growth pattern in SEQ through to 2046. The projects identified enhance access to RECs, MEIAs and high amenity areas. Priority RSI include projects that will deliver additional capacity to existing infrastructure to make the most of investment in SEQ's transport system.

These priority RSI are not intended to present a definitive list of all transport infrastructure required to support growth to 2046 and instead represent transport projects that meet the broad criteria outlined in this section. It is acknowledged that improvements on key connections such as the Ipswich Motorway, Brisbane Valley Highway and Warrego Highway will continue to address safety concerns and capacity constraints to support efficient movement on the transport system. As these works will not directly influence the growth pattern they are not included on the priority RSI list in Table 9. They are considered to be more appropriately carried through the SEQ RTPs and funding programs such as the QTRIP.

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| <ul style="list-style-type: none"> 1 Beerburrum to Nambour Rail Upgrade Project 2 Sunshine Coast Public Transport Project (Caloundra to Maroochydore) 3 Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore) 4 Kawana Motorway 5 Provide frequent public transport services to planned major expansion growth areas: <ul style="list-style-type: none"> » Waraba (Caboolture West) » Yarrabilba 6 North Brisbane-Bruce Highway Western Alternative 7 Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Sunshine Coast 8 Improved road and public transport connectivity between Inner Brisbane and Strathpine 9 Northern Busway extension to Bracken Ridge 10 Inner Brisbane active transport initiative 11 Cross River Rail 12 Centenary Motorway Upgrade (Toowong to Darra) 13 Options for improved inner-city distribution 14 Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane 15 Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor) | <ul style="list-style-type: none"> 16 Melbourne to Brisbane Inland Rail 17 Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley 18 Ipswich to Springfield Public Transport Corridor 19 South East Busway extension to Springwood (as busway or other priority corridor) 20 Enhance the high frequency public transport connection between Browns Plains and the South East Busway 21 Logan and Gold Coast Faster Rail 22 Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor) 23 Mount Lindesay Highway Upgrades (Browns Plains to Woodhill) 24 Bromelton North-South Arterial Road, as part of the Mount Lindesay Highway Upgrade 25 Park Ridge Connector 26 Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades) 27 Coomera Connector 28 New high frequency public transport connection linking Broadbeach via Bond University to Robina 29 Extension of light rail from Broadbeach to Coolangatta 30 Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp |
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Table 9 – Priority Region-Shaping Infrastructure

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
1	Beerburum to Nambour Rail Upgrade Project	Provides rail and associated road infrastructure upgrades and facilities between Beerburum and Nambour including track duplication and system upgrades of the North Coast line between Beerburum and Beerwah to improve capacity and reliability. Relieves pressure on the strategic road network and supports improved freight rail efficiency.
2	Sunshine Coast Public Transport project (Caloundra to Maroochydore)	Provides for an enhanced public transport connection along the coastal corridor between Caloundra and Maroochydore to relieve pressure on the road network and support mode shift. Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
3	Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore)	Expands the SEQ rail network through a proposed spur line to provide faster, more reliable and sustainable connections between Sunshine Coast, Moreton Bay and Brisbane, connecting people to jobs, study, health services and key tourist destinations. Supports increased dwelling densities and employment growth around any new public transport stations and more accessible and efficient public transport.
4	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 in the coastal corridor.
5	Provide frequent public transport services to planned major expansion growth areas: » Waraba (Caboolture West) » Yarrabilba	Supports increased take-up of planned expansion areas, including higher densities close to any planned stations.
6	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. Relieves pressure on the Bruce Highway, supporting improved freight efficiency on the Highway.
7	Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region	Provides for additional capacity and improves safety and network efficiency, particularly for freight. Will help to reduce peak hour congestion and overall travel time.
8	Improved road and public transport connectivity between Inner Brisbane and Strathpine	Provides for additional connectivity across Brisbane's arterial network. Supports increased dwelling densities and employment growth and more accessible and efficient public transport.
9	Northern Busway extension to Bracken Ridge (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
10	Inner Brisbane active transport initiative	Provides for mass movement by walking and cycling in inner Brisbane between key entertainment precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.
11	Cross River Rail	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.

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
12	Centenary Motorway Upgrade (Toowong to Darra)	Supports increased take-up of growth areas in the western corridor, including Ripley Valley and enables multi-modal outcomes along the motorway. Supports more efficient movement of freight between and around the South West Industrial Corridor REC and Springfield REC.
13	Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential consolidation in Brisbane. Enhances growth and intensification of Capital City REC.
14	Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane	Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally. Enhances growth and intensification of the Australia TradeCoast REC and potentially a number of other RECs including: » Western Gateway REC » South western component of the Ipswich REC » South West Industrial Corridor REC » Yatala–Stapylton–Beenleigh REC.
15	Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops and stations. Provides an efficient public transport connection between centres, particularly Carindale and Capalaba, as well as reinforcing a more accessible and efficient public transport system.
16	Melbourne to Brisbane Inland Rail	Supports increased capacity to manage freight through SEQ generally with specific opportunities in MEIAs in Scenic Rim, Ipswich, Lockyer Valley and Toowoomba. Potentially enhances existing RECs or catalyse new RECs. Allows for long-term intent for an improved passenger rail connection between Brisbane and Toowoomba.
17	Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley	Supports increased take-up of growth areas in the western corridor, including Ripley Valley. Supports more efficient movement of freight between and around the South West Industrial Corridor REC, Springfield REC and Ipswich REC – particularly the Ebenezer MEIA.
18	Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)	Expands the SEQ rail network through a new connection to provide faster, more reliable and sustainable connections between Springfield, Ipswich, other centres in the western corridor and Brisbane, connecting people to jobs, study and health services. Supports increased take-up of expansion areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway and encourages mode shift to public transport.
19	South East Busway extension to Springwood (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides public transport connectivity between and around the Capital City REC and Pacific Motorway REC.

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
20	Enhance the high frequency public transport connection between Browns Plains and the South East Busway	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
21	Logan and Gold Coast Faster Rail Project	Provides additional capacity, station and signalling improvements to support increased train service frequency on the Beenleigh and Gold Coast lines. Supports increased dwelling densities and employment growth, particularly around existing and future stations.
22	Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to Brisbane and the Capital City REC.
23	Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)	An important link in the National Land Transport Network that provides for improved freight connectivity and delivery of the Bromelton SDA, as well as enabling increased take-up of planned expansion growth areas.
24	Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Supports the movement of freight traffic to the Bromelton SDA and supports greater efficiency and economic growth through a dedicated freight route that bypasses the Beaudesert town centre.
25	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.
26	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 growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to key north-south connections.
27	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.
28	New high frequency public transport connection linking Broadbeach via Bond University to Robina	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides for improve connectivity to the Robina-Varsity Lakes REC.
29	Extension of light rail from Broadbeach to Coolangatta	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Enhances a key north-south public transport corridor and provides improved connectivity between the Southport-Broadbeach REC and the Southern Gateway REC.
30	Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp	Provides for additional connectivity between the New England Highway south of Toowoomba and the industrial growth areas of Charlton and Wellcamp as well as improved connectivity between the residential growth areas of Westbrook and Highfields to the industrial growth areas of Charlton, Wellcamp and the CBD. Supports increased dwelling densities and employment growth North, West and South of Toowoomba.

Priority Action 6 – Integrated land use and infrastructure modelling capability

Stakeholders: State and local governments **Timeframe:** Ongoing

Planning and transport agencies within the Queensland Government will continue to develop and utilise integrated land use and infrastructure modelling capability. Modelling and analytical capability will support informed decision-making of land use policy and infrastructure planning and will be a critical element in monitoring the implementation of ShapingSEQ 2023.



Isle of Capri bridge works. Supplied by City of Gold Coast



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



Sustain

SEQ is one of the most biodiverse regions in the world, with terrestrial and aquatic species, including threatened and endangered species relying on the protection of habitat across the region’s landscape.

SEQ also contains other important natural values, including scenic amenity, cultural heritage, regional landscapes, rural production, natural economic resources and outdoor recreation. Access to such a varied natural environment in proximity to major urban areas is also highly valued by SEQ communities who depend on their natural assets and regional landscapes to support their lifestyles. The proximity to the natural environment is a key attractor for domestic and international tourism.

Cultural heritage landscapes in SEQ acknowledge present and future generations of First Nations peoples identity and connection to Country with each Traditional Owner group having unique ways of being and aspirations for their Country. The Sustain theme seeks to improve engagement with Traditional Owners and First Nations peoples and ensure their cultural knowledge and connection to land and sea is included in state and local government planning processes. ShapingSEQ 2023 recognises the long and continuing impact of development on First Nations peoples’ Country, Songlines and culture.

As development in SEQ has expanded, the region’s natural assets have experienced increasing pressure from population growth and land clearing. Fragmentation and degradation of natural corridors and habitats has resulted in a significant decline of certain species and created environments in which pests and diseases can more easily spread.

Climate change has also increased pressure on the health of SEQ’s natural assets and the frequency and intensity of natural disasters affecting communities and the economy. Natural hazards such as floods, bushfires, coastal hazards and heatwaves will present ongoing risks to our natural and built environments and it is important that we build resilience and adaptation into the design of our communities. The region has much lived experience of these events, most recently the 2022 floods.

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 the state planning framework. The strategy includes an action to align ShapingSEQ 2023 to reflect its conservation goals, mapping and regulations. ShapingSEQ 2023 integrates the new koala mapping and includes strategies that reflect the SEQ Koala Conservation Strategy 2020–2025.

The Sustain theme recognises the role ShapingSEQ 2023 plays in ensuring safe, sustainable, and resilient communities that support the aspirations of Traditional Owners and First Nations peoples.

Outcomes and strategies

The outcomes and strategies under the Sustain theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
<p>Outcome 1 First Nations peoples</p> <p>First Nations peoples' human rights are respected and engaged so their culture and knowledge is embedded in planning for the region.</p>	<ol style="list-style-type: none"> 1.1 Recognise First Nations peoples are active participants to be engaged early and on an ongoing basis in land use planning processes about Country to achieve self-determined economic, cultural and social outcomes. 1.2 Empower Traditional Owners by recognising their Native Title rights, knowledge and interests in land and resource management and actively provide information and involve Traditional Owners early and on an ongoing basis in decision-making processes. 1.3 Engage Traditional Owners and First Nations peoples to jointly develop a First Nations Engagement Framework that values cultural knowledge and connection to land and seascapes as part of planning processes, mapping, place names and outcomes. 1.4 Foster a collaborative environment where First Nations peoples and government agencies can work together on co-designing policies, plans and strategies. 1.5 During preparation of the First Nations Engagement Framework, determine the process for developing a new SEQ Traditional Owner Cultural Resource Management Plan and implementation strategy for this plan including an update of Map 14. 1.6 Identify updates to maps relating to Traditional Owners as part of subsequent reviews of ShapingSEQ.
<p>Outcome 2 Biodiversity</p> <p>The regional biodiversity network and MSES are protected and enhanced to support the natural environment and contribute to a sustainable region.</p>	<ol style="list-style-type: none"> 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 10). 2.2 Avoid fragmentation of regional biodiversity corridors and rehabilitate degraded areas to maintain habitat and support fauna movement. 2.3 Protect, restore, and manage regional terrestrial and aquatic biodiversity values and the ecological processes that support them from inappropriate development. For example, the Moreton Bay (Quandamooka) Ramsar-listed wetland of international importance.

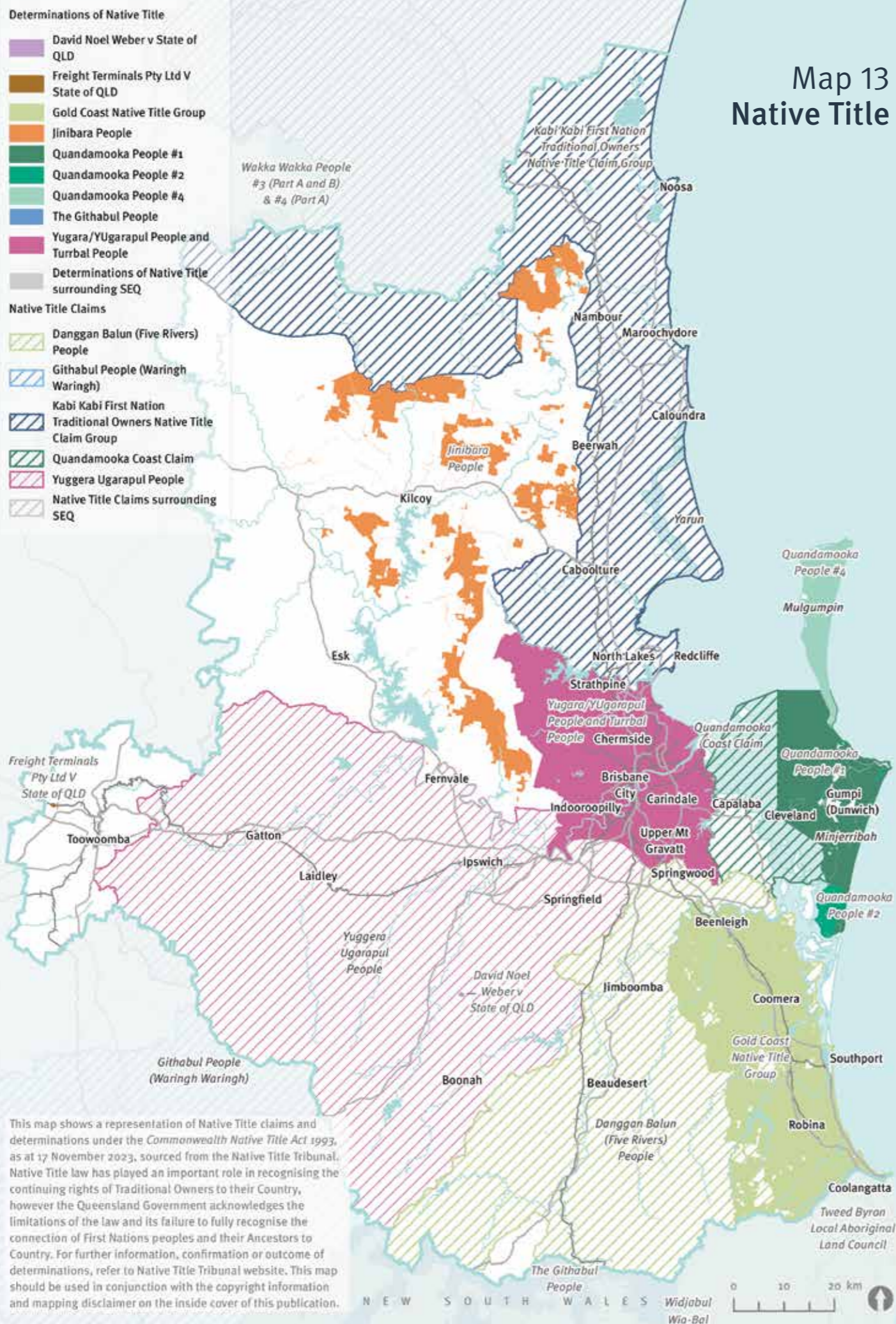
Outcomes	Strategies
<p>Outcome 2 Biodiversity (continued)</p>	<ol style="list-style-type: none"> 2.4 Focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network. 2.5 Minimise the need to clear vegetation to mitigate bushfire hazard by using already cleared areas to achieve appropriate buffers between urban development and infill sites, and areas of environmental significance 2.6 High risk biosecurity sites (such as waste management facilities, areas cleared of native vegetation and areas undergoing development) are planned for in a way that manage the risks of pests and diseases.
<p>Outcome 3 Koala conservation</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"> 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. 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. 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.
<p>Outcome 4 Regional landscapes</p> <p>Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region.</p>	<ol style="list-style-type: none"> 4.1 Protect the values of IUBs, while providing for a range of activities compatible with their predominantly rural or natural character (Map 17, Table 11). 4.2 Protect regional scenic amenity areas from development that would compromise their value (Map 17, Table 11). 4.3 Protect and enhance the regional greenspace network, including through innovative approaches such as encouraging consideration of stocking and fishing, to meet the recreational and outdoor needs of the community (Map 17, Table 11).
<p>Outcome 5 Water-sensitive communities</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>	<ol style="list-style-type: none"> 5.1 Protect and sustainably manage the region's catchments, through a coordinated approach to catchment management under the Resilient Rivers Initiative. 5.2 Ensure urban land development and its construction avoids impacts on the natural hydrological function, quality and quantity of water in our waterways, aquifers, wetlands, estuaries, Moreton Bay and oceans to meet the needs of the environment, industry and community, including for future generations. 5.3 Promote water-sensitive urban design principles in catchment wide water management (such as total water cycle management planning) to increase the efficient use of water (including stormwater and wastewater), security of supply and to address climate change.

Outcomes and strategies

Outcomes	Strategies
<p>Outcome 6 Natural economic resources</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 aquaculture, which provide communities with an affordable supply of fresh food, food security and export earning potential (Map 18, Table 12).</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 12).</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>
<p>Outcome 7 Climate change</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 encourage the use of active and public transport.</p> <p>7.2 Incorporate zero waste and circular economy measures into the design, planning and development of communities, infrastructure, buildings and transport systems.</p> <p>7.3 Support local strategies and initiatives that reduce greenhouse gas emissions, contribute to the region’s transition to a low-carbon future and 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 physical climate change risks through planning and development including through incorporating nature-based solutions, for example, to buffer people, infrastructure and biodiversity from the impact of extreme events.</p>

Outcomes	Strategies
<p>Outcome 8 Resilience</p> <p>Climate and natural hazard risk avoidance, reduction and adaptation are core drivers of the region’s sustainable growth pattern and resilient built form needed to maintain our future capacity to cope and prosper.</p>	<p>8.1 Deliver resilience policy improvements in accordance with the Resilience Policy Maturity Framework in Figure 7.</p> <p>8.2 Integrate risk-based planning investigations and benchmarks (as per the Resilience Policy Maturity Framework) into strategic planning, zoning and development decisions so that:</p> <ul style="list-style-type: none"> a. strategic infill sites are only considered where they can achieve a tolerable (or preferably acceptable) level of natural hazard risk and where any mitigation accounts for climate change b. existing urban areas subject to intolerable risk are identified and examined over time 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. <p>8.3 Incorporate heatwave and urban heat considerations in land use planning and urban design.</p> <p>8.4 Ensure future regional plan reviews are undertaken in accordance with the Resilience Policy Maturity Framework.</p> <p>8.5 Work towards adopting regionally consistent climate scenarios to inform risk-mapping and regional land suitability assessment as part of future stages of the Resilience Policy Maturity Framework.</p>

Map 13 Native Title



First Nations peoples

SEQ is home to many 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. Traditional Owners jointly manage protected areas with the Queensland Government under the *Nature Conservation Act 1992*. Through Native Title outcomes, Traditional Owners implement township fire management plans, co-manage township master-planning processes and lead the 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 ShapingSEQ 2023, providing a partnership approach for advice and shared decision-making for SEQ.

Aboriginal peoples and Torres Strait Islander peoples have contributed significant amounts of time and effort to the preparation of regional plans in SEQ.

The development of ShapingSEQ 2017 and ShapingSEQ 2023, were informed by meetings between the department and Traditional Owners and First Nations peoples.

ShapingSEQ 2023 recognises both Traditional Owners and historical and contemporary Aboriginal and Torres Strait Islander residents as critical stakeholders with differing needs and aspirations. First Nations peoples are integral to shaping our cities, and the implementation of ShapingSEQ 2023 commits to engage early and on an ongoing basis to build lasting relationships

and capitalise on the opportunity to acknowledge our First Nations peoples who have planned and managed Country for millennia in a sustainable way.

This acknowledgement will be advanced through the implementation of ShapingSEQ 2023 by:

- » Traditional Owners providing information about language, place names and mapping.
- » Ensuring First Nations peoples are appropriately represented in the governance and decision-making framework.
- » Ensuring First Nations design principles and designing for Country are recognised and embraced in ShapingSEQ 2023.
- » Developing a First Nations peoples engagement framework to ensure ongoing engagement with First Nations peoples in the coordination, planning, monitoring and review of ShapingSEQ 2023. This includes engaging collaboratively with:

- » Native Title PBCs
- » Indigenous Protected Area estate managers
- » Traditional Owners
- » First Nations peoples living in SEQ
- » Other First Nations organisations, industry and representatives across a number of relevant sectors.

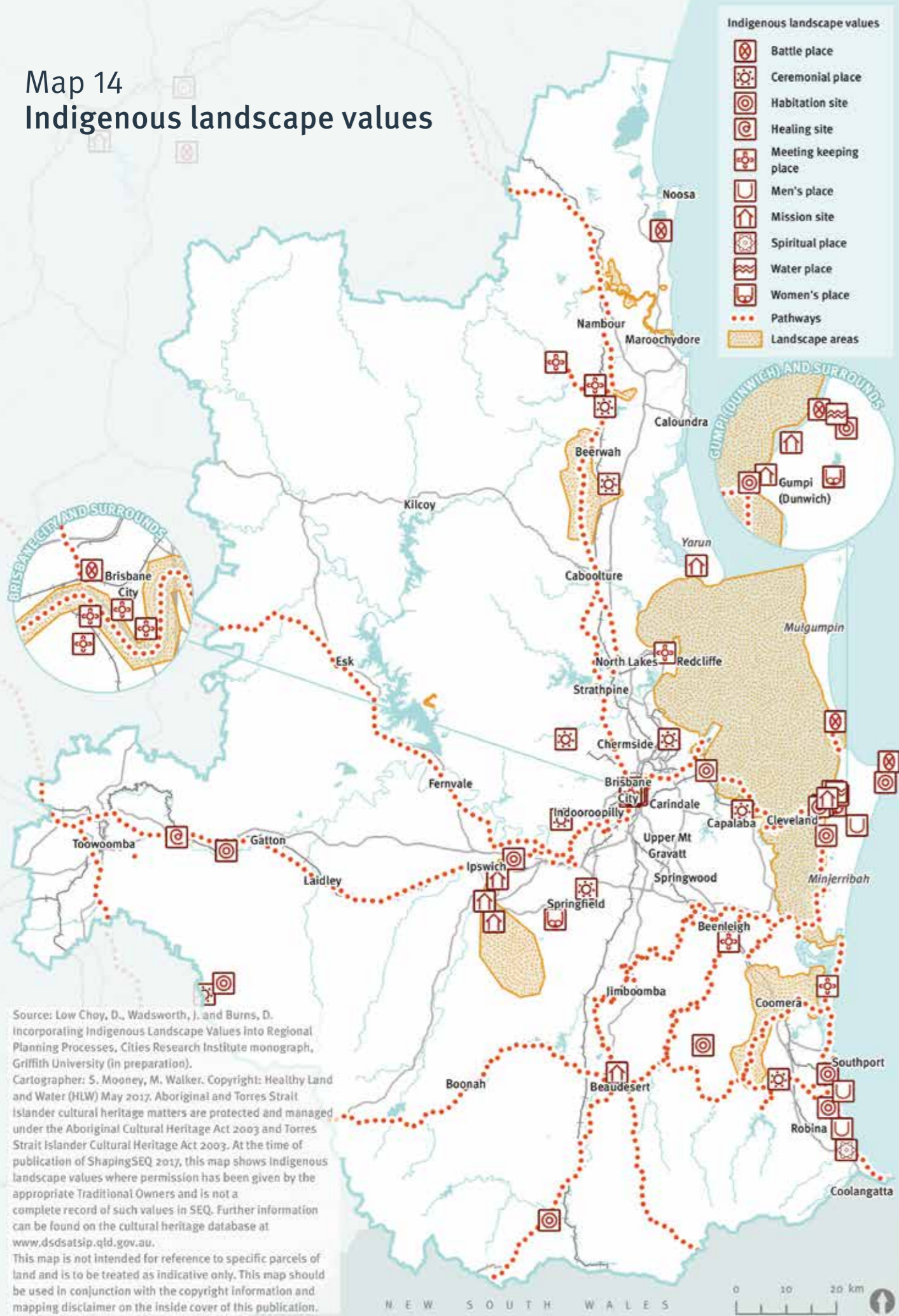
Priority Action 7 – First Nations Engagement Framework

Stakeholders: State government and First Nations peoples
Timeframe: Ongoing

The Queensland Government will continue to engage with Traditional Owners and First Nations peoples to jointly develop a First Nations Engagement Framework to input into planning processes, that values cultural knowledge and connection to land and sea.



Map 14 Indigenous landscape values



Source: Low Choy, D., Wadsworth, J., and Burns, D. Incorporating Indigenous Landscape Values into Regional Planning Processes, Cities Research Institute monograph, Griffith University (in preparation).
 Cartographer: S. Mooney, M. Walker. Copyright: Healthy Land and Water (HLW) May 2017. Aboriginal and Torres Strait Islander cultural heritage matters are protected and managed under the Aboriginal Cultural Heritage Act 2003 and Torres Strait Islander Cultural Heritage Act 2003. At the time of publication of ShapingSEQ 2017, this map shows Indigenous landscape values where permission has been given by the appropriate Traditional Owners and is not a complete record of such values in SEQ. Further information can be found on the cultural heritage database at www.dsdsatsip.qld.gov.au.
 This map is not intended for reference to specific parcels of land and is to be treated as indicative only. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Indigenous landscape values

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

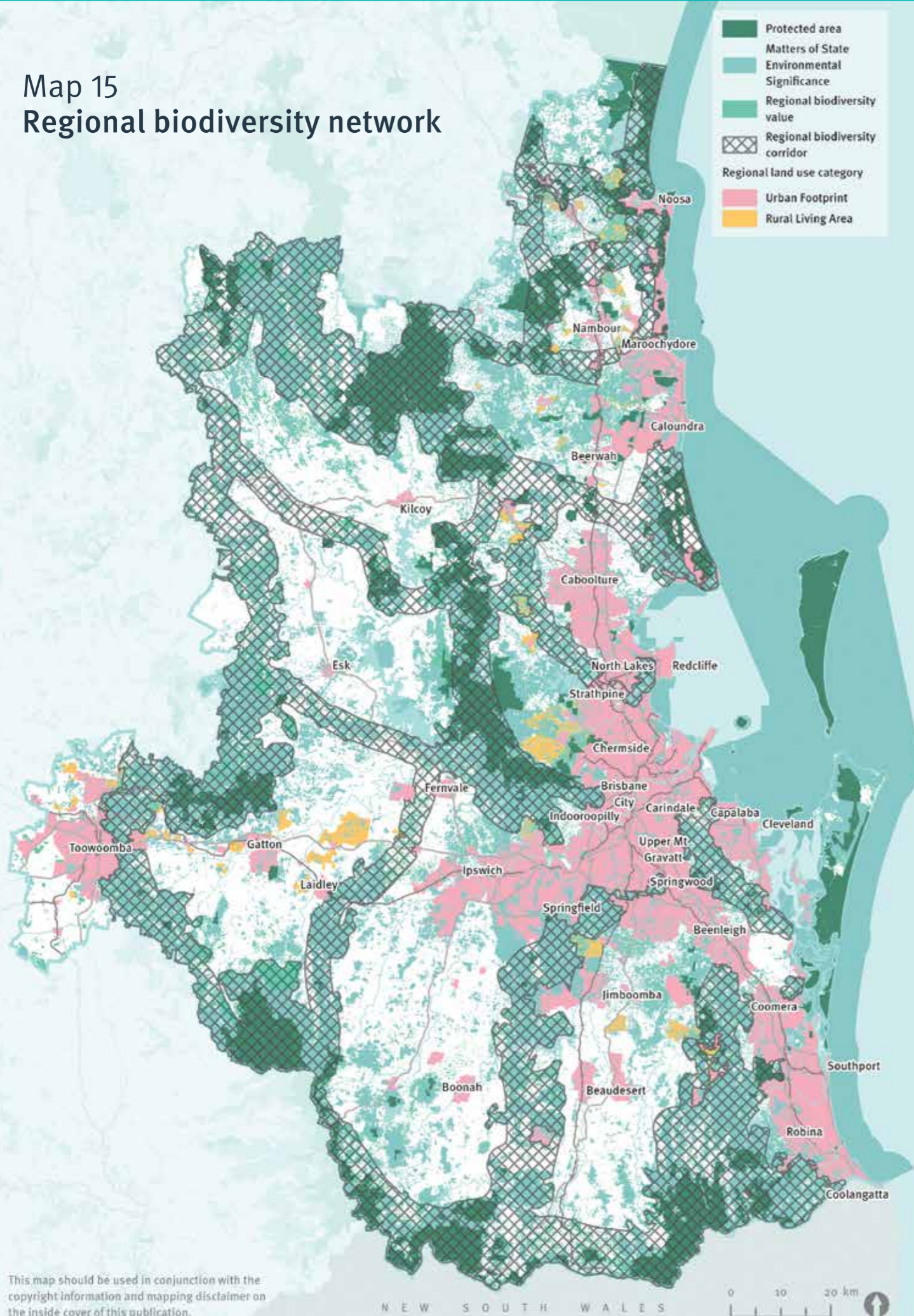
They include boundaries, pathways, totemic and iconic species, food and medicinal species, spiritual landscapes, women's and men's places, ceremonial places, battle sites, meeting and keeping places, healing places, mission sites, habitation sites and water places that can be mapped with the appropriate permission.

Additional cultural resource values are to be identified and managed in consultation with appropriate Traditional Owners and through the Cultural Heritage Database (www.dsdsatsip.qld.gov.au). Landscapes that contain these elements are often overlapped by contemporary non-Indigenous landscape planning or require additional consideration.



Gorge Walk, North Stradbroke Island (Minjerribah). Supplied by Redland City Council

Map 15 Regional biodiversity network



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NEW SOUTH WALES



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 MSES 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 10.

Table 10 – Regional biodiversity network

Landscape area or natural asset	Definition
Matters of state environmental significance	MSES as defined by the SPP. Note: where possible, MSES is indicatively shown on the SPP Interactive Mapping System.
Regional biodiversity values	Regional biodiversity values have been mapped in SEQ and identify: <ul style="list-style-type: none"> » large tracts of vegetation » aquatic and terrestrial connectivity » areas of high species richness and diversity » unique ecosystems and representativeness » climate adaptation zones and refugia. <p>These values are critical at a regional level to enable the protection of interacting ecosystem functions and their associated species and diversity. These values are to be investigated and refined by local government for protection as matters of local environmental significance (MLES). This is in addition to protecting those areas identified as having MSES. These areas are important as they contribute to an ecologically sound and resilient regional network of habitats and corridors.</p>
Regional biodiversity corridors	Regional biodiversity corridors connect or improve connectivity through targeted rehabilitation of natural assets, including between existing areas of MSES or regional biodiversity values. They are important for the resilience of the region. <p>These corridors are to be investigated and refined by local government for consideration as MLES where MSES does not already exist.</p>

Landscape area or natural asset	Definition
Koala habitat	<p>Areas of 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 2020–2025.</p> <p>A koala priority area and a koala habitat area are areas shown on the Koala Conservation Plan Map that the chief executive of the <i>Nature Conservation Act 1992</i> has determined under the Nature Conservation (Koala) Conservation Plan 2017 to be a koala habitat area due to the combination of biophysical measures and suitable vegetation of the area.</p>
Large tracts of vegetation	<p>Large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region’s ongoing biodiversity.</p> <p>Benefits: Large viable areas of vegetation sustain viable populations of native flora and fauna and buffer the region from extreme events and the impacts of climate change.</p>
Terrestrial connectivity	<p>Vegetation that connects and allows for the biological interaction between large intact areas.</p> <p>Benefits: Maintenance of unique ecological and often highly biodiverse environments.</p>
Areas of high species richness and diversity	<p>Areas that support a broad range and large populations of the region’s species.</p> <p>Benefits: Maintenance of unique ecological and often highly biodiverse environments.</p>
Areas of ecosystem representation and uniqueness	<p>Areas that support a broad representation of the region’s ecosystems, all with their own different set of functions that contribute to overall regional biodiversity.</p> <p>Benefits: Resilience and economic opportunities for tourism and pharmaceutical and other industries.</p>
Climate adaptation zones and refugia	<p>Large tracts and corridors that contain refugia. For example, areas in the landscape buffered from extreme weather by features such as dense leaf cover, hills and gullies, and permanent water bodies.</p> <p>Benefits: Enhanced resilience and capacity to adapt to climate change impacts.</p>
Aquatic connectivity	<p>Aquatic areas that have appropriate connectivity between other wetlands.</p> <p>Benefits: Habitat, refugia, water purification and groundwater recharge for the environment and other uses such as agriculture.</p>

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 EPBC Act, including addressing cumulative impacts. In SEQ, bioregional planning will focus on PFGAs.

Priority Action 8 – Bioregional planning for PFGAs

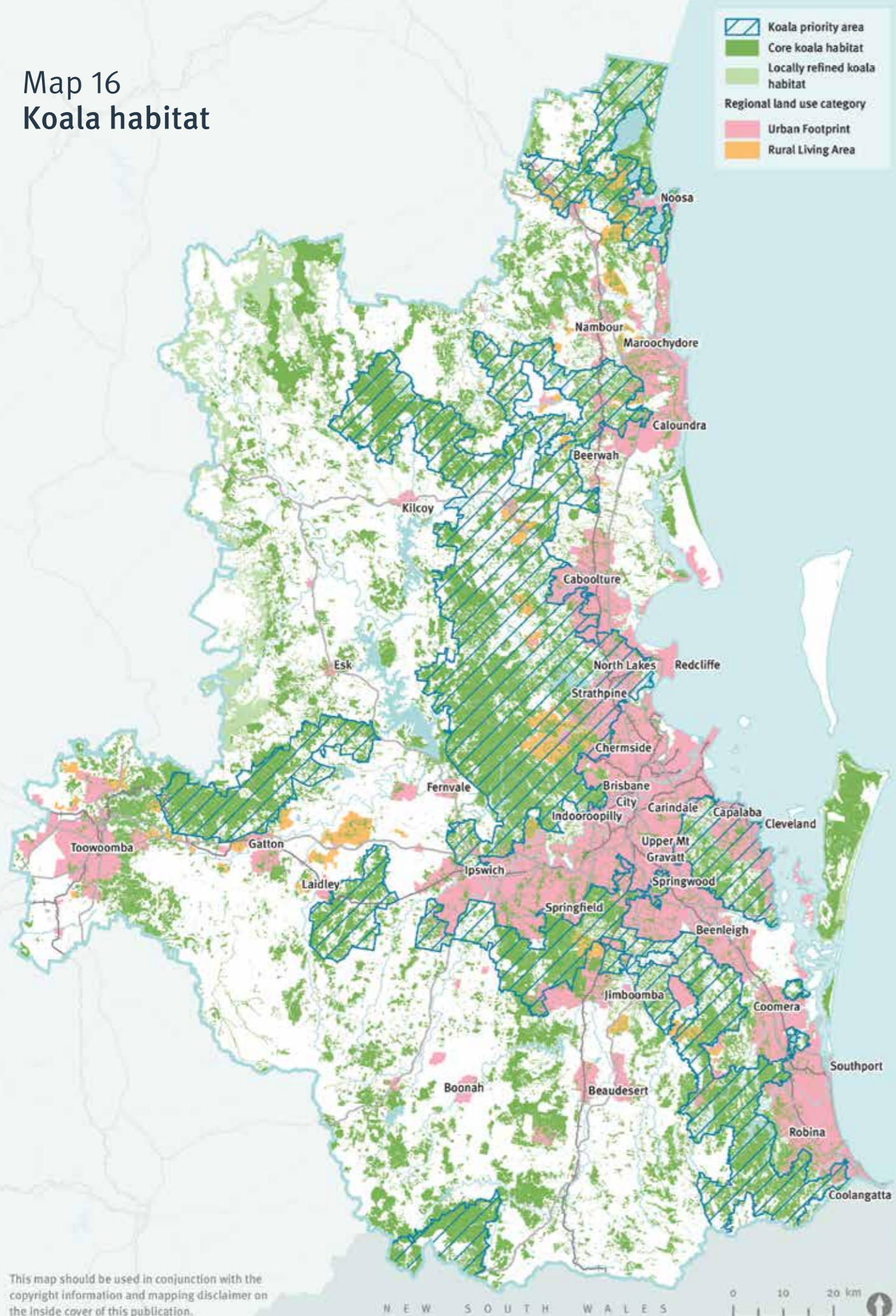
Stakeholders: Federal and state government **Timeframe:** 2023–2025

Planning and environment agencies within the Queensland Government will work together with the Australian Government to develop bioregional plans for PFGAs in SEQ.



Karawatha Forest Park, Brisbane. Supplied by Brisbane City Council

Map 16 Koala habitat



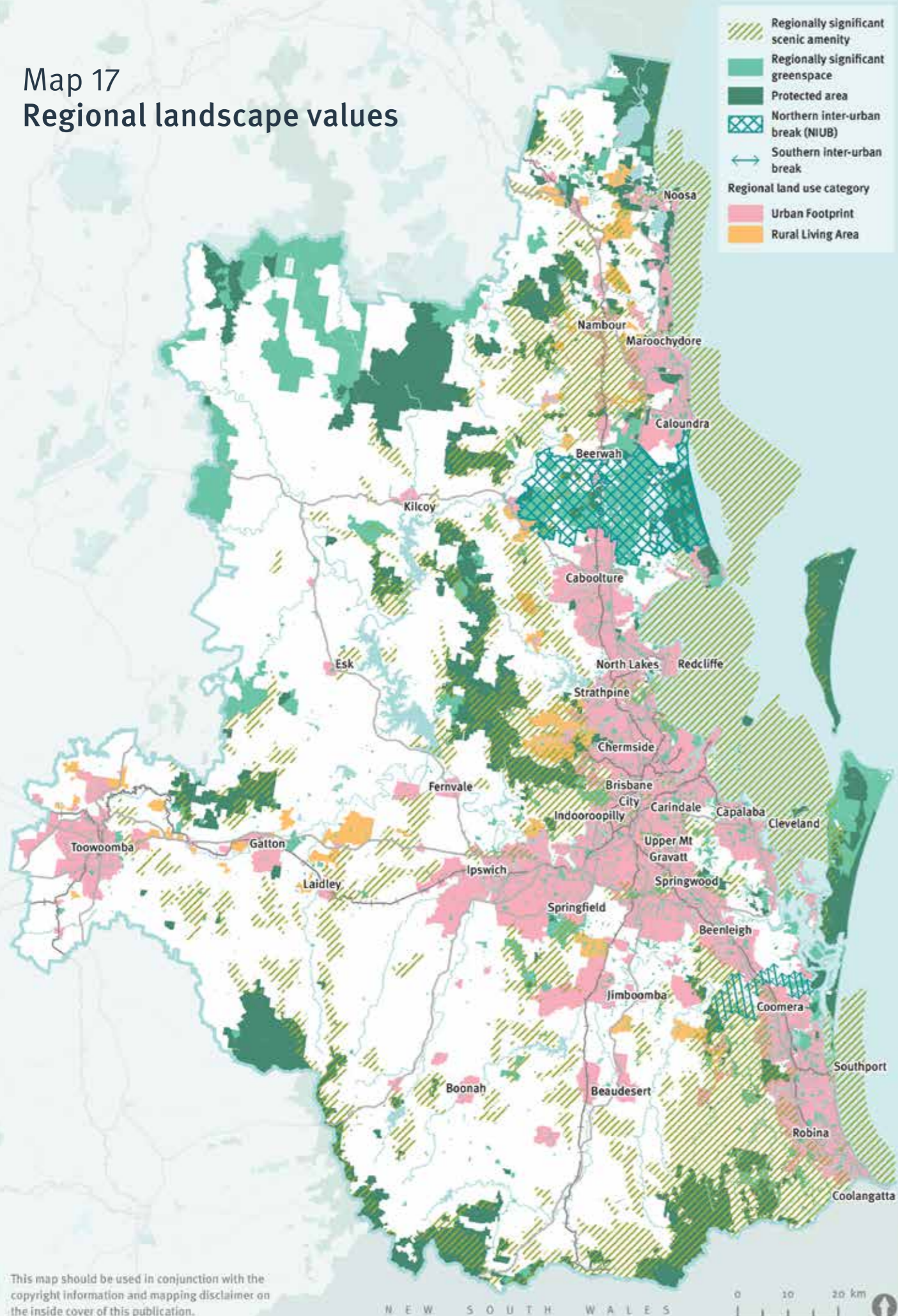
This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Koalas

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.

Amity Point, North Stradbroke Island (Minjerribah). Supplied by El Rho Photo. Photographer: Eliza Rhodes

Map 17 Regional landscape values



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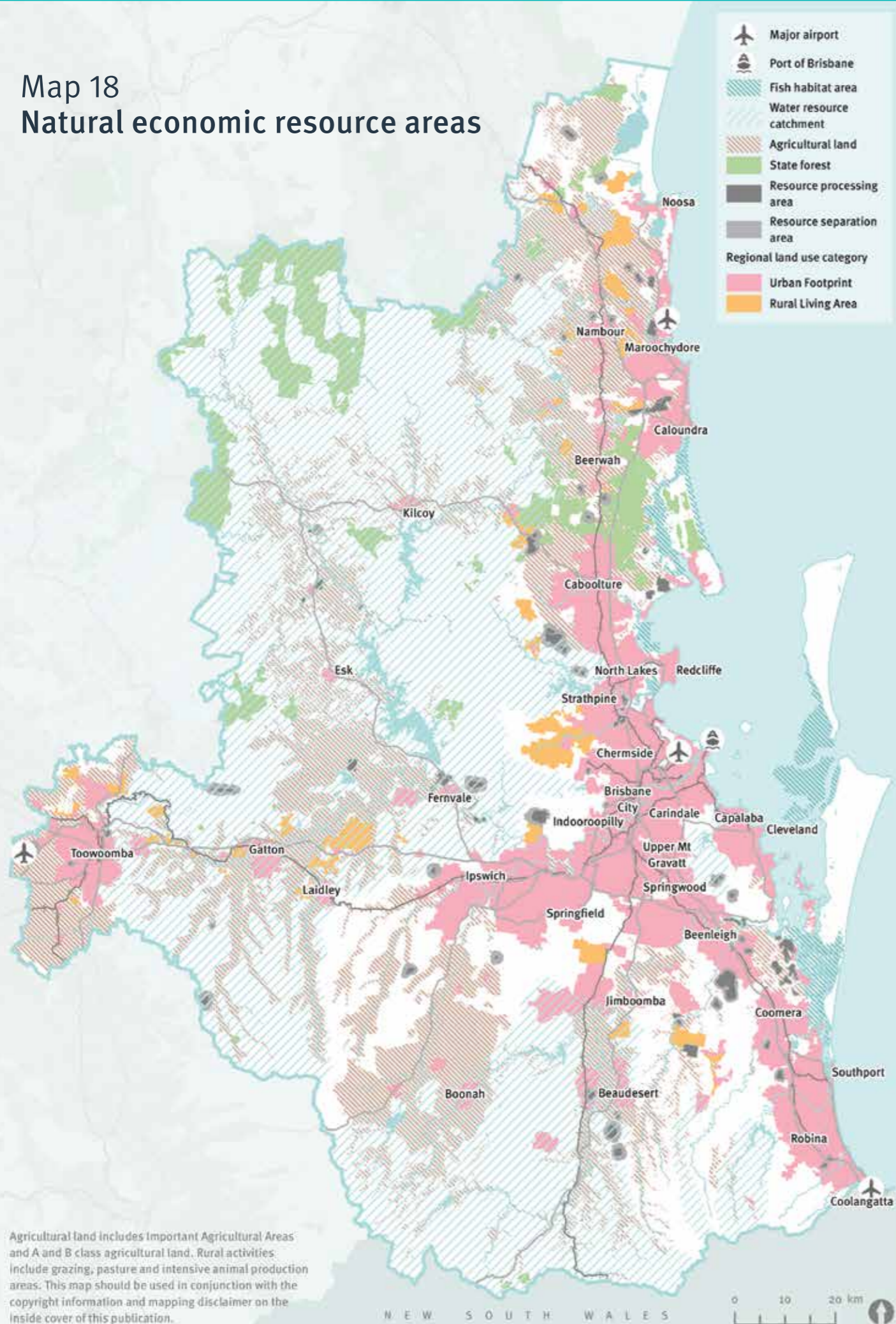
Regional landscapes

Regional landscapes refer to areas with the highest confluence of multiple regional landscape values and ecosystem services (Table 11). Benefits include concentration of multiple landscape values, functions, ecosystem services and community benefits.

Table 11 – 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. Benefits: 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. Benefits: enhanced community and sub-regional identity and sense of place, definition of landscape corridors, agriculture and forestry. Potential provision of land for public recreation and other ecosystem services close to population centres.
Places of cultural heritage significance	Places that are important for preserving non-Indigenous sociocultural and historic connections. These include those places listed on the Queensland Heritage Register and considered under the SPP. For more information on heritage sites listed on the register visit www.qld.gov.au/environment/land/heritage/register .
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. Benefits: improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction, increased employment and liveability.

Map 18 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 12.

Table 12 – 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	Identified locations that contain extractive resources of state or regional significance 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 (for example, 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 encompass efforts to reduce greenhouse gas emissions, and transition to a lower carbon future. Under the Queensland Climate Action Plan (2020), the 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 Energy and Jobs Plan (2022) includes more ambitious renewable targets of 70 per cent by 2032 and 80 per cent by 2035.

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 natural hazard events such as the floods or bushfires that SEQ already experiences.

Anticipating and planning for the 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 land use planning to be risk-based and responsive to our dynamic climate.

The Queensland Government is committed to limiting the adverse impacts of climate change and managing our climate risks through better planning and design such as restoring natural systems.

Resilience Policy Maturity Framework

Queensland has been maturing its disaster resilience activities and policies for the past 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) sets out how Queensland can continue to strengthen its disaster resilience, guided by the local and regional needs of Queensland. The QSDR 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 such as the Local Floodplain Management Plans associated with the Brisbane River Strategic Floodplain Management Plan.
- » 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 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.

The opportunity exists to integrate natural hazard risk management and climate adaptation processes at the regional scale to provide a consistent understanding of climate and disaster risk for land use planning. This could also inform the resilience or adaptation interventions required over time for the existing and future built environment.

This requires longer term sustained policy and practice change and ShapingSEQ 2023 includes a resilience policy maturity pathway to guide this approach.

This approach builds on the ‘doing same’, ‘doing better’ and ‘doing different’ pathways from the Queensland Resilience, Adaptation Pathways and Transformation Approach pioneered by CSIRO and the Queensland Reconstruction Authority (QRA).

The Review pathway identified in Figure 7 recognises the significant advancement in resilience and risk-reduction efforts that have occurred in recent years and focuses on continuing to implement that work into regional planning in line with existing SPP policies. The Review pathway will be the focus of ShapingSEQ 2023 implementation for the next two years, in the lead up to the next review of ShapingSEQ.

The Modify pathway identified in Figure 7 focuses on preparing for future policy step changes through increased focus on regional consistency of hazard and risk inputs such as climate scenarios and resilient land use policy parameters. This pathway can incorporate SPP policy changes based on the policy gaps identified through the Review pathway of the framework.

The Transform pathway identified in Figure 7 focuses on continued resilience to future hazard events and the impacts of climate change.

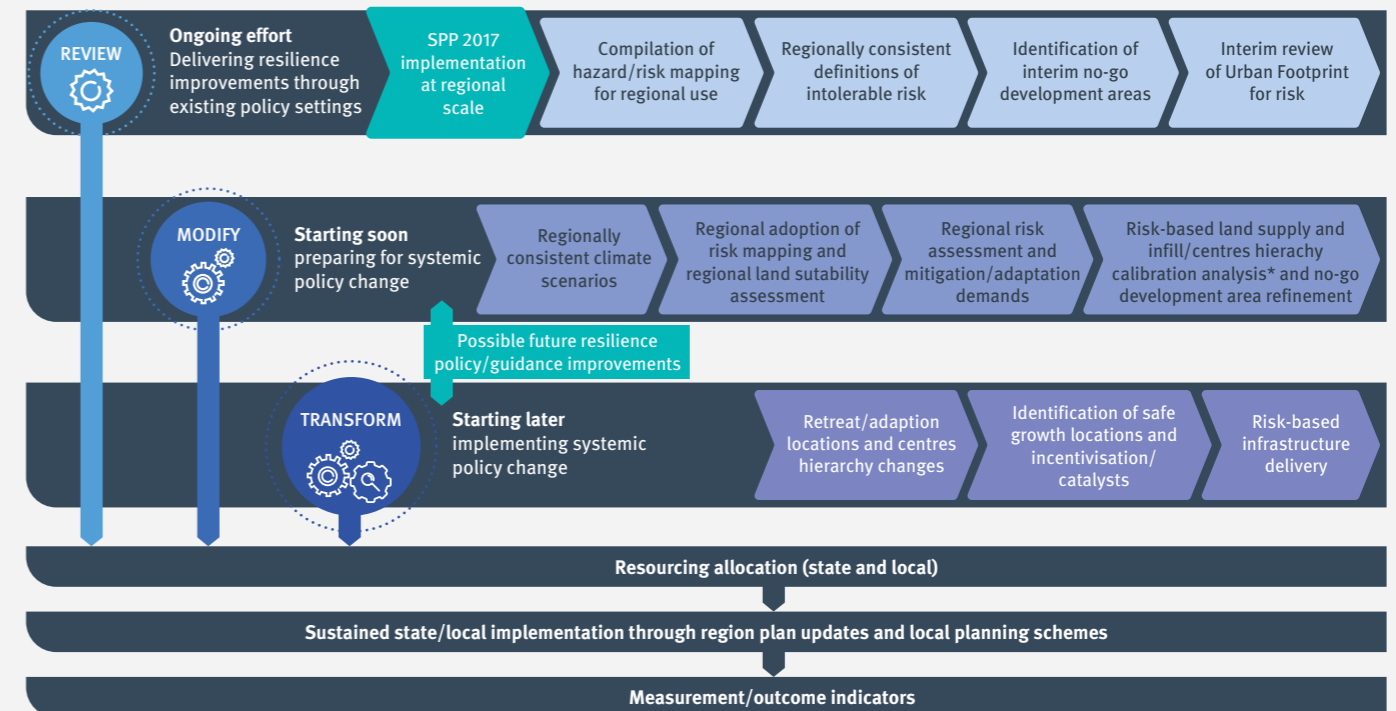


Figure 7 – Concept map of the Resilience Policy Maturity Framework

*Council also include risk-based whole of lifecycle infrastructure planning/prioritisation.

Priority Action 9 – Resilience Policy Maturity Framework (Review pathway)

Stakeholders: State and local governments and industry **Timeframe:** 2024–2025

The Queensland Government, in partnership with key stakeholders, will commence the Review pathway as stage 1 of the Resilience Policy Maturity Framework, including collating the best available hazard and risk mapping and preparing regionally consistent definitions of intolerable risk including the identification of no-go development areas for refining of the Urban Footprint.



Later stages of the Resilience Policy Maturity Framework – 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 the 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 are very likely to be unable to 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, that 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, this is implemented through regional and local plans.

Heatwave and urban heat considerations

The state interest of natural hazards, risk and resilience in the SPP does not currently have state interest policies relating to heatwave.

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.

These impacts will be greater within urban areas and cities due to the urban heat island effect.

While the 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, supporting blue and green infrastructure, heat-sensitive land use planning and urban design, and climate change adaptation measures to enhance the liveability of urban communities.

Priority Action 10 – Heat hazard mitigation

Stakeholders: State and local governments **Timeframe:** 2025–2026

Local governments undertake local-scale heat hazard risk assessments, local microclimate assessment and built form investigations to guide land use planning, urban design and greening and cooling strategies.





The Live theme is focussed on achieving better design and placemaking outcomes in SEQ, creating an urban environment that improves the quality of life for all and is distinctly SEQ.

The COVID-19 pandemic highlighted the importance of creating well-designed communities to support health and wellbeing. The Healthy Places, Healthy People Report (2021) provides evidence that well-designed built and natural environments can contribute to healthy lifestyles, reducing health risks and improving physical and mental health outcomes for the community in the longer term. As the region grows and seeks to accommodate more people, the value of well-designed communities tailored to bring people together will reduce the risk of social isolation, support mental wellbeing and help build resilience.

Trees, green spaces and waterways help create a strong sense of place and are essential to the healthy ecology of subtropical places and the wellbeing of communities. Incorporating these features into the design of our communities also supports urban wildlife and flora, helps manage stormwater quantity and quality, and contributes visual privacy between buildings.

SEQ's distinctiveness is also defined by its many places of cultural heritage significance. These include cultural heritage places that are integral to the character of local communities and collectively reinforce the region's image. Incorporating First Nations design principles and designing for Country will acknowledge landscape values important to First Nations peoples and embed First Nations storytelling into urban design.

The Live theme supports the creation of enjoyable, diverse and attractive subtropical places that contribute to SEQ's unique lifestyle and the value of design and placemaking in shaping distinctive and positive communities.

Outcomes and strategies

The outcomes and strategies under the Live theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
<p>Outcome 1 Valuing good design</p> <p>Great subtropical and temperate design underpins SEQ urban places.</p>	<ul style="list-style-type: none"> 1.1 Deliver well-designed development in accordance with QDesign (2018) and QCompanion (2021). 1.2 Design communities that acknowledge and appreciate inclusivity and diversity, consider service and support needs for a range of diverse cohorts, and provide interactive public and open spaces to cultivate a sense of place and community belonging. 1.3 Integrate community safety considerations into development design and delivery, including Crime Prevention Through Environmental Design principles. 1.4 Consider First Nations design principles and embed designing with Country to support culturally appropriate and safe meeting places so SEQ becomes a global leader in integrating First Nations design.
<p>Outcome 2 Working with the weather</p> <p>SEQ's climate-derived character delivers new models of subtropical, energy-efficient living.</p>	<ul style="list-style-type: none"> 2.1 Ensure all design outcomes are adaptive and responsive to SEQ's climate, applying a subtropical design approach. 2.2 Orient urban form to optimise user comfort naturally and provide low-energy, low-cost living. 2.3 Create indoor and outdoor spaces that provide easy access to comfortable, shaded outdoor living throughout the year. 2.4 Create urban places that contribute to activity and life on the street through building layout design and architectural features. 2.5 Recognise the contribution of areas with natural features, greenspace and water to mitigating the extremes of weather and incorporate these features into urban design and the preferred growth pattern for the region.

Outcomes	Strategies
<p>Outcome 3 Inspiration from local character</p> <p>The communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character.</p>	<p>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.</p> <p>3.2 Work respectfully with natural topography to create development that contributes positively to the environmental and visual experience of a place.</p> <p>3.3 Explore the appropriate use of building materials to create contemporary design that delivers on First Nations design principles, adds to a local area's character and diversity, and contributes to the cultural heritage significance of its heritage places.</p> <p>3.4 Work with the characteristics, traditions and values of the local community to create development or spaces with a distinctive local character that contribute value to the community.</p>
<p>Outcome 4 Fairness</p> <p>Communities are places where people can access transport, education, jobs, services, green space, 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 including access to services and infrastructure in the built environment for all.</p> <p>4.3 Consider affordable living – which accounts for the cost of housing, transport, and household energy – at all stages of planning and design for dwelling supply.</p> <p>4.4 Embed Traditional Owner representation in the governance of land use planning processes that impact on their land and sea Country.</p>
<p>Outcome 5 Working with and enhancing natural systems</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 into urban environments.</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 Increase tree canopy coverage within centres and residential areas to achieve a minimum of 15% in the capital city centre, 25% in urban residential and light commercial areas and 50% in suburban residential areas.</p> <p>5.5 Work with the region's landscapes and waterways to deal with water management and urban heat island effects sustainably.</p>
<p>Outcome 6 Creating legible and connected streets and spaces</p> <p>A network of streets and spaces creates connectivity and supports 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 people of all ages, abilities and backgrounds.</p>

Outcomes	Strategies
<p>Outcome 7 Embedding opportunities for adaptation and change</p> <p>Buildings, streets and spaces have inbuilt flexibility and adaptability for long-term use, including accommodating new uses.</p>	<p>7.1 Provide facilities to enable communities to be more resilient and self-sufficient. For example, by supporting small-scale urban food production by residents 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 at all stages of 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 costs in construction and maintenance in the long-term.</p> <p>7.5 Leverage Brisbane 2032 to showcase opportunities and build the legacy for adaptation and change.</p>
<p>Outcome 8 The power of placemaking</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 Ensure placemaking efforts enhance SEQ's reputation for liveability, our commitment to great design, and economic vitality, which celebrate First Nations culture, community involvement and leverage the Brisbane 2032 climate positive Games sustainability commitments and placemaking legacy.</p> <p>8.2 Promote an ethos of placemaking 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"> quick, inexpensive and temporary experimentation in the nature and use of streets and public spaces (referred to as 'tactical urbanism') shared spaces that encourage collaboration models of inclusive decision-making with representative local community groups that capture the wide range of voices and interests in the community approaches that involve young people in projects to foster a culture of entrepreneurship.
<p>Outcome 9 Health and wellbeing through the built environment</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 and Healthy Places, Healthy People framework, into communities.</p> <p>9.2 Ensure new and existing communities have adequate access to sport and recreation opportunities, such as ovals and fields, as well as opportunities that use the region's natural assets sustainably, such as recreational trails where they 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, and public safety.</p>

Good design is key

The delivery of good design is important to the creation of liveable places and adds economic value by enhancing living standards. It creates places where people want to live and work, places people feel safe to move around, places resilient to the extremes of weather, places with good access to open space, public transport, services and job opportunities. All of these elements contribute to a healthy and vibrant society.

Priority Action 11 – Distinctly Queensland Design Series

Stakeholders: State government **Timeframe:** 2024–2025

The Queensland Government will develop design guidance and form-based codes for diverse housing products, including gentle density in new “Distinctly Queensland Design Series” aimed at streamlining design, planning and assessment processes.



Urban tree canopy

ShapingSEQ 2023 seeks to encourage higher standards for greening and cooling in urban environments through increasing tree canopy cover. The benefits of increasing tree canopy coverage include mitigating urban heat through trees reducing the temperatures of the surfaces they shade, as well as improving walkability and how communities look and feel. Increasing urban tree canopy coverage will ensure our communities are more sustainable, resilient and promote an enhanced sense of place and wellbeing.

Priority Action 12 – Urban tree canopy

Stakeholders: State and local governments **Timeframe:** 2024–2025

The Queensland Government will establish a baseline of existing tree canopy coverage in SEQ and will work with local governments to increase tree canopy coverage in centres and residential areas, monitoring progress through future reviews of ShapingSEQ.



Affordable living

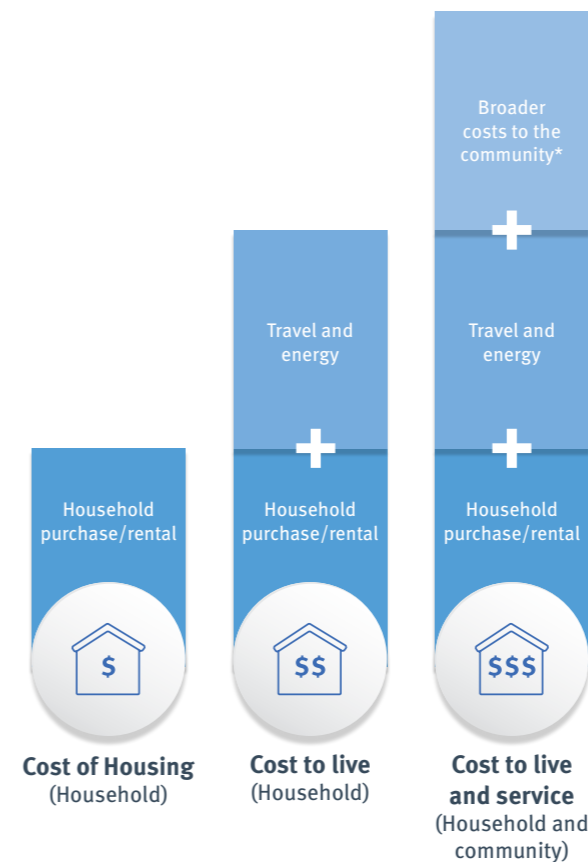
Affordable living is about more than just the cost of housing. It takes into account a range of factors, including the size, type and cost of housing, proximity to employment, services and facilities and the resources consumed (Figure 8).

The analysis used to inform ShapingSEQ 2023 showed that while houses on the outer fringe of urban areas can offer more affordable housing options, the journey-to-work costs increase the total cost of living to more than 30 per cent of total household incomes in some areas.

Alternatively, some areas closer to well-established centres offer less affordable housing options but have

significantly lower journey-to-work costs, making the total cost of living as low as 15 per cent of total household incomes.

ShapingSEQ 2023 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.



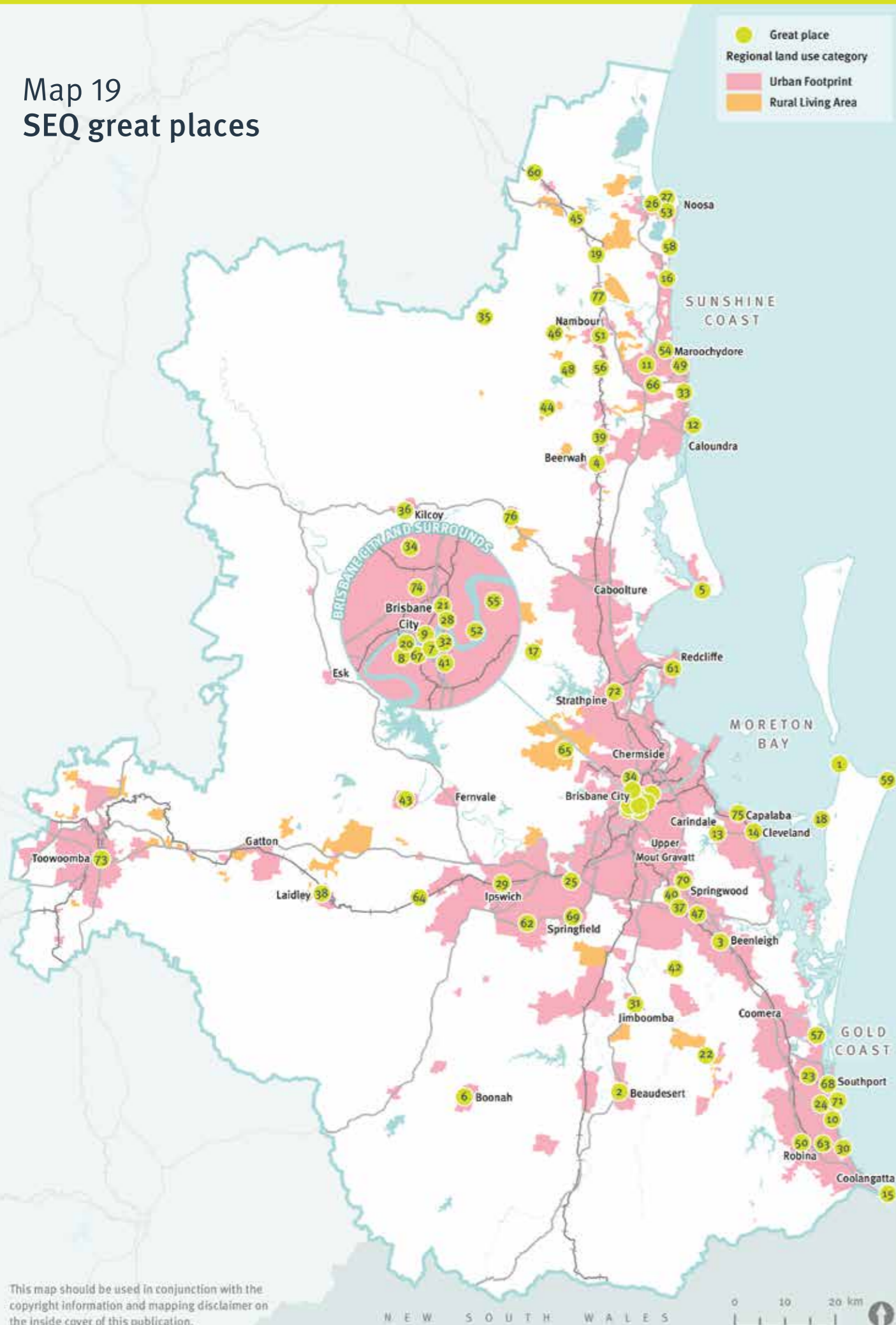
*Infrastructure funded by government (whether or not it is partially recouped through infrastructure charging arrangements)

Figure 8 – Affordable living factors



The Deck House, Buderim. Supplied by Sunshine Coast Council. Photographer: Andrew Maccoll

Map 19 SEQ great places



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SEQ Great Places

ShapingSEQ 2023 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 that foster a range of activities – including shopping, socialising, dining and recreation – and contribute to local identity and economies.

The great places identified 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 an exhaustive list.

- | | |
|--|---|
| 1 Amity Point Village | 40 Logan Central/Woodridge |
| 2 Beaudesert Town Centre | 41 Logan Road Precinct, Woolloongabba |
| 3 Beenleigh Town Square | 42 Logan Village |
| 4 Beerwah Town Centre | 43 Lowood, Somerset |
| 5 Bongaree, Moreton Bay | 44 Maleny Main Street |
| 6 Boonah Town Centre | 45 Maple Street, Cooroy |
| 7 Botanic Gardens Brisbane and City | 46 Mapleton Main Street |
| 8 Boundary Street, West End | 47 Meadowbrook, Logan |
| 9 Brisbane CBD | 48 Montville Main Street |
| 10 Broadbeach Business Centre | 49 Mooloolaba Esplanade and Spit |
| 11 Buderim Town Centre | 50 Mudgeeraba Village |
| 12 Caloundra Headland | 51 Nambour Town Centre |
| 13 Capalaba Centre | 52 New Farm Park and Powerhouse |
| 14 Cleveland Town Centre | 53 Noosa Junction |
| 15 Coolangatta Coastal Community and Foreshore | 54 Ocean Street and Cotton Tree Esplanade |
| 16 Coolum Esplanade | 55 Oxford Street, Bulimba |
| 17 Dayboro Town Centre | 56 Palmwoods Town Centre |
| 18 Gumpi (Dunwich) | 57 Paradise Point neighbourhood and village |
| 19 Eumundi Village Centre | 58 Peregrin Beach Village |
| 20 Fish Lane, South Brisbane | 59 Point Lookout |
| 21 Fortitude Valley Entertainment Precinct | 60 Pomona Village |
| 22 Gallery Walk, Tamborine Mountain | 61 Redcliffe Peninsula and foreshore |
| 23 Gold Coast Health and Knowledge Precinct | 62 Ripley Town Centre |
| 24 Gold Coast Home of the Arts | 63 Robina and Bond University/Varsity Central |
| 25 Goodna Town Centre | 64 Rosewood Town Centre |
| 26 Gympie Terrace, Noosaville | 65 Samford Village |
| 27 Hastings Street, Noosa | 66 Sippy Downs Town Centre and University of the Sunshine Coast |
| 28 Howard Smith Wharves | 67 South Bank |
| 29 Ipswich City Centre | 68 Southport/Broadwater Parklands |
| 30 James Street, Burleigh Heads | 69 Springfield Town Centre |
| 31 Jimboomba Town Centre | 70 Springwood Centre |
| 32 Kangaroo Point Cliffs | 71 Surfers Paradise Business Centre |
| 33 Kawana Town Centre and health and stadium precincts | 72 The Mill at Moreton Bay |
| 34 Kedron Brook Road, Wilston | 73 Toowoomba City Centre |
| 35 Kenilworth Town Centre | 74 Victoria Park |
| 36 Kilcoy Town Centre | 75 Wellington Point |
| 37 Kingston Butter Factory Cultural Precinct, Logan | 76 Woodford Township |
| 38 Laidley Town Centre | 77 Yandina Main Street |

Part B

The regional growth pattern

The regional growth pattern provides a spatial context for ShapingSEQ 2023's outcomes 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:

- » **RLRPA**
- » **Urban Footprint**
- » **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 ShapingSEQ 2023 and will only be amended as part of the periodic regional plan review process in response to the Queensland Government's GMP and following public consultation.



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 2023 is delivered through development assessment.

The Planning Regulation contains the SEQ regulatory provisions which accompany ShapingSEQ 2023. ShapingSEQ 2023 is supported by changes to the Planning Regulation.

The three regional land use categories adopted in ShapingSEQ 2023 (RLRPA, Urban Footprint, RLA) provide the spatial context for the SEQ regulatory provisions within the Planning Regulation.

For the RLRPA, including the Northern Inter-Urban Break (NIUB) the regulatory provisions limit further fragmentation of land holdings and restrict various forms of urban activity.

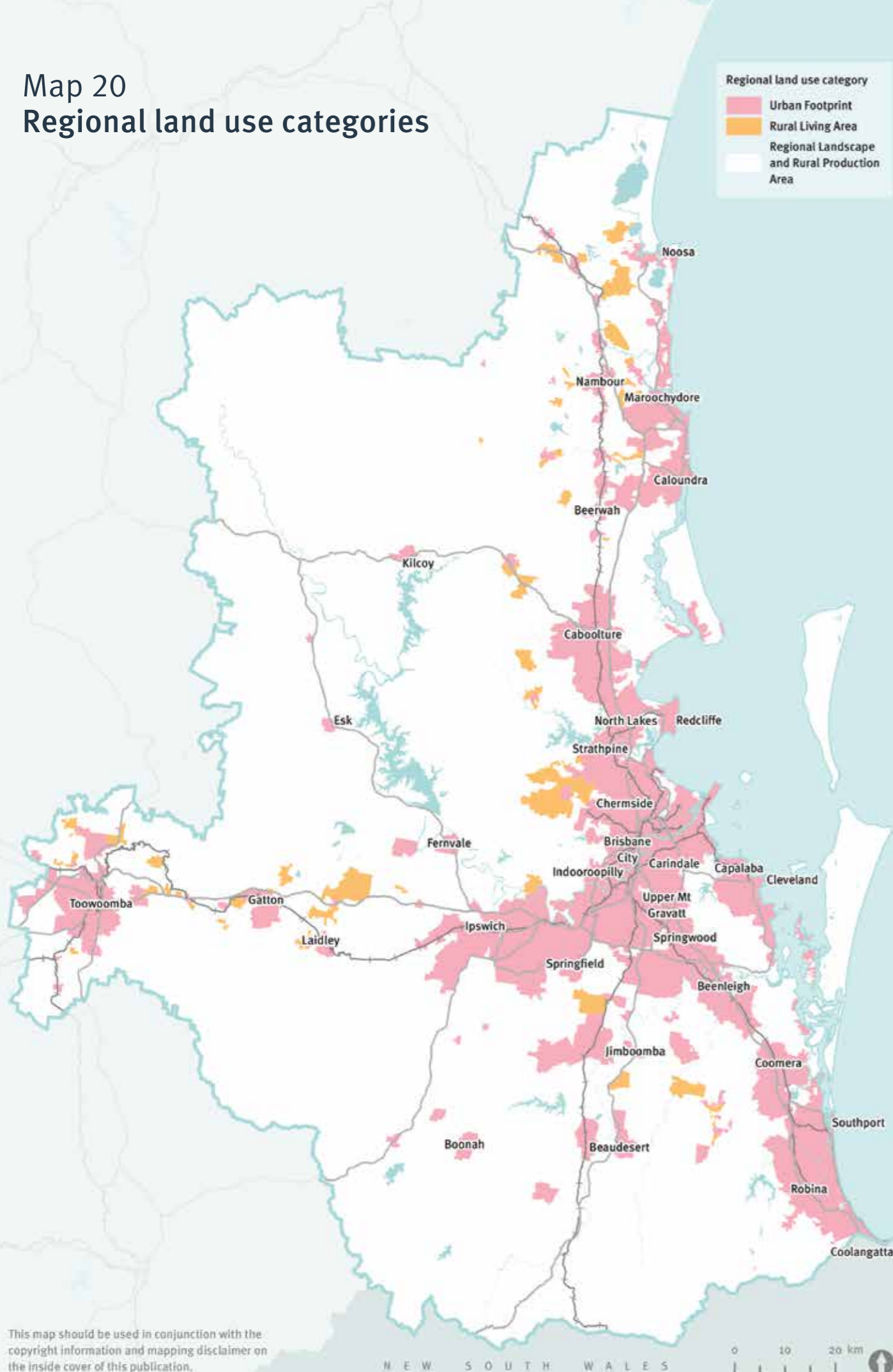
The provisions support rural communities and the diversification of rural economies by allowing a range of development including activities such as those associated with primary production and land management, certain types of tourism activity, community facilities, sport and recreation activity, and limited industrial, commercial and retail activity.

Additional provisions for the NIUB reflect its regional significance and address the need for enhanced protection in this highly sensitive area. The SEQ regulatory provisions for the RLRPA or NIUB do not restrict the use of land for a private residence.

For the Urban Footprint, the regulatory provisions apply where land is in a SEQ development area or MEIA. For SEQ development areas the provisions ensure that development does not adversely affect the future development intent of these areas. For MEIAs the provisions ensure that land zoned for an industrial purpose is protected from incompatible residential land uses.

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

Map 20
Regional land use categories



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Regional Landscape and Rural Production Area

Intent

The RLRPA is a large and important part of SEQ, surrounding the Urban Footprint and RLA. 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 and cultural 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 regional biodiversity; as an 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:

- » Peri-urban activities
- » Rural towns and villages
- » Rural and related economic activity

- » Important agricultural land
- » Water catchments, water storages and groundwater resources
- » Regional landscapes and natural environments, including regional biodiversity corridors
- » Cultural and landscape heritage values (traditional and non-Indigenous)
- » IUBs of strategic and regional significance
- » National parks, conservation parks, resource reserves and other conservation areas
- » Natural economic resources, including extractive resources and forestry plantations – including those on State forest



- » Native forests (including State forest areas) and koala habitat
- » Coastal wetlands, salt marshes and mangroves.

Natural assets in the RLRPA, including natural economic resources, need protecting and managing to ensure they are used sustainably to improve their capacity to provide ecosystem services, increase the region's resilience and 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 in which the region’s urban development needs to 2046 can be accommodated in a way consistent with the outcomes and strategies of ShapingSEQ 2023.

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 2023 relies on local government planning schemes to determine the most suitable zone for each land parcel within the Urban Footprint. The development assessment process determines the extent and suitability of development on each site.

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

One important way of delivering ShapingSEQ 2023 is to investigate these areas to unlock their urban development potential in the short term.



Urban Footprint principles

The principles considered in defining the Urban Footprint include:

1. The Urban Footprint is a tool for managing, rather than simply accommodating, regional growth.
2. The Urban Footprint promotes a compact growth pattern and consolidates urban development within established communities.
3. Opportunities to increase capacity within 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 2023, and based on whether the 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 IUBs
 - g. exclude areas with an unacceptable risk from natural hazards, including predicted climate change impacts
- h. exclude areas containing predominantly matters of national environmental significance (MNES) or MSES and the regional biodiversity network, including koala habitat
- i. minimise impacts on matters of First Nations 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 Outcome 6 of Sustain
- m. avoid irrevocable impacts on 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 ShapingSEQ 2023, in a cost-effective and orderly manner.

It also minimises the impact of rural residential development on:

» Current and future productive rural activities. For example, 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. For example, 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

The principles considered in defining the RLA include:

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 MNES, MSES, 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 IUBs, 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.

ShapingSEQ 2023 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 land use, housing, markets, community expectation and levels of self-containment.

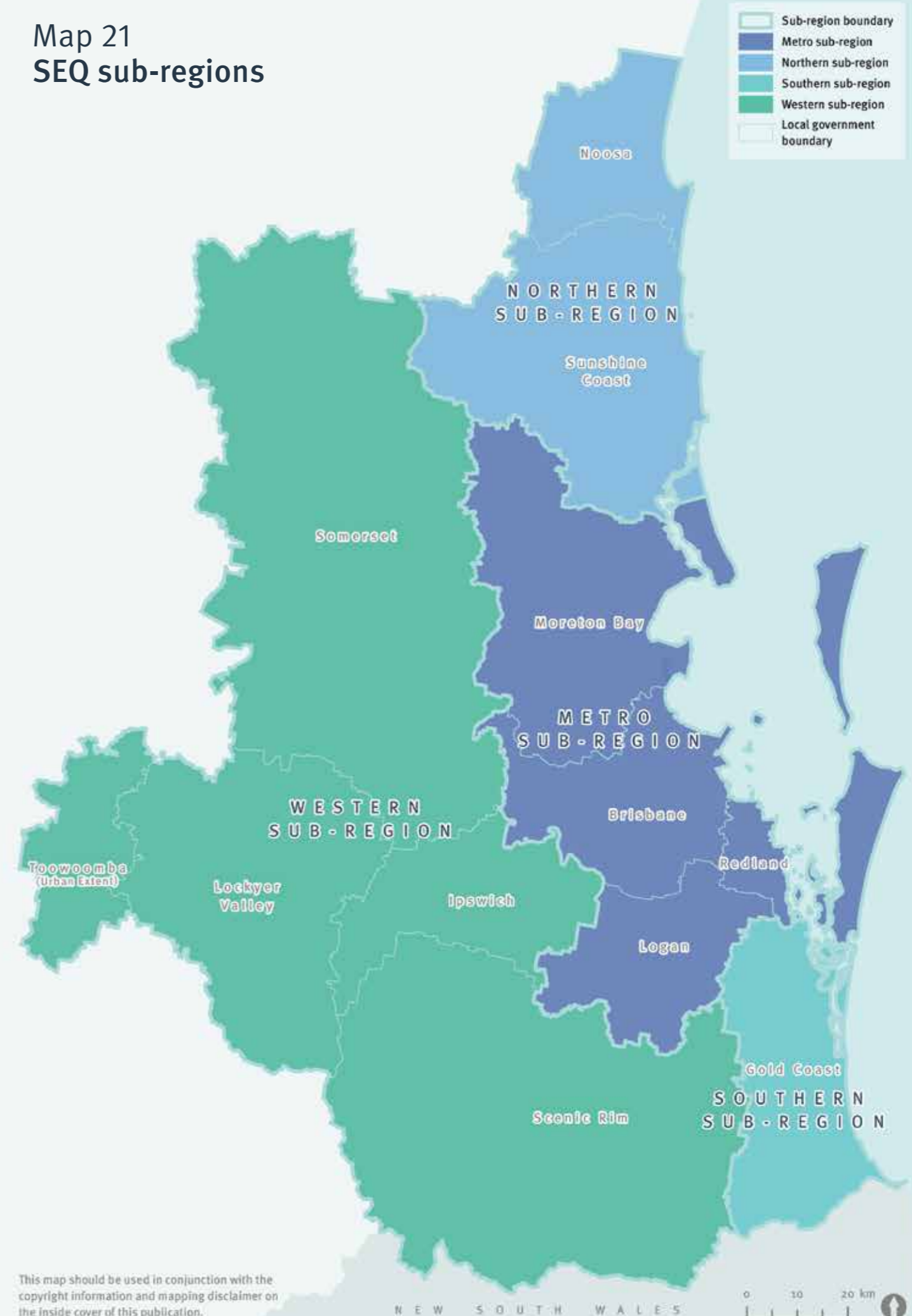
The sub-regional directions:

- » Identify sub-regional planning outcomes that build on, and provide greater clarity and direction to the outcomes and strategies of ShapingSEQ 2023.
- » 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.

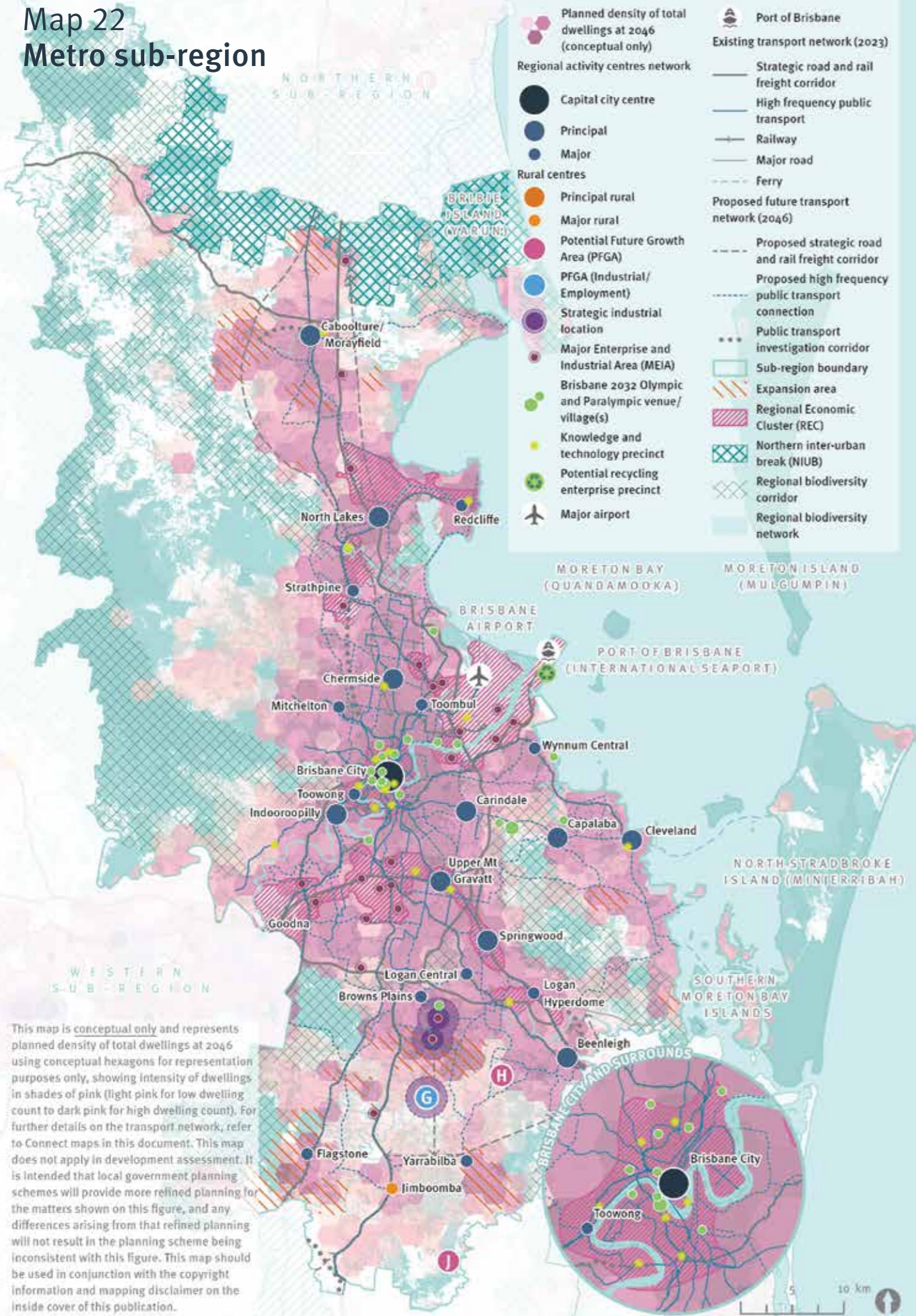
The Queensland Government and SEQ local governments will work together to implement the planning outcomes in the sub-regional directions. This will include the preparation of local planning responses that sequence and deliver the sub-regional outcomes in local areas. Each local government will be required 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



Map 22 Metro sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 of Brisbane and the growing cities of Moreton Bay, Logan and Redland. 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 Metro 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) 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-served 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 nationally and globally 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 the most advanced active transport network in the region.
- » Brisbane Airport which is the largest airport in Australia by area and the third busiest with 50 million passengers forecast by 2040.
- » Nationally and internationally recognised natural assets and environmental values, including Moreton Bay (Quandamooka), the major sand islands of Moreton (Mulgumpin) and North Stradbroke (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 governments, the Queensland Government, and industry. The community also has an important role to play. Low-density residential areas have the potential to deliver more housing choice through gentle density, including low-rise attached dwellings such as dual occupancies, secondary dwellings, row or terrace housing, townhouses and low rise apartments (up to three storeys). By gently increasing the number of houses within existing urban areas, close to existing services such as transport, education and shops, people will have 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.

The high amenity areas framework sets out the criteria for identifying areas to be prioritised for further development. High amenity areas for the Metro sub-region will be further refined and spatially defined in collaboration with Brisbane City Council, the City of Moreton Bay, Logan City Council and Redland City Council, and include:

- a. The capital city centre.
- b. Key regional activity centres and rail and bus station precincts along existing north-east, south, south-west and east transport corridors including:
 - i. the Toombul, Strathpine and Caboolture/Morayfield regional activity centres and key rail stations
 - ii. the Springwood, Logan Central and Beenleigh regional activity centres and key rail and bus stations
 - iii. the Chermide, Toowong and Indooroopilly regional activity centres and key rail and bus stations
 - iv. the Wynnum Central, Carindale, Capalaba and Cleveland regional activity centres and key rail and bus stations.

- c. 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.
- d. 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.
- e. 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.

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.



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 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 key growth areas by expansion and will accommodate the largest proportion of the sub-region's planned expansion growth to 2046.

Assuming state and local critical strategic planning matters will be resolved through future planning, new, high-quality, well-planned and serviced communities are proposed for Elimbah, Southern Thornlands, Burpengary East and Narangba.

1. Elimbah

The Elimbah PFGA, identified in ShapingSEQ 2017, is required to support residential and employment outcomes for the region in the longer-term and has been transitioned into the Urban Footprint as a SEQ development area.

The timing for the commencement of detailed land use and infrastructure planning for the Elimbah SEQ development area will be determined following the resolution of critical matters by both the Queensland Government and local government. The timing for the commencement of urban development at Elimbah will also be driven by ensuring urban development at Elimbah does not prejudice the timely and efficient delivery of housing and employment outcomes, and delivery of a

infrastructure investment at Waraba. The area has been identified as a SEQ development area to ensure that out-of-sequence development does not occur on the site until detailed land use and infrastructure planning is complete, and the relevant provisions are included in the relevant planning instrument.

Development of the area for housing and employment provision is subject to the resolution of the following critical matters which may affect the land area suitable for urban development and are considerations for further detailed land use and infrastructure planning:

- » Confirming the location, design, form and function of the North Brisbane Bruce Highway Western Alternative, and its relationship to the local road network.
- » Determining the capacity for affordable and efficient staged expansion of public transport networks.
- » Confirming the need for, and location of, a future Northern Intermodal Freight Terminal within the Elimbah area.
- » Ensuring the delivery, management and expansion of the wastewater treatment network to service future urban communities in the northern region of the City of Moreton Bay is effective, efficient and sustainable including resolving the treatment capacity constraints of the South Caboolture Wastewater Treatment Plant.
- » Ensuring the delivery, management and expansion of the water supply network to service future urban communities in the northern region of the City of Moreton Bay is effective, efficient and sustainable, noting the existing capacity of the Elimbah reservoir and the regional water supply network.

» Confirming the relationship between Unitywater's investigation into the proposed Wamuran Irrigation Scheme and any future urban development at Elimbah, including any requirements for additional irrigation land to service the scheme or alternative mitigation strategies. 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.

- » Mitigating and/or managing threats to significant environmental values including MSES, and appropriate treatment, such as providing a buffer in the area adjoining the Glass House Mountains National Park and any areas of State forest containing significant environmental values or MSES.
- » Assessing impacts of bushfire hazard across the expansion area to inform proactive mitigation strategies, such as:
 - » the requirement to provide appropriate buffers between development areas and adjoining protected areas and State forests
 - » emergency preparedness
 - » the protection of life and property within the Urban Footprint while also protecting the environmental and cultural values in the adjacent state lands.

» Determining any potential ecological and water quality impacts, including on MNES such as Pumicestone Passage/Ramsar wetlands, and any subsequent EPBC Act referral or approval requirements.

2. Southern Thornlands

Investigations undertaken as part of ShapingSEQ 2023 indicate that there is limited residential capacity in the Redland LGA to 2046, along with a significant mismatch between housing stock and household composition within the Redland LGA. The Southern Thornlands 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 SEQ development area.

Southern Thornlands will provide for both housing diversity and supply as well as business and industry within the Redland LGA. The area has been identified as a SEQ development area to ensure that out of sequence development does not occur on the site until detailed land use and infrastructure planning is completed, and the relevant provisions are included in the relevant planning instrument. Development of the area for housing and employment provision is subject to resolution of the following matters:

- » Indigenous cultural value considerations.
- » Capacity for affordable and efficient staged expansion of public transport networks.
- » 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 MSES such as vegetation protection requirements and identified koala habitat through appropriate environmental assessments.

3. Burpengary East

Burpengary East has transitioned into the Urban Footprint and is required to provide residential and marine industry outcomes for the region to support the needs of residents, and facilitate opportunities for local and regional economic development. The area has been identified as a SEQ development area to ensure that out of sequence development does not occur on the site until detailed land use and infrastructure planning is completed, and the relevant provisions are included in the relevant planning instrument.

Development of Burpengary East is subject to resolving the following critical matters:

- » Understanding the economic benefits of future development within the area.
- » Resolving the approval pathway under the EPBC Act.
- » Confirmation that the governance and maintenance arrangements for the proposed Caboolture River works will not expose the Queensland Government to any financial risk or burden.
- » The City of Moreton Bay and the developer agreeing to fund the bring-forward costs associated with the delivery of necessary state infrastructure, including roads, schools, emergency services facilities, etc.
- » Resolving native title matters for the marina development under the *Native Title Act 1993*.
- » Mitigating and/or managing significant environmental values including MSES and MSES connectivity.
- » Effectively mitigating flood hazard for the area.

4. Narangba

Urban Footprint expansion within Narangba is required to support forecasted residential growth in the region.

The area has been identified as a SEQ development area to ensure that out-of-sequence development does not occur on the site until detailed land use and infrastructure planning is complete, and the relevant provisions are included in the relevant planning instrument.

Development of this Urban Footprint expansion area at Narangba is subject to resolving a range of state and local planning matters including:

- » The location and design of the North Brisbane Bruce Highway Alternative and its impacts on future development will require resolution to ensure development can occur efficiently. Future development will need to consider this protected corridor and prevent encroachment from incompatible land uses.
- » Ensuring that future development is also required to be appropriately sited, designed and managed to prevent adverse impacts on catchment water quality of Sideling Creek (Lake Kurwongbah).

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 ShapingSEQ 2023.

The Mundoolun PFGA, identified in ShapingSEQ 2017, remains identified as a PFGA in the Metro sub-region as it may be suitable for future urban growth subject to further planning and investigation.

The South Logan PFGA, identified in ShapingSEQ 2017, remains identified as a PFGA in the Metro sub-region and has been identified by Logan City Council as a potential area for future industrial development. The South Logan PFGA abuts the Park Ridge MEIA, is close to the Crestmead MEIA, and sits at the southern extent of the proposed Park Ridge Interconnector. Any future investigation of this area should focus on its potential to respond to the regional industrial land framework (Priority Action 4) by providing a substantial area of future industrial land.

The Buccan PFGA has been identified as a new PFGA in the Metro sub-region and has been identified for residential purposes. Further investigations are required to understand potential long-term opportunities to support future growth in this area.

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 that the needs of local communities are met.

Future development of the bay islands, including those of Southern Moreton Bay, will need to be informed by detailed land use and infrastructure investigations that examine the effects of climate change and natural hazard risk, as well as the impact growth will have on the environmentally sensitive Moreton Bay Marine Park. This will require a coordinated response between the Queensland Government, local government and key stakeholders to determine the safe development capacity and long-term sustainability of the islands. Development on North Stradbroke Island (Minjerrabah) should support 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.

Located alongside Moreton Bay, the Sandstone Point Hotel is identified as a key economic driver for the sub-region, providing job generation and boosting tourism and recreation opportunities for the wider area. Additional Urban Footprint expansion has been identified to accommodate limited expansion of tourism and recreation activities only. The area has been identified as a SEQ development area to ensure appropriate local planning can occur and site attributes can be managed and/or avoided such as coastal hazards and matters of environmental significance.

Moreton Bay. Supplied by City of Moreton Bay

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 and actions for both the Queensland Government and local governments outlined in ShapingSEQ 2023. 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 funding through the Queensland Jobs Fund towards the Translational Manufacturing facility at the world-leading Translational Research Institute (TRI) located in the Dutton Park/Buranda knowledge and technology precinct within the REC. Further funding has been provided towards the construction of the Thermo Fisher Scientific manufacturing facility which is co-located alongside the TRI.

2. Australia TradeCoast

Representing one of SEQ's most significant existing industrial agglomerations, the Australia TradeCoast REC features high levels of specialisation in the 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 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 the 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.

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.

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, spanning 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 the 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. The potential strengthening of freight connections to the Port of Brisbane is 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 on the Underwood–Slacks Creek industrial corridor. Professional services and knowledge-intensive activities are primarily located in the REC's two regional 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 the 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 regional 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 specialisations.

Facilitating synergies between the university, regional activity centre and industrial area to enhance economic growth will be important. This will require improving local connectivity and incorporating the strategies outlined in ShapingSEQ 2023 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 the priority sectors of integrated food and beverage supply chains and transport and logistics located within the Yatala Enterprise Area. The regional activity centre at Beenleigh provides higher-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 framework (Priority Action 4).

This REC is located alongside the Pacific Motorway and has direct access to 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 regional 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 major employment precinct, benefitting from the Redcliffe knowledge and technology precinct including the expanded Redcliffe Hospital, Narangba MEIA, two regional activity centres and the heavy rail network.

North Lakes supports the priority sectors of health, tertiary education and community service, 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 regional activity centres mature, the professional and commercial services sectors will continue to emerge.

Improving synergies between the North Lakes industrial precinct and regional 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 the 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 regional activity centre. Local planning has been carried out to enhance opportunities for the knowledge and technology precinct, with improvements to local connections being made (including active transport links to the railway station). However, further investment is required to improve local connections between these economic components including providing for a more direct connection between the university and the regional activity centre.

Through the SEQ City Deal, the Australian Government, Queensland Government and Logan City Council are committing to support the revitalisation of the Loganlea and Meadowbrook precinct through improved connectivity, mobility and placemaking 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:

- Part of the land within the Southern Thornlands Urban Footprint expansion area will provide for a major new employment area. This will 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 provides direct access to the Capalaba PRAC.
- The 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.

- Additional areas for industrial development in the Urban Footprint at Narangba East will contribute to meeting local industrial land demand.

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 industrial land uses 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.

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.



Outcomes for Connect



Key regional infrastructure

The intent to be a region of interconnected communities that move people and freight efficiently to maximise community and economic benefits will be facilitated by the delivery of high frequency public transport connections and key improvements to the integrated regional transport system that integrate with the desired growth pattern. This will include:

- a. Delivering Cross River Rail to support economic growth in the capital city centre and throughout the region, residential consolidation in the sub-region and future rail links to key expansion areas.
- b. Delivering a network of high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. improving public transport services to and within Inner Brisbane by ultimately delivering a high frequency and high-capacity people movement system including Brisbane Metro. This system will complement Cross River Rail and the existing busway network and form part of a world-class, inner-city public transport network that supports employment growth in the capital city centre and, more broadly, employment and residential consolidation in the sub-region
 - ii. extending high frequency public transport connections to Browns Plains, Springwood, Capalaba and Bracken Ridge, to support increased residential densities and employment growth and increase public transport accessibility and efficiency along the public transport corridors
- c. Delivering multimodal corridors and high frequency public transport connections between Inner Brisbane and Strathpine to improve local and sub-regional accessibility for existing communities and northern growth areas.
- d. Delivering improved north-south connections 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 and Brisbane LGAs and support the movement of freight between RECs.
- e. Delivering 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.
- f. Undertaking planning for works to improve safety and efficiency (including the consideration of freight traffic issues) of the D’Aguilar Highway to support growth in Waraba and Elimbah.
- g. Delivering improvements to the M1 through the Moreton Bay and Logan LGAs.
- h. Delivering improvements to the Centenary Motorway to enable multimodal outcomes and improved passenger transport services and safety.
- i. Delivering the Park Ridge Connector and maximised benefits from upgrades to the Mount Lindesay Highway through improved east-west connections.
- j. Preserving road corridors connecting the Greater Flagstone and Yarrabilba expansion areas to the regional road network.
- k. Delivering the Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore), resulting in improved connectivity between the Sunshine Coast and Brisbane.

- iii. delivering the Logan and Gold Coast Faster Rail project which will significantly increase capacity on the Gold Coast rail line and enable high frequency public transport connectivity
- iv. delivering the Salisbury-Greater Flagstone high frequency public transport connection to support expansion areas and higher residential densities close to planned stations
- v. extending high frequency public transport connections to Yarrabilba and Waraba to support expansion areas and higher residential densities close to planned stations.

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.



Lores Bonney Riverwalk. Supplied by Brisbane City 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:

- a. 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 Mountains Conservation Park.
- b. The Moreton Bay (Quandamooka) Ramsar-listed marine waters and islands, which includes Gheebulum Coonungai (Moreton Island) National Park; Pumicestone National Park–Pumicestone Passage–Bribie Island National Park area; Naree Budjong Djara National Park; Southern Moreton Bay Islands National Park, South Stradbroke Island; Boondall wetlands complex; Central Moreton Bay Islands; Teerk Roo Ra National Park; and Hays Inlet coastal catchment.
- c. Mount Coot-tha–Blackall Range Corridor which links Mount Coot-tha, D’Aguilar (South)/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, north to the Blackall Range.
- d. 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).
- e. D’Aguilar Range–Glass House Mountains Corridor which includes Mount Mee.
- f. The Koala Coast Corridor, home to a significant koala population, which includes Venman Bushland National Park, Bayview, Daisy Hill, Springwood and Tingalpa Creek Conservation Parks, and south to Carbrook Wetlands and Moreton Bay.
- g. Flinders–Karawatha Corridor, which links Karawatha, Greenbank, White Mountain, Flinders Peak, Spring Mountain/ Mount Perry and Wyaralong Dam/Kooralbyn to Mount Barney.

Inter-Urban Break

Refer to IUB in **Northern sub-regional outcomes**.

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, as needed.

In addition to the significant cultural value of the areas, the protection of unique aquifer recharge areas of North Stradbroke Island (Minjerribah) and Bribie Island that support potable drinking water and contain First Nations cultural values 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 2021–2022, Southern Queensland Floods State Recovery and Resilience Plan 2022–2024, and the Queensland Strategy for Disaster Resilience 2022–2027 will continue to be delivered in the short-term while the sub-region takes the initial steps for longer-term adaptation options. Outcomes from other local risk management and adaptation processes will also be incorporated into planning for the sub-region.

Indigenous landscape values

Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and Sea Country is included in planning for all areas including Moreton Bay (Quandamooka) and 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.



Amity Point, North Stradbroke Island (Minjerribah). Supplied by El Rho Photo. Photographer: Eliza Rhodes

Outcomes for Live



Our great places

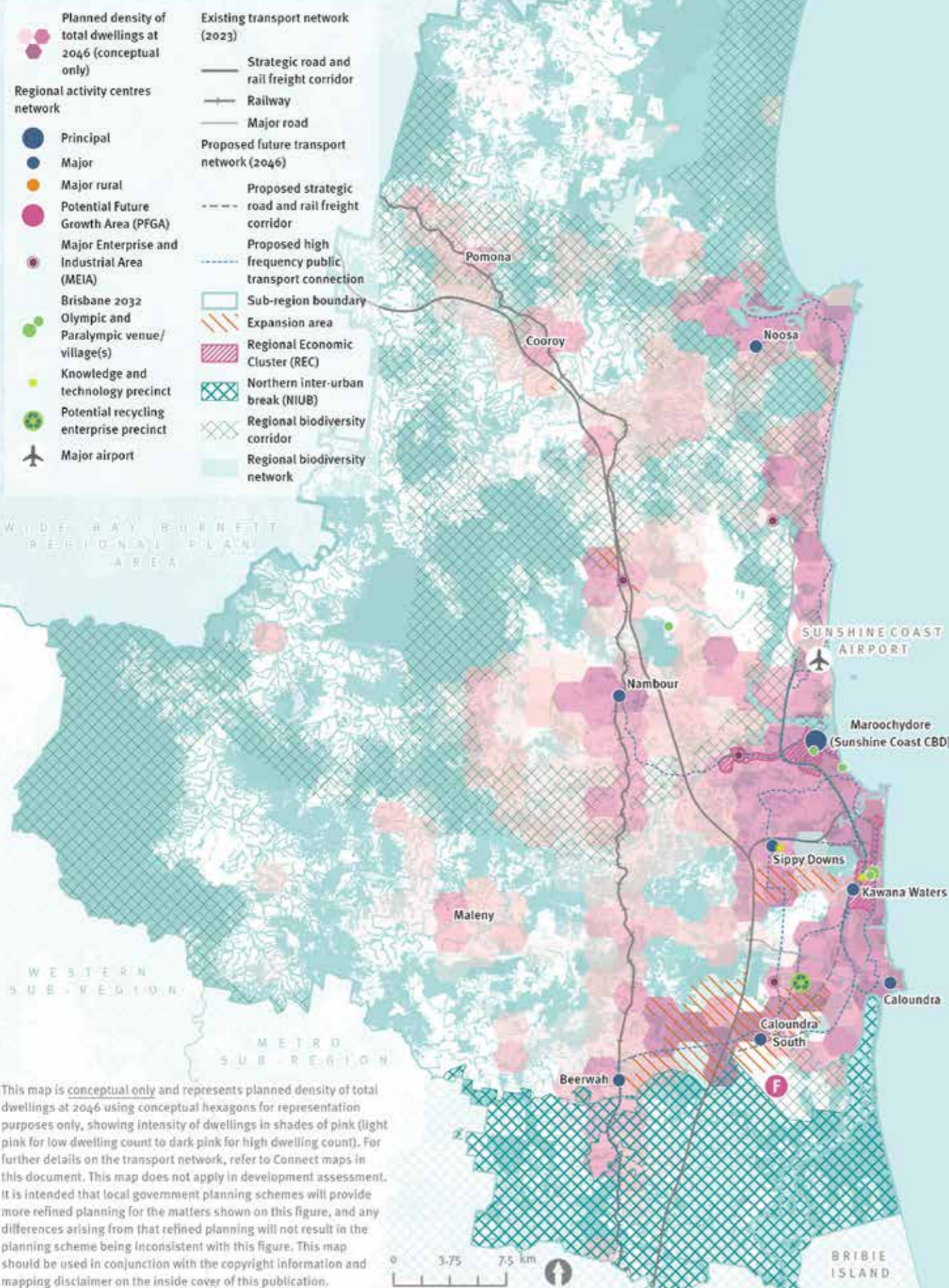
Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community. Current and evolving great places identified by local governments in the Metro sub-region include:

- a. Brisbane CBD, the vital heart of the SEQ region, combines a range of uses and activities, celebrated heritage places and a high-quality public realm that adds liveliness, entertainment and interest that sustains its vitality and social and economic value.
- b. Laneways throughout the Brisbane CBD and inner-city have come to life with activity and vibrancy, forming an important part of the city's placemaking.
- c. South Bank, Brisbane's post-World Expo 88 area, has become a world-class and much-loved central riverfront parklands and mixed-use precinct as well as a magnet for SEQ residents and visitors. This includes the Cultural Precinct, home to the state's leading arts and cultural institutions including the Queensland Art Gallery and Gallery of Modern Art (QAGOMA), Queensland Museum and Sciencentre, Queensland Performing Arts Centre (QPAC), State Library of Queensland and The Edge. It is a concentration of cultural, educational, retail and recreational spaces unique in Australia.
- d. Brisbane's inner-city precincts, including Howard Smith Wharves, Kurilpa/South Brisbane and Fortitude Valley, are focal points in the renewal of the inner-city and a major focus for entertainment, entrepreneurship, community and housing.
- e. Suburban main streets, such as Latrobe and Given Terraces in Paddington, Oxford Street in Bulimba, Kedron Brook Road in Wilston and Logan Road in Woolloongabba, continue to develop as great places that sustain local communities and attract people through their sense of place and vibrancy.
- f. Brisbane's identity as a great place overall complements placemaking initiatives with drawcards including the Brisbane River, Kangaroo Point Cliffs, Mt Coot-tha and City Botanic Gardens and Roma Street Parkland, Brisbane Forest Park, Moreton Bay/Tangalooma, Shorncliffe Pier, Lone Pine Koala Sanctuary and Boondall Wetlands.
- g. 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.
- h. 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 Woodridge Train Station.
- i. The Kingston Butter Factory Cultural Precinct utilises the former Kingston Butter Factory Building, one of the city's significant heritage places, as an art, performance, entertainment and concert space. The precinct includes an outdoor stage and, amphitheatre and hosts festivals, markets and events. The precinct is bordered by a rail corridor with Kingston Station serving the area.
- j. Meadowbrook is the City of Logan's health, knowledge and wellness centre. It provides key healthcare services through the Logan Hospital, Brisbane South Primary Health Network (BSPHN), Headspace, Logan Urgent and Specialist Care Centre (LUSCC) and will house private hospitals in the future. It also includes Griffith University's Logan Campus and Loganlea TAFE Campus as anchor higher-learning facilities with Loganlea High School and Ohana College as primary and secondary schools. Meadowbrook is strategically located on the Gold Coast rail line with an express station (Loganlea) and has access to the Logan and Pacific Motorways.
- k. 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 will deliver higher residential densities close to transit.
- l. Cleveland is a traditional town centre with a grid street pattern, wide streets and bayside location. It is transforming into a modern, compact mixed-use business centre while maintaining its high-quality subtropical urban design and human scale.
- m. 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.
- n. 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.
- o. The townships of North Stradbroke Island (Minjerrabah) have their own unique character, identity and cultural heritage values, including:
 - i. Point Lookout – a coastal township renowned for its iconic coastal landscape and foreshores of state heritage significance.
 - ii. Dunwich (Gumpi) – the gateway to North Stradbroke Island and a historical town rich in heritage and culture.
 - iii. Amity Point – a low-key seaside village and a popular holiday location.
- p. Redcliffe Peninsula and foreshore initiatives such as Bee Gees Way, pop-up markets, the Redcliffe Jetty and Scarborough Boat Harbour promote this bayside destination as a magnet for residents and visitors alike.
- q. 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 on-site train station.
- r. The Coastal village of Bongaree is a gateway to Bribie Island that embraces its coastal character, attracting residents and visitors.
- s. Rural townships and villages – including Samford, Dayboro, Woodford, Jimboomba and Logan Village – 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 map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 that will be supported by public transport services and benefit from the proposed Direct Sunshine Coast Rail Line (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 including world-class hinterland areas, biodiversity including threatened species, 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 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 growth pattern will be achieved by focusing higher-density in select, but distinctive, locations across the Northern sub-region.

The high amenity areas framework sets out the criteria for identifying areas to be prioritised for further development. 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:

a. 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 their higher concentrations of employment, services and location on the proposed Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore).

- b. 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 project (Caloundra to Maroochydore) and presents an opportunity for achieving greater density and diversity in housing outcomes for the Northern sub-region.
- c. 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 Beerburrum to Nambour Rail Upgrade Project will improve reliability, create travel time savings and increase capacity for passenger services to the Northern sub-region.
- d. Key stations along proposed high frequency public transport corridors including the proposed Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore), proposed Sunshine Coast Public Transport project (Caloundra to Maroochydore) 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 an uplift in low-density residential areas and continued incremental growth in all existing residential areas. Delivering greater housing choice will require a concerted effort by government and industry. Low-density residential areas have the greatest potential to deliver more gentle density including dual occupancies, secondary dwellings, row or terrace housing, townhouses, triplexes or quadruplexes and low-rise multiple dwellings (up to three 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 SEQ development area

The Beerwah East SEQ development area has been the subject of ongoing collaborative efforts to identify how to secure the medium to long-term supply of developable greenfield land for the Northern sub-region. The Queensland Government and Sunshine Coast Council are currently expediting investigations to unlock Beerwah East to increase land supply for urban development on the Sunshine Coast.

Beerwah East will provide a new residential community with significant employment-generating lands that support a sustainable and efficient growth pattern for the Sunshine Coast and Northern sub-region. Beerwah East is a logical extension along the proposed passenger transport corridor, the Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore), and its proximity to existing arterial networks enables efficient and sustainable connections with other communities on the Sunshine Coast and the broader SEQ region.

Beerwah East is expected to make a significant contribution to the long-term supply of industrial land in the northern sub-region. Beerwah East provides an opportunity for industrial land to access the Bruce Highway via the existing Roys Road interchange. This facilitates efficient access to a primary freight route with links to economic hubs including the Brisbane Airport and Port of Brisbane.

Any future development of Beerwah East would also consider the long-term needs and operation of the adjoining Australia Zoo, which is a significant tourist activity and economic driver.

The outcome of the investigations will confirm whether alternative areas or greater infill development may be required to support anticipated population growth.

2. Caloundra South Priority Development Area

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, a traditional main street layout, a park, civic plazas, a transit station, community facilities, a Local Employment Area Precinct and two schools.

4. Yandina SEQ development area

Urban Footprint expansion at Yandina, north of Steggalls Road, will support a mix of activities including residential, employment and industrial land supply in the sub-region. The configuration and composition of these uses are to be determined by more detailed structure planning.

The area has been identified as a SEQ development area to ensure that out-of-sequence development does not occur on the site until detailed land use and infrastructure planning is completed, sustainable and cost-effective infrastructure servicing arrangements have been identified, and the relevant provisions are included in the relevant planning instrument.

Of these expansion areas for the Northern sub-region, Caloundra South will accommodate the largest proportion of the sub-region's planned expansion within the life of ShapingSEQ while the Beerwah East SEQ development area will provide important residential and industrial land supply within, and beyond, this timeframe.

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 SEQ development area. Following the completion of these investigations and assessments, a determination will be made about which parts, if any, 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 of land to accommodate future urban development.

Following the 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, Noosa Shire and Sunshine Coast councils are encouraged to investigate the potential additional longer-term urban growth opportunities, where compatible with those councils' 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, infrastructure networks and services, 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.

Rural towns

Development in rural towns, including Landsborough, Palmwoods, Yandina, Cooroy and Pomona will occur in a sustainable manner to ensure community resilience and that 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 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 the Queensland Government 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 widespread 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 (Caloundra to Maroochydore) and Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore) are critical to the success of the REC. In conjunction with local government planning, this will deliver higher-value economic activity to complement the corridor and benefits to the region as a whole.

2. Kawana

This REC supports the priority sectors of health and professional services. The establishment of the core precinct of the Kawana regional 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, the provision of land for research and development activities, and improved internal activity and transport connectivity within the REC. Delivering the Sunshine Coast Public Transport project (Caloundra to Maroochydore) and Direct Sunshine Coast Rail Line (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:

- Beerwah Further Investigation Area to ensure long-term supply of industrial land for the sub-region.
- Part of the Beerwah East SEQ development area for industrial uses to provide long-term industrial land supply for the sub-region.
- Urban Footprint expansion area at Yandina East 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 a highway interchange – and is an expansion of an existing industrial area and residential development is not supported. Sunshine Coast Council will investigate this area for industrial purposes as part of its planning scheme review. Other land uses in this location will not be supported.
- Urban Footprint expansion area at Cooroy to support employment (industrial) land supply in the sub-region and broadly across SEQ. This area seeks to address both a local and regional need for industrial land and is well-located in proximity to existing industrial activities and the Bruce Highway.



Ginger Harvest. Supplied by Sunshine Coast Council



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 industrial 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.

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by:

- i. Expanding the Coolum MEIA with Economic Development Queensland (EDQ) 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.
- ii. Expanding the Caloundra MEIA, including Sunshine Coast Industry Park and Sunshine Coast Council’s proposed Sustainability Park.

c.

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.

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.

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

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 Maroochydore that integrate with the preferred pattern of settlement.

Key outcomes for the Northern sub-region include:

- a. Improving accessibility to the capital city centre 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.
- b. Delivering a network of high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. delivering the Sunshine Coast Public Transport project (Caloundra to Maroochydore) to support increased residential densities and employment growth, increase public transport accessibility and efficiency, link the sub-region’s RECs and support a key economic corridor.
 - ii. providing high frequency public transport connections on the north-coast rail line between Beerwah Station and the Metro sub-region through the Beerburum to Nambour Rail Upgrade Project to relieve pressure on the strategic road network and improve freight efficiency.
 - iii. delivering the Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore) to 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.
 - iv. extending the network of high frequency public transport connections from Noosa and Nambour to Maroochydore and Caloundra South to help service commuter and other trips within the sub-region and relieve pressure on the road network.
 - v. improving the strategic road network, with projects such as the Kawana Motorway to support the preferred pattern of settlement and enable additional capacity on key public transport corridors.
 - vi. planning for works to improve the safety and efficiency of the Sunshine Motorway to support planned growth, improve access between key centres on the Sunshine Coast and support freight movement between economic hubs on the east coast of Australia.



Aura Boulevard Cycle Way. Supplied by Sunshine Coast Council. Photographer: Krista Eppelstun

Outcomes for Sustain

Landscape areas and natural assets

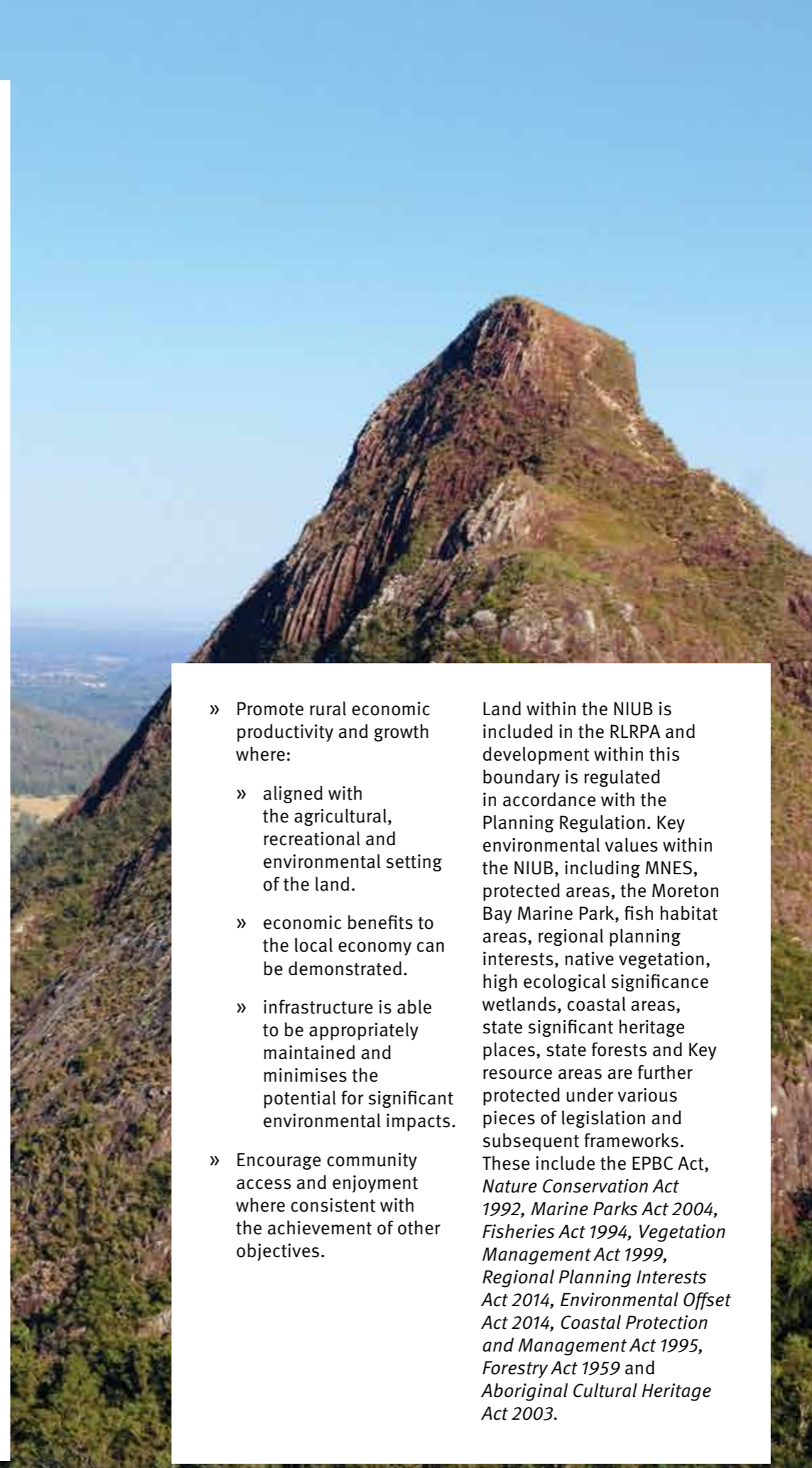
The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:

- | | | |
|--|---|---|
| a. Noosa North Shore Corridor which links Teewah Beach to Cooloola and Great Sandy National Park | f. Mapleton National Park to Mooloolah River National Park Terrestrial Corridor | Passage and the islands and waters of northern Moreton Bay |
| b. Lakes Cootharaba, Cooroibah and Weyba and their catchment areas | g. Blackall Range–Imbil Corridor which links Conondale/Bellthorpe/Kenilworth/Imbil | j. Noosa North Shore to Pumicestone Passage coastal corridor |
| c. National Estate-listed Maroochy–Noosa Wallum Corridor | h. Currimundi and Stumers Creek and associated lagoons, shallow wetlands and coastal vegetation | k. World Surfing Reserve from Laguna Bay to North Sunshine Beach |
| d. Maroochy Wetlands and the Blue Heart | i. The NIUB including the National Heritage-listed and culturally significant Glass House Mountains, the Ramsar-listed wetlands of Bribie Island, Pumicestone | The UNESCO (United Nations Educational, Scientific and Cultural Organisation) has recognised the Noosa Shire and the Sunshine Coast region as Biosphere Reserves. |
| e. Elgin–Conondale Corridor which links Yabba/Squirrel Creek/Jimna/Conondale | | |

Inter-Urban Break

The Moreton Bay–Sunshine Coast 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 NIUB protects the landscape setting of the heritage-listed Glass House Mountains National Park and the water quality of the Ramsar-listed wetlands of the Pumicestone Passage and preserves opportunities for agricultural production and forestry, tourism and outdoor recreation. | 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 enhance rural and scenic landscapes and character, including: |
| | » Protect and preserve separation for non-urban purposes between urban areas. | » views to and from the Glass House Mountains and the Pumicestone Passage. |
| Since 2017, the Queensland Government has been working with the NIUB Reference Group (including Sunshine Coast Council, the City of Moreton Bay and relevant state agencies) to further develop the values and objectives of the NIUB. | » Maintain and restore hydrological functions and water quality discharging into creek systems, wetlands and other sensitive habitats associated with the Pumicestone Passage. | » traditional rural activities and landscape settings. |
| | » Maintain, restore and improve biodiversity and associated ecosystems. | » Protect and enhance cultural landscapes and character, including: |
| | | » places of Aboriginal heritage and cultural significance. |
| | | » places of historic cultural heritage. |



- » Promote rural economic productivity and growth where:
 - » aligned with the agricultural, recreational and environmental setting of the land.
 - » economic benefits to the local economy can be demonstrated.
 - » infrastructure is able to be appropriately maintained and minimises the potential for significant environmental impacts.
- » Encourage community access and enjoyment where consistent with the achievement of other objectives.

Land within the NIUB is included in the RLRPA and development within this boundary is regulated in accordance with the Planning Regulation. 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 pieces of legislation and subsequent frameworks. These include 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 for all areas including Mt Coolum, Mt Ninderry, 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.

Under 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 Unitywater will continue to work with landowners and the community to identify suitable new land use options. These options will build economic, cultural and environmental resilience and protect significant landscape values while retaining a focus on flood hazard management and climate change adaptation.

Glass House Mountains, Sunshine Coast. Photographer: Tara Williams

Regional water supply

Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained. Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program, and investigations into new water sources as required as part of its Water Security Program.

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.
- » Prepare for future settlement adaptation by integrating outcomes from local natural hazard risk management and adaptation strategies such as 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 the 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 into an environmental area.

Outcomes for Live



Our great places

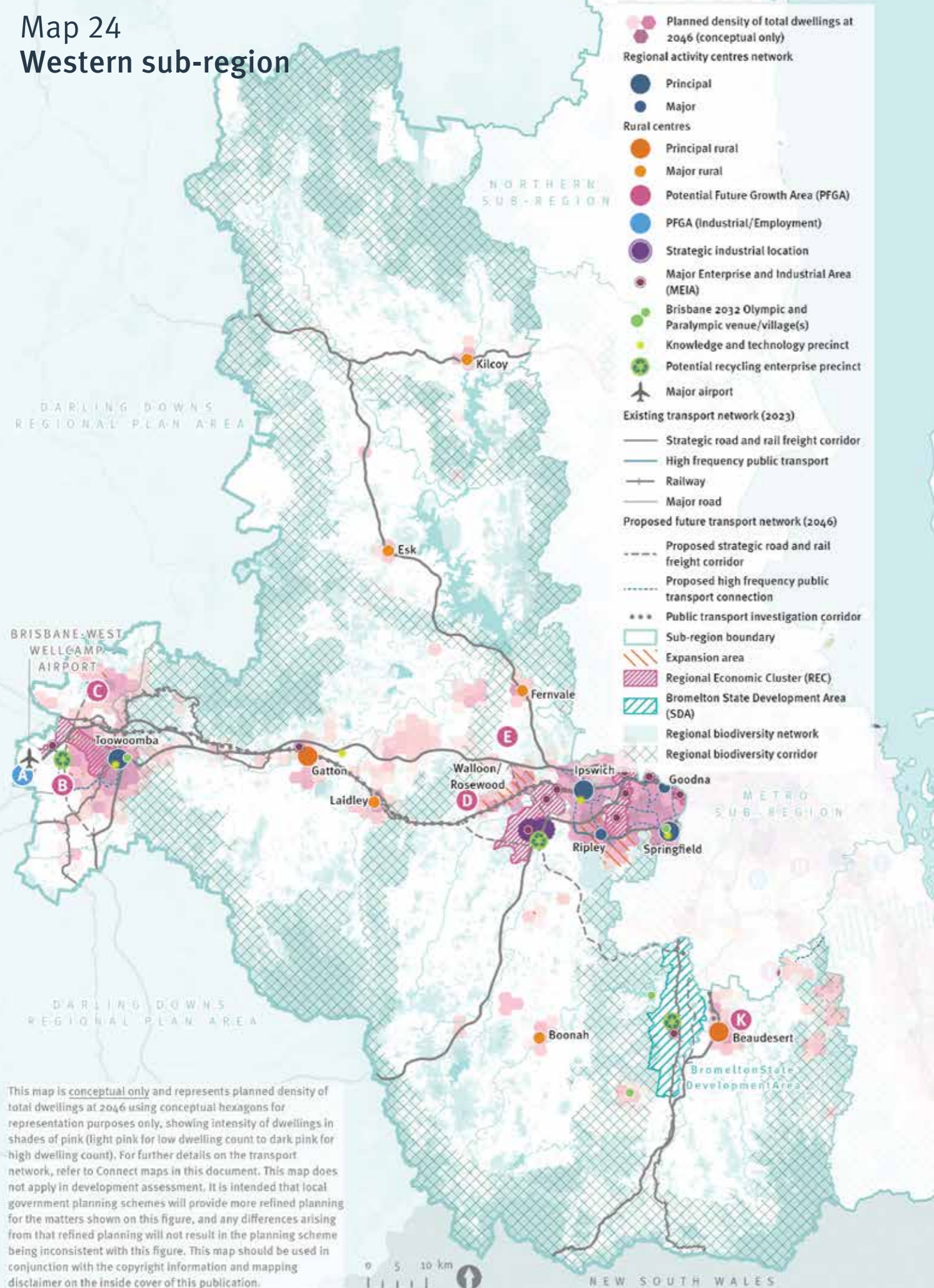
Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community.

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

- a. Hastings Street Noosa Heads, an iconic destination, is a small-scale main street set among the green backdrop of Noosa Hill that provides a major drawcard for locals and international visitors. These qualities – a vibrant, pedestrian-friendly streetscape and diverse dining and retailing opportunities – all make Hastings Street an outstanding place.
- b. Caloundra 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.
- c. Mooloolaba Esplanade and Spit, a renowned beach and riverfront resort destination features high-quality urban design and public space with street shopping and dining.
- d. 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 provide world-class urban form and infrastructure, as well as smart city technologies.
- e. 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.
- f. 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 scene and vibrant streetlife.
- g. Eumundi has a traditional and historically intact main street, which is home to the world-famous Eumundi Markets and is a focal point for arts, crafts and other creative activities. It is also renowned for its hinterland.
- h. Cooroy and its surrounding area services much of the Noosa hinterland. Residents enjoy modern lifestyle conveniences in a country town atmosphere. The streetscape is enhanced by heritage buildings, mature landscaping, shaded footpaths, small/intimate business premises, the Hinterland Adventure Playground and visual connections with the sub-region's agricultural and forestry heritage.
- i. Yandina, one of the oldest towns on the Sunshine Coast, includes a subtropical town centre showcasing heritage-listed buildings, vibrant markets and dining options.
- j. Beerwah, an emerging growth town with a modern country feel in the heart of 'Glass House Country', supports an active and lively main street where new development blends with its traditional rural town heritage values.
- k. Landsborough is a popular historic town, often regarded as the gateway to the hinterland tourist trail.
- l. 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.
- m. Kenilworth sits behind the Blackall Range and offers a historical museum, art gallery and a range of eateries, shops and niche food production.
- n. 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 the University of the Sunshine Coast, are emerging pedestrian-scale, urban precincts featuring a wide range of town centre uses.
- o. Coolum Esplanade reflects the relaxed coastal lifestyle along the idyllic coastline of the Sunshine Coast.
- p. Pomona Village at the base of Mt Cooroorra has rich heritage values and attractions including a silent movie theatre, railway gallery and museum, and is complemented by cafes, boutique retail, and antique and old-ware dealers.
- q. 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.
- r. Noosa Junction has emerged as a vibrant, pedestrian-friendly centre for retail, dining and entertainment. It also accommodates many creative and health and wellbeing businesses, 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.
- s. 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 niche and of a boutique scale with residents and visitors exploring by foot.



Noosa Main Beach and Hastings Street.
Supplied by @mearsproduction. Photographer: Luke Mears



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 both have strong links with the broader Metro sub-region and contain significant expansion areas, RECs and infrastructure connections of national significance.

The Western sub-region is SEQ's rural heartland. Places including 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 the 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, Highfields 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.
- » The provision of significant industrial land supply at the Bromelton SDA 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.

The high amenity areas framework sets out the criteria for identifying areas to be prioritised for further development. High amenity areas for the Western sub-region will be further refined and spatially defined in collaboration with each LGA, with key locations including:

- a. Ipswich, Springfield and Toowoomba regional activity centres.
- b. Key station precincts along existing and proposed high frequency public transport corridors including the Ipswich to Rosewood transport

- c. Toowoomba Railway Parklands PDA. The Australian Government, Queensland Government and Toowoomba Regional Council, through the SEQ City Deal, will explore investment opportunities to increase housing availability in the Toowoomba Railway Parklands PDA.

- d. Ipswich knowledge and technology precinct (health and education). This precinct, comprising the University of Southern Queensland, Ipswich campus, Ipswich Hospital and St Andrew's Ipswich 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.

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:

- a. Beaudesert
- b. Emerging growth area at Plainland
- c. Fernvale
- d. Toowoomba and Highfields
- e. Redbank Plains, Bellbird Park and Collingwood Park
- f. Ripley Valley
- g. Rosewood, Thagoona and Walloon
- h. Springfield

- i. Westbrook and Drayton
- j. Harrisville

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

Urban Footprint expansion in Thagoona will deliver greater residential densities in proximity to Thagoona Station to support future dwelling supply, provide an efficient pattern of land use and infrastructure for this area and make

a substantial contribution to this growth corridor. 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.

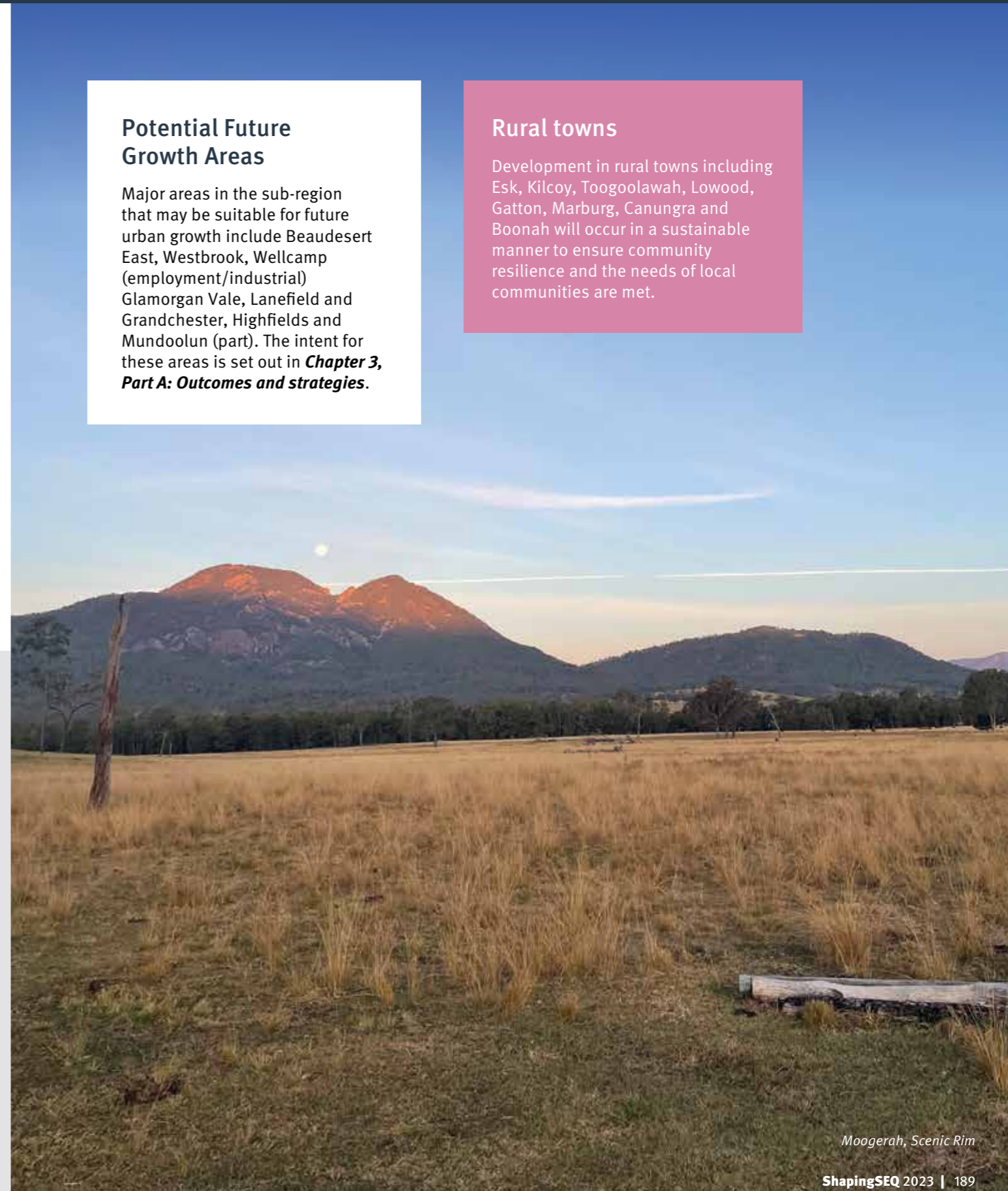
New communities located within Lockyer Valley, Scenic Rim or Somerset local government areas are to plan for and achieve a net residential density that is appropriate for their rural locality.

Potential Future Growth Areas

Major areas in the sub-region that may be suitable for future urban growth include Beaudesert East, Westbrook, Wellcamp (employment/industrial) Glamorgan Vale, Lanefield and Grandchester, Highfields and Mundoolun (part). The intent for these areas is set out in **Chapter 3, Part A: Outcomes and strategies**.

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.



Moogerah, Scenic Rim

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 the Queensland Government 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 with direct access to the Toowoomba Bypass, the REC is well-served by the strategic road network and key freight routes.

The ongoing development of the Toowoomba Wellcamp Airport and Charlton Wellcamp industrial 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 the priority sectors of commercial and professional services, health and tertiary education complemented by a retail and civic heart. The revitalisation of the Ipswich CBD will support the growth of this area with a focus on the Nicholas Street Precinct as the administrative heart of the western corridor.

Towards the west, there is an emerging industrial corridor anchored by the 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. Its 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 framework (Priority Action 4).

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, Warrego Highway and Cunningham Motorway will benefit from ongoing safety and 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 ongoing growth and development of the Ipswich CBD to support high-order professional services (such as the expansion of the Ipswich Hospital), will strengthen economic activity in this cluster.



3. Springfield

This emerging REC is home to the Brisbane Lions boutique stadium and includes the 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 major health expansions, as well as an emerging commercial and professional services sector, will help to diversify this REC.

This REC will benefit from an ongoing commitment to the 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, spanning 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 the 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. The potential strengthening of freight connections to the Port of Brisbane is being investigated in the context of the opportunities arising from the Inland Rail project and other rail capacity improvements.



Roadworks in Crows Nest. Supplied by Toowoomba Regional Council

Industrial land

The intent of ensuring there is sufficient employment land to accommodate projected demand will be implemented by planning for new industrial areas including:

- a. The Urban Footprint expansion area (including expansion of the MEIA) at Charlton/Wellcamp MEIA. This area will provide new employment land to accommodate a mix of business and industrial uses to support jobs closer to where people live within Toowoomba. The area benefits from being located partially within the Western Gateway REC 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 Toowoomba 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.

- b. The Urban Footprint expansion area at West Toowoomba has been identified as a SEQ development area to ensure that out-of-sequence development does not occur on the site until detailed land use and infrastructure planning is complete, and the relevant provisions are included in the relevant planning instrument.

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 EDQ to prioritise 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 industrial uses 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.

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 (for example, rural industry). Bromelton is also identified as a possible location for a REP given its unique strategic location in the region.

The SDA is declared under the *State Development and Public Works Organisation Act 1971* and planning and development in the SDA is regulated under the Bromelton SDA Development Scheme. 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. The Bromelton North-South Arterial road as part of the Mount Lindesay Highway upgrade, through the SDA, 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 determine what infrastructure planning, sequencing, prioritisation and capital investment is required to activate the SDA. 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 has the capacity to meet the 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 regional 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.

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, agricultural 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

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:

- a. Delivering Cross River Rail in the Metro sub-region to support economic growth in the Western sub-region and enable rail network improvements in the Western sub-region as well as support improved accessibility to the capital city centre using sustainable transport modes.
- b. Delivering high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. delivering high frequency public transport connections along the Ipswich to Springfield public transport corridor to strengthen economic and social connections within the sub-region and support expansion areas, including increased residential densities close to planned stations.
 - ii. delivering a high frequency public transport connection between Brassall and Yamanto via the Ipswich CBD to support increased residential densities, employment growth and public transport accessibility and efficiency.
 - iii. delivering new high frequency public transport connections between Redbank Plains, the Ipswich CBD and Springfield Central.
- c. Delivering the Melbourne to Brisbane Inland Rail project, connecting the West Moreton rail line near Rosewood to the Sydney-Brisbane Rail corridor, to improve the freight network's efficiency and relieve pressure on the passenger rail network between Rosewood/ Ipswich and the Metro sub-region.
- d. Planning for the Western Ipswich Bypass, to improve freight network efficiency and relieve pressure on Ipswich city roads.
- e. Delivering improvements to the Ipswich Motorway, Warrego Highway and Cunningham Highway to support freight movement.
- f. Delivering the Bromelton North-South Arterial Road, as part of the Mt Lindesay Highway upgrade, which will improve freight efficiency through the Bromelton SDA 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, investigations will continue 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, opportunities to improve connectivity along the corridor will be further investigated if sufficient residential densities are achieved in this corridor.

New moderate scale strategic corridors will be established West of Toowoomba to complement the uplift of existing road infrastructure to support the efficient movement of people and freight in and around residential and industrial growth areas of Toowoomba.

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:

- a. 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
- b. 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
- c. 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
- d. Helidon Hills–Blackall Range Corridor, which links Helidon Hills north to Benarkin, Imbil and Connondale and to the Blackall Range
- e. 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 the Blackall Range
- f. 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
- g. D'Aguilar Range–Benarkin Corridor which includes Deer Reserve National Park and Deer Reserve State Forest
- h. Deongwar–D'Aguilar Corridor, which links Deongwar State Forest through the Esk State Forest and east to the D'Aguilar Range National Park 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 2023 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 for all areas including the Brisbane River, Flinders Peak, Tamborine Mountain, Canungra Valley, Gummingurru 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.

Outcomes for Live



Our great places

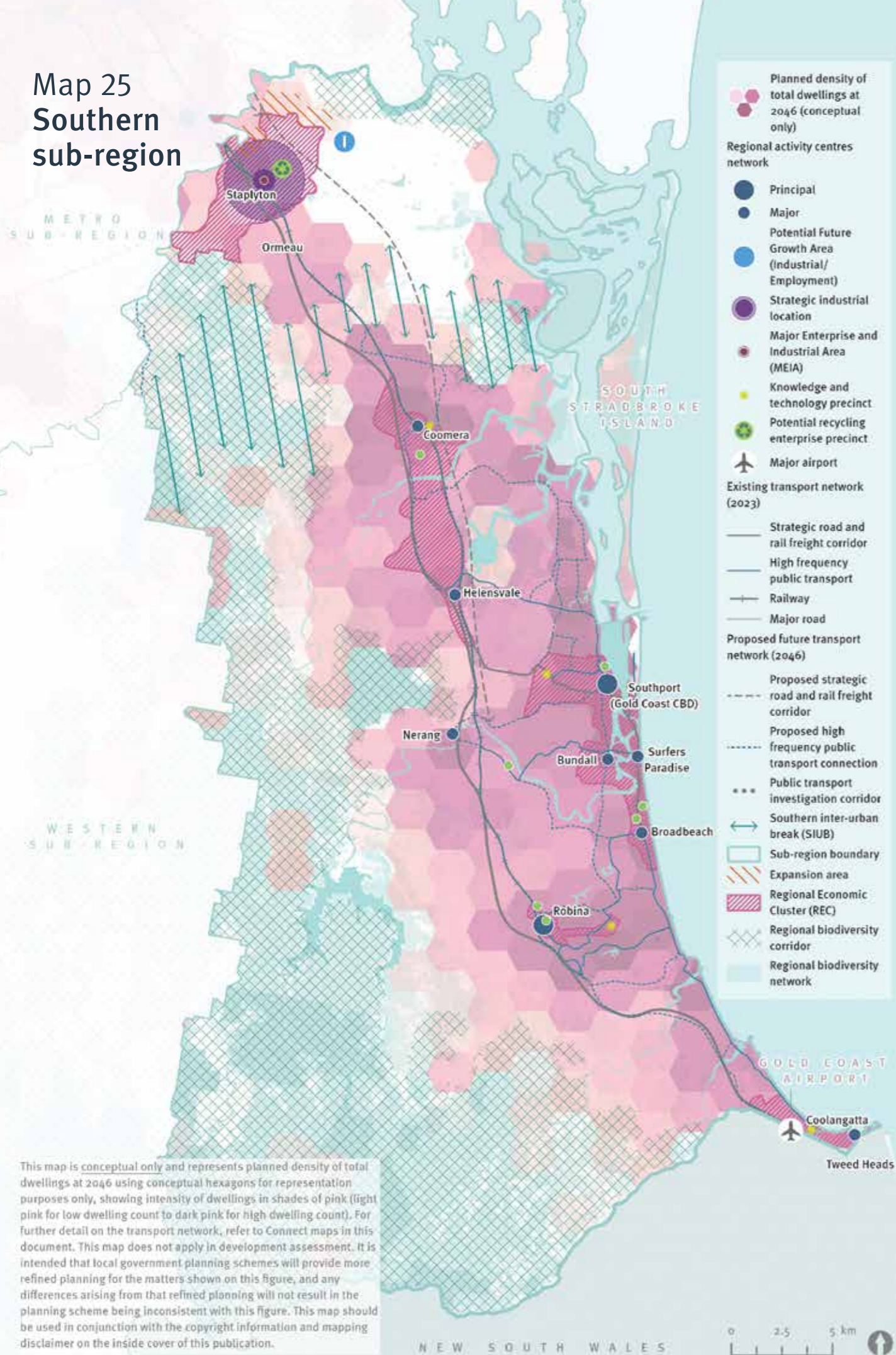
Developing and promoting great places will support the sub-region's liveability, prosperity, sense of identity and community. Current and evolving great places identified by local governments in the Western sub-region include:

- a. Ipswich City Centre, the heart of one of Queensland's oldest cities, which is being revitalised into a modern CBD while reflecting its rich history and character, flanked by highlights such as Queens Park and River Heart Parklands.
- b. Toowoomba City Centre, a vibrant commercial, health, civic and service hub for the greater South West and Darling Downs regions, with a 'Melbourne of the north' network of heritage buildings and laneways, a temperate climate and an emerging array of coffee shops, restaurants and artisan stores. Celebrated by festivals throughout the year, it is flanked by the Queens and Laurel Bank Parks, and the Railway Parklands development.
- c. Springfield, a new town centre in a master-planned community with a strong main street, mixed-use character and major community assets such as a railway station, Robelle Domain parklands and Orion Lagoon.
- d. Ripley, a vibrant new town centre that services the Ripley Valley master-planned community with diverse living opportunities and retail, commercial and recreational facilities, focused on a public transport hub, main street and town centre parklands.
- e. Goodna, a renewed, compact, mixed-use town centre that services the eastern suburbs of Ipswich and located close to major rail and highway connections and a major open space network.
- f. Rosewood, an attractive, historic rural town within a scenic natural and rural setting, services major growth in the western area of Ipswich and contains a mix of residential densities and land uses as well as a traditional country town main street and railway station.
- g. Laidley, one of the region's largely intact rural town main streets with potential to increase the appeal of the town centre.
- h. Beaudesert, Boonah and Tamborine Mountain, all vibrant Scenic Rim towns that offer a country town and hinterland village experience, provide active and lively main streets and public spaces, and are gateways to the region's spectacular rural and natural landscapes.
- i. Esk, Kilcoy and Lowood with traditional main streets supporting vibrant and successful rural town centres.



Queens Park, Toowoomba. Supplied by Toowoomba Regional Council

Map 25 Southern sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further detail on the transport network, refer to Connect maps in this document. This map 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. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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, 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 regional activity centres to provide denser and more diverse housing product. The sub-region continues to provide homes in proximity to world-renowned beaches and high-quality open spaces as well as recreational, tourist and cultural activities. The Southern sub-region provides a range of leisure and active lifestyle opportunities close to where people 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 by 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.

The high amenity areas framework sets out the criteria for identifying areas to be prioritised for further development. High amenity areas for the Southern sub-region will be further refined and spatially defined in collaboration with the City of Gold Coast and include:

- a. The light rail urban renewal corridor, including Southport (Gold Coast CBD), Surfers Paradise, Broadbeach and Helensvale regional activity centres, Gold Coast Health and Knowledge Precinct and key rail stations. 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 the local circumstances and character of each station and centre. Economic development opportunities, and housing choice and affordability will also be maximised along this corridor.
- b. 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.
- c. Key station precincts along the proposed Southern Transport Corridor including Burleigh Heads, Palm Beach Village Centre, Gold Coast Airport and Coolangatta.
- d. The Gold Coast rail transport corridor including Robina, Nerang, Coomera and Helensvale regional activity centres and key rail stations.
- e. Gold Coast Health and Knowledge Precinct (Lumina), and Robina (health and education) and Varsity Lakes (education) knowledge and technology precincts.
- f. The proposed Coomera Connector transport infrastructure to improve connectivity on the northern Gold Coast and support opportunities for increased residential densities along the corridor where accessibility is enhanced.
- g. Key precincts associated with Brisbane 2032 including Gold Coast Stadium, Coomera Indoor Sports 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.
- h. Cultural precincts such as the Home of the Arts (HOTA) centre, including the surrounding parkland and recreational facilities.
- i. The Greenheart destination parkland to 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 efforts by government and industry. The community also has an important role to play. Low-density residential areas have the potential to deliver more housing choice through gentle density including duplexes, secondary dwellings, row or terrace houses, townhouses, triplexes or quadruplexes and low-rise multiple dwellings (up to three storeys). By gently increasing the number of houses within existing urban areas, close to existing services such as transport, education and shops, people will have 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 Sports Hub. 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 and 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 with 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 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 the Queensland Government 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 and hospitality.

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

Opportunities to leverage 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 the 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 regional activity centre.

3. Yatala–Stapylton–Beenleigh

This REC, which is in both the Southern and Metro sub-regions, represents a significant manufacturing cluster with a specialisation in priority sectors of integrated food and beverage supply chains, and transport and logistics located within the Yatala Enterprise Area.

The regional activity centre at Beenleigh provides high-order consumer functions such as retail and hospitality as well as community, civic and cultural activities. The emerging screen industry at Yatala also contributes to the economic diversity of this REC.

Industrial land planning is a key focus for this area given its strategic importance as part of the regional industrial land framework (Priority Action 4).

This REC is located alongside the Pacific Motorway and has direct access to the strategic SEQ freight network with the motorway providing access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane. The Coomera Connector project will play an important role in the long-term functioning of this REC, providing a connection that will relieve pressure on the Pacific Motorway, facilitate local traffic movement and support growth of the REC.

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 regional 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.

The 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, MRACs at Helensvale and Coomera, industrial areas at Oxenford, Coomera and Helensvale and the emerging health precinct with the Coomera Hospital. It supports the priority sectors in final manufactures, creative and cultural industries and tourism-related industries.

The Coomera Marine Centre plays a significant role in the boat manufacturing industry and is a key driver of the growth opportunities being realised in this REC.

As with the Yatala–Stapylton–Beenleigh REC, access to the Pacific Motorway and the Coomera Connector project will play an important role in the long-term functioning of this REC, providing a connection that will relieve pressure on the Pacific Motorway, facilitate local traffic movement, and support growth of the REC.



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. Because of its location and scale, the expansion of the Yatala/Stapylton MEIA represents the most appropriate policy response to the regional industrial land challenges within the Gold Coast context.

The regional industrial land framework (Priority Action 4) will further consider the role of this area in responding to regional industrial land demand. In addition, a PFGA is also identified over a broader area at Stapylton as an area that may be suitable for future industrial land uses.

The Yatala/Stapylton MEIA represents the only regional-scale industrial area within the 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. 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.

The Urban Footprint expansion area at Stapylton has been identified as a SEQ development area to ensure that out-of-sequence development does not occur on the site until detailed land use and infrastructure planning is complete, and the

relevant provisions are included in the relevant planning instrument. Detailed planning for this area will consider the range of constraints including flooding, MSES, the nearby Key resource areas and associated separation areas. It will also consider the detailed planning that is carried out for the Coomera Connector.

The Southern sub-region includes several other 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.

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 framework (Priority Action 4).

Subject to further planning being undertaken by the City of Gold Coast, additional land in this area may be appropriate for the 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.

Potential Future Growth Areas

Additional land at Stapylton has been identified as an area that may be suitable for future urban growth. This area has already been identified as having the 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.

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

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 the 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.

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:

- a. Delivering Cross River Rail in the Metro sub-region to support economic growth in the Southern sub-region and enable rail network improvements in the Southern sub-region and support improved accessibility to the capital city centre using sustainable transport modes.
- b. Delivering a network of high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. 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.
 - ii. planning for the extension of the light rail from Burleigh Heads to Coolangatta, to support increased residential densities and employment growth, increase public transport accessibility and efficiency and connect the Southport–Broadbeach REC with Gold Coast Airport.
- iii. 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.
- iv. providing high frequency public transport connections between the Varsity Lakes rail station and Metro sub-region, to relieve pressure on the strategic road network and improve freight efficiency.
- v. delivering the Logan and Gold Coast Faster Rail project to significantly increase capacity on the Gold Coast rail line and enable high frequency public transport connectivity.
- c. Delivering the Coomera Connector from Nerang to Coomera initially and from Coomera to the Metro sub-region in the longer term, to 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.
- d. Delivering enhancements and improvements to the Pacific Motorway corridor through the City of Gold Coast from Mudgeeraba to Tugun.
- e. Planning for extension of the heavy rail corridor between Varsity Lakes and Gold Coast Airport to further extend the reach of existing services.

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:

- a. Border Ranges biodiversity hotspot centred on the McPherson Macleay Overlap which contains the Gondwana Rainforest World Heritage Area, including the Springbrook and Lamington national parks.
- b. The Ramsar-listed wetlands of the Southern Moreton Bay Islands National Park and Declared Fish Habitat Areas.
- c. World Surfing Reserve from Burleigh Heads to Snapper Rocks.
- d. Guanaba Indigenous Protected Area.
- e. Springbrook–Wongawallan Corridor which links Border Ranges–Springbrook, Tamborine Mountain, Darlington Range and Wongawallan.
- f. Southern Moreton Bay–Wongawallan Corridor which links Darlington Range, Wongawallan and Southern Moreton Bay Islands National Park through the Gold Coast IUB.
- g. Coolangatta to Burleigh Head National Park to Moreton Bay Islands coastal corridor which links the beaches and coastal environments of northern New South Wales to the Southern Moreton Bay Islands National Park and Moreton Bay Broadwater areas in the Metro sub-region.
- h. Burleigh Heads–Springbrook National Park Corridor extending from Burleigh Heads National Park through to Springbrook National Park.
- i. Tugun–Springbrook National Park Corridor extending from Tugun including Currumbin Valley, through to Springbrook National Park.

Indigenous landscape values

Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and Sea Country is included in planning for all areas, including the coastal Pimpama area and Coomera River.

Inter-Urban Break

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

This IUB protects part of a strategic corridor and supports rural production and outdoor recreation opportunities. Map 25 shows hinterland to coast critical corridors.

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. Seqwater continues to plan ahead, invest in the SEQ Water Grid, including through its Dam Improvement Program, and investigate into new water sources as required as part of its Water Security Program.

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 such as 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:

- a. Southport, which is the CBD for the Gold Coast and includes the Broadwater Parklands. The CBD will maximise the advantages of its location on the light rail and Broadwater through a rich mix of CBD uses, diverse precincts and the world-class Parklands, which is a much loved and valuable asset, a venue for major community events and featuring great urban design and environmental performance. All this creates a successful and exciting place to do business, shop, be entertained and spend time.
- b. Surfers Paradise Business Centre, the sub-region's premier tourist destination, with its internationally recognised iconic skyline, has an intensely developed urban core and places adjoining a world-class beach on the Pacific Ocean.
- c. Broadbeach Business Centre is a rich mix of retail, tourism accommodation, entertainment and surf beaches anchored by the casino, convention centre and light rail. The precinct remains cohesive by focusing strongly on the public realm which ties it together in both the precinct's streets and public foreshore areas.
- d. Gold Coast Health and Knowledge Precinct is serviced by light rail and focuses on major investment across three levels of government, bringing together university and health, research and technology industries. Together with the integrated residential offering, it will be a great urban place with a high-quality public realm providing a lasting social and economic legacy.
- e. Gold Coast Home of the Arts (HOTA) 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.
- f. James Street Burleigh Heads is a traditional main street village centre with laneways that enhance its human scale, and a beach village character.
- g. 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.
- h. Mudgeeraba Village, a historic centre with a traditional rural town feel, provides a people-place and gateway to major hinterland destinations.
- i. 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.
- j. Coolangatta provides a relaxed beach culture in an urban coastal community that is nestled between a pristine north-facing beach and hinterland.



Tallebudgera Creek. Supplied by City of Gold Coast

DELIVERY



Implementing ShapingSEQ 2023 will require ongoing collaboration, commitment and coordination across all levels of government, First Nations peoples, the industry and the community.

Each stakeholder has a role to play in responding to the current housing challenges experienced across SEQ and the overall achievement of the longer-term vision for SEQ. To guide this collaboration and provide greater assurance to all stakeholders and the community on the delivery of ShapingSEQ 2023, a new approach to implementation, governance, monitoring and reporting has been established.

Implementation assurance

Assurance is an integral component of robust project governance and seeks evidence of effective controls and opportunities to increase the likelihood of successful delivery.

Implementation assurance provides accountability for stakeholders while identifying potential risks in delivery and ensuring actions are taken through appropriate governance arrangements to realise the outcomes of the plan.

ShapingSEQ 2023 establishes a new implementation assurance framework and process that is:

<p>Dynamic</p> <p>Integrating measures to improve the capacity to adjust and respond to changing priorities, evolving needs or crisis scenarios.</p>	<p>Transparent</p> <p>Sharing evidence and information, access to data and ongoing monitoring and reporting to reflect implementation progress.</p>	<p>Accountable</p> <p>Sharing responsibility and commitment to deliver outcomes, supplemented by ongoing monitoring.</p>	<p>Effective</p> <p>Assurance that the implementation actions will be delivered by leveraging a suite of mechanisms available to stakeholders to achieve envisioned outcomes.</p>
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The four pillars of the implementation assurance framework include:

- 1 **Governance** – providing clarity on roles and responsibilities for all stakeholders and the process and parameters for escalation to decision makers. A clear and strong governance structure is needed that supports the effective and efficient delivery of ShapingSEQ 2023's vision (**Chapter 1: The plan for South East Queensland**), regional priorities (**Chapter 2: Regional priorities**), outcomes and strategies (**Chapter 3, Part A: Outcomes and strategies**), and sub-regional directions (**Chapter 3, Part C: Sub-regional directions**).
- 2 **Delivery tools** – guidance on all delivery tools that will be at the disposal of those responsible for delivering ShapingSEQ 2023. This includes statutory and non-statutory instruments and funding and financing mechanisms. Implementation assurance of ShapingSEQ 2023 needs to be supported by investment from all levels of government as well as industry and community stakeholders. There are several existing federal and state government funding and financing programs and initiatives that may support the implementation of ShapingSEQ 2023.
- 3 **Communications** – detail on how the government will engage on an ongoing basis including how government-led initiatives and investment will be catalysed to create opportunities for private market and community benefits. Ongoing stakeholder and community engagement and communication form an important part of the implementation of ShapingSEQ 2023. This engagement includes government officials and agencies, First Nations peoples, industry, businesses 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 the private market (investment attraction) and community benefits (via service delivery).
- 4 **Monitoring, evaluation and reporting** – detail on how the government will monitor the implementation of ShapingSEQ to inform ongoing reviews and improvement processes. The Land Supply and Development Monitoring (LSDM) report will continue to provide a critical component of performance monitoring to support ShapingSEQ 2023.

Monitoring of ShapingSEQ 2023 is essential to track the progress of implementation and inform potential interventions, decision-making and ongoing policy-making particularly through actions to guarantee alignment of local government planning schemes with this plan.

To support ShapingSEQ 2023, performance monitoring includes a suite of process, policy and contextual indicators (refer to ShapingSEQ Indicator Dictionary) that will continue to evolve and be expanded on to comprehensively monitor key policy outcomes sought by ShapingSEQ 2023.

Efficient and effective implementation is a critical success factor to ongoing delivery. A clear and committed approach to implementation assurance is necessary to enable evidence-based decision making across the state government, local governments and ultimately, with the industry and community.

Priority Action 13 – Implementation Assurance Framework

Stakeholders: State government **Timeframe:** 2024–2025

The Queensland Government has invested in and will continue to develop and refine a fit-for-purpose implementation assurance framework for the delivery of ShapingSEQ 2023. This will include a maturation plan for the framework's execution and the commencement of the revised governance framework.



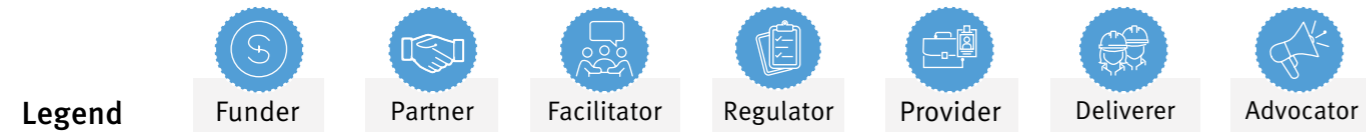
Warrill View. Supplied by Queensland Museum. Photographer: Gary Cranitch

Our shared task

Regional plans, strategic documents and policy settings do not ultimately deliver housing on the ground.

Implementation assurance begins with the acknowledgment that ShapingSEQ 2023, and the planning framework more broadly, is part of a larger response required to address the current housing challenges.

It is essential that growth management across SEQ is a coordinated and shared responsibility with commitment by all stakeholders to improve, innovate and be held accountable in each respective role.



The role of the Australian Government



The Australian Government sets national policy including housing, infrastructure, environment, economic, taxation and immigration policies. They also provide funding and property-related financial measures.

Of relevance to Grow is the 2022 National Housing Accord and 2023 National Planning Reform Blueprint to unlock more homes to meet Australia's diverse housing needs over the long-term. The National Planning Reform Blueprint requires planning, zoning, land release and other reforms to meet housing supply targets. This includes streamlining approval pathways, promoting medium and high-density housing in well located areas, reforms that support rapid delivery of social housing and affordable housing, phased introduction of inclusionary planning, rectifying gaps in housing design guidance and improving community consultation processes. In support of such reforms, the federal government has brought forward funding tied to achievement of housing delivery targets.

Of relevance to Connect is the role of the federal government in funding major transport infrastructure. Planning and delivery of the projects and initiatives on the priority RSI list to support growth will draw on funding sources across all levels of government and the federal government will play a major role in planning for and delivering infrastructure to support growth across SEQ.

In relation to environmental policy, the federal government plays a key role in bioregional planning, and on behalf of the minister responsible for administering environmental approvals under the *Environment Protection and Biodiversity Act 1999* (EPBC Act).

The role of the Queensland Government



The Queensland Government sets the planning framework for Queensland including:

- » State-wide statutory policy settings in the SPP.
- » A statutory regional planning process and program that translates broader policy into place-based outcomes and delivers regionally specific responses to issues such as land supply and infrastructure planning and coordination.
- » A plan-making framework that facilitates local planning to respond to community needs.
- » A local infrastructure planning framework to identify the shared infrastructure needed to support planned urban development in the community, and enable fair and equitable contributions towards local infrastructure.
- » Direct facilitation and planning of growth areas to overcome barriers that constrain development such as PDAs and SDAs.

The Queensland Government plays various roles and functions in facilitating outcomes for ShapingSEQ including:

- » Requiring local government planning instruments to be updated as a priority to implement ShapingSEQ 2023.
- » Assessing all local government planning instruments such as planning schemes, planning scheme policies and Temporary Local Planning Instruments (TLPs) made by local government to ensure alignment with ShapingSEQ and SPP.
- » Assessing development applications.
- » Leading and delivering residential and mixed-use property projects including large greenfield communities and complex urban sites that support renewal.
- » Leading and delivering infrastructure projects to support or advance development.
- » Unlocking land to facilitate housing and well-planned community outcomes.
- » Providing grant funding to local governments.
- » Leading the delivery of social housing and creating opportunities for more affordable housing.
- » Funding in support of government priorities such as the Housing and Homelessness Action Plan (HHAP), the Housing Investment Fund (HIF), Growth Acceleration Fund (GAF) and the SEQ City Deal.
- » Ongoing strategic asset management of the existing social housing property portfolio to ensure alignment with current and emerging housing priorities.
- » Monitoring and reporting on progress.

The role of local governments



Local governments, as the level of government closest to the community, play a critical role in delivering place-based planning through statutory and non-statutory plans. Local governments have the primary role of assessing development in accordance with statutory plans. Planning schemes integrate state interests into local planning and development assessment policies and processes. SEQ local governments have a key responsibility in delivering the strategies set out in ShapingSEQ 2023.

In support of local planning schemes, local governments prepare Local Government Infrastructure Plans (LGIPs). LGIPs are a critical component of the planning framework and form the statutory plan to align local infrastructure with growth.

Local governments need to work closely with the Queensland Government to ensure planning schemes are appropriately aligned with the policy outcomes sought by ShapingSEQ 2023 and are not inconsistent with the SEQ regulatory provisions in the Planning Regulation.

The planning and delivery of transport infrastructure to support growth, as illustrated in the Connect theme, will draw on resources and funding across all levels of government. Local governments will continue to play a critical role in the planning and delivery of both local and state transport infrastructure to support growth across SEQ.

The role of utility providers



Utility providers play a fundamental role in the integrated delivery of water and sewer services to support urban development. This is managed through integrating planning and delivery through NetServ planning and associated development approval processes. The aim is to align infrastructure and land use delivery.

This key role in sequencing and servicing of urban development is acknowledged and needs to be further reinforced through the implementation of ShapingSEQ 2023. Utility providers need to work closely with the Queensland Government and local governments to further align the planning and delivery of water and wastewater networks.

The role of First Nations peoples



SEQ is home to many First Nations peoples who have continuing rights and responsibilities as the First Peoples of Queensland, including traditional ownership and connection to land and waters. Engaging with First Nations peoples includes:

- » Native Title PBCs
- » Indigenous Protected Area estate managers
- » Traditional Owners
- » First Nations peoples living in SEQ
- » Other First Nations organisations, industries, and representatives across several relevant sectors.

Ongoing engagement with First Nations peoples is essential to ensuring their rights, interests and aspirations are reflected in land use planning and the delivery of ShapingSEQ 2023 and broader planning processes.

The role of industry



The development industry is the primary entity for the construction and delivery of housing as well as other infrastructure and employment land, in line with relevant government policy and legislation.

Housing delivery is largely market-driven which can be influenced by numerous factors. To successfully achieve the policy outcomes sought by ShapingSEQ 2023, there will be a need for the development industry to adapt existing delivery models and develop new ones, including developing innovative gentle density housing products and delivery partnerships and mechanisms.

There is a necessity in the short term for industry to proactively work with stakeholders to collectively address factors outside of planning that influence and impact the development industry, including cost escalations and labour shortages.

The role of local community



Local communities engage with planning for the future of their neighbourhoods. Regional plans set the preferred growth pattern of SEQ with key policies to support planning at the local level. Long-term planning and growth management has the difficult task of balancing existing community values while managing development, infrastructure and environmental challenges that come with increased population growth. There is a clear need to continue to work closely with the community to increase awareness of how future housing needs can be met while delivering on community expectations of improved amenity and liveability.



Golden Pig Restaurant and Cooking School, Newstead. Supplied by Brisbane City Council

Implementing ShapingSEQ 2023

The implementation of Chapter 3, Part A: Outcomes and strategies and Part C: Sub-regional directions can be delivered through a variety of tools available for each theme.

The relationships between the key themes for delivery are shown in Figure 9. Outcomes and strategies under Grow and Prosper set the spatial land use strategy for SEQ, however, the implementation of these strategies cannot be achieved without the delivery of infrastructure, as per Connect and SEQIS. Sustain informs the spatial land use strategy in that urban development needs to respect, conserve and enhance SEQ's environmental assets and enable a resilient and sustainable urban form. Live underpins all urban development in SEQ seeking to drive better design outcomes for the built environment and ultimately, communities.

Therefore, implementation assurance for ShapingSEQ 2023 aligns each of the themes and how they need to work together to achieve the vision. The existing planning framework is the primary tool for the application of this plan and the delivery pathway for many strategies within this plan. This includes local government plan-making and development assessment, as well as the Planning Regulation including the SEQ regulatory provisions.

Delivery of this plan will also rely on other tools that sit outside of the planning framework including, for example:

- » Legislation and statutory instruments such as the *Economic Development Act 2012* and *State Development Public Works Organisation Act 1971*.
- » Non-statutory instruments such as RTPs.
- » Funding mechanisms from federal and state governments under existing initiatives such as the SEQ City Deal.

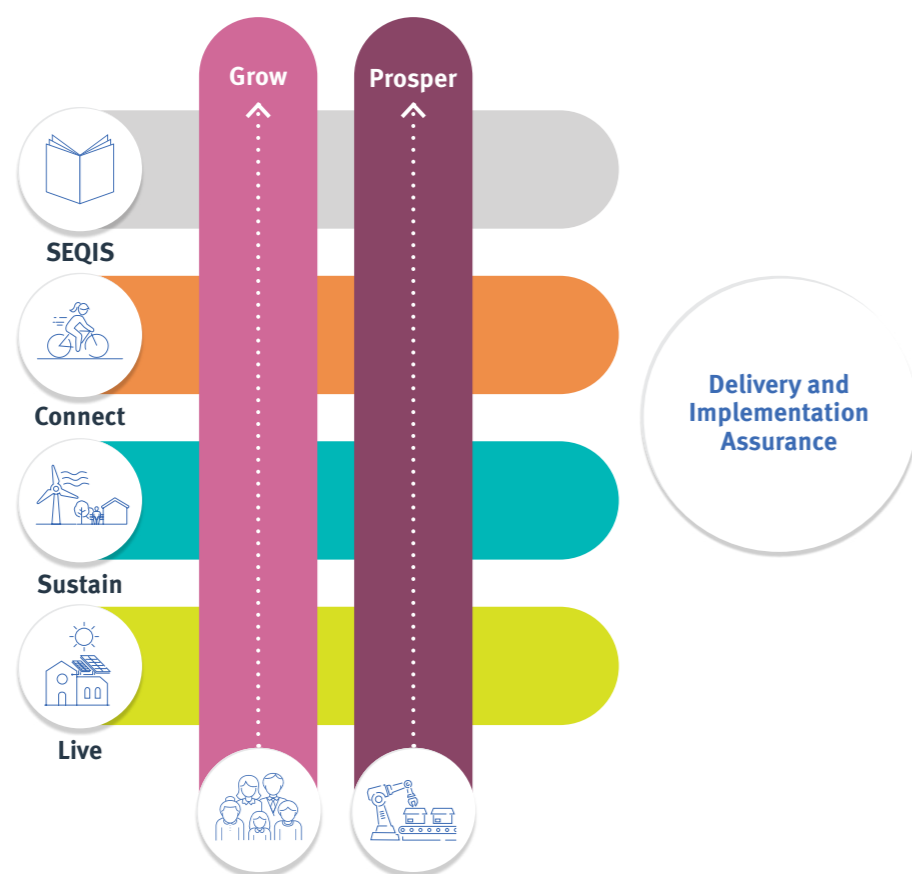


Figure 9 – Relationship across themes for implementation

Local plan-making

Local government planning schemes are fundamental in implementing ShapingSEQ 2023. When making or amending a planning scheme, a local government must advance ShapingSEQ by demonstrating compliance with:

- » **Chapter 3, Part A: Outcomes and strategies.**
- » **Chapter 3, Part B: Regional growth pattern.**
- » **Chapter 3, Part C: Sub-regional directions.**
- » **Chapter 5, Resource activity, where applicable.**
- » SEQ regulatory provisions in the Planning Regulation.

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.

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 also make an amendment for urban purposes outside of the Urban Footprint to support an existing rural township or village. The land subject to the proposal must be adjacent and subordinate to an established rural township or village. Detailed planning must demonstrate a measurable local need based on community size, demographics and housing needs. Justification for the proposal and its direct relationship to the associated township or village must be provided, ensuring that growth will support the economic, environmental and social sustainability of the community.

Where a local government considers new land for urban purposes outside of the Urban Footprint, other than a minor adjustment or to support a rural township or village, it must only occur 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 the outcomes and strategies in ShapingSEQ 2023, 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 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.

Amendments to local plans must not be used to facilitate significant new rural residential development in the RLRPA.

Planning Regulation 2017 and SEQ regulatory provisions

The Planning Regulation has been in effect since 3 June 2017. Regulatory provisions associated with ShapingSEQ (SEQ regulatory provisions) apply to the following areas in the region:

- » RLRPA
- » RLA
- » NIUB
- » SEQ development areas
- » MEIAs

The SEQ regulatory provisions play a crucial role in ensuring the strategies within ShapingSEQ 2023 are 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.

Refer to the SEQ regulatory provision guideline for further information.

Development assessment

In accordance with the Planning Regulation, proposed development is to be assessed against or having regard to the following parts of ShapingSEQ 2023, to the extent relevant:

- » **Chapter 3, Part A: Outcomes and strategies**
- » **Chapter 3, Part C: Sub-regional directions.**

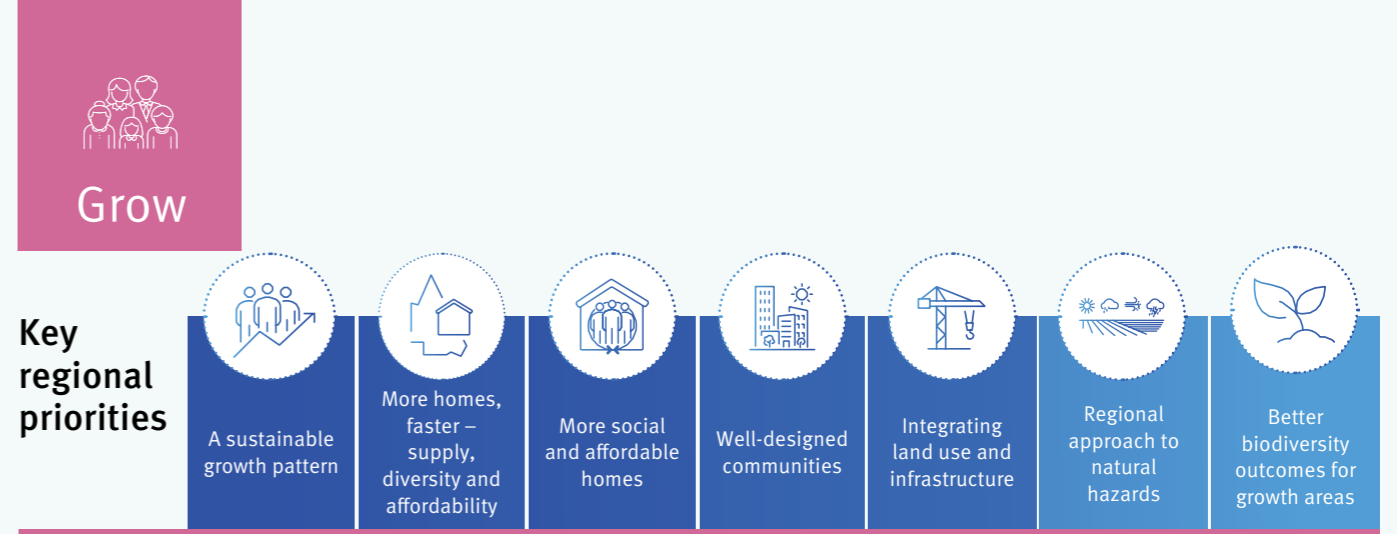
An application conflicts with ShapingSEQ if it does not comply with these sections. If there is an inconsistency between the strategies and sub-regional directions, the sub-regional directions prevail.

However, the following matters are intended to assist local governments in plan-making and to be implemented through planning schemes, even where contained, dealt with or referenced in Chapter 3, Part A: Outcomes and strategies or Chapter 3, part C: Sub-regional directions. 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
- » Table 1: High amenity area framework – a guide for minimum density requirements
- » Social housing and affordable housing target or sub-target
- » RECs.

To avoid any doubt, the vision in Chapter 1, including the discussion of each of the five themes in Chapter 1, is not relevant to development assessment, whether as a “relevant matter” or on any other basis. That content from Chapter 1 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 SEQ regulatory provisions, which are contained in the Planning Regulation and support ShapingSEQ, are also relevant in development assessment. The Planning Regulation may contain assessment benchmarks that must be assessed in certain circumstances.



Key regional priorities

Delivery of Grow is centred on increasing housing supply, planning for future housing needs and removing regulatory barriers that may stand in the way of delivering the size, speed and mix of housing required. It requires meeting dwelling supply targets, as well as diversity and social housing and affordable housing sub-targets. It also addresses the balance of need, encouraging more homes in well-located places such as high amenity areas.

National Cabinet has agreed to an ambitious new target to build 1.2 million new well-located homes nationally over five years from 1 July 2024. For Queensland, on an equal per capita basis, this is likely to mean a target of over 245,000 new homes by 2029.

However, identifying projected housing needs is not, on its own, enough. Delivery is essential to address SEQ’s housing needs. The greatest challenge faced by the region is translating strategic policy into homes on the ground, including converting the substantial pipeline of approved detached and attached dwellings into completion.

Overcoming barriers to delivery will require effective partnerships between public and private sector stakeholders. It will also require increasing the speed and certainty of housing provision over the short to medium term, drawing on a range of planning, financial, land assembly and infrastructure delivery mechanisms to kick-start development.

Delivering Grow strategies

Local government planning schemes are critical to the successful delivery of Grow strategies. The majority of these are typically delivered through plan-making, development assessment and the SEQ regulatory provisions. This approach to policy integration can be protracted. Given the urgency of the current housing challenges, this plan also acknowledges that more needs to be done quickly.

To help deliver Grow strategies faster and unblock regulatory barriers as fast as possible, this plan commits to streamlining planning scheme amendments that demonstrate alignment with ShapingSEQ (Priority Action 1). Streamlining amendments that will be achieved in compressed

timeframes with greater certainty will be enabled for all SEQ local governments where proposed scheme amendments align with regional priorities (**Chapter 2: Regional priorities**) and Grow outcomes and strategies (**Chapter 3, Part A: Outcomes and strategies**) as outlined in their housing supply statement and agreed between local and state government.

There are a suite of additional tools to support ShapingSEQ 2023 implementation including new powers proposed under the Housing Availability and Affordability (Planning and Other Legislation Amendment) Bill 2023 (HAAPOLA Bill) introduced into Parliament on 11 October 2023.

The HAAPOLA Bill proposes amendments to the Planning Act in response to the National Planning Reform Blueprint to improve the planning framework’s facilitation of more homes, faster. Key powers proposed under the HAAPOLA Bill which will support the delivery of Grow strategies include:

- » The ability for the Planning Minister to acquire land and create an easement for critical infrastructure to unblock development in the right locations and at the right time.
- » A new and streamlined state led assessment process to facilitate development that is a priority of the state.

- » A new zone to help local governments better sequence development and allow for detailed land use planning to occur.

Key tools outside the planning framework include the *Economic Development Act 2012* and existing Queensland and Australian Government housing commitments. Both EDQ and the Department of Housing are two key delivery partners and play a significant role in the ongoing implementation of ShapingSEQ.

Gentle density is a foundational policy required to address the housing challenges faced across SEQ. The timely delivery of gentle density typologies across lower density residential areas is a critical component of addressing the size, speed and mix of housing required in each LGA. Therefore, as a priority, local governments are required to progress policy and servicing

activities that remove regulatory barriers inhibiting gentle density products through streamlined planning scheme amendments (Priority Action 1). The Queensland Government is committed to delivering the Distinctly Queensland Design Series – a model code supporting gentle density housing typologies (Priority Action 11). The Distinctly Queensland Design Series will be a key tool in supporting the delivery of gentle density product and meeting diversity targets, providing industry with more certainty through simplifying assessment processes and providing community with confidence that high-quality development remains a core requirement as the state grows.

There are new funding options to incentivise faster delivery of Grow strategies that have been brought forward as part of the \$10 billion Housing Australia Future Fund (HAFF). Funding under the HAFF, together with numerous well-

established funding programs and initiatives – including the SEQ City Deal, Housing Investment Fund, Growth Acceleration Fund, Catalytic Infrastructure Fund and additional funding for delivery of social housing under the Queensland Housing and Homelessness Action Plan 2021–2025 – will incentivise and aid delivery of Grow strategies.

Delivering Grow will further be supported by a Community Engagement and Awareness Campaign on growth and housing diversity, which is a key outcome of the Housing Summit. This campaign will be an ongoing effort, led by the Queensland Government and Council of Mayors SEQ (CoMSEQ) in the short term, to support the implementation of ShapingSEQ 2023 and build wider community acceptance.

Meeting minimum density requirements

High amenity areas reflect locations across SEQ that have key locational attributes that lend themselves to greater housing density and diversity. High amenity areas will support growth to be concentrated in areas that are highly accessible, serviced and supported by key features such as regional activity centres and community and cultural facilities. To leverage their existing levels of accessibility, residential areas within identified high amenity areas will provide greater housing choice. Ongoing monitoring will evaluate the integration and calibration of local government planning schemes to the outcomes sought for high amenity areas, including:

- » Density – seeking to achieve the minimum net densities in accordance with the guidance provided in Table 1.
- » Diversity – providing diverse forms of housing typologies (mid-rise and high-rise where appropriate), a mix of tenure, innovative housing models, social housing and affordable housing. This includes accommodating various types of households within the region to meet the needs of existing and future residents and provides a diversity of price points.

- » Design – well-designed buildings that promote distinctive and innovative built-form outcomes that reflect diverse housing needs, the character of a neighbourhood and are climate-sensitive.
- » Car parking – maximum car parking rates and innovative car parking arrangements that are reflective of greater access to public transport.

Meeting social housing and affordable housing sub-targets

The combined social housing and affordable housing target can be met by any combination of non-market housing such as social housing and market-affordable housing. 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.

Delivery of social housing is led by the Department of Housing, including in partnership with community housing providers, local governments and other state government entities. The Department of Housing will report on social housing through existing channels, including the Housing Delivery Board.

Monitoring and reporting

The annual LSDM report will track progress against the dwelling supply targets and the dwelling diversity sub-targets.

Meeting dwelling supply targets and dwelling diversity sub-targets

Dwelling supply targets are provided to demonstrate the supply required to respond to the growth SEQ is experiencing to 2046. Targets are provided for each LGA, inclusive of the local government planning scheme area and PDAs where declared.

A dwelling supply target may not be met for a variety of factors, including factors outside the remit of planning. To inform this, a revised approach to monitoring through the LSDM has been established which uses a suite of contextual indicators to demonstrate a more complete picture of the development pipeline and factors that may influence why a target is not being met.

Dwelling and diversity targets refer to ‘planned’ product and not approved development applications. However, it is acknowledged that the delivery of housing is largely dependent on the development industry and other factors such as market uptake, construction costs, labour shortages and interest rates among many others.

While some of these factors are outside the scope of local governments and EDQ’s influence, through monitoring and reporting, local governments and EDQ will need to demonstrate they have sought to refine policy to close the gap between identified housing need and supply.

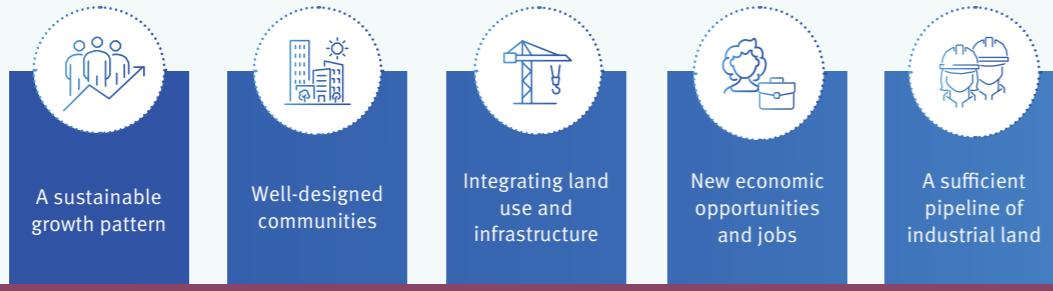
The implementation assurance framework ensures that the factors inhibiting delivery are identified accurately, even when outside the scope of planning, to ensure any interventions are calibrated and respond to the issue. For example, considering the key factors influencing the stagnation of conversion of development approvals to actual completions.





Prosper

Key regional priorities



Delivery of Prosper is focused on the three most regionally significant types of employment land including RECs, the RACN and MEIAs. Consultation on ShapingSEQ 2023 confirmed strong support for a review of both RECs and the RACN from all SEQ local governments and industry.

This work provides an opportunity to ensure that:

- » Important job creating areas are protected and assisted in responding to economic, demographic and community changes.
- » Residential development close to jobs is maximised.

- » There is a continued supply of industrial land in SEQ critical for employment and attracting continued inward investment and foreign direct investment.
- » Monitoring is in place to measure changes over time, and allow the Queensland Government and local governments to intervene where these changes have the potential to affect SEQ jobs and economic growth.

Delivering Prosper strategies

Prosper strategies will predominately be delivered through plan-making, development assessment and the SEQ regulatory provisions.

However, there are key pieces of work to be completed as a priority, to build evidence and ensure that the planning framework, including local government planning schemes, is calibrated to emerging trends and regional settings.

To deliver this work, the Queensland Government will work with local governments to identify regional activity centres and develop a suite of principles and measures to assist in their ongoing monitoring and evaluation (Priority Action 5). In addition to this, local governments are required to undertake detailed investigations of each REC (Priority Action 3) to integrate findings into planning schemes. Detailed investigations should:

- a. Better understand the scale, significance and specialisation of each REC in their LGA through both a quantitative and qualitative assessment of each REC.
- b. Identify and recognise the major economic assets anchoring each REC (for example, major hospital, university, knowledge and technology precinct, MEIA, etc.).

- c. Identify measures to ensure economic assets are not compromised or adversely impacted by other planning decisions.
- d. Identify the competitive advantages of each REC and opportunities and constraints to growth.
- e. 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.
- f. Identify key measures and actions required to facilitate the ongoing efficient and sustainable operation and growth of the REC.

- g. 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.
- h. 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.
- i. Ensure the role of each REC is recognised in city-wide strategies within which RECs might play a significant role.
- j. Formulate a strategy in partnership with local governments for the ongoing sustainability and growth of RECs, particularly where they extend across administrative boundaries.
- k. Plan for the integrated delivery of infrastructure to support the RECs ongoing development and growth by different levels of government and service delivery providers.
- l. Advocate and promote RECs as locations of regionally and, in some cases, nationally significant economic activity, invocation and employment.

The additional work on the RACN and RECs will be critical to the delivery of the Prosper strategies and provide an important evidence base to inform key policy decisions, the next ShapingSEQ review and interim plan-making and development assessment processes.

In addition, the projected shortfall of industrial land requires an urgent and specific response. MEIAs are located throughout SEQ and represent major regional employment areas. MEIAs represent major anchors for SEQ's industrial ecosystem – an ecosystem that does not recognise LGA boundaries. Preventing the loss of land in MEIAs from conversion to other uses or encroachment from incompatible uses is integral to ensuring that there is an adequate supply of industrial land to meet the needs of SEQ.

The priority action for RECs is closely related to the priority action for industrial land. Many of the region's MEIAs are located within RECs, and benefit from synergies with core components of the RECs.

Through the regional industrial land framework (Priority Action 4), the Queensland Government and local governments will undertake a more detailed assessment of the industrial land supply and demand to investigate the ability of land already designated to be appropriately serviced and made accessible to meet future demand pressures.

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 timely provision of regional industrial land will prioritise:

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

The regional industrial land framework will also consider the longer-term role and function of MEIAs across SEQ, in recognition of their place in regional, national and international supply chains, and all local governments will be invited to participate in their development.

ShapingSEQ 2023 works in unison with 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 CoMSEQ are working together to plan and deliver enhanced investment for the region.

The SEQ City Deal has four key outcomes:

- » Accelerating future jobs across SEQ
- » A faster, more connected SEQ region
- » A more liveable SEQ
- » Creating thriving communities for SEQ.

The SEQ City Deal is a significant package of investment to the residents of SEQ, now and over the next 20 years.

Monitoring and reporting

The LSDM report will include a suite of indicators to demonstrate the implementation of Prosper strategies using current, available data. It is expected that future iterations of the LSDM report will continue to evolve the suite of indicators relevant to the Prosper theme.

Retain industrial land in MEIAs

The implementation of ShapingSEQ 2023 includes monitoring industrial land in MEIAs to ensure they are retained for uses that facilitate their role in accommodating medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure.

Measuring sufficient industrial land supply

The current Industrial Land Monitor (ILM) in the GMP identifies planned industrial land supply and industrial land take-up for each LGA in SEQ. Priority Action 4 ensures that a model for SEQ is developed to monitor supply and demand and integrate the model into the annual LSDM reporting.

The implementation of ShapingSEQ 2023 includes the integration of the ILM into the LSDM report.

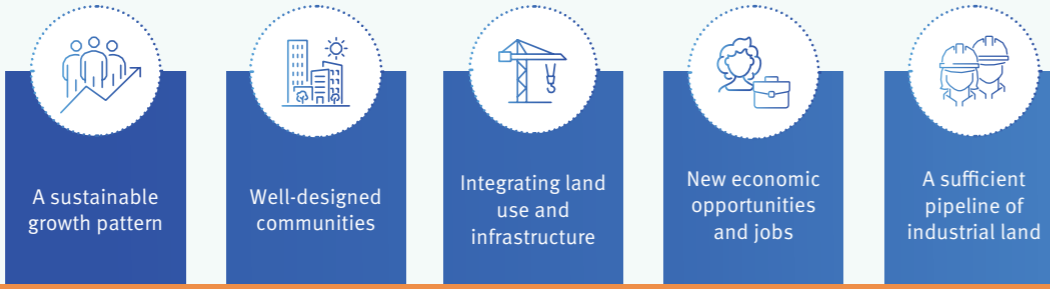


Coolum Eco Industrial Park



Connect

Key regional priorities



Connect focuses on strengthening communities and the economy through the delivery of integrated land use and transport planning.

Delivering Connect strategies

Connect strategies will be delivered through the ongoing coordination and collaboration between state and local governments.

Many of the strategies within Connect are delivered through existing forward programs and committed projects including the Queensland Government Infrastructure Pipeline (QGIP) and the Queensland Transport and Roads Investment Program (QTRIP).

With the evolution of the growth pattern for SEQ through to 2046 priority RSI has been identified to illustrate the regionally significant infrastructure investment anticipated to be required to support growth. The priority RSI is not intended to present a definitive list of all transport infrastructure required to support growth to 2046, but rather represent transport projects that meet the broad criteria outlined in **Chapter 3, Part A: Outcomes and strategies**. Priority Action 6 ensures that integrated land use and infrastructure modelling capability will continue to support informed decision making of land use policy and infrastructure planning, as a critical element in monitoring the implementation of ShapingSEQ 2023.

Connect is supported by the SEQIS and SEQ RTPs. The SEQIS introduces RGCPs which will allow for more proactive planning of key infrastructure using data. By using long-term growth forecasts to identify infrastructure needs, a RGCP can ensure that SEQ meets the current and future infrastructure requirements for a growing population in line with the urban consolidation policy settings in ShapingSEQ 2023. RGCPs encourage collaboration among state agencies, infrastructure providers and local government to establish a shared vision and infrastructure plan, ultimately supporting sustainable growth.

A key implementation action under the SEQIS is to commence the pilot of RGCPs along the proposed Eastern Corridor and the Direct Sunshine Coast Rail Line. This recognises the corridors' significant interregional role in movement of people, goods and growth in addition to servicing and connecting Brisbane 2032 precincts and venues.

The SEQ RTPs 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.

The SEQ City Deal includes a funding commitment to plan for future RSI, including a regional freight movement study and open-level crossing prioritisation. The RSI planning component has a \$5 million allocation comprising of \$2 million from the Queensland Government, \$2 million from the Australian Government and \$1 million from CoMSEQ. The commitment will bring all three levels of government together to develop a mechanism for consultation and cooperation to consider growth and connectivity under an integrated approach.

Monitoring and reporting

Monitoring and reporting of the implementation of Connect strategies are predominately undertaken by TMR. The two key reporting mechanisms for TMR are the QTRIP which reports on current and planned investment in transport infrastructure across Queensland over the next four years, and TMR's Project Assurance Framework. The Connect theme does not have any relevant policy and contextual indicators and will rely on process indicators to demonstrate implementation, for example:

- » Annual reporting against key strategies, including delivery of high frequency network and Principal Cycle Network.
- » Annual reporting on the status of priority RSI projects outlined in Table 9.



Dutton Park Cycleway, Brisbane. Supplied by Brisbane City Council



Sustain

Key regional priorities



A sustainable growth pattern



Well-designed communities



Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations



Regional approach to natural hazards



Better biodiversity outcomes for growth areas

Delivering Sustain strategies

Strategies in Sustain are guided by new policies since 2017, such as the SEQ Koala Conservation Strategy and the Queensland Climate Action Plan 2030, policies carried over from ShapingSEQ 2017, or represent enhanced strategies, such as resilience and the new Resilience Policy Maturity Framework.

Sustain strategies will predominately be delivered through plan-making and development assessment, however, there are key pieces of work to be completed as a priority. Priority Action 7 builds on First Nations engagement undertaken as part of developing ShapingSEQ 2023 and continues this engagement as an integrated and ongoing part of regional planning and broader planning processes. This engagement will inform work programs for the Cultural Resource Management Plan and Living on Country Code.

Bioregional planning (Priority Action 8) replaces the Strategic Assessment implementation action from ShapingSEQ 2017 as an improved, fit-for-purpose tool for guiding the development of PFGAs through mapping areas that are important to conserve and those where particular types of development could be encouraged.

Critical to the delivery of new growth and sustaining our existing communities is improving SEQ's response to natural hazards. Priority Action 9 commences the Review pathway as stage 1 of the Resilience Policy Maturity Framework. This approach draws on existing policy settings and frameworks. In considering areas for future development as part of plan-making, the SPP state interest in 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 for their existing and future levels of risk exposure.

In the Review pathway, the focus will be on:

- Integrating existing hazard and risk-mapping from local governments and state agencies.
- Developing a regionally focused risk assessment by seeking agreement on regionally consistent definitions of intolerable risk.
- Developing regional land use scale policy and identifying no-go areas.
- Successfully integrating the no-go layer into modelling to inform the next ShapingSEQ review and the sizing of the Urban Footprint.

A key aspect of delivering the 'Review' pathway is the identification of interim no-go development areas. 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 growth pattern and exposing more people to harm.

No-go 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 or intolerable natural hazard risk within the Urban Footprint, RLA and RLRPA.
- » Other unsuitable areas identified through existing or future local natural hazard risk management planning processes.
- » Centres at intolerable risk where there is an unfavourable cost benefit ratio of mitigation relative to the development at long-term risk of repeated impact.

Identification of no-go future development areas will be undertaken in a place-based manner using regionally consistent definitions of intolerable risk. This may influence decisions about the Urban Footprint in future reviews of ShapingSEQ.

In addition to the Resilience Policy Maturity Framework responding to natural hazards, Priority Action 10 focuses on heat hazard and understanding this hazard across the SEQ region to improve mitigation for urban heat and heatwaves through local government planning schemes.

Monitoring and reporting

Relevant state agencies will work to develop indicators to monitor the ongoing implementation of Sustain strategies and priority actions.

Key regional priorities



Delivering Live strategies

Live underpins all urban development in SEQ seeking to drive better design outcomes for the built environment, and ultimately, communities.

The Queensland Government is a key delivery partner of well-considered urban design, particularly for public infrastructure, buildings and public realm. The Office of Queensland Government Architect is a leader in providing best-practice design thinking and guidance for embedding design principles into planning policy, such as through QDesign.

Live strategies will continue to be delivered through the planning framework through plan-making and development assessment in

conjunction with non-statutory design guidelines and state-led tools and incentives. The main delivery tools for Live strategies are through the provisions within local government planning schemes and PDA development schemes.

Beyond this, ShapingSEQ 2023 also seeks to directly support the delivery of gentle density by providing design guidance and simplifying assessment processes through the Distinctly Queensland Design Series (Priority Action 11). The delivery of these form-based codes and guidance material will assist the private market in achieving diversity targets and will seek to protect liveability as the region grows and demonstrate that good design can be cost-effective and a feature of any new development.

The delivery of Live strategies is inextricably linked to the Grow theme to ensure that good urban design principles underpin development in SEQ and support well-designed, healthy and sustainable environments. There is a need for commitment across government, the private sector and the community to ensure that growth does not come at the cost of good design.

ShapingSEQ 2023 also seeks to encourage higher standards for greening and cooling within urban environments through increasing tree canopy cover (Priority Action 12). The provision of targets and monitoring the increase of tree canopy coverage across SEQ is essential to inform future reviews of ShapingSEQ and inform local government plan-making processes.

Monitoring and reporting

Monitoring and reporting of the implementation of Live strategies will predominantly be through the review of local government planning schemes and PDA development schemes to ensure they are calibrated to achieve design outcomes sought by ShapingSEQ 2023.



Loganlea Road Healthy Street Project. Supplied by Logan City Council

Governance



Red Hill, Brisbane.
Supplied by Brisbane City Council

The delivery of ShapingSEQ 2023 will be the responsibility of several stakeholders including all tiers of government, Traditional Owners, the community and industry.

The governance framework focuses on joint accountability, strategic alignment across government bodies, greater input from expert advisors and improved transparency. It provides clarity on roles and responsibilities for all stakeholders and the process and parameters for escalation to decision-makers.

The governance framework includes the following groups:

- » **A Project Management Office (PMO)** to provide centralised coordination and management of the delivery of ShapingSEQ 2023.
- » **Growth Monitoring Program (GMP)** to report regularly and transparently on the delivery of Grow and Prosper policy and make recommendations for interventions where relevant.
- » An overarching **Project Control Group (PCG)** to coordinate and manage the implementation program.
- » A senior leadership body called an **Implementation Assurance Committee (IAC)** that will sit below the SEQ **Regional Planning Committee (RPC)** as a direction-setting and decision-making group.

- » **Working groups** that are theme-based and integrate state agency officers, local governments and industry where relevant.
- » An **independent advisory panel** with subject matter experts becoming part of the process, as needed, to support decision-makers, provide best practice and peer review and advise on the delivery of important actions.

Representation for each group will be reviewed to drive implementation and transparency from the bottom up and top down and build accountability between the Queensland Government, local government and industry.

The governance framework is developed to ensure there are multiple levels of responsibility. The PMO, PCG, and IAC represent three defined levels of escalation of decision making. This model provides guidance for effective risk management, allowing the PMO and GMP to track progress through regular reporting, and the PCG to coordinate the program, mitigate risks and respond to change with a defined pathway for escalating matters to the IAC as a critical decision-making body.

The transition to a new governance framework

A sequenced approach to full maturity of the implementation assurance framework is necessary. There will be a transition from current governance arrangements to the new governance and reporting arrangements over two phases.

- 1 Phase one (day one)** – This will commence upon release of ShapingSEQ 2023 to ensure effective oversight of the implementation of priority actions immediately. The PMO is established and will lead the ongoing maturation and execution of the implementation assurance framework and governance arrangements. The existing Deputy Director-General (DDG) Regional Planning Forum is used as a new coordinating and decision-making body as the interim IAC. The independent advisory panel will utilise existing panels in the first instance, such as the Housing Supply Expert Panel (HSEP), in conjunction with existing working groups including local government, state agencies, and industry.
- 2 Phase two (ultimate)** (Figure 10) – All other bodies and working groups are established and will utilise the implementation assurance framework and associated reporting mechanisms.

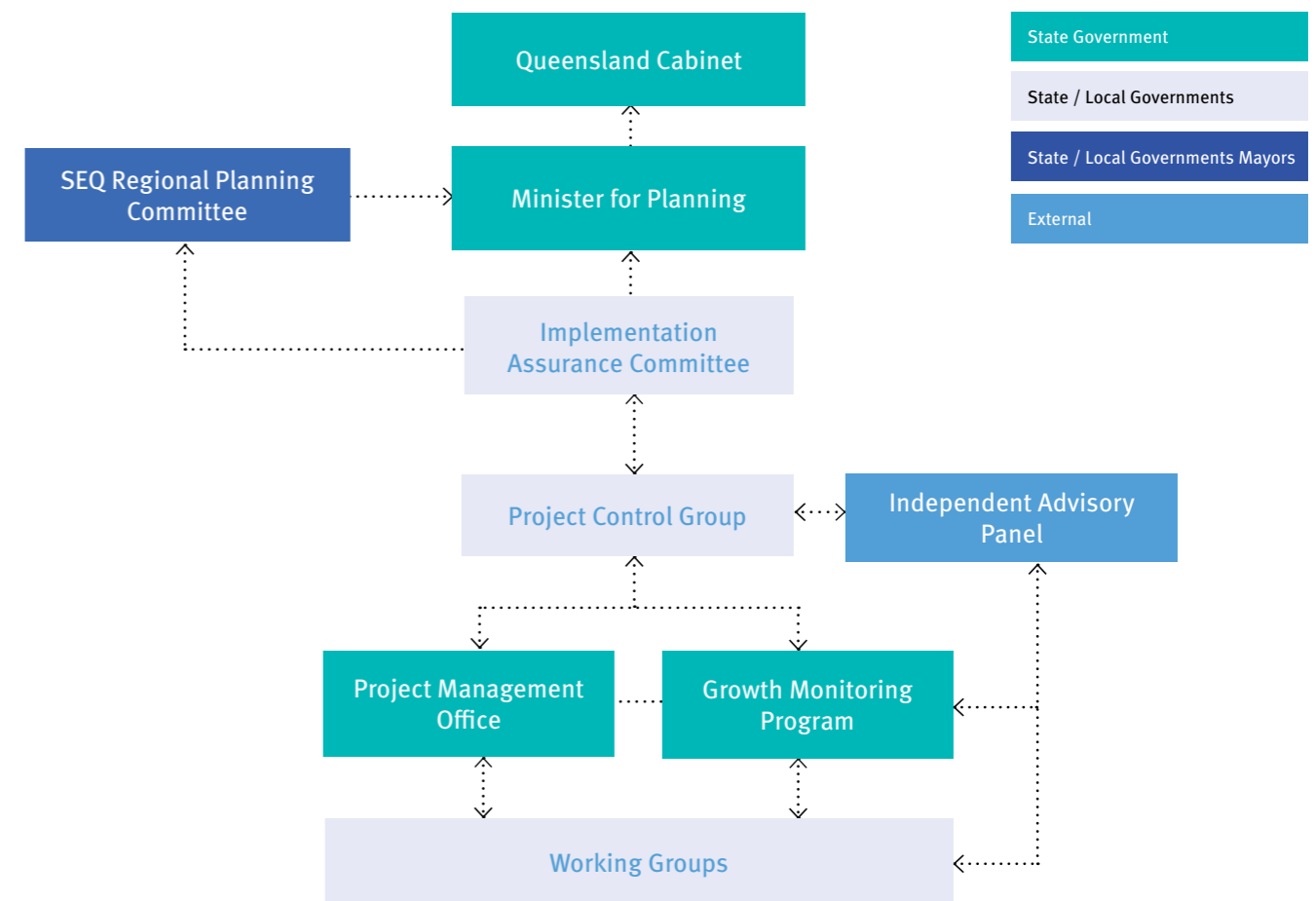


Figure 10 – Governance framework

Governance bodies

Queensland Cabinet

The Queensland Cabinet includes all Government Ministers and is led by the Premier. The Queensland Cabinet will oversee the ongoing delivery of ShapingSEQ 2023, which will be led by the Minister for Planning with input from the advisory bodies in the governance framework to ensure the Minister for Planning is well-informed.

The Minister for Planning

The Minister for Planning is responsible for the preparation, implementation and review of ShapingSEQ, advising the government on related matters, and assembling and convening the SEQ RPC.

SEQ Regional Planning Committee

The SEQ RPC was established by the Minister for Planning under section 14(1) of the Planning Act. Its membership includes the region's 12 mayors and relevant Queensland Government ministers. The SEQ RPC is an important advisory body that will play an ongoing role in the delivery of ShapingSEQ 2023 and subsequent implementation actions, including: the SEQIS; legacy infrastructure delivery to support Brisbane 2032; and responding to issues identified through the SEQ GMP.

Implementation Assurance Committee

The IAC will have coordinated decision-making authority. This committee will decide and direct implementation actions and key policy items. It will be the gateway between the implementation program and the RPC and Planning Minister, prioritising what the RPC will be briefed on and curating decisions for the Planning Minister.

The IAC will be chaired by the DDG of Planning Group, and will include relevant state agency DDG's with implementation responsibility and local government CEO's and/or senior representation from Local Government Association Queensland (LGAQ)/CoMSEQ.

Project Control Group

The PCG will be responsible for the prioritisation of projects, project performance and coordination of matters across agencies and local governments. The PCG will review the monitoring and reporting, and through a risk-based approach, will determine what decisions are required to go up to the IAC.

They are responsible for endorsement and compliance, management assurance including risk management, monitoring and quality assurance.

The PCG will be chaired by the Executive Director of Regional and Spatial Planning Division and will include Executive Director and Director level representation from state agencies that hold implementation responsibilities, as well as Directors from local government planning, infrastructure and economic development branches.

Project Management Office

The PMO will be established as the first line of defence, to build the assurance framework for the program and to establish the processes and procedures required to undertake a program of actions and deliverables. The PMO will be established to build ShapingSEQ 2023's implementation program, establish the reporting systems and initiate the governance framework.

The PMO will manage the day-to-day implementation of the priority actions, measure and report on their progress, manage the working groups, identify program improvements and undertake secretariate functions. The PMO will act as a dedicated ShapingSEQ 2023 implementation team within the department. The GMP will be a key influencer to the program and PMO as they will input to the reporting structures through the various data analysis and indicator reviews and assessments. The evidence gathered through GMP will direct implementation and provide a framework for future policy review, critical to work in and advise the processes of the PMO.

Growth Monitoring Program

An implementation action of ShapingSEQ 2017 was the establishment of the GMP to provide clear evidence to monitor land supply and development in consultation with local government and industry experts. The implementation assurance framework will deliver on recommendations made by a peer review of the LSDM program in 2022 and will use the LSDM report to make recommendations on planning policy and infrastructure actions to support the adequate land supply and preferred growth patterns of the ShapingSEQ 2023.

GMP is responsible for reviewing and updating population, employment and dwelling projections for ShapingSEQ in conjunction with Queensland Treasury, improving access to research and insights through modelling, spatial analytics and visualisation to answer questions related to regional growth performance and sustainability, and publishing the annual LSDM report.

The GMP will also maintain a single online data platform and be a critical informant to the PMO, PCG and working groups. The GMP will also seek regular reviews and advice from the Independent Advisory Panel consistently identify program improvements and undertake actions.

The GMP will be supported by a data and modelling working group, comprising local governments, government agencies, utility providers and industry.

Working groups

Working groups are critical to the expedition of the implementation program. Establishing working groups will also bring focus to independent subject matter experts to advise government on best practice while also encouraging accountability, responsibility and ownership across delivering ShapingSEQ 2023.

Unlike recent regional plans that have used independent state agency, local government and industry working groups, the working group under the new governance model will incorporate and apply mixed membership and leadership to ensure that a more complete picture of expertise and application is provided. Each working group would be charged with responsibility for advising on a specific regional matter and/or

priority action while clearly having oversight of any interdependencies.

The state, through the prioritisation of implementation actions, will decide on what working groups will be activated at what time to implement the plan. The working groups will develop programs for delivery, coordinate inputs to achieve desired outcomes and advise the PMO and PCG on the progress of implementation.

Working groups will include officers from relevant state agencies, local government officers, First Nations peoples, subject matter experts (SMEs) and peak bodies when and where required.

Independent advisory panel

The independent advisory panel will include a cross section of SMEs, peak industry bodies, community groups and advocacy groups. The panel will include technical expertise relevant to all themes, to provide advisory services on best practice, and reflect interdependencies between the key policy outcomes. The representatives on the advisory panel can be drawn on by all levels of governance, to build transparency and independent advice. From the commencement of ShapingSEQ 2023, advice will continue to be sought from key existing panels such as the HSEP, EDQ Advisory Board and the Growth Areas Advisory Committee (GAAC).

Governance, monitoring and assurance

For the implementation assurance framework to succeed, regular and transparent tracking of performance and progress against the policy outcomes sought by ShapingSEQ 2023 will need to be integrated into all levels of governance.

Monitoring is essential to establish what is happening now and what may happen in the future and then compare these trends against existing policies and targets to determine what needs to be done.

Unlike other strategic plans, ShapingSEQ 2023 links performance monitoring and reporting with clear processes and pathways for escalation and decision-making that are aligned with the governance framework.

While monitoring has always formed an important part of regional plan implementation, defining how outcomes (indicators) will inform and trigger decision-making processes is a new and critical component of building assurance.

Measuring plan performance towards its stated policy objectives and targets is a dynamic process that will be reported annually.

The implementation assurance is underpinned by the ability to collect and analyse the right kinds of indicators and communicate timely insights for decision-making. Data availability and quality remain key considerations. Monitoring for ShapingSEQ 2023 builds on existing data capabilities while developing more robust data foundations including more sophisticated data governance practices and the use of contemporary technologies to provide transparency, accountability, confidence and value. Figure 11 outlines that a suite of indicators are to be identified and monitored.

The identification of indicators and reporting is a process and will be developed and refined annually.

The regular tracking of implementation progress and performance of indicators will assist in identifying and managing change and disruptions, and where responses or interventions may be required.

Through the implementation assurance framework, governance arrangements will be directly informed by monitoring and reporting. The relevant governance bodies will manage risk and any internal and external change processes.

Internal change processes could be things informed by the process and policy indicators that require action, such as funding, timeframes, and scope change. External change processes could be anything contextual (informed by context indicators) that is not directly related to the implementation plan but may require action such as a natural hazard or global crisis scenarios.

In these instances, the framework will notify any potential decision-making points and action the process through the governance framework.

If assurance is built and operated consistently, the systems, processes and lines of defence will manage the delivery of implementation against the desired outcomes, keep all relevant stakeholders accountable, run a transparent and reported process and ultimately ensure successful delivery of the implementation plan.

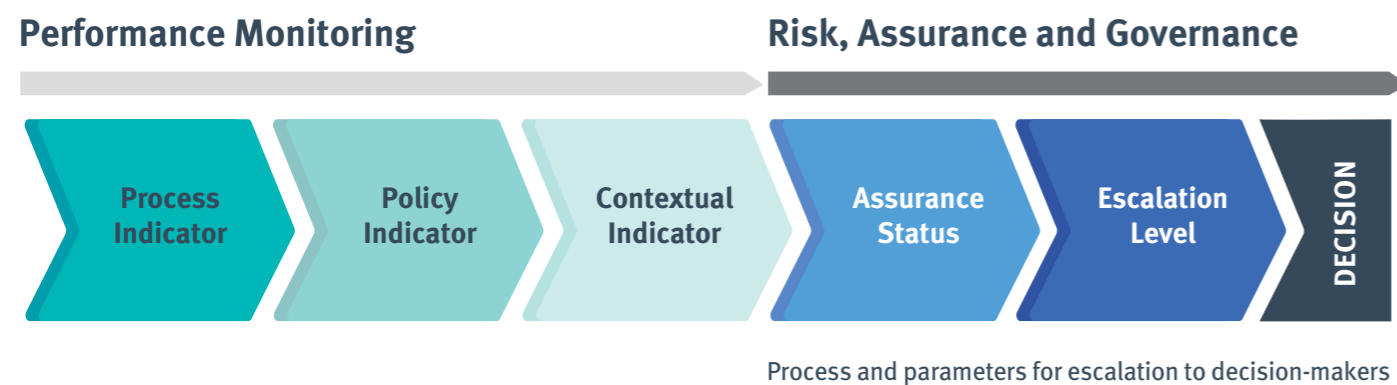


Figure 11 – Performance monitoring to inform implementation assurance



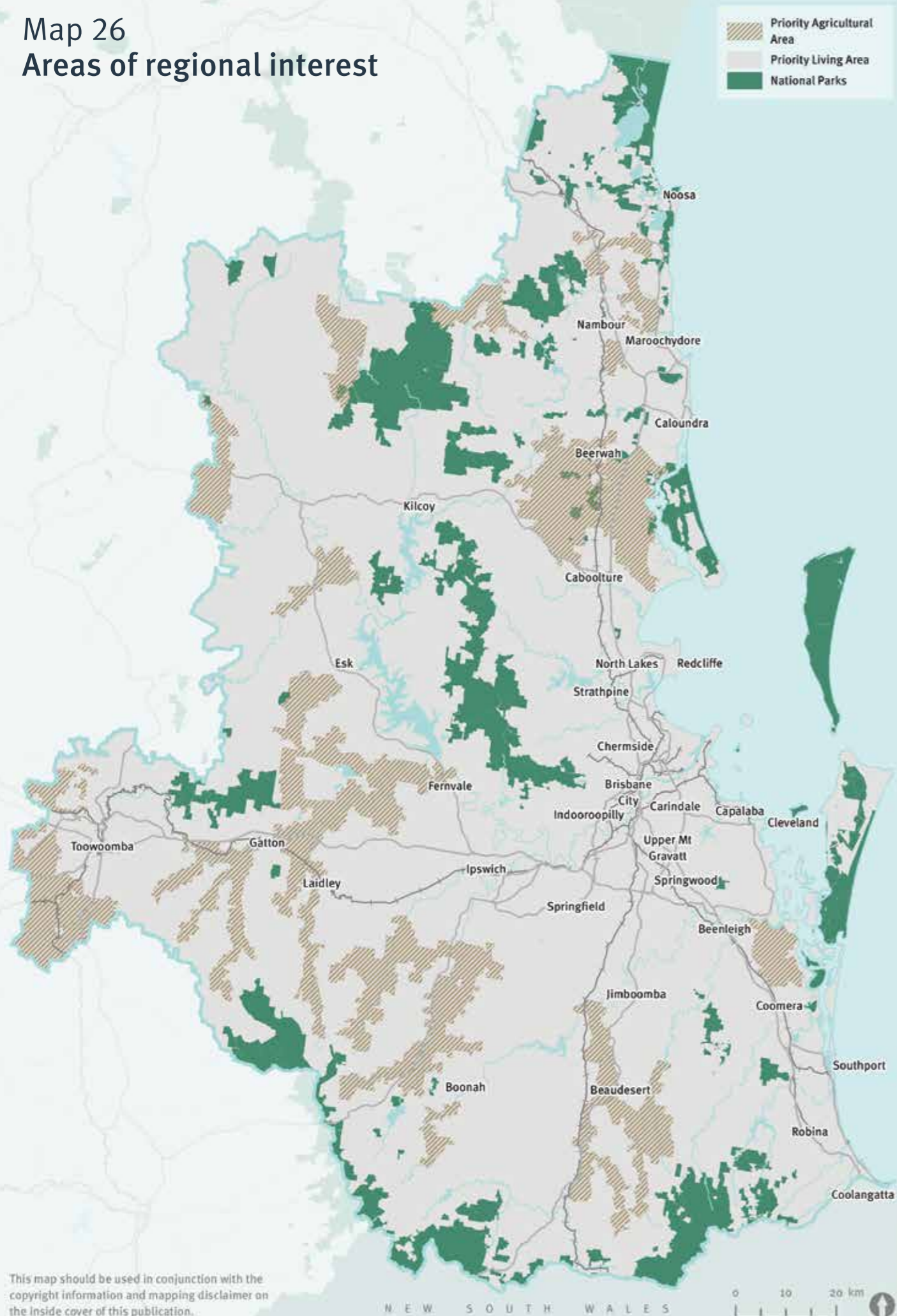
Point Halloran Conservation Area, Victoria Point (Warrar Warrar).
Supplied by Redland City Council

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 covered under the *Mineral Resources Act 1989*.

Map 26 Areas of regional interest



This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

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 to ensure supply.

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.

This chapter is relevant for the assessment of applications under the 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 www.planning.statedevelopment.qld.gov.au.

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 Strategic Cropping Land (SCL) trigger map, however, the SCA is mapped independently of the regional plan.

Priority Agricultural Areas

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

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.

PAA's (Map 26) have been identified in strategic clusters of the most regionally significant agricultural production areas which contain various priority agricultural land uses (PALUs). 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 in 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 about 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 and 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 holistically to ensure the success of the region.

The entire SEQ region has been identified as a PLA (Map 26) 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 an 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 to ensure supply. These mines can be accommodated 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 2023. 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	Active transport incorporates walking, cycling and other physically active ways of travelling
Affordable housing	As defined in the Planning Regulation 2017.
Affordable living	As defined in the SPP.
Agriculture	As defined in the SPP.
Agricultural Land Classification (Classes A and B)	As defined in the SPP.
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 the 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> .
Complete communities	Communities where residents have adequate and appropriate local access to a range of everyday goods, services and employment opportunities.
Consolidation (form of development)	Development on land inside the existing urban area. Also known as 'infill development'.
Contextual indicator	Indicators that monitor wider economic, environmental and social trends. Contextual indicators help to better understand and interpret policy indicator results.
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 2. The targets indicate the supply to 2046 that needs to be planned for by ShapingSEQ 2023 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 peoples. 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 3. 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.

Term	Definition
Expansion (form of development)	Development on land outside the existing urban area. Also known as 'greenfield development'.
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"> » Small studios or Fonzie flats » Duplexes » Row or terrace houses » Triplexes or quadruplexes » Multiple dwellings (i.e. low-rise townhouses or units – 1 to 3 storeys).
Growth assumptions	The consistent set of dwelling and employment growth assumptions used in ShapingSEQ 2023.
High amenity areas	Refer to Chapter 3, Part A, Grow Theme.
High frequency public transport	The system of public transport routes, rollingstock and signalling that enables commuter public transport to operate at high frequencies (by 2046 at least 15-minute services from 7am to 7pm, 7 days a week) 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% of the income distribution and spend more than 30% of their income on housing are defined as being in housing stress.
Important Agricultural Areas	As defined in the SPP.
Indigenous landscape values	Refer to page 125.
Inter-Urban Break (IUB)	A non-urban area separating major urban development areas. SEQ NIUB is defined in the Planning Regulation 2017.
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 (MRAC)	Refer to page 94.
Major Enterprise and Industrial Areas (MEIA)	<p>MEIAs continue to represent major anchors for SEQ's industrial activities, activities that do not recognise LGA boundaries.</p> <p>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.</p> <p>SEQ Major Enterprise and Industrial Area is defined in the Planning Regulation 2017.</p>

Term	Definition
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.
Monitoring	Regular and systematic collection and analysis of data to measure the implementation of ShapingSEQ policies and implementation activities.
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"> » Encumbered areas (e.g. areas subject to flooding, protected vegetation, heritage etc.) » Non-residential sites (e.g. centres, industrial, community facilities, education/ health facilities, district and higher-order public open space, significant stormwater management infrastructure, etc.) » Non-local transport (e.g. sub-arterial, arterial, and state roads, railway corridors, etc.)
Peri-urban	The area of influence between rural and urban areas, usually located near urban areas.
Places of cultural heritage significance	Refer to page 133.
Policy indicator	Indicators that monitor the progress of ShapingSEQ policies by comparing the indicator values against policy targets. For policies where it is not possible to attach a clear target, a general trend is identified.
Potential Future Growth Area (PFGA)	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 2023, unless ongoing monitoring as part of the GMP indicates there is an inadequate land supply and the targets or baselines may not be accommodated in the Urban Footprint.
Principal Regional Activity Centres (PRAC)	Refer to page 94.
Process indicator	Indicators that monitor the delivery of specific ShapingSEQ implementation activities. For example, the delivery of the regional industrial land framework by the end of 2024.
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"> » At the broader regional level, those assumptions are about fertility, mortality and migration. » At the local level, the assumptions are about land supply and development timing. 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, may influence a different outcome.
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 91.
Refugia	An area within which a population of organisms can survive through a period of unfavourable climatic conditions.
Regional biodiversity values	Refer to page 127.
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.

Term	Definition
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 Enterprise Precincts	Refer to page 96. 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.
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 development area	A SEQ development area is a growth area, requiring coordinated state and local government-led land use and infrastructure planning or significant infrastructure investment to unlock for urban development. SEQ development areas reflect areas that require coordinated planning and delivery to cater for regionally significant residential and/or employment supply. SEQ development area is defined in the Planning Regulation. Note: SEQ development area was formerly called a Major Development Area (MDA).
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 policy.
SEQ Significant Tourist Activity Area	Refer to the Planning Regulation.
Social housing	As defined in the SPP.
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 a range 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 outcomes 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, while 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> .

Acknowledgements

A large number of individuals and organisations have contributed to ShapingSEQ 2023. While it is not possible to list them all individually, their contributions are acknowledged and appreciated.

The contributions of the following individuals and groups are acknowledged:

- » SEQ Regional Planning Committee
- » Aboriginal peoples and Torres Strait Islander peoples
- » industry, community and environmental groups
- » Queensland Government agencies
- » SEQ local governments
- » Council of Mayors (SEQ)
- » Staff from the Department of State Development, Infrastructure, Local Government and Planning.

Special thanks:

- » The SEQ community for its contribution as part of the community consultation and helping prepare and finalise ShapingSEQ 2023
- » SEQ Regional Planning Committee members
- » Queensland Government departments and other infrastructure agencies:
 - » Department of the Premier and Cabinet

- » Queensland Treasury
- » Department of Regional Development, Manufacturing and Water
- » Department of Environment and Science
- » Department of Tourism, Innovation and Sport
- » Department of Health
- » Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts
- » Department of Child Safety, Seniors and Disability Services
- » Department of Agriculture and Fisheries
- » Department of Transport and Main Roads
- » Department of Youth Justice, Employment, Small Business and Training
- » Department of Resources
- » Department of Education
- » Department of Energy and Public Works
- » Queensland Police Service
- » Queensland Fire and Emergency Services

- » Queensland Corrective Services
- » Department of Housing
- » Energy Queensland
- » Powerlink
- » Seqwater
- » Unitywater
- » Local governments:
 - » Brisbane City Council
 - » City of Gold Coast
 - » Ipswich City Council
 - » Lockyer Valley Regional Council
 - » Logan City Council
 - » City of Moreton Bay
 - » Noosa Shire Council
 - » Redland City Council
 - » Scenic Rim Regional Council
 - » Somerset Regional Council
 - » Sunshine Coast Council
 - » Toowoomba Regional Council



Acronyms

Acronym	Term
CBD	Central Business District
CoMSEQ	Council of Mayors (South East Queensland)
DES	Department of Environment and Science
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
EDQ	Economic Development Queensland
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
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
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
PAA	Priority Agricultural Areas
PDA	Priority Development Area
PFGA	Potential Future Growth Area
PLA	Priority Living Areas
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

Acronym	Term
RSI	Region-Shaping Infrastructure
RPC	Regional Planning Committee
SCL	Strategic Cropping Land
SDA	State Development Area
SEQ	South East Queensland
SEQDA	South East Queensland Development Area
SEQIS	South East Queensland Infrastructure Supplement
SPP	State Planning Policy
TMR	Department of Transport and Main Roads
UN SDGs	United Nations Sustainable Development Goals
UUF	Underutilised Urban Footprint



Victoria Park, Herston (Barramjin) Supplied by Brisbane City Council
Back cover: Newport. Photographer: Tara Williams



ShapingSEQ

South East Queensland Regional Plan 2023

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